



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

Covering Parts of Ontario, New York, Pennsylvania, Ohio, Michigan, & West Virginia

www.gmcheritagecruisers.com

Summer 2019



From the President

Hi all, just a short note that life is short so get out there and take that dream trip ASAP. Karen and I always wanted to take an Alaskan Cruisetour but the cost was so much more than our normal Caribbean cruises that we kept putting it off. A travel agent sent out a blast announcing an incredible deal and within minutes, we made the call and booked it. We added in a 12-day visit to our grandkids near Calgary and then spent 16 days touring and cruising to Alaska. Wow, a trip we will never forget.

On a side note, we have been struggling to meet quorum for our required business meetings usually held at rallies. I want to ask everyone (especially those who do not normally attend rallies) to try and come out at least once or twice a year if they can. If you need help ensuring your coach is road worthy, we will do our best to enable you to come out and have a great time.

Another item this fall we are having our bi-annual election. We ask if you have an interest in helping to run this club, please contact the current office holder and ask

your questions. We want everyone to be an active part of this club if they are willing and able.

Cheers, *Steve*



From the Wagon Master

John Peazel, VPWM

2 - 5 August –
Canal Days, Port
Colborne,
Ontario

Eelko & Emily Byker
Rally Information
Attached



13 – 15 Sept - Rockwood Conservation Area, Rockwood, Ontario

Penny & Cliff Pike

Rally Information Attached

Fall GMCMI Convention -

4-10 October - Mansfield, Ohio

Gathering on 2 Oct in West Seneca, NY and convoy on 3 Oct to Mansfield. Let Fran & Lois Urbanski know if you are going to stop in West Seneca.

West Seneca Stop Details

For those who will be going to the GMCMI Convention - FOR THE EARLY DAY, THURSDAY, 3 October AND CROSSING INTO THE U.S.A. THROUGH NEW YORK STATE and continuing on to Ohio, West Seneca, where we live, is five hours from Mansfield. I can secure a parish lot, off street, for a ONE NIGHT, DRY CAMP ONLY for those who do not want to make the trip in one bite. We only live one mile away. There are stores of all sorts nearby. There will be a get together at 92 Steiner, our house, the evening of Wednesday, 2 October,

Fran & Lois

Club Elections

This year is an election year for the Club. At a rally later in the year, we should set and elect our Executive, National Directors and Nominating Committee. Your Nominating Committee, Bob Paterson, Roy Carscadden, and Al Hamilton will be determining who is willing to run again and look for replacements where necessary. If you are willing to serve or have someone in mind, let a member of the Nominating Committee know.

Rallies So Far

May Rally – *Prince Edward County in Lake Ontario was the location of our first meeting of the year. Karen & Steve Lill hosted a very busy time at the Casa Dea Winery near Wellington, Ontario again this year. The ladies enjoyed a tour to a craft of fabric sale in Picton while others went to flea markets. We all met for lunch at Lake on the Mountain.*



Lake on the Mountain



Casa Dea



Here We Are at the Casa Dea Winery !!

June Rally – Courtland, Ontario had the pleasure of our company in June put on by John & Mary Peazel at the Lion's Club. Lots of great meals were provided and prepared by the so able chef, Flap Jack Elzinga, assisted by Fran Urbanski with Emily Byker working very hard as well.



There were shopping trips and a unique experience of a trip to the local Gun Club where a lot of the gun club members provided instruction and safety, not to mention the shotguns, for us to try Trap Shooting.



There were a few bruised arms but in the end the top guns were Jim Hamilton and Linda Foldy.



The Sharpshooters

July Rally - Another amazing rally is in the books. Five coaches arrived by Thursday so the weekend got started quite early. As always, the food offered was fantastic with some of the best steaks we have ever had for Saturday night dinner. The pancakes on Sunday had berries picked just minutes prior from the bushes on the property. Even the restaurants we visited had wonderful food. I am not sure how much 'work' got done but there was a near-constant circle of discussion while sitting under the main tree.

The ladies did squeeze in a few games of dominoes but most project work was deferred to later on Sunday (Yeah! I now have Wind Wings) for those few of us who stayed on past Monday. Ernie and Cynthia were the absolute best hosts going out of their way to help folks visit the shopping sites they needed. I also want to thank all the volunteers who helped out with the meals. It made for a relaxing and very enjoyable weekend.



Tech Talk

Tire Pressure Monitoring Systems

By Bruce Hislop, VP Tech

Several years ago on the way to the RustBuster we had a flat tire. I didn't realize it until a trucker pulled alongside and blew his horn to get my attention to it. It happened in a construction zone so we had to continue for about a half mile before we could pull over. It later occurred to me that this tire was low when I got the Coach out of storage. I had inflated it, but it could have had a slow leak and was low again, but I didn't check it before leaving.

Last spring I decided to buy a tire monitoring system. I found a system with 6 tire sensors included with it. Like most aftermarket systems, the sensors screw onto the tire valve. Some sensors are pass-through to allow filling the tire with air without removing the sensor. Mine are not pass-through, but it has not been an issue.

Each sensor must be registered to your display unit first. Instructions for doing this

will come with your unit. You then set the maximum and minimum pressure limits for each axle. My instructions suggested 20% above and 10% below your normal cold pressure as the upper and lower limits. I found that in the Spring and Fall with cool nights my unit will trigger low pressure until the temperature warms up. I plan on decreasing the lower limit slightly to prevent this from happening.

The sensor also reports the tire temperature and has a high-temperature alarm setting as well. I'm not sure how accurate the temperature reading is as I'm sure it is being cooled by the air moving past the sensor.

My unit is a TST model TM-510RV, which has been superseded by the TM-507 with a colour screen.



TST Model TM-510RV

Display unit



TST Model TM-507

Operation: When the Coach is not moving, the sensors shut down to save battery life. They will start reporting once the coach starts moving and it may take a couple of minutes before all of them are displayed. The display then cycles through all the tires displaying their pressure and temperature one at a time. If the pressure suddenly drops in a tire, or falls outside of the min/max pressure or if it exceeds the max temperature, the display will emit an alarm tone and display the position of the tire on the coach and current pressure & temperature.

Observations during use:

- The front tires run much cooler than the rears. I suspect the heat from the engine affects the rear tires more.
- The tires on the sunny side of the coach run about 5-8 degrees hotter than the shady side. I would not have thought the sun would affect the tire temperature that much.
- I run 60 on the rears and 65PSI on the fronts at cold about 20C. In the Spring and Fall when it is cooler in the morning, I find the rears will drop to below 55 and 60 on the fronts. It usually warms up quickly so I don't adjust for the cool morning temps.
- In the summer, with warm tires while running, the rears will get up to high 60's PSI and the fronts into the low 70's PSI.
- The Manufacturer advises changing to steel valve stems due to the weight of the sensors (0.7oz). I was surprised that at 60mph, the centrifugal force put on the valve stem by the sensor is about 4 pounds! I had my tires re-balanced with the sensors mounted and it made a big difference. I am due for new tires next year, so I will have steel valve stems installed at that time. Be sure



Tire Pressure Sensor

to check for clearance between the sensor and the wheel (also the sensor tool used to install the sensor) as there does not seem to be much room on the wheels on our coaches.

Conclusions:

I really like having the pressure monitor system. I always know the tires are running at the proper pressure. I haven't had a flat since (fingers crossed), but at work we go to a lot of construction sites. One truck had 3 flats in one year, but because of the tire monitoring system which is standard on all vehicles since about 2008, he was alerted to the low pressure and each time was able to find a safe place off the road to change the tire before it was completely flat.

Steering Shaft Boot

Fran Urbanski discovered a boot at NAPA that fits our CV joint and steering column shaft very well. It is part number SME 721006. The number works in the US and Canada. Many NAPA numbers are different as you cross the border.

Rally Photos

If you have rally photos that you would like to share, send them to Cliff Pike, the Club Historian, so they can be included in the archives, digital edition. Cliff takes lots of photos at rallies and you can see them at: <https://www.flickr.com/photos/133356126@N03/albums>. There is also a link to the rally photos on our web site.



Classified

For Sale: Here is a list of the parts from Dan Stuckey - stuckey@brktel.on.ca or 519-844-2083 :

Macerator kits - only three remaining - \$350 US ea.

One engine sub frame galvanized - \$1795 US .

One rear sub frame galvanized - \$500 US

Four frame cross members galvanized - \$250 US ea.

For Sale: Here also is a list of the remaining parts that Paul Lambke has - 519-443-7543 or phlambke@aol.com:

NEW PARTS

2 sets Moog upper control arm bushings @ \$35.00 = \$70.00

2 sets Moog offset upper control arm bushings @ \$ 41.00 = \$82.00

2 Moog upper ball joints @ \$55.00 = \$110.00

1 Moog lower ball joint @ \$119.00

1 GMC final drive Pinion bearing set @ \$ 135.00

1 Tilton HD gear reduction starter motor @ \$ 525.00

USED PARTS

1 right front wheel knuckle (core) @ \$75.00

1 left front wheel knuckle (core) @ \$75.00

1 final drive assembly (Toro 2.73 ratio) @ \$150.00

2 GMC transmission assemblies \$150.00 = \$300.00

1 drive axle assembly, inner& outer CV joints cleaned, checked, repacked with grease and fitted with new outer boot @ \$125.00

All prices in Cdn dollars.

For Sale – There are two Story Boards left from the last printing. They are \$39.55 Cdn. Allan Hamilton - akh@1000island.net.

For Sale - New, never installed, GMC holding tank for sale, Ardemco model GMC-1. <https://ardemco.com/gmc-1-waste-tank/>
Bruce Hislop – 519-274-2000 – bruce@perthcomm.com



For Sale – 1975 Canyon Lands stretched to 28 feet with twin beds and many upgrades since the 1989 purchase. The coach won second place at the 25th GMCMI Anniversary Convention. In addition to many, many upgrades it includes a tow bar and stone guard. \$19,000 Cdn or

reasonable offer. Call Virginia Haun – 905-862-6156 or Cell 905-733-0836.



Listing of GMC-related items for sale is available to HC members and will only appear for two issues unless otherwise arranged.



2019 Newsletter

Submissions for the Fall 2019 Edition of the "Comings 'n Goings" are due by 15 October to the Editor, Al Hamilton at akh@1000island.net.

Enclosures:

**August Rally Registration
September Rally Registration**

