



# COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

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[www.gmcheritagecruisers.com](http://www.gmcheritagecruisers.com)

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2020

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*Lois*



**From the  
President**

Hi Everyone!

We hope this newsletter finds all of you well. That's a lot to hope this year! I think we would all like to see 2020 ended. I would like to look forward to next year when hopefully things will be safer, wrists will be fully healed, and we will be able to all get together again.

We are looking to see if we can safely have a Coachless Rally in January, and we will let you know what we find out. We also have had a couple of proposals for rallies for 2021. Please keep thinking of ideas! And know that I will be willing to help out wherever I can, as we are still looking for a Wagon Master.

This is a pivotal moment for the Heritage Cruisers, and I know you all love our gatherings as much as I do. My gavel is dusted weekly, as I still hope to use it next year !! Keep thinking positive !! Hope to see you soon.



**Rallies 2021**

**June** – Sauble Beach, Ont

**September** – Dansville, NY

**Rallies This Year**

**NY Heritage Cruisers Get Together**

Because our US members were unable to cross the border this summer, Ernie and Cindy Dankert took matters in their own hands, and invited those excluded members to their house in Spencerport, NY for an informal get together. Only two came in their coaches, but they formed a tight awnings-together fortress to shield us from the sun. Attending were Ed Daniels and his son, Matt, Fred and Eunie Ely, Dave and Michelle Servati, Fran and Lois Urbanski and the Dankerts. We feasted on a smoked chicken dinner and talked until after dark. A good



time was had by all, and a toast was offered that although we were unable to all be together, we were together in spirit.

**August Rally** – A gathering took place at Rideau Acres Campground in Kingston, Ontario and considering the situation of today, was well attended. Everyone pitched in to help especially our morning chefs, Jack Elzinga, Cliff Pike, Donna Lipsett, and John Podmore. Jim & Nancy Hamilton picked up the club trailer and took it to the rally with our much needed stuff. We had a great meal at the Fort Henry Bistro overlooking Lake Ontario. Closed or restricted locations limited activities outside the campground but it was a great time. Nancy Hamilton ran a craft session on stone art that was enjoyed by all who participated. At the same time a dash air conditioning discussion was held.



**Rideau Acres Beach**



**Stone Artists**



**Stone Art**



**What you in for, Ross ??**





**View from South Battery, Fort Henry**

**October Rally** – A third rally for 2020 was attempted at Rockwood Park near Guelph, Ontario in early October. The attendance was down mainly because of second increase in the Covid-19 infections. It was to be a no-host rally. but it was necessary to do some coordination so Cliff & Penny Pike stepped in when needed.



**Report from Cliff Pike;** The Rockwood NoHost rally went well. Small by our usual standards but that is understandable given

the current circumstances. There were five coaches in attendance: Podmores, Lills, Mondors, Dick Longman, and the Pikes. We pretty much stayed in the park all weekend as there was little open in the area anyway.



Some enjoyed a hike over the park trails and enjoyed the fall colours and scenery, which are quite spectacular especially at this time of year. We had a campfire each night and lots of interesting conversation, with all observing Covid protocol as much as possible.



The weather was cool and invigorating, with no rain until time to leave on Sunday morning. Here's hoping for a better year in 2021!

### **A History of Paterson Engines and Springfield Ignition**

We in the GMC community across North America were fortunate to have some very dedicated people that worked on various

parts of our coaches. They researched and shared their findings through improving various components and doing technical presentations at GMCMI Conventions and local club rallies. Here is the development of engine, carburetor, and ignition rebuild by Dick Paterson

In about the late 1980's he contacted auto wreckers from Windsor to Ottawa – looking for Toronados – bought every one he could find (likely 12-15) in all. They were dissembled, the drive trains/axles, knuckles /hubs, etc., and scrapped the rest. He had worked at GM from 1963 -1975 and had a lot of old buddies there. They got him original GMC shop manuals and parts books, etc. He contacted a friend in parts, and had him search the GMC motorhome inventory at the eight GM parts warehouses across Canada. They bought it all – (what an odd bag of assorted items !!).

He also operated a GM garage until 2001 and did a fair amount of service work on the GMC Motorhomes.

He is no longer rebuilding motors nor does any service work. He is continuing to do ignition and carburetor work. Frank Bormann took all Dick's special tools, motor cores, OEM parts, and the motor run stand. Frank is very keen on doing GMC work and should continue to provide excellent service to the GMC community.

Dick's expertise and technical knowledge that he shared in many ways will be missed. Many of us owe him a huge thanks for all he did.

### **Special Thanks !**

Your Editor would like to acknowledge and thank our Club Historian and Photographer, Cliff Pike. He has made my job easier and

the newsletter more interesting for all. Not only do we get photos but aerial videos of our rallies and some of the GMCMI conventions.

### **New Members**

Dean & Laurie Mondor, of Athens, Ontario joined us at the August rally and before the weekend was over, they were members. Hope you have many good times at upcoming rallies.

### **Bylaw & Standing Rules Amendments**

The long process of amending the Club Bylaws and Standing Rules ended with a vote and approval of both at a meeting held on 15 August. Copies are available upon request.



### **Emailing of the Newsletter**

The quarterly newsletter will be by email only. The saving will be applied to the Club insurance cost.



### **Membership Dues for 2021**

That time of year has come once again. The Chapter dues for 2021 are \$20 Cdn or \$15 US payable by 1 January 2021. Earlier is better !!!

Complete the dues enclosure and mail it with your dues in either US or Canadian funds to our Treasurer, Nancy Berry. **Check carefully to whom the cheque is to be made out to. It is different for US & Canadian funds.** If you have paid the 2021 dues then there should be no dues attachment with your newsletter.



On 1 May anyone who has not paid is dropped from the membership and the mailing lists and will miss a newsletter or rally information.

## Reminder

FMCA membership with their annual \$75 US dues is no longer required to belong to the GMC Heritage Cruisers. Our dues were increased slightly as seen above to cover annual cost of Club insurance to replace that part of the FMCA dues.

## Tech Talk



by Bruce Hislop, VP Tech



## Fan Belts

This spring I thought it would be a good idea to get new fan belts. The existing belts were installed by Bormann's Garage back in 2009 or 2010, so they had a good run. I checked the numbers on the existing belts and got replacements.

After installing and tightening the belts I started the Murray to checked things out... then I turned ON the air conditioner. There was immediately a loud squeal so I shut the AC OFF. The alternator and power steering belts looked good, but the Air Conditioner belt was sitting far down in the pulleys. I measured the belts and the alternator and power steering belt were both about 12mm wide, while the AC belt measured 10.7mm. It also seemed loose so I re-tightened the AC belt. We did a short weekend trip and tried to use the AC, it only ran for 10 minutes or so before the belt started to squeal again. So we did without the AC for the rest of the trip.

I bought another AC belt from a different supplier and found it was the narrow width. I then remember about a posting from a former GMCHC member, Scott Cowden. He was having issues with alternator belts wearing out, so he tried implement belts. Implement/Industrial belts are built heavier than automotive belts and can handle more power. Scott went from an automotive alternator belt lasting him only one season to the Implement belt lasting 7 years!

In the front pages of the GMCMI Parts Interchange Guild, there is more information about Implement/Industrial V-belts. These belts are slightly wider at 1/2" and are measured on the inside circumference rather than outside like automotive belts are. The size rating are an Axx where the xx is the inside diameter. I found that my 1977 with a 455 needed slightly different sizes than the GMCMI Parts Guild recommends, but this could be differences between manufacturers.

I bought my belts at TSC stores here in Canada, the brand was A&I Products.

Alternator .....A57 (4L590)

Power Steering .A45 (4L470)

Air Conditioner ..A60 (4L620) (403 would

be a A59 or A58 size)

*If you are having issues with belts squealing or not lasting you may want to try the heavier Implement belts.*

*I haven't had a long trip experience with them so far. The A series belts do sit a bit higher in pulley except for the AC pump which it sits near flush. I will report back my experiences.*

### **Rear Door Struts**

There are gas lift struts available on Amazon.ca and Amazon.com that are the correct length and lifting power for the two rear doors on the GMC. They are 20 inches extended with a 20 pound lifting force each. The required 10 mm strut mounting brackets are also available. Two struts per door works well.



Reinforcing the fiberglass door where the mounting bracket is attached is suggested.



### **Reinforcing the Door**

#### **Liability Disclaimer**

**The GMC Heritage Cruisers, its officers, and the Editor are not responsible for the accuracy of advice and/or technical notes published in the "Comings 'n Goings". Adjustments or installations made to coaches on the basis of information presented in this publication is the responsibility of the individual coach owner.**

### **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.

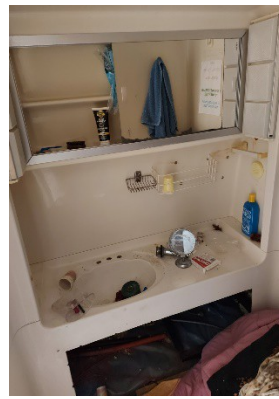




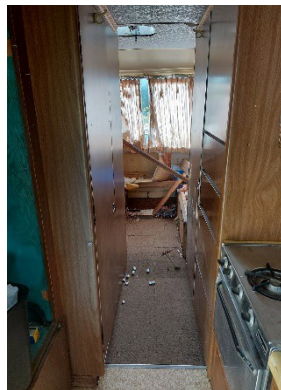
## Classified

**For Sale** – There is one GMC Motorhome Story Board left from the last printing. It is \$39.55 Cdn. Allan Hamilton - [akh@1000island.net](mailto: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 = [bhislop76@gmail.com](mailto:bhislop76@gmail.com)



**For Sale:** 1973/76 combination coach. Project or for parts. It was assembled from two coaches. The chassis is from a low mileage coach that lost its body in a fire. \$1500. Available in Honey Harbour, Ontario. Contact Ben Birch – 705-756-2411 or [bbirch@hhbc.ca](mailto:bbirch@hhbc.ca).



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



## 2021 Newsletter

Submissions for the Winter 2021 Edition of the "Comings 'n Goings" are due by 15

*February to the Editor, Al Hamilton at  
akh@1000island.net.*

***Enclosures:***

***Dues Reminder (Some Members Only)***