



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

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

www.gmcheritagecruisers.com



2021



From the President

Hi Everyone !

We just returned from our first Canada visit in almost two years! It was a great rally at Camp Kintail near Kincardine, Ontario.

It was so good to see everyone, and to hold our first meeting in a long time. The weather cooperated, Nancy and Jim Hamilton provided wonderful food, and there was so much to do and lots of time to sit around and talk. What a good rally for the Hamilton's initial rally. It will be hard to top! But you know what that means? We will want another rally by this talented couple.

I want to thank everyone for their participation in the Club meeting. Lots of good discussion! There will be a chance to vote on the motions which were produced, with the hope that we will have an easier time in the future with several concerns.

Fran and I will keep you posted about any plans we can make for a Coachless Rally in late January. Stay well and hopeful!

Lois (I gave up my gavel) Urbanski



Rallies 2022

Jan - Feb 2022 – Coachless Rally

See the President's
Comment above

Rally Masters Wanted

The easing of restrictions will let us continue with rallies for next year.

Regulations on gatherings will determine what rallies can be held. You will be advised as



things change closer to the proposed dates.

Also please note, no rallies have been set for 2022. Please help !!!

New Members

Tony Cockshutt & Jane Keppy from Port Colborne, Ontario became members of the Club in late August. It was great to meet you at the October rally in Kintail.

Tom & Judy Chalmers from Selwyn, Ontario joined in September, just a few days after getting their coach. Welcome and we hope you enjoy all the Club has to offer,

August Rally

by Lois Urbanski

We arrived at Cindy and Ernie Dankert's home in Spencerport on August 20, about 3pm, and parked next to his barn/garage with Ed Daniels. We were able to plug into his electric, under the shade. We settled into lots of talk until dinnertime when Dave Servanti arrived, just in time for our pot luck of hamburgers, Italian sausage, and salads.



Dinner



Dave also brought his new- to- him 2006 Saturn which was our project for the weekend. He wanted to install a base plate to enable it to be towed, and a trailer hitch on the back.



Job Completed

The next day started with breakfast at Slaytons, a nearby family restaurant.

Afterwards work started on the base plate with Dave doing much of the work and the others telling him how to do it.

We had a nice visit with John Evans and his son Morgan for a few hours as well. An intense Domino game resulted in an unexpected winner.

Dinner was chicken, raised and smoked, by Ernie and Cindy's daughter and her husband, along with salads and sides from the attendees. These included Dave Servanti and his wife Michelle, Eileen and John Rogers, Richard Valinoti, Fred and Eunie Ely, Frank and Lois Urbanski, and the hosts. We followed dinner with a campfire and lots of talk about GMC's and the problems of the world.

The next morning, after a delicious breakfast of pancakes and eggs by all the Dankerts, including daughters, Sondra and Greta, brought good byes, with hopes to see each other soon. A great time was had by all!

October Rally

The Club met for the last rally of the season at Camp Kintail, just north of Goderich, Ontario on the shores of Lake Huron. Nancy & Jim Hamilton set up the rally that included great meals, rock painting, walks on the beach watching beautiful sunsets, sitting on swings around the campfire each evening as well as side trips to local attractions such as Point Clark Lighthouse and the Goderich Prison. Camp Kintail is a large and beautiful camp with indoor and outdoor facilities that did their best to make it an amazing and wonderful weekend.



Artists at Work





***Being Towed Again !!
That's Two Rallies This Summer on Soft
Ground***

For the first time in two years we had members from both sides of the border attending. There have been rallies in New York and Ontario but we all stayed on our side. Lois & Frank Urbanski attended the October rally in Ontario. Let's hope that things are looking up and beginning to get back to normal.

Items from a Meeting

A discussion about changing the Membership List was included in items at the meeting held at the October Rally. With so many people having cell phones now the issue is do we add cell phone numbers to the List ?? First of all, a format change to the List is necessary, then a request to members to get agreement to add their cell phone

numbers.

The need for a Club Safety Officer was discussed and it was decided to have rally masters keep eye on things that might be a safety issue such as use of a running generator too close to another coach or other campers, unsupported movement on a coach roof, leaving a camp fire burning unattended, positioning of cords and hoses, etc.

Purchase of a generator extension cord to plug into the 50/30 amp generator receptacle with multiple 15 or 20 amp outlets to power coffee makers, toaster, etc. when the power at a rally location is limited or non-existent was discussed and approved by an Executive decision. Bruce Hislop, VP Tech will look into the matter of purchasing or having a cord made.

The Club Bylaws approved in August 2020 set the meeting quorum at 25% of the family members. A discussion to lower the number to 10 family members was conducted. Since a quorum was not present at this meeting a decision was not made but it was decided to raise the issue again at a later meeting.

Club Officer Volunteer Needed

The Club currently has a vacant position on the Executive that the Nominating Committee is looking to fill. It is the President. Your help is needed, please contact Bruce Hislop. Karen Lill, or Jim Hamilton.

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.



Membership Dues for 2022

That time of year has come once again. The Chapter dues for 2022 are \$20 Cdn or \$15 US payable by 1 January 2022. 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 2022 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.

Club Elections

This is an Election year for the Club and it will be done by email ballot in a few weeks.

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.



Tech Articles

by Bruce Hislop, VP Tech

Good information for new GMC owners.

Unlike buying a new vehicle, purchasing a GMC Motorhome means virtually nothing on it is new when you buy it. The seller may say this or that is new, but on a 40 something year vehicle, new is relative.... it may have been new 5,10 or 15 years ago so it is also now old!

Some things should be replaced when you get your coach, unless it can be proven to be less than 5 years old. These items fall under the category of "Anything rubber". Tires, fuel lines, belts, coolant

and oil hoses etc. Tires (and anything rubber) on an RV don't wear out, they age out from non-use. The volatile compounds in the rubber evaporate leaving the rubber to dry-out, crack and deteriorate.

- *Tires have date codes on them and should be replaced every 5-7 years regardless of the tread depth.*
- *Ethanol fuels attacks the rubber fuel lines. All rubber fuel lines should be replaced with an ethanol resistant "Barrier" hose. The hose may not appear to leak, but can leak air into the hose instead. This leads to hard starting, lack of power, stalling etc.*
- *Old belts can break and take out other parts, like hoses and other belts.*
- *Coolant and oil hoses can burst and dump the entire fluid contents out on the road in seconds. These parts carry HOT fluids and so breakdown internally while they may look good on the outside.*
 - *Note that the GMC does not have an engine monitoring system to warn you of trouble like new cars have. You need to look at the gauges frequently and note any changes in the readings.*
 - *You might like to look into a Digi-Panel engine monitor. This unit displays vital engine parameters, like oil pressure and engine temperature, with multi colour displays. A quick glance and if all are Green, then all is good. If something goes out of normal, the display colour will show Yellow or Red. If*

too far out of normal range an alarm goes off and a Red ALARM light comes ON. My Digi-Panel has warned me of issues several times.



- <https://www.gmcrvparts.com/product-p/gdp1.htm>
- The rubber brake lines are known to collapse internally and hold some pressure against the brake shoes and pads. This causes overheating of the disks and drums and other bad things. The rear dual hose "T" connection is unique to the GMC, but are available through GMC Vendors. Your brake system is likely due for a good flushing as well to replace the old brake fluid, so get a couple of litres of brake fluid as well.

More good information for new owners (and long time owners as well) can be found here... (please note that this document is over 20 years old so some information is out of date, but it still has a lot of good info). It's also on the GMCMI thumb-drive.

http://www.gmcws.org/Tech/dsimmons/required_gmc_knowledge/required_gmc_info.html

Time to Winterize the Coach.

It's getting colder soon you will need to winterize your coach. The main operation in winterizing is removing all the water from the tanks and pipes. The tanks,

both fresh and black (and also grey if your coach has that as well) water tanks must be drained. I pump what's left in the fresh water tank into the black water tank by opening a faucet and letting it run down the sink. The hot-water heater also needs to be drained.

For the pipes, you can either displace the water by pumping non-toxic RV antifreeze into them, or blowing them out using compressed air. Using compressed air requires a substantial size air compressor which you connect through an adapter to the water line inlet. Set the pressure to no more than 40 PSI, then open each faucet until you get only air coming through, then close and do the next one. Don't forget to pull the shower diverter to blow out the shower hose. Flush the toilet several times to blow out the line going to it as well. You need to loosen the pipe going to the water pump to allow it to blow out. Then pour some RV antifreeze down all the drains to displace the water which stands in the traps.

For the second method, you need to pump non-toxic RV antifreeze into the lines. To accomplish this you need two hose kits which may or may not be already installed. You will also need about 2 gallons of RV antifreeze. Make sure its non-toxic RV antifreeze and not the more common engine antifreeze which is poisonous!

First hose kit bypasses the hot water heater. There will be a valve at the inlet and outlet ports of the water heater, which need to be turned to bypass the water heater (you don't want to fill the water heater with antifreeze!). Here is one type:

<https://www.rvupgradestore.com/Camco-Permanent-By-Pass-Kit-W-Brass-Valves-8-p/88-8895.htm>

Second hose kit connects to the inlet side of your water pump to allow pumping of the RV antifreeze into the pipe lines. Here is one type:

<https://www.campingworld.com/pump-converter-winterizer-kit-6279.html>

You set the water heater bypass valves to the bypass position. At the pump, turn the valve to pull the antifreeze in through the hose and stick the hose in the jug of RV antifreeze. Turn the pump ON and open each faucet until the water turns pink. Remember flush the toilet until it turns pink and then pull the diverter to flush water out of the shower hose. Pour some RV antifreeze down all the drains as well.

The last thing will be to dump your black tank. I then pour whatever antifreeze I have left down the drains so there will be a bit of antifreeze in the tank. If you have a Macerator pump, you need to pull out the hose so it can drain and run the macerator pump for a few seconds so that you pull some antifreeze through it as well.

Myself, I just park the Murray in our heated shop !! But still I use the compressed air method in case the heat fails.



Classified

For Sale – New, unused coach body side moulding for later models from Applied

GMC. Was \$200 US. Asking \$100 Cdn – Jim Owens – jbowens@golden.com – 519-462-1380



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



Free - K&N air filter and cleaning kit from a 1975 Eleganza 455 engine. Used. Removed as I went back to the OEM filter. Prefer pick-up in Toronto/Scarborough area. Grant.MacEachern@me.com

For Sale - John Podmore has a Blue Ox Tow Bar # BX7365 that fits a 2" draw bar hitch AND a Brake Buddy both are in excellent condition and work perfectly. He is asking \$1,400 for each item or \$2,200 for the pair OBO. Please contact John in Elora directly at 519-823-3332 or at podmore@bell.net

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

Winter 2022 Newsletter

Submissions for the Edition of the "Comings 'n Goings" are due by 1 February to the Editor, Al Hamilton at akh@1000island.net.

Enclosures:

2022 Dues Reminder – To Non-paid members Only



Happy Halloween, Everyone !!!!