COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

www.gmcheritagecruisers.com  ***Winter 2022***

From the President

Hi Everyone!

Well, despite the cold temperatures, the days are getting a little longer. It makes us all think of the summer rally season. (Spring will be here March 20th). I hope things will continue to improve on the Covid scene. We need to think positively, and planning for summer helps that.

So far, several people have stepped forward to suggest some ideas for rally events, with Cliff's prodding. I hope you will all consider offering to plan a rally for this summer. The Elvis Festival and the Dansville Balloon Festival are great ideas! We could repeat some of last year's events as well.

Fran and I are awaiting word on a Coachless Rally and will let you know as soon as we hear something.

We are missing all of you!

Lois

Rallies 2022

Mar 2022 – Coachless Rally – Niagara Falls, Ont
See attachment for details

25 – 28 August – Elvis Festival – Tweed, Ont – Jack & Pat Elzinga

2022 Rally Season

by Cliff Pike, VP Wagon Master

Hi Cruisers,

With the days getting just a bit longer now we look eagerly toward a great summer of friendship and camaraderie with our group.

As you know Jack and Pat Elzinga have set up a rally for the Tweed Elvis Festival in August. Thanks, Jack and Pat ! A fact sheet is included in this newsletter.

We do need to fill in the rest of the openings for the summer. Who would like to host the Rustbuster in May? Keep in mind that it does not necessarily require a lot of work. It could be a "No Host" rally when all you need to do is arrange a location and perhaps provide some info on local highlights, places to eat and so on. Each member would take care of their own details such as reservations and meals etc.

In our experience, some prefer serviced campsites for the May and September rallies due to the possibility of cooler weather at that time.

Please let us know if you are willing to host a rally this summer !

I thought it would be a good idea to clarify the handling of the club trailer. The trailer was generously donated to the club by Bob and Judy Paterson a number of years ago. Prior to that, things required for a rally were transported by members in their coaches, which was not really very convenient.

The original intent was not for the trailer to be the responsibility of any one member, but its use was to be shared. This required some planning between the Rally Master and the Rally Hosts. I believe this is the best approach for the future as well. Those of us who pull cars do so for the convenience of doing that, and also to off-set our coaches proclivity for breaking down at the most inconvenient time. I think any car pullers would do their share with the trailer when required, as we and others have done in the past.

Anyway, I thought I would put this out there for your thoughts. So, let's make this a memorable summer!

Cliff

2021 Financial Report

The Financial Report for 2021 is enclosed.

2021 Club Elections

The Club election for 2022-23 was held in October. The results are as follows:

President	*Lois Urbanski **
VP Tech	*Bruce Hislop **
VP WM	*Cliff Pike*
Treasurer	*Nancy Berry **
Secretary	*Nancy Hamilton*
Historian	*Cliff Pike **
Editor	*Al Hamilton **
Membership	*Al Hamilton **

Nominating Committee
Bruce Hislop, Karen Lill, Jim Hamilton

*Incumbents - **

GMC Crossword Puzzle

Attached is a puzzle based on the GMC motorhome that takes some depth of the motorhome history and technical features. It is courtesy of Nancy & Jim Hamilton. Answers upon request !!!

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.

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.

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**.***

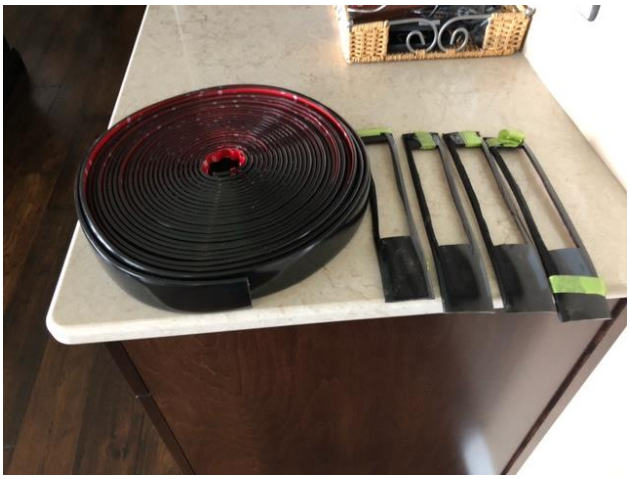
On 1 May anyone who has not paid is dropped from the membership and the mailing lists and will miss a newsletter or rally information.

Tech Article

Below is an article by Greg Lipsett on the installation of a Honda generator in their coach.

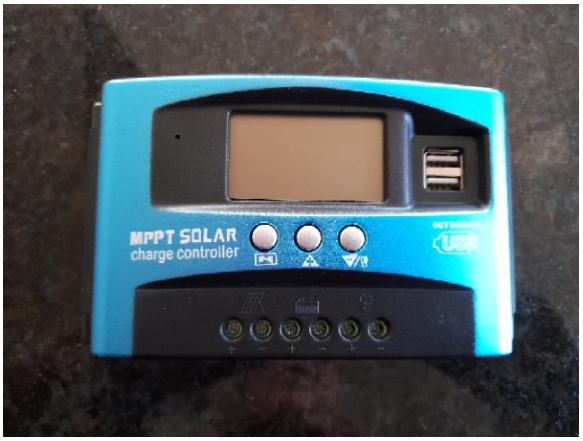
Classified

***For Sale –** New, unused **c**oach body side moulding for later models from Applied GMC. Was $200 US. Asking $100 Cdn – Jim Owens – jbowens@golden.com – 519-462-1380*



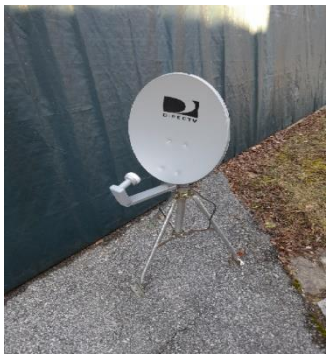
Free - *K&N air filter and cleaning kit from a 1975 Eleganza 455 engine. Used. Removed as I went back to the OEM filter. Prefer pick-up in Toronto/Scarborough area. Grant.MacEachern@me.com*

For Sale – *100 Amp MPPT Solar Charge Controller – never used. Not for Lithium batteries $25.00 Allan Hamilton – akh@1000island.net – 613-659-3522*



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 $1,000 for each item or $1,500 for the pair OBO. Please contact John in Elora directly at 519-823-3332 or at podmore@bell.net"*

Free – *Satellite tripod. Looks new. akh@1000island.net*



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

2022 Newsletter

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

Enclosures:

2022 Dues Reminder – To Non-paid Members Only

Honda Generator Install

2021 Financial Report

GMC Crossword Puzzle

Honda EV6010 Generator replacement for Stock Onan 6000W Generator

by Greg Lipsett

This is something that's been on my list since I first bought the coach in 2015. The Onan never worked and we have been hauling around a 400+ pound lump of the finest Detroit steel ever since. My main motivation for this project was to get some more cooling into the coach. The dash air is very poor in our 1974 Glacier and the interior temperatures regularly get to 30 degrees + on hot summer travel days. When I learned through the club that former member Scott Cowden had a stash of used units he was looking to liquidate, I jumped on it right away and picked it up from him a few weeks later in Orillia, Ontario.

The first order of business was the removal of the Onan behemoth. Lifting the unit by hand was out of the question. This is where the sliding drawer that the Onan is mounted to came in handy. I slid the unit out and was then able to position a motorcycle/ATV jack under it. I used the air suspension of the coach to drop the rear end down to where the jack, at its maximum extension, would be right at the exact height of the bottom of the generator. I disconnected the electrical and gas lines, detached the drawer slides and the Onan dropped right down on the jack. I then rolled the Onan away on the jack.

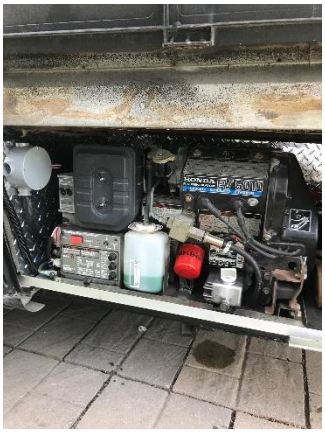
The next removal was the Onan drawer unit itself. This is attached right to the main frame of the coach with four large bolts and hex nuts. Penetrating oil along with a heavy duty air-powered impact wrench solved the 40+ year old rusted bolts without too much trouble.
With the generator out I took the opportunity to wire wheel all rusted surfaces and coat the exposed portion of the main frame with POR15 to better protect it. I also decided to rebuild the interior of the generator cabinet while I was at it

as I would never get a better chance than I would with the generator out. I went with diamond plate on the three interior walls and a new sheet steel heat shield on

the ceiling, the cabinet, and also the floor. I went with the best 7/8^{ths} inch plywood I could find. I painted the top and bottom of the new floor with a couple of coats of grey epoxy paint to protect it. I also had to install an aluminum L-channel piece to support the outside edge of the plywood up against the hatch door. This is due to the fact that the built-in floor frame of the cabinet only covers three sides. I did not mount the new plywood floor to the frame of the generator cabinet as there were modifications yet to make to the floor and these were much easier completed before the floor is attached to the coach.

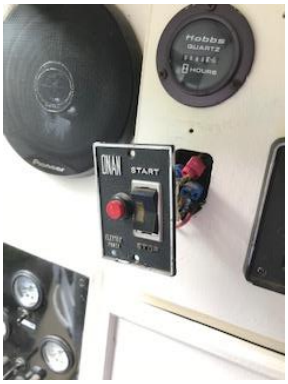
Next task was making a cardboard template to replicate the bottom of the Honda. There are several penetrations required in the plywood floor to accommodate things like cooling air intakes, exhaust pipe, cooling air exhaust, gas line, rad drain, and the mounting bolts of the generators frame. With the generator tilted up at an angle I was able to trace the required penetrations with a sharpie onto the cardboard template. I then placed the template on the new plywood floor, traced the penetrations and cut these out of the plywood with a jig saw while the plywood piece was on the bench. With this done I then attached the new floor to the aluminum frame of the cabinet using screws from the underside.

Prior to installation I took the opportunity to change all fluids in the Honda (ie: rad + motor oil) as well as change the spark plugs, oil filter, gas filter and air filter. The Honda is not able to be slid out of the cabinet as it's mounted directly to the floor. However, all regularly serviceable components of the generator are located at the front of the unit so it's not necessary that it be able to be slid out of the cabinet.



Next it was time to install the Honda in the rebuilt cabinet. Although the

new Honda is half the weight of the Onan it is still heavy enough that a jack is required. Using the motorcycle jack again I lifted the Honda up to the right height and then slid it into the cabinet. Five bolts hold the frame in place through the new floor. Thanks to the template everything generally lined up where it was supposed to.
To connect the main electrical I installed a new exterior-rated junction box on the left side interior wall of the generator cabinet, where it can easily be accessed. There are 2 circuits on the Honda that run through 20-amp and 30-amp breakers. The coach-side wiring also has 2 circuits. One circuit is for the roof air and the other for everything else. The roof air is connected to the 20-amp breaker. The 20-amp circuit from the generator (red/white) connects to the red wire on the coach side and the 30-amp circuit from the generator (red) connects to the black wire on the coach. All three white wires connect together and the green wire from the generator (neutral) connects to the bare copper wire on the coach side.
I also wanted to be able to use the Honda from inside the coach through the existing Onan remote control panel.



With a small modification to the wiring on the back of the Onan panel I was able to accomplish this. There are also 4 wires that need to be connected together at the generator for the remote panel connection. The wiring connections are as follows:

Coach-side	*Honda-side*
Red	*Red*
White	*Black*
Black	*White*
Yellow	*Green*

The gas line connection was fairly straightforward. Using new rubber gas line and clamps, I added a 90-degree elbow to re-route the line through the frame of the coach, ran the line through the hole I pre-drilled through the plywood floor and the steel generator tray, and replaced the old gas filter with a new one.

Connecting the under-mount exhaust system was the next step.

I found this the most involved task of the entire Honda installation process. Prior to installing the exhaust I added a heat shield to the underside of the plywood floor to protect it from the high temperatures of the muffler. Using 10 ga. sheet steel, I cut it to fit the various penetrations through the plywood floor and attached it using machine screws.

The muffler that came with the Honda was meant for a generator installed on the passenger side of the vehicle. Obviously the generator compartment on a GMC is on the driver's side of the vehicle. In addition, the muffler is meant to sit directly below the generator. Due to the location of the GMC's main frame rail directly beneath the generator cabinet, this is not possible.

As a result of this it was necessary to reverse the normal orientation of the muffler. By doing so it tucked in nicely next to the main frame rail and the outlet from the muffler to the tail pipe was oriented properly toward the rear of the coach.

The two hex bolts holding the forward exhaust pipe connect to the exhaust manifold from the engine in the usual manner. However, due to the reverse orientation of the exhaust system, the two mounts that hold the muffler cradles to the underside of the generator do not line up. This required the elimination of one of the two mounting cradles completely and to modify the remaining cradle a bit to properly support the muffler and hold it to the floor above. Because the motor flexes a lot on its rubber engine mounts at startup and shutdown, it was important that the cradle mount for the muffler could flex too. This was accomplished by having one single mounting point and installing a rubber bushings on underside of the 2 nuts on the carriage bolt at the attachment point inside the generator cabinet. This flexible mount allows the suspended muffler to move just enough that there is no risk of the forward exhaust pipe connection to the exhaust manifold breaking due to motor flex.

The final task related to the exhaust installation is the tailpipe. Inevitably, a new tailpipe will have to be fabricated to match the specific installation on the coach. I took my GMC to a local custom exhaust shop and had the tailpipe made and installed while I waited. I decided to route the tailpipe out the back of the coach with the outlet just under the rear bumper. It's important to keep the exhaust pipe away from windows that could allow fumes to enter the coach either while stationary or travelling.

All that was left was the installation of the starting battery. In my case I used a small 12 volt garden tractor battery I already had. I located the battery in the back of the generator cabinet adjacent to the side of the generator. I used a small battery tray screwed to the plywood floor and a strap under the battery tray and over the battery to hold it securely in place. I installed new battery cables from the battery to the positive and negative connections on the front corner of the generator.

With the installation now complete, I'm looking forward to being able to run the rooftop A/C on hot travel days and being a lot more comfortable inside the coach as a result.