



COMINGS 'n GOINGS

Quarterly Publication of the GMC Heritage Cruisers

www.gmcheritagecruisers.com



2024



From the President

Greetings Cruisers,

Spring is in the air and that means it's time to wake our trusty steeds out of their winter slumber and get them roadworthy for travel again this season. I only found one mouse nest in my coach this spring (mice had already left) so I guess that's pretty good. Luckily no damage other than a bit of a mess to clean up. We tried a new indoor storage facility in our area for the first time this winter season and there's always some risk in doing that.

I hope you were able to get your new GMC Heritage Cruisers 35th Anniversary jackets on order through Lois Urbanski. This is a great way to amp up your wardrobe while at the same time, marking this proud milestone for our club. Thanks to Lois for her great work in organizing this opportunity for us.

In closing, I'm looking forward to catching up live with everyone this Spring and hearing your stories about GMC improvement projects both planned and completed. Like you, I have a few of my

own to throw out there and seek the wisdom of the hive. As always, I can be reached direct at lipsettgreg@gmail.com or at 416-200-5172. Reach out anytime. Cheers and see you soon!

Greg Lipsett, President



Rallies 2024

Hello Cruisers,

Ernie and Cynthia Dankert will host our June Rally on May 31 - June 2nd at their home in Spencerport, N.Y. Ernie has a GMC's dream garage with all the bells and whistles if you need to do any service work on your coach.

Then, on July 18th - 21st Lorne and Jean Hawley will again open their property at Belleville, Ontario to us and host a rally.



15 – 18 August, Jack & Pat Elginga have invited the Club to their home on the Cataraqui River near Kingston, Ontario.

That is followed by Greg & Donna Lipsett hosting the September rally in Prince Edward County, Ontario, 6 – 8 September at the Quinte Isle Campark.

Cliff Pike, VP Wagon Master

**20th Annual Coachless Rally in
Niagara Falls, Ontario
March 4 - 7, 2024**

Once again, we had a fun time at Niagara Falls this year! We had 13 participants and four who were able to come for part of the rally. It was so good to see everyone again after a long winter.

The winter rally at Niagara Falls was as great as ever. Some attendees went to the Cineplex to see the history of the Falls, went on the enclosed Ferris Wheel for an amazing ride, and walked along by the Falls. The meals were as good as ever. The weather made all outside activities most enjoyable.



Gary & Beverly Van Dyken's first HC rally with Ernie & Cynthia Dankert way up in the Skylon !!



We hope everyone will be able to join us next year (for the 21th!)

**May Rally, 2-5 May, in Courtland,
Ontario**

by Nancy Hamilton



The rally, held at the Lion's Club, behind the Community Centre, started on May 2 with the early arrival of Cliff and Penny Pike and Gary and Bev Van Dyken with their coaches and Fran and Lois Urbanski whose coach is under repair. They joined hosts, John and Anna, for a delicious steak supper and visit.



Friday lunch was enjoyed at the Courtland Bakery and other members arrived- Eelko and Emily Byker, Greg and Donna Lipsett, Bruce and Paula Hislop and Jim and Nancy Hamilton. John took several members to his home to see his impressive gun collection. Happy hour, a catered rib and chicken supper and an evening of camaraderie followed.

Saturday - Members Andy and Helen Spriet arrived with their coach and associate members Frank and Linda Foldy and John and Lou Ann Podmore also joined us.



The ladies went on a road trip to Aylmer to an indoor vegetable, artisan and craft market and then enjoyed lunch at the Pinecroft Gallery and Tea Room - delicious food in a 54 acre forest setting. The men visited the car collection of Ed Muth. Saturday evening, we enjoyed a catered Italian Dinner. This was followed by musical entertainment by DJ Wizard, Gord Bell who had us singing along and up dancing. Members also found creative ways to watch the final Toronto-Buffalo playoff game.

Sunday we all enjoyed a hearty breakfast and final farewells before heading back to our homes.

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 Article



Body Pad Replacement

by Bruce Hislop, VP Tech

Between the body frame and the chassis frame are rubber pads to cushion the shock from the chassis frame to the body. Early coaches had a continuous rubber strip front to back, while later coaches had pads only where the two frames met and of those, some years had thicker pads than others. My coach is an early 77 PB so it had thin pads. I was replacing them with thick pads, so those with thick pads originally may have less problems with getting the body to clear the frame.

Here is a photo of an existing pad compared to the thickness of a new pad. The OEM pads had been replaced with what looks like conveyor belt material. The few that were left were hard as a rock!

Some body pad instructions say just to jack up each body stringer and replace the pad. I disagree and here are my instructions.



Main Highlights

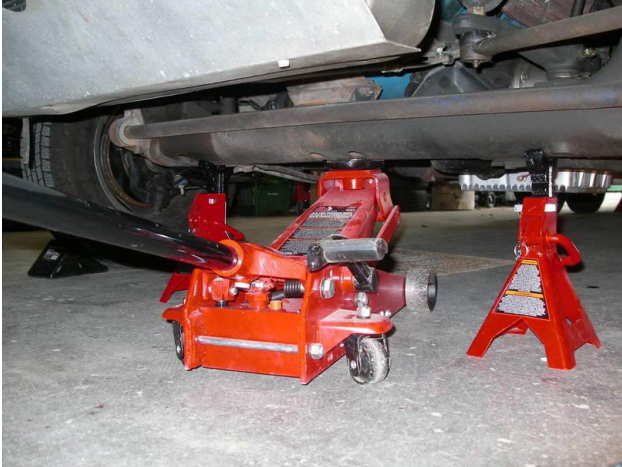
- Jack-up coach frame to get the weight off the suspension.
- I had two stands on each side the front



cross-member and one behind each of the back wheels. Release the air pressure in the rear suspension. This removes the upward force of the frame against the body.

- This simple concept was not emphasized in any of the instructions I

had read. Without removing the suspension's upward force, the frame will follow the body upward as you try to lift



body off the frame and you will never get anywhere. You might even do some severe damage as the body floor stringer will be taking the full load of that side of the coach likely causing it to bend!!

I previously had loosened the nuts on the 4 body hold-down brackets so no time was spent there today. Looking back, I would do what John Shotwell did, removing the bolts from the frame, rather than fighting with the floor bolts. That said, I did get them all off but one.

- You need to get the U straps off their mounting bolts. The bolt holes in the strap are barely large enough for the 7/16" bolt. Once I got them off using brute force and ignorance, I drilled out the holes to 31/64" which made the re-installation much easier.



I could not get the 2 large rear bolts loose, so I loosened the 4 small bolts around them that hold the mounting plate.

Don't forget to remove or loosen your Ragusa step if you have one. The step is fastened to the body and frame. I removed the bolts at the frame and loosened the bolts holding the step to the body. This gave enough clearance to allow the body to move upwards without putting strain on the step.

Also check the clearance around the blackwater dump outlet. The blackwater tank is fastened to the body. So, when you raise the body, you will raise the blackwater tank. The outlet goes through the frame, so you may need to address clearance here.

I also loosened the mount for my macerator which was attached to the frame. After I was done with the pad installation, I remounted the macerator to the body.



I did not use the screws that came with the kit as they appeared to be drywall screws. Instead, I used Robertson drive self drilling 10-32 screws.

DO NOT use a single jack to lift each stringer individually. This demands each stringer on its own to lift the side of the coach causing it to bend. Use 3 or 4 jacks to lift the entire side at once. This spreads the lifting weight across several stringers instead of one at a time. With the suspension hanging from the frame, the body separated fairly easily and I made quick progress with installing the new pads. I applied glue to the top side of each pad.



I left the stacked pads between the wheels till the last. When I discovered where they were located, I knew this was not going to be fun. With the thick pads in place front and back, the original thin pads there were easy to remove with my fingers. I found my small 4-ton bottle jack's ram would just fit ahead of the blackwater tank and bear against the body frame member.

I also noted that the rear suspension subframe the pad sits on is about 1/8" lower than the main frame. I could see there was no way I was going to get both pads in there. The thickness of the second thin pad to stack there was about 3 times thicker than needed so I only installed one thick pad there.

Working carefully, I was able to work the thick pad into each side. I could see the pad compress as I released the bottle jack so I knew I was OK without the second pad on top.

Since I was changing from thin to thick pads, the floor U straps would not pull up against the floor, so I put a large thick flat washer on first, followed by a nut to take up this space. I then re-installed the u-strap with its new pad.

The rear donut plate was now raised about 1/8" above its frame mount. To make up the space, I used two slotted washers (used in front-end alignment of some cars). This was about 1/4" so it put some load on the rear mounts. I did the same at the front.

My blackwater tank was replaced using a tank with rubber seals around the inlet pipes. The pipes go about 1/2 way into the tank so I let the back bolts of the tank bracket down about 3/16" to give me

some clearance around the tank's dump outlet. I then remounted my macerator pump so that it was fastened to the body, not the frame.



Classified

For Sale – 1977 Royale and 1976 Eleganza II. Low mileage. Contact Verna McQueen for details at 613-475-1435. She lives in Brighton, Ontario. Keep trying to call she has trouble getting to the phone.



1976 Eleganza II



1977 Royale

For Sale – Two rebuild 425 transmissions. Contact Ernie Dankert at edankert@rochester.rr.com or 585-739-5024.

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

Summer 2024 Newsletter

Submissions for the Summer Edition of the “Comings ‘n Goings” are due by 7 July to the Editor, Al Hamilton at akh@1000island.net.

Enclosures:

June Rally – Spencerport, NY

July Rally – Belleville, Ont

August Rally – Kingston, Ont

September Rally – To be issued later