

THE GMC

DIXIELANDER

NEWSLETTER

JANUARY 2003

IN MEMORY OF THOSE IN THE GREAT GMC IN THE SKY:

***MarynAnn Denham
Lanier Foote
Joe Halcomb
Mary Lou Henderson***

***Jerry Lader
Dorothy Linn
Russell Norris***

SICK AND RECOVERING:

***Ed Vierling
Hattie Whitson
Allene Burdette
Sue Chambers
Jane Lively***

***Charlie Toole
Herb Haught
Lou McDowell
Jack Brown
Carl Tompkins***

A NOTE FROM THE PRES:

Greetings! And a Happy 2003 to all.

Pat and I are looking forward to working with you this year. We understand what a daunting task it will be to follow J.R. and Jeanne because they really galvanized the club for an outstanding 2002- THANKS to the two of you from all of us.

The great rallies of last year have already been recapped, and we are expecting even better ones this year. Starting with Bean Station in May, and progressing through the summer get-together in Perry, Georgia, then wrapping up with a reunion soiree in Bowling Green, KY in the fall; these should be some outstanding rallies(see registration forms on back page). Additionally, we are planning a

joint rally with The Sunshine Statesmen for Jan 15-17, 2004. It will be at Lake Placid, FL (about 30 mi west of Okeechobee). I'll have more on this at Bean Station.

While on the subject of rallies, those of us who were at Eufaula know that we are invited to The Sunshine Statesmen rally at Orange Lake, FL Mar 6-8 this year. Hope to see many of you there.

Some other big items on the docket this year are:

1- There will be a vote at the Bean Station meeting to add a "Honorary Membership" category to the Bylaws. In my opinion, this is super important to our club because it is to be bestowed on only those who have contributed so much to our organization.(see article on "By-Law Changes" in this Newsletter)

2- Another important item on the agenda at Bean Station is voting to permit Board Members to serve a maximum of three consecutive one-year terms if elected. While I will not be a candidate for a second term (I hope to be in Alaska June thru Aug), this change will offer much more continuity to the operation of our club.

3- As a virtual computer illiterate, I am hopeful we will have a Dixielanders website up and running this year. To this end we have secured the domain name "gmc-dixielanders.org", and we are holding discussions with someone to build the site for us at no cost for labor. So for a quite nominal monthly cost we should have a site which will be very informative and at the same time save us a great deal of newsletter mailing costs. Ken O'Rourke has graciously volunteered to act as our liaison during the difficult set-up process. Ken Henderson has also offered to

assist when he is available. Both of them claim to not have the talent required, (but I know better). So what we REALLY need is for someone to step forward to serve as Webmaster. Any of you with expertise please contact me or one of the Kens, but hurry, so you don't get caught in the stampede. We expect to have a great deal more info by the time Bean Station rolls around so we'll be looking for some constructive input.

Again, Pat & I are looking forward to this year, and we need everyone's help to keep this "Big Collective GMC" going down the road, in the proper direction. Be safe out there!

HUTCH

MOVERS AND SHAKERS

Bill Hutchinson	President	Lew Ayres	First Vice President
Ken Henderson	Second V. P.	Jo Telgen	Secretary
Chuck Chambers	Treasurer	Don Leslie	FMCA N. D.
Allen Martin	Alt. FMCA N. D.	Betty Davis	Executive Committee
Harry Terrill	Ex. Comm.	Larry Willis	Executive Committee
Judy Acosta	Nom. Comm.	Ken O'Rourke	Nom. Comm.
Joni Haught	Nom. Comm.	Gene Dotson	Audit Committee
Marie Hudson	Audit Comm.	JR Slaten	GMCMI, Eastern Rep.
JoAnn Fain	Photographer	Alex Sirum	GMCMI, Southeast Rep
Judy Acosta	Sunshine Lady	Ken O'Rourke	News-Website Editor

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Treasurers Report:

10-18-02	Begining Balance	\$6122.94
	Income: Dues, New Members,	
	Eufaula rally refund	\$1269.21
	Expenses: Eufaula Entertainment,	
	Dixielander Caps, Newsletter,	
	badges and miscellaneous	
	expenses	\$ 785.01
	Ending Balance 12-31-02	\$6607.14

Chuck Chambers, Treasurer

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TECH INFO

VEHICLE IDENTIFICATION NUMBER (VIN)

TZE 166V100053

T ~ Manufactured by GMC
Z ~ Series
E ~ Engine Type, E - V8 Gasoline
1 ~ 1 = GM Wet Bath
 2 = GM Dry Bath
 3 = Transmode

6~ Model Code: 06581 = 16 or 26'
 06582 = 26 or 26'
 06083 = 33 or 23'
 06583 = 36 or 26'

6 ~ Year Designation
V ~ Assembly Plant Code, V = Pontiac

100053~ Sequential Number for that model

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GMC Motorhome Production

MODEL YEAR	INTERIOR	TRANSMODES	TOTAL		
	23'	26'	23'	26'	PROD'CD
1973	461	1598	-	-	2,059
1974	168	1496	-	-	1,664
1975	-	1196	36	425	1,657
1976	-	2413	549	298	3,260
1977	-	1694	253	455	2,402
1978	-	689	178	1012	1,879
Total	629	9086	1016	2190	12,921

Source: Zachary Zehnacker, GMCMI Newsletter, Fall '92

NOTE: Dave Greenberg has listed 5,649 GMC's as of this writing for a GMC Registry listing of 43.72%, pretty good, say what?

Drive Ratios:

Pinion gear teeth/Ring gear teeth = ratio

14 / 45 = 3.21 **ratio** 14 / 43 = 3.07 **ratio**

14 / 41 = 2.92 **ratio** 15 / 41 = 2.73 **ratio**

These are the only ratios that were made by GM for the GMC Motorhome.

The recommended combination for all-around driving is to use the **Caspro** or **Danny Dunn power drive** transmission gear and chain drive assemblies with the 3.07 gear ratio. This gives you an actual 3.50 gear ratio effect and does not require a speedo correction gear. This option provides an increase of 35 hp and 72 lb.ft. of torque at 60-65 mph.

If you are pulling a towed and drive in mountains, you might want to substitute the 3.21 gear ratio coupled with the **Caspro or Danny Dunn power drive** that will give you an actual gear ratio of 3.66 which does require a speedo reduction gear. This option gives you an increase of 50 hp and 72 lb. ft. of torque at 60-65 mph which is just short of the optimal ratio of 3.70. Of course, this assumes that you are using a standard tire size of 8.75 x 16.5 that the GMC's came equipped with. I must add that the size tire you use has a great deal of influence. This tire has a 29.2" diameter and will give you 709 revolutions per mile and a ratio of 3.07. If you have changed tire sizes, you will have the following;

225/75R16, 29.4" Dia, 706 rev/mile or 3.05ratio

245/75R16, 30.6" Dia, 676 rev/mile or 2.92ratio

There are other gear options available. Jim Kanamoto makes a 3.55 and a 3.70 ratio gear set and Cinnibar offers a 3.42 GM designed gear set.

All of the above will result in an increased RPM from about 2300 to 2700 for the 3.50 ratio and 2300 to 2800 for the 3.66 ratio at 65mph. Three other benefits are also reaped, the transmission should run cooler (lower torque multiplication) and less chain drive wear because of continually changing gear tooth position (doesn't run in the same tooth configuration each revolution). This helps with

the biggest enemy of automatic transmissions, generation of heat. The higher gear ratios will cause higher RPMs and in turn this will offer better engine braking when descending steep grades which is a substantial safety factor.

Of course, if you travel on flat terrain and do not pull a towed, the 3.07 ratio should be sufficient and that means that you will be turning 2400 rpms at 65 mph.

Bottom line, I would recommend that at 65 mph you should be turning 2800 rpms for the best combination of gears, tires and transmission. If you have anything different than 709 tire revolutions in a measured mile, you will need a new speedo gear, otherwise the old speedo gear should give you the correct speedometer reading.

Ken O'Rourke

Source: Caspro Company, Danny Dunn. Brent Covey and your editor

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FOR SALE

78 KINGSLEY
\$35,000.00

Stretched to 28 ft. - Twin beds rear - Spare 403 engine from C. O. Richard's - Transmission overhauled with COSCO parts - 3.27 final drive - Lots of other extras - ph. (210) 492-4396
e-mail W5SWQ@AOL.COM
RICHARD & MARTHA ROGERS

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What to do when you need new tires for your GMC TZE?

Quite simply, there are five factors that influence the proper tire performance.

- **Vehicle weight**
- **Road conditions**
- **Speed and heat**
- **Air pressure**
- **Suspension**

Tires are designed to maximize the effect of the tire patch. Usually the "patch" should be as

flat with the road surface as possible. This means that the proper tire air pressure coupled with the weight of the vehicle should maximize the "patch", both front to back and side to side. The tread depth, tread design and rubber compounds are very influential but, this isn't under your control. What can you control?

- **Tire Size**
- **Load rating and construction**
- **Mounting and balancing**
- **Air pressure**
- **Speed and heat**
- **Age of tires**
- **Condition of tires**
- **Suspension**

All of this becomes quite complicated. Suffice it to say that you should pay attention to:

- **Tire size** coupled with the gearing you have in your transmission and differential, specifically, number of rotations per mile.
- **Load rating** of tires according to the weight you are carrying. (I would strongly recommend, "E" Load Range, All Steel or Poly sidewalls for the GMC TZE Motorhome.) Polyester tires will give you a better ride than the all-steel tires. Although, some are running Load Range "D" tires with seemingly good results.
- **Mounting.** When buying new tires, mount them on the rims and use a 4 oz packet of "Counteract" balancing beads (or "Equal" if you can't find "Counteract"). Try to find someone that can "true" the tires (cut off tread rubber to make sure they are round) on the rim and before balancing. However, this step is not absolutely necessary. Remember these wheels are HUB CENTERED and must be clamped up on the ID of the hub, not the bolt holes. If you feel better getting them balanced on a machine (dynamic balance) make sure that you recheck them on the same machine and that they check good the second time, without more weights. If this doesn't work get them balanced on a bubble balancer (static balance). Be sure to use metal valve caps.

- **Air pressure,** go by the manufactures recommendation. The psi stamped on the sidewall is a maximum figure. (I carry 70psi in the front and 60psi on all four rears.) This depends on the load you are carrying on each tire. Have your coach weighed on each wheel to determine the individual tire load. Remember the "patch", keep it as flat as possible. If you are carrying more weight you will need more pressure. Don't forget the spare.

- **Speed and heat.** Speed will give you more heat, Remember, you're on vacation, what's the hurry? If the outside temperature is 100° and the road surface is blacktop, hold your speed down, play it safe. Don't exceed the posted speed limits.

- **Age and condition of tires.** (beyond six years old and you are taking a chance), check for age cracks, if they're deep, replace them.

- **Suspension and alignment.** If you develop peculiar tread wear, check your suspension and alignment. GMC TZE tires should not wear visibly, if they do, you have other problems. If you experience severe "rut-running", you need to have the front camber set to zero and the air bag level control set to 32 1/4", as measured from the ground to the top of the fender skirt

- **Check** your tires before each trip for pressure and cuts. Make sure the Schrader valve and valve stem are not leaking. Remember your tires are the #1 Safety concern on your vehicle, besides the "nut" behind the wheel and the "other nuts" out on the road.

Tire Dealers will argue with you and tell you that their machine is the latest technology. Just tell them to balance them, take them off the machine and remount them back on the same machine and if they check the same without adding more weights, they should be good well balanced tires, if not their machine is not accurate or repeatable.

I know that many people consider themselves "experts" on tires (I am not) and there are many variations of the above but, tires are something you dare not take a chance with. **K. O'Rourke**

RALLIES FOR 2003

- May 1-4 **Bean Station, TN** Hosts; Al & Marty Samsel, Ray & Trula Bingham. (See application on last page)
- Jun 19-21 **Fairgrounds, Perry GA.** Hosts; Chuck & Sue Chambers, Joe & Allene Burdette, Jerry & Audry Holloway, Burt Black, Lew & Rosemary Ayers.
- Sep 18 - 21 Reunion Rally held at **Beech Bend Park, Bowling Green, KY.** Hosts; J. R. & Jeanne Slaten, Harry & Linda Terrill.

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Fall Rally Eufaula Minutes

The meeting was called to order by President J.R. Slaten. The Secretary read the minutes from the previous meeting and they were approved as read.

The treasurer reported a balance of \$6,122.94.

President Slaten introduced the new members & first timers and asked them to give a brief Bio of themselves. First timers were Alfred and Chris Smith.

Visitors included Jim & Vivian Bolick, Ken & Phyllis Kaufman & Bob Lynn & Lucille Moore, E. B. Nelson, Larry Dunn.

Under Old Business:

President Slaten thanked Ed & Carol Smith, Paul & Korky Rice & all the volunteers who helped with the Summer rally.

President Slaten announced that there were

still two flags available from him for \$27.00, hats are available for \$7.00, Allene Burdette will take orders for jackets & name tags are ordered by Chuck Chambers for new members & anyone who needs a replacement tag,

The president reported on the Fall International Rally in Nashville. The hamburger cookout, co-hosted by the Dixielanders & Great Lakers was a huge success and voted the best meal of the rally, and the Talent Show, produced by Marty Samsel, & presented by the Dixielanders and other volunteers, was voted best entertainment in a random poll of the rally attendees.

President Slaten reported that the proposed By Law changes did not pass. The vote was 27 - 16 which did not constitute a quorum.

Under New Business:

President Slaten thanked the hosts, Ken & Elaine Henderson, Jayne & Jim Watson, Bill & Pat Hutchinson, Chuck & Sue Chambers & Burt Black, for the wonderful rally they had organized. With 62 coaches in attendance this is the largest Dixielander rally ever held.

2003 rallies were announced: (see separate listing for information)

President Slaten reported that both the GMC Classics & Sunshine Statesmen had asked the Dixielanders to hold joint rallies with them. He suggested that we investigate having a fourth rally in either Branson or Biloxi in 2004.

Chuck Chambers asked that members planning to attend the Summer Rally notify him as soon as possible so that he can be sure of having enough sites reserved & adequate meeting space.

Chuck also announced that Dues are now due for the coming year.

Due to the resignation of Korky Rice as Sunshine Lady, President Slaten announced the appointment of Flic & Judy Acosta as the

Sunshine Committee.

President Slaten thanked Ken O'Rourke for the great newsletter he produced after the summer rally. Ken asked for input for future issues.

On October 26th the Glacier Girl will make its' maiden flight in Middlesboro, TN. And President Slaten extended an invitation to Bean Station from Al & Marty Samsel for anyone who wanted to attend.

The Executive Board proposed some changes to the By Laws:

These proposals will be printed in the next newsletter & will be voted on at the spring business meeting.

President Slaten announced the election of two Dixielanders to the GMCMI Board of Directors. Alex Sirum & President Slaten will be serving as Vice Presidents from Southeast & Eastern areas.

Dave Greenberg invited members to the Sunshine Statesmen Homecoming Reunion Rally to be held at Grand Lake RV & Golf Resort in Orange Lake, Florida March 6, 7, & 8th.

Dave also announced the formation of a new GMC Eastern States Chapter & asked anyone interested to sign the petition after the meeting.

President Slaten introduced the 2003 officers and passed the gavel to incoming President Bill Hutchinson who adjourned the meeting at 10:15 a.m.

Corinne Rice

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NEW MEMBERS

Bob and Sue Berry
Cartersville, GA

Wesley and Patty Compton
Carolina Beach, NC

Cal and Donna Hodges
Columbia, SC

Jerry and Wanda Steele
Laurel Hill, FL

Wayland and Jeanette Tyner
Ft. Walton Beach, FL

Don and Sandra Walloch
Fayetteville, GA

Jim and Ethel Walters (Rejoined)
Lutherville, GA

Steve and Carol Ward
Marietta, GA

Edger and Fran Jones
Ormand Beach, FL

Sam and Nancy Carson
Indian Harbour Beach, FL

Eugene and Gay Basnight
Plymouth, NC

Max and Jeanne Rockafellow (Rejoined)
Eagle River, WI

Ted and Sylvia Stinnett
Owensboro, KY

Dan and Mary Mullens
Silver Spring, MD

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MEMBERSHIP

Are you an active member.
the kind that would be missed;
Or are you just contented
that your name is on our list?

Do you attend the meetings
and mingle with the flock,
Or do you stay at home
and criticize and knock?

Do you take an active part to help the work along, Or are you satisfied to be the kind that just belong?

Do you ever voluntarily help at the guiding stick. Or leave the work to just a few and talk about the clique?

Come to the meetings often and help with hand and heart, Don't just be a member, take an active part.

Think this over, member---- or do you just belong?

Exchangite Compliments of **Carol Smith**

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GMC Eastern States, a New Organization

The GMC community is growing. We now have a new organization called the "GMC Eastern States". It is a new club organized along the lines of the GMC Western States that many of you are familiar with. The stated purpose of GMCEast is to be Dedicated to the preservation of the Classic GMC Motorhome. Committed to the advancement of knowledge pertaining to the TZE GMC. Created for the enjoyment and pleasure of all GMC owners. Devoted to good fellowship and safe RVing among our membership.

The new officers are equally spread from Canada to Florida. Several Dixielanders have been instrumental in the organizational effort, among them are, Dave Greenberg, the initial stages of organization, John Richardson, the new Treasurer , and Ed Smith, Board Member and Rallymaster. Ed says that there will be two rallies a year, one in the Summer which will be held in the Northeast and one in the winter which will be held in the Southeast. Currently, the plan is to have the first rally at **Beech Bend Park** in Bowling Green, KY on June 3 to 6th. If you would like to see their new website,

look up "www.GMCEast.com" or call Ed Smith at (706) 376-5357 for information.

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By Laws Changes To be voted on at the Bean Station Rally

1st Proposal: To extend terms of officers for up to 3 years, with election (annually) and to eliminate the office of 2nd Vice President.

2nd Proposal: To add to Article III a 5th paragraph to read as follows:

5. HONORARY FAMILY ASSOCIATE MEMBERSHIP

May be bestowed on those members who have provided outstanding service to the chapter while holding full membership in the chapter. These memberships must be nominated by the Executive Board and presented to the chapter at the next scheduled business meeting. Voting rights and dues will be the same as Family Associate Membership

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Preventative Maintenance

Isolation Pads (Between the body and frame)
The 73 through mid-76 coaches came with a continuous strip of rubber between the chassis frame and the coach body. Mid-76 and later coaches came with twenty separate pieces of rubber located at the points where the body floor cross-members pass over the top of the chassis frame side rails. These pads are very important. They provide isolation from the frame for noise, cushion control, and space for some tubes. More importantly, It will give you more space between the engine hatch cover and the air cleaner. It is a good idea to replace them if they have never been replaced but also a good idea to reposition them, you might find some are missing. There are two hold-down brackets on each side of the coach located on the outside of the frame rails, that have to be unbolted to allow the body to be raised

sufficiently to unload the insulators. Each bracket has two carriage bolts that go down through the plywood floor. You will need to apply liquid-wrench or a similar material to the bolt nuts, starting several days before you try to remove the nuts, as they are rusty, and it doesn't take much torque to turn them in the wooden floor.

The recommendation is to use a flat pad between the jack lifter and the bottom of the coach, this will spread the weight between the jack and body. Then separate the coach from the frame to about a 3/4" opening. This should let you slide the pads back into position or install new pads. Some people stick them in place with something like silicon goop or weather strip adhesive. The pads are available at most GMC Motorhome services, Cinnabar, Co-Op, Alex Sirum, Golbys, etc. Some have used a fairly dense rubber cut from raw recapping rubber, cut down truck mud flaps or a rubber cow pad cut up. These should be at least 1/4 to 1/2" thick and cut to a 3" x 6" rectangle. Use the old pads for a more exact measurement. You should end up, after compression, with about 1/4" between the frame and the body.

Brake adjustment

Many GMC coaches are being operated without the proper brake adjustment. The way the adjustment is automatically performed is that every time you back up the coach the "STAR" wheel will self adjust and put your shoes back to proper clearance with your drums. This will not happen if you don't back-up with a little gusto frequently (something most people don't do with GMC's), also it won't happen if the "STAR" isn't in serviceable condition. Make sure these little "STAR's" are clean and will turn easily. Also check the holes in the back of the drum to make sure the protector is there to cover the hole, otherwise road grime and dirt will get into the mechanism and render it inoperative. If the protector is not there, get new ones, they're standard.

Voltage Drop from battery to end use

If you have a substantial voltage drop between the battery and the end use, I suggest you first

check the 12 Volt House Panel to locate the voltage loss. If in fact you need a new panel get a 14 circuit panel with built in circuit breakers. Make sure it is well grounded. They are available from J C Whitney or other supply houses, they're fairly standard.

Ken O'Rourke

Directions to Bean Station:

The Samsel farm is located on Hwy 11W and 25 E in Bean Station, TN. There is a Dollar General Store adjacent to the entrance of the Samsel farm / Dalton Mobile Home Park. Turn right into the Mobile Home Park, signs will be posted. The Highway is four lanes. Coming from **Kingsport / North Carolina**, continue about 1 block west of the Texaco Station to the Dollar General Store.

From **Louisville**, take Hwy 11W (Rutledge Pike) 40 miles east.

From **Knoxville / Corben, KY**, take Hwy 25 E south, farm is 1 mile southeast of 11W intersection. Crossover at the Texaco Station (Ned Clark Road) and come back to the Dollar General Store.

From Ashville, take I-40 west to I-81 N. Take exit 8, Hwy 25 E, go north 17.3 miles to Dollar General Store in Bean Station.

From I-81 (Virginia), take Highway 11W, this is the first exit in Tennessee, (50 plus miles). In Bean Station, follow 25E (North) and 11W then right to 2nd driveway west of the Texaco Station.

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Georgia Rally, June 19, 20, 21

Summer rally will be held in Perry, Ga. June 19, 20, 21, 2003 at the Ga. State Fairgrounds and Convention Center. It is located on I-75 at Exit 135. You can arrive as early as June 17, and camping fee is \$18.00 per night. This includes full hook-ups and all parking is around the building we are using. It is not necessary to call the fairgrounds for camping reservations.

Each coach is responsible for 1 pot luck dish, 1

dessert, and 1 Hors d'œuvre.

Rally fee is \$15.00 per person and first night camping fee of \$18.00 is due with reservation. Rally fee is due prior to May 15, 2003. Make checks out to Chuck Chambers, **not** the Dixielanders.

All breakfasts will be provided. Pot luck will be on Thurs. night and we will furnish BBQ baby back ribs OR BBQ chicken with all the fixings on Fri. night. Please indicate your choice of 1/2 slab ribs or 1/2 chicken on reservation. Lunch will be on your own, as will the Sat. evening meal. There are many restaurants nearby, as well as a Mennonite restaurant within driving distance.

We have entertainment scheduled for Fri. P. M. following the BBQ dinner. Emily Sheffield, former Ms. Senior Ga. and Ms. National Senior Citizen for 2000 will entertain us with her comedy-impersonator act. We are also considering entertainment for Sat. P.M. if enough people are interested. It will be an informal type "hoe-down". No dancing experience is necessary, just a willingness to have fun!

There are many sights of interest nearby. Among them are::

- ~Warner Robbins Aviation Museum
- ~Andersonville Civil War Village and Museum
- ~Plains, Ga. Jimmy Carter museum.
- ~Perry antique homes walking & driving tour.

If you haven't paid your dues for this year, pay them now before you forfeit your membership and are dropped from the registry, or have to pay \$20 to get back in the club. See form below.

Bye, see y'all at Bean Station