

THE GMC

DIXIELANDER

“Roaming Dixie together”

NEWSLETTER

AUGUST 2005

IN MEMORY OF:

Larry Wills

Larry, a long-time Dixielander, a friend to all and a pillar of our organization, passed away on June 4th while cutting the grass. This came as a real shock to us all. He had never been sick and had just received an excellent medical report. The funeral service was held at Patterson Funeral Home, June 8th in Atlanta and there were 13 Dixielanders and their wives in attendance. Our sympathies go to Carolyn and family. May he rest in peace.

Charles Toole

Charlie, also a long time Dixielander and always a discussion leader in the GMC “how to” sessions passed away on July 5th having gone through a lengthy fight with cancer. We as Dixielanders grieve his passing and there is now a void in our organization that cannot be filled.

SICK AND RECOVERING:

Hal Lively, Herb Haught, Joe Burdette, and Shirley Trivette.

Our prayers are with you for a speedy recovery and a rapid return to Dixielander activities.

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Movers and Shakers:

President	Ken O'Rourke
Vice President	John Nichols
Secretary	Flic Acosta
Treasurer	Chuck Chambers
FMCA Nat. Dir.	Don Leslie
Alternate	Alan Martin
Executive Com.	Harry Terrell
	Alma O'Rourke

Nominating Com.	Marie Hudson
	Carolyn Wills
	Don Walloch
Alternate	Betty Davis
Audit Com.	Gene Dotson
	Marie Hudson
GMCM East Rep.	JR Slaten
GMCM South Rep.	Alex Sirum
Photographer	
Sunshine Lady	Judy Acosta
Membership Chm.	John Nichols
Equipment Mgr.	John Richardson
Storekeeper	Allene Burdette
Webmaster	Ken Henderson
Newsletter Editor	Ken O'Rourke

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A NOTE FROM THE PRES:

This has been a particularly difficult summer. We have lost two of our dear members that shall be revered into the future. There is no one to take their place, as Larry and Charlie. I hope that you, Nell and Carolyn know that we also hold you both near and dear to our hearts and would encourage you both to embrace your Dixielander ties. Nell has served in the past as the Dixielander President and Carolyn worked feverously this past spring trying to pull together a slate of club officers. We will forever be indebted to you both for your services and hope that you continue as Dixielanders.

This brings to mind one of the problems we as the Dixielanders have (I might add that it is not unique to us). That is, getting members to serve in positions we need to sustain our organization, what I call the “Movers and Shakers”. Dixielanders are unique in their willingness to pitch in and help when there is work to do. Usually you don't have to ask, they're just there working beside you. The other side of the coin is trying to get members to agree to accept club positions

There are some that think our club is getting too large and we are losing the closeness the club used to have. It's difficult to remember peoples' names when they only attend one rally every two years. And this does not build the "Esprit de Corps" we used to have. What are the answers? Should there be a limit to our membership? What can we do to get people to accept club positions?

I would appreciate your input to the matter and during the business meeting at the Perry rally; I will bring the issue up. If you're not at the rally drop me a note or e-mail on the subject.

Let me offer some of my own comments and you are free to disagree or agree as you may.

"Times are a changing", Peoples lives are becoming more complicated, life is on the fast track and traveling is becoming more expensive. Many people are confining their family activities closer to home and in many cases cannot take the time off of work to travel any great distance. Those of us that are retired are not affected by the "time off" problem but are just as affected by the rising cost of traveling. Then there are "family" obligations, which must be met.

These are all true and there are many more reasons not mentioned. The bottom line is that we need an infusion of younger people to take over the running of our club. We need to take these people under our wings, encourage them to participate and at the same time, look for and encourage others in our communities to join.

Think about these problems and let's have a discussion at the next business meeting.

Now, I want to thank Ken Henderson for setting up the GMC Dixielander network. I hope you all realize the work this took and the possibilities it brings. If at all possible, please get an e-mail address and send it to Ken so he can put you on the list. Hopefully, we can send out the Newsletter by e-mail in the future. This alone will save us a lot of money in US Postal mailing costs. It also is a quick method of communicating with the rest of the club. It is a secure network; we will never give out the list to anyone. Members can talk back and forth

with the rest of the club concerning problems with their GMC and get many responses. It is a giant step for our club, and our hat is off to Ken Henderson for his efforts. Ken O'Rourke

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MAGGIE VALLEY RALLY

The weather forecast for the four days was "scattered showers" every day. I was sure we were in for a soggy rally. As it turned out the weather was beautiful. It rained briefly twice at night and once just after the BBQ dinner on Friday for two minutes. Maggie Valley had received quite a bit of rain prior to our arrival and the sites were a little soggy but they quickly dried out. We had 32 coaches and several who came without their coach. Those attending were as follows:

Jim & Peggy Buchanan	Gene & Joan Dotson
Ed & Marty Laird	Flic & Judy Acosta
Gary & Pete Barrett	Ray & Trula Bingham
Jerry & Janice Hasch	Butch & Dick McNeil
Allen & Pat Martin	Cecil & Pat Miller
Bob & Peggy Ann Moore	Ken & Alma O'Rourke
Paul & Corinne Rice	Curby & Mary Robertson
Harry & Linda Terrill	Jim & Ethel Walters
Chuck & Sue Chambers	Jerry & Audrey Holloway
Rudolph & Grace Litke	Norbert & June McLemore
Peter & Marie Mullen	John & Rita Nichols
Don & Rose Marie Norris	Willie & Annette Parrish
Ron Freeman & Alaska Presley	Al & Marty Samsel
Dan & Ellen Springer	Bill & Joe Telgen
Pat & Norma Morrison	Terrance & Darlene Moore
Alex & Ramona Sirum	Henry & Margie Sirum

And those without a coach:

Jr & Jeanne Slaten	Roscoe & Shirley Trivette
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Our hosts for the rally were Peggy and Jim Buchanan and Joan & Gene Dotson who did a fantastic job. Gary & Pete Barrett provided coffee, juice and donuts each morning. The Saturday night BBQ dinner was catered by the campground staff and they did a great job. Our hot dog and hamburger dinner on Friday night was organized, supervised and produced by Chef Curby Robertson and his lovely helper, Mary. I emphasize, "supervise" because Chef Curby had many helpers at the grill telling him what to do, it's a wonder anything got cooked. The fire was hot and those turning hamburgers all had singed hair on their arms. Later they found out that the grill pulled out and you could easily turn them without all the heat. I think it was the cocktail hour that preceded the dinner that clouded their thought process. At both meals we had a four piece singing group made up of other campers at Stone Bridge, they were great

and we had many sing alongs'. The best part was that they were no charges. We did take up a collection and they seemed incensed that we would give them money. They accepted it anyway.

We had the opportunity to meet Alaska Presley, a Dixielander and former owner of the Stone Bridge campground. She was delightful and recanted many stories of Maggie Valley. She is the third generation of Presleys to reside in Maggie Valley. She and her escort, Ron Freeman showed us their NewAire motorhome that was modeled after the GMC. Only 58 were built then it was discontinued due to price competitiveness. Pictures are available on the internet at www.GMCmhphotos.com, go to "Rallies" then "Dixielanders".

Last, but not least, JR and Jeanne made it by car. We had a "Birthday" card all ready for them for missing their first Dixielander rally (which is always JR's birthday) but they fooled us and drove all the way from Louisville just to keep their record intact. **Ken O'Rourke**

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RALLIES FOR 2005-6:

PERRY GEORGIA: October 13 to 16th
(See registration at end of newsletter)

JOINT RALLY WITH SUNSHINE STATESMEN, Jan 20 to 23rd:

The joint rally will be next January 20 to 23rd. We will check in on Friday 20th and check out on Tuesday the 23rd. It will be 4 nights stay. The address is Clerbrook Resort, 20005 U.S. Highway 27 Clermont, FL 34711. For reservations on early arrival or late check out please call 1-800-440-3801. Ask for Melody Hall if you have any questions. More details will follow in the next Newsletter.

BEAN STATION:
May 4th to 7th, 2006

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TECH INFO :

WINDOW TINTING

GMC's have a good bit of glass and therefore down here in the south these windows generate a lot of heat. The answer is tinting. Talk to someone that has tinted

windows and they will tell you what difference it makes. Sometimes it's the difference between running one or two A/C's.

There are two basic types of window tinting film.

- **Filter Film**
This film absorbs the heat and will not allow it to reach the interior. The darker the film the more heat it will filter. Remember, it will also filter light. The darkest, "Limo Tint", will allow only 5% of the light to reach the interior of the vehicle, it also will stop 30-40% of the heat at the same time. This film has the tendency to fade and is not the best choice for heat prevention.
- **Reflective Film**
This film works by rejecting or reflecting the infrared light spectrum. They are designed to greatly reduce inside the vehicle without reducing the visibility.

My recommendation is to get a good Reflective type, I have the "limo" shade which goes well with the "raccoon look" style of paint, although it is not the reflective type. I didn't read this article before I choose the type material.

Applying film is a difficult job if you haven't had experience with it. When it comes to the purchase of film I would also recommend that you see a professional. Try to find out what other jobs he has done and ask them if they were satisfied. Not all professionals do good jobs. All tint jobs contain some imperfections, professionals tend to have less. To do this job successfully does require some expertise and unless you have done it before I would not recommend you do it yourself.

If you must do it yourself there are some basics that must be followed. First, the secret to a good job is cleanliness. Clean all windows to be tinted both inside and out in four directions with a good cleaning sponge. Clean all the frames thoroughly. Jim Bounds, of the GMC Coop in Florida, who used to be in the tinting business, says the following:

1. Spray the soapy "slip" solution on the glass and take a fresh, sharp razor blade to the glass. This is to dislodge paint, sealant and any other stuck on matter. Use a new blade on each window. A sharp blade will not scratch the glass.

2. Scrub the glass with a sponge. This will work with the slip solution to chemically loosen and clean the glass.
3. Squeegee the surface. This will pull away the material the razor blade and sponge loosened and light dirt suspended in the slip solution. Now you say it's clean? Not so fast.
4. Everything has a static charge and will attract air born dust particles. As soon as you think the glass is clean, here comes that pesky dust in the air and we can start all over again. I'm not paranoid on cleanliness but it is the cornerstone of a good tint job. Flush slip solution from the top to the bottom of the glass, this will "short out" the static charge for about 1 to 2 minutes which is all the time you have to get the film on the glass before the dust comes back. Flush the glass only on the surface that gets the film and only just before you are going to stick the film.
5. You must have the frame of the glass clean. If not, dirt and dust will fall back on the window. Do this first before cleaning the glass.

The best day for tinting is a rainy day with no wind. The rain helps to short out the dust particle charge and helps to filter the dust from the air. Doing the job indoors is a great benefit where the air is still.

Be cautious where you purchase the film. It might be better to go to a professional applicator and choose you film from him and purchase it from him. It may cost a little more but you will get a better grade of film.

Remember, the film goes on the inside of the window but you can use the outside of the window to cut your pattern. When handling the film do not bend, fold or crease the film, as the mark it creates will remain on the finished product. Cut a piece of film large enough to cover the window and then begin to cut your "pattern". This is very important and must be precise. The pattern needs to have smooth edges, evenly cut along the frame and tight.

Now that you have the pattern precise, place the pattern (liner out) on a clean flat surface. Peel off the liner while spraying slip solution on the stick surface, this will short out the static charge so you can get the film to the glass without being a dust magnet and keeps the film from folding over and sticking to itself. Just before you peel the liner off, you will need to flush the glass where the pattern is going. This is the last cleaning you do before the film is applied and you only have about one minute to get the film on the window. DO NOT let the sticky side of the film touch anything, your fingers, the frame, the gasket or anything.

Now that the film is in place and fits well, use a good quality small squeegee, start at the middle of the glass

and push the slip solution from under the film, which will allow the film to stick to the glass. Make sure the film pattern is where you want it because after you squeegee the film you will not be able to move it. Push out all the air bubbles and as much of the solution as possible. Any air bubbles that you cannot get out with the squeegee must be dealt with. You can use a blow drier to heat up or to stretch the film to get it to lie down.

Squeegee out the film once more to remove as much of the slip solution as possible, check the edges to be sure they are flat. As the film starts to dry on the window, "fingers" may begin to appear. These fingers may appear at the edges of the film where either water, air or both prevent the film from sticking to the glass. You can push them out by using a flat spreader and/or heat to press them out and stick the film tightly to the glass.

Call Jim Bounds in Orlando, FL at the Cooperative Motor Works at 1-877-275-4462 if you have any questions.

If you are doing this on a GMC, you now only have 16 more windows to do. Good luck. Now you know why I recommend that you take your coach to a Pro. **Ken O'Rourke, 7-30-05**

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GMC Motorhomes International

Among those listed on the Dixielander roster is Emery Stora, The Vice President and Executive Director of GMC Motorhomes International. GMCMI is similar to our club in that they have an affinity to have a GMC. We have many things in common but the distinctive difference is that we are a regional club that is underwritten by FMCA and GMCMI is an International club covering both Canada and the United States and is also a chapter of and underwritten by FMCA. Recently the GMCMI Board of Directors agreed with Emery to share the TZE information they had collected over time with Dave Greenberg who maintains the GMC Registry. Hats off to both, our quest for GMC information will be a benefit to all of us.

GMCMI provides a parts listing which is continuously updated on a quarterly basis and a technical newsletter also quarterly. They have a convention twice a year both in the spring and in the fall whereas we have four rallies. Their conventions are much larger than our rallies and usually last for a week and include many activities, technical seminars and demonstrations, activities for the ladies and a large commercial participation and parts mart. If you haven't seen 300 GMC's together side by side, it's quite a sight. Next Spring at Montgomery, Texas, the GMC Dixielanders will be presenting a "Womanless Beauty Pageant", featuring our own Billy-Bob Moore, "It ain't fun gotten naked anymore".

I highly encourage you to join GMCMI as the bang for the buck is there and you'll meet many new

GMC'ers. The upcoming convention is being held at Hart Ranch, Rapid City, SD, September 11 – 17. The spring Convention will be held March 5 – 11, 2006 at Haven's Landing in Montgomery, TX. Any additional information and to join you need to contact Emery at emerystora@ mac.com, phone 505-660-9507 or visit their website at http:www.gmcmi.com.

out the e-mail address for the site: Dixielanders@theagile.net.

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Dixielander Minutes:

Minutes of the Dixielander business meeting July 16, 2005

Maggie Valley, N.C.

The meeting was called to order at 10:00 by President O'Rourke followed by an invocation given by Jim Walters and a Pledge of Allegiance.

Secretary Acosta read the minutes of the business meeting held on May 7, 2005 at Bean Station, Tennessee. A motion to accept the minutes as read was made by Ray Bingham and Seconded by Bobby Moore

Treasurer Chuck Chambers read the treasurer's report. The

ending balance as of 16 July, 2005 was \$6400.68. A motion to

accept the report was made by Bobby Moore and seconded by

Judy Acosta.

Acosta gave the Sunshine report with the latest information available regarding several of our ailing or recovering members. Mentioned were Jack Mohrbeck, Betty Wright and Hal Lively. The recent deaths of Larry Wills and Charlie Toole had been previously mentioned by President O'Rourke. He also read a letter sent to the club from Carolyn Wills thanking all for their thoughtfulness and contributions. Also expressed were her desires to be able to remain with the Dixielanders. Bobby Moore proposed that help be provided to assure that her GMC was in A-one condition.

Old business.

Allen Martin provided his latest available FMCA report. The next rally will be in Minot, North Dakota. He indicated that it would be attended by Don and Elaine Leslie and possibly Ed and Carol Smith. Allen also spoke to the perks of attending the conventions as chapter representatives such as traveling expenses with higher mileage reimbursements for longer distances.

President O'Rourke spoke to the ongoing establishing of the Dixielander website. He indicated that it was now up and running but that some members had indicated that they were having trouble accessing the site. He then proceeded to give

New business:

President O'Rourke recognized two new members to our family: Willie and Annette Parrish from Clinton, NC and Terry and Darleen Moore from Hubert, NC. With these new members, our membership now stands at 175.

Dan Springer has agreed to replace Larry Wills on the executive board.

Marty Samsel spoke about the upcoming "womanless talent" show planned to be held at the GMCMI rally in Spring 2006 to be held at Montgomery, Texas.

John Nicholls presented information on the upcoming rallies. The next rally is set for Perry, Ga. and was addressed by its host, Chuck Chambers. The rally following that will be hosted by Dave Perry and John and Rita Nicholls. It will be held near the end of January 2006 at Claremont, Fla. Followed by the Bean Station rally in May. GMCMI will have its Texas Spring rally in March. John asked for proposals for a location for the 2006 summer and fall rallies and noted that for planning and scheduling proposals those proposals needed to be in by mid-September 2005.

President O'Rourke recognized our hosts for this rally; Jim and Peggy Buchanan, Gene and Joan Dotson along with Gary and Pete Barrett who provided the doughnuts each morning, and John and Rita Nicholls for their untiring efforts.

There being no further business, a motion was made to adjourn by Bobby Moore and seconded by Jerry Holloway. The meeting was adjourned at 10:32.

Flic Acosta, Secretary

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FOR SALE:

STORAGE ROOF POD:

21 cubic feet measures 70 x 33 x 15, Good condition Asking \$200, call Ray Bingham at (423) 247-7784

1978 GMC KINGSLEY Beige w/Burgundy stripe, 26' w/less than 4K miles on Patterson Stage II balanced 403 engine. Transmission rebuilt. Differential 3.42. Last long trip - 10-11 mpg consistently. Headers w/new exhaust system. 3" tailpipe. Wired for cable TV & telephone front and rear. New vinyl floor throughout. Burgundy flexsteel driver & navigator seats. New large 2-door fridge. Microwave/Convexion oven. TV and built-in VCR in bedroom. New fresh water tank and pump. Dinette reupholstered with burgundy to match

stripe on exterior of coach. Brakes rebuilt w/ new wheel cylinders, pads, shoes; all bearings replaced. Air bags excellent condition. Alcoa rims. Tow Saturn also available. Asking \$29 K total pkg. Will separate car in deal.

Bob and Marty Sanders 865.690.8752 or cell - 865.806.2288

1976 GMC 23' Rear Bath 91K miles, new black and gray tanks, new refrig, new driver and passenger seats, reupholstered sofa-dinette, exterior paint 5 years old, Replaced recently, transmission, radiator, gear box. New front rotors, pads, calipers. Two new batteries. Cold A/C with R134 installed by Zeb Frady. Call Bob Allen (770) 330-8498 Cartersville, GA

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NEW MEMBERS:

Tom & Marilyn Phipps

8334 Weatherford Ct.

Spanish Fort, AL 36527

251-626-3817

CELL: 252-648-7722

F#: 351656

E-mail:

Dean Kershaw

1924 Westover Reserve Blvd.

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407-445-8514

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WHO IS THIS?

A GMCer was driving through Georgia recently, having just purchased a new (to him) GMC in Connecticut and after traveling for 5 days his engine just quit while driving down the expressway . He coasted to the side of the road and just sat there contemplating what had gone wrong. Mind you, he knew nothing about GMC's. The first thing he did was to fire up the Onan and turn on the A/C to at least sit there in some degree of comfort. The engine would turn over but would not fire. Fortunately the previous owner had given him a copy of the "Black List". So he called the nearest person, about 30 miles away. This un-named person offered to come help him and with a little investigation and the purchase of \$36 is parts for a new coil, got him on his way. The new GMCer was greatly relieved and forever indebted to this Dixielander. He was so impressed that he will become a new Dixielander.

See end of Newsletter for who these people were.

A GMC SAFETY ITEM

A 26-year old man decided to have a cup of coffee. He took a cup of water and put it in the microwave to heat it up (something that he had done numerous times before). I am not sure how long he set the timer for, but he wanted to bring the water to a boil. When the timer shut the oven off, he removed the cup from the oven. As he looked into the cup, he noted that the! water was not boiling, but suddenly the water in the cup "blew up" into his face. The cup remained intact until he threw it out of his hand, but all the water had flown out into his

face due to the build up of energy. His whole face is blistered and he has 1st and 2nd degree burns to his face which may leave scarring.

He also may have lost partial sight in his left eye. While at the hospital, the doctor who was attending to him stated that this is a fairly common occurrence and water (alone) should never be heated in a microwave oven. If water is heated in this manner, something should be placed in the cup to diffuse the energy such as a wooden stir stick, tea bag, etc., (nothing metal).

much safer choice to boil the water in a tea kettle or put something in the cup like a pop cycle stick, this will relieve the surface tension.

General Electric was asked to respond to this phenomenon and the following was their reply:

“Thanks for contacting us, I will be happy to assist you. The e-mail that you received is correct. Microwaved water and other liquids do not always bubble when they reach the boiling point. They can actually get superheated and not bubble at all. The superheated liquid will bubble up out of the cup when it is moved or when something like a spoon or tea bag is put into it.

To prevent this from happening and causing injury, do not heat any liquid for more than two minutes per cup. After heating, let the cup stand in the microwave for thirty seconds before moving it or adding anything into it.”

Here is what our local science teacher had to say on the matter: "Thanks for the microwave warning. I have seen this happen before. It is caused by a phenomenon known as super heating. It can occur anytime water is heated and will particularly occur if the vessel that the water is heated in is new, or when heating a small amount of water (less than half of a cup).

What happens is that the water heats faster than the vapor bubbles can form. If the cup is very new then it is unlikely to have small surface scratches inside it that provide a place for the bubbles to form. As the bubbles cannot form and release some of the heat has built up, the liquid does not boil, and the liquid continues to heat up well past its boiling point.

What then usually happens is that the liquid is bumped or jarred, which is just enough of a shock to cause the bubbles to rapidly form and expel the hot liquid. The rapid formation of bubbles is also why a carbonated beverage spews when opened after having been shaken."

Many GMC'ers have microwaves in their coaches and have replaced the gas ovens with them. Be very careful especially when heating water and never hold your head over the cup or container that you used for heating a liquid especially a clear liquid.

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Answer to "Who was it?" - Dean Kershaw, our new member and the guy who helped out Chuck Chambers our Treasurer.

Ken O'Rourke, Editor

DON'T FORGET – THERE ARE ONLY 40 SLOTS AT THE PERRY RALLY.

DON'T MISS OUT, SEND CHUCK YOUR RESERVATION TODAY