

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
	Dan Springer
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	Ike & Jan Grove, Jr.
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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Dixielander Minutes:

Minutes of the Dixielander business meeting
October 15, 2005

Perry, Georgia

The meeting was called to order at 0905 by President O'Rourke. An invocation was given by Lew Ayres followed by a Pledge of Allegiance.

Secretary Acosta read the minutes of the business meeting held on 16 July, 2005 at Maggie Valley, North Carolina. A motion to accept the minutes as read was made by Ron Davis and seconded by Ken Henderson.

Treasurer Chuck Chambers read the treasurer's report. The ending balance as of 15 October, 2005 was \$5911.88. A motion to accept the report was

made by Lew Ayres and seconded by Ray Bingham.

President O'Rourke thanked the hosts, Chuck and Sue Chambers and Jerry and Audrey Holloway, for having put on such a successful rally. Sue Chambers, in turn, thanked all those who had pitched in to assist in getting out the various meals as well as helping with the cleanups.

New members present were asked to stand and be recognized. They were Paul Cashman, Tom and Marilyn Phipps and Jerry and Joyce Bowie.

Old business

Don Leslie rose to report on the recent FMCA meeting conducted at Minot, North Dakota. There were 4000 coaches in attendance; 1000 of which were commercial. He reported that the FMCA membership stands at 127,000 members and operates with an 18 million dollar budget. He noted the many benefits derived from membership and honed in specifically on medex plus; a service that all members are entitled to which provides for emergency evacuation in case of severe illness or tragedy. The service also included getting a member's coach home.

Gene Welch spoke about the Dixielander's parts group. Membership in this group is limited but there is currently room for 22 more members. The fee to join is \$50. For more information, interested members should contact Gene Welch.

New business

Vice President John Nichols addressed future rallies: The next scheduled rally will be a joint rally with the Sunshine Statesmen and will take place on January 20 to 23, 2006 at Clerbrook RV resort in Claremont, FL. The rally fee is expected to be \$50 per 2-person coach. Following that will be the Bean Station rally in the 1st week of May 2006 with a date of may 4th to 7th. It was noted that the Eastern States rally was scheduled for the 2nd week of May. Maggie Valley, NC was being considered for the

2006 summer rally.

Nichols also asked for the membership thoughts regarding joint rallies. Discussion followed and included comments regarding a joint rally with the Eastern States. Comments, both pro and con, ensued. One significant comment was about rally time conflicts between Eastern States and others, such as occurred with GMC International just recently. No motions were entertained or resolutions arrived at.

Ike and Jan Grove have volunteered to assume the duties as club photographer, taking over from Keith and Sara Lewis.

The new officers for 2006 were presented to the membership. One change was noted: Jim Walters has replaced Korky Rice as vice president. A motion to accept the slate was made by J.R. Slaten and seconded by Bobby Moore. The slate of officers was accepted unanimously. The officers for 2006 are as follows: President; John Nichols. Vice-president; Jim Walters. Secretary; Flic Acosta. Treasurer; Chuck Chambers. National Director; Don Leslie. Alternate National Director; Allen Martin. Executive committee: Alma O'Rourke, Jerry Holloway, Harry Terrill. Nominating committee: Joanne Dotson, Peggy Buchanan, Joe Terry. Alternate: Ray Bingham.

Vice-president Nichols noted that the executive board had discussed the size of the treasury account and whether the club needed that amount on hand. He asked for membership thoughts on the subject and proposals to reduce it. He mentioned a possibility of a free rally in 2006 or a partial subsidy of all rallies in 2006. Several alternatives were put forward including appointing a committee to study the alternatives. A lengthy discussion was held without any resolutions. It was decided to table the discussion to a future date.

Dennis Ray, Herb Haught and Allene Burdette each rose to thank the membership for their cards, calls, prayers and kind thoughts over the past months.

There being no further business, a motion to adjourn was made by Bobby Moore and seconded by Elaine Leslie. The time was 1020.

Flic Acosta, Secretary

President's Message:

This has been a great year. We started out with Lazy Days and were a little disappointed when compared with last year but all had a great time. Lazy Days didn't seem to compare with last year so we decided to go elsewhere next year. The biggest yet attendance at Bean Station. Repeated Maggie Valley in the mountains and ended with Perry, Georgia which was a great place to have a rally. The good Lord was with us concerning the weather, all the rallies this year were blessed with good weather.

Our membership is now up to 186 Dixielanders and we would like to see more come out to the rallies. Those of you who have not been to rallies are missing out on some good associations. We have experts on everything. As a matter of fact you might get two or three answers on all questions, all of which are sworn to be correct.

Let's face it, it doesn't matter where we go for a rally, the Dixielanders have a good time. What a great bunch of people who have been thrown together with a common interest, the Famous Classic GMC.

As a last reminder, don't forget to pay your dues of \$10 before the end of the year.

Ken O'Rourke passing the gavel to John Nichols your new President and I, who will only be Editor next year.

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PERRY, GEORGIA, RALLY

The Dixielander's Fall Rally in Perry, Ga. On Oct.13-16, got off to a great start when 20 coaches arrived early to enjoy the last scheduled rally of 2005. The Twin Oaks RV Park welcomed us royally and we began several days of exploring the surrounding areas. After early morning breakfast, it was off to the GA. State Fair, Warner Robins Air Force Museum, Andersonville Historical Site, or many other attractions nearby.

Although there were a couple of major breakdowns on the way, we had 38 coaches in

attendance. Those attending a Dixielander rally for the first time included Bob Allen, Jerry and Joyce Bowie, Paul Cashman, Darryl Howell, and Thomas and Marilyn Phipps.

Other Dixielanders attending were:

Flic and Judy Acosta, Lew and Rosemary Ayres, Ray and Trula Bingham, Jim and Peggy Buchanan, Joe and Allene Burdette, Chuck and Sue Chambers, Ron and Betty Davis, Gene and Joan Dotson, Ike and Jan Grove, Jerry and Janice Haasch, Herb and Joanie Haught, Ken and Elaine Henderson, Jerry and Audrey Holloway, Dan and Marie Hudson, Ed and Marty Laird, Don and Elaine Leslie, Elmer and Betty Olson, Bob and Peggy Moore, John and Rita Nicholls, Ken and Alma O'Rourke, Dennis and Brenda Ray, Curby and Mary Robertson, J.R. and Jeanne Slaten, Ed and Carol Smith, Don and Cheryl Sommardahl, Ron and Suzie Tase, Harry and Linda Terrill, Gary and Gloria Throneberry, Wayman and Jeanetter Tyner, Don and Sandee Walloch, Jim and Ethyl Walters, Ray and Rose Whelan, and Gene Welch. In addition, we were happy to have Keith and Sara Lewis drive down for the fellowship and evening meals, and Bill and Joanne Telgen to drop by for a visit and "carry out" barbeque meals.

Our evenings included campfire story telling and card bingo. Excess rally money was given as bingo prizes and Don and Sandee Walloch entertained us on our last evening with a very original and fun filled awards program.

The rally hosts, (Chambers' and Holloways) thank all who came and participated to make the rally a success.

Bill and Jo Telgen send regards:

Dixielanders are the best bunch in the world and we mean that sincerely!! Many thanks to all for calls, care, and concern. Sorry we missed the rally in Perry --we know it was another good one. Bill and Jo Telgen (For those who are not aware, Bill and Jo had a valve stem break on the way to Perry, GA. And had to be towed back to Hartwell, GA.)

Korky Rice wishes to give thanks, Thoughts, Kindness to all those that helped her get through the rally at Perry. (Korky fell off the steps at Sugar Mill Campgrounds and broke her right arm and had an enormous "shiner" from the fall. She "says" she slipped on an acorn and fell, but that was **after** the cocktail party. No insinuation!!

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RALLIES FOR 2006:

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 24th . It will be 4 nights stay. The address is Clerbrook Resort, 20005 U.S. Highway 27 Clermont, FL 34711. For reservations and 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.

Spring Rally: BEAN STATION: May 4th to 7th, 2006, Rally fee will be \$18 per person or \$36 per couple. (Sign-up information will be in the next Dixielander)

Summer Rally: River Plantation RV Park, Sevierville, TN, July 25 - 27

This is next to Pigeon Forge. 40 sites have been secured, but if we get the reservations in by June 1(cut-off date) we can probably have more sites if needed. Dates are July 25-27. This is Tues, Wed and Thursday. This was done because they have more sites for us and the traffic is so heavy on weekends--almost impossible. Rates are \$26 for 30 amp and \$28 for 50 amp(reserved 4- 50 amp). The "sign-up sheet" will come out with the Bean Station newsletter so that folks can send Marty both rally fees if they want. The rally fee will be \$12.50 or \$25 per couple. Hosted by Marty & Al Samsel and Trula & Ray Bingham. (Sign-up info will be in the next Dixielander newsletter).

Fall Rally: Oct (final date not known). 2006
It will be held at the Farmer's Opry located in Chumuckla, Florida. It will be hosted by Ron and Betty Davis, Herb and Joanie Haught, and Dennis and Brenda Ray. Great food, great music and a mystery "toaster". If you haven't heard of the world famous Jay Peanut Festival, you are about to!
Chumuckla is located off US 29 about 25 miles south of the Florida Alabama line.

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TECH INFO :

L.E.D.'s

(And why you need Light Emitting Diodes, LED's)

What are LED's?

LED's (Light Emitting Diodes) are those little colored lights you see in electronic equipment, household appliances, toys, on signs, and many other places. They now come in practically any color you would like and the intensity is now greatly improved. They do many things in today's world, form the numbers on digital clocks, transmit information from remote controls, light up watches, tell you when your appliances are turned on and collectively they can form images on jumbo television screens or illuminate traffic lights. Most new cars are now coming with them installed from the factory.

What do they have to do with GMC's?

Several formats are now available for all of the lights on a GMC except the headlights, but they're coming. They are longer lasting than an incandescent, filament-burning bulb, use much less electrical power and are generally brighter when clustered. I have installed them in both tail lights, 3rd stop light, front (amber) and rear (red) clearance running lights, front turn signals and side turn signals.

Technically, how do they work?

A LED is basically a really fancy diode.

Diodes only let current (electricity) flow in one direction and not the other. LEDs are diodes too, but they have the unique "side effect" of producing light while electricity is flowing through them.

In the simplest terms, an LED is made with two different kinds of semiconductor material. One type that has too many free electrons roaming around inside, and another that doesn't have enough electrons. When an electron from one material (the donor) gets pushed across a thin barrier and gets into tiny spaces in the other (the holes), a photon or particle of light is produced.

The color of light depends on a number of factors, including the type of material they make the LED with and the material's quantum bandgap (how much energy each electron needs to pack in order to cross the barrier).

A smaller bandgap that fairly weak electrons can cross gives you infrared or red light, while a large bandgap that needs really strong electrons gives you light on the other end of the spectrum and has a blue or violet color to it. It's the spectrum frequency that determines the color. Things that make an LED operate are a little more complicated than this, but you get the idea. Remember the basic color rules, black is a combination of all colors and white is the absence of all colors, that's why the white LED's are more difficult to make. I just bought a 3 "D" cell LED flashlight from CVS, on special, for \$9.95 that has 20 LEDs and is a very bright utility light that has a slight bluish tint. It should last forever, well almost.

Sources:

Where did I get my LED lights? The rear round "Stop/Turn/Tail" lights I got from a nearby PILOT gas station. (You can also get them in rectangular form) They have a good assortment of lights and I would suggest that you check with them, or any truck stop type of gas station. The top red and amber clearance lights I got from Parts Systems in Oregon, the address is listed below as well as another LED source called Super Bright. They have all kinds of LEDs. Another source is JC Whitney. If you use LEDs for the 3rd stop light, you will need also a small LED logic module. This

module is available from JC Whitney, #WL 138974 for \$5.99. It's function is to only allow the 3rd stoplight to actuate when the brake is applied and not when the turn signals are applied.

<http://www.partssystems.com>
<http://www.superbrightleds.com>
<http://www.jcwhitney.com>

How to install

LED lights are sensitive to polarity. You must install them with the proper negative and positive connections. If they don't work, change the polarity. (switch the black and white wires).

The top clearance lights are direct replacements for the original lights. The new LEDs are sealed units and the mounting screws are located in the same positions. I used stainless screws I got from Home Depot. All you have to do is connect the proper "hot" and "ground" wires to the old wires. Caution, there isn't much wire to work with so be careful when you cut the old wire. The unit is a sealed unit but you must seal around the unit to keep any water from entering the coach. Also, you must seal the hold down bolts to prevent rust and leaks.

I used the new style tail light lens. You will have to fit the lens into the old tail light fiberglass housing first after taking out the old style lens, aluminum bezel and light bulb frame. I used a 40 LED round sealed unit that I bought at the Pilot Gas station. I had to cut a round hole in the tail light lens with a Dremmel tool and inserted and sealed the LED unit. I used stainless steel 3 1/2" screws to hold the tail light lens to the chassis.

Because I felt that there was not enough visibility to the right and left for any drivers that might be next to me when I turned on my turn signals, I added another set of turn lights. I used LED's that I mounted on the outside rear view mirror bracket. This seemed to give the optimum amount of visibility. Wiring was not a problem as I just drilled a hole for the wire and connected the hot wire to the existing turn signals.

Hope this helps and clears up the LED mystery.

Ken O'Rourke

BOOK REVIEWS

If you ever traveled across four states and finally wondered where you were, or sat up into the small hours to find out whodunit, or ignored a ringing phone to stay in the world of your latest novel, you're lucky enough to have lost yourself in a book. For many reading is a constant pleasure in an uncertain and stressful world.

Our book reviews at Bean Station went very well. We have a few people who have been reading interesting novels and wanting to share what they have read. If you missed it, perhaps you can join us next time. Please remember if you are not a reader, please join us, you may hear a review and decide to read the book.

We talked about a book, Revenge of the Middle-Aged Woman by Elizabeth Buchan. It's a thoughtful, intelligent, funny, coming-of-middle-age story. If you would like to read it, we could have a Book Club discussion next time.

Elaine Henderson

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Dangerous bugs found in water Supply on US airplanes

How does your GMC stack up for water purity?

Seeing as how we GMC'ers carry our own water in tanks, I thought that it might be appropriate to relay this on to you, published in the "New Scientist" recently.

Dangerous levels of bacteria have been found in drinking water aboard 15% of airplanes at US airports, an investigation carried out by the US Environmental Protection Agency has found.

Twenty-four US airlines have now agreed to routinely disinfect their water supplies and monitor water quality in response

to the EPA study. "Passengers must feel confident of the water supply on an airplane," says Grant Nakayama of the EPA. "These new protocols will provide protection."

The agreement, announced by the EPA on Wednesday, is a voluntary one. But the agency will spend the next two years drafting mandatory regulations for drinking water on aircraft.

The EPA tested water stored on 327 domestic and international airplanes at 19 US airports from August to September and then November to December during 2004 and found *coliform* contamination in 3 of every 20 craft.

Although no known illnesses resulted or were reported from the contamination, the water could have made people sick that went unreported, especially those with impaired systems. *Coliform* is a bacterium commonly found in the lower intestine and its presence in drinking water may indicate fecal contamination.

How often do you decontaminate your system in the GMC? Now, I'm not saying "just changing out the water," I'm saying using a decontaminate in the system. For example, I drain the water in my tank after every trip and before filling it up, I flush it out with a cup of Clorox to about 1/4 tank full of water. Then drain it again, being sure to run all the faucets and hot water tank, then fill the tank and add back about 10 ml per tank of Clorox. This amount is difficult to taste or smell when using the system. After a trip I always empty and blow out the system and empty the hot water tank, as stagnant water is usually the cause and will compound the problem with contaminated systems.

I know what many will say, that I am overly cautious. Well if you've ever had a "bad water" problem, you would do the same. Some will say that they only brush their teeth with the "on board" water but it doesn't take much to cause a medical problem. Even boiling the water doesn't always solve the problem. Even if you only use bottled water, it can easily be contaminated. I'm also careful of campground water. It doesn't take much to ask the owners or managers if the water source is tested and approved. If they take offence to your asking,

it's time to move on to another campground. But, on the other hand a certain amount of exposure to bacteria is a good thing when it comes to building up your immune systems. You need to develop those little things called anti-bodies for a good functioning immune system. My mother used to say, "everyone needs to eat a "peck of dirt" before they die".

Then there is the other viewpoint. Those that want to enforce the same EPA standards and requirements that Dentists have to follow for their complicated water systems. Dentists have to worry about Biofilm in their water lines and this is caused by an organism that Clorox will not cure. If you want to go to this level of protection I suggest you talk to your Dentist and buy a bottle of "Dentacide", one of the solutions that they use, cost will be about \$15 a bottle. **Ken O'Rourke**

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FOR SALE:

1973 GMC 23'

Approximately 150,000 miles, Glacier original floorplan, 403 engine in good condition, side bath, new carpet, new black tank, water heater, carpet. Side bath, microwave, good refrigerator, low profile A/C, good dash air with extra evaporator behind passenger seat (changed to 134), excellent condition, gas furnace has been taken out and replaced with elect heater. Asking \$12,500 OBO. Contact Joe or Allene Burdette at (770) 482-2640 or e-mail; allenejlb@bellsouth.net

1978 GMC Royale

49,000 miles, coachmen interior, new electrical upgrade-electronic converter with Charge Wizard, Hard-wired Surge Guard, Marine grade DC fuse blocks / Auto Type Fuses, new tires and Bilstein Shocks, New Awning, dry side bath with new larger sink and medicine cabinet, \$20,000. E-mail or call for more information and pictures. 78GMCRoyale@bellsouth.net Located in Lenoir City, TN. Phone (865) 986-8898 John Howell.

STORAGE ROOF POD:

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

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

1978 GMC 26' Royale

Approximately 100.000 miles, rear twin beds, dry bath, 403 engine recently replaced, aluminum wheels, good tires, interior redone completely in good shape, pullout pantry. Many spare parts included. Asking \$17,000. Call Nell Toole at (843) 556-5949

RED CROSS DONATION

Bob and Marty Sanders have donated their 1978 Kingsley to the Red Cross in Knoxville and he thinks that they might be auctioning it off to the public. If you live in the area you might want to check on it as it is an excellent GMC with a new Patterson engine in it.

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Web Site Info

If you haven't visited www.gmcdixielanders.org lately, you need to take a look. Due to the efforts of our newest Dixielander, Billy Massey (of www.bdub.net and www.gmcmhphotos.com fame) our web site is beginning to improve. Not all of the changes we plan are completed, and there are some experimental pages there, but with the code cleaned up, it will improve rapidly. Already added are some photo albums and more are coming soon. The Members Photos album is made up mostly of photos Billy pirated from the GMC Classics site, of which he's Webmaster, of Dixielanders who also belong to that club. We need everyone to send to me the photo you want posted. I'd certainly prefer a digital photo, but will scan prints if that's what you send. Try to send one similar

to those already posted. Use either hend4800@bellsouth.net or 110 O'Hara Road, Americus, GA 31719

The Google Group mailing list is running, and we're using it to send Dixielanders information to those who've subscribed. But MANY of you have not yet clicked on the subscription link to join. Please, if you got the invitation, click on the provided link and complete the easy steps so you can begin receiving current information. If you didn't receive an invitation, it's because we don't have a good email address for you; 25% of those we had were wrong! In that case, please go to <http://groups.google.com/group/dixielanders> and ask to join. You will not be admitted immediately because I must first receive and approve your request – one of the steps necessary to keep our list exclusive to us and prevent SPAM. If you have trouble, send me an email to the address above and I'll help. Thanks,

Ken Henderson

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Do you know how many gallons in a barrel?

In the early 1860's, when oil production began, there was no standard container for oil, so oil and petroleum products were stored and transported in barrels of all different shapes and sizes (beer barrels, fish barrels, molasses barrels, turpentine barrels, etc.). By the early 1870's, the 42-gallon barrel had been adopted as the standard for oil trade. This was 2 gallons per barrel more than the 40-gallon standard used by many other industries at the time. The extra 2 gallons was to allow for evaporation and leaking during transport (most barrels were made of wood). Standard Oil began manufacturing 42 gallon barrels that were blue to be used for transporting petroleum. The use of a blue barrel, abbreviated "bbl", guaranteed a buyer that this was a 42-gallon barrel, and hence the abbreviation for barrel is bbl. (Then why do they call it a 55 gal drum?, Editor)

Complements of Emery Stora

DIXIELANDER JACKETS & HATS

If you wish to order a "Dixielander" hat or Jacket in the future, you will have to order them directly from the supplier. The jackets are quilted and a little warmer than the old design. The information and cost is as follows:

JACKETS (S, M, L and XL)	\$62.50
XXT (Extra Large)	\$72.50
Shipping	5.00
Tax	7%

Phone or Write to :

House of Embroidery, Inc.

2468 Rock Chapel Road

Lithonia, GA 30058

Phone: (770) 484-9410

Ken O'Rourke – Editor

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GMC DEFINITIONS

DRILL PRESS: A tall upright machine useful for suddenly snatching flat metal bar stock out of your hands so that it smacks you in the chest and flings your beer across the room, splattering it against that freshly painted airplane part you were drying.

WIRE WHEEL: Cleans paint off bolts and then throws them somewhere under the workbench with the speed of light. Also removes fingerprint whorls and hard-earned guitar calluses in about the time it takes you to say, "Ouch...."

ELECTRIC HAND DRILL: Normally used for spinning pop rivets in their holes until you die of old age.

PLIERS: Used to round off bolt heads.

HACKSAW: One of a family of cutting tools built on the Ouija board principle. It transforms human energy into a crooked, unpredictable motion, and the more you attempt to influence

its course, the more dismal your future becomes.

WISE-GRIPS: Used to round off bolt heads. If nothing else is available, they can also be used to transfer intense welding heat to the palm of your hand.

OXYACETYLENE TORCH: Used almost entirely for lighting various flammable objects in your shop on fire. Also handy for igniting the grease inside the wheel hub you want the bearing race out of.

WHITWORTH SOCKETS: Once used for working on older British cars and motorcycles, they are now used mainly for impersonating that 9/16 or 1/2 socket you've been searching for the last 15 minutes.

HYDRAULIC FLOOR JACK: Used for lowering an automobile to the ground after you have installed your new disk brake pads, trapping the jack handle firmly under the bumper.

EIGHT-FOOT LONG DOUGLAS FIR 2X4: Used for levering an automobile upward off a hydraulic jack handle.

TWEEZERS: A tool for removing wood splinters.

PHONE: Tool for calling your neighbor to see if he has another hydraulic floor jack.

SNAP-ON GASKET SCRAPER: Theoretically useful as a sandwich tool for spreading mayonnaise; used mainly for getting dog**** off your boot.

E-Z OUT BOLT AND STUD EXTRACTOR: A tool ten times harder than any known drill bit that snaps off in bolt holes you couldn't use anyway.

TWO-TON ENGINE HOIST: A tool for testing the tensile strength on everything you forgot to disconnect.

CRAFTSMAN 1/2 x 16-INCH SCREWDRIVER:

A large pry bar that inexplicably has an accurately machined screwdriver tip on the end opposite the handle.

AVIATION METAL SNIPS: See hacksaw.

TROUBLE LIGHT: The home mechanic's own tanning booth. Sometimes called a drop light, it is a good source of vitamin D, "the sunshine vitamin," which is not otherwise found under cars at night. Health benefits aside, it's main purpose is to consume 40-watt light bulbs at about the same rate that 105-mm howitzer shells might be used during, say, the first few hours of the Battle of the Bulge. More often dark than light, its name is somewhat misleading.

PHILLIPS SCREWDRIVER: Normally used to stab the lids of old-style paper-and-tin oil cans and splash oil on your shirt; but can also be used, as the name implies, to strip out Phillips screw heads.

AIR COMPRESSOR: A machine that takes energy produced in a coal-burning power plant 200 miles away and transforms it into compressed air that travels by hose to a Chicago Pneumatic impact wrench that grips rusty bolts last over tightened 58 years ago by someone at GMC, and neatly rounds off their heads.

PRY BAR: A tool used to crumple the metal surrounding that clip or bracket you needed to remove in order to replace a 50 cent part.

HOSE CUTTER: A tool used to cut hoses too short.

HAMMER: Originally employed as a weapon of war, the hammer nowadays is used as a kind of divining rod to locate the most expensive parts not far from the object we are trying to hit.

MECHANIC'S KNIFE: Used to open and slice

through the contents of cardboard cartons delivered to your front door; works particularly

well on contents such as seats, vinyl records, liquids in plastic bottles, collector magazines, refund checks, and rubber or plastic parts.

DAMMIT TOOL: Any handy tool that you grab and throw across the garage While yelling "DAMMIT" at the top of your lungs. It is also the next tool that you will need.

EXPLETIVE: A balm, usually applied verbally in hindsight, which somehow eases those pains and indignities following our every deficiency in foresight.

JESUS PIN: Any roll pin, spring clip, or similar fastener that when released, flies away supersonically, never to be seen again, causing you to shout: "JESUS !!!" as loud as possible.

The new Dixielander roster will be published in January

**REMINDER
YOUR 2006
DUES ARE
DUE
1 JANUARY**

Joint Winter Rally
Dixielanders and Sunshine Statesmen
Clerbrook Resort, Clermont, Florida
January 20, 21, 22, & 23, 2006

The rally site is Clerbrook Resort, 20005 US Highway 27, Clermont, FL 34711. The Resort's phone number is 352 394-5513. The number for reservations is 1-800-440-3801. The sites are \$17.00 per night for full hook-up. **Please make your site reservations directly with the Resort.** They have a rally departing the day we arrive so early arrivals may have to relocate to our area on the rally start date.

The rally fee is \$50.00 per coach (two people) or \$25 per person.

Mail to: (by December 15th)

**John Nicholls,
2481 Tate Rd,
Cantonment, FL 32533**

NAME _____

ARRIVAL & DEPARTURE _____ **NO OF PEOPLE** _____

DIRECTIONS:

Clermont Resort is located two miles south of the Florida Turnpike on US Highway 27 (Turnpike exit 285, south on 19 to 27 south)

Tentative Schedule

Friday, Jan 20th – Arrive and check in

5:00 Happy Time – A through I bring an d'oeuvre

6:30 Catered Dinner

Saturday, Jan 21st –

7:00 AM Breakfast on your own – coffee and chit chat in the meeting hall

9:00 AM Flea Market

10:30 AM Tech discussion

12:30 AM Lunch on your own

2:00 PM Games begin – Texas hold em tournament

5:00 PM Happy time – J through R bring an d'oeuvre

6:30 PM Potluck Dinner – Clubs will furnish the meat dish, all else your choice

Sunday, Jan 22nd –

8:00 AM Catered Breakfast

12:30 AM Lunch on your own

2:00 PM Games begin – Texas hold em tournament

5:00 PM Happy time – S through Z bring an d'oeuvre

6:30 PM Catered Dinner

8:00 PM Entertainment

Monday, Jan 23rd –

8:00 AM Coffee/Doughnuts/Goodbye

11:00 AM Check out time - Have a safe trip and may you find cheap gas!

Betty Davis will lead a craft session to make braided T-shirts during the winter rally in Clermont. Ladies will need to bring the following: T-shirt, matching thread, needle, scissors and a crochet hook (F, G, H or I range will do).