

GMC

MOTORHOMES INTERNATIONAL NEWSLETTER



Founded in 1982 by Ralph Luby

WINTER 2015

ISSUE 130

Notes from the VP of Administration

>> CHAPTER STATUS

Membership stands at 1166.

We have 29 new memberships since the last newsletter.

Those of you that have not sent in your membership dues, please do so. Thank you.

>> UPCOMING CONVENTIONS

2015 Spring Convention

Patterson
Civic Center
Patterson, Louisiana

Fri, March 27 – Thurs, April 2



2015 Fall Convention

Central States
Fairgrounds
Rapid City, South Dakota

Fri, Sept. 25 – Thurs, Oct 1



>> BETWEEN NEWSLETTERS

Keep informed by checking out the GMCMI website at www.gmcmi.com under "Latest News" and/or visit our facebook page.



Let's be friends.
Join us at [facebook.com/GMCMI](https://www.facebook.com/GMCMI)



PRESIDENTS MESSAGE

Dave Blackshear | Davidsonville, MD
1973 Painted Desert

Hi GMCers.

Here's hoping you all had a great Christmas and New Year season and that you all ate too much, like I did. Best work it off before

you get to Patterson in the spring and partake of the great Cajun food that will be available in many restaurants. I hope you will all make an effort to join us at the convention. If you haven't been to Louisiana, it would be a great time to visit New Orleans, take a swamp tour to look over alligators in the wild and do a host of things. Patterson is located in St. Mary Parish (Louisiana has Parishes as opposed to Counties thanks to the state's Napoleonic Code of Law) and you might examine website: www.cajuncoast.com. Morgan City is the nearest larger town and you might take a look at this one: www.louisiana-destinations.com/morgan-city.htm. New Orleans is sort of self-explanatory, check it out at : www.neworleansonline.com/neworleans. Start planning now!

As we start the new GMCMI year, I want you to know of all the hard work our Treasurer; Fred Hudspeth has been doing to safeguard and hopefully grow or organization's funds. Here is his excellent summary of his efforts to date:

Until recently, GMCMI has maintained funds, about \$35K, not needed for day-to-day operation in a bank savings account. As most of you know, the earnings on such accounts are very small in today's low interest rate environment. During

Q3 2014, GMCMI's Executive Committee began an investigation of low risk alternatives to the bank savings account. Alternatives considered included certificates-of-deposit, investment quality bond funds and "blue chip" dividend-paying equities. The ExCom presented its findings and a recommended investment strategy to the GMCMI Board at the GMCMI 2014 Fall Convention at Chippewa Falls, WI. The Board approved the ExCom's recommended investment in laddered index bond funds with a distribution of 1/3rd of the funds available for investment in Vanguard's Short Term Index Bond Fund, 1/3rd in the Intermediate Index Bond Fund and 1/3rd in the Long Term Index Bond Fund. Vanguard was chosen as the investment institution as their operating costs are among the lowest in the financial services industry. Checks of \$250 or more can be written on each of the bond funds with no penalty for doing so for the infrequent need to supplement the operating fund account. As the bond funds are indexed to the bond market, the earnings will never be more than or less than "market". The funds' holdings consist of both US government and investment grade corporate bonds. The Board's directive was carried out in early December with Vanguard's purchase of the specified index bond funds. While bond funds are of higher risk than CDs, the potential earnings substantially exceed those of CDs. The ExCom and the Board considered the risk premium over index bond funds for "blue chip" dividend-paying equities to be inappropriate for GMCMI.

I look forward to seeing you all in Patterson.

NEW MEMBER BENEFIT:

Current GMCMI members that are selling their GMC Motorhome can transfer the remainder of their GMCMI membership for the calendar year to the new owner!

AUTOMATIC CHOKE FACTS, FRUSTRATIONS AND FIXES

Dick Paterson | Springfield Ignition
705-325-4554 | www.springfield-ignition.com

The factory utilized a choke to introduce additional fuel to the incoming air. The butterflies are 99% closed, there is very little air flow through the carburetor.

The **idle circuit** in the carb does not deliver fuel at the low cranking speeds of the starter (usually 300-350 rpm) less in colder temps so the choke closes and raw fuel is sucked into the air system.

The manifold is at outside temps so fuel vaporization from a hot manifold is absent. Fuel tends to fall out of the airstream and condense on the manifold walls and of course run onto the manifold floor and into the intake runners in tiny rivulets.

Pumping the accelerator pedal eventually adds additional shots of raw fuel into the airstream and although it will bandaid a malfunctioning choke it compounds the 'wet wall and floor' conditions in the manifold. In cases where the carb has emptied itself of fuel (for any number of reasons) then pumping the pedal just pumps air, until fuel fills the float bowl. (fuel injection folks usually break the pedaling habit – sooner)

Most GMC's are not 'daily drivers' unless you are out on a trip, usually they sit a while between uses. So, now this whole pumping scenario although frustrating, actually has a minor plus. Since spinning the starter begins **some** oil movement in a 'drained down motor', beneficial since it is a known fact that 90% of motor wear occurs at startup.

Remember, it takes about 4-5 minutes for oil to reach all the critical parts (excluding the cylinder walls and pistons – since they are lubed by oil slung from the spinning crankshaft at high idle rpm and with full oil pressure), and since the oil pump is turning at 1/2 the motor rpm. You can visualize with the starter just turning 300 rpm and the pump 150 rpm, your not going to get lubed cylinder walls anytime soon.

Back to the pumping the gas pedal 'scenario'. It is possible, depending on how good your leg is, and how reluctant the motor is to start, to put so much fuel into the cylinders it will wash away any oil residue remaining in the oil rings and the flow sides of the cylinder walls, compounding the 'dry starts' wear factor.

The starter motor draws serious amps and if the wiring and/or connections are questionable – loose, corroded, etc. (At the battery or the starter, it is possible to starve the coil of its needs to deliver a good spark for starting. Especially a fuel soaked plug. Rewiring the starter cable as per Gene Fisher's fix is very beneficial.

Automatic Choke? Maybe...

Forty some odd years since production, many original chokes are far from automatic. Why? The small metal tubes that fit into the intake manifold 2 bolt plate can be porous, cracked, rusted through or missing. Without a leak free solid tubing to draw hot air from the manifold, the choke will not come off 100%. (A choke that is not 100% off, will cost 1-3 mpg, wear the motor out faster, dilute the oil in the sump and prevent the secondary side of the carb from opening. (Good for mpg, not so good for merging, passing or climbing.)

Some parts houses have a variety of choke tubes available (does not need to be olds). They do need the reduced diameter tip ends, to fit into the 2 bolt manifold plate or with minor skills you can fabricate replacement tubes from soft copper tubing.

Now that blocking off the crossover heat to bulletproof the manifold is recognized, the choke no longer has a source of hot air. So, it needs to be replaced with either an electric one or a 'farmers' choke.

Junk yard jewels are a good source of electric chokes. GM made millions of them during the 80s and 90s. All Rochester carbs have common choke housing dimensions, 2 barrels, 4 barrels, small cars to pickups, etc. Undo 3 screws and clip the wire so you have the connector and go. The rating of the internal heat spring is almost universal and will need no monkeying.

Or, you can get a new one from the local parts house. Just ask for a 1980 or so 4 barrel Chev 350 V8 (so much easier than re-educating the counter guy).

When you install an electric choke, don't use the fibre ring gasket. The choke needs to ground at this contact point, on the housing or it will not work. Run a new 12 volt dedicated feed wire from a 'switched' source. Don't splice into the HEI dist. feed wire just because its there and looks inviting. Same thing on a points distributor motor where the 12 volt feed to the coil has a built in ballast resistor that reduces the voltage to 7 volts – the electric choke needs all 12 volts.

Remove the choke housing (1 screw inside at the back of the housing) and plug off the small port that has a small plastic 1/2 long tube that fits into the carb body. (I use a lead shot.) This is a full vacuum port and it was there to draw hot air in through the choke housing to heat coil spring. You don't want cold air in there now or the 12 volt heat spring will not get hot enough to come fully off. Also cap off the port where the original tube connected to the housing.

Setting the choke (stock, electric or farmers) is not difficult. With the motor cold and key off, hold the throttle up off rest. Rotate the face of the choke counter clockwise until the choke plate just touches closed. Tighten 3 screws. Start motor and watch for the choke to go 100% off (vertical). This is the most crucial test. If it does not go 100% off, it is set too tight; or you are admitting cold air into the choke housing keeping the bi-metal spring from doing its thing.

Don't like electric chokes! Then the farmers choke is for you. Home Depot item about \$10 – get 5 feet of soft copper tube, slip on a ferrel. Use the original nut and thread it onto the choke housing where the original short metal tube was. Now run the tube back along the passengers side of the intake manifold (like the trans metal tube), down the back of the motor and coil it **tightly** around the exhaust manifold or header about 5 to 7 wraps. If it seems too slow to warm the choke housing, slip some insul sleeve over it to keep the fan air from cooling it off. (Still in use on old tractors all over the world.)

As soon as the motor starts the small vacuum 'pull off' pot (front passenger side of carb – with short 2 inch hose to carb) should pull the choke plate open about 25% to prevent drowning the motor with too much fuel.

Once the choke is functioning correctly, adjust the fast idle screw (flat head screw facing forward under the front of the choke housing) for a start up speed about 900 rpm. No need to race cold motor at 1200 plus rpm.

Lube the linkage points with light oil. As a maintenance item, look the choke system over carefully. Benefits: easier starting, more mpg, cleaner oil, more power and greater motor longevity.

All choked up? Call me.

TECH 101: FUEL-LINE HOSE WHAT YOU SHOULD AND SHOULD NOT USE

Based on an article by Jim O'Clair, Dec. 5, 2014
Hemmings Daily (a publication of Hemmings Motor News)

Neoprene Fuel Line

Most vehicle repair shops have encountered a lot of fuel-line-related issues since the introduction of ethanol into America's pump gas. Because of ethanol's effects on rubber, plastic and metals, they spend a lot more time fixing fuel delivery systems than they did in the days of leaded gas and carburetors.

Shops that perform these fuel system repairs are faced with the fact that there are now many possible types of fuel line that are necessary to make a proper, safe and durable repair. The few rolls of neoprene fuel line or steel tubing that used to hang on the wall are now only part of the varied products needed to perform these repairs. New sizes, new materials, new attachment fittings and new manufacturer's O.E. recommendations have caused many shops to expand their inventories of fuel line products to meet market demands.

So, we offer this guide to the backyard mechanic as a reference for selecting the right products to purchase and keep in your own garage for the specific repairs you may find necessary. While plain neoprene fuel line will still work for many applications, these other products are designed to meet specific needs.

Standard neoprene fuel hose can be used for fuel, PCV and EEC systems on all vehicles where working pressures are under 50 psi or vacuum ratings are under 24-in. Hg for 7/16-inch and smaller inside-diameter sizes (10-in. Hg for 1/2-inch diameter hose). Fuel line is a petroleum-resistant nitrile tube with a covering that resists weathering, ozone and heat and can be used for ethanol-laced fuels and diesel fuel. It should, however, not be used on coolant systems, oil systems or fuel-injection systems that produce pressures higher than 50 psi. SAE ratings displayed on the hose should be 30R6 or 30R7.

Neoprene fuel line is available in 1/8-inch through 5/8-inch sizes on bulk rolls, with additional 3-foot sections of large 1-1/2-inch through 2-1/4-inch sizes available for gas filler neck applications. Neoprene with an outer steel braiding is also offered for custom applications; however, it is difficult to clamp with a standard worm gear clamp. Special AN-type fittings are often necessary with steel-braided fuel line.

When a bent filler neck hose is necessary, wire-inserted fuel hose is also offered. It bears the SAE 30R5 rating and can withstand temperatures of -40 to 212 degrees. Working pressure is not relevant, but wire-inserted hose can withstand 50-85 psi, depending on diameter.

High-pressure fuel hose for clamp-type fuel-injection systems is also available. This fuel hose is SAE 30R9-rated and uses a fluoro elastomer inner liner that will withstand up to 180 psi and 300 degrees. It is approved for all fuel blends including straight methanol, and the outer coating is also ozone- and abrasion-resistant. High-pressure fuel-injection hose can also be used



in low-pressure applications, but the difference in pricing may convince you to save it for where it is needed.

Nylon Fuel Line

Many late-model production cars are now using hard, black nylon tubing with special connectors to attach fuel-feed lines to the gas tank sending unit/fuel pump modules. This gas-resistant nylon tubing can be purchased by the foot or in short sections with the proper ends already attached to one end. Nylon tubing uses barbed fittings that are inserted into the tubing, and the connection is then heated to shrink the tubing around the fitting.

Marine fuel hose is a different product than standard fuel hose and has to be Coast Guard approved. Marine hose must have the SAE J1527 Style R1 rating emblazoned on the hose to pass as seaworthy. Marine hose is rated for 40 psi and will work in a pinch for carbureted passenger cars and light trucks.

Standard rubber vacuum or heater hose should never be used in fuel applications. The hose will deteriorate from the inside out and can plug fuel filters and carburetors with rubber debris, long before it springs an external leak.



IN NEED OF A TOAD? TOWABLE GUIDES 1999-2015

Each year, the *Family Motor Coaching* magazine publishes a guide on flat-towable vehicles that have been approved by their manufacturers for flat towing behind a motorhome without major modifications.

Downloadable pdfs are available on the FMCA website going back through the 1999 models. Guides include weight of vehicle, plus so much more. Check it out at FMCA/ Towing/ Towing Guides.

FIX FOR MINOR COOLANT LOSSES

Some owners experience minor losses of coolant with no external signs. There are products such as AC Delco Cooling System Seal Tabs that are designed to reduce or cure this problem. Some manufacturers use this or similar products in their new engines to inhibit small internal coolant losses.

Here is a link for the AC Delco product: www.acdelco.com/parts/vehicle-maintenance/mechanical-repair/cooling-system-seal-tabs/

The late Bob Drewes advised, if you use this or similar products, crushing the tablets into very fine particles. Then, with the engine cold, drain at least a quart of anti-freeze from the system and mix the crushed tablets into the anti-freeze until most of it dissolves. Add this mix back into the cooling system and warm the engine to normal temperature. Then, monitor the coolant overflow reservoir to observe if the losses are reduced during the time coolant previously had to added.

While performing this service, the radiator cap should be checked for the 9 PSI rated pressure and replaced if necessary.

BEARING TOOL LOANER PROGRAM

Alex Ferrara has donated a bearing tool to the GMC Community. Billy Massey has implemented a loaner program at www.bdub.net/bearingtool/ with a tentative calendar and email form to request the tool.

Billy has created a laminated instruction booklet to go with the tool inside a special box with cutout foam padding. This special box will fit into a medium size Priority Mail box and ship anywhere in the U.S. for \$12.65. As soon as you get done using the tool, clean up the tool, pack up the tool like you received it and mail it on to the next person in line.

SUNSHINE REPORT

Carol Swartzendruber | crdruber@gmail.com

With a heavy heart, I write this report after getting the news that Dan Gregg left this world this morning to sing praises in heaven. He will be missed greatly by his family and many friends for his smile, his humor and readiness to help. The order for ice cream for our ice cream socials will be less – Dan loved ice cream. Since the last newsletter, we have had several deaths of GMCMI members, past and present – Clarence Durban, Bev Lewis, Tom Seversin and now Dan. Cards have also been sent to several who are dealing with health issues during the time since our last rally – George DelVecchio, Joe Scheub, Dave Lenzi and Bill Bryant. We wished them all continued improvement.

The good news is that we have welcomed 47 people into GMCMI for a total of 29 new or renewed memberships. May the year 2015 show special kindness to all of our GMCMI members.

FMCA CORNER

National Director | John Smyrski | Hastings, MN

As a FMCA member you have benefits and services available to you. Here are just a couple of them.

MAIL FORWARDING

Powered by Dakota Post located in Sioux Falls, SD offers services for receiving your mail monthly, twice a month, weekly, or on demand. While on the road you may contact them by calling, e-mail, or contacting the secure Client Portal. Info is found on [FMCA/ Benefits/ Mail Forwarding](#).

RV ROAD ASSIST

Road assistance is available with the following benefits for \$99/year:

- Emergency roadside for towing, jump starts, vehicle delivery tire changes, lockout assist
- Winch-out service
- RV tech service
- Mobile mechanic and tire service
- Trip routing
- Concierge services
- Trip interruption benefit
- Hotel and car rental discounts

Contact Vehicle Administrative Services at 855-737-0737 for more info. Also on [FMCA/ Benefits/ FMCA Road Assist](#).

MICHELIN ADVANTAGE PROGRAM (tire purchase)

Competitive prices for Michelin tires at authorized dealers. Contact www.michelinrvtires.com to locate an authorized Michelin tire dealer. Info found on [FMCA/ Benefits/ Michelin Advantage](#).

FMCAssist

An emergency evacuation/repatriation and emergency medical benefit and is an association paid (**FREE**) benefit for full members, life members and family associate members. Highlights of FMCAssist include:

- Emergency evacuation/repatriation
- Emergency medical service
- Return of mortal remains
- Return of dependants
- Return of pet
- Return of RV/vehicle (North America)

FMCAssist coverage is available to members worldwide as long as you are more than 100 miles from home. You can be traveling in a motorhome, car, plane, ship, or motorcycle to be eligible for this benefit. If you are a full-time RVer, you are always considered 100 miles from home.

For FMCAssist services call 877-202-4176 or 317-582-2619. More detailed info found on [FMCA/ Benefits/ FMCAssist](#).

Check out additional benefits at www.fmca.com.

2015 FMCA NATIONAL CONVENTIONS

Pomona, California – March 26 to 29

Madison, Wisconsin – July 29 to Aug 1

THANKS FOR CONTRIBUTING

Dave Blackshear

Jim O'Clair

John Smyrski

Fred Hudspeth

Dick Paterson

Carol Swartzendruber

Please send article contributions and newly found part number crossovers to the editor for publication.

DISCLAIMER

Newsletter articles are contributed by members and are published as a service to members. Accuracy is not guaranteed. Independent verification is urged.

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