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CLASSIFIED ADVERTISEMENTS

THE INIMITABLE GMC MOTORHOME

by Walt Sener

GMC Motorhome News is very informative. It is, necessarily, also quite technical. Much like being clobbered by some guy wearing hobnail boots — you never forget! GMC Motorhome owners never forget.

I remember well our trip east from Kansas City via Hannibal, Missouri. The ladies were delighted to learn about the adventures of Mark Twain. I changed three engine belts lying on an unpaved parking lot! The Mississippi River looked really cool and refreshing from under that hot coach.

We eventually crossed the mighty river, and continued east toward Gillespie, Illinois on a narrow rural road. For some reason, the rear of the motorhome slowly developed a noticeable sway. The only escape from the highway for investigation was into a small stockyard near Jerseyville. Pigs were being loaded into multilevel trucks for transport to market.

During a wide sweeping turn to a level area, one rear tire failed — completely. There is nothing more flat than a flat tire on a GMC Motorhome. And, much to the chagrin of the ladies-in-waiting, nothing more disconcerting than the almost human squeal of a pig being encouraged to expedite its unwilling transfer into a stock trailer with the aid of an electric cattle prod.

The spare was mounted and our journey resumed through the welcome quiet of the picturesque Illinois countryside. Needless to say, the ladies now refuse to prepare pork in any form! We now use real chicken instead — even for stuffed chops!

Perhaps there will be a technical dissertation concerning the peril of touring on underinflated tires. Must be the tires you know, because no one ever exceeded the weight rating of a GMC Motorhome — ever.

My 1975 Glenbrook was acquired used in 1977, and it never moved off the spot in my driveway for two months. It had been sadly neglected, and

needed a considerable amount of tender loving care. Over the years, more than two hundred very important honey-do items were rectified.

For example, an internal management mandate — unfunded I might add — dictated total replacement of the drapes. The new drapes, all made from scratch, were far superior and more energy efficient than the original drapes. By using considerably more material, even the wooden dowels were eliminated, so that our camping neighbors for the first time had to use their imagination concerning internal coach activity. The biggest problem was how to remove the elbow grease stains from my very precisely pinned and stitched seams!

Although there have been flippant references to the GMC Motorhome as a “camper,” it is in every sense a touring vehicle. It will easily stay with the pack on an Interstate, or comfortably cruise along on a less hectic two-lane blacktop, which is my preference. In 1973, General Motors advertising said it all. “It doesn’t ride like a truck. It doesn’t look like a box.”

We stopped for fuel one time at a little two-pump station along Route 50. Two hours later, the history of everyone near Stafford and Dodge City, Kansas — including those interred in Boot Hill — was no longer secret.

Almost made it from the Atlantic to the Pacific and back in one month — almost. Found out it takes much longer to return. Darn compass needle flat out refused to do a 180, and take a heading East. You simply cannot beat the GMC Motorhome for traveling in North America. Despite the very sobering fact that none of us will ever see it all, it’s sure fun trying.

Walt Sener has played the trumpet since 1929, had a newspaper route and was a gymnast of note. He retired after 37 years with the Department of Defense and has been writing anecdotes about the GMC Motorhome since the 1970s.