

THE GMC

# DIXIELANDER

NEWSLETTER

OCTOBER 2003

## SICK AND RECOVERING:

Charlie Toole

Hattie Whitson

Jack Brown

Jan Grove

Mary Bezy

Irene Morin

**In Memorium:** Sarah Fayard

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## **Movers and Shakers:**

Bill Hutchinson	President	(334) 832-4201
Ken Henderson	Vice President	(229) 758-2630
Jo Telgen	Secretary	(706) 376-5598
Chuck Chambers	Treasurer	(770) 504-0779
Don Leslie	FMCA National Director	(251) 961-2151
Allen Martin	Alt. FMCA Nat. Dir.	(336) 492-5715
Betty Davis	Executive Committee	(850) 243-4877
Harry Terrill	Executive Committee	(865) 376-2288
Larry Wills	Executive Committee	(404) 255-5768
Judy Acosta	Nominating Committee	(910) 455-2491
Ken O'Rourke	Nominating Committee	(864) 297-1893
Joanie Haught	Nominating Committee	(850) 678-5950
Gene Dotson	Audit Committee	(828) 465-0678
Marie Hudson	Audit Committee	(910) 567-6359
J R Slaten	GMCM, Eastern Rep.	(502) 836-2097
Alex Sirum	GMCM, Southeast Rep.	(863) 467-1928
JoAnn Fain	Photographer	(828) 692-9700
Judy Acosta	Sunshine Lady	(910) 455-2491
Ken O'Rourke	Website, Newsletter Editor	(864) 297-1893

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## **CORRECTIONS TO ROSTER:**

Larry & Cecelia Stewart -Add FMCA #F 328122

Max & Jeanne Rockafellow - Change Phone

Number to (715) 477-1425

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## **President's Message:**

' Hi All,

Since this is the last newsletter during my tenure, I wish to thank everyone for the assistance and support that Pat & I have received. From my perspective, it has been a pretty good year.

The Bylaw changes should strengthen our club, and I'm particularly pleased that Jim & Lou McDowell and Al & Marty Samsel were chosen for Honorary Membership. We all know how much they have done for The GMC Dixielanders.

2003 has been another really good rally year ! The recent Bowling Green rally, hosted by JR & Jeanne Slaten and Harry & Linda Terrill was really fun. They continue to out-do themselves and set the bar higher. A big THANX guys!!

Even though we will miss the GMCMI rally in Goshen (except for a day pass), I am sure that The Dixielanders will again wow them with the ' Womanless Wedding'.

The Jan 22 to 25 get-together at Lazydays Rally Park (see description & registration form in this newsletter) should be a 'first-class' gathering. Hope to see a bunch of people there. Please register right away if you haven't done so.

It's somewhat disappointing that the website is not yet complete, but I'm confident that Ken Henderson and Ken O'Rourke will get it back on track in short order.

I look forward to supporting our club in any manner possible, and urge all (especially the newer members) to volunteer their talents to

help incoming President Ken Henderson.  
Thanks again for all the help during 2003.

**Bill Hutchinson**

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## 1st GMC Dixielander Reunion Rally

The first Dixielander Reunion Rally, held at Beech Bend Park, Bowling Green, KY, was an enormous success. As usual with the Dixielanders, coaches started showing up one, two, and three days early. A total of 43 coaches made the trip to the Bluegrass state. Former active Dixielanders Jim and Lou Mc Dowell, Mary Bezy, and David and Miriam Fisk came by auto, with Al and Marty Samsel, Herb and Joni Haught, and Elmer and Louise Cannon arriving in their coaches. Even with a hurricane raging off the east coast, the Kentucky weather was absolutely perfect. The days were warm and sunny and the nights were crisp and cool.

The rally started with an award winning soup cook-off. Twenty nine pots of soup were presented. The selection of the first three places from this group was a monumental task that was graciously accepted by six volunteers. The winners of this world famous culinary expose were 1st place, Pat Hutchinson, 1st runner-up, Marty Samsel, and 2nd runner-up, Suzi Tase. There were no actual losers as every pot was eventually polished off.

The second day, as usual with this group, started with a big pancake and piggy sausage breakfast cooked up by Ed & Carol Smith and Paul & Korky Rice, with the help of numerous volunteers. After breakfast, the men and a few of the ladies took a private Holly Performance Plant tour. There we were shown how the Holly carburetors, fuel pumps, intake manifolds, and other performance parts were designed, manufactured from scratch, and thoroughly tested. The ladies spent their day with games, crafts and some just walking off part of their breakfast. The afternoon was filled with camaraderie and our usual happy hour with hors d'oeuvres. A superb spaghetti supper was provided by Jeanne and I, with the help of more volunteers.

Thursday, like Wednesday, started with a

rib-sticking biscuit and gravy breakfast prepared by Jeanne, Marty and the volunteers. After breakfast, two tours of the Corvette plant were offered and many members saw the world class sports cars made from the ground up. The tours were followed with a, at your own leisure, free visit to the Corvette Museum. The museum offered examples and history of the Corvette from its conception to the present 50th Anniversary model. The afternoon was filled with more food, starting with happy hour and hors d'oeuvres, followed by a hamburger, baked bean, and potato salad cook-out prepared by Harry Terrill, Bill Hutchinson, Joe Terry and yes, volunteers.

Entertainment for the evening was a good ole bingo done by Troy Slaten. There were several winners of cash prizes ranging from \$10.00 to \$25.00, with two grand prize winners of brand new pre-tested grills. The grills were won by Bonnie Terry and Ron Tase. Joe and Bonnie offered an invitation to come to Tennessee and help break in their grill while Ron and Susie donated theirs to Bean Station where it will be enjoyed by all Dixielanders. Thanks to all four .

Friday was no exception, food! Breakfast was headed up by Linda Terrill, who with volunteers managed 17 dozen eggs, fried bacon, fresh tomatoes, left over gravy, biscuits, ground steak, and two kinds of sausage. Korky and her world famous grits added the finishing touch to a Dixielander Breakfast. How's that for a country spread? The day was spent with the men doing seminars, both formal and informal, and the ladies with their crafts and hotly contested games. The afternoon and evening started with happy hour and hors d'oeuvres and then we were treated to an exceptionally good catered Barbeque Dinner. A free evening of entertainment, music and karaoke, was provided by our newest members, Troy and Valerie Slaten. Troy, who brought his sound system also supplied dinner music nightly. A special surprise visit from the Entertainer for the GMCMI Womanless Wedding, Pelvis Moore and a return visit from the Soggy Mountain Boys rounded off a terrific evening.

The last day, Saturday, as always was a little

melancholy as we bid one another adieu, till January where we'll meet again in the sunny state of Florida. I can hardly wait!!!

Jeanne and I, with Linda and Harry, want to thank everyone that volunteered over and over again and especially Suzi Tase for pinch-hitting when one of our starters had to do the "w" word. Thanks to all of you for coming and for those that couldn't make it, we'll make up for it next time.

Thanks.....**JR Slaten**

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## ***Rallies:***

The Jan 04 joint rally with the Sunshine Statesmen has been canceled.

January 11 to 14, 2004, GMCES Rally at Ft. Meyers, Lee Civic Center

January 22 to 25, 2004, Tampa, RallyPark at Lazy Days (see registration on pg 9)

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## ***TECH INFO :***

### **Your basic 455 engine rebuild (Stage I):**

This is certainly a varied and controversial subject, here are two versions that may be of interest to you:

This is what Dick Patterson uses in his engine rebuilds for parts:

**Pistons:** Silvolite Cast Piston 8.25 comp ratio, or Speed-pro " cast

**Rings:** Molly filled rings

**Timing Chain** - "Dyna-gear" or Cloyes timing chain, also we are using more of the "Morse style " flat chains --and are finding excellent durability with them.

**Valves** - Use a three-angle valve job.

- Use new USA, ss valves and new valve springs (e. g. #901 Competition Cams springs).
- Use bronze valve guides and do not have them

sleeved.

- Allow slightly greater clearance on exhaust valves. Machine length to 0.700".

- Use "umbrella" style valve guide seals.

**Camshaft** - Cam: overlap 204/215 @.050

Some examples:

Wolverine blue racer WG1112K

Mondello JM14100

Crower 56260

Cam choice is varied --and we have done a lot of experimenting with the newer technology lobe profiles from some manufacturers---"Comp Cams #DEH 250-----and-----Crane #803901---- in particular---the basic R.V.grinds--such as ----Speed-Pro #1024---Crower #56260---Mondello #16-18--- work very well-----the important point is to keep the duration @.050 lift around the 204-215 timing. to produce the torque in our operating range.

**Machine Work** --All machine work on the cylinders should be done with a deck plate and the main bearing torqued including honing. Square the block deck with the crank If they have to replace the seats in the heads ***make sure that they use Olds seats (5/16")*** because the Chevy style will not fit correctly and destroy the heads.**(This is very important)** Balancing is a good idea. Always use a new harmonic balancer for rebuild. Magnaflux the crank and rods and have the rod bolts replaced with ARP rod bolts when reconditioning the rods.

**Oil pump:** High volume Melling Jeg's part # 689-M22FHV around \$40, oil pickup should be 3/8" to 1/2" off bottom of pan.

**Machining is a critical part**---decks are squared to crank center--and we do NOT do any block boring or honing without deck plates (455 or 403) in fact now we install deck plates on both sides of the motor before we machine---the main caps are torqued in place prior to this work. Cylinder wall finish is critical to the "Moly ring seal and life. I use ARP rod and main bolts exclusively--rod and crank reconditioning is typical of any premium rebuild-- however I place a great deal of emphasis

on the "thrust"area---where we do some extra things to enhance thrust bearing durability. Bottom end tolerances are on the small side of the spec----in the cyl head the exhaust valve gets extra clearance for lubrication---The "early" cyl heads (leaded fuel ) will need valve seats installed---and, as mentioned before, they must be for the OLDS engine--not chev or ford - inserts that are too thick--the machine will cut through into the water jacket if they are incorrectly tried. Balancing is a special operation that is done on all "Stage II Blueprinted engines--The current cost of a 455 or 403 Stage 1 rebuild is \$4800. U.S.D.and is a complete long block including an H.D. Carter water pump-

All tolerances should be on the light side. If you have any engine rebuild question you can reach Dick Patterson @705-325-4554 (Thanks to Dick for his input for this article)

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### **Dixielanders and GMCers, A 455 engine rebuild.**

These are fairly universal prices which are about one year old, expect to pay similar from a quality shop/supplier.

#### **Parts:**

Pistons (8.5:1 Badger)	\$320.00
Rings	\$ 57.00
Cam & lifters (Crower)	\$150.00
Rocker assy/chrome moly pushrods (Crane)	197.00
Oil pump (Melling)	\$ 40.00
Bearings (rod, main, cam)	\$127.00
Timing chain set (Cloyes t-roller)	\$107.00
Gasket set	\$ 40.00
Hard seats (Ex. only)	\$ 55.00
Water Pump (S.D. Pump exchange)	\$ 65.00
Intake manifold & Gaskets (Edelbrock)	360.00
Core plugs	\$ 6.00
Paint, sealers etc	18.00

#### **Labor:**

Hot tank & mag block	\$ 80.00
Bore & Hone	\$121.00
R & R Pistons	\$ 53.00
Resize rods	\$ 68.00
R & R cam bearings	\$ 27.00

Cross Drill & regrind crank	\$206.00
Install hard seats/3 angle valve regrind	383.00
Balance	\$140.00

So for a grand total (minus assembly labor) you can have a new engine for approximately \$3,000.00, everything included, if you do the assembly yourself. I allow 12 hours for assembly as I'm a little slower than a production shop. (Editor's note; It would take me several days and then I wouldn't be too sure that I got everything where it is supposed to be). Don't forget all the running around, picking up parts, getting that little plug for the rear oil gallery etc. It all takes time. (Thanks to Steve Ferguson, San Diego, CA )

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### **Ball Joint rebuild**

Replacement lower ball joint is Moog K-6215 which is also NAPA 260-1392. step by step:

1. Removing the heads of the rivets will not allow you to drive out the rivets. They are swaged much too tight to move even with the application of heat and the services of a BF Hammer.
2. To remove the rivets.
  - a. Center punch as close to the center of the rivet as possible.
  - b. Drill into the rivet with a small ~1/8" diameter drill about 5/8" deep. Drill slowly and use plenty of lubrication on the drill bit. The one thing you don't want is to have a drill bit broken off in the hole. To the extent possible keep the drill in the center of the rivet.
  - c. Use 3 or 4 larger drills with the last one being 5/16" diameter to open the hole.
  - d. Use a cold chisel to remove the Rivet head on the outside of the lower A-Arm if it is still in place.
  - e. Insert a 1/4" drift punch into the holes and knock out the rivet and /or the other head.
  - f. Using a grinding wheel (I used a Dremmel tool) cut around the center hole on the rivet on the top of the ball joint. Be careful to minimize grinding into

the A-Arm.

**g.** put your 1/4" punch in the hole on top and give it a few good raps. The ball joint should separate from the A-Arm.

**3.** Replacement lower ball joint is Moog K-6215 which is also NAPA 260-1392. This is supplied with grade 8 5/16-24 bolts, nuts, & lock washers. The top of the ball joint has a stud installed. Nut & lock washer for the stud are provided along with a hex slotted nut & cotter pin for the tapered stud.

**4.** Many folks have reported that there is a problem with the Zerk (grease) fitting bottoming out against the ball joint thereby not allowing any grease to flow. Mine did not exhibit this problem but I slotted the bottom of the Zerk fitting just to be safe. Loaded it with Mobile 1.

**5.** Although my ball joint went into place without problems, I learned from Scott at Buskirk (very helpful) that often the ball joint will require some "massaging" to get it into place. He advised that when this occurs that you should remove the Zerk fitting to keep from breaking it off and then reinstall it before bolting the ball joint into place.

**6.** I bolted the ball joint in place using the supplied 5/16 bolts and the top stud and tightened.

**7.** Then I removed one of the 5/16 bolts and enlarged the hole to 3/8" in 3 steps. Again, drilling slowly and using plenty of lubrication. Be careful not to go too far in with the drill or it will hit the Zerk fitting. At this point I installed and tightened a 3/8-24 x 1 1/4" grade 8 bolt, lock washer, & nut. Loctite cylinder sleeve adhesive (green) was applied to the body of the bolt and Loctite red adhesive was applied to the nut.

**8.** I then repeated the step 7 for the other bolt.

**9.** Finally, I removed the nut from the stud on top, applied the Loctite red adhesive, reinstalled the nut and tightened.

**10.** I know that some folks suggest that the nuts and bolts be spot welded to the ball joint and A-Arm. I am going to assume that the Loctite will hold and recheck after traveling a few hundred miles. If there is any indication of loosening I too will be spot welding them into place.

Courtesy of:

**Bill Brown - '77 Kingsley Coshocton, Ohio  
and Steve Clevenger**

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## **Ceramic Heat Barriers**

Heat is more of a problem in the GMC motorhome than any other brand motorhome Why? The GMC motorhome design has 6 heat producing and retaining elements, all located ahead of the gas tanks. These 6 are the engine, transmission, final drive, exhaust pipes, muffler and air condition condenser. The GMC motorhome gas tanks are very low to the ground, their design exposes over 30 square feet of surface, and they are less than 6 inches deep. These factors all contribute to the problem of the exchanging heat from the road which can reach 140F and higher, as well as adding and compressing heat from the 6 heat producing elements of the coach itself. The gas boiling problem generally occurs when the outside temperature is 90F or above while driving on asphalt roads (these generate the most heat). The problem also gets worse the higher the elevation. The first thing you may notice is the smell of raw gas, then the engine seems to run out of gas and stops. If you should pull off the road be careful when loosening the fill cap for it may blow hot raw gas out. If you loosen the gas cap part way it will release steam and vibrate like a percolating coffee pot. After the engine has stopped because of boiling gas, most times it takes an hour or more to cool down so you can restart the engine. WHY don't other motorhomes have as much trouble? Mainly because their tanks are deeper, higher off the ground and have less surface exposed to the pavement. Other coaches also have more air space around the gas tanks. With rear wheel drive the final drive is located behind the gas tank.

**FUEL PUMPS** I believe all GMC motorhomes should have two fuel pumps, one add-on electric to push the fuel and the original pump to pull the fuel. The gas supply line and the electric fuel pump should be insulated away from the heat.

**FUEL** I found that the boiling problem acts the same on low and high-octane gas, so buying the high price gas will not help the boiling problem. This boiling problem seems to have started in the mid nineties as more additives were added to the gas. CAN THIS PROBLEM BE OVERCOME? Yes, the heat must be kept off the gas tank! The way I did this was to cover the bottom of the tanks with ceramic fiber paper with a temperature range to 2300F..

**CERAMIC FIBER PAPER** It really works! I have a photo of my hand pressed on one side while the other side was heated cherry red with a propane touch, without burning my hand. I also used this material to fire proof the engine compartment and to keep the floor cool. This amazing paper can be cut with a razor knife and installed using adhesive cement. Where to find ceramic paper? The only place I know is called McMaster-Carr Co. Chicago Ill. Phone 1-630-833-0300. I used the 1/4" thick ceramic fiber paper. the roll was 2feetx25feet. Part # 93285k66. cost about \$207 plus freight. You will need at least 30 square feet. Maybe you can use any leftovers to insulate the engine cover.

**INSTALLATION** I first completely cleaned the bottom of the tanks using brillo pads. Then wiped it down with lacquer thinner. It is a must to have the tank surface clean before installing the ceramic paper. Then I cut the paper to fit and used contact cement. **RESULTS?** Since covering the bottom of the tanks I've driven approximately 3000 miles in temperatures to 98F, pulled a small cabin boat up to 9400 ft. elevation and experienced no boiling or vapor lock.[as I did before] I hope you never have a boiling problem, but if you do I hope this article will help. Disclaimer. I am not an engineer or even a good mechanic The above information is based only on my own experience.

**Jim Anstett Loveland Colorado**

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## Dixielander Minutes

September 20, 2003  
Bowling Green, Kentucky

President, Bill Hutchinson, called the meeting to order at 9 a.m. Lew Ayres gave the invocation, which was followed by the pledge to the flag.

The secretary read the minutes from the Bean Station rally and they were approved as corrected.

Chuck Chambers, treasurer, reported a balance of \$6813.42 . The report was filed for audit.

New members were introduced and recognized. They were Jerry and Janice Hasch, Jim and Linda Perdue, and Troy and Val Slaten.

The Dixielander organization is 15 years old this year and the 13 past presidents were named. Six of these past presidents were present at this meeting in Bowling Green and they were introduced.

### **Old business:**

- 1 The slate of officers for 2004 was voted on via e-mail as our summer rally was cancelled. The FMCA national director category was corrected to read national director, Don Leslie, with Allen Martin to be alternate national director. Bobby Moore made motion, seconded by Richard Harwell that we accept this slate. The vote by e-mail was passed by a quorum.
- 2 Family associate membership category was voted on and was accepted overwhelmingly with no one opposing.

### **New business:**

Two families were nominated for honorary membership: Lou and Jim McDowell, and Marty and Al Samsel. Club voted unanimously for acceptance.

Rallies for 2004 were discussed.

Jan.22-25 Lazy Days in Tampa, Fl.. Because of the super package deal presented by Lazy Days no Dixielander fee will be collected. ( \$199 + tax) The Dixielanders and Alumni group will be at Lazy Days at the same time.

April 29- May 1 Bean Station TN. Hosts will be the Moores, the Slatens and the Terrills.

Fall rally- perhaps a combination rally with the Sunshine Statesmen on the gulf coast. No definite plans.

It was voted on about having a summer rally but most voted against it.

Ken Henderson asked that we update our e-mail addresses and use them as much as we can to save postage. He also asked for volunteers as newsletter editor, cap salesperson, and webmaster. FMCA report was given by Allen Martin, including a budget report and the GEAR rally in Asheville Oct. 17, 18, 19. He also encouraged participation in the GMCMI rally in Goshen.

Special thanks was given to our Bowling Green hosts and also Troy and Val Slaten for entertainment.

Meeting adjourned at 10 a.m.

Joanne Telgen, Recording secretary  
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**Camping Tip:** After selecting your site, place a large musical horn on the picnic table next to your coach or play a loud boom-box till most get checked in for the night.

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## **Winning Soup Recipes:**

**First place; Pat Hutchinson**

### **Mexican Fiesta Soup**

1 lb ground beef  
1 can black beans  
1 cup chopped onions

1 can whole kernel corn  
1 can pinto beans  
1 can kidney beans  
1 small can chopped green chilies

Brown and drain ground beef. Mix all ingredients in large crockpot. Cook at least 3 hrs. (or all day on low). Garnish with sour cream, chopped green onions, and shredded Monterey Jack cheese. Also good with garnish of chopped cilantro and jalapeno.

Credits: This recipe is from The Alabama Heritage Cookbook and was submitted by  
Stacey Nestor.

**Second place; Marty Samsel**

### **Marty's Chicken Soup**

2 to 3 chicken breast halves (boiled 'til tender)  
Chicken broth (strained and return to pot)  
2 additional cans of broth  
½ cup finely chopped celery  
½ cup finely chopped carrots  
½ cup chopped green onions

Combine vegies and broth in pot. Bring to low boil for 10-15 minutes. Cut chicken into bite-size pieces and add to pot. Season with Tony's Cajun seasoning, salt, and pepper to taste. Cook additional 10-15 minutes. Serve over cooked rice or add uncooked rice for last 20 minutes of cooking time.

**Third Place; Susi Tace**

### **Santa Fe Soup**

2 lbs ground round  
2 16oz cans of shoepeg corn  
1 med. Onion  
1 16oz can chili hot beans  
2 pkgs Hidden Valley Ranch 1 16oz can pinto beans dry dressing (original)  
1 16oz can black beans  
2 pkgs El Paso taco seasoning  
2 cups water  
1 14oz can diced tomatoes  
3 10oz cans Rotel diced tomatoes and green chilies

Brown and drain ground beef. Brown and drain

onion. Combine all ingredients into a large pot and simmer for at least one hour. Garnish with shredded cheese, sour cream, and Fritos. For a spicier soup, use hot Rotel tomatoes, taco seasoning, and chili beans instead of mild.

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## Treasurer's Report: 19 Sep 03

Balance forward, 4-30-03 \$6891.73

Income: Membership, Etc. 627.55

TOTAL \$7519.28

### Expenditures:

Steve Coffee, Bean Station \$250.00

JR Slaten, Printing 39.81

K. O'Rourke, Newsletter 269.75

JoAnn Fain, Photographs 25.00

R. Staub, Badges 60.10

Bill Hutchinson, Website 35.00

Mail Expenses 26.20

TOTAL \$705.86

Ending Balance \$6813.42

### Chuck Chambers, Treasurer

### The following are paid up dues for 2004:

Creel	Davis	Eimen	Folkman
Galovic	Bradley	Grove	Harris
Harrison	Laird	Linn	Litke
Lively	Mullen	Norris. D	Norris, M
Olsen	O'Rourke	Owen	
Ray			
Richardson Shoulders	Rose	Sanders	
Slrum	Speeks	Stephenson	Stiteler
Stinnet	Tanner	Tase	Tidwell
Tompkins	Toole	Toop	Trivett
Vordermeirer	Wessels	Wilson	Worth
Young	Those having credit are:		Hole (\$2.95)
Hutchinson (\$5.00)	Ratchford (\$2.00)	Birchfield (\$5.00)	

## GMC OWNERS CREED:

1) Each morning search for something broken. There has to be something broken or not working right. Look at the ole reliable Onan.

2) If you find something broken then apply the 3 R's - repair, replace, or rig (cobble up something.)

3) If nothing is broken, take something apart anyway, it has to work better after you fix it. PS.

4) If it still works after you fixed it, then replace it with something bigger, better, and much more complicated than necessary. PS. You need to buy more tools for these upgrades, and power tools are even better.

5) Don't wait for the next morning, anytime is a good time to go back to Number 1 and start over.

6) Whatever you do, keep it complicated, never design it or do it the simple way.

7) Your wife thinks you have a girlfriend because you are either in her, over her, or under her.

8) If it moves and shouldn't move, use duct tape. If it doesn't move and should, use WD-40. So, those are the only two tools you need to carry with you in your GMC, except of course, the third and most important tool, your credit card.

9) Never keep track of costs, you may scare yourself.

10) Don't worry about adding more electrical devices to your GMC, just add another battery. And Never, Never write down the electrical changes you've made, the next owner will have fun figuring it out.

11) Leaks are no problem, pile on the silicone. When the silicone gets too humpy, peel it off and start over.

12) Always start the day before you leave to do all your pre-check lists, they will take you a day to complete. Maybe make out a new list.

13) Use reverse psychology on your wife. Tell her that you bought everything on sale, then tell her how much you have saved. Visit Harbor Freight to spend money.

14) Visit the "Men's Mall" often for "goodies" you could have paid much more for at Auto Zone. You didn't know you needed these until you saw them. (NOTE: the Men's mall is the local junk car yard.)

15) If all else fails, and you can't fine anything wrong, take off the wheels and polish the Alcoas.

***NOTE: Be sure to sign Up for the GMCES Rally at Ft. Meyers and the Dixielander Rally at Tampa, Both in January***

***Bye Bye for Now: Ken O'Rourke***

***All Others: Dues are due before 1 January***