

GMC

Motorhome TRAVELER

DECEMBER, 1977/JANUARY, 1978

1977: WHAT A GREAT YEAR THIS HAS BEEN FOR GMC-MOA !



As the GMC Traveler looks back in this issue to review 1977, this photo – “Reflections”, by David Linebaugh, Ypsilanti, Michigan -- catches the theme with emphasis on the spirit of camaraderie inherent in GMCing.

Close your eyes and stick a pin into a 1977 calendar and, chances are, you'll hit a date with memorable meaning for GMC-MOA members. Because, start to finish and all the way through, 1977 has been a great year for GMCing people! Among the highlights:

— Growth of our organization, from 15 member clubs at the year's beginning to the 24 now on our roster.

— “Tropical Repose” Rally, in Orlando during February.

— Our own First Birthday Party, celebrated in Las Vegas during the FMCA Winter National Convention in March.

— Organization of the GMC Motorhome Owners Association, Inc., to succeed the GMC Motorhome Owners Club.

— “Summer Festival” Rally at Verona Beach State Park, New York, as a prelude to the FMCA 14th National Convention at Syracuse, in July.

— “Anchors Away” Rally in San Diego during October, declared by many attending to be “the best ever!”

This year-end issue of the GMC Traveler offers a pictorial review of several of these highlight events. Happy memories!

*To Our Many
Traveling, Rallying Friends
the
Season's Greetings
and
Best Wishes
for a
Year of Smooth Roads
from
The Staff at
GMC Motorhome
“Traveler”*

LETTERS



To The Editor

Dear Traveler:

Just a quick note to tell you that Dee and I had an absolutely wonderful time at the Rally in San Diego. The many things that were scheduled and came off just about as planned are fine testimony to the heroic efforts by Maryann, Nancy, Don, and the whole GMC bunch you had helping out.

People who were just names are now personal friends whom we look forward to seeing again, and we feel that's the sort of spirit the Rallies should promote.

Evan Pancake
Bellaire, Texas

Dear Maryann:

Just a note to tell you we were visited by the GMC Six Wheelers, headed by Trail Boss Bob Anshutz from the Illinois area.

What a group!

During the visit to our production facilities, the group went on a plant tour and a display of products.

The highlight of our day was an invitation to join the Saturday evening gathering at Eby's Pines, Bristol, Indiana, which we accepted and thoroughly enjoyed. The food was terrific, the fellowship outstand-

ing and I learned to play Liar's Poker for only \$50.00 an hour. I hear this is a real bargain for this type lesson.

Seriously, we appreciate the thoughtfulness and we extend an invitation to all clubs to "Come See Us".

C. R. Ornduff
Vice President & General Manager
Jimmy Motor Homes
Division of Coachmen Industries, Inc.
Elkhart, Indiana

Dear Maryann, Nancy, Gloria & Mac and anyone else that had a part of planning the last GMC Rally in San Diego:

That was a super duper Rally!!!

I can't compare it to the Nashville or Orlando Rallies because we were unable to attend. They had to go some to be better than this San Diego one. We enjoyed it so much I just had to take time out and drop you all a note and tell you.

Sunday morning we left with the Elegant Cruisers, with them and three '49ers headed towards Los Angeles. There were 14 motorcoaches all caravanned out of the Campland together. Quite a sight! Along the way, one by one would drop out of the line as they came to their turn off exit. We all bid them "So long 'til we meet again" over our CBs, until there were just two of us left to travel on up to the Walnut Creek exit. Then it was just Roland and I to go the last 135 miles alone.

It was great fun from the time we met the Cramers and Linebaughs in Sparks, Nevada, 'til we landed back at Alpine Meadows, Colfax. We are certainly looking forward to our next National GMC Rally.

Roland and Ruth Wilbur
Colfax, California

THE DOUBLE SHOT CLUB IS BORN

High in the Rocky Mountain region — on November 12, 1977, at the Holiday Inn in Englewood, Colorado — the twenty-fourth GMC-MOA chapter was organized, with an attendance of 18 coaches.

The club was unanimously named the GMC-MOA "Western Wheelers". The International Code of Flags designates, in the spoken word, the "W" flag as "Whiskey". Need we add more?

Bob Stringer was elected president of the new chapter and Bill Fahnstock, the chapter representative. Also elected as officers were: Mable Hilliker, Vice President; Linda Spencer, Secretary; Dene Gendron, Treasurer; Charles Jordy, Alternate Chapter Representative. Elected to the chapter board of directors were Bob Foss, Ed Laird, Fred Strott, Ed Gendron, Tom Stonerock, and Dorothy Stringer.

The management of Seifert Pontiac GMC hosted a beautiful dinner for the 57 persons attending the organizational celebration — and the party was a roaring "one in the a.m." success!

"ENCHANTED TUMBLEWEEDS" BECOME THE 23RD CLUB ORGANIZED

The skies were crystal clear and the sun extremely bright in opulent blue heavens on that eventful morning in Albuquerque, New Mexico, when 16 GMC Motorhome owners gathered to organize the twenty-third chapter of GMC-MOA.

Bruce Liest was elected unanimously to lead the group as president and Bob Thompson as the chapter representative.

Other officers chosen were: Patty Liest, First Vice President; Fred Miller, Second Vice President; Jeanne Miller, Secretary; Fred Miller Jr., Treasurer; and George Adams, Alternate Chapter Representative. Elected to the chapter board of directors were Ed Osborn, Glen Hendrix, Owen Hartley, George Adams, and Irma Adams.

The management of Galles Chevrolet Co. hosted dinner at a beautiful restaurant located in the Scandia Mountain Peak area. Needless to add, the Enchanted Tumbleweeds truly tumbled into the spirit of a day that shall live long in the memories of their new club.

GMC-MOA SALUTES JOHN WEESNER

John Weesner, one of the founders of the GMC Club "Tidewater Crabs", and most recently past president of the GMC "Pacific Cruisers" Club, died in his sleep of a heart attack on December 5, 1977.

John was a GMC owner devoted to the Association and the club activities. He attended the first gathering of owners at Harlingen, Texas, in March of 1976, with his charming wife, Jo, and their son Kenny.

All of us appreciated his tireless efforts in the growth of GMC Motorhome Owners Clubs, and the contributions his family made toward the organization. We salute you, John Weesner, for a job well done.

GMC Motorhome
TRAVELER

Vol 2, No. 12 Dec., 1977/Jan., 1978

Editor: Maryann Grausam
Associate Editor: Nancy McCamy

Published monthly as a service to GMC Motorhome owners by GMC Truck & Coach, 660 South Boulevard East, Room 210, Pontiac, Mich. 48053.

Articles from readers are welcomed.

You'll
love
New Orleans
And she'll love you
right back

SEASON'S GREETINGS AND HOLIDAY HAPPINESS TO ALL OUR FRIENDS!

It is that moment when we all are busy preparing for the holidays, and to us a very wonderful time of the year, for we hear from friends who write once a year with small notes on their greeting cards.

Gloria and I have been recalling the events of 1977, and the laughter surrounding those "Fun-tivities" we have shared with you, our friends, both old and new. So many of you have added much warmth to our lives, and shown your true appreciation in such a manner that it causes us to just want to do more for all of you.

These "Fun-tivities" are produced by the efforts of our team and the management of GMC Truck & Coach. We feel justly proud to have their total support, and in our column this month, we wish to send along our "Special Thanks" and "Holiday Good Wishes" to each one of them!

SPECIAL NOTE — Those GMC Motorhome owners who have not yet sent forward their applications for membership in the GMC Motorhome Owners Association, and desire to be "a charter member of the GMC-MOA", are urged to *act now!*

December 31, 1977 is the deadline for "Charter Memberships" and after the curtain comes down on the year of 1977, the association will no longer recognize applicants as "Charter Members".

We shall organize many new chapters in various regions of the country during 1978, and are certain that all of you will be most proud to be known as: "A Charter Member of GMC-MOA" (GMC Motorhome Owners Association, Inc.). So we suggest you apply even before a chapter is formed in your immediate area.

In this issue of The Traveler, for your convenience, we have added a special coupon for requesting membership, and suggest that you do not delay, but mail it TODAY!

Yes, it is the Season, and the Reason for us all to count our blessings — to give thanks for another day of living, and to cherish in our hearts the memories of those days past that we have shared together!

We should like to borrow some C.B. language from our truck driver friends that we think fulfills the message we would like to send along to each of you today:

"We wish you all the good numbers, for a good day, and for a better tomorrow — may the good Lord take a liking to you, for with Him by your side, you are going to enjoy a great ride!"

Happy Holiday, Happy GMCeeing, and Drive 'em Safely! God bless you all.

Mac & Gloria McDonnell
Executive Directors

"Thru the Windows"



Mac & Gloria McDonnell
EXECUTIVE DIRECTORS
GMC MOTORHOME OWNERS
ASSOCIATION

DO NOT DELAY

ACT TODAY

MAIL REQUESTS TO:

GMC-MOA, INC.,

P.O. Box 2005,

Scottsdale, AZ 85252

Yes, please include us as a "CHARTER MEMBER" to: THE GMC MOTORHOME OWNERS ASSOCIATION, INC.

Please send an application today:

NAME _____
First Last
 ADDRESS _____
Street
 CITY _____
 STATE _____ ZIP _____

I do understand dues for joining GMC-MOA, INC., will be \$25.00 per year, and if I join prior to December 31, 1977, that waiver will be made of the \$5.00 filing fee, which after that date must be included in my application for membership in the GMC MOTORHOME OWNERS ASSOCIATION.

PLEASE NOTE:

Do not send check or money order with this request for your membership. We will immediately mail you an application form upon receipt of your request.

SIGNED _____

GMC ANNOUNCES PHASE-OUT OF MOTORHOME PRODUCTION

PONTIAC, NOV. 11 — GMC Truck & Coach Division of General Motors plans to discontinue producing luxury motorhomes and similar Transmode multipurpose vehicles and convert those plant facilities to expanded truck operations, a GM vice president said today.

Robert W. Truxell, general manager of GMC Truck & Coach, said, "As a result of this action, GMC will be able to utilize production facilities more effectively for serving growing truck demands.

"The long-term outlook for greater truck activity is extremely bright and GMC production operations will be realigned to help meet expanding customer needs," he said.

"GMC will continue offering a wide range of trucks which are designed to meet a variety of recreational vehicle applications," Truxell emphasized.

He described the planned facility conversion program as "a continuation of

major steps taken recently at GMC Truck & Coach facilities in Pontiac in response to growing truck needs."

Van production will be doubled to more than 250 a day on two-shift operations, starting later this month.

"With a continuation of strong sales, GMC van operations will be expanded throughout the 1978 model year," Truxell pointed out.

He said another van production increase is anticipated in the spring of 1978 and facilities are being expanded to begin van interior installation operations in the spring.

The GMC van program has already added about 1,000 jobs in Pontiac, and another 1,200 new jobs could result within a year, Truxell said.

A high percentage of GMC's chopped van output is utilized for recreational vehicle applications with specialized bodies, such as mini-motorhomes, installed by in-

dependent companies.

"While it is regrettable that luxury motorhome and Transmode production will be discontinued, the action will assist GMC in serving other parts of the recreational vehicle business to a greater extent and help meet growing truck demands," Truxell explained.

He said industry truck sales in the United States in the 1978 model year should reach 3,750,000 units, and anticipates the growth trend will continue.

GMC motorhomes have been built in Pontiac since their introduction in early 1973. Parts, service and warranty provisions will continue through existing GMC motorhome dealerships, Truxell said.

Termination of motorhome production will be accomplished gradually and it is expected that the approximately 325 persons currently involved in motorhome activities will be transferred to other GMC Truck & Coach operations, Truxell said.



The 1978 GMC Motorhome — in eye-catching silhouette against a Colorado sky.



GMC FUN-TIVITIES AFTER/WORD

Looking for a good idea for your next GMC Club Rally? You could find it here — in a report of what friends in some other GMC-MOA group have done!

And that's another reason why you're urged to keep the GMC Traveler posted on the who-what-when-where-how of your Club activities. This "Fun-Tivities" report is a handy way to pass the word to others and share discoveries on added ways to enjoy GMC Motorhome ownership.

Our New Yorkers, the Heritage Cruisers, rallied at Watkins Glen, New York, late in September. The rain, reports President Kitty Beckstein, poured and poured on all three days — but failed to wash out either the fun or the enthusiasm. Indeed, a major part of the business meeting held at the pavilion in Clute Memorial Park was the planning of future affairs — both motorhome seminars and fun trips to spots near and far. Highlights of the weekend were a caravan trip to Hammondsport, with the Mark C. Malcolms of PennYan as Wagon Masters, to tour the Greyton W. Taylor Wine Museum and Winery. Then, replacing a washed-out ride, a tour of the Glenn Curtiss Museum. Dinner at the Hill Top included a drawing for door prizes provided by the Joe LeBerts of Sharon Recreation World, Cheektowaga. Summary comment: "The hilly countryside was beautiful and a great time was had by all."

There were 16 motorhomes and 49 people, including a visitor coach from the Custom Klassics, when the GMC Northern Stars Club gathered at the Breeze Campground, Park Rapids, Minnesota, on the closing weekend of September. And Jan Softing, Secretary, reports thorough enjoyment of the weekend planned by Hall GMC. Notable events — in addition to loads of good fellowship and table talk — included the Saturday weiner roast and, for the evening, a steak barbecue at Vacationaire Lodge with no less than the Breeze Campground owner presiding over the barbecuing! For the Sunday program, breakfast for the crowd was hosted by the Softings, and a tour of Itasca Park concluded the Rally.

(Note: The Northern Stars scheduled a Christmas Party at the Oxbow Country Club, Fargo, for December 10. That's too close to the closing date of this issue to be reported here — but we'll look for a report for a future issue!)

The Delaware Water Gap was the site selected by the GMC Colonial Travelers for their "Autumn Leaves Rally" on the

weekend of October 15. This, the club's first get-together, attracted 13 member coaches — including two who became members at the Rally — and a guest coach from the GMC Roving Clippers, of North Carolina. Making this first rally memorable, writes Secretary Doris J. Shaw, was the covered-dish supper, providing everyone attending full opportunity for that most pleasant experience of meeting old friends and making new ones. In the plans for the Colonial Travelers are a "Holiday Happening" on December 17-18 in Toms River, New Jersey, and a "Connecticut Caper" in April or May. (Look for reports on these in future issues of the GMC Traveler.)

What's a "Goose Watch"? Or, more properly, what was the "Goose Watch"? As reported by Colleen Horner of the GMC Rolling Vagabonds Club, of Wisconsin, it's an excitingly different club rally. This one, on the last weekend of October, attracted 14 motorhomes and about 50 people to Horicon, Wisconsin, for an up-close visit and inspection tour of the Horicon Marsh area — favorite habitat for geese whose migrations move them through the great Mississippi Valley flyway. The Rolling Vagabonds saw this unusual area two ways; first in a boat ride through the marsh and then in a vehicle tour of the area. And, most appropriately, the main course for the dinner at the Pyramid Restaurant was — you guessed it! — goose. (Look for a report on this club's "Poinsettia Rally," scheduled for December 3, in a later Fun-Tivities column.)



ALL GMC-MOA CLUBS
 Merry Christmas
 December 25
 Happy New Year
 January 1
 Worldwide
 Contact: Family, Friends

GMC MIDWEST TRAVELERS

Annual Meeting
 January 20-21, 1978
 Adventureland Inn
 Des Moines, Iowa
 Contact: Gary Friedman
 (515) 278-7047

GMC SUNSHINE STATESMEN

Winter Rally
 January 6-8
 Miami, Florida
 Contact: Jim Rainwater
 (305) 681-7583

GMC COLONIAL TRAVELERS

Connecticut Caper
 Late April or early May
 Details to be announced
 Contact: Donald Shaw
 10 Forest Drive
 Morris Plains, NJ 07950

Members of the GMC Colonial Travelers enjoying their first Club Rally, at the KOA Campgrounds, East Stroudsburg, Pennsylvania — in the Delaware Water Gap region.



When the GMC Rolling Vagabonds held their organization meeting at the Jellystone Campground, Caledonia, Wisconsin, the program included seminars on subjects from microwave cooking to house plant care.

MEET THE GRAND-DAD OF GMC MOTORHOMES — THE 1953 'SAFARI'



"Safari" towing a 32-foot Howard mobile home puts a complete recreational package on U.S. highways in 1954. Total length of combination: 58 feet.



On the road long before Charles Kuralt, a television cameraman works from the roof of the "Safari" to film a story for broadcast.

The owner of a GMC Motorhome quickly learns of the high interest this vehicle holds for virtually all Americans. The interest is natural. For the GMC Motorhome is a designer's triumph of clean lines and distinctive, albeit practical, styling.

But it is doubtful any motorhome will match the national attention won by the coach that could be called the granddaddy of your GMC unit. That was the Howard "Safari," built by Howard Industries, Inc., of Saginaw, Michigan, in 1953. The Safari was the world's first self-contained motorhome to be designed for, and produced by, production-line output.

The idea of a self-propelled vehicle affording most of the comforts of home on the highway was not new in 1953. But the handful of such vehicles then on the road were invariably custom-built, often to the point of high luxury.

The Safari, when introduced at the 1953 International Motor Sports Show in New York City, made national news as a production-line product priced only slightly higher than a luxury car.

Interestingly, the GMC Truck & Coach Division at Pontiac had a key role in the success of the Safari. For when Howard Industries engineers evaluated chassis, power plant, and other key components needed for the Safari, those produced by GMC were the unanimous choice on all counts.

Key figures in taking the Safari from idea to reality were the late Herb Shriner, popular TV game show host; the late Howard Doss, founder and president of Howard Industries; and Jack Parker, then head of Parker Advertising Inc., of Saginaw. Parker, who handled advertising for Howard Industries, was an old World War II friend of Shriner. And Shriner, besides being a top-rated and nationally-known comedian, was the owner of a mobile home park, avidly interested in recreational vehicles and classic cars, and the key personage in the annual International Motor Sports Show.

Shriner planted the Safari idea in a chance meeting with Parker at a mobile home trade show in 1952. Shriner was there to see what was new; Parker was there because the Howard firm made mobile homes and travel trailers and had new models on display. Chatting, Shriner commented he was "kinda hopin' to see where one of you manufacturers has put a motor up in the front end of one of these units."

A year later, when the two met at the 1953 trade show of trailers, Shriner did it again. Shaking hands with Parker, he said: "I see you still haven't hooked an engine up to this house." And he added: "I was hopin' by now we'd be able to go for a drive and take our parlor, bedroom, and bath right along."

That evening, Parker repeated Shriner's comments to Howard Doss. He also re-



The midget two-seater car in tow behind the "Safari", and the boat stowed topside, were precursors of take-alongs often seen with motorhomes today.



The late Herb Shriver, whose interest in recreational vehicles sparked the "Safari" development, appeared with the unit on NBC's "Today" show in 1953.



Pat O'Brien (right), Mr. and Mrs. Clyde Beatty, the baby elephant, and the "Safari" — all had roles in the circus movie "Ring Of Fear" in 1954.

layed Shriver's offer, should that dream-vehicle be built, to display the unit at the New York show he was hosting a little more than a month later. Doss thought for a moment, then said: "It sounds like a good idea. You design it and we'll build it."

Parker's "design," in pencil sketches roughly to scale, was revised slightly by Doss and turned over to the Howard Industries engineers in Saginaw. Modified and improved upon and adapted to production-line needs, the sketches became the working drawings from which Safari Number One was built and put to its first operating tests on the streets of Saginaw in March, 1953.

The Safari was a 22-foot unit mounted on a GMC truck chassis, model PM 152-22. The power plant was a standard six-cylinder GMC truck engine of the time and gave the vehicle highway cruising speed of 65-70 miles per hour. The chassis and running gear was cut and extended by three feet following delivery from GMC to Howard Industries, and custom-built outriggers were then welded to the chassis frame to support the motorhome body constructed on the line. Power brakes, automatic transmission and a "wrap-around" full-view windshield (another standard GMC feature borrowed for the unit) gave the driver all the control and driving characteristics of a 1953 automobile. The Safari weighed 8,900 pounds at curbside.

The interior of the self-contained unit provided a full-size kitchen, or galley; a four-place dinette area that converted into a full-sized bed; a complete bath with stool, washstand and shower; a rear bedroom with two studio lounges that converted into full-sized bunks; plus two overhead, Pullman-type bunks that dropped out of the ceiling to provide additional sleeping space. The Safari boasted two closets, five

drawers and 11 storage areas in its interior arrangements.

The rear of the Safari featured an observation platform resembling that of a passenger train. The platform, with a spare tire on its underside, lifted to a locked safety position for travel. But when the unit was parked, this platform was lowered to become a 40- by 87-inch back porch leading to the rear door. A stainless steel ladder on the rear bulkhead of the vehicle led to the roof, which was capable of carrying such heavy loads as boats, extra luggage and other recreational gear.

The unit had a unique, baffle-constructed holding tank for toilet residue; instantaneous hot water heat via propane gas which also fueled the stove and refrigerator. A 6.5 KW Onan power plant and roof-mounted air conditioning units were optional equipment.

The completed Safari had its shake-down cruise en route from Saginaw to Shriver's New York Show, and was the center of attention wherever it stopped. Once in New York, and with a place in the sun assured by its designation as "Best of Show" at the New York Show, the Safari continued to arouse interest in sophisticated Manhattan as have few other vehicles.

It was, in short order, the early morning star of NBC's "Today" Show with both Dave Garroway and Jack Lescoulie visiting the unit and describing its features to their coast-to-coast audience. It was a big hit on Herb Shriver's CBS show. It received full feature treatment in the New York Times and all other New York papers plus the wire services. It was the subject of a feature article in Holiday Magazine; a special story in Collier's; a picture story in Motor Trend; and even made the theater newsreels of the day.

Later, following its New York successes, the Safari was featured in the movie, "Ring of Fear"; in the Clyde Beatty Circus; in scores of regional and local newspaper stories.

It also became, as Holiday Magazine declared, the first "house trailer to tow its own car." A small, two-passenger vehicle, the King Midget, built in Athens, Ohio, was fitted with a special hitch so it could be towed behind the Safari on its rear wheels.

The Safari was also the first motorhome made available as a rolling show room for a salesman and his wares. Special units were custom-built for a number of commercial firms, with the original Safari, following New York introduction, modified and converted into a rolling information bureau and traveling exhibit for the Anthracite Coal Association.

Production of the Safari ended in 1956 following the untimely death of Doss. But in three years, 1953-56, the Safari changed — permanently — the pattern of motorhome development and usage. True, custom-built ultra-luxurious motorhomes are still produced. By far the great majority of motorhomes, however, now come off a production line.

Most provide the "parlor, bedroom, and bath" for highway travel that Herb Shriver envisioned. Others serve as traveling showroom and display space for companies taking their wares on tour. Still others are mobile studios for broadcasters and roving headquarters for newsmen. For all these uses, and more, the Howard Safari of 1953, was the pioneer.

Interestingly, the GMC Motorhome and Transmode Vehicles fit just as varied a list of applications. So, considering the number of GMC-made components that had a part in the Safari's success, it might be said: "Like grand-dad, like . . ."

Crescent City Calling GMC-MOA



**MISSISSIPPI RIVER FIESTA
GMC MOTORHOME OWNERS ASSOCIATION WINTER RALLY
NEW ORLEANS TRAVEL PARK,
7323 Chef Menteur Hwy, New Orleans, LA**

Limited space available.

Send your reservation as soon as possible!!

Please complete the form and mail with check or money order made out to GMC Motorhome Owners Association Inc.

Your reservation will be confirmed. THE DEADLINE FOR RESERVATIONS IS JANUARY 31, 1978.

GMC CLUB CHAPTER NAME (if any) _____
 LAST NAME _____ HUSBAND _____ WIFE _____
 CHILDREN (names & ages) _____
 STREET ADDRESS _____ PHONE () _____
 CITY _____ STATE _____ ZIP _____

	<i>After Jan. 31st</i>
Two Persons, one unit — \$150.00	\$165.00
One Person, one unit — \$ 85.00	\$ 95.00
extra persons (12 or older) \$ 75.00 each ...	\$ 85.00
children under 12 (under 6 - free) \$ 37.50 each ...	\$ 47.50
I am enclosing a check for: (Total)	\$ _____

MAIL TO:
**GMC MOTORHOME OWNERS
 ASSOCIATION INC.
 GMC TRUCK & COACH
 660 South Boulevard East, Room 210
 Pontiac, Michigan 48053**

MISSISSIPPI RIVER FIESTA...

**GMC MOTORHOME OWNERS ASSOCIATION... WINTER RALLY
NEW ORLEANS, LOUISIANA MARCH 1-5, 1978**

WEDNESDAY, MARCH 1, 1978

Arrival and Registration
Orientation - coffee and doughnuts
Mardi Gras Champagne Birthday Party
— our second birthday
Buffet and Dixieland Band

THURSDAY, MARCH 2, 1978

Breakfast at a world famous restaurant
followed by a tour of the city of
New Orleans.
Seminars throughout the day
Free evening*

FRIDAY, MARCH 3, 1978

Coffee and hot French doughnuts
(Beignets)
Seminars throughout the day
Mississippi River Cruise
(On the Sternwheeler
Steamboat Natchez)
with dinner and dance band.
Free evening*

SATURDAY, MARCH 4, 1978

Continental breakfast
Seminars throughout the day
Potluck dinner and entertainment

SUNDAY, MARCH 5, 1978

Champagne breakfast

You'll
love
**New
Orleans**
And she'll love you
right back

NOTES: *A night tour of New Orleans is included with your registration fee. Choose Thursday or Friday!
Your Registration Fee includes all activities and parking. Look for more specific details in future issues of the TRAVELER. Buses will be available to the French Quarter for shopping and sightseeing each day.

New Orleans, the Crescent City, steeped in history and romance and yet a bustling, thriving, modern metropolis, is calling members of the GMC Motorhome Owners Association to a Winter Rally March 1 through 5, 1978.

For those attending this "Mississippi River Fiesta," there's more in store than a simple swap of the home locale for a vacation spot — as, for example, leaving the still snow-covered north for the gentler Gulf Coast climate. Because the rally package — with a base tab of \$150.00 (until January 31, then \$165.00) covering one coach and one couple — includes all program activities and parking for a four-day affair offering a three-way appeal. Specifically:

— A gem of a rally site. The New Orleans Travel Park is the city's largest, as well as being the closest to downtown New Orleans, the French Quarter, and the Superdome. Facilities? Extensive and complete — from full hookups to such relaxation features as two swimming pools, patio, and recreation and rally room. Service features include supermarket and laundromat on the grounds. And more.

— A blend of fun and fact in the rally program. For fun, you won't want to miss the Mardi Gras Champagne Birthday Party, celebrating GMC-MOA's second birthday! And also a Mississippi River cruise, plus dinner and dancing, aboard the "Natchez". For facts, seminars on topics of interest and concern are also on the schedule.

— America's most interesting city, for visiting. As seen in the rally program appearing elsewhere in this issue, both daytime and night tours of New Orleans are covered by the registration fee. Beyond that, there will be ample opportunity for

Photos courtesy of Greater New Orleans Tourist & Convention Commission



Continued on page 10

You'll
love
New Orleans

And she'll love you
right back

Continued from page 9

on-your-own sightseeing, shopping, and enjoying of both the old and the new which is to be found in this most distinctive city.

What's New Orleans famous for? High on anybody's list will be gourmet food and America's own music form — jazz. Both are the outgrowth of the city's rich heritage in which the traditions and cultures of old France and Spain intermingle with those of the ante-bellum South to stamp the city with its own individual character.

The results are there to be seen and enjoyed. New Orleans is rich in fine restaurants — some known worldwide, others with strictly local reputations, but all serving food that is at least good and interesting and at its best unique and inspiring.

As for jazz, visiting GMC-MOA members can take their pick. Preservation Hall offers jazz in the traditional form; such artists as Pete Fountain and Al Hirt — both New Orleans standbys — deliver in today's style.

There's history, too, in the French Quarter and the Garden District. Stately plantation houses within easy visiting distance. The streetcar named Desire. The Superdome. A downtown shopping district boasting fine stores. A riverfront that's a port-of-call for vessels plying both the high seas and the inland waterways.

Reinforcing the city's own appeal are some special features planned for the "Mississippi River Fiesta." For the Birthday Party, for instance, members are invited — and challenged — to bake a birthday cake and decorate it with a design



appropriate to the occasion. Before the cutting, and eating, cakes will be judged for an award of prizes for the best-decorated.

Youngsters attending the Fiesta also can compete for prizes. This will be in a coloring contest, open to those 12 and under. GMC will provide coloring books and crayons; the competitors provide the talent; and the judges are expected to have a difficult time in providing the names of winners!

And in our GMC-MOA Rally tradition, a Photo Contest will be held. Entries are open to all attending members, who may submit up to five color slides or negatives. The topic, of course, is GMCing — so all entries must be related pictorially to some aspect of GMC motorhome ownership, touring, rallying. An entry blank for the Photo Contest is included in this issue.

All in all, the "Mississippi River Fiesta," March 1-5 in New Orleans, is shaping up as another thoroughly enjoyable, memorable GMC-MOA event. But remember: Limited space is available! It's wise to make your reservation early. Now!



GMC PHOTO-FUN V ENTRY FORM — "MISSISSIPPI RIVER FIESTA," MARCH, 1978

(Entries must be received by February 15, 1978 to allow for processing)

Slide/Neg. #

TITLE/DESCRIPTION

_____	_____
_____	_____
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Moments and Mementos of '77



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FEBRUARY 9-13, 1977



Cutting Our Cake In Vegas



Seen At The "Summer Festival"



Spotlight On "Anchors Away"



Please let me know of any areas of interest regarding your motorhome you would like to have discussed in this column. I enjoy your letters of comment, and want to make the column as helpful as possible. This column, for instance, offers hints on a basic precaution that's often overlooked.

PREPARATION FOR TRAVEL

What's the simplest, fastest way to avoid operating troubles while on the road with your motorhome? Just this: Take a few minutes *before you start the trip* to look for, and correct, possible causes of trouble.

You can complete the following checklist in, at most, a half-hour or so. And should you find a sign of trouble while there in your driveway — well, better there than some spot miles away from assistance!

1. Take an unhurried walk around your motorhome, observing and checking the following items.
 - a. External driving mirrors — Clean?
 - b. Electrical, sewage, and water connections — Properly disconnected?
 - c. LP, motor generator, and other compartments — Everything secure inside? Doors shut and latched?
 - d. Examine the parking surface — Any sign of fluid leaks from the chassis?
 - e. External window surfaces — Clean?
 - f. Check operation of all marker lights, tail lights, and signal lights. This is most easily accomplished by pulling out the headlight switch to the first position, and then activating the four-way flashers by pushing in the small button just below the ignition switch.

2. Enter vehicle and lock entrance door. Make it a habit to lock all doors; it's a shock to have an unwelcome guest enter at a stop light!
3. Check storage of all items inside your motorhome.
 - a. Refrigerator — Contents in good travel order? Door secured?
 - b. All interior doors and drawers securely closed?
 - c. All loose items cleared from countertop? Table stowed away? Heavy items stored in base cabinets?
4. Arrange drapes for maximum visibility.
5. Adjust all three driving mirrors.
6. Adjust driver's seat for comfort.
7. Set Electro Level II system to "travel/auto" position for five minutes or until the compressor shuts off, then set to "hold" position.
8. Check operation of brake system warning light and generator light. Do this by turning ignition key to "start", at which time the warning lights will glow brightly just before the engine starts.
9. Check gasoline supply.
10. Start engine and check engine temperature and oil pressure gauges. If the engine temperature ever registers in the "hot" section of the gauge, stop the engine as soon as possible to avoid damage to the engine! Determine and correct the cause of overheating before re-starting.

The oil pressure gauge registers engine oil pressure. The consistency of cold oil will cause a high reading when the engine is first started. As the engine warms, the pressure should recede to the normal range. With the engine warmed up to the normal operating temperature, the minimum pressure at "idle" should be slightly



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above the "L" mark (which is approximately 8 PSI). At normal operating speeds, minimum pressure should be between the second and third marks (approximately 35 PSI). Should the pressure drop below these minimums, stop the engine immediately to avoid serious engine damage. Determine and correct the cause of the low pressure before re-starting.

11. Check to be sure you have the key numbers of motorhome ignition and door keys with you. It's a good idea to record these numbers, which appear on the knock-out section of each key, and then keep the numbers in your purse or wallet — or even hidden, but accessible, on the outside of the motorhome. With the numbers, a lost set of keys can be duplicated at any GMC dealership or by many locksmiths and hardware stores.

Can't locate the key numbers because those knock-out sections have been knocked out? Your selling dealer can usually provide the information. Happy traveling!

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General Motors Corporation
660 South Boulevard East, Rm. 210
Pontiac, Michigan 48053

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