



THE PIT STOP



MOSES LAKE CLASSIC CAR CLUB

October 2010

From the Desk of the President-

How to store your car through the winter.

So you've decided that you want your car to last knowing that road-salt accelerates oxidation (rusting), you have made the decision to store your baby for the winter - but how do you make sure everything will be fine when you go to start it in the spring?

Tools / Resources:	Consumables:
<ul style="list-style-type: none"> • metric / imperial socket set • metric / imperial wrench set • floor jack (or similar) • 4 x jack stands • vapor barrier (plastic sheet) • car cover • battery tender 	<ul style="list-style-type: none"> • engine oil (enough for oil change) • antifreeze & distilled water • brake fluid • steel wool • car wax • fuel system stabilizer

There are a number of arguments both for and against starting your car up throughout the winter. I will not elaborate on the finer points of either as I wish not to fan the fire of debate - I will cover the "no-start" method of storing a car.

The first step is to find a good clean, dry, secure location to store your car. Funny thing about mankind is that we have developed highly sophisticated car-caves, better known as garages. A garage with a concrete pad is ideal. Ideally, the garage will have electrical service and be easy to access.

Once your car is ready to be put into storage, you must prepare the storage environment. First step will be to sweep the floor and clean/dust the walls around. A clean environment is ideal!



figure 1

Once the garage/storage area is clean, lay down your plastic drop-sheet where you will be leaving the car. Before purchasing the plastic vapor barrier, ensure it is large enough to envelop the lower half of your vehicle.

First step is to change all "standard" fluids - this covers almost all fluids. When I prepare a car for storage, I change the following fluids:

- engine coolant
- engine oil
- hydraulic clutch
- hydraulic brake
- windshield washer

Be sure to fill your gas tank all the way to the top. This will save your fuel system from oxidation and will also displace any water that may currently be in the system. Be sure to add the fuel system stabilizer at the same time - following the directions (which usually includes driving the car for 20 min. after).



figure 4

Once the interior is spotless, you should now focus your attention on the exterior of the car. Start by washing the car from top to bottom - everywhere! This is a *very* daunting task though it will preserve the car.

After washing + drying the car, give it one of the best wax jobs of its life! Don't skip areas such as the door-jambs, and under the hood. Leave no painted surface untouched. This is to protect the paint from the environment. Also be sure to polish any chrome surfaces to help preserve the gorgeous luster.

Once the storage area is prepared and standard vehicle maintenance is completed, you will now focus on preparing the car for the storage environment. Start by cleaning out the interior of the car - leave nothing behind. Vacuum, dust, clean the more spotless your car is, the better it will handle storage.

This is essential to preventing mold, mildew and critters from overcoming your precious interior. And let's face it, when you pull the car out of storage, you don't want to be greeted by a mess!



figure 5



figure 6

Once the car is in position, place the car on jack-stands. The reasoning for this is two-fold: 1) it takes the strain off suspension components, thus slowing the aging on such components as bushings and shocks 2) it prevents your tires from developing "flat spots"



figure 8

Next step will be to plug the tail-pipe(s) with steel wool. This will prevent rodents and other critters from using your exhaust system as a winter home.

Depending on your vehicle's intake system, you should also plug any remaining orifices with steel wool.

When all maintenance + cleaning items have been covered, you are now ready to position the car for storage.

Start by parking the car on the plastic drop sheet. The reason you should have a waterproof drop sheet is to prevent fluid transfers in both directions (i.e. prevent water vapor from rising from below the car, and prevent vehicle fluids from staining the cement [or other] storage pad). The plastic sheet will also help prevent rodents from finding a nice winter nest.



figure 7

Once on jack-stands, you are ready to prepare the vehicle drive-train for storage. Start by relieving the pressure from your fuel system. This can be done by starting the car and then disconnecting the fuel-pump wiring harness (see figure 8). Consult your factory manual for the location of said harness.

When you disconnect the fuel pump, the car should sputter and die. This indicates that there is no longer pressure in the fuel line.



figure 9



figure 10

Next step will be to remove the vehicle's battery. Most batteries do **not** winter well at all. All batteries discharge over time so you must ensure that your battery does not discharge too much, otherwise, it will age prematurely.

The best solution to this problem is a special type of battery charger called a battery tender. These battery saving devices "float" a battery charge at a specific voltage and do not constantly charge the battery (which can ruin it). \$50 for a battery tender can save you from buying a \$50+ battery every couple of years.



[click for larger image]

figure 11

At this stage, you are almost done! Next step will be to tuck the plastic drop sheet up and around the bottom half of your vehicle. This once again prevents moisture from diffusing from underneath the car.



[click for larger image]

figure 12

Last step will be to cover the car with your car cover. The ideal car cover for garage storage will be permeable (material that breathes, i.e. **not** a tarp) and somewhat thick. There are a large number of aftermarket car covers available - don't go cheap it will protect your car!

That's it! You're done, now comes the worst part - the waiting. After a long 5-6 months, your car will be ready to run free once again.

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**Minutes of MLCCC General Meeting
October 14, 2010**

Meeting called to order by President Aaron Gimmeson at 6:55 PM

Minutes approved for May and June as published.

Treasurer's Report - Distributed full Annual Report at meeting. Bills presented, Motion and 2nd to pay.

Membership Dues – Due on January 1, 2011, \$15.00. Please pay on or before.

Old Business:

Moses Lake Classic Car Club plaques available for \$27.00 each – see Paul

Introduction of officers for 2010-2011

President: Aaron Gimmeson

Vice President: Bob Duffin

Secretary: Mary Mayo

Treasurer: Bob Kent

Local upcoming shows: Zillah Car Show on October 24th

Car Sales: Dell selling some of the cars at the museum. If you have a car for sale contact Paul or Brett with pictures. They can be posted on website.

Duck Award: Paul has Duck, but Aaron had story on loose lug nuts on a neon green car – the Duck got passed along to Joe Johnson.

Dessert Contest at November Meeting

Door Prize: Myra McCullogh, detail kit; Harley Ottmar, Mustang hat

Car of Month: Larry Price

50/50 drawing: \$25 to Lorraine Church

Next Meeting: November 11th, at Memories R Forever. Dinner will be a Thanksgiving dinner.

As this is Veteran's Day please wear Red, White and Blue in honor of our Veterans. Veterans if you can fit into your uniform or a part of it, feel free to wear it.

Respectfully submitted: *Mary Mayo, Secretary*

October 2010 Car of the Month



Larry Price, 1956 Ford Sunliner

I picked up this car as a bank repo. It had been "restored" by an amateur and had to be re-restored. We have had it for about three years. It is mostly stock but we added an am/fm radio, air conditioning, electric wipers and electric windows. A fun car and it drives like a Cadillac.

Upcoming Events

Dec 5 XXX Jingle Bell Cruz Toys For Tots @ XXX Drive-In, Issaquah. 425-392-1266, www.triplexrootbeer.com

The 32nd International Mustang Meet will be held in Spokane at the Northern Quest Casino. The dates are Sept. 1-5, 2011 (Labor Day weekend). The hotel is full at this time but there are several in the area. For more information go to: www.inlandempiremustangclub.com.

The Inexpensive Way to Begin Collecting Cars

By [Tony and Michele Hamer](#), About.com Guide

Anyone who has looked through the sales results at [Barrett-Jackson](#) or [RM Auctions](#) would have good reason to think that purchasing a collector car is well beyond their means. Even the price tags on restoration project cars seem a bit high these days. For example, the popular two door, high performance, convertible marques can hurt the pocket book and deplete the savings account. In the end, it really depends on what you're looking for.

We've found some good news for those of you who want to get a great classic at an affordable price. Hemmings Classic Car magazine published an article with some inexpensive alternatives that we found to be quite acceptable. They listed nineteen cars that, if in top notch condition, were low mileage, show quality, unmolested, passed down by grandma cars, you could buy for under \$5000 - according to the most recent [NADA Classic Car Appraisal Guide](#). Of the nineteen cars on Hemmings list, these were our favorites:

- **1973 - 1975 Chevrolet Caprice Classic Coupe** - Throughout its life, the Caprice was the most expensive and luxurious model of the Chevrolet full-size car range and was renamed the Caprice Classic in 1973
- **1973 - 1974 Buick Luxus Century Coupe** - Buick moved the Century from its full-size stature to a mid-size in 1973, but kept its "big" features intact. The Luxus high-end trim level was only offered in 1973 and 1974.
- **1974 - 1978 Chrysler Newport Four Door Sedan** - These cars were the result of Chryslers' huge investment in re-engineering. They were solid, well-built big cars, but didn't sell well because they came out at a time when smaller vehicles were becoming all the rage
- **1972 Pontiac Bonneville Four Door Hardtop** - Earlier and later model Bonneville's are commanding a higher selling price, which makes this year a good deal. Pontiac's full size performance reached its peak in 1966 with Bonneville leading the pack. From 1971 to 1976, the Grand Ville became the high priced model until Bonneville took back the title. We have a hard time seeing much difference between the two during that time.
- **1975 - 1977 Dodge Plymouth Gran Fury** - The Gran Fury lasted from 1975 to 1977, when all of Plymouth's full-size C-body models were being dropped. But they are probably the ones most people know best because they were heavily used by television and local police
- **1969 - 1970 AMC Rebel SST Four Door Sedan** - The SST was the sportiest Rebel package, with a standard "Typhoon" 290 V-8. We think the Rebel is an underrated car from the muscle era; after all, its big brother is the highly collectable "Rebel Machine".
- **1975 - 1978 Matador Coupe** - The original Matador line was introduced in 1971 to replace the Rebel series, but didn't make a lot of heads turn until the redesign in 1974. The "fastback" styling helped those who were transitioning from muscle car to plush mid-size coupes, feel like they weren't really getting older.
- **1976 Gran Torino Four Door Pillared Hardtop** - 1976 was the last year for the Torino before going on to become the LTD II. We find that surprising because of the public's interest in the two door Starsky and Hutch replica car Ford made that year.

You may be thinking to yourself that most of these cars, which are still on the road, usually look like beaten and banged up old jalopies. Well guess what, many of the pristine cars on the auction block weren't very pretty before they sold at record highs either. But just like their predecessors in the sixties, these cars will bring back memories for a whole new generation of car lovers.

In case you're wondering, the other cars that made the list of Heming bargain collectables are:

- 1971 - 1972 Chevrolet Biscayne Four Door Sedan
- 1971 - 1975 Buick Electra 225 Custom Two Door Coupe
- 1973 -1977 Chevy Nova Four Door Sedan
- 1976 Chevrolet Malibu Classic
- 1969, 1971 – 1972 Mercury Marquis Four Door Sedan
- 1975 – 1976 Mercury Grand Marquis
- 1975 – 1976 Grand Le Mans
- 1971 Ford LTD Four Door
- 1971 – 1976 Cadillac Calais or DeVille
- 1971 – 1972 Buick Centurion Two Door Hardtop