



MINNESOTA'S '64 - '72 CHEVELLE AND EL CAMINO CLUB



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# LINE - LOCK

## Northstar Chevelle Club Newsletter

Editor: Zman      October 2009

### SHOP TALK

For those members who do not have the luxury of a heated garage (address: Frostbite Falls, MN), here is a brief guide to helping your car (and you) survive another long, cold, upper Midwest winter.

Take your pride and joy out for one last ride, preferably as late in the fall as possible. This will allow your car to reach operating temperature to burn off contaminants in the oil and moisture in the exhaust system. It will also bring your body up to operating temperature, adding a welcomed memory and shortening the time span between hibernation and firing her up next spring. Stop by a car wash or breakout the pressure washer and clean her well, especially the undercarriage. Lubricate those door, hood, trunk and convertible top hinges while things are drying off. If it's been awhile since you've waxed it, now is a good time to apply another coat. Thoroughly clean the interior and store the floor and trunk mats anywhere but in the car. You won't believe how much water gets trapped (and rust propagated) if you don't. Leave the windows partially opened to allow air movement. Cover the car with a breathable quality car cover. Plug the exhaust pipe openings with an obtrusive, bright red or orange colored device, to prevent unwanted vagrants from living there and you from forgetting to remove them.

It's been suggested to raise the tire pressure by an extra 10 pounds; not sure the theory behind this but it sounds plausible. You can also relax the suspension by placing the car on jack stands just enough to take some weight of the tires but not enough to allow the suspension to hang. I've also heard of owners pouring a bit of 2 stroke oil into the carb just before shutting her down; thus lightly coating the internals. 2 stroke oil will burn off clean, when you start her up, compared to conven-

tional oil. Others pull the plugs, squirt oil into the cylinders and spin her over for a few seconds, for the same reason. The rest just leave her be. Top off the gas tank to minimize moisture buildup potential. Aircraft fuel tanks have sump drains for this very reason.

Once you have your car tucked in, remove the battery and store it in the basement or a suitable, moderate temperature (above freezing) location. Trickle chargers work wonders for extending battery life. Spray the cable terminals with WD-40 to prevent the corrosion. It also works well on bolt heads, tie-rod ends, or other naturally exposed parts. Use it liberally. Test your anti-freeze to make sure it will handle the coldest winter day and them some. If you have a block heater, make sure it operates and use it. Touch up the exhaust system with high temp paint; chassis and other metal parts where needed. This will help prevent rust from invading exposed or scratched surfaces. If re-chroming or rebuilding work is planned, remove those parts and send them off to their appropriate destination. If you will be walking anywhere near the car when stored, consider positioning some scrap foam strips to protect her from an accidental bump.

Many owners don't recommend starting the engine until spring; since you will most likely trap moisture once it cools. Some will manually turn the engine over every so often. Others will start it at regular intervals during the winter. A few will take her out on a cool, dry, winter day; you won't believe the performance if you do. Review your insurance policy for a storage option to save money and still protect your machine.

Now find your old Car Craft, Hot Rod, NSCC newsletters (sorry) and dream of next spring. Be sure and pass along any other thoughts, ideas or tips on this subject - and stay warm.

- Zman