

## A SUCCESSFUL YEAR AND WINTER PREPARATION

Dave Peters, President



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So here we are at the end of another busy club season. The holidays are here and old man winter is on his way. I am happy to point out that as a club we attended or had a presence at sixteen events this year. This includes parades, runs and picnics. Many of our people were seen at a bunch of other non-club events which is further testament to our members and the love and use their old military vehicles. Well done folks!!

I am very proud of all our members and their commitment to the hobby. I am also very grateful to all the club officers and all they do to keep our club a major player in the Historic Military Vehicle world.

Anyone who thinks it's easy to hold things together is free to run for a position and help your club. Although we are a moderate size club, we have a good foothold on the east coast and we do more events and have more fun with our vehicles than some much larger clubs. Once again, Good job and well done! We can all be proud!

As is natural for any group our size, we have had our share of happiness and tragedy this year. As a group we share these things together. Things that affect one member affects us all to some degree. So please reach out to those in need for help and support. Sometimes a phone call is all that's needed more than anything else.

Getting back to the arrival of old man Winter, I imagine several of us are getting our trucks ready for a long cold nap. This leads to the thoughts of "Well, just what should I do to get the old blitz buggy ready for Winter?"

First of all be sure to have the proper coolant in the proper proportions in the engine. There are times when in the summer during the heat of a run that you may have to top off the cooling system with some water. This is normally fine but when it comes to the cold weather, the cooling system has to be checked out and brought back up to the proper mixture for safe protection. In our region of the world, most of us know that a 50/50 mix of water to coolant is correct for engine protection.



Next would be to get the fuel prepared for storage. The gas we get today is much different than the fuel our vehicles were designed to use. Mainly, as a result of the alcohol additive that is in all our gasoline now. This causes several problems with older carburetors and rubber products that are used in the fuel system but I guess that is a subject of another article someday. For now, the best thing to do is to use a good brand of fuel stabilizer. Fill the fuel tank up, add the proper amount of the stabilizer and run the vehicle around for a while. This allows the stabilizer to get all around the fuel system to do its thing.

Battery is next. If you have not spent the crazy amount of money on a gel cell battery then you probably have a normal lead acid type. Be sure it (or they) is topped off with distilled water and charged up properly. I prefer to use a charger on low amps for a long time. I then use a hydrometer to check the charge. This seems to work well for me but I guess a person can make a whole study on batteries and their care. There also is the battery tender chargers that I'm told work well. I thought I had one of those things but I can't find it any more.

Specific Gravity of Electrolyte	Battery Voltage		Freezing Temperatures
	12-Volt	6-Volt	
1.280 Sp. Gr.	12.78 V	6.39 V	-92° F
1.265 Sp. Gr.	12.66 V	6.33 V	-71° F
1.250 Sp. Gr.	12.57 V	6.28 V	-62° F
1.200 Sp. Gr.	12.27 V	6.13 V	-16° F
1.150 Sp. Gr.	11.97 V	5.98 V	-5° F
1.100 Sp. Gr.	11.67 V	5.84 V	-20° F

Tires are next. Most of us know that as temperature goes down so does the tire pressure. So it's best to fill them up to their maximum amount for winter storage to help prevent flat spots or even damage to sidewalls. Tires can develop cracks and checks if sitting for a long time with low pressure in them. The best

thing to do for long term storage is to put the vehicle on blocks supported from the axels. This takes all weight off the tires entirely.



A nice light cover for the beast when stored inside is a good idea at this point. It will keep dust, dirt and in my case grindings and other crud flying around in my shop off the vehicle. They have nice covers out there that allow air to move around and keep things ventilated yet keep dust off.

The last thing I'd like to write about is the mice. Maybe some of you know that feeling in the spring, you un-cover your pride and joy all happy and ready to wake him up and go for a ride just to discover some darn mice got in and chewed a hole in the canvas or chomped on some wires somewhere. Ugh! Or how about going into the glove box or tool locker and finding a great big mouse nest made out of that \$65 manual of yours. Not to say anything about their leavings. So, one way to keep the critters' out

that I learned about was from our own Tim Lohan. He told me about a method that I have yet to try but sounds great. You take spray paint tops or caps and turn it upside down and put some bleach in it about 3/4 full. Then place it in the vehicle. Put several of them around in places mice tend to go. The chlorine gas wafts around and keeps the buggers out. Cool idea huh?

Well that's about it for prepping your vehicle for winter. If you follow these simple tips you should have no problem waking your buddy up next spring and get him rolling again. So go get busy getting your truck ready for winter, cover him up, tuck him in and kiss him good winter.

Thanks again everyone for all your hard work this past season. It's a pleasure to know each and every one of you. It's time to start thinking about next season! Let's go for a ride!

Don't forget to attend the holiday party, I'll see you there.

Dave Peters