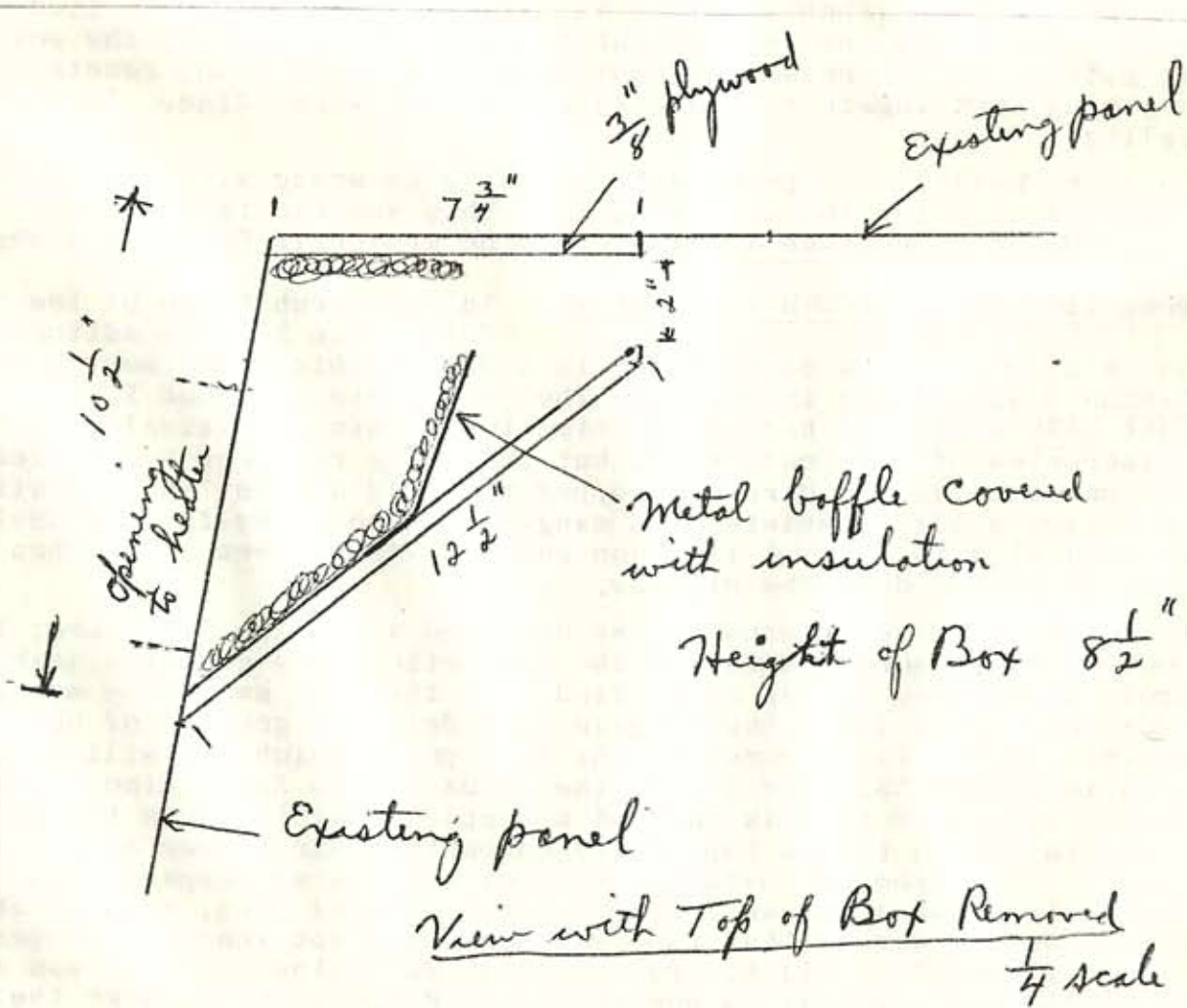


I have installed a device to reduce the noise level of the South-Wind Heater in my '66 Cortez. This is simply an open-ended box large enough at one end to cover the opening from the heater (register removed), tapering at the other end to an opening 2" wide x 8" high. A vertical baffle is installed to prevent sound from travelling in a direct path into the coach. A layer of fiber-glass is cemented to the vertical surfaces to further attenuate the sound. Two pieces of 3/8" plywood are used for the front and back, with the top and bottom from 1/4" plywood. The box, held in place with wood screws, must fit snugly against the panel containing the opening to the heater.

While a pronounced reduction in noise level results from this device alone, even better results are obtained by combining it with a reduction in hot air blower speed. In my case a nichrome wire resistor was placed in series with the motor lead to reduce the voltage at the motor to 9.

A word of caution about this heater. After about 4 yrs, the exhaust elbow (Part No. 1654192) rusted out and somewhat later the heat exchanger (Part No. 896341) was replaced due to leaks caused by rust. The Parts Dept. at Kent reported that this was not uncommon. Since the pressure in the combustion chamber is higher than atmospheric, any leak will result in carbon monoxide entering the coach. In drier climates, rusting may not be a problem, but a periodic inspection would seem advisable.

Howard Swank - Wilmington, Del.



CARE & FEEDING of the SOUTH WIND HEATER

This complicated but clever device is most modest in the use of space, and is especially appropriate for the Cortez, which is the epitome of compactness. Yet for all its bantam size it's a heavyweight when it comes to heating, and can throw out more B.T.U.'s per minute than a propane heater of three times its size. Also it has its troublous moments, and it behooves Cortezers to learn as much as possible about it. The CHIT CHAT has hoped that one of our more adaptable boys would address himself to the intricacies of this device. Some months back one of our better analytical minds, HAROLD PINCHES, got himself interested in the South Wind and was making real progress,—then he went off at a tangent and started building himself a right purty home on top of one of those scenerious hilltops in Green Valley....and, awe shucks, he done got lost in the wilderness. 'Twant quite all that bad, cause whilst mooning he did think to build a real nice home for his Cortez, so 'twant all down the drain. Anyhow, hope he gets that out of his system, and comes back and goes to work again....Nice to have him around!

Now in the meantime there's this fellow HOLLY FRANZEN, who has a yen for relays, coils, condensers, breaker points, and wiry things like that there, and he starts having trouble with his South Wind heater. Sometimes it will start and sometimes it won't. He fools around and finds that if he wiggles this or messes around with that it will start, so right in the middle of all this he ups and decides to fix the durned thing. So he goes and gets a screwdriver, a saw, axe, and stuff and starts to work.

He figures the trouble is with the relay, located underneath the power supply terminal block. You can hardly miss this block, because it is at the forward end of the device, and right behind the removable front panel, and also it has a fuse prominently located on it. He gets at the relay by bending up four metal clinching ears, allowing the block to be lifted off, which in turn discloses the relay right beneath. Sure enough, the points are badly pitted, so he dresses the points with a point file, resets them, puts everything back together, and then everything works fine. It's a grand feeling.

Good work, Holly....hope something else goes wrong with your South Wind so you can have the fun of fixing it. Then you can tell us about that too....Maybe someday we'll all get to be arm-chair South Wind experts!

MORE INFORMATION ON THE SOUTH WIND HEATER

In the March issue of the CHIT CHAT, Page 2, this editor unwound some stuff about the South Wind, in a dithyrambic mood, mostly about HOLLY FRANZEN'S adventures in dressing the points etc.,....but I also mentioned that HAROLD PINCHES had at one time turned his analytical mind to the idiosyncrasies of the South Wind, but that this research had suffered a cerebral pause while he, Harold, stopped to build a home, incorporating therein a Cortez stall, complete with manger, overhead hay-feeding devices, and other apparatus to keep it in a contented state between times when not called upon to prance down the highway....

But I'm afraid I've somehow become unhinged along the line here; I started out to cover more completely the correction of a gasoline leakage which Harold discovered in the South Wind. At the last swap shop meeting (Gardner Canyon, April 1969) Harold gave us a detailed account of how he corrected this leak. It occurred in the fuel pump, which you will find illustrated in Figure 15, Page 11, of the January 1965 South Wind Manual, part 736563. This fuel pump is part of a complex that includes the points housing, and is bolted to the top of the combustion air blower motor, and can be readily seen from the bathroom side of the heater compartment. When he took this fuel pump apart he found that the central part, a plate about $\frac{1}{4}$ inch thick, was so warped that the 'O'Rings could not function properly to make the unit gasoline tight. By attrition with fine emory he was able to remove sufficient material to permit the 'O'Rings to again make the pump gasoline tight.