



The Steering Wheel

October 2020

Newsletter of the Midwest Antique Auto Club
Not affiliated with any national club.

An independent group of collectible vehicle enthusiasts.

Dedicated to the preservation of the antique/collectible automobile.

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Meetings are held on the third Sunday of each month. The Board meets at 1:30 p.m. and the general meeting begins at 2:00 p.m. during the months of November, January, February and March at the **NEW CASSEL RETIREMENT CENTER at 900 N. 90th St., Omaha, NE 68114.** During the summer months of April, May, June, July, August, September and October, there are no inside meetings. In these months we have “Official Car Tours” on the third Sunday of each month. Plus whatever extra tours may please us. There is no meeting in December, that meeting is replaced by our annual Christmas banquet. All vehicles are welcome, any year, make or model, but a drivable collectible/antique vehicle is not a requirement for membership.

The deadline for articles for the Steering Wheel is the last Saturday of the month.

The President’s Message



Hello Everyone,

I hope everyone is staying safe and healthy. I really appreciate the work of Ed and Jim (or tour committee chairmen) in finding locations for us to visit during the COVID 19 pandemic. A special thank you to Bob and Gloria Chalek for inviting us to your house to visit your outstanding car collection and automotive memorabilia collection. It was a great drive and nice weather on the way to Malvern Iowa.

Our last driving tour is to Ed and Janet Hedegaard’s house. I believe that it will be difficult for us to hold indoor meetings from November - March during the pandemic. We will discuss

indoor meetings and the Christmas banquet during our last driving tour event at Ed’s house

Be safe and stay healthy

John and Karen Thurber

CALENDAR OF EVENTS

October 18 Visit to Ed and Janet Hedegaard's home (Sunday)

We are planning to meet at Ed and Janet Hedegaard's home in Underwood IA. Ed will have food for us- no need to bring anything to his house. We will also be talking about our future indoor meetings and Christmas banquet. Our plan is to meet at 1:00 p.m. at the Bomgaars on 2303 E. Kanesville Blvd, Council Bluffs. We will be leaving at 1:30 p.m. to drive to Ed and Janet's house along L34.

Member News

****DUES ARE PAST DUE! PLEASE SEND THEM TO DIXIE FOOTE IF YOU HAVE NOT YET PAID.**

September 20th Tour- Participants, Ed and Sandy Anderson (99 Prowler), Roger and Eunice Bunch (86 Olds Cutlass), Nate and Megan Bunch (69 Chevy), Delmar Bunch and Roger Olsen (52 Chevy), Jim and Cheryl Cushman (39 Buick), Clif and Joyce Ellis (49 Ford), Ken, Dixie, and Donna Foote (49 Packard), Monte and Marg Frost (Modern), Ed and Janet Hedegaard (39 Chevy), Tom and Gloria Kannas (41 Buick), Max Meier (modern), John, Karen and Michael Thurber (47 Chevy and 66 Olds), Leon Zaiger and Jeanie Oles (63 Mercury), Richard Zuber (56 Chevy Nomad).

Thank you Bob and Gloria for having us over to visit your house and car collection. We really appreciate your hospitality and beautiful home. It was a lovely drive to Malvern Iowa. Jim Cushman won the split pot of \$22. Thanks for everyone who attended.

Below are pictures some pictures from the tour:



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How long do carmakers have to provide replacement parts for older cars?

By Daniel Strohl on Aug 3rd, 2020

Perhaps you've heard it from a parts counter guy. Or from your local mechanic. Or maybe from your neighbor, drinking a cold one in his driveway while you're sweating and busting your knuckles under his car, fixing the starter. "I dunno why you can't find that part. The car companies, they gotta make the parts available for 10 years, or maybe it's six years. Either way, it's the law." Except, as it appears, it's not. Or, at least, it's not a law in the United States, nor is it formally codified as a regulation. But that's not to say that automakers or their suppliers are totally off the hook when it comes to providing replacement parts. The question arose in the comments to a months-old Jeff Koch post about loving discontinued car models. John from sc asserted that "the federal government only mandates that manufacturers have parts availability for ten years after sale," while Jeff replied that "I am not sure there is any parts mandate from the Feds." Indeed, we could probably quote any number of gearheads in comments, on forums, or at car shows who swear that there is some sort of mandate, however long it's supposed to last. Or perhaps they go so far as to claim that while the minimum amount of time used to be 10 years, it's now less. But at the same time, we've yet to see anybody point to a specific law that clearly states how long automakers need to supply replacement parts, if at all. "I don't think there is a regulation I can point to," said Stuart Gosswein, the senior director of federal government affairs for the Specialty Equipment Market Association. "We hear these things pop up every now and then... but I've never seen a regulation," said Paul Fiore, the director of government affairs for the Auto Care Association, which represents auto repair shops and auto parts retailers. "We feel it's at the manufacturer's discretion." "I'm not aware there is a standard or regulation," said Wade Newton, the vice president of communications for the Alliance of Automotive Innovation. "The exception might be in safety recalls, but there's very likely not a standard for parts in general. "So, aside from anecdotal evidence, why does this keep coming up?"

Some folks point to the Magnuson-Moss Warranty Act, which became law in early 1975. Passed at the height of concern about lemon laws and automotive quality from Detroit automakers, Magnuson-Moss essentially holds automakers' feet to the fire when it comes to offering warranties. It doesn't mandate a specific amount of time that manufacturers of any consumer product should offer replacement parts, but it does note that, *if the product (or a component part thereof) contains a defect or malfunction after a reasonable number of attempts by the warrantor to remedy defects to malfunctions in such product, such warrantor must permit the consumer to elect either a refund for, or replacement without charge of, such product or part.*

So that means as long as a carmaker offers a warranty covering certain systems (like, for instance, a drivetrain warranty), it must provide the parts necessary to fix those systems. By 1977, AMC claimed it offered "the only full warranty covering engine and drive train for 2 years or 24,000 miles. In addition, it gives you a full 1 year/12,000 mile warranty protecting everything else on your car except tires." In the decades since, warranties have only increased, so that would go against the claim that the minimum timespan manufacturers have to provide parts has decreased. Then again, Magnuson-Moss doesn't mandate that a manufacturer offer any kind of warranty (and thus doesn't specifically mandate that a manufacturer keep spare parts around for any amount of time) so it's not exactly the answer we're looking for.

Some people have cited the fact that other countries (or even some states) do have federal-level requirements for replacement part availability, so if a carmaker that operates in the United States also operates in those countries, by default it has to provide those parts for that amount of time. Other complicating factors that may have led to the supposed 10-year (or 7-year, or 8-year...) rule include pressure from insurance companies that want to make sure the cars they insure can be repaired easily and cheaply, thus ensuring their profit margins; and government contracts to provide, say, parts for postal vehicles or military vehicles that, in turn, require a certain supply of replacement and repair parts. Of course, it's usually not up to the carmakers themselves to

provide the replacement parts; rather, it's up to the suppliers, and as many have noted, the contracts between the automakers and the suppliers often specify that the parts the supplier is manufacturing need to either be on hand or be readily available for a certain amount of time. While there may be industry timespan norms for those contracts, by no means does that mean every carmaker must supply every part to build a car for any amount of time after the car was produced. Or, at least, that's what we've been able to find so far.

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MIDWEST ANTIQUE AUTO CLUB



AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ETHUSIASTS