



The Steering Wheel

November 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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<u>News Letter Editors</u>	<u>We still need someone</u>	<u>Ph. (xxx)-xxx-xxxx</u>
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The President's Message



Hello Everyone,

After discussions with the Board, we have made the difficult decision to delay our Christmas gathering at the Pizza King and monthly indoor meetings until the 1st quarter of 2021. This hard decision was made to keep everyone safe and healthy as the COVID-19 pandemic continues to be a problem in our community. Ed and Janet Hedegaard have offered to hold the 2021 indoor meetings at their home's party room. We will have more information in the January 2021 Steering Wheel.

Additionally, the Board has decided to delay collecting the 2021 membership dues of \$35 until the Christmas gathering

has been rescheduled. If you prefer, you can send the 2021 \$35 dues to our Treasurer, Dixie Foote, at 25127 Bentley Lane, Neola, IA 51559.

This is unprecedented times. We hope that you and your family will continue to be safe and healthy during the holiday season. We will plan to see you in 2021.

John and Karen Thurber

CALENDAR OF EVENTS

November 2020 indoor meeting and 2020 Christmas party have been delayed until 2021. Please check the January 2021 Steering Wheel for more information.

Member News

2021 Dues are delayed until January 2021 – More information in your January 2021 Steering Wheel

I am sad to report the passing of Donna Foote on October 29 and Dave Lyon on November 1st. Below are their obituaries. Please keep Kenny, Dixie and Bonnie in your thoughts and prayers.

Donna M. Foote, age 81, passed away October 29, 2020.

She was born in Council Bluffs, Iowa, on July 4, 1939, to the late John and Margaret (Jacoba) Wright. In addition to her parents, she was preceded in death by her husband, Roy L. Foote; brothers, Ivan and Lonnie Wright; sisters, Ardena Swanger and Cheryl Miller; granddaughter, Chantel Bates; an infant son. Donna is survived by her children, Jim Foote (Samantha), Ken Foote (Dixie), Carol Elliott (Don), Peggy Morales (Johnne); grandchildren and great grandchildren; nieces, nephews, cousins and a host of other family and friends.

Visitation is at the Hoy-Kilnoski Funeral Home on Thursday November 5, 2020 from 5:00 p.m. to 7:00 p.m. Funeral service is at the funeral home on Friday at 1:00 p.m. Interment is in the Crescent, Iowa Cemetery. The family will direct memorials.

David Lyon, age 70, of Underwood, Iowa, passed away at Jennie Edmundson Hospital on November 1, 2020.

He was born September 24, 1950, to David M. & Betty (Megenigle) Lyon in Elwood City, PA. Dave was the founder of Lyon Towing. He was preceded in death by father, David M. Lyon. David is survived by his wife, Bonnie Lyon; mother, Betty Lyon; daughters, Tracey Butler (Ken), Kelle Erwin (Todd); sisters, Shelley Block (Kent), Sharon Smock; grandchildren, Kenneth Butler (Dana), Ashley Butler (Dustin), Courtney Erwin, Trevor Erwin, Tucker Erwin; 6 great grandchildren and a host of other family and friends.

Visitation will be held from 4:00 PM - 7:00 PM at Hoy Kilnoski Funeral Home on Friday, November 06, 2020. Funeral Service will be held at 1:00 PM at Hoy Kilnoski Funeral Home on Saturday, November 7, 2020. The family will direct memorials. Family and friends are invited to a luncheon at the UMBA hall following the service. The service will be available for viewing on the Hoy-Kilnoski Facebook page.

October 18th Tour- Participants, Ed and Sandy Anderson (modern), Daryl and Linda Baker (modern), Roger and Eunice Bunch (86 Olds Cutlass), Phillip, Jacob and Zack Bunch (modern), Delmar Bunch and Roger Olsen (52 Chevy), Clif and Joyce Ellis (49 Ford), Ken, Dixie, and Donna Foote (modern), Ed and Janet Hedegaard, Max Meier (modern), John, Karen and Michael Thurber (47 Chevy and 66 Olds), Richard Zuber (56 Chevy Nomad), Mike Saddler.

Thank you Ed and Janet for having us over to visit your house and visiting your car collection. We really appreciate your hospitality and great corned beef and brisket. It was a lovely day to drive to Underwood IA. Mike Saddler won the split pot of \$17. Thanks for everyone who attended.



From Hemmings Motor News

Don't wait until spring...

By [Richard Lentinello](#) from February 2018 issue of [Hemmings Motor News](#)

If you reside in a cold-winter climate with a garage that isn't heated, there's no reason for you to put off working on your project car until the warmer weather returns. All you need to do is to bring your car into your house. Well, not the whole car—although that would be ideal—but its components.

Now that I'm living back in New England, I've got to keep myself busy during the long winter that lies ahead. The problem is my garage is not heated. My basement is fairly warm thanks to the oil-burning furnace down there, so why shouldn't I take advantage of that "free" heat and put my spare time to good use?

All that you'll need is a small work area with a workbench, your tools, and some decent lighting (maybe some LED fixtures). I recently bought some LEDs for my garage and I'm amazed at the amount of light they put out. Hot or cold, the light comes on in an instant and, best of all, they consume very little energy. Yet it's the brightness of all those little LEDs that makes working in a dark garage enjoyable again.

So, what types of car-related projects can you do in your basement? A wide variety. Last winter, I brought in the front brake calipers off one of my Triumphs and rebuilt them on my workbench. I also replaced the bushings and bearings that are part of the front spindles and set them aside ready to be installed come spring. Another small project was removing the two broken (and one worn) studs on an exhaust manifold. Drilling out the old studs and retapping the threads took just one evening—an evening that I didn't have to waste watching TV.

In the past, I also used my basement during the cold winter months to revarnish a wood instrument panel, rebuild a cylinder head and brake master cylinder, and clean and restore a pair of seats. All easy jobs, as the components are lightweight and easily transported in and out of the house. But what about the heavy stuff?

Although I had planned to reassemble the engine of my 1960 Triumph TR3A in my basement last winter, I never got around to it and plan on doing so this winter. Because I have a walk-out basement, it will make transporting the heavy cast-iron four-cylinder engine in assembled form not-too-difficult a task. As long as you have a decent size workbench to lay out all the bearings, seals, gaskets, and fasteners, rebuilding an engine down in your walk-out basement makes an ideal place to do so. Most basements are better protected against moisture and dirt than the average garage, so the rebuild process should go easier. If you have the type of basement where you have to walk down a flight of stairs to access, you can still rebuild an engine there, but you will have to keep the cylinder heads and manifolds off the block to make it lighter, in order to lift it up the stairs. It can be done.

Another big component ripe for a basement rebuild is a solid rear axle assembly. Once placed atop your workbench, you will have easy access to the differential gears and its carrier, and you'll be able to quickly remove the axles to replace the bearings. And how easy will it be to replace the backing plates, and rebuild the brakes and wheel cylinders? Afterwards, come spring, all you'll need to do is give the axle a few coats of paint, once it's outdoors, and install it.

Other "in-house" jobs to consider include cleaning instruments, polishing bumpers and other pieces of brightwork, installing upholstery kits on seats, refinishing dashboards, rebuilding carburetors and fuel pumps, replacing brushes on generators, sanding wheels in preparation for respraying, and many, many other tasks that really don't need to wait until spring to be completed.

And, let's not forgot your car's body panels. There's no reason you can't repair a fender, door, hood, trunklid, or running board "downstairs." If paint stripping is involved, you can strip the paint off beforehand and, once indoors, take care of the metal work and most other body repairs. You won't—and should not—spray any primer or paint indoors, but at least, come spring, those body panels will be ready to be bolted back in place, all ready for the painting to begin!

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MIDWEST ANTIQUE AUTO CLUB



AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ETHUSIASTS