



The Steering Wheel

April 2021

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 your enjoying the nice April weather we are experiencing. I was happy to go visit the World of Wheels at the CHI convention center in March. Ed Hedegaard had a couple of cars at the event and I was able to see Dave Kindig of Bitchin Rides (from a distance).

I look forward to seeing everyone in person at our first driving tour in April. We are planning to go to the Hedegaard’s home in Underwood, Iowa for food and kite flying. Hopefully, most of our members will be vaccinated by mid-April so I hope we can begin to enjoy each other’s company again.

Just as a reminder, the Board has decided to reduce our 2021 membership dues to \$30. You can send the 2021 \$30 dues to our Treasurer, Dixie Foote, at 25127 Bentley Lane, Neola, IA 51559.

Please stay safe and healthy as we hopefully will see better times ahead.

John and Karen Thurber

CALENDAR OF EVENTS

WAHOO SWAP MEET, Sunday, April 11, rain or shine. Gates open at 7:00 a.m. Free parking for non-vendors. Saunders County Fairgrounds 635 E 1st St, Wahoo, NE 68066 (1 Mile East on 1st Street from the Junction of Hwy. 77 & 92)

April Driving Tour – Sunday April 18

Our first driving tour of the year will be on **Sunday, April 18** to the Hedegaard's House in Underwood Iowa. **We will meet at the Pizza King at 1101 N. Broadway in Council Bluffs at 1:00 p.m. and leave for the tour at 1:30 p.m.** Weather permitting, we are planning to have food and kite flying – please bring a kite if you have one. If you feel comfortable doing so, you can bring a desert or snack to share – Ed is planning a light meal at his house. We will be following social distancing and mask wearing while at Ed and Janet's house.

Lawrence AACA -- Antique Auto Swap Meet Starting date: Fri April, 30th Ending date: Sun May, 2nd
Automotive-related items only. www.lawrenceregionaaca.com/events/docs/swapmeet.pdf

May Driving Tour

The tentative date is Sunday, May 16th. We are currently working on the tour location and will let you know more in the May Steering Wheel.

Gretna High School Car Show

Skills & Grilles Car, Truck and Tractor Show at Gretna High School May 15th. Registration 9 a.m. to 11 a.m. Voting ends at 12:30 p.m.; awards at 2 p.m. A portion of the proceeds support the Gretna High School Skills Program.

June Driving Tour

We are planning to meet at New Cassel Retirement Community for a car show from 11:00 a.m. to 2:00 p.m. on Saturday, June 19. More information to come in an upcoming Steering Wheel.

Member News

2021 Dues

Due to the reduction of our meetings in 2020 and early 2021, the Board has decided to reduce the 2021 membership dues to \$30.

You can send the 2021 \$30 dues to our Treasurer, Dixie Foote, at 25127 Bentley Lane, Neola, IA 51559.

We were able to get a number of Eastern Nebraska/Western Iowa Car Council Event Booklets for our members. We will have them available during the April tour at the Hedegaard's home.

Omaha World of Wheels

As I mentioned previously, I was able to go to the World of Wheels event in March at the CHI convention center. Ed Hedegaard had two cars at the event. One of the cars was previously owned by Bob Chalek (a white Nova station wagon). The car looked great and it was nice seeing a good crowd at the event. I took a couple of pictures of the event.



Petroleum primer: Five things to know about gasoline **By David Conwill on Feb 25th, 2021, Hemmings Motor News**

Gasoline is probably the substance that inspires the strongest opinions in automotive hobbyists. At one time, that often meant brand loyalty, whether that was to Mobilgas Ethyl, Sunoco 260, or Shell Green Streak. Now it's more likely to take the form of preferences for octane and ethanol content. Refinery technology has changed tremendously since 1900, and the gasoline that powered early automobiles was radically different from the gasoline of 1940, which in turn was quite different from the super-premium fuel blends of the mid-1960s. Modern fuels are an even different creature yet. It can be a dizzying experience to try to select the correct 21st-century gasoline for a car built 50-plus years ago. An engine with the wrong gas will quickly make that known through a variety of unpleasant noises, badly reduced power, and even potential failure.

Being an educated consumer of gasoline means separating fact from fiction. There are also lots of additives out there that proclaim various improvements and refinements to pump gasoline—some are legitimate, and some are more akin to snake oil. Getting familiar with gasoline is worthwhile for any car enthusiast. It will protect your car from harm and may even help it run better.

1. Under Pressure

Liquid gasoline doesn't want to burn, so it has to be in vapor form in order to ignite properly. Modern gasolines, especially winter blends, are designed to be more volatile and will thus turn to vapor even more easily. In other words, they have a higher vapor pressure. That tendency toward vaporization means easier cold starts but it can also mean easier vapor lock in older vehicles, which occurs when the fuel vaporizes in the line. Vaporization is good when you want to burn fuel, but bad when you want to move fuel to the engine—vapor lock all but stops the fuel from pumping. Hot weather or a hot-running engine exacerbates the issue. Modern vehicles use tank-mounted pumps to push gas forward, maintaining the pressure in the lines. In an older car, an electric fuel pump mounted closer to the tank than to the engine can help avoid vapor lock.

2. What's in a number?

The octane ratings of a motor fuel are determined by running that fuel in a test engine with variable compression and measuring its resistance to knock. Octane has nothing to do with the amount of potential

energy in a fuel, only how much it can be squeezed before it will explode on its own. High compression ratios and forced induction squeeze the air/fuel mixture more to obtain better efficiency and power, but if the fuel ignites before the spark, the power is wasted, and engine damage can occur. Electronic sensors, along with ultra-precise ignition and valve timing, permit modern engines—which typically run rather high compression ratios—to safely run on lower octane fuels, albeit sometimes sacrificing mid-range torque (and subsequently, fuel economy). On older vehicles with high-compression engines or that call for higher-octane, don't skimp at the pump. A few more cents per gallon could save you from expensive engine repairs.

3. Knock knock, who's there?

The kerosene byproduct, natural-gas derivative and drip gas originally marketed as gasoline would only be around 30 to 50 octane. This so-called "straight run" gas was all that was available to pioneering motorists up to about 1913. New blending and cracking processes introduced about that time added octane-boosting substances like benzene and naphtha (lighter fluid) to the mix. In the 1920s, tetraethyl lead came on the scene under the Ethyl brand name. Lead remained the primary anti-knock additive up through the introduction of the catalytic converter in the 1970s, but today has been largely replaced with MTBE and ethanol. Gasoline remains toxic and a carcinogen, but its immediate neurological risks have been greatly reduced.

4. Ethanol-proofing old cars.

With ethanol likely to remain on the scene as long as most cars continue using internal-combustion engines, older cars still on the road will benefit a lot from a fuel systems rebuild to handle it. Natural rubber components held up fine to older gas but will degrade if exposed to ethanol. The degraded fuel line material ends up downstream, causing issues with other equipment, like the small passages in carburetors. Some owners even re-jet their carburetors to compensate for the different energy density of the 10-percent ethanol blend (E10) that is common in modern gasoline. Even a car owner who makes it a habit to seek out non-ethanol gas will benefit from a system that will survive accidental or emergency exposure to E10 or E15. More heavily blended ethanol fuels, such as E85 (70 to 85 percent alcohol) require special engine tuning and should be avoided for vehicles not already optimized for them.

5. Keeping stable

Perhaps the biggest complaint about ethanol fuel is that it suffers from phase separation over time, where the lighter elements separate from the heavier, leaving two different octanes layered atop one another. Vehicles that are going to be stored, such as collector cars (or even boats or lawn tractors) should be either drained of fuel or treated with a fuel stabilizer. Ethanol is also hygroscopic, meaning it will absorb moisture from the air. Water in fuel lines causes corrosion, can freeze, and certainly won't burn in your engine. Stabilizers are a proactive way to keep fuel fresh for up to 24 months, and water removers can help deal with tanks of fuel that have already absorbed too much moisture.

MIDWEST ANTIQUE AUTO CLUB



AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ETHUSIASTS