



# The Steering Wheel

## October 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.

<u>Presidents</u>	<u>John &amp; Karen Thurber</u>	<u>Ph. (402)-496-7701</u>
<u>Vice Presidents</u>	<u>Dave Hansen</u>	<u>Ph. (402)-350-6505</u>
<u>Secretaries</u>	<u>Gloria &amp; Tom Kannas</u>	<u>Ph. (712)-566-9818</u>
<u>Treasurers</u>	<u>Dixie &amp; Ken Foote</u>	<u>Ph. (712)-566-2803</u>
<u>Tour Committees</u>	<u>Ed &amp; Janet Hedegaard</u>	<u>Ph. (402)-490-5909</u>
<u>Tour Committees</u>	<u>Jim &amp; Cheryl Cushman</u>	<u>Ph. (402)-558-0150</u>
<u>News Letter Editors</u>	<b><u>We still need someone</u></b>	<u>Ph. (xxx)-xxx-xxxx</u>
<u>Historians</u>	<u>Clif &amp; Joyce Ellis</u>	<u>Ph. (402)-397-4279</u>

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. 90<sup>th</sup> 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 appreciate everyone coming out the Crown Pointe to show your cars. I know that the residents, including our own Dale Freyer, appreciated the car show and seeing everyone again. I hope that you take advantage of the weather and visit the few remaining car shows of the season. Soon we will have to put away our cars for the winter (much too soon for me).

A couple of Club notes - at our last tour in October, we will be visiting the Fontanelle Orchard, north of Arlington NE. The club will be providing pie and ice cream at no cost for those that attend. Also, we would like to hear from you about your comfort with holding an end-of-year banquet. We need to confirm dates and times with the Pizza King in Council Bluffs in the near future.

Thanks and I hope to see you at our last driving tour in October.

John and Karen Thurber

Below are the latest pictures from the work on my Dad's 47 Chevy Convertible. If you know someone that is great at aligning doors, fenders and the hood, please let me know. We could use the help.



## **CALENDAR OF EVENTS**

### **October Driving Tour – Sunday, October 10**

We will be visiting the Fontanelle Orchard in Fontanelle Nebraska (just north of Arlington, NE). The club will be purchasing pie and ice cream for all the members that participate in our tour. **Please meet at 1:00 p.m. on Sunday, October 10, at the First National Bank of Omaha building at 204<sup>th</sup> & Maple Street.** The bank is located at the northeast corner of 204<sup>th</sup> & Maple - you can turn right off 204<sup>th</sup> Street onto Laramie Road which is just north of the bank, and curves around to the bank. We will be leaving to drive to Fontanelle Orchard at 1:30 p.m. Pies will be available to purchase for \$18 a pie. Please bring chairs to the tour. I hope to see you at our last driving tour of the year.

### **November Indoor Tour**

We are planning to hold our first indoor meeting on **Sunday, November 21 at 2:00 p.m. at New Cassell Retirement Center – 900 N. 90<sup>th</sup> Street, Omaha.** Please remember to wear masks while entering and exiting New Cassell. We will be having a vote for officers of the club. More information to come in the November Steering Wheel.

### **Member News**

#### **September Tour – Crown Pointe Senior Living**

I appreciate those that showed up for the tour to Crown Pointe Senior Living. I know that the residents, including our own Dale Freyer, appreciated our mini car show. We had a great turnout, Ken and Dixie Foote (48 Packard), Frank and Elizabeth Van Doorn (41 Studebaker), Jerry and Connie Vincentini (52 Chevy), Dale Freyer, Ed and Janet Hedegaard (55 Chevy Wagon), John and Karen Thurber (47 Chevy), Leon and Jeanie Zaiger (63 Mercury), Max Meier (63 Lincoln), Clif and Joyce Ellis (51 Chevy), Dave and Ester Miller (Modern), Monte Frost (50 Jeepster), Delmar and Barb Bunch (69 Chevy), Tom and Gloria Kannas (41 Buick), Jim and Cheryl Cushman (39 Buick), Daryl and Linda Baker (89 Chevy). Again, thank you for everyone that showed up.

**Thank you Jerry** – Jerry Vincentini contributed \$150 to MAAC for our help with the 8<sup>th</sup> Annual Missouri Valley Hot Rod Reunion Car Show in July. A big thank you to everyone who helped and thank you Jerry for the funds. We will use the funds for a good purpose.

## Sports cars need three pedals

By [Mark J. McCourt](#) on Oct 1st, 2021, Hemmings Motor News

The recent unveiling of [the 2023 Nissan Z](#) was a salve that soothed my irritated, beleaguered new-car enthusiast soul. Here is a fresh sports car whose handsome, clean lines largely avoid current excessive-styling fads while gently recalling my favorite prior generations of Z-car. And the best part: its twin-turbocharged, 400-horsepower V-6 can be backed by a six-speed transmission, the correct kind with three (*count 'em, 3!*) pedals.



*Below the touchscreens, a row-yer-own six-speed manual, with a dedicated clutch pedal. Hallelujah!*

This introduction reassured me, following a few debuts of other cars that should--by all rights--offer keen drivers the option of full manual control and engagement. Now, I'm not blind. I know that new three-pedal cars are disappearing for numerous reasons, among them the difficulty of incorporating the modern safety/convenience features like automatic emergency braking, adaptive cruise control, and so on, that many consumers demand. Manuals also can't beat the increased fuel efficiency provided by computer-controlled 8, 9, and 10-speed transmissions. And, of course, there's the overwhelming apathy of mainstream buyers towards the "work" of actually *driving*.

While I'm a weirdo and would prefer a manual gearbox in every vehicle that weighs less than, say, 5,000 pounds (another increasingly rare choice), I'll concede such a setup would add little enjoyment to the driving experience of the average milquetoast crossover, minivan, or full-size truck. But when it comes to cars that are intended to appeal to enthusiasts--sporty coupes and sedans, GTs, exotics, and especially sports cars--I just can't accept an automatic as a sole choice. Traditionally, sports cars relied on their drivers to operate their controls, offering tactile feedback in return. If you fumbled a shift, the car reacted, not covering your mistake; if you nailed a heel-and-toe downshift, that triumph was yours alone. You were fully immersed in the dynamic act of operating the car. It gave you no opportunity to zone out, to be distracted with infotainment, texting, or any other modern curse. Driving a sports car took skills that, once learned, rewarded your mastery and kept you involved on a granular level.

Let's get back to those new, *autotragic*-only "enthusiast" cars. There was a kerfuffle when it was announced the [C8-generation Corvette](#) wouldn't offer three pedals, and I took note of that, but wasn't particularly moved. I won't debate the Chevy's amazing performance capabilities, but it's just not my kind of car, more so now that it's yet another exotic ultra-focused on eking out the last tenth of a second, that last mph, that last g. Like with any modern Ferrari, Lamborghini, or McLaren, the C8 Corvette driver merely needs to dial in the preferred computer-regulated stability control setting, then stomp and steer. Anyone with a pulse and the ability to reach the controls can be made to look like an F1 driver. Where's the accomplishment, the joy in that?

It was the announcement of [the new Morgan Plus Six](#) that felt like a punch to my gut. This new hand-built flagship sports car from Malvern Link, the one that still has Thirties styling cues and a wood-framed body, is only being built with a ZF eight-speed automatic. Thanks to its BMW-sourced, turbocharged straight-six driveline, it is unbelievably quick and fast, but the fact that such a tradition-nodding roadster could deny its drivers the closest level of connection boggled my mind. That's not to mention the aesthetic of car's interior is spoiled by the awful quasi-futuristic electronic shifter gizmo,

which might look acceptable in an X5, but is ridiculously out of place in a low-door Mog. The saving grace is the Morgan Motor Company does offer its [Plus Four](#) with a standard transmission attached to its turbocharged BMW four.

The decision of that Bavarian automaker to pair that widely used version of its turbo-six exclusively to a slushbox has affected other would-be sports cars too: its own two-seater, [the Z4](#), ostensibly the [closest thing it currently has](#) that fits the definition of a classic roadster, is auto-only. Same deal with the Z4-under-the-skin [Toyota Supra](#), a legendary nameplate that has embraced its GT roots, now prioritizing effortless speed over driver engagement.

This all comes from a company that still calls its products “The Ultimate Driving Machines,” and used to [pride itself on the availability of three-pedal driver engagement](#) in virtually every model of its lineup.



*Ah, those were the days.*

BMW may be a prime offender today, but it's far from alone: even the not-sold-here [Alpine A110](#)—as purist as a modern sports car gets today—comes with paddles, not pedals. Thankfully, there are still some new sports cars that satisfy old-fashioned nutters like me. Of course, there's the Mazda MX-5 Miata, the Subaru BRZ/Toyota 86 twins, the Lotus Evora and its successor Emira, and Porsche's Cayman, Boxster, and 911. We could even stretch the definition a bit to include the pony cars (Mustang, Camaro, Challenger), and four-doors like Volkswagen's GTI, the Honda Civic Type R, and Subaru's WRX STi. But the list doesn't extend much further.

Now I'll be the first to admit that my viewpoint on this topic is extreme. But anyone who's spent time with me has, at some point, seen me wander past an interesting car and glance inside, then react with either disappointment or pleasant surprise. I just can't help it— that's how I, as an automotive enthusiast from birth, am wired. Thankfully, this argument has no bearing on our beloved classics, but it does affect what choices future sports car lovers will have.

How do you feel about the two-pedal performance cars of today and tomorrow? Do you need a third pedal in your sports car to be fulfilled as a driver? Share your thoughts in the comments, and please, be civil.

## **MIDWEST ANTIQUE AUTO CLUB**

**AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ETHUSIASTS**