



The Steering Wheel

May 2022

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,

It was great seeing everyone at the Hedegaard’s home for our first driving tour of 2022. I always appreciate Ed and Janet’s hospitality. We had great food and a chance to see an outstanding car collection.

I am sending an updated 2022 roster with this month’s Steering Wheel. Please review the roster and let me know if I need to correct any contact information. I would like to finalize the roster by June.

My dad, brothers and I continue to make good progress on my father’s car. My father did an outstanding job with painting the wood grained dash. It really looks professionally done. We have also installed the doors and locks for the front doors. We hope to have the front windows installed so that we can get the convertible top installed by June. I have shared a few pictures of our progress – slow but sure.

John and Karen Thurber



CALENDAR OF EVENTS

May Driving Tour – May 15, 2022

Our driving tour for May will be to the Echo Electric Supply Co. in Council Bluffs. Nathan Bunch has generously offered to take our group on a tour of Echo to see the manufacture of electrical equipment. We will meet on **Sunday, May 15 at Mt. Vernon Gardens, 6011 S. 13 Street, Omaha at the South Entrance at 1:00 p.m. and leave for the tour at 1:30 p.m.** If you feel comfortable doing so, you can bring a dessert or salad.

Cure Cancer Car Show – May 7, 2022

Peter Fink is hosting the Cure Cancer Car Show at his American Muscle Car Museum (5808 N. 90th Street) from 10 a.m. to 2 p.m. on Saturday, May 7th. If you haven't been to Peter Fink's museum, it truly is outstanding. Wayne Carrini from Chasing Classic Cars will also be there. More information is at **pages.ils.org/mwoy/nbrska/omaha22/aleach**.

June 18th Driving Tour

We will be meeting at New Cassel (900 N. 90th Street, Omaha) at 11:00 a.m. on June 18th for a car show. More information to come in the June Steering Wheel.

July 9th Driving Tour

We will be meeting at Jack and Susan Lorsch's home at 6755 County Road 25 in Kennard NE at 1:00 p.m. on July 9th for car show. More information to come in the June Steering Wheel.

Member News

The April 23rd Tour was to the Hedegaard's home. We had a great time visiting the Hedegaard's home. Ed always puts on a great lunch for us and this year was no exception. The members that attended include Ken and Dixie Foote (modern), John and Michael Thurber (88 Pontiac Fiero and 66 Olds Toronado), Dave and Esther Miller (31 Model A), Clif and Joyce Ellis (51 Chevy), Chuck and Lola Christensen (modern), Monte and Marj Frost (modern), Barb Patterson, Don Schwalm (modern), Jim and Cheryl Cushman (39 Buick), Tom and Gloria Kannas (41 Buick), Leon Zager and Jeanie Oles, Roger and Delmar Bunch (modern) and Nate Bunch (71 MG). Thanks for everyone's attendance and Hedegaard's hospitality.

Tips To Help Overcome Upholstery Anxiety on Your Project Car

By [Jim Smart](#) from May 2022 issue of [Hemmings Classic Car](#)

For many enthusiasts, interior restoration is one of the least-desirable tasks of a car project. Most of us would rather farm it out and let a professional sweat the details. On the other hand, if you're willing, you can save some money doing upholstery and interior restoration yourself. What's more, many upholstery jobs aren't as difficult as you may think once you learn the techniques. Plus, it's rewarding to handle as much of our own restoration projects ourselves as possible.

We recently spent some time with Robert Rough at Lancaster Auto Interiors in Southern California, a shop that has performed a lot of restoration work for us over the years. Robert pays painstaking attention to his work and thinks of the details many shops overlook. He shared a number of insights and techniques with us to help make upholstery jobs more approachable for the novice.

If you're trying to determine if you ought to attempt one of the more involved tasks yourself, like seat recovering or headliner installation, use these two basic rules to determine whether or not you should proceed: One, if you have some confidence in your abilities, and you can find a good seat-upholstery or headliner kit, foam, and any related parts, then try tackling the project. Two: If upholstery or headliner kits are not available for your classic car, look to the abilities of a reputable auto upholstery shop, which can fabricate these items and install them with care.

If you're going to do the job yourself, arm yourself with tools of the trade: hog ring pliers, diagonal cutting pliers, panel removal tools (if applicable), work gloves (but not heavy gloves), sharp scissors, box cutter, and a portable steamer for heating and stretching upholstery. As for consumables, you'll need hog rings (5/8-inch steel specific to upholstery), 3M Super Trim Adhesive (#08090), 3M Black Super Weatherstrip Adhesive (#08008), silicone spray, and thin stock plastic bags.

Upholstery work should be performed in a nice, warm environment because few things are more stubborn than cold vinyl. Vinyl upholstery should be warmed by the sun or a heat lamp before attempting installation. Ideally, you'll have access to a commercial-grade steamer to fatten up the foam and make the vinyl more pliable. If not, household steamers can still offer some help. Robert suggests the use of thin-grade plastic sheeting to make it easier to slip vinyl onto new foam. Never reuse old foam, which hardens and breaks down over time. Use hog rings designed for upholstery work, never a substitute. And reupholstering seats is hard on the hands, so work gloves are suggested for these tasks.



These are the more basic tools you're going to need to restore seats. You also need to equip yourself with sharp scissors, a razor knife, a tape measure, and silicone spray to ease installation. Don't forget steel hog rings—you're going to need them to secure the upholstery.

HEADLINER REPLACEMENT

One challenging element of interior restoration is the headliner. Although this can be intimidating, you can replace one yourself, given an abundance of patience and close attention to detail. You must be very methodical in your approach and take your time. Headliner kits are available for a variety of popular collector cars; however, if you own one of the less-common models out there, and a headliner has to be created from a roll of cloth, it may be best to enlist professional help. A reputable automotive upholstery shop can remove the old headliner and fabricate a new one using the old material as a template.

You're going to want to find the exact headliner material for your classic car. Your upholstery shop can handle this for you, or you can search the marketplace yourself. SMS Auto Fabrics and Stock Interiors handle a huge variety of automotive fabrics and kits for the more obscure nameplates out there. You also have the option of choosing a custom headliner material more to your liking.

Before fitting the headliner, install sound deadening against the roof pan. The factory sometimes used fiberglass insulation, but very often had nothing between the headliner and steel roof panel. Today's insulation technology is so much better, and easier to install. Acoustical/thermal sound deadening is available from Summit Racing Equipment for your classic car project. For insulating above the headliner, you'll need sound deadening mat along with padding to handle additional harmonics. All of it will be covered once the new headliner is installed, and other, similar products can be used beneath the carpeting. Once the work is done, you'll be amazed at how much quieter your car is while driving.

CARPETING

Classic cars typically have either molded and textured rubber flooring or molded carpet. There are also instances where you may want to install molded carpet where rubber flooring was originally specified.

New-old-stock (NOS) textured flooring can sometimes be procured from specialists or other online sources. NOS rubber and plastic parts can also be found, but be aware that they can deteriorate with time, even if they were never installed, depending upon how they've been stored. This is important to remember when you're shopping for often-expensive NOS items like weatherstripping and seals —many years on, these items may not be like new, in spite of being in the original box.

Molded carpet, as its name implies, is molded to fit your floorpan; however, this doesn't always mean it's going to fit perfectly. Those of us with popular marques take for granted the availability of accurately contoured molded carpet, which is not always available for the lesser-known models out there. Shop the more-reputable carpet suppliers with a proven track record before laying down the cash.

We're going to walk you through the finer points of doing an interior yourself and when to hand these tasks over to a professional. It is important to understand your limitations, which will prevent waste and keep you out of trouble. Be willing to start over and redo segments you're not comfortable with. Be methodical and take your time.

MIDWEST ANTIQUE AUTO CLUB
AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ETHUSIASTS