



The Steering Wheel

February 2023

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>	We still need someone	<u>Ph. (xxx)-xxx-xxxx</u>
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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 nice seeing a good turnout in January. We had a few people even drive their old cars to the meeting – the weather was that nice. Dale Freyer, a long-time member of the MAAC club, passed away in early January. Dale was a great artist and left the club a number of his pictures of our members' cars over the years. Monte Frost brought the pictures to the January meeting - if you would like to see the pictures and take one, please contact Dave Miller. They can be brought to a future meeting.

This is the time of year to fix any problems with your cars so they are ready for our first tour in April. I spent time this weekend re-wiring my fog lights and making sure the light switch was working.

I also put on an overflow tank for the radiator. It was nice to work on 47 Chevy while the weather was not too cold.

I have included a few new pictures of my Dad's 47 Chevy convertible. Dave Miller worked on the radio and got it working again. A big thank you to Dave for all his help. We also put on the concealed running board rubber. We need to get the vacuum wipers to work so we can put the radio into the car.

I hope to see you at our indoor meeting in February.

John and Karen Thurber



CALENDAR OF EVENTS

February Indoor Tour

This is the second official indoor meeting of the season. Please join us at New Cassel (900 N. 90th Street) on **February 19th at 2 p.m.** to celebrate a late Valentine's Day! **Please bring a red desert or salad. **We will be having BINGO at this meeting.** Please remember to enter using the lower north entrance to the facility and please bring masks while entering and exiting the facility.

2023 MEMBERSHIPS ARE DUE -They are still \$25.00. If you didn't pay you membership dues as part of the Holiday Banquet registration form, please send payment to Jim Cushman at 1901 No. 59th Street Omaha, NE 68104

March 5, 2023 LINCOLN, NE — 49th Annual Rocky Manginelli Memorial Swap Meet, Lancaster Event Center, 4100 N. 84th St. Doors open at 7:00 a.m. “The first and largest swap meet of the year held in Nebraska!” www.enwicc.com

March 19th Indoor Tour

March MAAC Meeting, New Cassel, 2:00 p.m. Plan to join us to celebrate St. Patrick's Day with Corned Beef and Cabbage (and potatoes). Please bring a dessert or salad.— see the March Steering Wheel for more information.

MEMBER NEWS

January Indoor Meeting - We had a great time at the January meeting talking about our cars and the restorations that were completed. We had almost 25 members attend the meeting. Thank you to Ed Hedegaard for the great chili and the rest of the members for the desserts. I am sorry but I did not take attendance at the meeting. Again, thank you for everyone that showed up.

FOR SALE – Five 700x15 Wide White Wall BF Goodrich Silvertown tires. Four tires have approximately 500 miles and one is new. They are around five years old. Price \$300 for all five (Coker price \$310/each). Bob Chalek 712-624-8885

Have We Seen the Last of the Interesting Winter Beaters?

Not every sacrificial salty-roads car has to be uninteresting, right?

Hemmings Motor News [Terry McGean](#) 01/18/2023



Winter tends to come on somewhat suddenly up here in Vermont— one day it's a gorgeous "Indian summer" with autumn colors and light jackets and a few days later you're scraping the windshield under a gray morning sky.

Needless to say, the cool cars get tucked away quickly at that point, if you're the sort who tries to make use every bit of the "good" weather. I had my '67 Camaro out just a week or so ago as this is written and didn't even need to slide the heater control over to "warm." It snowed last night, so that ride was probably the last bit of vintage motoring I'll get in before spring.

But it's exactly that notion that gets my mind turning every year around this time —do I really have to give up on old cars altogether for the next few months? Couldn't I just revisit the time-honored practice of having a "winter beater" and find something interesting yet cheap to bomb about in the meantime?

It's a premise that sparks naysayers to point out that there aren't any usable cars from the period prior to, let's say, the '80s that can be had cheaply— they'll insist that if you're on a budget, you can have vintage or you can have something that runs, but not both.

I'm not so easily dissuaded when it comes to such things, and besides, I'll take any excuse to do some virtual shopping for an interesting car. What I found was somewhat encouraging, if also maybe a bit dangerous, as I really don't need to acquire a single additional motor vehicle right now. Still, I couldn't help considering the possibilities.

To that end, I conjured the notion of a winter beater challenge, wherein the participating contestants would each have to find something to use for their winter commute that was built before 1980 and cost no more than \$4,000. Now, at first, four grand may seem a bit steep for anything considered a beater, but take a look around at the used car market today—very slim pickins below that price point. To further justify this scheme, I like to tell myself that an older, somehow interesting car will be more likely to offer a return on investment come springtime.

I hadn't actually challenged anyone else, so this was mostly an academic exercise... at least for the moment. To keep myself from considering project cars that would need work to be useful as transportation, I added another stipulation: the subject must be already roadworthy.

Right out of the gate, I found a '77 Olds Cutlass —the last of the colonnade models. This one was a gold-colored four-door with 14-inch wheels, and tan interior... a once fairly common specimen, but not today. It turned out to be a lower-mileage example claiming to still have original paint. The photos weren't great, and the wording suggested the car was being sold by someone who might have inherited it and who just wanted it gone, which helped keep the asking price comfortably below my \$4,000 cap. I bookmarked it and pressed further to see what else was out there.

Soon I came upon a '67 Buick Wildcat, this one also a four-door, though oddly, not a hardtop. It still had its original 430-cu.in. engine, and though it was a bit beat up, the seller claimed he'd been driving it for the past couple summers with no issues. Delving still further I discovered a '65 Coronet, a two-door hardtop with the polyspherical version of the 318 V-8, a TorqueFlite, and missing the lower portions of its quarter panels and fenders. This one was also on the road but needed some sorting. Still, it could have made a tough driver with later project car potential—a real contender.

The search continued nightly for a couple weeks, and plenty of other options cropped up, including one very alluring '62 Cadillac I'm still seeing in my daydreams. I don't intend to move forward with the beater stratagem right now—the whole "too-many-cars" thing is still an issue—but I was heartened to find so many vintage vehicles still running and reasonably attainable. Even in the Northeast, there's still plenty of fodder for classic motoring fun out there.



MIDWEST ANTIQUE AUTO CLUB
AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS