



The Steering Wheel

March 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>	<u>We still need someone</u>	<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,

I am sad to report the passing of our long-time friend and Midwest Antique Auto Club member Jerry Vincentini last February. Jerry was a great friend of our club and the Omaha antique car community. Among the many events that he helped organize and sponsor were the Des Moines Concours d'elegance, the Joslyn Castle Car Show (the picture to the left was taken there), the Nebraska Route 66 car show and the Missouri Valley Hot Rod Reunion. Jerry was also active in the early Ford V8 club. Jerry will be missed by everyone in our club. I will let everyone know when a local service will be held for Jerry.



I hope to see you at our indoor meeting in March. - John and Karen Thurber

CALENDAR OF EVENTS

March Indoor Tour – March 19, 2023

This is the third official indoor meeting of the season. Please join us at New Cassel (900 N. 90th Street) on March 19th at 2 p.m. to celebrate a late St. Patties Day! **Please bring a desert or salad. We will be having Ed's famous corned beef, cabbage and potatoes at this meeting. **We will be showing the new PBS show on Classic Car Stories in Nebraska.** 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

April 16, 2023 Wahoo NE - The Wahoo Swap Meet Spring 2023 will be held on April 16th at the Saunders County Fairgrounds, 635 E 1st St, Wahoo, NE 68066 (1 Mile East on 1st Street from the Junction of Hwy. 77 & 92) - Rain or Shine - Gates Open by 7:00 AM

April 16th First Outdoor Tour

We will have our first outdoor tour of 2023 visiting the Hedegaard's home in Underwood IA. More information on the tour starting point and time in next month's Steering Wheel.

MEMBER NEWS

In addition to Jerry's passing, long-time member Dena Marie Fey passed away on Feb. 21st. She was one of our previous members – her husband, Don and Dena were the MAAC historians for a long-time. Please keep the Fey family in your thoughts and prayers.

February Indoor Meeting - We had a great time at the February meeting playing BINGO and talking about our cars. We had almost 25 members attend the meeting. Thank you to Ed Hedegaard for the great food 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.

Appreciating the Beauty in Over-Restored Cars, Classic Drivers, and Well-Preserved Originals

Maybe we need another term for what most of us consider restored

Jim Richardson – Hemmings Motor News - 02/09/2023

In the 1990s I did the How-To segment on the *My Classic Car* TV show, and it was there that I saw my first restored car. This was years after having gone to Pebble Beach and other famous [concours d'elegance](#) shows. Let me explain.

One of the cars we featured on the show was a [1963 Corvette](#) split-window coupe that had been meticulously restored to the way it was when it left the factory, right down to the slight orange peel in the paintwork and the faint overspray on the chassis. In fact, the owner researched everything to the point that he actually knew how much grease was shot into the fittings on the chassis!



Even the original chalk marks made by the inspectors on the assembly line were in place, despite dealers having usually erased them when they prepped the cars for sale. Also, the car's hubcaps were stowed in the back of the car, wrapped in the correct brown paper that the factory used for shipment. It took years, a lot of money, and a lot of research to make the car as painstakingly authentic as it was, and of course the owner never even started it. The car was strictly for show and was shipped in a closed trailer everywhere it went.

I say kudos to this true restorer who presented us with such an exact restoration of this unique car. I will not take a position on whether it is advisable for anyone to go to such incredible effort to recreate assembly-line mediocrity, though. Or for that matter, why restorers try to exceed the original with a lovingly hand-built fantasy of what the car could have been. That's because I also enjoy seeing the great classics over-restored to what they could have been.

The great classics on display at the prestigious concours shows are stunning to behold, and yes, they were hand built by craftsmen to very high standards, but they were never done to the level of perfection that you see at Pebble Beach. People who were alive at the time they were built would tell you so, and that includes my late father, who once shot paint for [Howard "Dutch" Darrin](#) back in the late 1930s.

Pop said that Dutch used a lot of lead, rather than the best metal finishing, and that some of his early [Packard Darrins](#) had problems with cowl shake after being sectioned and channeled, and the doors would pop open without warning. He then resorted to a cast-aluminum cowl. Apparently, Dutch relied on the designer's dictum: "If it looks good, it IS good," which is great for static art, but not necessarily ideal for kinetic items such as cars.

I have over-restored half a dozen cars to show-winning standards myself and have the trophies to prove it, and I have gone to a great deal of trouble to make them as factory-original as possible. But I like to drive classics too, so I have subtly upgraded and changed some of them to make them more usable in today's traffic.

For example, I have added more durable roller-type front-wheel bearings to my 1958 Chevrolet Apache parts-chaser pickup, and vented the brake drums for extra stopping power. I added aftermarket air conditioning to my 1955 Chevrolet Beauville station wagon so my wife and I can be comfortable on hot summer tours. I used the original factory-correct inlets in the passenger compartment, but I had to add an alternator to deal with the extra amps required to run the system.

With my 1940 Packard 110 coupe, I installed the correct original [R9 Borg Warner overdrive](#) available that year, but left the non-overdrive differential in place because it had a higher (numerically lower) gear ratio that allows me to drive at freeway speeds without over-revving the engine. Also, the Packard's paintwork is the original Harbor Gray hue, but it has been color sanded and polished to a gleaming perfection using modern materials that the carmakers were never blessed with at the factory.

So, what's my point? Just this: I admire and applaud people who restore cars to exact originality, though I have only ever seen one, and I also admire those who over-restore to concours d'elegance standards, based on the original French meaning of the term that originated in Paris in the 19th century, when people tarted up their horse-drawn vehicles and toured them around that city.

Also thrilling to me is seeing well-preserved original cars, because they are the most accurate tangible artifacts of automotive history we have left, and I am a history buff. Such surviving originals are the closest things to time machines that exist and are able to transport us back to another era. I applaud people who keep such cars original and running, so we can all see, hear, and smell what once was.

Instead of restoring, maybe all such preserved cars need is careful re-storing, not restoring, to make sure they survive for future generations to appreciate.



MIDWEST ANTIQUE AUTO CLUB
AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS