



# The Steering Wheel

## June 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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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 latest Steering Wheel can be found at <https://midwestantiqueautoclub.org>.**

The deadline for articles for the Steering Wheel is the last Saturday of the month.

### The President’s Message



Hello Everyone,

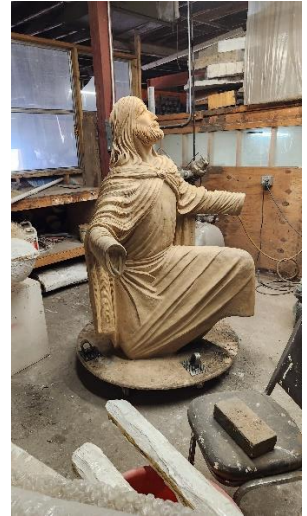
I hope you enjoyed our tour to the Hot Shops Art Center in Downtown Omaha. Ed and Janet discovered this facility and it was fascinating to see the artists work on glass, bronze, wood, musical instruments and pottery. As Ed said at the event, it was nice to see artists at work making amazing designs. I shared a few pictures on the next page of the artists working.

We are finally 95% done with Dad’s 47 Chevy Convertible. He drove the car to Lincoln for the Speedway Museum Car Show. It was incredible to see the changes at the Speedway Museum. It is truly a world class museum with one-of-a-kind cars, engines and toys. The car show had over 1,000 cars show up. What a fantastic

showing – I shared a picture of my Dad’s car at the event on the next page.

Unfortunately, we are going to cancel the June driving tour. We were planning to go the Andy Leach’s CAL Auto Creations Facility in Bennington for a tour but I will be on vacation for 2 weeks and Ed will not be available for the tour. We are hopeful that have a couple of tour events in a future month.

John and Karen Thurber



## **CALENDAR OF EVENTS**

### **JUNE DRIVING TOUR CANCELLED**

We had originally planned to go to Andy Leach's CAL Automotive Creations shop in Bennington during June. If you don't know about Andy Leach, he is one of the best Hot Rod designers in the US today. Andy has won numerous awards including America's Most Beautiful Roadster and has been on TV's Chasing Classic Cars. Unfortunately, Andy is only available for a tour the first half of June and both Ed and I are not available (I will be on vacation from June 7-17). I am sorry that we had to cancel the monthly tour but we will plan a tour to CAL Automotive Creations later this year and possibly two tours during a future month.

### **Elkhorn Day Car Show – June 11, 2023**

Elkhorn Day's is holding a car show on June 11 from 11 a.m. to 3 p.m. at OCI 4221 N. 203 Street. All makes and models are welcome. Registration is from 9 a.m. to 11:00 a.m. and costs \$25 on the day of the show. Proceeds go to the Douglas County Food Basket Program.

### **Wheels of Courage Car Show – June 24, 2023**

Wheels of Courage Car Show, Quaker Steak and Lube, 3320 Mid American Drive; Show 11 a.m. to 4 p.m. Awards 1:30 p.m. Cost \$20 per car. Proceeds benefit the Charitable Patient Care Fund.

## **July 8th 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 Saturday, July 8th for car show. Food starts at 4 p.m. Please bring lawn chairs. More information to come in the July Steering Wheel.

## **MEMBER NEWS**

**May Driving Tour** - We had a great time at the May driving tour at the Hot Shops Art Center in Downtown Omaha. It was fascinating to see the artists' work on glass, bronze, wood, musical instruments and pottery. It was nice to see artists at work making incredible designs. Although we didn't keep formal track of the members that attended, here is a partial list of people that I remember attending: John and Karen Thurber, Clif Ellis, Ed and Janet Hedegaard, Tom and Gloria Kannas, Jim and Cheryl Cushman, Roger and Eunice Bunch, Lance and Aleta Sulentic. I hope everyone enjoyed the tour.

## **Tips for Choosing the Best Motor Oil for Your Classic Car**

Posted by: Bell Performance

Over the past decade, owners of classic cars have watched as ethanol has infiltrated the nation's gasoline supply. Ethanol is an alcohol added to fuel that cleans up emissions from the exhaust of cars. Yet it doesn't play that well with classic cars. Motor oils have also been changing over the years. Today's advanced motor oils have ingredients that older classic car engines never anticipated using.

### **ZDDP No Longer In Motor Oil**

Like modern fuels, oils today have undergone significant changes from times past. While oil companies have added ethanol to standard gasoline, they have been phasing out ZDDP (zinc dialkyldithiophosphate) from many formulations of engine oil. A compound used in motor oil for over 70 years, it has proven highly effective for protecting parts in an engine from "metal on metal" wear.

Indeed, for many decades, ZDDP was the go-to extreme pressure protection additive added to motor oil, because it worked so well. Originally developed for use in airplane engines, it soon migrated to truck and car engines where it proved effective in anti-wear protection. It's especially good with problems associated with flat tappets, buckets and followers, as well as the associated lifters operating under high pressure, where metal meets metal and rapid wear is a known problem. It is also useful for lubricating overhead cam lifters. Not only does ZDDP moderate metal-on-metal wear, it has anti-oxidant and anti-corrosion properties that help prevent car engines from aging.

Motor oil research studies have shown repeatedly that ZDDP is effective in moderating engine wear. So, why remove it? Regulators wanted its use reduced due to long-term toxicity to humans as well as issues with aquatic wildlife. Furthermore, the EPA encouraged reduction of ZDDP in oil because the phosphorus component of the ZDDP causes damage to catalytic converters, deactivating the emissions-cleaning catalyst over time. Since the EPA's prime mission is protecting the environment, they saw that as a potential problem.

Classic cars seem to suffer heavily when ZDDP is not present in motor oil. Several years ago, reports of rapid wear and near complete destruction of the cam shaft and lifters in overhauled classic car engines circulated.

### **How To Deal With The Lack Of ZDDP**

Classic car owners bemoan this reduction of ZDDP content in today's motor oils. They know how well it protected their engines in the past. So what are the options for getting around this?

### **Rebuilt Engines**

Some classic car enthusiasts swear by ZDDP-rich aftermarket oil additives. These can be especially important when rebuilding engines. Use ZDDP additives as an added treatment to motor oil during the engine's break-in period.

Use caution when adding ZDDP additives. Follow the manufacturer's specifications and measure with care. Too much is just as bad as too little or none. Add a ZDDP additive to your regular engine oil when you change oil, or, many



manufacturers offer motor oils especially made for classic cars. Motor oils specifically blended for vintage cars often will contain a ZDDP additive. Some manufacturers now offer synthetic oil that includes high amounts of zinc as an additive. Generally, synthetic oils with high zinc packages exceed the standards needed for classic car and vintage cars, no matter how you use the car.

### **Oil Is Rich In Additives**

Most oil sold today have additives in them. These include oil stabilizers and viscosity modifiers. This group of additives increase the ability of the oil to protect the engines from damaging contaminants. They also help your motor oil to work well over a variety of temperatures.

### **Extreme Wear Additives**

Some aftermarket oil additives advertise themselves as being excellent for extreme wear protection. In essence, they set themselves up as alternatives to ZDDP additives. Many of them use chlorinate paraffins as their primary protective ingredient. Makers hype chlorinated paraffins as making oil more slippery. The jury is out on whether the claim is true or not. And it's also know that chlorinate paraffins break down in the engine environment to produce damaging acidic substances. Not something you want to have going on in your expensive classic car.

Classic car oils need changing every 3,000 miles. Choose an oil containing a ZDDP additive for your classic car. Normal oil, with additives already in it should work just fine if they also contain ZDDP, or use your regular oil and add a ZDDP supplement or another anti-wear protective supplement that does not contain chlorinate paraffins, like X-tra Lube Concentrate.



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**AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS**