



# The Steering Wheel

## August 2024

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 are enjoying your cars and staying out of the sun. With as hot as it has been, driving an antique car without air conditioning can be difficult. Good thing for cowl vents and wing windows.

I want to thank Jack and Susan Lorsch for their hospitality in having the MAAC over to their home in July for their car show and food. I really appreciate their support over the years and kindness that they have shown us. Although it was very warm, we were still able to meet in the shade and have a good time.

There are a lot of car shows over the next 45 days so I hope to see you at an event. We have the New Cassel Car Show at New Cassel Retirement Center in August – I hope to see you there.

John and Karen Thurber

## CALENDAR OF EVENTS

### August Driving Tour – SATURDAY, August 17, 2024

We will be meeting at New Cassel Retirement Center at 900 N. 90<sup>th</sup> Street, Omaha, from 1:00 p.m. to 3 p.m. on Saturday, August 17th for a car show. Please plan to meet at New Cassel by 1:00 p.m. for the start of the show. This is a great opportunity to share our cars with people that have a hard time traveling to car shows and to thank New Cassel for use of their facility during the winter. New Cassel will provide a snack for club members that attend. Please bring lawn chairs.

### All Makes Auto and Truck Show – September 8, 2024

The 43rd ALL MAKES AUTO & TRUCK SHOW will be Sunday September 8 from 8 am to 4 pm at the Southeast Community College parking lot at 90th & "O" St. in Lincoln NE. It will be hosted by the Capitol City Ford & Mustang Club. Registration at the show will be 8 am to 10 am. All vehicles should be registered and checked in by 10 am.

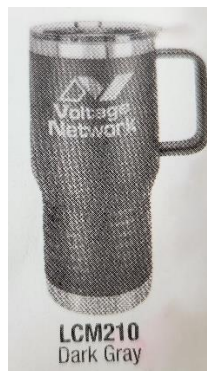
### September Driving Tour

We are currently working on the September driving tour event. More information to come in the September Steering Wheel.

## MEMBER NEWS

**July Driving Tour** – We met at Jack and Susan Lorsch's home at 6755 County Road 25 in Kennard NE on Saturday, July 13th for a car show, hot dogs, chips and root beer floats. I really appreciate Jim and Susan providing food for the club and holding the car show. The members that attended include the following: John and Karen Thurber – 47 Chevy, Clif Ellis - 51 Chevy, Ed and Janet Hedegaard – 77 Chrysler, Tom and Gloria Kannas - 41 Buick, Chuck and Lola Christensen, Dave and Ester Miller - Modern, Lance and Aleta Sulentic - 2005 Ford Mustang, Steve Wakefield. I am sorry if I missed anyone else that attended.

**MAAC Items for Sale** - As I mentioned last month, Nate Bunch works for Echo Group (we took a tour of Echo's Council Bluff's facility a couple of years ago). Nate has generously provided examples of pullover shirts, t-shirts and travel mugs with the Midwest Antique Auto Club logo printed on the items (see pictures below).



**The blue pullover collared shirt is \$30 for Small to 4XL. The grey travel mug (with the MAAC logo) is \$20. The grey t-shirt is \$20 for Small to 4XL.** Please send me an email at [jthurber971@gmail.com](mailto:jthurber971@gmail.com) if you are interested in purchasing an item. I would like to have a minimum of order 20 items for Nate to move forward with preparing the items. **I need to know as soon as possible if you are interested in purchasing and item. I will let Nate know the final count on August 12.**

## Are Expensive Brake Fluids Worth the Extra Cost?

July 13, 2016 By [Classic Car Restoration Club Editors](#)

Let's be clear up front—if your brake fluid has not been changed in over a year, you are past due to replace it. Brake fluid is hygroscopic—it naturally absorbs water from humidity present in the air. Therefore, it requires regular maintenance.

This article is meant to help you make an informed choice when buying brake fluid at the parts store.

A lot of technical innovations in automotive chemicals have been linked to better performance, increased engine or component life or a less toxic, more earth-friendly disposal for spent fluids. Brake fluid—the hydraulic liquid that is used to “push” your brakes when pressure is applied—has similarly gone through evolutionary development.

Very much like engine oil or power steering fluid, there are dozens of brake fluid choices at your local parts store. They carry everything from the store brand DOT 3 fluid costing a buck, to very high-end synthetic fluids that may cost twenty dollars per can. Keep in mind, the same rules that apply to selecting engine oil apply to brake fluid: the more expensive option is not always the best option.

Some of the brake fluids available for racing applications might perform well when used in those conditions but might not be right for the street.

So, what is the difference between DOT 3, DOT 4, DOT 5, and most recently DOT 5.1?

The US Department of Transportation (that's what the DOT stands for) established specifications defining a number of PROPERTIES to which brake fluid must adhere without defining chemical composition. Those specifications relate to boiling point of the fluid (both dry and wet), how viscous (flowable) the fluid is, and stability of the fluid at high temperatures among other properties. Succeeding generations of DOT fluid standards have raised the minimum boiling point. By the way, “dry” designates new, unused brake fluid with 0% water. “Wet” fluid is measured for the boiling point standard has absorbed up to 3.7% water.

While we make efforts to keep brake systems impervious and “dry” over time, even a buttoned-up brake system with tight seals and new lines absorbs some moisture. The key here is what happens to that moisture after it enters the system.

Absorption of water from humidity over time lowers the boiling point, making it more likely the fluid will boil. Picture summer driving in the city. The constant stop/start in traffic gets your calipers extra hot. This allows the fluid to boil as it reaches hot calipers. Gas or vapor formed when liquid reaches its boiling point allows the fluid to “compress,” making for longer travel when you apply the brakes. Typically, people describe this as having a “soft” brake pedal. In the worst of these situations, you may need to pump the brakes to have them take action.

The most common brake fluids—DOT 3 fluids are primarily glycol ether; DOT 4 fluids are also glycol-ether based, but have borate esters added to increase the boiling points. DOT 5 fluid was manufactured using silicone, which does not absorb water.



The point behind creating a silicone-based fluid was to avoid water absorption. Unfortunately, water still gets into the brake system, pooling or puddling rather than being absorbed into the fluid. That leads to corrosion in the system.

Most folks know they aren't supposed to top off DOT 3 or 4 brake fluids with DOT 5, but don't know why. The answer goes back to the chemistry. Combining even trace amounts of a glycol-based brake fluid with DOT 5 can cause the two incompatible fluids to gel, resulting in poor braking. Converting to DOT 5 also requires thorough flushing and removing ALL traces of the old fluid to avoid seal damage.

Let's review: Brakes get wicked hot especially under extreme conditions. When the calipers (and the fluid reaching them) get hot, that fluid can—and will—boil. Boiling produces gas, which is more compressible than the fluid leading to soft, spongy brake pedal feel and a longer travel time when applying the brakes. As water enters the over time, hygroscopic brake fluid begins absorbing water from the atmosphere. Brake fluid containing water boils with less heat.

Our recommendation to most car enthusiasts is to go with a high-quality DOT 4 fluid. The higher-quality fluids offer a chemical makeup that is more resistant to moisture and contain the proper rust inhibitors we need for our classic cars.

Now, to wrap up, let's talk frequency of changing out your old brake fluid. Put it on your once yearly maintenance list and you are likely pretty well covered. (A cautionary note here—you should change DOT 4 fluid more frequently than a DOT 3 fluid, because water will be absorbed more quickly in the DOT 4 fluid.)

Article Courtesy of [Master Power Brakes](#)



## **MIDWEST ANTIQUE AUTO CLUB**

**AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS**