



# **The Steering Wheel**

## **April 2025**

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,

It was nice seeing everyone at New Cassel for BINGO. We had a great turnout with a number of our members winning the games. I really appreciate Ed for making fantastic corned beef, cabbage and potatoes for an early St. Patrick's Day dinner. And thanks to everyone that brought salads or desserts.

As I mentioned last month, I thought my father's 1947 Chevrolet Convertible power hydraulic pump was finished. Unfortunately, when it was tested, the pump's output wasn't strong enough. So we are back trying to find someone to go through the hydraulic pump. I found someone that has a

YouTube channel that works on 47-48 Chevys that I might send the pump. If you know anyone locally that works on hydraulic pumps, please let me know. We would like to get the automatic top working this year.

We hope to see you for our first driving tour in April.

John and Karen Thurber

## **CALENDAR OF EVENTS**

### **First Driving Tour – April 27, 2025**

This is our first driving tour of the year. Our driving tour will be on **Sunday, April 27th** to the Hedegaard's home in Underwood Iowa. **We will meet at the Pizza King at 1101 N. Broadway Council Bluffs at 1:00 p.m. and leave for the tour at 1:30 p.m.** Weather permitting, we are planning to have food and kite flying – please bring a kite if you have one. Members with the last name beginning with A-M, please bring a salad, members with the last name ending with N-Z please bring a dessert.

**2025 MEMBERSHIPS ARE DUE** -They are still \$25.00. If you didn't pay your 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 13, 2025 Wahoo, NE —Swap Meet,**

The Wahoo Swap Meet Spring 2023 will be held on Sunday, April 13 at 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 - Free Parking for Non-Vendors.

### **May Driving Tour – May 18, 2025**

We are planning our second driving tour on May 18. More information on the tour starting point and time in next month's Steering Wheel.

## **MEMBER NEWS**

**March Indoor Meeting** - It was nice seeing everyone at New Cassel for BINGO. We had a great turnout with a number of our members winning the games. I really appreciate Ed for making fantastic corned beef, cabbage and potatoes for an early St. Patrick's Day dinner. Attendees included John & Karen Thurber, Jim and Cheryl Cushman, Ed and Janet Hedegaard, Lance and Aleta Sulentic, Cliff Ellis, Dave and Ester Miller, Delmar and Roger Bunch, Steve and Maria Wakefield, Monte and Marj Frost, Leon Zaiger and Jeannie Oles, and Don Schwalm. Split pot of \$40 was won by Roger Bunch.

## **Tech 101: Oil Has A Shelf Life**

By Jeff Smith April 6, 2025, Hemmings Motor News

We all have a stash of old oil bottles sitting on a shelf in the garage. Most car guys think that engine oil has an unlimited shelf life, but the reality is that just like the milk in your refrigerator, the oil in that bottle does not stay fresh forever.

If the new oil in your shop has been resting for more than five years, there's a good chance that the additive package has fallen out of suspension and is lying in the bottom of the bottle like sediment that eventually collects at the bottom of a glass of dirty water.

Temperature plays a big part in whether that oil is still good. Ironically, it's not heat but rather temperatures below freezing that can accelerate the additive package to fall out of suspension. Remember that all engine oil is made up of two major components – the base engine oil and the additive package.

Once the engine oil additives fall out of suspension, it would be very risky to use that oil in any engine that you care about. Sometimes you can shake the bottle vigorously and the additives will mix again but most likely if the oil is more than five years old, it would be best not to trust it in your engine.

We learned much of this from a video produced by our good friend Lake Speed, Jr, from a series on engine oil called the Motor Oil Geek channel on YouTube. He has several videos that cover the entire range of engine oil technology.

So if there is a layer of sediment at the bottom of that bottle of engine oil that's been sitting on the shelf, you can be sure that the additive package has settled out and it should not be used. Use that oil to lubricate the hinges on your shop door or maybe the axle on your neighbor's go-kart – but don't use it in your engine.

## Springtime Rituals to Get Your Ride Ready for Cruising to Your Next Car Show

By David LaChance April 4, 2025, Hemmings Motor News

Well, it's that time of year again—and by that, I don't mean time to plan your yearly gathering to toast the memory of Pontiac, whose impending shutdown was announced 16 years ago this month. No, what I mean is that it's time to think about getting your collector car out of storage and ready for the driving season ahead.

“What's so complicated about that?” your non-car friends might wonder. “Don't you just get in it, push the start button, and pull it out of the garage?” This is where you give them a sad, knowing look, and maybe even a weary sigh. They don't understand that older cars are free of the monotonous dependability that plagues their still-under-warranty crossovers, and that starting one after a winter's rest, like many aspects of the old-car experience, requires a ritual.

If this ritual is new to you, please allow me to share my many years of experience with this handy, step-by-step guide, which may be torn from the magazine and tacked to your garage wall for easy reference, pre-YouTube style.

**1. Remove the various items that have accumulated on the hood, trunk, and roof of your collector car.** It's a rule that any horizontal surface that doesn't move becomes a shelf, and there's no shame in having your back issues of Hemmings, some old blankets that were too good to throw away, and your kid's school art projects piled up on your car. Once you've found another place for all that stuff—good luck with that, by the way—you can take the cover off the car and cram it into the trunk.

**2. Check the battery voltage.** When you discover that it's reading 9.2 volts, check your battery tender. You'll discover that it's unplugged, which probably happened when you tripped over the extension cord while stumbling through the garage in search of flashlight batteries during that power outage in November. Plug the battery charger back in and wait.

**3. Check the condition of the fuel.** This is done by removing the gas cap, trying to shine a flashlight down the filler neck, and putting the cap back on, figuring it's probably still fine. The same technique may be used to check the coolant.

**4. Get on your hands and knees and check under the car for signs of problems.** When you find a puddle, hope that it's motor oil, because that will mean there's still some left in the crankcase. When you discover that it's brake fluid, suddenly remember that you'd noticed a leak from the right front brake caliper last fall and had put it on your mental list of tasks to take care of during the winter.

**5. Order a new caliper and wait for the UPS truck.** When it arrives in a couple of days, go looking through your toolbox for your 3/8-inch flare nut wrench, which you'll need to disconnect the brake line. If you can't find it, remember that you loaned it to your friend Paul last summer. Drive your modern car to the auto parts store for a new flare nut wrench, and finish replacing the caliper. You may need to find a “volunteer” to help bleed the air out of the lines. Once the wheel's back on, take away the jack stand and lower the car.

**6. Check the dipstick.** Remember that you meant to change the old oil and filter over the winter. Figure it's all right for

now, because you really should warm up the engine before you change the oil, anyway.

**7. By now, that battery should be back up to full charge.** Find the key in the ashtray where you left it and try to start the engine. When nothing happens, smack your forehead, and get out to reconnect the ground cable you'd taken off when you charged the battery. This time, get the engine to fire. Take the clouds of blue smoke as a helpful reminder that you'd meant to replace the worn-out valve stem seals over the winter.

**8. As you drive down the road, be alert for odd smells and strange noises coming from the car**—that is, beyond the odd smells and strange noises that you've become used to. Become alarmed when the steering wheel starts to shake badly as you pick up speed. Pull over, walk around the car, and notice that you've neglected to tighten the lug nuts on the wheel you removed. When you cannot find the lug wrench in the trunk, remember that you left it leaning against the garage wall. Drive home slowly, trying not to imagine what it would be like if the wheel actually came off.

Well, we've reached the end of the column—phew!—which means that these are all the helpful tips I can share for now. Whatever your ritual is, enjoy getting your collector car back on the road this spring. And if you do gather in memory of Pontiac, please raise a glass in my name.



**MIDWEST ANTIQUE AUTO CLUB**  
**AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS**