



The Steering Wheel

July 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. 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 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 two events in June. It is always nice to share our cars with the residents of New Cassel. I know they appreciate us coming to their facility. And it is always great to meet at the Lorsch's home in Kennard NE. I really appreciate Jack and Susan inviting us over and having hotdogs and root beer floats. Thanks again, Jack and Susan.

I was able to attend a couple of car shows in the last couple of weeks. The Cars & Coffee event at the Speedway Museum in Lincoln NE on June 28 was very well attended with free donuts, coffee and tickets to the world-class museum. There are three other Cars & Coffee shows later this year. I hope you take advantage and attend one of the events.

Additionally, my son, two brothers and nephew all attended the Good Guys Heartland Show in Des Moines over the 4th of July. I am sharing a few pictures from the two events on the next page.

We hope to see you at our July Tour - John and Karen Thurber



CALENDAR OF EVENTS

July Driving Tour – Horses Help SWI – Sunday, July 20, 2025

We are planning our fourth driving tour on Sunday, July 20 with a car tour to Horses Help SWI. Horses Help SWI, Inc provides amazing equine interactions and adaptive riding sessions for those who have Down syndrome, autism spectrum disorder, other medical conditions such as Cerebral palsy or stroke, grief, anxiety, depression and PTSD through the healing power of horses. In addition, they also offer traditional horse riding lessons, equine assisted learning opportunities, and even birthday parties. **We will meet on July 20 at 1:00 p.m. at Lewis Central High School in Council Bluffs at 3504 Harry Langdon Blvd.** We will leave at 1:30 p.m. on a short driving tour to Horses Help with a picnic lunch afterward. For those members with last names starting with A-M, please bring a dessert, for those members with last names starting N-Z, please bring a salad. Please bring lawn chairs.

MEMBER NEWS

June Driving Tours – I hope you enjoyed our two events in June. We had about dozen cars show up for the New Cassel event. I know they appreciate us coming to their facility and it is a way to thank the Center for the use of the indoor room during the winter. It was very hot but we had about 8 cars show up at Lorsch's Car Show in Kennard NE. I really appreciate Jack and Susan inviting us over and having hotdogs and root beer floats. Thanks again, Jack and Susan. We did not keep track of attendance at either event but thank you to those that attended.

5 Tips for Regularly Driving Your Vintage Car

Kyle Smith [Haggerty Insurance](#)

Summer, and thus driving season, is currently in full swing for much of the country. Where I live in Northern Michigan is currently in the beautiful pocket of time where the mornings are cool yet bright and the sun only really gets hot in the middle of the afternoon. All of my cars love this weather, and I love driving just that little bit more. So I'm trying to drive as much as I can, and if you are doing the same, here are a handful of reminders for the times your vintage ride gets called up into more routine service.

Before we dive in though, it's worth mentioning that old cars were once new cars. Someone drove and treated my Chevrolet Corvair the way I currently behave while behind the wheel of my wife's Jeep Renegade—a daily driver. Traffic 30, 40, or even 90 years ago was radically different than traffic today, and many of our common-sense habits have shifted meaning to the point that what makes total sense for you in your old car will look insane to a common road user. While old cars require an additional amount of care and attention to be used regularly, driving your car is the best thing you can do for it. Don't be scared of using the car exactly how it was intended.

Old cars have old brakes

It's easy to get lured into driving like those around you, but be careful. Without notice, you'll find yourself tailgating at the same distance as the modern cars, and when that line of cars taps the brakes, suddenly the concept of [5-mph bumpers](#) doesn't seem so comical. Vintage brakes can be made to work very well with a bit of care and attention, but even I have to admit vintage designs and materials just cannot compare to modern brakes—that is before even mentioning driver assist systems like anti-lock braking or emergency braking. Give yourself plenty of room.

Check your fluids often

Modern cars have spoiled us with the ability to drive thousands of miles without opening the hood. Regardless of how you feel about the separation between driver and mechanic over time, driving your vintage car on more than just a couple weekends a month requires staying on top of topping of fluids. Old engines can and often do consume oil at a rate much higher than modern engines. Add in even just a small leak and suddenly the bottom of the dipstick is bone dry and before long, so is the oil pickup. Engine oil also helps cool an engine, so keeping oil topped up helps for multiple reasons beyond just proper lubrication. Also keep an eye on brake fluid and coolant.

Get used to the gauges

Modern car gauges are “normalized,” meaning that they often will be basically stationary while driving despite slight fluctuation in the pressures, temperatures, and levels they monitor. On older cars, a coolant temp gauge might rise slightly when caught at a long stoplight, but it might not actually be a cause for concern. Most automotive engines operate best when coolant temps are between 180 and 210 degrees Fahrenheit. Modern gauges will be stationary for that entire range, but an old-school mechanical gauge will transmit everything. This means coolant temp could drop slightly when you turn on the heater, or increase some with long periods of idling or while an air conditioner is cycling.

Make your escape plans

Even in great condition, aging cars can and do break down. Think through what common failures might occur with your car and formulate a plan for how you will handle the situation. This can mean packing a tool kit, re-

pping your roadside assistance membership, or choosing routes and times of day that will help ensure you have a smooth trip. Some vintage cars will have zero trouble in modern traffic, but if yours tends to overheat or get cranky sitting still, make sure that you scout an escape route, should you get snarled in traffic. Being stuck on the side of the road is infinitely better than being stuck *in the middle of the road*. Trust me. There are a few roads around town that I avoid in my vintage cars due to the lack of shoulder or safe place to veer off. Paranoid? Maybe a little, but I don't want to get hit while sitting on the side of the road.

Be aware of your tires

Modern tires are downright amazing and often go underappreciated. Since vintage cars get less mileage than their modern counterparts, a lot more people are willing to drive on older or poor-condition tires, sometimes out of pure ignorance or from lack of inspection. Tread depth and age are big considerations, but if you're running modern reproductions of older tire designs, there is also the way those tires handle water. Siping and water control have a huge impact on handling and braking. You might have brand-new tires, but if the design is 50 years old, they are going to handle that way. Again, not a bad thing, but something to adjust to.



MIDWEST ANTIQUE AUTO CLUB

AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS