



The Steering Wheel

October 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,

Unfortunately, the weather is changing and 2025 car cruising time is coming to an end in October. We have an unusual last car tour in October. We will be driving to Ed and Janet Hedegaard’s home on October 12 to help with parking cars participating in the Southwest Iowa Car Cruise sponsored by Dave Gammell. We will have lunch at Ed’s house and then those that want can continue on the car cruise to Shenandoah Iowa.

We did have a great time in September driving to the Fontanelle Orchard for pie and ice cream. We had a great turnout of members. I took a few pictures of our event at the orchard on the next page.

We hope to see you at our final driving tour in October.

John and Karen Thurber



CALENDAR OF EVENTS

October Driving Tour – Sunday, October 12

The club will be supporting and joining the Southwest Iowa Car Cruise on Sunday, October 12. The cruise will be stopping by the Hedegaard's home in Underwood IA for lunch and the club will help Ed and Janet park cars and set up the lunch. Afterward, the club will join the cruise. **Please meet at Bomgaar's at 2803 E Kanessville Blvd, Council Bluffs, IA at 11 a.m. on Sunday, October 12. We will be leaving at 11:15 a.m. to drive to Ed and Janet's home in Underwood IA.** We will help park cars (more than 75 cars are expected), have lunch and then join the car cruise to Shenandoah, IA for those that want to participate. I hope to see you at our last driving tour of the year.

November Indoor Tour

We are planning to hold our first indoor meeting on **Sunday, November 16 at 2:00 p.m. at New Cassell Retirement Center – 900 N. 90th Street, Omaha.** Please enter New Cassell in the lower North entrance. We will be having a vote for officers of the club. More information to come in the November Steering Wheel.

MEMBER NEWS

September Driving Tour – I hope you enjoyed our tour to Fontanelle Orchard in Fontanelle, Nebraska. We had the largest turnout of members this year. As usual, the pie and ice cream was great and the weather was nice for a country drive. Attendees include Jim and Cheryl Cushsman – Modern, John and Karen Thurber – 47 Chevy, Bob Thurber - 47 Chevy Convertible, Michael Thurber – 66 Olds Toronado, Dave and Ester Miller – 31 Ford Model A, Max and Jane Meier – Modern, Tom and Gloria Kanaas – 41 Buick, Chuck and Lola Christensen – 56 Ford, Jack and Susan Lorsch – 67 Ford Pickup, Barb Patterson – Modern, Delmar Bunch – Modern, Roger Bunch – Modern, Nate Bunch & Family – 52 Chevy, Don Schwalm – Modern, Ed and Janet Hedegaard – 61 Chevy, Katie Hedegaard Moreno – 68 AMC Ambassador, Julie Brown – 59 Jaguar, Cliff Ellis – 67 Mustang,

Experience Prewar American Automotive History Through A Millennial British Driver's Lens

By Mark J. McCourt September 15, 2025 Hemmings Motor News

.As today's cars require less and less driver input and interaction to move their occupants from Point A to Point B, younger drivers lose the opportunities to really experience what motoring entailed up to the point where automatic transmissions, fuel injection, cruise control, antilock brakes, and sensor-dependent driver assistance aids became the norm. There are millions of drivers in their thirties and forties who have never mastered working three pedals and a shift lever, much less driven something with a steering wheel spark advance and without turn signals. That's not necessarily down to lack of interest, though.

James Martin got his driving license in 2007 and since then has personally owned a variety of interesting cars, some of which he's shared on his popular U.K.-based YouTube channel, JayEmm on Cars. In the eight years this former film and television cinematographer has been creating automotive video content, he's enjoyed seat time behind the wheel of a wide array of vehicles ranging from vintage classics to modern supercars. A friend provided James the opportunity to drive a pair of American antiques in today's British road traffic, and he's shared those experiences with his channel's 464,000 subscribers.

We asked James what it meant for him to get up close and personal with a 1916 Cadillac and a 1928 Durant Motors Star –both of which are working historic artifacts with ties to the early industry's most important people and companies– and he was kindly happy to elaborate.

“This month I have had the pleasure of driving a number of vehicles from American history. I am fortunate enough to frequently drive cars of all types and ages- but any from pre-World War II are unusual indeed.

“What I find fascinating about them is a combination of the mechanical rawness and the feeling of genuine innovation. Things that we do expect in every car now were far from a given. The sense of leaning out to grab a handbrake in a 3 Litre Bentley [watch here] makes you feel like a hero from a ‘Boy's Own Adventure.’”

“Previously I have driven a Model T Ford [watch here] from 1917, and it was quite the experience. As one of the most significant cars of all time, to be able to get behind the wheel is one of the most significant bucket-list moments in my automotive career. It was absolutely terrifying. It did not help I was instructed in French, a language I do not speak well.

“With that as my background, I found the 1916 Cadillac an utter revelation. It made not just the Ford, but also that 1922 Bentley, feel archaic. Sure, it has issues, but the control layout and feel were surprisingly modern. It genuinely felt well-made and the product of some clever-thinking, hard-working engineers.”

This Type 53 is a seven-passenger touring car that officially satisfied James's desire to drive a 100-year-old car. He calls the prewar Cadillac “one of the most significant American automobiles ever made... a car that arguably changed the course of the motoring world forever” due to having the first mass-produced V8 engine and offering a pedal/control layout today's drivers would recognize.

“A contrast was the Durant I drove, a car far less refined but with an amazing story. Mr. Durant to me is every bit an automotive legend on par with Henry Ford or Messrs. Rolls & Royce.

“Thanks to one gentleman I got to drive not just these cars, but also the Excalibur [watch here] and a recreation of the Auburn of the 1920s [watch here]. It feels to me so sad that the Depression and subsequently the Second World War ended perhaps prematurely a style of car which is entirely unique. I feel they conveyed genuine class and opulence in a way alien to your modern car buyer. No Cadillac Escalade could hope to achieve the glamour of an Auburn 851!

“The joy I find with all these cars is that they are the best museum in the world. It feels almost naughty to take them out and drive them – but doing so gives me the greatest sensation and a feeling of connection with true pioneers. To step into the cabin of one is to stand on the shoulders of giants.

“My greatest fear is they will not find a new audience who will love and care for them, but it is the greatest reason of all to keep driving and talking about them.”

In the film, James says, “William C. Durant changed the automobile. Which means William C. Durant changed the world.” He describes this right-hand-drive, five-passenger touring car as a 1928 Star, while noting it wears a badge from The South African Veteran & Vintage Association that calls it a Rugby; both of those marques fell under the Durant Motors umbrella. The “D”-badged radiator shell and 47-hp, 185-cu.in. L-head inline-six engine underhood seem to indicate this South African-market car is similar to an American-spec Durant 65, the mid-level model of the eponymous upmarket brand in the company’s roster.

In the Cadillac film, he asks, “How much are you going to pay for one of these? Well apparently, maybe because of the age of them, the fact they aren’t the easiest things to maintain, people just aren’t that interested in them anymore. Which means they’re quite affordable. You can pick one of these up for under £20,000 [roughly \$27,000], a lot under if you’re willing to do the work and get it restored. And the good news is, unlike a great many much newer cars, because these were all ultimately made by men in big factories with hammers, if you know a man with a hammer, you can keep it going.”

What do you think it will take to interest younger people –from newly licensed teens up through adventurous folks in their 40s– in cars built before their grandparents were born? There’s evidence of the more common prewar cars trending towards relative affordability, so would exposure at car shows and on the road set the hook? Regardless of your age, what would it take to get you behind the wheel of a truly vintage classic car or truck?



MIDWEST ANTIQUE AUTO CLUB
AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS