



The Steering Wheel

March 2026

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 BINGO at our February meeting. We are planning to have Ed Hedegaard's famous corned beef, cabbage and potatoes at our March meeting. **We were informed by New Cassel that we cannot use the lower entrance to their building. Apparently, residents are leaving by the lower entrance and they are closing it. We need to go to the main entrance to enter the building for our March meeting.**

The weather is changing and I hope that you are getting ready for our first driving tour in March. We will be planning to stop by the Hedegaard's house for our first tour.

We hope to see you at our March meeting at New Cassel.

John and Karen Thurber

CALENDAR OF EVENTS

March 15th Indoor Tour

This is the third official indoor meeting of the season. Please join us at New Cassel (900 N. 90th Street) on March 15th at 2 p.m. to celebrate an early St. Patrick's Day! ****Please bring a green desert or salad.**** **We will be having Ed's famous Corned Beef, cabbage and potatoes. We were informed by New Cassel that we cannot use the lower north entrance to their building. Apparently, residents are leaving by the lower entrance and they are closing it. We need to go to the main east entrance to enter the building for our March meeting.** Also, if you want something other than water to drink, please bring your own drink.

2026 MEMBERSHIPS ARE DUE -They are still \$25.00. If you didn't pay you membership dues as part of the Holiday Banquet registration form, please send payment to Jim Cushman at 1901 No. 59th Street, Omaha, NE 68104

March 6-8, 2026 World of Wheels – CHI Center, Omaha.

The 71st annual Omaha World of Wheels at the CHI Health Center, showcasing America's Finest Hot Rods, Custom Cars, Trucks & Motorcycles. March 6-8, 2026.

April 12, 2026 Wahoo, NE —Swap Meet,

The Wahoo Swap Meet Spring 2026 will be held on Sunday, April 12 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.

Tentative First Driving Tour of 2026 - April 19th

We will have our first outdoor tour of 2026 visiting the Hedegaard's home in Underwood IA. More information on the tour starting point and time in next month's Steering Wheel.

MEMBER NEWS

February 15th Indoor Meeting - We had our third indoor tour at New Cassel Retirement Center on February 15th. We had BINGO with a number of winners and we had a great time. The members that attended include Tom & Gloria Kannas, Lance & Aleta Sulentic, Clif Ellis, Max Meier, Delmar and Roger Bunch, John & Karen Thurber, Ed & Janet Hedegaard, Dick and Pat Zuber, Monte and Marg Frost, Dave and Ester Miller, Katie Hedegaard Moreno, Jim & Cheryl Cushman, Barb Patterson, Katie Hedegaard. I appreciated Ed's great food for lunch and the members that attended the meeting.

Car for Sale – 1953 Chevrolet Bel Air – Trudy Roberts is selling a 1953 Chevrolet Bel Air 4 door. The car has a Power Glide automatic transmission with an original 235 straight six engine. The car is in good driver quality shape. Ed and I had a chance to look at it and would recommend it to someone that is looking for a good touring car. Trudy is asking \$15,000 – Trudy's phone is 402-681-1093 and email is trudyrobertsedu@gmail.com. Below are a few pictures:



Take An Old Guy To A Car Show

By [Jim Richardson](#) March 6, 2026 Hemmings Motor News



A few years ago, I did a story about the ugliest car ever built. In my estimation at the time, that was the [Czechoslovakian](#) 1935 Praga Super Piccolo. The one I saw was painted maroon, and its front end looked like a baboon's derriere. It was beyond ugly. It made me slightly nauseous. In fact, it was so repellent to the eye that it surpassed even the 2005 Pontiac Aztek.

But it turned out I was wrong. As reader Frank Arnoux pointed out, the French 1931 [Voisin](#) C20 was even more repugnant than the Praga. I wrote Mr. Arnoux a letter admitting as much, and while I was addressing it, I noticed that he lived only about a mile away in a senior living facility.

I decided to give him a call, and I am glad I did. He was witty and interesting and a walking encyclopedia of classic cars. He was in his 90s at the time, and could no longer drive, so I took him to lunch at a nearby coffee shop in my '40 La Salle. He enjoyed every minute of it and he was sharper than most people half his age.

He liked my La Salle, and proceeded to fill me in on many interesting details about the car. He was able to do that because he once worked at a service station in Hollywood, and regularly serviced Hedy Lamarr's 1940 coupe. And what young man wouldn't jump at the chance to service Hedy Lamarr's La Salle?

Sadly, Frank is gone now, and I miss him. I took him to lunch because I thought it was a nice thing to do, but as it turned out, I was the one who came out ahead, because I learned so much from him, and enjoyed his company greatly. He taught me how to burp a cooling system, and how to deal with vapor lock—a problem for which La Salle V8s were notorious.

He also told me about being a tail gunner in an SBD-2 Dauntless dive-bomber in World War II. He said, "You haven't lived until you've gone over backwards in a dive-bomber in combat." He had also lived through the automotive golden age of the classic era 1920s and '30s and into the jet age '50s, not to mention the '60s and '70s, and could put it all in context.

And then there was my pal Jerry Kill. He was a big beefy retired colonel who developed an equilibrium problem in his 80s and had to go into assisted living because he was too big for his petite wife to manage. Jerry had a magnificent collection of classics that he had restored over a lifetime. He was especially fond of Packards, though he also had a Shelby Mustang, an MGB, and an assortment of vintage motorcycles.

Jerry was a dear friend and was always a rich source of information. After he was unable to walk or drive, my son Steve and I would pick him up at the facility and take him home for an afternoon to visit his wife and his car collection. Steve and I would also service his cars and take him to car shows, which he loved.

Back then, my son was building a 1936 Ford three window, and he mentioned that he needed another engine for it because the one in it was cracked. Jerry said: "Oh, there is one in my backyard. You guys can have it." It turned out to be a flathead 59A-B, which was just what Steve wanted. My pal Jerry was also a recovering hot rodder, who knew all about flathead Fords.

So I say, take an old guy to a car show. Not only will you be treating someone to a good time, but chances are your kindness will be repaid a hundred-fold. You will learn history from an eyewitness, and perhaps a few automotive tips and tricks for maintaining and restoring your own classic.

Besides, your older friend may just know of a car uglier than a Pontiac Aztek; one approaching the repugnance of the

1935 Praga Picolo, or a 1931 Voisin C20. It appears that nothing built today can top them. Unless Tesla can further refine the Cybertruck in order to achieve that distinction. And one good thing is that you won't have to be seen in it because it will be able to drive itself.

We younger guys may live past our licensing limits too. But very likely, our desire to cruise in a classic or mighty muscle machine will still be there. And perhaps we will be able offer some wisdom and experience in return for a trip to a show and shine. We motorheads need to stick together. And by the way, if you spot an uglier car than the 1935 Praga Picolo or the 1931 Voisin let me know at: jameshr106@gmail.com.



MIDWEST ANTIQUE AUTO CLUB
AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS