



The Steering Wheel

August 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,

Summer heat is here. I had a chance to go to four car shows over the last 5 weeks. I hope you take advantage of going to car shows. The Eastern Nebraska/Western Iowa Car Council has a link to their annual publication with lists all the car shows in the area. The link to their information is as follows: <https://www.enwicc.com/>. If people don't attend car shows, they will not happen in the future. I was interviewed as part of the H&H All Chevy Show about my father's 1947 Chevy Convertible. Attached is a link to the H&H Chevy Facebook page with the interview <https://www.facebook.com/hhchevy>.

I am sorry we ended up cancelling our July tour. With heat indices over 100 degrees, we figured it was too hot for people to attend. We hope to see everyone in August.

John and Karen Thurber

Below are a couple of pictures from the H&H Chevrolet All Chevy Show and the Fremont Car Show. I saw Clif Ellis and Ed and Janet Hedegaard at the shows. It was very hot but I am glad we attended the H&H show in the morning.



CALENDAR OF EVENTS

August Driving Tour – New Cassel Retirement Center – Saturday, August 22, 2026

We are planning our fourth driving tour on Saturday, August 22 with a car show at New Cassel Retirement Center, 900 N. 90th Street, Omaha. 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. Also, long-time MAAC member Marj Frost is a resident at New Cassel. **The car show will start at 1 p.m. and last until 3 p.m.** New Cassel will have root beer floats, popcorn and soft drinks for those that attend. Please bring lawn chairs.

Vintage Wheels at the Fort – Sunday, August 9, 2026

I am pleased to announce that Vintage Wheels at Fort Omaha is returning in 2026. It is the annual classic car show hosted by the Meadowlark Model A Ford Club and the Douglas County Historical Society at Fort Omaha. This is at the Fort Omaha Campus on 30th & Fort Streets. Car registration begins at 9 am and is free. The Show runs from 10 am. until 2 pm. Food and drink will be available for purchase. Free entry into the General Crook House, but donations are very welcome. There will be entertainment to enjoy.

MEMBER NEWS

July Driving Tour – Cancelled due to hot weather (heat index over 100 degrees). We hope to see you in August

VanDerBrink Auctions, LLC will be having the Robinson Collection Auction on October 3, 2026 at 821 County Road S, Fremont, Nebraska. Tim Robinson grew up in western Nebraska and loved cars, racing, and looked for every chance to get his need for speed. Tim Robinson and his family would travel all over the US in search of 1955-1970 Full size Chevrolets. The Collection grew to almost 450 Chevrolet Classics. This is absolutely an amazing collection and noted as one of the largest Full size Chevrolet Collections in the United States. The Auction will be Live Onsite with Online Bidding,

Engineering The Elephant: Inside Detroit's Most Indestructible V8 Engine

By [Tara Hurlin](#) Hemmings Motor News



The Chrysler 426 Hemi stands as the most overbuilt V8 engine Detroit ever unleashed upon the automotive world. Affectionately nicknamed “The Elephant” due to its massive physical dimensions and relentless power, this legendary powerplant was originally forged for motorsport dominance before terrorizing American street asphalt.

Chrysler engineers designed the 426 Hemi to survive the brutal, sustained high-RPM stress of NASCAR superspeedways. Rather than engineering a fragile, lightweight racing motor, Mopar chose a route of complete structural overkill.

The engine block was constructed around a heavy-duty, cross-bolted main bearing cap design that pinned the forged steel crankshaft rigidly in place; a feature rarely seen in mass-produced passenger vehicles. Its hemispherical combustion chambers placed the spark plug directly in the center of the chamber, facilitating an incredibly efficient, uniform flame front that maximized combustion pressure.

Because the massive, free-breathing cylinder heads required valves to sit at wide angles on opposite sides of the chamber, Chrysler utilized dual rocker shafts per cylinder bank. This resulted in an enormous top-end weight but created a virtually indestructible bottom end capable of shrugging off immense thermal and mechanical abuse.



When NASCAR effectively banned the engine in 1965 for not being a standard production option, Chrysler responded by creating the “Street Hemi” for the 1966 model year. Officially rated at a heavily underrated 425 horsepower and 490 lb-ft of torque, the 426 Hemi found its way into some of the most iconic intermediate and pony cars of the golden era. It served as the powerhouse for the Dodge Charger, pairing the engine with sinister fastback styling to create the flagship vessel for Mopar performance. It also motivated the legendary E-body Plymouth Barracuda, where Hemi-equipped models (“Cudas”) quickly became highly coveted holy grails. In 1970, the Dodge Challenger arrived to provide a long-wheelbase counterpart to the Barracuda that proudly wore the Elephant logo. For budget-minded buyers, the stripped-down Plymouth Road Runner offered a muscle warrior capable of low 13-second quarter-mile times right off the showroom floor. Meanwhile, the mid-size Dodge Coronet blended practical space with unhinged drag-strip power in elite performance trims like the Super Bee and R/T. Finally, the engine cemented its racing pedigree inside the aerodynamic, high-wing Plymouth Superbird, a homologation special built specifically to lure Richard Petty back to Plymouth for NASCAR competition.



Production ceased in 1971 due to sky-high insurance premiums and tightening emissions regulations, turning surviving factory cars into blue-chip investment pieces.



MIDWEST ANTIQUE AUTO CLUB

AN INDEPENDENT GROUP OF COLLECTIBLE VEHICLE ENTHUSIASTS