



MMOCC Newsletter – January 2019

*Mid Mo Old Car Club
PO Box 1594,
Jefferson City, MO 65102*

SHOW AND TELL

One of my favorite memories of second grade was “Show and Tell Friday” when we got to bring in items from home to show to our class and tell about our treasures. Sometimes kids brought a toy or something of family history, but one time I brought in an electric motor from dad’s shop that he helped me add a paper “flap” to the shaft so I could plug it in and show it spin. Show and Tell was cool.

At the January MMOCC Meeting (Thursday, January 24 at 6pm at the Cole County Sheriff’s Department Classroom at 350 East High Street / JCMO), bring your automotive-related Show and Tell item. It can be something that you know a lot about, but it might be something you need help identifying. If the item conjures up a memory or a great story, this would be a great time to share. It can be automotive, memorabilia, tools, advertisements, or photos and stories of your favorite cars.

At the meeting, \$5 will get you pizza and drinks. Feel free to bring dessert to share.

At the January meeting, our special feature will be MMOCC’s own Jack Boswell as he leads us through a Tube Radio Tech Session, explain how those old radios work, what goes wrong with them, and how you might repair them (I know I have a 1951 Chevrolet Radio that worked in the 2000s, but does not, now, and might just arrive at the meeting to see if Jack’s magical touch can cure its ills).

The Holiday Celebration was a great event with good food, a review of recent events, and a fun gift exchange. The New Year’s Garage Tour took us to some great locations, seeing some cool garages and even cooler cars. If you missed either event, check out the photos on the website at midmooldcar.club. If you can be a stop for January 1, 2020 garage tour, let Dennis Smith know.

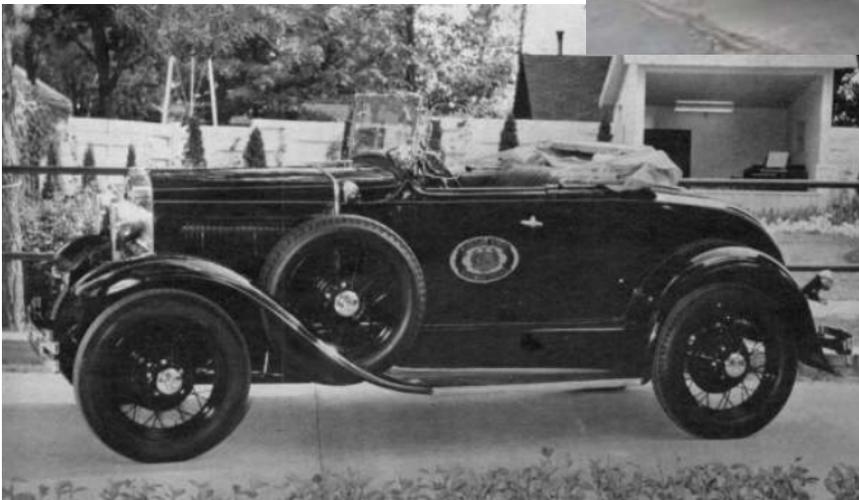
If you have some free time and want to be the MMOCC Secretary or help coordinate a MMOCC event/trip, please let me know.

Show and Tell demonstrates *Old Cars are Cool!*

MMOCC President Lyle Rosburg

2018 Officers:

President Lyle Rosburg
Vice President Dennis Smith
Secretary Vacant (it could be you!)
Treasurer Tom Webb
Historian Roger Hager
Events Chair Ron Clark
Car Show Chairs Connie and Mike Schaefer
Immediate Past President Nathan Fuller



American History: How AMC's Underrated Javelin Shocked the World

Everyone loves a good Cinderella story, especially in the world of auto racing. A seemingly unheard of vehicle, finding itself up against the big boys, and figuring out a way to make it work in the end. That description rang true for a number racing teams throughout history, but none more so than the [American Motors](#) team of the late 60s and early 70s.

The Beginning It was in 1967 when American Motors began development of its highly-anticipated Javelin muscle car. A finger in the eyes of both Ford and GM, the Javelin was not only as quick and competent as the competition, but also safer, and more spacious. Not that those things mattered to most enthusiasts. In 1968, *Road & Track* said the Javelin used a “big, heavy, super-powerful engine,” and that it was “an asset in such a small vehicle.” The accolades poured in, and with the success of the road car, AMC turned its focus to racing the very same year.

Red, White and Who? The American Trans-Am series of the late 60s and early 70s was, to say the least, loaded with talent. Ford, Chevy, Plymouth, Pontiac—it truly was a golden age of racing. But one competitor entered the field with no experience, and no accolades to back up any chances of being successful. In 1968, AMC signed on with Kaplan Engineering to field two Javelins in the SCAA Trans Am series. Behind the wheel of these two vehicles were George Folder and Peter Revson, though Revson was fired nearly halfway through the year and replaced with Lothar Motschenbach. Strifes aside, the team found success. Placing third in the over-2-liter class in 1968, the competition was left scratching its head as an unknown team with an unknown car found themselves near the top of the leader board consistently. That success was so respected, in fact, that it garnered the interest from one racing's most reputable names.

The Penske Years AMC signed with Penske in 1970. The new deal meant that Penske would be dropping his successful Camaro program in place of the newcomer. Selling off the previous Kaplan cars, Penske campaigned an all-new design, an all new racing suspension, and an all-new 5.0-liter engine. The switch for AMC proved fruitful. The Javelin took home second place in 1970 behind the Mustang Boss 302. The overall success on the track, and per Trans Am rules, lead to AMC promoting even more heavily a race-focused Javelin off the track to consumers. About 100 Trans-Am series Javelin's were produced for consumers to purchase, featuring a big 6.4-liter V8, and a healthy amount of racing features as a nod to the Javelin's on track performance. The Penske AMC team went on to win the 1971 and 1972 Trans-Am seasons, which



Duo drivers, brother and sister, Bob Peitzmeyer and Diane Brandt with Bob's Javelins.

eventually lead to the introduction of the Trans-Am Victory edition Javelin. And again the team took home the title in 1976.

Muscle Car Fallout

Though Penske and AMC found success on the track all the way through 1976, AMC Javelin production ended in 1974. Chrysler and Ford were both easing away from the 'muscle car' ideology. By 1973, you

may remember, Ford had introduced the Mustang II, and other automakers were following suit as the oil embargo of that year forced automakers to rethink big power. Stricter fuel standards were put in place, and AMC needed a full overhaul of the bumpers to meet regulations, which would have set them back an estimated \$12 million. Eventually the Javelin went the way of the Dodo, as did the entirety of American Motors in 1985. But for enthusiasts and racing fans alike, the Javelin will live on as a legend.

<https://www.motor1.com/news/77141/american-history-how-amcs-underrated-javelin-shocked-the-world/>

McKay Motors circa 1960s...



Missouri and 50...



Bolivar Street Bridge



Jack Boswell will lead our January 24th Tube Radio Tech Session.



Jack Boswell - 1953 Packard 400

Willys-Overland Company

In 1908, John North Willys purchased a portion of the Standard Wheel Company in Toledo, Ohio. In 1912, Willys renamed the company Willys-Overland Motor Company. The company struggled during its first two decades in business, including going bankrupt during the Great Depression. One of the chief reasons for the firm's financial difficulties was the management's refusal to provide a safe working environment. Workers commonly went on strike, leaving the company unable to manufacture a product. In 1936, the company, now known as Willys-Overland Motors, Inc., emerged from bankruptcy on a sound financial footing.

During World War II, Willys-Overland Motors, Inc. became famous for its jeeps. In 1940, the United States Army asked more than 130 automobile companies to submit designs for a lightweight vehicle that was capable of traversing most types of terrain. The companies only had forty-nine days to provide the government with a working prototype.

Only two companies, Willys-Overland Motors, Inc. and the Bantam Car Company submitted designs. Bantam Car Company submitted its design first, and the U.S. Army chose this design. Fortunately for Willys-Overland, the Bantam Car Company faced difficult financial times, and its production facilities were too small to meet the Army's demand. The federal government supplied both the Willys-Overland and the Ford Motor Company with blueprints of Bantam's design. Both Ford and Willys-Overland modified the design. Willys-Overland provided the jeep with a larger engine.

Because of Willys-Overland's superior vehicle, the U.S. Army awarded the government contract to the company. Willys-Overland also provided the Ford Motor Company with its specifications, so that the two firms could supply the U.S. Army with ample jeeps. Willys-Overland manufactured roughly 330,000 of the 700,000 jeeps used by the U.S. military between 1941 and 1945.

Willys-Overland remained in operation following World War II. The company produced a jeep, similar to the one used by the armed forces during World War II, for the civilian population. The firm also manufactured other vehicles -- the Willys Jeep Wagon in 1946, the Willys Jeep Truck in 1947, and the Willys Jeepster in 1948, all of which were based on the company's original jeep. Due to Willys-Overland Motors, Inc.'s large number of sales, Kaiser purchased the company in 1953, renaming the firm Willys Motor Company. The company eventually had production facilities in Brazil, Japan, India, Argentina, and Israel. In 1963, Willys Motor Company became known as Kaiser-Jeep Corporation. In 1965, this new firm ceased production of the various Willys vehicles.

http://www.ohiohistorycentral.org/w/Willys-Overland_Company



Current Paid Member Roster (as of 01/09/2019)

Baldwin	Rusty & Mica	3239 Route E	Jefferson City	MO	65101	573-338-5601	
Bandelier	Ron & Dorothy	108 Route T	Jefferson City	MO	65109	893-2553	Bondorondo@aol.com
Bangert	Gary & Judy	1732 Brookside Blvd	Jefferson City	MO	65101-2302	573-298-2709	
Baugher	Roger	631 Route T	Jefferson City	MO	65109	634-3616	
Beck	Larry	608 Howard Street	Jefferson City	MO	65109	636-6666	crusin50s@aol.com
Bicknell Engine	Bill	11875 Stoney Ridge Ct.	Rolla	MO	65401	573-364-8586	bicknell@CFANET.com
Bogg	Albert L.	4710 Route Z	Centertown	MO	65023	776-4150 cell	none
Bogg	Ronny F.	7175 E. Lloyd Hudsor Rd.	Hartsburg	MO	65039		RelicRon@aol.com
Bonnot	Bill & Janice	7873 Woodhaven Dr.	Jefferson City	MO	65109	893-2994; 619-2334	BLBonnot@embarqmail.com
Borgmeyer	Virgil	155 Co Rd 506	Meta	MO	65058	229-4688	Borgfam68@gmail.com
Boss	Bill	341 Verdant Lane	Jefferson City	MO	65109	680-6808	Bosswm@embarqmaic.com
Boswell	Jack	903 Cari Ann	Jefferson City	MO	65109	573-230-7192	JTBoswe@centurylink.net
Brandt	Bob & Diane	6600 Claysville Rd	Hartsburg	MO	65039	636-8576	brandtr@embarqmail.com
Braun	Kenneth C.	9404 Route B	Jefferson City	MO	65101	496-3639///821-2586	gmodiecast@yahoo.com
Bushman	Samuel	339 Redwing Dr	Jefferson City	MO	65101	638-8869	
Clark	Ron & Rosalie	5307 Sheridan	Jefferson City	MO	65109	573-230-2780	ron5307@centurylink.com
Dunkel	Stuart	4901 Angelia	Jefferson City	MO	65109		jeffcityman2000@yahoo.com
East	Dan	1000 Hwy A	Iberia	MO	65486	793-3498	
Evers	Sonny	227 Hwy Y	Eldon	MO	65026	338-0552	
Evers Jr	Louis	124 Route T	Jefferson City	MO	65109	893-6772	
Fast	Stan	630 Broadway	Jefferson City	MO	65101	635-6740	broadfast@hotmail.com
Flood	David & Rosaleen	2118 Saddlebrook Lake Rd	Lohmann	MO	65053		
Foster	Richard & Dana	11750 Ridge Pointe Ln	Jefferson City	MO	65101	573-634-2558	
Fuller	Nathaniel	500 Belair	Jefferson City	MO	65109	645-7088	nathanielfuller57@yahoo.com
Goldschmidt	Peter	705 Hobbs Road	Jefferson City	MO	65109		
Governor Motors	Ricky Mendez	2350 MO Blvd	Jefferson City	MO	65109	573-636-2277	governormofopcompany@embarqmail.com
Grogen	Don	946 Diamond Ridge	Jefferson City	MO	65109	893-3206	red70wildcat@embarqmail.com
Hager	Brian	2512 Lakewood	Jefferson City	MO	65109	634-2613	
Hager	Roger	3222 Honey Creek Rd	Jefferson City	MO	65101	573-496-3624	
Hall	Steve	901 Cari Ann	Jefferson City	MO	65109	573-556-8278	corsa10@centurylink.net
Haselhorst	Frank & Pat	2115 Whitney Woods Ct	Jefferson City	MO	65101	508-8714	fhhorse@hotmail.com
Heidbreder	Richard	1534 St Rd U	Lohman	MO	65053	690-1826	
Hicks	Norm	622 Hobbs Road	Jefferson City	MO	65109	573-632-9055	miataman02@gmail.com
Holland Jr	Kenneth	8626 Co Road 427	Mokane	MO	66059-9735	573-642-1137	dkholland@hughes.net
Holzer	David	300 Churchview	Jefferson City	MO	65109	573-291-2565	ddholzer@gmail.com
Horstmann	Harold	5504 Scruggs Station Rd	Lohman	MO	65053	573-635-2478	hsh112859@embarqmail.com

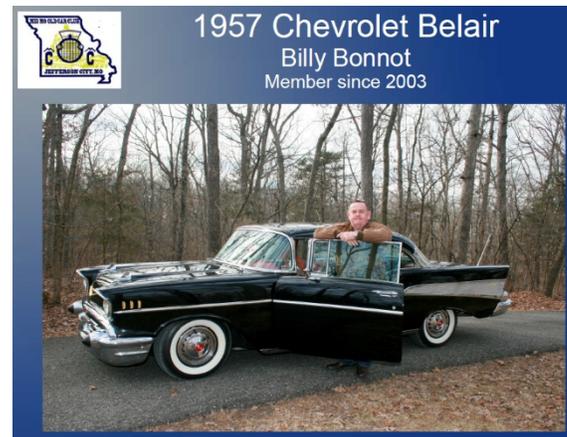
Houchin	George		Jefferson City	MO			
Jacquin	Mathew	12105 East Bend Road	Jefferson City	MO	65101	573-263-4361	
Kayser	Dr. Joseph	1011 Southwest Blvd	Jefferson City	MO	65109	573-635-6767	
Kehr	Chris	11141 Clayton Road	St. Louis	MO	63131	314-280-6013	ckehr@kdkpc.com
Kindle	Greg	511 Highland Waye	Jefferson City	MO	65101	573-893-7791	gregory.kimble@gmail.com
Lapp	Gene	5986 Hwy 133	Meta	MO	65058		
Linneman	Mary Lou	31379 Stonewall Ave	Salisbury	MO	65281	660-388-5791	Marylou6061@hotmail.com
Little	Mike	2410 Iven Road	Jefferson City	MO	65101	573-694-8173	
Loethen	Robert	4018 Schott Rd	Jefferson City	MO	65101	635-5900	
Maher	Jim	2471-240 Hwy	Fayette	MO	65248	660-248-3783	
Martin	Jim	441 Bailey Drive	Columbia	MO	65203	864-4048	Jimjuneamber@GMAIL.com
Meller	Mark & Kathy	1815 E. Meller Rd	Lohmann	MO	65053	573-782-4788	mkmeller@centurylink.net
Mertens	Kendal	206 Chris Drive	Jefferson City	MO	65101		kenlewis65@hotmail.com
Nichols	Dave & Stephanie	11931 Co Rd 4031	Holts Summit	MO	65043		bonstells@live.com
Petty	Tim & Nicole	801Maywood	Jefferson City	MO	65109	694-2977	Timmysgarage@gmail.com
Pietzmeyer	Bob	7302 Route M	Jefferson City	MO	65101	680-3772	
Rademan	Larry	229 E. Cedar Way	Jefferson City	MO	65101	636-8000	
Roberson	Jim	6311 Wyndham Ct	Jefferson City	MO	65101	690-3031	lr02jeep@aol.com
Robison	Bob	2117 Scenic Dr	Jefferson City	MO	65101	636-2587	bbrobison@hotmail.com
Rosburg	Lyle	1801 Scruggs Lane	Lohmann	MO	65053	893-8573	
Rutledge	Leonard	9030 Tanner Bridge Rd	Jefferson City	MO	65101	496-3440	leanordrutledge@embarqmail.com
Schaefer	Mike & Connie	6030 Roling Rd	Jefferson City	MO	65101	645-7802	cnn_schaefer@yahoo.com
Scott	Brent	1333 Co Rd 364	New Bloomfield	MO	65063	573-999-4120	bscott116@aol.com
Scott	Wes & Betty	7311 Old Bass Road	Eugene	MO	65032	496-3751	
Scott	Donald		Columbia	MO			
Siebeneck Jr.	Floyd	9922 Tanner Bridge Rd	Jefferson City	MO	65101	496-3351	
Slanker	Todd	32314 Forest	California	MO	65018	796-3011	slanker@centurylink.net
Smith	Dennis	5003 West Business 50	Jefferson City	MO	65109	680-2505	moparlimo@embarqmail.com
Stephens	Doug	711 Earl Lee	Jefferson City	MO	65109	573-652-2895	
Stucker	William	3900 Wellington Dr	Columbia	MO	65202	573-214-2143	westucker45@aol.com
Towner	Vernon	411 Huntleigh Pl	Jefferson City	MO	65109		
Tremain	Ed & Linda	12363 County Lane	Holts Summit	MO	65043	573-338-2301	tre1236@hotmail.com
Vaughan	Charlie & Mary Ann	1609 Greenberry Rd	Jefferson City	MO	65109	301-6613	ckvaughan49@gmail.com
Volkert	Tom	7705 Walnut Acres Road	Lohmann	MO	65053	573-782-3342	
Waggoner	Gary	821 Madison Street	Jefferson City	MO	65101	338-1072	gwaggonercpa@mchsi.com
Wankum	Rick	6001 Probst Rd	Jefferson City	MO	65109	690-7897	rickwankum@aol.com
Webb	Tom & Charlotte	11824 Treeline Ridge	Holts Summit	MO	65043	573-259-1851	tjwebb49@yahoo.com

Weber	Donald & Becky	1953 State Rd D	Lohmann	MO	65053	792-3305	lomoweb@aol.com
Winters	Tom & Karen	58526 Airport Rd	California	MO	65018	719-660-9012 & 7168	thomaswinters2003@msn.com
Winters	Tom & Joanne	58522 Airport Road	California	MO	65018	573-304-2163	tomwinters@gmail.com
Ambrose	Edward	8430 Co Rd 349	New Bloomfield	MO	65063	693-3057	Koenig154@yahoo.com
Felten	Rob	2008 Hwy 5	Fayette	MO	65248	660-621-4163	
Goodenough	Robert & Karen	3585 Highway U	Linn	MO	65051	573-897-4367	BoBgo65051@aol.com
Gothard	Donald & Susanne	608 E. Newton	Eldon	MO	65026	392-2343	
Miller	Scott	7514 Old Bass Road	Eugene	MO	65032		
Rhea	Larry	6204 Anthony Drive	Jefferson City	MO	65101	573-606-9266	
Shelton	Jim & Nancy	5714 Hemstreet	Lohmann	MO	65053		
Richardson	Helene	1009 Big Horn Drive	Jefferson City	MO	65109		helene.richardson.plano@gmail.com
Schlegel	William	3108 Citidel Ct	Jefferson City	MO	65109		schlegggg@aol.com

The **1957 Chevrolet** is a car which was introduced by Chevrolet in September 1956 for the 1957 model year. It was available in three series models: the upscale Bel Air, the mid-range Two-Ten, and the One-Fifty. A two-door station wagon, the Nomad, was produced as a Bel Air model. An upscale trim option called the Delray was available for Two-Ten 2-door sedans. It is a popular and sought after classic car. These vehicles are often restored to their original condition and sometimes modified. The car's image has been frequently used in toys, graphics, music, movies, and television. The '57 Chevy, as it is often known, is an *auto icon*.

Initially, General Motors executives wanted an entirely new car for 1957, but production delays necessitated the 1955–56 design for one more year.^[3] Ed Cole, chief engineer for Chevrolet, dictated a series of changes that significantly increased the cost of the car. These changes included a new dashboard, sealed cowl, and the relocation

of air ducts to the headlight pods, which resulted in the distinctive chrome headlight that helped make the '57 Chevrolet a classic. Fourteen-inch wheels replaced the fifteen-inch wheels from previous years to give the car a lower stance, and a wide grille was used to give the car a wider look from the front. The now famous '57 Chevrolet tailfins were designed to duplicate the wide look in the rear. Bel Air models were given gold trim: the mesh grille insert and



1957 Chevrolet Bel Air
Billy Bonnot
Member since 2003

front fender chevrons, as well as the "Chevrolet" script on the hood and trunk, were all rendered in anodized gold. The 1957 Chevrolets did not have an oil pressure gauge or a voltmeter.^[4] The base engine was an inline 6-cylinder called the Blue Flame Six. The engine was smoother running than the V-8. Carburetion came from a single one-barrel carburetor.

https://en.wikipedia.org/wiki/1957_Chevrolet



1957 Chevrolet Bel Air
Juanita and Nathan Fuller



1957 Chevrolet Bel Air
Vern Towner

2019 Mid Mo Old Car Club Events Calendar

January 24 Jefferson City MMOCC meeting at 6pm at Cole Co Sheriff's 305 E High 6pm featuring – Show and Tell and Tube Radio Tech Session by Jack Boswell

January 26 + OFallon,IL "Caffeine & Chrome" 9am-noon at Gateway Classics
Free - last Saturday of each month presented by Grandy Incs

Jan 26-27 Springfield Greater Springfield Annual Garage Sale at the E*Plex

February 9 Lebanon,MO "It's a Gas" petrolania Swap meet (8-noon/ \$5entry)
Cowan Civic Center, 500 E.Elm (NOT an "auto parts" swap)

Feb 22-24 Kansas City O'Reilly Auto World of Wheels Car Show at Bartle Hall

February 28 Jefferson City MMOCC meeting at 6pm HyVee Community Room (upstairs) featuring Local Drive In Theaters. Bring your memories, stories, and memorabilia. Optional, but buy your meal and bring it upstairs.

March 2 Waxahachie, TX Sweethearts and OrphansEvent (orphan cars)

March 3 Lincoln,NE 46th Rocky Manginilli Swap Meet Sunday

March 8-9 Wichita,Ks 44th Annual Sunflower Swap Meet

March 14-16 Norman,OK Swap Meet

March 15-16 Chickasha,OK Pre-War Swap Meet 1945 & older

March 15-16 Kansas City Mecum Auto Auction -KC Convention Center

March 15-16 Salem -Steelville "100 Acre Wood Rally" (a real Ozark Rally!)

March 16 Poplar Bluff Kiwanis Car Show

March 23 Jefferson,OH Swap Meet

April 13 Altamont,IL Swap Meet

April 19-20 Branson Collector Car Auction & Show

April 20 Owensville GTA Springfest Car Show

April 25-27 Fort Worth, TX Pate Swap Meet

April 27 Nevada,MO Elks Car & Truck Show Hot Rods & BBQ Blues Fest

April 28 Imperial,MO Car Show

May 3-4 Lawrence ,KS Swap Meet -MMOCC campout / Wes 694-9221

May 1-4 Jefferson City Shelbyfest-All Mustang Rally

May 3-5 Lake Ozark/ Bagnell Dam Magic Dragon Street Meet Nationals

May 4 +Car Shows at +Clinton +Hannibal +Lebanon +Union ,MO

May 9-11 Chickasha, OK Swap Meet (+ a flea market for the ladies Fri/Sat)

May 11 +Car Shows +Clever Band & +Washington Gear Head Grape Stomp

May 17-18 Hutchinson,KS Sedgwick Swap Meet

May 18 Monroe City Car Show and Cruise

May 24-26 Springfield, MO Mid-America Street Rod Nationals

May 25,26 Aurora Eagles Club Car Swap Meet

May 25-26 Jefferson City Airport "Salute to Veterans Airshow" no cost/free parking

May 30-Jun 1 Auburn,IN Antique Automobile Club of America- Grand National Meet

June 1 +Car Shows +Rolla Summerfest, **+Cole Camp** Chamber of Commerce

June 11-15 Petit Jean,AR Swap Meet and Car Show

June 22 Jefferson City 5308 MonticelloRd. Midwest Renovation Car Show

June 22 Fulton Drive to Survive Car/Bike Show

June 22-23 Waynesville Cave State Cruisers Hillbelly Concours Car Show

August 16-18 Springfield Ozark Empire Fairgrounds Swap Meet

August 22 Brazito MMOCC Meeting Wes & Betty' Annual Club's Trunk Swap

September 28 Jefferson City,MO Old Munichburg Festival(&Weinner Dog Race)

and 50th Annual ! -Mid Mo Old Car Club Roundup and Car Show

Mid Mo Old Car Club, PO Box 1594 , Jefferson City, MO 65102

MMOCC meetings - Typically the 4th thursday of month (except Nov-Dec)

Additions or corrections? Call Ron 573 893-2553 or email Bondorondo@aol.com

Confirm all Events before making plans!

Automotive History: 1946-70 King Midget – “World’s Most Exciting Small Car.”

BY JANA LINGO – MAY 31, 2014 SEE ALSO - kingmidgetcarclub.org

King Midget was started in 1946 by Claud Dry and Dale Orcutt in Athens, Ohio. Their dream, like many of the time, was to build a car that anyone could afford to buy. Their first attempt, the Model One, was offered only as a kit car, which contained the frame, axles, and steering mechanism, along with plans for bending your own sheet metal. The resulting vehicle was as simple as it was small, having beam axles and no differential with only one wheel being driven. The partners also published a bi-monthly catalog with government surplus wheels, engines, bearings, and other things that purchasers of the kits would need to complete their cars, in addition to their main business at the time, motor scooters. Eventually, they began to offer complete cars with a six horsepower Wisconsin engine.

After nine prototypes were built, the Model Two was released in 1951. It grew to resemble more of a “normal” car in form, if not in size. Powered by a seven and half horsepower Wisconsin engine, it still lacked a reverse gear and a starter motor, although it did offer an automatic transmission, and like the Model T was only available in a single color purchased from Ford’s suppliers. \$500 got you a 500 pound car, either as a kit or fully assembled. Options included such luxury items as the previously mentioned starter, reverse gear, a choice of Philippine mahogany or steel doors, and other options designed to make it seem like a more typical American automobile. In the era where safety equated to bigger being better, it seemed most of the excitement that the slogan

promised consisted of avoiding accidents (“Hey lady, get a real car!”). Its 102 inch body rode on a seventy-two inch wheelbase, compared to an eighty-inch wheelbase and 145 inch body for a Crosley or the 115 inch wheelbase of a chassis supporting a Chevrolet’s 197.5 inch body.

Perhaps sensing this, the owners began to diversify. A golf model was offered, as well as the ‘junior’ models to help indoctrinate youngsters into the wonderful world of motoring.

In 1957, the third and final King Midget was offered. This generation gained unit body construction, four-wheel hydraulic brakes, and a nine and half horsepower Wisconsin engine. Like most cars of the time, it grew with a 76.5 inch wheelbase and a 117 inch body that retailed for \$900. This body style remained in production until the end in 1970, albeit with improvements such as metal doors, a twelve horsepower Kohler engine, and a vinyl folding top.

Things pretty much kept on as is until 1966, when Mr. Orcutt and Mr. Dry wanted to retire and sold the business to group of investors, who promptly turned the production line to full tilt, heedless of the fact that they had purchased a niche business. The red ink flowed and the investors headed to the door to collect their golden parachutes. The plant’s manager, Vernon Eads, tired to revive the business with a trendy fiberglass dune buggy-style body and a new plant in Florida, but a fire destroyed the mold, bringing production to a halt after twenty-five years. One wonders how much longer they could have continued with the increasing emphasis on safety that the 1970s brought.

The spare-parts business has survived to the present day with several changes in ownership. That, and an enthusiastic owners’ club guarantee that the King Midget will be a part of the American automotive landscape for years to come.

<http://www.curbsideclassic.com/automotive-histories/automotive-history-1946-70-king-midget-worlds-most-exciting-small-car/>



Mid Mo Old Car Club thanks for following Sponsors of the 2018 Roundup

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Jefferson City Oil Company

Goody Bag's Sponsors

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Daisy Delight Restaurant
State Farm Insurance - Jim Kesterson
McDonalds Restaurants

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M&MTransmission
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Jim Lewis Tire & Wheel Inc
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Sweet Smoke BBQ
Samuel's Tuxedos & Gifts
David Jaeger Insurance
Xtreme Body & Paint
Evers & Company CPS
Capital Installers Inc
Brady Glass & Paint Co
Ed & Linda Tremain
Capital Machines
Dennis & Linda Smith
Warehouse Tire & Muffler
Joe Machens Ford
Towner Communication
Governor Motors Company
Marty's Auto Body
Capital City Truck & Specialty
4 Wheel Parts Plus

MMOCC Bylaws (last amended- 27 April 1995):

Article II - Purpose: The purpose of this club is to unite antique and special interest car owners and enthusiasts who are interested in restoring and maintaining their car in a manner to attract prestige and respect within the community. To serve as a medium of exchange of ideas, information, and parts for admirers of antique, classic and special interest autos. To aid them in their efforts to restore, preserve and exhibit the car in its original likeness and to help keep automotive history alive. The club shall be non-commercial, non-partisan, and non-sectarian.

Article III - Members: Requirements for membership shall not insist upon the actual possession of an antique car, but merely an interest in the cars and a desire to take part in club activities .

MMOCC Membership Application:

Family Membership just \$20/ year (July-July)

Name _____
Address _____
City _____
Zip _____
Telephone /Email _____

Send dues payable to Mid Mo Old Car Club

MMOCC PO Box 1594
Jefferson City MO 65102





MMOCC
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