



# MMOCC Newsletter –

## JULY 2025

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

### PRESIDENT'S CORNER

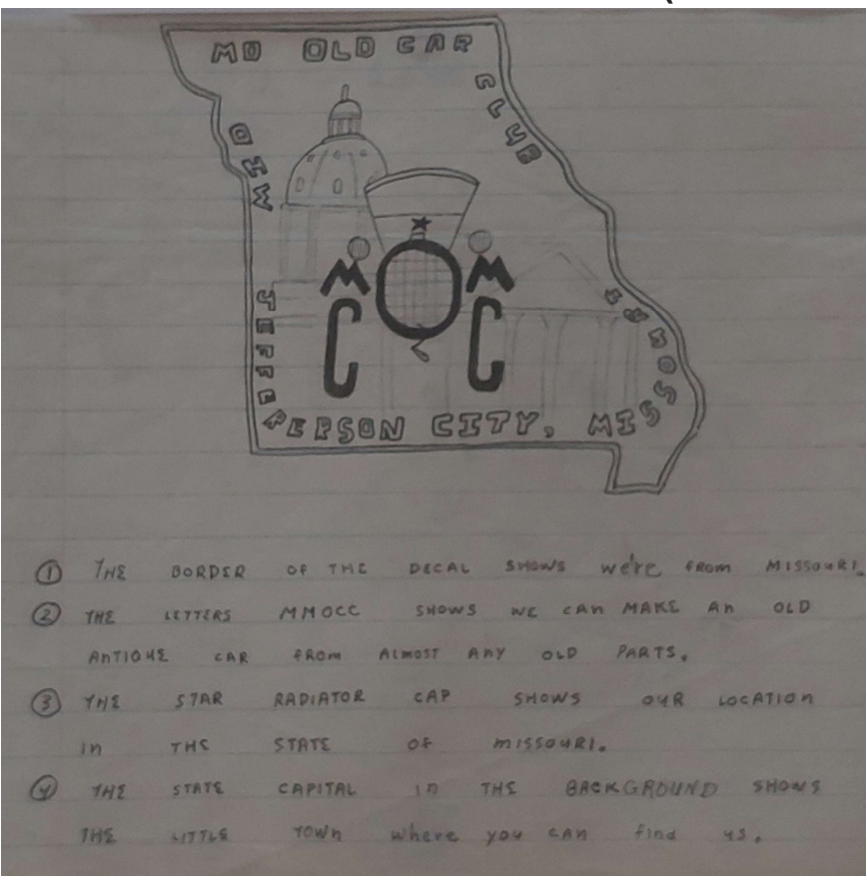
There's a handyman going door to door trying to find odd jobs to help out with, when he comes to an old man's house. The old man says "I can use a little help painting the porch." After a couple hours, the handyman comes back and announces that he's done. The old man replied "That was quick ". The handyman replies "Only problem is, it was a Corvette, not a Porche."

I dreamt I was a muffler last night, I woke up so exhausted.

This month's meeting is the trunk swap meet, so bring items to sell and money to buy. It'll be fun.



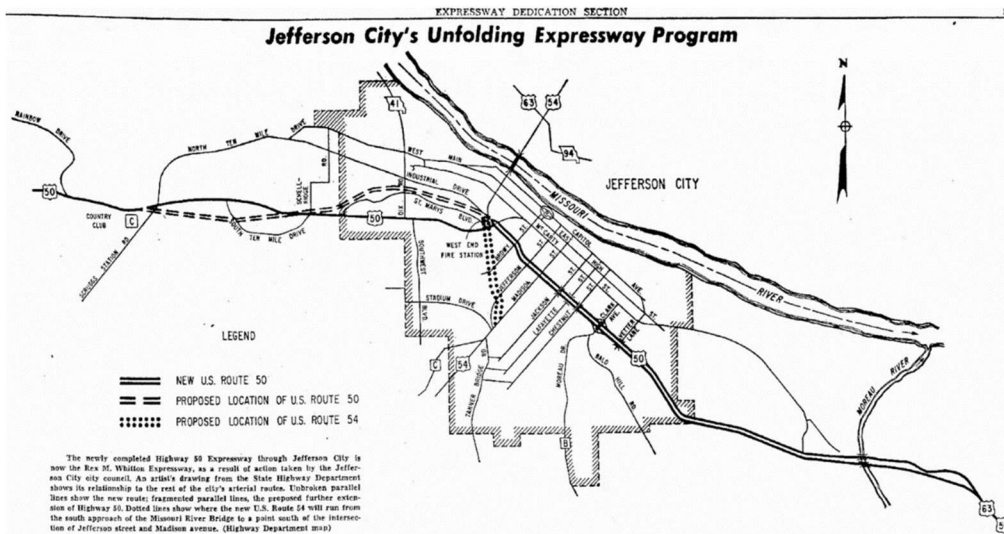
### FROM THE HISTORIAN'S FILES (Mike and Connie Schaefer):



This logo was adopted from a popular publication and changed to represent our clubs' early years. First used around 2003, it has been used in newsletters, shirts, and on car show flyers.



# THE TRI-LEVEL / "FINLEY'S FOLLY"



During the late 1950's and into the 1960's there was a lot of redesigning and construction of Highways 50, 54 and 63 in Jefferson City.

Interchange designer Sherwin Finley was spotlighted in an article originally in a Missouri State Highway Commission publication and reprinted in the May 9, 1965 Sunday

issue of the News & Tribune newspaper. Sherwin was a Designer IV at the Division of Surveys and Plans in the Highway Department Main Office.

He described the tri-level double diamond as more a "Monument" than an interchange. It took him four to five days to come up with the plan. Four other plans by other designers were turned down. He said drivers may look at the interchange either with awe or nervous consternation.

At that time period, that interchange would accommodate 3,000 vehicles per day. Recent studies show that more than 80,000 vehicles, at times, use it each day.

Sherwin stated "Old timers in the business may call it a big bucket of spaghetti and I can foresee the day when even though I think I'm "far out" or at least contemporary, some young fellow must replace me with more up-to-date ideas and approaches."

*Submitted by MMOCC Member Craig Haugen, Lohman, MO*

## MMOCC Member Comments about the Tri-Level:

Built the way it was as they could not take any land from the (blue) Armory.

We used to "race track" around the tri-level.

Finley designed it as a joke, but it was accepted.

## He Designs Monuments



Sherwin Finley designed the tri-level, double-diamond interchange which will be built in Jefferson City, where Finley lives on Vista Road, to connect U.S. Routes 50, 54 and 63. He specializes in such designs for the State Highway Department.



# His 'Monuments' Funnel Traffic

By BILL NUNN  
of Missouri Highway News

Some people call 'em interchanges; some call 'em grade separations; some call 'em one of the greatest safety developments in highway design; some call 'em confusing mazes. But Sherwin Finlay calls 'em monuments.

Finlay, a designer IV in the Division of Surveys and Plans at the Main Office, has designed some of Missouri's most unusual interchanges. These include the state's first tri-level double diamond interchange for U.S. Routes 54, 63 and 50 in Jefferson City and the state's first five-legged directional interchange for Interstate Routes 435 and 470 and U.S. Route 71 in Kansas City.

Where drivers may approach today's sprawling interchanges with awe—or nervous consternation—Finlay approaches his designing of them with the creative imagination of an artist and an eye on the human problem involved. An expressive fellow, Finlay makes this business of designing interchanges come alive interestingly and understandably.

Monuments For an Age  
"The way I look at it," he said, "these are monuments of the age we're living in, monuments for all the people in this country. They're part of the biggest thing this country has ever built."

Finlay's approach and his designs blunt any criticism of creating highways by assembly line. "You just can't slide rule these things," he explained. "You can't take a design that worked well in one place and just plo p it down in another to get that fresh look at each new job. Finlay tries to forget that last one. He starts with three basic tools—an aerial photo of the area where the interchange is to be located, a mental picture of 'the lay of the land along with existing streets and highways' and projected traffic counts from Highway Planning. "Then you must create," he grinned, "or sit like a dull First comes sheet after sheet of neat doodles with a purpose. If an idea doesn't come, he rolls up his work and leaves it "to ferment."

"I may go back to some of the other fellows," he said, "and pick an argument or just do anything to forget it for a while. Often, then, when I go back to it an idea clicks and we're off and running. "You see," he went on, "you have to have a theme, an overall plan. Once you get this you're in business. Then I drive and drive over it in my mind until I probably could drive the real thing after it's built in my tools—

an aerial photo of the area where the interchange is to be located, a mental picture of 'the lay of the land along with existing streets and highways' and projected traffic counts from Highway Planning. "Then you must create," he grinned, "or sit like a dull First comes sheet after sheet of neat doodles with a purpose. If an idea doesn't come, he rolls up his work and leaves it "to ferment."

"I go home and think I've put my work aside," he smiled. "And I go to bed and dream about the particular job I'm working on. The next morning I run down here and hurry to see MONUMENTS, Page 2-A")

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## MoDOT History

On March 22, 1913, the Missouri Legislature created the Missouri Highway Department. Almost immediately afterwards, construction began across the state to link adjoining county seats with paved and maintained roadways.

By the beginning of the next decade, Legislatures were trying to "get Missouri out of the mud" realizing that economic prosperity and growth were integrally tied to transportation.

Over the decades MoDOT has managed to keep Missouri moving. Today the state serves as a transportation crossroads for the entire nation.

There are 4,800 miles of railroad tracks, 1,379 miles of Interstates, 125 public-use airports and 15 public ports. If you're trying to get goods from one side of the country to the other, it's likely they'll pass them through Missouri.

May 9, 1965 Sunday issue of the News & Tribune

★ ★ ★

## 'Monuments'

(Continued From Page 1-A)

get it down on paper. Sometimes it works—and sometimes it's not worth a hoot, either."

### Some Come Slowly

Some designs come fast and easy; others come slowly—like tugging and pulling to get balky mules off dead center. Finlay's design for the Jefferson City interchange blossomed in "about four or five days"—after four others by other designers had been turned down as unsatisfactory.

He calls the Jefferson City interchange a "small one" but challenging because it was the first of its kind in the state. As far as volume of traffic, it will be small compared to the five-legged interchange in Kansas City—some 3,000 vehicles per day compared to about 30,000.

But whether the interchange is small or large, Finlay tries to keep the driver in mind as he designs it.

### Cloverleaf Inefficient

"For instance," he pointed out, "experience has shown us that the cloverleaf design is relatively inefficient compared, say, to a directional type. See, with a cloverleaf say, 1800 cars and hour will be coming up to the cloverleaf with so much headway between them and at a certain speed. Then with the entrance ramp you dump more cars onto the lanes and you automatically create a weaving pattern, with some cars in the left lane trying to get to the upcoming exit ramp. This isn't so bad up to certain traffic volumes but with directionals we avoid this with up-and-over movements that enable such interchanges to handle more traffic at higher speeds."

He paused and grinned. "One of our engineers said the plans for these directionals look like a big bucket of spaghetti. And perhaps they seem a little 'far out' to oldtimers in the business

who have dedicated their lives to building highways a certain way.

### Changes Coming Fast

"But changes are coming fast now," he went on, "and I can foresee the day when—even though I think I'm 'far out' or, at least, contemporary—some young fellow must replace me with more up-to-date ideas and approaches."

In the meantime, Finlay keeps designing these modern monuments for the highway traveler. He dreams about them and drives over and over them in his mind until, by the time they're built and being used, they're old to him.

But he's still dreaming and working on that newest one for the future.

(Reprinted by Courtesy of Missouri State Highway Commission.)

# The Mysterious Death of Missouri Highway Department Engineer Sherwin Finley

Sherwin William Finley was born February 8, 1920 in Centralia, Illinois.

Just prior to World War II he worked in Tulsa, Oklahoma for both the Carter Oil Company and the National Bank of Tulsa. His occupation was Ditto Operator (copy printing machine).

Sherwin served in the army during World War II from January 16, 1942 to February 3, 1946.

While in the army and serving as a Sergeant at Camp Crowder, Neosho, Missouri as a draftsman, he married Dorothy Ellen Seele (1923-2008) on October 22, 1942 in Kansas City. Dorothy worked as a secretary for the army while Sherwin was stationed at Camp Crowder.

The 1950 census shows Sherwin living in Kansas City with an occupation of bridge engineer.

During the 1960's the Finley's had residences in both Jefferson City and Gravois Mills. Sherwin was a member of the Lake of the Ozarks Yachting Association. Dorothy was active in the Jefferson City Garden Club and won many awards for her flower arrangements.

**Around 8 P.M. Monday night March 19, 1990**, Sherwin, Dorothy and their 35-year-old daughter were returning to their apartment in Jacksonville, Florida. The family had arrived in Jacksonville on December 1 and had moved into the rented apartment about a week earlier in March. The family stepped over a shoebox sized package wrapped in brown paper, outside the first-floor apartment. With the two women inside, Sherwin went back outside to get the package. When he picked up the package there were two simultaneous explosions powerful enough to damage the roof overhang on the second story. The two women were unharmed, but Sherwin suffered extensive internal injuries. He was airlifted to the University Medical Center where he was pronounced dead. Sherwin had worked for the Missouri Highway Department for about 20 years and had retired 10 years prior to this incident.



Police search the lawn in front of an apartment where a 70-year-old retiree was killed by a package bomb Monday.

The family had planned a boat trip through the Intercoastal Waterway to Jacksonville where their son was a boat salesman. The incident was investigated by the Jacksonville Sheriff's Office and 10 agents from the Bureau of Alcohol, Tobacco and Firearms.

**On Wednesday March 21, 1990**, the Morgan County Missouri Sheriff's Office investigated a mailbox destroyed by an explosive device. The mailbox was located at the Sherwin Finley residence near Old Hickory Cove, 30709 Honeysuckle Road, about ½ mile from Route O.

Dorothy Finley passed away January 4, 2008 in Bloomington, Illinois.

**Note: I have been unable to locate any resolution to the motives or suspect at this time.**

*By MMOCC Member Craig Haugen, Lohman, MO*



# SCHOLARSHIP INFO AND APP

We support interest in the automotive field!

MMOCC Scholarship.

Eligibility: Applicants must be a MMOCC member or be sponsored by a MMOCC member. Applicant must be enrolled in a technical school, community college, or four year college.

We would encourage those seeking a vocation in the automobile industry, or related, to apply. Awards will be based on academic performance. Career goals and other information to be provided on the application form.

Deadline: July 31 each year.

Applications to be received by July 31 of each year and will be awarded by the end of September each year, usually at the MMOCC Old Car Roundup / Car Show.

YOU ARE THE ADVERTISING COMMITTEE! Get the word out, handout flyers to grandkids, neighbors, etc.

## Mid Mo Old Car Club Scholarship Application

First Name \_\_\_\_\_ MI \_\_\_\_\_ Last Name \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Date of Birth \_\_\_\_\_ Phone Number \_\_\_\_\_

Name of MMOCC member that recommends you for this scholarship \_\_\_\_\_

How are you related to this member? \_\_\_\_\_

Name & location of school you plan to attend \_\_\_\_\_

Have you enrolled? \_\_\_\_\_ Major or course of study \_\_\_\_\_ Future occupation \_\_\_\_\_

Will you be a full time student? \_\_\_\_\_ If not, how many hours do you plan to take? \_\_\_\_\_ hours

High School GPA \_\_\_\_\_ ACT Composite Score \_\_\_\_\_  
(4 pt. scale)

Write a paragraph about yourself to help the MMOCC Scholarship Committee know about your plans for the future and how you intend to pay for your education. Tell us about your interests, career goals and hobbies.

*You may write on the back of this sheet or attach another sheet if you need more space.*

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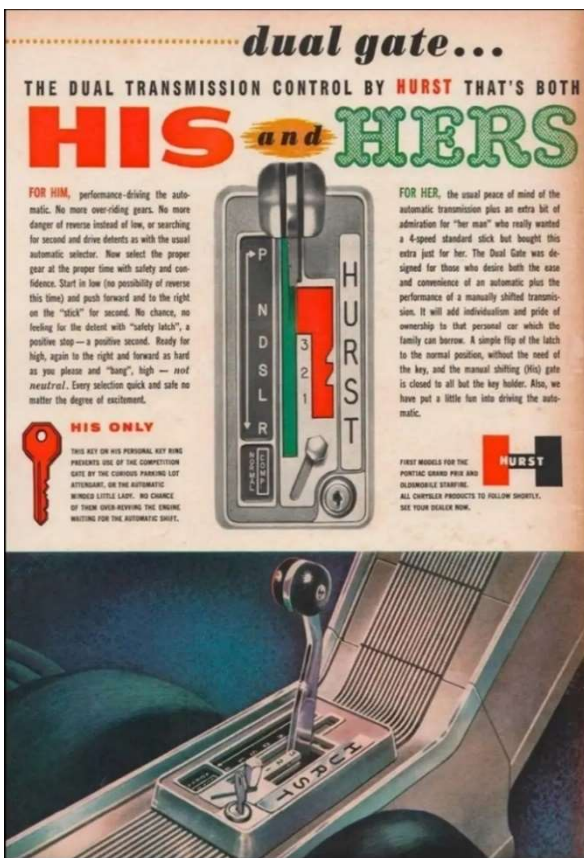
Signature of applicant \_\_\_\_\_ Date \_\_\_\_\_

*Please attach high school transcript if available.*

Submit to the MMOCC Scholarship committee or mail to :  
Mid Mo Old Car Club P.O. Box 1594 Jefferson City, MO. 65102  
*Must be submitted by July 31* *rev 5/19*

The Mid Mo Old Car Club Scholarship Amount: \$1000.00  
Eligibility: Applicants must be a MMOCC member or be sponsored by a MMOCC member. Applicant must be enrolled in a technical school, community college, or four year college. We would encourage those seeking a vocation in the automotive industry, or related, to apply. Awards will be based on academic performance. Career goals and other information provided on the application form.  
Deadline: Applications must be received by July 31 of each year and will be awarded by the end of September of each year. Applications may be obtained from club members, the scholarship committee or by writing to :  
Mid Mo Old Car Club P.O. Box 1594 Jefferson City, MO. 65102

<https://midmooldcar.club/scholarship>



If your town has an Old Wire Road on its street maps, you may be surprised to learn that there's some interesting history behind it. It started as part of the Osage Trace, a trail that Native Americans used to migrate to and from various areas during hunting season. By 1832, many tribes had been driven from the area. By 1836, the part of the trail that extended from Versailles, Missouri to Fayetteville, Arkansas became known as "The Fayetteville Road."

From 1858 until 1861, the Postal Service used the road as part of their Butterfield Overland Mail Route (pictured), a 2800-mile journey between San Francisco and St. Louis. Stagecoaches traveled the Butterfield Trail across the country to various points in Arkansas and up through Missouri, carrying letters, passengers and freight. The trip took twenty-four days, and coaches made the trip twice a week.

In 1860, telegraph wires were put up along the trail from St. Louis to Ft. Smith. The trail then became known as "Telegraph Road."

During the Civil War, the road was referred to as "The Military Road," and was used by troops to move between Missouri and Arkansas.

After the War had ended, it was referred to as "The Wire Road," due to the telegraph wires. From the 1840's until 1877, the telegraph was the fastest way to transmit news and messages across the country.

Around 1877, the invention of the telephone made telegraphs obsolete, and the telegraph wires were taken down. Wire Road then became known as the "Old Wire Road."



# Tonka



In 1965, the Tonka Toys manufacturing plant in Minneapolis, Minnesota, was a bustling hub of American industry and childhood dreams. Known for their rugged, steel construction, Tonka trucks had become a staple in homes across the U.S., symbolizing durability and imaginative play. The assembly line at the plant represented mid-century American manufacturing at its peak—precise, efficient, and powered by a skilled workforce.

Photographs from the era show rows of workers assembling toy trucks by hand, each person responsible for a specific step in the production process. Brightly painted truck beds, chassis, and wheels moved along conveyor belts, gradually taking shape as the iconic yellow construction vehicles that generations of children would come to love. The plant combined human craftsmanship with mechanical efficiency, a blend that gave Tonka its reputation for quality.

Founded in 1946, Tonka had quickly become one of the leading toy manufacturers in the world. By the mid-1960s, the company's products were synonymous with American childhood. The Minneapolis factory was not just a place of production—it was a symbol of innovation, pride, and the enduring power of play. The images of the Tonka assembly line remain a nostalgic reminder of a time when toys were built to last—and did.



# COLORFUL 1956 CATALOG

Auto makers offer more models than ever: here they are lined up and compared

## AMERICAN MOTORS

### NASH

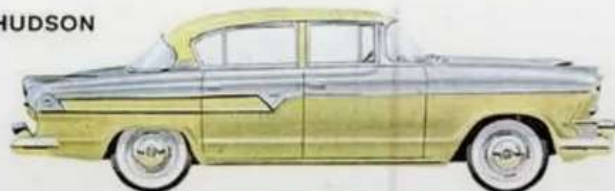


**STATESMAN SUPER** represents the standard low-priced Nash line. It has hp of 130, weighs 3,170 lbs., has over-all length of 202¼ in.

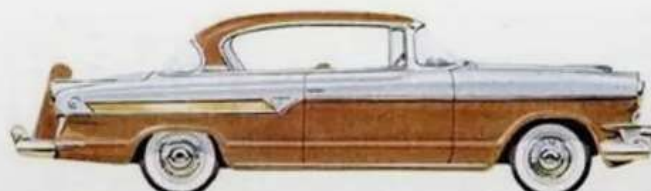


**AMBASSADOR V-8** has Packard engine with top hp of 220, and Twin Ultramatic transmission. It weighs 3,830 lbs. and is 219¼ in. long.

### HUDSON



**WASP**, like other cars in Nash and Hudson lines, has unit frame-and-body construction. It has 130 top hp, is 202¼ in. long, weighs 3,285 lbs.



**CUSTOM HORNET** has a six-cylinder 165-hp or 175-hp engine, or 220-hp V-8 engine. It weighs 3,880 lbs. with V-8, is 219¼ in. long.

## CHRYSLER

### PLYMOUTH



**SAVOY CLUB SEDAN**, like all Plymouths, has 125- or 131-hp six-cylinder or 187- or 200-hp V-8 engine. Weight with 125 hp is 3,125 lbs.



**BELVEDERE HARDTOP**, a new four-door model, weighs 3,275 lbs. with 200-hp V-8 engine. Over-all length of most Plymouths is 201.8 in.

### DODGE



**CORONET** offers choice of 131-hp six-cylinder engine, or 189, 230- or 260-hp V-8 engine. It is 212 in. long, weighs 3,250 lbs. with the six.



**ROYAL LANCER HARDTOP**, like all Royals and Customs, has 218-, 230- or 260-hp V-8. It is 212 in. long, weighs 3,675 lbs. with 218 hp.

### DE SOTO



**FIREDOME FOUR-DOOR SEDAN**, one of eleven models in De Soto line, has a 230-hp engine, is 217.9 in. long and weighs 3,885 lbs.



**FIRELITE FOUR-DOOR HARDTOP** weighs 4,005 lbs., is 217.9 in. long, has 255-hp engine. Push-button transmission control is standard.

### IMPERIAL



**CROWN LIMOUSINE**, the most luxurious automobile of Chrysler's costliest line, has hp of 280, weighs 5,205 lbs. and is 243.6 in. long.



**TWO-DOOR HARDTOP**, like four other models in line, has "gun-sight" tail lights. It has 280 hp, weighs 4,565 lbs. and is 229.6 in. long.

## MMOCC SHIRTS:

We have T-shirts in gray and white, collared polo-type shirts, and a humorous T-shirt addition. If your shirt looks dingy, time to upgrade! Shirts available at future meetings and events. \$20 for collared shirts. \$15 for t-shirts. \$10 for hats. Contact Norm Hicks at 573-632-9055.

## Upcoming Events that MMOCC Plans to Attend:

### A. Sonic Hot Summer Nights. →

- Third Saturday of each month from May to September from 6-10
- Sonic in Versailles.

### B. July MMOCC Meeting / Trunk Swap.

- Thursday, July 24 with Swapping starting at 3. Meal about 5. Meeting about 6.
- Bandelier Mustang Connection. 102 Route T / JCMO. (NE of the intersection of Rt.T Bus.50) (Best access on Bus.50 across from Farmers Bank of Lohman).
- All the usual participants are, of course, invited, and guests are welcome.
- Probably just a hot dog roast or something simple.
- Bring lots of stuff to swap or sell (garden vegetables expected) and cash to buy.
- Plenty of parking. Bring chairs and your favorite beverages.

### C. Monthly Capital Mall (JC) Cruise In.

- Last Saturday of each month from April to September. 3-7pm.

### D. Capitol Cruise In (JC) East Capital at Madison.

- Last Saturday of each month from March to September. 5-9pm.

### E. Holts Summit Pizza Hut Old Car Cruise In.

- First Saturday of each month from April to October. 4:30-8pm.

### F. Missouri Moonshiners Street Rod Club Cruise In.

- Second Saturday of each month from April to October. 5-8pm.
- Thriftway in Linn. Contact the Evens at 573-291-6209 if questions.

### G. Argyle K of C Car Show and BBQ.

- Saturday, August 9 at 11am.
- 513 Second Street in Argyle, MO.

### H. August MMOCC Meeting – BBQ at McClung Park.

- Thursday, August 28. McClung Park Indoor Pavilion (air conditioned). 931 McClung Park Drive / Jefferson City, MO.
- Arrive as early as 5. Meal at 5:30. Meeting at 6. Indoor BBQ. Bring a side to share and bring your own beverages. Pulled pork, plates, and utensils provided by the Club.
- Contact Connie Schaefer with questions at 573-690-5954.





- In September 2021, John Kelsey hosted MMOCC to view his closed car museum / collection in Camdenton. John died in September 2023. His collection was sold through Mecum Auctions. His daughter, Ann Kelsey-Doughty, the President of Kelsey Tire and co-owner, will present about Kelsey Tire, its history, Good Year connections, and the auction process.



#### **I. Russellville Schools – Wheels for Meals.**

- Saturday, September 13 9am-2pm.
- Russellville High School / 13600 Route C.
- Fundraiser to pay off student lunch debt.
- \$20 entry fee. Pedal Car Class for \$5. Food trucks available.
- <https://www.facebook.com/events/1292651495179528/>

#### **J. September MMOCC Meeting.**

- Thursday, September 25 at 6pm.
- HyVee-JC Community Room (upstairs). Room is available at 5pm, so get your meal and come upstairs and dine together.
- Topic: MMOCC Car Show on September 27.

#### **K. MMOCC Old Car Round Up and Show.**

- 56<sup>th</sup> annual.
- Saturday, September 27, 2025.
- In conjunction with JC Oktoberfest.

#### **L. October MMOCC Meeting.**

- Thursday, October 23 at 6pm. Location and topic TBD.

#### **M. Brother Bob Folk Fall Colors Tour (BBFFCT)**

- Saturday, October 25, arriving as early as 10am at the church parking lot in Folk (Osage County), leaving at 11am.
- Lunch at a surprise location.
- About two more hours after lunch, ending around Loose Creek.
- Travel as long as you would like and cut out early, if needed.
- Organized by Dennis and Laura Even. Questions? Contact Dennis at 573-455-2948 or Laura at 573-291-6209.

#### **N. NO November meeting.**

#### **O. December Meeting / Holiday Party.**

- Thursday, December 18, 2025. Arrive as early at 5pm. Meal about 6pm.
- American Legion off Tanner Bridge.
- Meal provided by the Club.
- Bring a rob-your-neighbor gift for your gender valued around \$25. Be creative!



1926 - 1930



1930 - 1959



1959 - 2002



PONTIAC

1981 - 2002



2002 - 2004



PONTIAC

2004 - 2010



**Officers:**

President Nathan Fuller (573-645-7088)

Vice President Doug Stephens (573-632-2895)

Secretary Lyle Rosburg (573-291-7159)

Newsletter Editor Lyle Rosburg (573-291-7159)

Treasurer Larry Rhea (573-606-9266)

Historians Mike and Connie Schaefer (573-645-7802)

2025 Car Show Chair – Nathan Fuller (573-645-7088)

**07/01/2025-06/30/2026 Dues of \$20**

**can be paid and mailed to**

**MMOCC / PO Box 1594 / JCMO 65102**

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

