MMOCC Newsletter – OCTOBER 2026

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

PRESIDENT'S MESSAGE:



Thank you to everyone who helped make this year's car show a great success!

The weather was perfect, judging seemed to go quickly, we had awesome trophies to hand out, just a really good show! We had a good turnout...especially considering that we had a little rain in the early morning.

Our next meeting will be our last regular meeting of the year. After that we have our Christmas party in December. See you there.

Nathan Fuller, MMOCC President

October Birthdays:	Kenneth Braun, Mick Rhyne, Brocke Laws, Angela Laws.
October Anniversaries:	Jim & Linda Roberson, Steve & Jamie Hall, Brocke & Angela Laws

Her: That smells expensive... what is it?

Him: Diesel



Scrap yard in Roswell, New Mexico, USA.



What If the Coolest Car Feature Is Something Automakers Stopped Making? 14 Forgotten Ideas

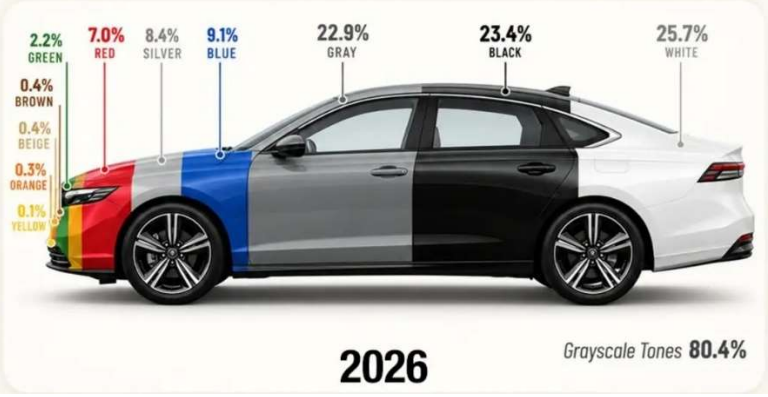


THE EVOLUTION OF AUTOMOBILE TIRES



WHAT HAPPENED TO COLOR?





The Pheonix Project Update January 2026 – MMOCC Member Steve Hall

In this instalment of my 1925 Franklin 11A coupe restoration project, I'll cover the assembly of hardware and axle components to the frame rails. To remind readers, my goal when purchasing this vehicle was to get a rolling chassis in 2025 which is the 100th anniversary of the model year of the vehicle. Read further to learn if I made the goal.

With most of the holes in the Franklin's wood frame rails drilled, it was finally time to assemble the various steel components and elliptical leaf spring assemblies to the frame. The frame rails are attached to rear of the car by a steel gas tank support assembly that holds the gas tank, Watson Stabilizers (spring recoil dampeners), taillight, and a spare tire mounting bracket. The previous owner had sourced a good used tank support assembly that only minor digs and scratches. I cleaned up any surface rust and painted the assembly in black enamel. The fit to the mounting holes was acceptable except for two holes for the gasoline strap brackets, that I drilled from the drawing dimensions, did not light up with the holes correctly on the bracket. The two opposite holes on each frame rail were both off by the exact amount, so I suspect there was a version difference between the bracket I had, which was not original to this car, and the frame hole locations on the original drawing. To fix this I used 3/8" diameter wood dowels and glued them in the holes and redrilled to the bracket dimensions. (Note: When possible, test fit components before drilling this is not always possible or practical, but when practical I recommend it).

Having the rear bracket mounted gives the wood frame assembly some stability to allow for fitting the front spring shackle assemblies. I used an engine crane to lift the spring assembly to the height of the frame rail. This allowed me to maneuver the assembly into place and hold it there until I could get the bolts that pass through the sill to the bracket. The two bolt holes lined up well (better than I expected considering these were the two holes I drilled through the frame with the auger bit). Now that I was confident with the fit, I installed the four shackle supports (hangers or bolster clips) that clamp to the spring assembly and frame rail to give the assembly more support. There are two a 3/8" diameter holes that need to be drilled for the bolster clip assembly attaching bolt. These holes were not on the drawing, which was okay since they would be difficult to locate without the bolster clips installed. I drilled ½ way through on both sides to be sure the hold would come out centered in case I was not drilling straight from one side.

With the front spring assemblies attached, it was time to assemble the front axle. I thought this part might be easy since the axle was not rusty and just needed degreasing. However, after cleaning I discovered there was significant play in the steering knuckle assembly on the right side. After removing the king pin and inspecting the parts I discovered the upper thrust washer was broken in two pieces and the bronze bushings were worn. I was not planning for more repair work here but that's the way it goes. Fortunately, the bushings were easy to find in a size close to what I needed (7/8" i.d. and 1" o.d.) but was a little longer than the finished piece. I ordered four bushings in case I needed to work on the other side as well. I also ordered some bronze thrust washers to replace the broken one. I machined the bushing to proper length in a lathe and milled the two slots that keep the upper bushing from spinning on the axle yoke. I installed everything and was pleased with the endplay and fit being much better. I used a new thrust washer on the left (drivers) side but did not change those bushings as they did not have the play in them that the right side did. While I had the axle apart, I cleaned it and painted it in black enamel.

Another item I discovered while working on the axle is that there is a cushion riveted to the bracket that mounts to the spring assembly and one was missing and the other was deteriorating significantly. I thought these were rubber, but it turns out after looking at the factory drawings that these were made of oak tanned leather. After searching for replacement materials on the internet, it turns out not surprisingly that this is a standard size (thickness and width) for horse bridle straps. I ordered the bulk leather strap from a distributor of Hermann Oak Leather Co., St. Louis MO., which has been around since 1881, and they use traditional vegetable tanning (no chromium). The Franklin factory drawing instructions state that the finished leather piece is to be dipped in paraffin at not more than 200 degrees Fahrenheit. I measured and used leather hole punch tools to make the holes for the rivets and the hole for the spring bolt that doubles as a centering pin for alignment of the spring assembly and axle. I used a double boiler to heat and melt paraffin wax blocks and dipped the leather straps in the wax bath. After the wax dried, I riveted the leather cushions on the axle with copper rivets just like the originals.

I assembled the rear leaf springs to the axle first after riveting the leather cushions. This was more of a challenge than I thought, primarily because the differential has a steel support truss rod that runs under the differential up to each end of the axle bearing housing assembly. Ether the support truss rod needs to be removed, or the elliptical leaf spring needs to be disassembled at one of the pivot bolts to slip the assembly between the truss rod and axle shaft. I opted to remove one of the pivot bolts as I had already cleaned these and greased them and the trust rod nuts were rusty. After wrestling the spring assembly together again suspended from the engine crane and under the axle but above the tensioning rod, I finally reached the point where I could line up the U-clamps that hold the spring to the axle assembly. This looks easier to align than it is to do in practice. It turns out the spring assembly needed to be angled ‘just right’ to get the U-clamps aligned and insert the spring bolt in the hole in axle mounting casting. Four hours later I had wrestled both springs in position, bolted, and rested on a dolly so I could move it into position under the chassis later.

Now on to assembling the front axle to the front springs. This operation went faster than the rear, since I did not have to account for disassembling the springs and I had learned the finesse of angling the axle while lining up the U-clamps. This process went well except I had to remove one U-clamp to chase the threads with a die due to thread galling. With the front axle attached and the chassis still suspended on two sawhorses, I decided to fit front wheels before attempting to assemble the much heavier rear axle assembly.

December 31st was coming up quickly, so to meet my ‘2025 rolling chassis’ deadline meant I had to make some compromises. The best set of wheels were still under restoration, so I decided to temporarily use another set of wheels in less than perfect condition. I had three sets of tires mounted to split rims but one needed an additional 21” tire. I decided to order four new tires but only mounted one in the interest of time. I ordered the tires too late to give me enough time to mount all the tires before New Year’s Day (the tires were delivered the weekend before Christmas) so, I decided to compromise again and assemble two old tires on the font wheels and then lower the front wheels to the floor and then mount the rear axle assembly to the chassis resting on the dolly. I was able to do this and have a rolling chassis Christmas weekend but I wanted it on all four tires by New Years Day.

I had the tires and the goal was still in reach, so I tried to mount the tire the weekend after Christmas. Mounting tires on split rims seems simple enough. The Franklin owner's manual shows that the motorist can use a large screwdriver to assemble the tire on the side of the road. Yeah right… well I was not having this luck in the shop. I had a split rim jack that club member Wes Scott gave me, and it worked well at getting the split rim separated or 'off' the tire, but it did not quite have all that was needed to get the new tire on the rim. Some of the problem was that I was working in 45–50-degree temperatures in the shop so I brought the tire in the house overnight to warm things up. Unfortunately, I had to work all week through New Years Eve and could not find time to mount the tire. I wanted to participate in the MMOCC New Year's Day garage tour, and my 'all-nighter' days are over, so I decided not to stay up late and mount the last tire on the car in 2026. I went on the New Year's Day garage tour, had fun with club members, and fixed a distributor vacuum advance problem on my Father In-law Jack Boswell's 1953 Packard after the pizza buffet. On January 2nd, 2026, I was successfully able to mount the tire on the split rim and mount the rear wheels to the axles. The heat helps make the rubber more pliable and in addition to the rim jack, I also used a Port-A Power hydraulic ram to expand the split rim another 1/8" needed to lock the rim into place. Success! Rolling chassis on 4 rubber tires.

Did I make the goal? Well with the rear axle on a dolly, practically speaking yes, but the purist in me says no. In the grand scheme of things, I've made pretty good progress on what started as 'boxes of parts'.

In my next article I'll explain the challenges of finding what body parts go where...

Figures:

Fitting the gas tank support assembly to the frame rail (sill)





Assembling front spring (bolster clip) shackle assemblies. (Note: The assembly is upside-down to make it easier to align. Washers are for test fitting only, lock washers are used in final assembly).



Leather Strap rivetted to the front axle.

Dipping leather cushion in paraffin wax at 200 deg. F.





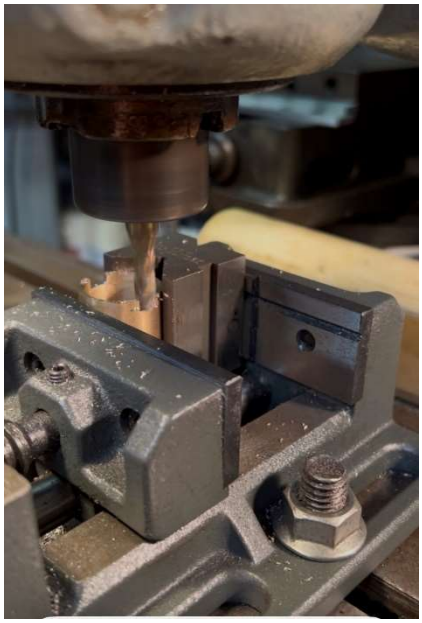
Assembly rear spring to rear axle assembly.

Rear axle assembly on dolly.





Machining a bronze steering knuckle bushing to length on a lathe.



Milling slots in bushing needed to lock the bronze washer



Front axle steering knuckle assembly and axle yoke.



Rear Axle assembly assembled to frame rails on a dolly.



Assembling front axle to frame rails.

Front wheels are attached and rear axle on a dolly. Note: engine crane position to lift the frame evenly to install the rear wheels later.



Rear wheels attached and rolling chassis January 2, 2026 (photo taken January 3rd)



Franklin



RISING FROM THE ASHES… NUMBER TWO…

Wes Scott purchased the burned out hulk of a 1931 Ford Model A truck after Dan East's shed burned. Wes spent the last two and a half years restoring the truck "on a budget", using as many parts, paint, and supplies he had on hand or could get from other old car enthusiasts. AMAZING WORK! It MIGHT be for sale, so contact Wes.



Truck in the shed after the fire.



Gathered parts at the fire scene.



WOW. Just WOW. Only a few items left to finish.

MMOCC SHIRTS:

Shirts available at future meetings and events. Contact Doug Stephens at 573-616-0842.

Upcoming Events

A. October MMOCC Meeting.
- Thursday, October 22.
- HyVee-JC Community Room (upstairs). Room available at 5pm with meeting at 6pm. Grab your meal and eat together!
- Topic to be determined.

B. Kenny Braun's 90th Birthday.
- Sunday, October 25. 1-4pm.
- St. Magarettes Catholic Church in Osage Bend. 12025 Route W / JCMO 65101.
- 90th Birthday Invitation & **RSVP**: https://my.guestpix.com/guest/188766/access/NwoRYAXj
- Take a Sunday Drive in your old car and share it with Kenny!

C. No November Meeting.

D. December Meeting / Christmas Party.
- Thursday, December 17, 2026. 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!

E. New Year's Day Garage Tour.
- Friday, January 1, 2027.
- Times, locations, and *details to be finalized*.
  - Lunch at about 11am.
  - Garage Tours at Multiple Locations.
  - Ending with a carry in meal.
- Stops scheduled so far:
  1. Ron and Linda Bogg
  2. Ricky Mendez
  3. Rusty and Mica Baldwin

Plans in process:
- Meet up with Columbia's Old Wheels Car Club at the Post Office Bar and Grill in Fulton. (Probably not going to happen.)
- Evening tour of the Jefferson City Fire Department Museum with dinner at Daisy Delight.
- Do you have an idea? Let's do it!



Officers:

President Nathan Fuller (573-645-7088)
Vice President Doug Stephens (573-616-0842)
Secretary/Newsletter Editor Lyle Rosburg (573-291-7159)
Treasurer Connie Schaefer (573-690-5954)
Historian Mike Schaefer (573-645-7802)
Car Show via Committee: Bob Brandt, Nathan Fuller, Lyle Rosburg, Mick Rhyne, Doug Stephens

Dues are $20 for July 1 to June 30 each year.

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