



MMOCC Newsletter –

AUGUST 2025

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

PRESIDENT'S CORNER

My wife and I took our 67 GTO to Branson on our Anniversary getaway. I feel like it was more fun for me than her. The ac wasn't as cool as it should have been, which made it a little more uncomfortable for Juanita, but I was having fun shifting gears on my new and newly installed TKX 5 speed manual transmission, so I wasn't as bothered by it.



While we were in Branson, I saw several classic cars, but only one other classic car was actually being driven instead of "on display ". We ate at a classic diner that had a Henry J in front of it, there was a 69 Dodge Charger on display at an old gas station. The car museum had a few outside on display on the outside, but only one other person was enjoying their car the same way we were your

GTO.

One of the waiters at the Uptown Cafe drove his 66 Mustang that he had built with his grandpa to work. We traded car stories, then I encouraged him to keep on enjoying his self built Mustang. He was only about 20 years old or so.

Perhaps if more people saw their classic cars as viable and relevant transportation instead of art objects that needed overprotected, more people might be interested in classics. But I was still encouraged by the young man who built his car with his grandpa.



On a side note, we got half price pizza on the way home thanks in part to the young guy behind the register's affinity to our car. He had a classic van in the parking lot. So let's get those fun classics out and drive them. Maybe to the Fulton car museum this Saturday?

Flame and Fuel Do Not Mix

Adam Edward Erhart Jr. was born May 13, 1877, in the Cole County community of Scruggs. He was born into the Erhart and Eggers families with his father immigrating from Bavaria, Germany. Branches of the family would spell their last name a few different ways.



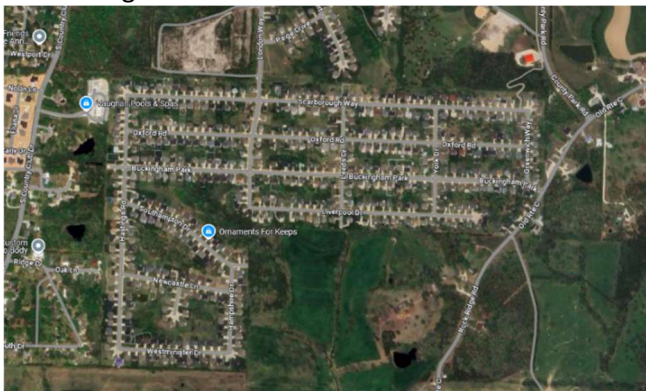
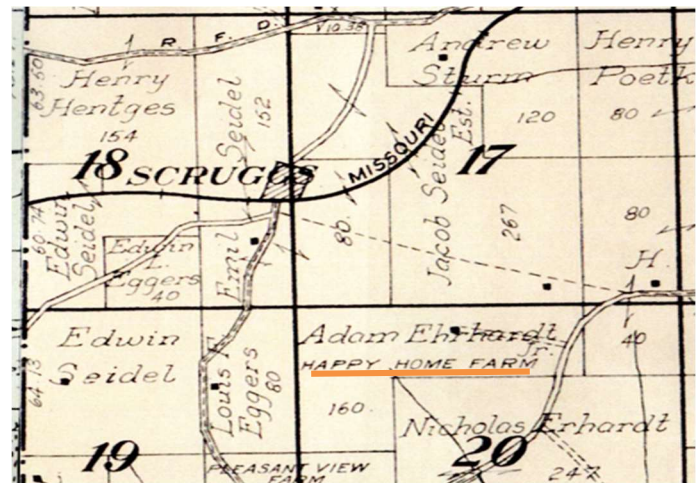
In 1904 Adam became proprietor of the Scruggs Station Store, which was located at the northeast corner of the current intersection of South County Club Drive and Scruggs Station Road. The store was located at the 7.8 mile marker of the Bagnell Branch of the Jefferson City, Lebanon & Southwestern Railroad. He was also the 8th and final, 4th class postmaster of Scruggs until 1905. At that time Rural Free Delivery was established and mail directly to and from Scruggs was ceased and given an address of Rural Route 2, Jefferson City. The average income for that class of postmaster was \$200 from a portion of postage sales.

*Scruggs Station Store 1971
Courtesy/Roger Hager*

After leaving the store business, Adam concentrated on farming, owning and operating the 160 acre "Happy Home Farm" located just south of the current Cole County Jaycees Fairgrounds. He was also a member of the Missouri Farm Bureau.

"Happy Home Farm" location – 1914 plat map

On Monday evening September 28, 1925, Adam intended to visit a neighbor. Prior to leaving his residence about 7 P.M., he checked the gas level of his Ford and found it was low. He placed a lantern on the car and started to pour gas from a five-gallon container. The flame from the lantern ignited the fuel vapors and engulfed Adam. He yelled and family members ran to assist him by tearing off burning clothing, but he had already suffered severe burns. Doctor Leslie of Russellville was called to attend to him. Adam passed away at 1:50 A.M. the following morning.



At age 48, Adam left behind a widow, four sons and one daughter. He was buried in Lohman at Saint John's Lutheran Church Cemetery, also known at the time as Stringtown Cemetery.

The 160 acre Happy Home Farm is now Covington Gardens Subdivision. His house was located in the area near Leeds Drive between Scarborough Way and Oxford Road.

Covington Gardens Subdivision Courtesy/Google Maps

Submitted by MMOCC Member Craig Haugen, Lohman MO

The Phoenix Project Update:

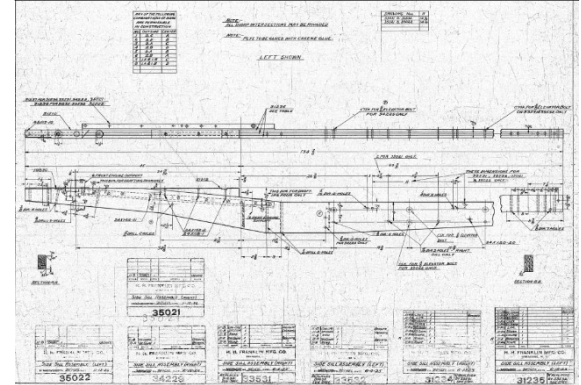
This is another instalment of my attempt to restore a 1925 Franklin 11A coupe. In the March 2025 MMOCC article, I elaborated on obtaining new laminate ash frame rails (sills) that the Franklin automobile company used to fabricate the chassis of its automobiles until approximately 1928 when it transitioned to completely steel chassis.

One of the benefits of being a member of the H.H. Franklin Club is that the club has scanned many of the original Frankly Automobile Company drawings which are invaluable for enthusiasts and restorers who are not familiar with the marque. There is a left frame rail drawing with all the dimensions needed to drill most of the $\frac{3}{8}$ " and $\frac{5}{16}$ " diameter mounting holes. The remaining holes will be drilled once I know the location of the parts relative to other assembled components.

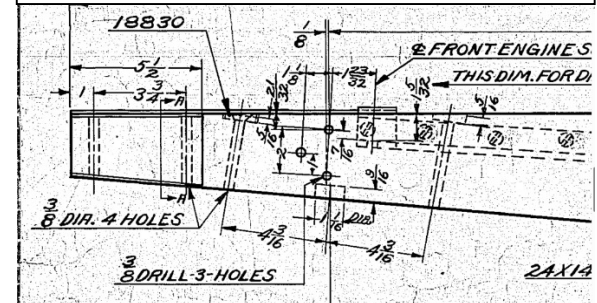
The most challenging holes to drill were the two $\frac{5}{16}$ " holes in each frame rail that I presume mount one of the body structures, possibly the cowl, to the frame. My new frame rails were made deeper than the originals to help reduce sagging which means the $\frac{5}{16}$ " holes needed to be drilled 8.0" through the middle of the frame rail. I purchased a 9" WoodOwl auger drill bit to do the job and borrowed a dowel jig to help me align the hole on center and at the angle the matched the original frame rail. I used a long $\frac{5}{16}$ " wood dowel rod to check alignment with both the new and old frame side-by-side (inserting the wood dowel in the hole of the original frame rail). Once I double and triple check measurements and alignment, I mustered all my courage to drill the holes. The WoodOwl auger bit performed well at not wandering too much during the operation. One hole was a little off on the other end, but not much more than the original factory holes were on the original frame rail.

At the front end of the frame rail on each side there is a $\frac{5}{2}$ " length of wood that is milled off by $\frac{1}{8}$ of an inch from the end so that a stamped steel endplate can be bolted on and remain flush with the outside frame rail surface. To mill off the wood, I utilized my radial arm saw fitted with an adjustable dado blade set to its maximum $\frac{13}{16}$ " width of cut. I measured the $\frac{1}{8}$ " portion to be milled off and marked it on the frame rail and used an inside caliper to physically set the height of the wood sill off the table to the lowest cutting edge of the dado saw blade. Using multiple measurement techniques allowed me to double check measurements and set saw dept prior to making the first cut. My woodworking experience is limited, but I have learned that no matter how careful you are measuring, the saw blade almost always cuts deeper or more than you think it will so I erred on the side of caution and made sure the blade just graze the end of the caliper and verified the saw blade was above the pencil line on the work piece before cutting. You can always file or sand more wood later if needed, but it's impossible to build it back. I set up my cutting operation using a 'flip top' roller stand to support the end of the 11-foot-long frame rail parallel with the cutting table of the radial arm saw while. While milling off the $\frac{1}{8}$ " relief I was careful to cut slowly to prevent wood chipping on the edge, I also clamped a piece of scrap wood on the final pass to help reduce the chances of wood chipping. I made the first short pass and verified the depth with a square before proceeding. Success! I was pleased with the setup and finished the right frame rail

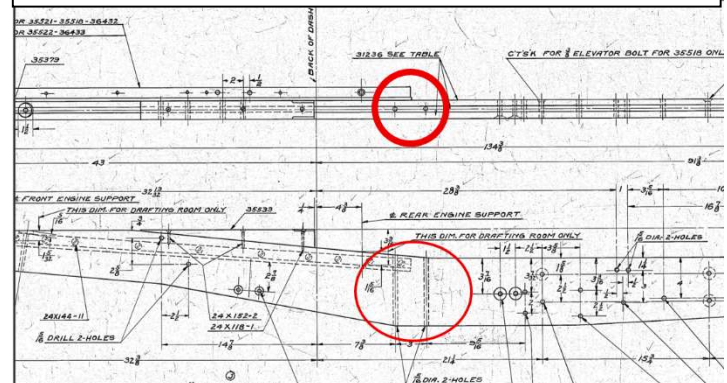
Franklin Factory Drawing of the frame rail (sill)



Franklin Factory Drawing of the frame rail (sill) (Front end Magnified showing hole locations)



Center Section of the frame rail (sill) (Magnified circle showing the two 8" long 5/15" dia. hole locations)



and then milled off the same section on the left frame rail with the same saw setup, but supporting the frame rail from the other side of the table saw.

There are three 3/8" holes on each side that must be drilled to mount the engine bracket. These holes are drilled through the side of the sill perpendicularly, so I decided to drill those holes using my drill press to ensure an accurate hole location due to the precision needed to line up three holes on both sides of the bracket (6 holes total). I used my hole centering tool in the drill chuck to make it easier to locate the center of the hole that was carefully marked and triple checked. After lining up the chuck with the hole center I clamped the frame rail to the table to the drill press and checked again to be sure the work did not move when clamping. Removed the hole center tool installed the drill and drilled the hole. This process was repeated 5 more times for the mounting bracket, and I drilled another 4 holes at the rear of the frame rail while I had this setup. There are other holes to drill through the side of the frame rail, but these are not as critical, and I plan to use the auger bit and a hand drill to drill those holes.

The other 3/8" holes that are important and challenging to drill are the holes that are used to mount the front elliptical spring assemblies. The magnified drawing shows these holes drilled at an angle in the frame rail. I was puzzling through the dimensions trying to determine at which angle I needed to drill the hole to make a fixture and realized if I drilled the hold perpendicular to the bottom plane of the frame rail the holes would come out at the top in the proper location. I used a finished piece of 1.5" x 1.5" oak finished square stock to make a guide so I could start and keep the drill perpendicular to the bottom of the frame rail while drilling the hole. I use the drill press to make an accurate 3/8" hold int the 1.5" x 1.5" guide pilot block. After these holes were drilled, I used a Forstner bit to drill a counterbore for the suspension bolt and washer. I added another counterbore to one 3/8" hole in the side of the sill for an elevator bolt that intersects with the plane of the floor assembly.

My next article will describe some component finishing and fitting operations including applying marine grade epoxy wood sealer, stain for authentic color appearance, and spar varnish to protect the wood frame rails.

Submitted by MMOCC Member Steve Hall –Franklin Conjuror and Corvair God

Drilling 5/16" diameter holes through the center of the frame rail



Finding a hole center before drilling one of the three holes for the front engine mounting bracket

Milling off 1/8" of wood with a dado blade on the radial arm saw.

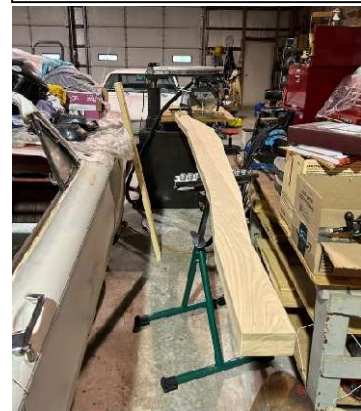


For the last pass with the dado blade, I braced the end of the cut with a piece of scrap plywood to prevent splintering.

Supporting the frame rail while cutting with the dado blade (left (driver's) side frame rail)



Just when you think you can use one set-up for two operations... supporting the frame rail while cutting with the dado blade (right (passenger's) side frame rail)



Fitting engine mounting brackets on the frame rail before marking and drilling eleven #20 wood screw holes (comparing to the original setup)



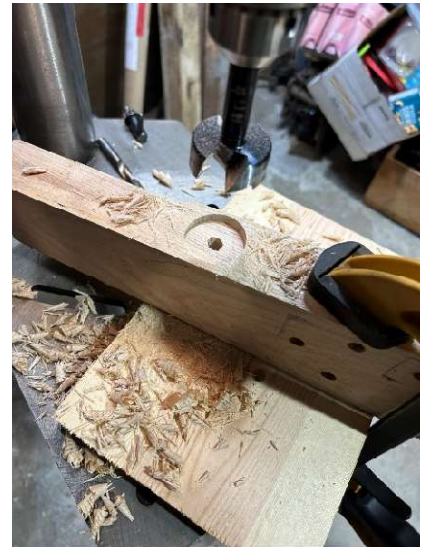
Drilling rear spring assembly mounting bracket holes



Drilling front suspension bolt holes using square guide block



Drilling counterbore for suspension bolt and washer using a 1-1/2" Forstner drill bit.



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DIESEL

"The automobile engine will come, and then I will consider my life's work complete."

Rudolf Diesel

In 1897, after patenting the first compression ignition engine design in 1892, the German inventor and mechanical engineer Rudolf Diesel successfully created the first diesel engine prototype. Following this initial introduction to Diesel's design, the Rudolf Diesel engine became one of the most common engines used in power generation applications. Having undergone numerous upgrades and developments over the years, the diesel engine continues to be a cornerstone of almost all modern industries and has indisputably shaped the world we live in today.

Rudolf Diesel and Clessie Cummins have many things in common. The most notable being their desire to find efficient solutions to problems with one goal in mind – making the world a better place.



1919-1944



1944-1952



1952-1965



1965-1976



1976-PRESENT

WHAT DOES “GMC” STAND FOR?

MMOCC Member Eddie Tremain suggested this topic.



The way that legend goes is that two Detroit brothers, Max and Morris Grabowsky, started the Grabowsky Motor Company at the turn of the 20th century. In 1909, William Durant was busy building General Motors, using Buick as the foundation. That same year, he purchased the country's leading luxury motorcar manufacturer, Cadillac. According to one version of the story, Durant also "wanted a truck to combat Henry Ford's stranglehold on that market."

He arranged to buy the Grabowsky Motor Company, as it was highly regarded for its truck products. But the terms of the sale included a requirement that the name would not be changed. By the legend's logic, GMC still stands for Grabowsky Motor Company, and not General Motors Corporation.

The first Rapid Motor Vehicle Company truck, made by Max and Morris Grabowsky. National Automotive History Collection, Detroit Public Library

Let's get more extraneous elements of the story out of the way.

When Durant started buying shares of the Grabowsky's truck company, it was indeed highly regarded and one of the biggest truck manufacturers in the country. That was in 1908, the same year that Henry Ford introduced the Model T. Ford Motor Company's first truck, the one-ton-rated Model TT (essentially a beefed-up Model T), wasn't even introduced until 1917, so Durant could hardly have been trying to combat any stranglehold on the market. Henry Ford couldn't have had such an effect for at least another decade.

The "terms of the sale" part of the legend, regarding keeping the name "GMC," was probably picked up from Durant's deal to buy Cadillac.

As for "GMC," Max and Morris Grabowsky indeed started an eponymous motor vehicle company called either the Grabowsky Motor Company or the Grabowsky Motor Vehicle Company (the sources differ), located in the Detroit area, in 1900.

That early iteration of GMC built just one and a half total trucks before reorganizing in 1902. It's not clear what happened to job number one, but the completed second truck was the brothers' first sale, to the American Garment Cleaning Company of Detroit, in '02, and it was said to be the first motorized truck operating in Detroit.

However, that truck wasn't sold under a Grabowsky brand. By then the brothers had built a new factory on Rapid Street in Pontiac, Michigan, and serendipitously found their new location to be a perfect name for a motor vehicle company. They renamed the original GMC (or GMVC) to The Rapid Motor Vehicle Company.

The original chain-drive Rapid trucks were powered by a horizontally opposed, 196-cubic-inch, two-cylinder gasoline engine that put out in excess of 20 horsepower, with a two-speed planetary gearbox. At the time, freight was carried by horse-drawn carts, and the Rapid's main selling point was that it wasn't just faster than a horse, it was cheaper to operate.

Rapid eventually also offered electric trucks, designed by John M. Lansden, an early EV pioneer. The company had center-mounted DC motors, with standard lead-acid or optional Edison nickel-iron batteries kept in a wooden compartment below and behind the driver's seat.

When GM acquired the Rapid company, it carried over both gasoline- and electrically-powered trucks, which means the new Hummer EV is not GM's first electric truck—by more than a century.

By 1904, Rapid was selling hundreds of one-ton trucks a year. Two- and three-ton models followed. By 1909, the year that Durant completed GM's acquisition of the Rapid company, a Rapid truck was the first truck to drive to the summit of Pikes Peak in Colorado.

According to an article at Hemmings, the Grabowskys weren't even involved with the Rapid company when it was acquired by GM, Rapid having been purchased in 1905 by Albert North and Harry Hamilton's Pontiac Spring and Wagon Works.

It was Hamilton, a natural marketer, who had the Rapid truck take on Pike's Peak. He also entered it in the 1908 Glidden Tour endurance run and then had it driven back to Rapid Street, a total of over 2000 miles without a mechanical breakdown.

Part of the confusion over the history of the GMC brand is that while a GMC brand was never used on a truck sold by the Grabowskys, there were indeed Grabowsky-branded trucks, just not ones related to General Motors' GMC brand.

After the brothers sold their original truck company, in 1909, they and an associate named Bernard Ginsberg started another truck company called the Grabowsky Power Wagon Company, "power wagon" then being the generic term for what we today call a truck. Albert Kahn, a favorite industrial architect of Henry Ford and Joseph Stalin, designed a four-story factory for the GPWC. The Grabowsky Power Wagon even had a unique selling point: a powerplant that "pulls out like a drawer" and could be removed for service.

That company, though, went bankrupt in 1912. Coincidentally, that was the same year the actual GMC nameplate first officially appeared on a General Motors vehicle, GM having reorganized Rapid and the Reliance truck line, which it had also acquired, under the General Motors Truck Company brand the year before.

(To clarify another bit of confusion, some sources say that the Grabowskys also founded the Reliance company, but that Owosso, Michigan-based car and truck maker was unrelated to the Grabowskys.)

The Grabowsky brothers were undoubtedly automotive pioneers who should be better known, and not just for an automotive urban legend. One account says that they built the first truck in America, and while it's tempting to say that too is an urban legend, it may be historically accurate, at least as far as a cursory internet search shows.

Alexander Winton, the pioneering automaker who is best known today for losing a race to Henry Ford, is said to have made the first truck in 1899 by mounting a hitch to a Winton motorcar to which he could attach a trailer. It's tempting to call that the first "semi," but Charles Fruehauf didn't invent the semi trailer as we know it until 1914. And, unlike the Grabowskys' early vehicles, Winton's "truck" doesn't look much like what has been considered a truck for most of automotive history—a cab up front and a flat bed or box in the back. The Mack brothers started their company in 1900, but they started out making buses and didn't build their first truck until 1905.

It's possible, then, that the truck that the Grabowskys delivered to that laundry company in 1902 was not just the first motorized truck operating in Detroit; it may well have been the first motorized truck in America, period.

The "GMC stands for Grabowsky Motor Company" legend is a nice story that ties everything up in a nice bow. However, after taking a deep dive into this particular rabbit hole, it appears that, other than the fact that the Grabowskys started a truck company that was eventually sold to General Motors, not much of that legend is the historical truth, even if most of the legend's inaccuracies are based on fragments of the real story.

Upcoming Events that MMOCC Plans to Attend:

A. Auto World Museum.

- On Saturday August 16th, the Mid Mo Studebaker Drivers Club and Mid Mo Old Car Club will merge for an outing to the Auto World Museum in Fulton.
- Gather at the Conoco/Holts Summit Travel Plaza, on the AA side of Hwy. 54 at 10:30.
- At 11:00, we will proceed to the last Fulton exit - HH where we will stop for lunch at MoJo's BBQ, which is right at the top of the exit ramp.
- After lunch, we will head to the museum to leisurely walk off some of that lunch and drool over some awesome cars in air conditioned comfort. Museum cost anticipated around \$8-\$9.
- Let's go have some fun! For questions, call Dennis Even, 573-455-2948

B. Sonic Hot Summer Nights.

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

C. Sacred Heart Parish Picnic Cruise In Car Show.

- Sunday, August 24 11am-6pm.
- 540 N Mill Street / Eldon
- Sonny Evers. 573-338-0552.

D. 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.

E. Monthly Capital Mall (JC) Cruise In.

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

F. Capitol Cruise In (JC) East Capital at Madison.

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

G. MMOCC Car Show Trophy Work Session.

- TBA. Sometime the week of September 1-5.
- Mike Schaefer's Shop at 6030 Roling Road / JCMO. 573-645-7802.

H. Holts Summit Pizza Hut Old Car Cruise In.

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

I. 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.


J. Cruise In on Main Street – Westphalia.

- Friday, September 5. 5pm.

K. Williams C Potter Foundation Car Show.

- Saturday, September 6 11-4.
- Callaway Electric Cooperative / 1313 Cooperative Drive / Fulton.
- Registration \$20 per vehicle.


L. Cruisin' to Folk – Fall Festival and Car Show.

- Sunday, September 7. 11am-6:30pm. 
- Car show at Laura and Dennis Even's house (173 Hwy EE) in conjunction with the Church's Fall Festival. Contact the Evens at 573-291-6209 if questions.

M. 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/>

N. Missouri Moonshiner Street Rod Club Swap Meet.

- Sunday, September 14. 8am-2pm. 
- Linn Lions Club Fairgrounds in Linn at Hwy 40 and CC.
- Contact Jerry Troesser at 573-690-8623.

O. All Ford Show.

- Sunday, September 21 at 8am.
- Wal-Mart (East) / 401 Supercenter Drive / JCMO.
- \$25 fee. Various classes.
- Sponsored by Central Missouri Mustang & Ford Club.

P. 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.

Q. MMOCC Old Car Round Up and Show.

- 56th annual.
- Saturday, September 27, 2025.
- In conjunction with JC Oktoberfest.

R. Cruise In on Main Street in Bonnots Mills.



- Saturday, October 4. 11am-3pm.
- Downtown Bonnots Mill. Bake sale and pork burgers available.
- Details, contact Dennis Even at 573-455-2948.

S. October MMOCC Meeting.

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

T. 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.

CRUISIN' TO FOLK

11th Annual Classic Car Cruise-in
September 7, 2025
 11:00 am to 6:30 pm



(in conjunction with the Folk Fall Supper)
 Whole Hog Sausage and Roast Beef Dinner
 Bingo – Games – Shooting Match
 Quilt Auction – Beer Garden – Sandwich Stand
 on the St. Anthony of Padua church grounds

Classic Car Parking on grass behind the Folk Fire Station

Come on out and spend an afternoon
 in the beautiful country side

Cruise-in is Free and open to the public

Classic Cars - Trucks - Motorcycles

For information or details call Dennis at 573-455-2948
 (leave message if no answer - will call back)

MISSOURI MOONSHINERS
 Street Rod Club

SWAP MEET

Sunday, September 14, 2025

At the Linn Lions Club Fair Grounds in Linn Mo.
 Off Hwy 50 and Hwy CC

Starting at 8 am. Until 2 pm.

Venders can start setting up at 7 am.

USE GATE # 2

AUTOMOTIVE & CRAFTS

\$20.00 for space 20 x 20

For more information call Jerry Troesser at 573-690-8623

NOT RESPONSIBLE FOR ACCIDENTS

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U. **NO November meeting.**

V. **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!



CLASSIFIED AD:

For Sale: 1952 Willys Army Jeep. Original. Includes Army tow behind trailer. Sonny Evers. 573-338-0552.

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)

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

