



MMOCC Newsletter – OCTOBER 2025

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

PRESIDENT'S CORNER

Mid Mo Old Car Club's 2025 car show was a success thanks to the hard work of our club. Every time I was concerned about something, someone volunteered to help. We ended up with 133 cars, 8 more than our previous record. While not everything went perfectly, it was still a fun day that accomplished our club goals for a car show. Beautiful weather didn't hurt anything either.



October's meeting will be at the North Jefferson City pavilion. It is by the dog park. Pulled pork, chips and water will be provided. If you want to bring something different to drink, a side, or dessert, that would be fine, but not necessary.

CAR SHOW FINANCIAL RECAP:

2025 CAR SHOW RESULTS	
EXHIBITOR RECEIPTS	Totals
Gate and Registration Collected (Paid Entries)	\$ 2,260.00
	\$ 2,260.00
Sponsor and Other Receipts	Totals
Car Show Sponsors	\$ 3,630.00
50/50 Ticket Sales	\$ 223.00
	\$ 3,853.00
Expenditures	Totals
Trophies	\$ (1,025.60)
Door Prizes	\$ (1,032.24)
Disc Jockey	\$ (500.00)
Lunch for Workers	\$ (136.30)
50/50 Award	\$ (112.00)
Newspaper Ad (Sponsor Thank You) (estimate)	\$ (150.00)
	\$ (2,956.14)
Final Tallies	Totals
Exhibitor Receipts	\$ 2,260.00
Sponsor and Other Receipts	\$ 2,802.00
Car Show Expenses	\$ (2,956.14)
	\$ 2,105.86
Scholarship Fund Donations	\$ 1,895.00
Total Scholarships Disbursed	\$ (2,500.00)

2025 Scholarship Winners:



Timothy Furst and his parents are Mid MO Old Car Club members. Timothy attends Ranken Technical College and is studying High Performance Racing Technology. Timothy became fascinated with cars as a youth and loves to work on cars, drive cars, and own cars.



Taylor Ogden attends State Tech in Linn and is studying Heavy Equipment and Diesel Tech. Taylor enjoys working on trucks and cars and hopes to be a field technician for John Deere.



Christopher Murphy attends State Tech in Linn and is studying Business Administration. Christopher worked with his grandfather, a Mid MO Old Car Club Founding Member, to restore a 1956 Chevrolet and drives that car for fun, including driving the 1956 Chevrolet to Prom. The joy of old cars is continuing for another generation.

CAPITAL CITY HISTORY: Ordinances sought to slow ‘speeding maniacs’

By Deborah Goldammer, Historic City of Jefferson

This article is being reprinted with the permission of Deborah Goldammer and the Historic City of Jefferson. It was originally published June 28, 2025 in the Jefferson City News Tribune.

News Tribune file: City Hall and police headquarters are shown on the right-hand side at the corner of Monroe Street with a fire bell on the roof.

At the beginning of the 20th century, automobiles were few, but they began causing problems early on.

In 1904, the State Tribune reported that the Jefferson City Council seemed disposed to



regulate the speed of automobiles within the city limits. Councilman Fred Buehrle introduced an ordinance to regulate the speed at 9 miles per hour. The ordinance required persons to keep a sharp lookout for horses and carriages for the safety of persons and to stop until the horses had passed.

The Republican Review in 1905 said Sheriff George Smith, who was having a problem with speeding on Green Berry Road, said he would arrest all persons who exceed the speed limit, which was 10 miles an hour along the country roads, with complete stops when teams become frightened. The sheriff said, "Of course, there is a fascination about fast autoing, and it is very easy to exceed the speed limit, but the safety of the public must be conserved."

In 1915, when there were fewer than 100 cars in Cole County, the city passed the auto and vehicle ordinance. The word "vehicle" included equestrians, horses being led and everything on wheels or runners except street cars, which had the right of way, and baby carriages. Included was a provision that automobiles had to have a gong, bell or horn that was not annoying or distressing, to give warning of the approach.

Under the ordinance, a motor vehicle was to be driven in a careful and prudent manner and at a rate of speed not to exceed 12 miles an hour. If you were less than 16 years old, had a bond of \$5,000 and approval of the mayor, you could drive an automobile.

The 12-mile-an-hour restriction applied to the "congested district," which included Main (Capitol), High, Water (State), McCarty, Dunklin streets from Jackson to Mulberry, Adams, Monroe, Madison, Jefferson, Washington and Broadway from Dunklin to the river. On other thoroughfares, it was 15 miles an hour.

In the Jefferson City Tribune in August 1916, Mayor Cecil Thomas announced that he was not going to permit any more speeding in the city limits and the traffic laws must be respected: "Every person caught speeding from now on will get the limit... It is safer to try to cross a street at Broadway and Olive streets in St. Louis than it is here on a Saturday night."

According to the Jefferson City Post-Tribune in October 1916, Robert R. Maiden, a former Kansas City motorcycle cop was "brought here to hold down speeding." He had been on the job a short time when he made his first arrest on Oct. 17. The arrestee was Paul Shallenberger, "one of city's best-known residents." The article added, "The traffic policeman has been operating here for some weeks unknown to the majority of auto owners."

Reporting on the same story, The Daily Capital News wrote the charges were running at a speed in excess of 35 mph near Brooks Street. Maiden chased him, on his motorcycle, for three blocks before arresting him. Maiden was described as "the mysterious speed 'cop' who hails from Kansas City where he has done service in that line."

"I came here to get the speeders, and I am going to get them," it added.

Maiden told the Daily Capital News that during the time he had been in Jefferson City, he had stopped several women driving cars beyond the speed limit and advised them

to slow down. "I can't arrest a woman," he said, "and speaking to them should prove just as effective." (A December 1918 Kansas City Star article about his divorce from his wife, Ruth, reported that their romance had its inception when Maiden, as a motorcycle policeman, cautioned her against speeding in the motor car.)

Maiden told the Capital News he had a number of fast drivers on his list, but in most cases, he gave them another chance. Those he caught a second time would be taken to the police station without argument.

Maiden was paid \$75 a month and 4 cents a mile for use of his motorcycle. The City Council refused to buy a car for the police department. Police officers worked 12 hours a day, 365 days a year, according to Jerry Jeffries' book, "From Hog Alley to the State House."

Maiden's motorcycle could go 80 mph and had a "speed recorder." He claimed his recorder could tell exactly the fastest speed that was made and could be produced in court if contested.

Maiden didn't last long in Jefferson City. By 1918, he was divorced and back working for the police in Kansas City. But the speeding problem was not solved and Jefferson City hired additional traffic cops to regulate what Mosby's Missouri Message called "speed maniacs."

GREAT RACE / Route 66 Lunch Stop:

MMOCC DAY TRIP!

Waynesville Square
301 Historic Route 66 E
Waynesville, MO 65583
Sunday, June 21, 2026
12:00pm - 3:00pm



Restorer's Lament

– Submitted by MMOCC Member Ron Clark

My neighbor next door
Seems a reasonable man
But his mind just can't ascertain
How a rusty old Ford
Over seventy years old,
Can appeal to a man that is sane.

It all started the day
That I trailered her home
And my neighbor came out for a look
Though he tried hard to hide
His feelings inside
I could tell he was visibly shook

The car was a mess
I have to admit
The grill had a curious twist
The top bows hung slack
With a rip in the back
And upholstery just didn't exist

I tried to explain
That this auto was rare
A prize I was lucky to find
But, it was was to see
As he just stared at me,
He thought I was out of my mind.

Yet, he tried hard to see it
From my point of view
And I thought I had him convinced
But an error was made
When he learned what I'd paid
And our friendship's been strained
Ever since.

For nearly a year
That car sat in my drive
In view of my neighbor's back lot
He should have been glad
With the rare view he had
But the fence he built proved he was not

When I did pull it in
And stripped it all down
My neighbor asked time and again
Why the rusty car sets
In out of the wet
And the good one sets out in the rain

My neighbors' wife too
Got into the act
She complained that my children looked pale
She harped on their need
Till my wife, too, agreed
When she said that I should be in jail

Yet, I try not to bother
My neighbors at night
As I hammer and solder and lead
But my grinder is shrill
And so is my drill
And they go so early to bed

They were awful the day
I brought home the sedan
I guess it broke all of their hearts
For my neighbor looked hard
When he saw my back yard
But, darn it, I had to have parts

If they just would have waited
Until I was through
I know they'd regret all their jokes
But now I am told
That their property sold
There's just no understanding some
folks....

Hooker Cut on Route 66

Postcard provided by MMOCC Member Sam Bushman. Topic suggested by MMOCC Member Sam Bushman. Location still exists on the old Route 66, with minimal traffic. MMOCC day trip?



By the middle of 1940, Europe was engulfed in war. On September 16, Franklin D. Roosevelt signed legislation authorizing selective service registration in the United States.

A month later, more than sixteen million men, ages twenty-one to thirty-five, registered for the country's first peacetime draft, a conscription described by President Roosevelt as "a program obviously of defensive preparation and of defensive preparation only." US Secretary of War Henry L. Stimson stated that induction would start in November and six hundred thousand men would enter the armed forces by March 5, 1941. It would be necessary to build forty-six new training camps to train and equip the army of 1.4 million men that conscription mandated.

In November of 1940, land acquisition began for a military training camp in south-central Pulaski County, Missouri. When construction began in January of 1941, thirty-two thousand workers flooded the rural county. Because good transportation by rail and road were perquisites for the camp, which was planned to house thirty thousand soldiers, the site chosen for what became Fort Leonard Wood was close to a federal highway, Route 66. However, Route 66 soon proved inadequate for the increased road traffic to the military base, particularly through the eastern part of the county. To improve the highway, engineers needed to blast a new roadbed through an imposing limestone ridge. Hooker Cut, as the project came to be known, resulted in the deepest road cut yet made on Route 66 or any other road in the United States.

State Highway 17 South, a gravel road, was the main route running directly through the US Army camp site. It bisected Fort Leonard Wood's seventy thousand acres from north to south on its way to Houston in Texas County. Highway 17 intersected Route 66 at a junction locally called the Wye. In 1939, the Missouri State Highway Department did a traffic count just west of the Wye. The twenty-four-hour count noted 1,833 vehicles. Between February 12 and 15, 1941, with more than half of the camp's workforce yet to be employed, the count was 11,148 vehicles. As the number of laborers increased, traffic became bumper to bumper at the beginning and end of the workday. By April, the highway had surpassed its capacity. Realizing that the federal highway would hamper military traffic when the soldiers arrived, military and state engineers began planning improvements.

The US Defense Department put Works Progress Administration enrollees to work constructing a four-mile, four-lane divided highway from the Wye to the military cantonment area. Improvements to Route 66 from the Phelps County line west to the Wye posed greater difficulties. The original Route 66 from near the Phelps County line through Devils Elbow in Pulaski County had never been paved,

due to a proposed dam on the Gasconade River that would have backed up the Big Piney River and inundated the area.

In addition to the road through Hooker and Devils Elbow being gravel and not suitable for heavy military traffic, the road itself was very narrow. As most early roads did, it followed the contours of the land, either along a ridgetop or following a valley and stream. The western end made a sweeping curve around a high ridge past Wagon Ford, where military wagon trains and early automobiles forded the Big Piney River until a steel bridge was built at Devils Elbow in 1923. The bridge had a curve on the northern end that caused problems for large trucks and machinery. Its steel superstructure also had a height restriction of thirteen feet. A new bridge west of the cut would remove these two limitations.

The engineers drafted a bold plan for the highway's approach to the bridge from the east. Instead of going around the high ridge at Hooker, they proposed to straighten and widen the road by cutting through the ridge. To increase the vehicular capacity, they envisioned a four-lane divided highway—the first such stretch of road on Route 66 in Missouri. Furthermore, the highway cut through the ridge would require the deepest road cut in the country at the time. Both the cut and the divided highway would employ several innovations in road building.

Bids were solicited on August 28, 1941, for improving Route 66. The proposed work included “grading, constructing culverts, and producing crushed stone for coarse aggregate, together with any incidental work, on the above State road from the Big Piney River east through Hooker Hill cut, the total length of the improvement being 1.038 miles.” As with all proposals issued by the state highway department in this era, it contained a statement that “the minimum wage to be paid all labor employed on this contract shall be as follows: Skilled Labor—80c per hour; Intermediate Grade Labor—50c per hour; Unskilled Labor—40c per hour.”

The project at Hooker required a ninety-two-foot cut through a limestone ridge to straighten the path of Route 66 in Pulaski County. A press release from the Missouri State Highway Department on September 10, 1941, reported that “this will be the deepest cut ever attempted on the state highway system and will include an estimated 280,000 cubic yards of excavation and will produce some 87,000 tons of crushed aggregate for concrete paving. The grading will be through Hooker Hill . . . It has attained importance as a national defense highway because of the nearness to Fort Leonard Wood. The project will require over six months of work to complete and is being done to provide needed material for concrete masonry and pavement aggregate for other proposed construction on the Route, as well as provide a desirable improvement on 66 over this distance.” Despite the Highway Department's report, however, the excavated limestone proved unsuitable for use in concrete.

Fred Weber Construction of St. Louis was awarded the contract in September on the slightly more than one mile of highway construction for the low bid of \$244,889.13. The roadwork was given additional importance with the passage of the Defense Highway Act of 1941 in November. After Pearl Harbor on December 7, federal highway projects were restricted to those certified as essential in carrying on the war, which included the removal of highway bottlenecks to camps, munitions plants, and shipyards. However, the “over six months” proved to be a very elastic estimation of the construction time required, regardless of the priority given the project. Material, manpower, and equipment shortages lengthened it considerably.

Joining the new route of the highway through Hooker Cut to the new location of Route 66 to be laid just north of the existing two-lane from Morgan Heights to near Waynesville required another project: a “superbridge” across the Big Piney River. Additionally, 2.126 miles of connecting pavement were needed from Highway 28 near Morgan Heights to Hooker Cut.

At the end of June 1942, the State Highway Department announced that the O'Dell and Rinney construction firm of Hannibal, Missouri, had won the contract for the 2.126-mile connecting pavement with a bid of \$393,930.63. The department also announced that it had received no bids for the bridge construction. The local paper guessed that the bridge "will probably be built on a cost-plus basis."

In August, contracts were let for the remaining improvements to the east of Waynesville. O'Dell and Rinney received the go-ahead for 4.699 miles of Portland Cement Concrete (PCC) pavement and a bridge over Hooker Branch and through Hooker Cut. The low bid (maybe the only one) of \$273,147.40 gave the project of building a new bridge over the Big Piney to Hannibal Contracting Company of Hannibal.

The route was fixed and contracts awarded for the superhighway from just west of Powellville in Phelps County to within a mile or so of Waynesville. As World War II raged, it claimed resources of cement, steel for rebar, workers, and engineers. The delays caused by shortages required some sections to be rebid later and some pavement to be finished by a contractor other than the original low bidder. The Hooker Cut improvement was finally completely open to traffic in September of 1945, the month the war ended with Japan's surrender. Fort Leonard Wood, the impetus for the project, was closed and relegated to stand-by status six months later, though it reopened in 1950 at the start of the Korean War.

The new four-lane highway had the desired effect of moving more traffic in a much faster manner. The new road bypassed the Hooker neighborhood, which was part of an area known to tourists as Basketville. It had eight mom-and-pop businesses selling handcrafted Ozark souvenirs, such as oak baskets and hickory chairs, and several offered cabin camp accommodations. Tourists traveling the gravel road at twenty miles per hour got a good look at the roadside wares. Travelers driving faster on the four-lane, however, barely noticed the attractions, which gradually went out of business. Only one family business moved to the new road. Hooker Cut became the tourist attraction—and still is.

The new road brought some innovations to highway engineering. The steep and deep ninety-two-foot cut required the terracing of the cut's walls, thirty feet up and fifteen feet back. Falling rock landed on the terraces or wide shoulders. The two twenty-two-foot concrete slabs were separated by a raised, grassy median, and the edges of the highway had a curb which guided water into culverts for diversion away from the road.

The highway through Hooker Cut was the first divided four-lane to open on Route 66 in Missouri and the last to close when that section of I-44 was completed in 1979. It is still in use today for local traffic and for the nostalgic Route 66 road enthusiasts.

MMOCC SHIRTS:

Contact Doug Stephens at 573-632-2895

CLASSIFIED AD:

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

Upcoming Events that MMOCC Plans to Attend:

A. Larry Rhea's Poker Chip Run

- Saturday, October 18, 2025
- Gerbes East / 2101 Schotthill Woods Drive parking lot. Arrive by 8:30 AM. Leave at 9:00 AM
- A drive through Cole and Moniteau counties ending at a place for lunch (optional).
- Directions will be available the day of. A chance to win some “cheesy “ prizes.

B. October MMOCC Meeting.

- Thursday, October 23 at 6pm.
- 927 Fourth Street / Cedar City / North Jefferson City Room / Jefferson City, MO 65101 by the Dog Park.
- Pulled Pork provided. Bring drinks and a side to share.

C. Brother Bob Folk Fall Colors Tour (BBFCT)

- 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.

D. Tillie Mae Foundation Car Show.

- Saturday, October 25 with Registration 11-12, Spectator Judging 12-3, Winners Announced at 3:30.
- 28991 Asahl Road / Clarksburg, MO 65025 (between California and Tipton). Contact Greg at 573-694-9507.

E. NO November meeting.

F. 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!





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)

Larry Rhea would like to relinquish his Treasurer's position to a new MMOCC Member. Please consider that position.

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

