




MMOCC Newsletter – AUGUST 2024

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

2024 MMOCC MONTHLY MEETINGS

(Location and Topic Subject to Change)

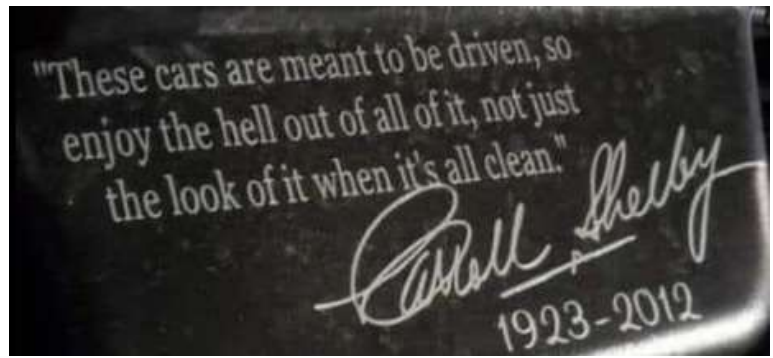
Date	Location	Topic
08/22/2024	<p>Simon & Rosina Bandelier's "Fairview Stock Farm" circa 1866 at "Bandelier Mustang Connection" 102 Route T / JC MO. (St.Martins)</p> <p><u>(NE of the intersection of Rt.T Bus.50) (Best access on Bus.50 across from Farmers Bank of Lohman)</u></p>  <p><i>Ron Bandelier: The 1927 Model T my cousin and I worked on about 1962, now in front of the old family home. Note, photo not taken in August.</i></p>	<p>The MMOCC August Trunk Swap , traditionally at Wes and Betty Scott's will be held at Paul's Garage "Bandelier Mustang Connection"</p> <p>Thursday, August 22 with Swapping starting at 3. Meal about 5. Meeting about 6.</p> <p>All the usual participants are of course invited.... bring your friends, your chairs, your favorite beverage, and bring lotsa stuff you'd like to Swap/Sell/Trade (even garden vegetables are a hit).</p> <p>Menu : Just an Ole timey Weiner Roast / Dogs & Chips & Marshmallows and a fire outside for those who want to do it right !</p> <p>Air Conditioned Shop open. Questions (573) 892-2553</p>
09/26/2024	HyVee Community Room	Car Show Details.
10/24/2024	Stuckey Farm. 3215 Zion Road / JCMO. 4 to 7:30pm.	Bonfire. Main course provided by the Club. Bring a side or dessert to share along with a lawn chair and drink of your choice.
11/21/2024	No meeting in November.	
12/19/2024	American Legion / 1423 Tanner Bridge Road / JCMO. 6pm.	Holiday party and rob your neighbor gift exchange. Meal provided by the Club. Bring gift for your gender.

Mid Mo Old Car Club 2024/2025 dues are due in July 2024. You can pay your dues to Larry Rhea at our upcoming meetings or mail them to our P.O. Box. The dues are only \$20. This is a bargain. For in return you receive a highly informative and entertaining monthly newsletter, monthly meetings where you can socialize with your friends, car events, the opportunity to help with our car show, and food. So don't forget. Larry Rhea Treasurer / 573-606-9266 / lrrhea1920@gmail.com

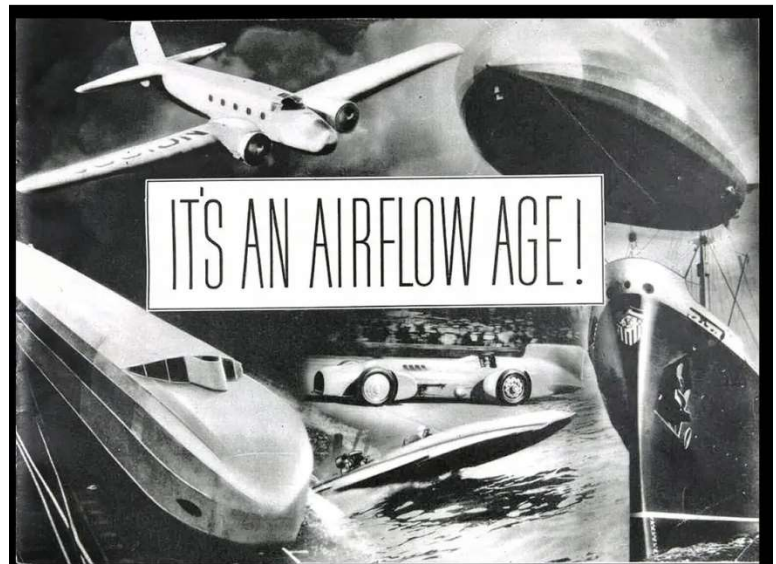
Only one Munster Koach was made for the television series and feature film. It was made from three Ford Model T bodies and 18 feet long. The 133-inch frame was made by hand, as were the brass radiator and fenders. It has blood red interior and black pearl paint. It took 500 hours to hand-form the ornate rolled steel scrollwork. The front end had a dropped axle, split radius rods and T springs. Its design featured a custom hearse body. 1964



High School girls learn the finer points of auto mechanics (1927)



The Chrysler Airflow was a full-size car produced by Chrysler from 1934 to 1937. The Airflow was the first full-size American production car to use streamlining as a basis for building a sleeker automobile, one less susceptible to air resistance. Chrysler made a significant effort at a fundamental change in automotive design with the Chrysler Airflow, but it was ultimately a commercial failure due to a lack of market acceptance and controversial appearance.



Submitted by MMOCC Member Bill Bicknell:



This year's Indy 500 pace car, the Chevrolet Corvette E-Ray. (Penske Entertainment. Joe Skibinski)

Before Rick Mears won his fourth Indianapolis 500 in 1991, he already had his eye on one sweet prize. Mears had become smitten during the month with the Dodge Viper that would pace the race, knowing that besides money and glory for an Indy victory, the winning driver traditionally wins a pace car. To Mears, the Viper would be a trophy as much as a cool car.

The pace cars from Mears' first three Indy victories didn't exactly move his needle – 1979 Fox body Ford Mustang, 1984 mid-engine Pontiac Fiero and 1988 Oldsmobile Cutlass Supreme. The Viper, conceived as a modern-day Cobra with a snarling V-10, was a true hot rod.

"I win the race and I'm thinking I'm going to get a Viper," Mears said. Instead, he got a Dodge Stealth. Same color as the Viper but clearly not the same, and it began a quest by Mears to obtain a car that became Indy 500 pace car lore.

Pace cars are keepsakes for various reasons, whether they're owned by Indy 500-winning drivers, replicas desired by collectors, or vehicles so rare that they can only be seen in museums. Each has a story, some glorious and some not.

A Stoddard-Dayton roadster in 1911 not only paced the first Indy 500, it was the first pace car in auto racing history. A Dodge Challenger crashed on pit road just after leading the start of the 1971 race, a 2001 Olds Bravada was the first (and only) SUV, and a Chevy SSR two years later was the only pickup truck. This year's pace car, a Corvette E-Ray 3LZ, is the first hybrid. Mustang, Camaro and Corvette pace cars are among the most popular for collectors.

"You look at the roster of pace cars, and there's some really heavy-hitting cars that have paced this race," said Jason Vansickle, vice president of curation and education at the Indianapolis Motor Speedway Museum.

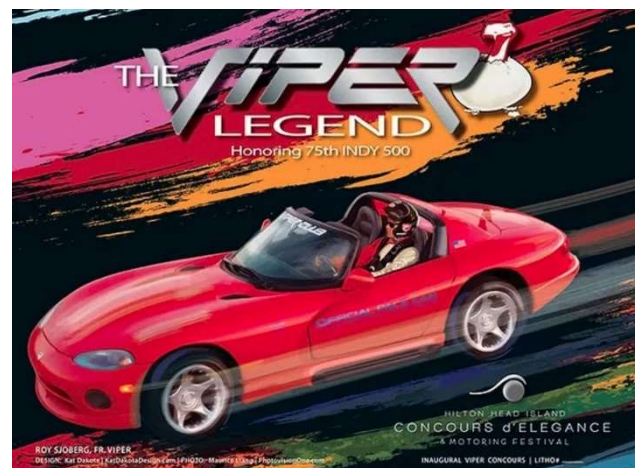
About that Viper

The Viper was cutting-edge when it came to the speedway in 1991, although it wasn't supposed to be the pace car. That honor went to the Stealth, which Dodge promoted heavily as its performance model while the Viper was still in its early days as a prototype that wouldn't be available to the public until 1992.

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The pace cars from Mears' first



THE VIPER LEGEND Honoring 75th INDY 500
ROY SJOBERG FR. WIPER
DESIGNER: KYLE DAVEN | LITIGATOR: DAVE HARRIS | PHOTO: MARIO DI NATALE/PHOTOGRAPHY
HILTON HEAD ISLAND CONCOURS D'ELEGANCE A MOTORING FESTIVAL
INAUGURAL VIPER CONCOURS | LITHO

The Stealth, though, was a re-badged version of the Japanese Mitsubishi 3000GT, and that caused an outcry from many, particularly the United Auto Workers, after it was announced as the 1991 pace car.

“They claimed it wasn’t American and there should be an American car to pace this American race,” Vansickle said. “At the last minute, they pulled the car and put into commission the Dodge Viper.”

It was one of the first pre-production Vipers built, and Dodge rushed it to the speedway even though it contained inconsistent panel gaps and other flaws typical of prototypes if you took a close look.

“Seeing this car 33 years later, you can tell it was made in haste to get it ready,” Vansickle said. “Once you hear the story and the fact that it’s one of the first, if not the first, pre-production Vipers made, it’s a really neat car even with its issues. The thing is fast as all get-out.”

Mears wanted it so badly after he won the 500, he contacted officials with Dodge hoping he could swap the Stealth for a Viper. All he got was a hard “No!”

“I felt like they owed it to me,” Mears said. “Finally, I thought I would buy one. They told me there’s a dealer close to my home that has one, so I called and asked how much. The guy said, ‘Ten over. That’s what we’re charging everyone.’ I said thanks but no thanks. It wasn’t the 10 over that was the problem, it was the idea that I didn’t like.”

Congratulations, here's your Avanti

So Mears moved on, minus a car he really wanted. He wasn’t the first Indy 500 winner to get a different car.

A Studebaker Lark Daytona convertible paced the 1962 race but Rodger Ward was presented a Studebaker Avanti.

“It was one of the first Avantis built, and I don’t think they were able to get it ready in time to pace the race,” Vansickle said. “But they still had one there to present to the winner.”

The 1969 Chevrolet Camaro pace car replica remains one of the most popular, and most collected, in history.

“It’s such an iconic color scheme of Dover White and Huger Orange, and ’69 Camaros in general are just popular,” Vansickle said.

Here’s a little-known story about the 1969 pace car: Because of a tire war that year, Chevrolet prepared two pace cars for the speedway, one shod with Goodyear tires and the other with Firestone. The Firestone Camaro led the field to start the race and the Goodyear car handled post-race duties, including the ceremonial lap around the track and photos with the winner.



That winner, Mario Andretti, had strong ties with Firestone. Not only was his race car fitted with Firestone tires, he owned a Firestone store near the speedway. But history shows him in the pace car with Goodyear rubber as he celebrated the victory.

Unlike the Corvettes of recent years that are high-performance machines out the showroom door, many pace cars needed performance mods to achieve the quick acceleration and speeds of 120 mph or more needed for on-track duties.

“They would run some of those '80s cars on methanol,” Vansickle said. “They would really go through them and hop them up.”

Besides performance changes, some were altered cosmetically to handle ceremonial duties or give them a special look by manufacturers.

The pace car version of the 1977 Oldsmobile Delta 88 had streamlined mirrors and a targa top with a removable sunroof. A close look at the car in the speedway museum collection shows slight imperfections where original mirrors had been mounted. Actor James Garner drove it to start the race, and it became one of the most-photographed of all pace cars after A.J. Foyt became the first four-time winner of the 500.



“That C pillar is what Foyt and (speedway owner) Tony Hulman rode on the back in those legendary photos,” Vansickle said. “The back window can come out, too, which was unique to that car.”

That pace car was the first project at General Motors of Ed Welburn, who became GM’s vice president of global design and developed the Olds Aerotech, Cadillac Ciel and Buick Avista concept vehicles.

Origins

The 1911 Stoddard became the first car to pace a flying start in racing history. There were standing starts at Indy in 1909 and 1910, but speedway owner Carl Fisher realized that all the smoke they produced would make the start in the speedway’s first 500-mile race extremely dangerous in 1911.



The 1911 Stoddard-Dayton, left, and 1923 Duesenberg Model A

“Having 40 cars in the first Indianapolis 500, not only would a standing start be a hazard for the drivers, it wouldn’t be that great for the fans,” Vansickle said. “Carl had this three-pronged thought in using a pace car: One, he was an auto dealer, so he could use it to sell cars. Two, it provided a safer start. Three, it started the tradition of one of the most unique things in sports, the three-wide start with 33 cars charging into Turn 1 in the 500. At the time it was four wide, but it all began with the pace car.”

Twelve years later, a Duesenberg Model A paced the 500 about a month after it made a 24-hour endurance run around the speedway that covered more than 3,000 miles.

“It was a big story,” Vansickle said. “They had to fill and service the car while it was running (nonstop for) 24 hours. They bolted two-by-fours down the running boards so they could get another Duesenberg Model A next to it while it was going around the track. It still had those on it (pacing the 500).”

Some pace cars may not have seemed like future collectors’ items at the time but became desirable because of unique features and, of course, the Indy connection. A brown/beige Buick Riviera convertible, with a 410-horsepower twin-turbo V6, paced the race in 1983.

“You would think a two-tone brown Buick V6 is not an attractive car, but being a convertible and being the pace car make it desirable compared to a standard model,” Vansickle said. “The 1980s cars are coming in vogue.”

Eventually a Viper

Mears, one of only four drivers to win the 500 four times, knew right away in 1991 that the Viper was a great car. Despite the initial disappointment in getting the Stealth, his quest for the Viper had a happy ending. Knowing how badly Mears wanted it, his race team owner, Roger Penske, bought one for him.

“I forget how long it was down the road, but I got a call from Roger, and he said, ‘Hey, I got our Vipers!’” Mears said.

Mears doesn’t have the other three pace cars he won – the ’79 Mustang, ’84 Fiero or ’88 Cutlass – but he cherishes that Viper.

Trooper M. Dace and Trooper J.A. Tandy (right) stand next to a 1932 Ford Model A. #TBT



I’m Not Buying Anymore Project Cars!



False Information

Reviewed by independent fact-checkers



Another where did it come from? The words "Tune up" came from the days of the Model T. Each spark plug had its own coil box. These coil boxes had to be adjusted until they all sounded alike (a buzzing sound) and thus were in tune. The term "Tune up" meaning to refresh the parts and adjustments on a car's ignition system and carburetor has been with us ever since.

At the July Meeting, we had a CAPTION CONTEST. Submissions, below.



Caption	Submitted By
The Three Stooges	Anonymous
Hey Norm, if Jack can read, you think he's tell what this says?	Donald and Becky Weber
Grumpy / Happy / Sleepy – Three of the seven dwarfs.	Larry Rhea
Eeny, Meeney, and Mo	Tom Webb
Yesterday, when we were young, so many car shows we have done and now we sit and reminisce of days and cars gone by.	Anonymous
Three Old Motorheads	Anonymous
Wee! AutoTrader!! Oooh! August! I don't have this one!	Justin Colvin
Hang loose, Stu, we'll get it figured out.	Ron Clark
I'm looking for your name on the "Car Show Chair List", but all I see is Tom and Karen.	Rooster
Wake up, Stu.	Jim Martin
Three Stooges.	Norm Hicks
See no evil, read not evil, dream no evil.	Lily Beck.

Foreshadowing a future article about the Lincoln Highway:





This 1957 Cadillac Eldorado Biarritz Convertible was 222 inches long and dictated a revision of the American garage dimensions.

It may be, and probably is, the ultimate example of Harley Earl's postwar styling and of the confidence, optimism and exuberance of the late Fifties, American automobile industry, and the economy and society it sold to.



...1968 Buick Electra 225 Custom Sport Coupe.
 The Buick Electra was named after Texas socialite and sculptor Electra Waggoner Biggs, sister-in-law of GM President Harlow H. Curtice. 1990 saw the last of Electra roll off the assembly line to make room for the Park Avenue. In late 2022, Buick announced plans to revive the Electra nameplate for its forthcoming 2024 electric models.



Upcoming Events that MMOCC Plans to Attend

A. August MMOCC Meeting / Trunk Swap.

- Thursday, August 22 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) The MMOCC August Trunk Swap , traditionally at Wes and Betty Scott's. Swapping starts at 3. Meal about 5. Meeting about 6.
- All the usual participants are of course invited, and guests are welcome.
- Bring lots of stuff to swap or sell (garden vegetables expected) and cash to buy.
- Plenty of parking. Bring Chairs and your favorite Beverages.

B. Monthly Capital Mall (JC) Cruise In.

- Last Saturday of each month from April to September. 3-7pm.
- AVOID THE FARMERS MARKET AREA UNTIL AFTER 4pm.

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

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

D. Sacred Heart Eldon Parish Picnic Cruise In.

- Sunday, August 25 11am to 6pm. 540 N Mill Street in Eldon.
- Serving fried chicken and ham, auction, rummage, sage, bingo, beer garden, etc.
- Contact Sonny Evers with questions at 573-338-0552.

E. Holt Summit Pizza Hut Cruise In.

- Saturday, September 7 at 5pm.
- Attendees get discount at Pizza Hut that night.
- Contact Nathan Fuller if questions at 573-645-7088.

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

- Sunday, September 8. 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.

G. Cars and Coffee (JC) at Honda.

- Second Saturday of each month from June to November. 8am-11am.
- At Honda of Jefferson City. Bring out your old cars and offset the "kid cars"!
- August 10, September 14, October 12, and November 9.

H. 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.
- August 10, September 14, and October 12.

I. California Cruise In.

- Second Saturday of each month from April to October. 6-8pm.
- Pizza Hut in California, MO.
- August 10, September 14, and October 12.

J. Ozark Ham and Turkey Festival.

- Moniteau County Fairgrounds near downtown California, Missouri.
- Saturday, September 21. Registration 9:30-11. Judging 11-2. Awards at 3.
- "Cars and More" Show (Cars, Tractors, etc.) at the Fairgrounds and small-town Parade (optional).



CRUISIN' TO FOLK

10th Annual Classic Car Cruise-in
September 8, 2024
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)

K. All Ford Car Show

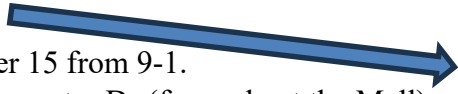
- Saturday, September 15 from 9-1.
- Walmart / 401 Supercenter Dr (formerly at the Mall).

L. MMOCC Old Car Round Up and Show.

- 55th annual.
- Saturday, September 28, 2024.
- In conjunction with JC Oktoberfest.
- Car Show Chairs Tom and Karen Winters (573-533-1294).
- Junior Car Show Chair needed to help in 2024 and take over in 2025.

Officers:

- President Tim Petty
- Vice President Dennis Smith
- Secretary Lyle Rosburg
- Newsletter Editor Lyle Rosburg
- Treasurer Larry Rhea
- Historian Ron Bandelier
- Car Show Chairs Tom and Karen Winters
- Junior Car Show Chair to take over in 2025- NEEDED



41st Annual All Ford Powered Car Show

www.centralmomustang.org centralmomustang@gmail.com



September 15, 2024

Rain Date September 22, 2024
Walmart, 401 Supercenter Drive
Jefferson City, MO 65101

Registration 9:00am - Noon
Judging Noon - 1:00pm *** Participant Judged Awards for 1st thru 3rd place in all classes.
Pre-registration before August 1, 2024 - \$20.00
Day of Show - \$25.00, Display - \$10.00

Special Awards: Walmart Choice, Participants Choice, O'Reilly Choice, Mayor's Choice, Fireman's Choice, Police Choice, Kids Choice, Veterans Choice, Club Choice, Longest Distance, and Club Participation.

Proceeds to benefit Mid-Missouri Charities: \$1000.00 State Tech Automotive Scholarship, Coyote Hill Christian Children's Home, Mid Missouri Fisher House, Pascal Pals, and Vincent P. Gurucharri MD Foundation, Inc.



Class awards provided by O'Reilly Auto Parts

- A) 641/2-66 Mustang all
- B) 67-70 Mustang all
- C) 71-73 Mustang all
- D) 74-83 Mustang all
- E) 94-04 Mustang GT, V6
- F) 05-09 Mustang GT, V6
- G) 10-14 Mustang GT, V6
- H) 15-19 Mustang GT, V6, 4Cyl
- HH) 20-Present Mustang GT, V6, 4Cyl
- I) 94-04 Mustang Specialty*
- J) 05-09 Mustang Specialty*
- K) 10-14 Mustang Specialty*



- L) 15-Present Mustang Specialty*
- M) 03-49 Ford, Mercury, Lincoln
- N) 50-69 Ford, Edsel, Mercury, Lincoln
- O) 70- Present Ford, Mercury, Lincoln
- P) 1903-96 Ford Truck
- Q) 97-Present Ford Truck
- R) Bronco all
- S) Thunderbird all
- T) 62-76 Fairlane, Torino, Cyclone
- U) Tuna (Focus, Fiesta, Fusion)
- V) Ford Powered Specialty **
- W) Youth (21 and Under)

* Specialty includes Shelby, Boss, Roush, Saleen, Mach 1 **Cobra, Sunbeam, Pantera, Bricklin, Kit cars, etc.

Preregister at <https://mcashows.com>
Call (573) 619-5646 for more information

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