



# MMOCC Newsletter –

## JUNE 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
06/27/2024	Noble Needle Upholstery. 5400 West Business 50 / Suite 7 / JCMO. Arrive at 6pm.	Tour of the upholstery shop. <b>NO BBQ.</b> (BBQ moved to July.)
07/25/2024	McClung Park Indoor Pavilion (air conditioned). 931 McClung Park Drive. Arrive as early as 4. Meal at 6. Contact Connie Schaefer with questions at 573-690-5954.	Indoor BBQ. Bring a side to share and bring your own beverages. Pulled pork, plates, and utensils provided by the Club. <u>Featured Topic:</u> Home movies of MMOCC Events.
08/22/2024	Bandelier Estate. 108 Route T / JCMO.	<u>Trunk Swap.</u> Swapping starts at early at 4pm with meal at 5:30pm. Meeting at 6pm. Bring a chair, items to sell, and money to make purchases.
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.



Capitol Theatre. It opened in 1935 and closed in 1970. (Next to Arris' Pizza Palace.)

...1976 Jeep DJ-5 Dispatchers destined for the USPS head down the assembly line at the AM General plant in South Bend, Indiana. It's noteworthy that the facility was a former Studebaker factory and that you can see the transition in Post Office vehicle livery taking place at that very time.



**WHAT A PICKUP!**

What a pickup you'd have if you could . . .

move the cab forward so you could see the road better and have more loadspace . . .

put a cover on the load area to keep out the weather and prevent theft . . .

put double doors at the back and side for easy load handling, and . . .

. . . keep the cost of all these wonderful improvements below \$100.



'63 ECONOLINE offers 204 cu. ft. of protected loadspace; long, low, flat floor; 1/2-ton payloads. New options include double doors on left side; windows all around!

**You can!** An Econoline Van gives pickup owners all these advantages — at a price within \$100 of most pickups! And look what else: extra maneuverability . . . fuel savings that averaged 30% in certified tests . . . simple design for lower maintenance costs. Try Econoline today!

**FORD ECONOLINE VAN**

PRODUCTS OF Ford MOTOR COMPANY

# FORD

Guide to Identifying Pick Up Trucks

## 1948 to 1960



1948-50



1951



1952

**Second Generation**



1953



1954



1955



1956

**Third Generation**



1957



1958

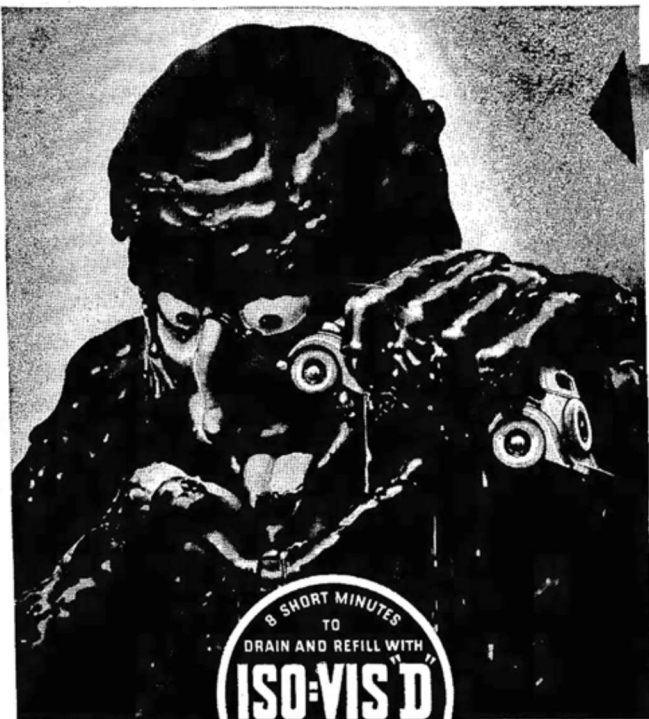


1959



1960

# OIL CHANGING TIME IS HERE!



Get rid of **SLUDGE** the oil eater . . . AND SAVE REAL MONEY

ISO-VIS "D" won't sludge under hardest driving!

WHY you need, right now, a heavier grade of motor oil is shown by the weather maps below.

And when you change, get rid of that *tiresome worker of coal* in your engine — *Sludge!* Sludge fouls oil filters and clogs oil lines . . . takes the life out of valves, makes them sluggish—and you lose gasoline power. Sludge makes piston rings stick, causing wasteful pumping of oil.

Keep your engine clean, lively and efficient this summer by using Iso-Vis "D," the Anti-Sludge Motor Oil. It will cut down your oil costs—you'll add far less oil between drains—and you'll get more gasoline mileage.

THIS SHOWS WHY HEAVIER GRADE IS NEEDED RIGHT NOW



TEMPERATURES ARE ON THE WAY UP

Do this: check your own location in the maps at right. If it falls within the light-shaded area in the *March* map—but is in the dark-shaded section of the *April* map—then you should change to a heavier motor oil as an economy measure! The dark-shading indicates that rising temperatures make a heavier grade of oil necessary for efficient lubrication.

The Standard Serviceman bases his recommendation on three factors: (1) Weather; (2) Make of Car; (3) the kind of driving you do. Nothing is left to chance—or guessing.

It's Change Time, Too, For Differential and Transmission Lubricants

Spring-time is the time to heavy-up on lubricants that protect your differential and transmission gears. Standard Stations have correct lubricants for this very purpose. And Standard Servicemen are expert in the complete lubrication of any make of car—old or new. A Standard Special Lubrication job means correct lubrication at every point.

ISO-VIS "D" . . . 25c a qt.  
PLUS FEDERAL TAX . . . 1c a qt.  
TOTAL . . . 26c a qt.

8 SHORT MINUTES TO DRAIN AND REFILL WITH **ISO-VIS "D"** Anti-Sludge Motor Oil

8 SHORT MINUTES TO DRAIN AND CHANGE Drive into your nearest Standard Oil Station. Your Standard Serviceman will drain and change to the proper grade of Iso-Vis "D" in 8 minutes or less. Then you'll be rid of sludge and you'll keep your oil cost to the minimum.

**STANDARD OIL SERVICE**  
ALSO DISTRIBUTORS OF ATLAS TIRES AND BATTERIES

Prepared by Standard Oil Lubrication experts, these maps are based on U. S. Weather Bureau records, some covering 50-year periods.

# NEW 1974 OPELS FOR LESS!

DUE TO FROZEN RAIN DROPS FALLING ON OUR NEW OPEL INVENTORY...

CHECK OUR PRICE

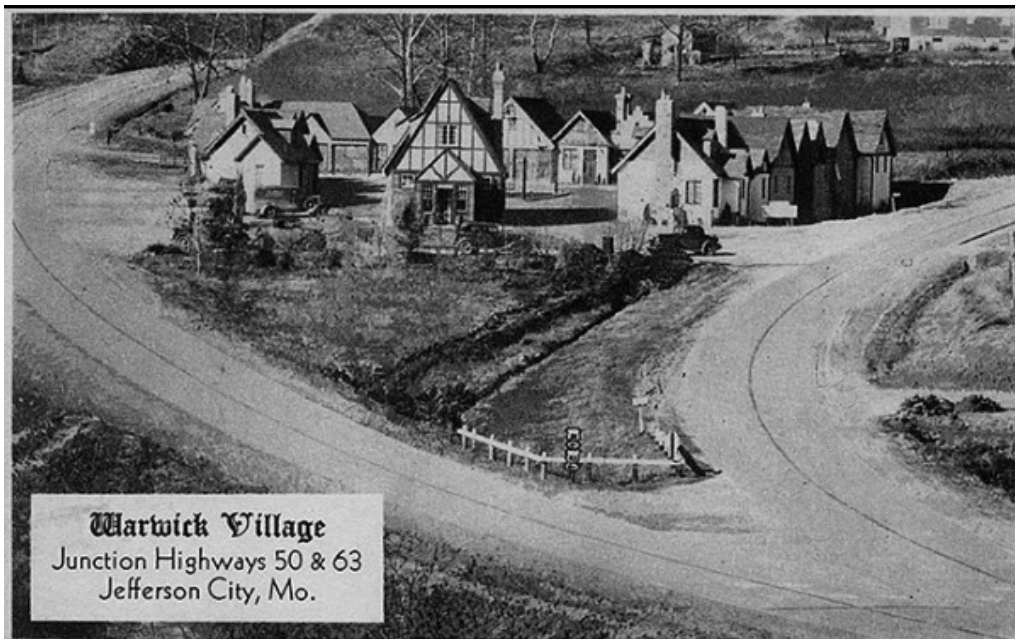
# McKAY

Buick-Opel

904 Stadium

Dial 635-7201

**Warwick Village:** Named a local city landmark in 1997. In the early 1930s, John Guy Gibson, owner of Capital City Oil Company, purchased the parcel of land with the intention of building a tourist court. Initially 15 cabins and a cafe, the grand opening was October 19, 1935. This was an ad for the Cafe in Jefferson City Post-Tribune on October 31, 1935.



Visit  
**"Warwick Village"**  
 The novelty spot in town—  
 E. High and Highway 50.

•

**Bordeaux's  
 Cafe**

In Conjunction  
 Famous for Fine Foods—  
 Ready to Serve You.

•

Capital City Oil Co.

World's First Gas Station .. 412 S. Theresa Ave.  
 St.Louis, Missouri ...

**IF YOU'RE LOOKING FOR LOOKS**  
*Here's Your "LOOK LEADER"*

*Chevrolet—*  
**THE STYLE CAR of the UNITED STATES**

- ★ THRILLING NEW BIGNESS  
 In All Major Dimensions
- ★ NEW LONGER WHEELBASE
- ★ LONGER, LARGER, WIDER FISHER BODIES  
 With No Draft Ventilation
- ★ DE LUXE KNEE-ACTION ON ALL MODELS  
 With Balanced Springing Front and Rear, and Improved Shockproof Steering
- ★ 90-H.P. VALVE-IN-HEAD "VICTORY" ENGINE
- ★ ORIGINAL VACUUM-POWER SHIFT AT NO EXTRA COST  
 Built as Only Chevrolet Builds It
- ★ SAFE-T-SPECIAL HYDRAULIC BRAKES

Plus many more outstanding comfort, safety and convenience features.

It's the longest, largest, most luxurious car the leader has ever built ... with 3" more wheelbase and "three-couple roominess" in all sedan models ... with dashing new "Aristostyle" design and a new beauty-leading Body by Fisher, found only on Chevrolet and higher-priced cars!

Parade along the avenue in this sparkling beauty, and you'll attract every eye ... for the new 1941 Chevrolet is the smartest car that ever wore a radiator ornament ... *the Style Car of the United States!*

Performance?—even more powerful and even more economical than Chevrolet's record-breaking road action of last year! Riding comfort?—"the smoothest, steadiest ride of all," with De Luxe Knee-Action and balanced springing front and rear on all models!

But, come, you be the judge of the new 1941 Chevrolet! Eye It—Try It—Buy It! See how finely and faithfully it is designed to be *first again* in popular favor and popular demand!

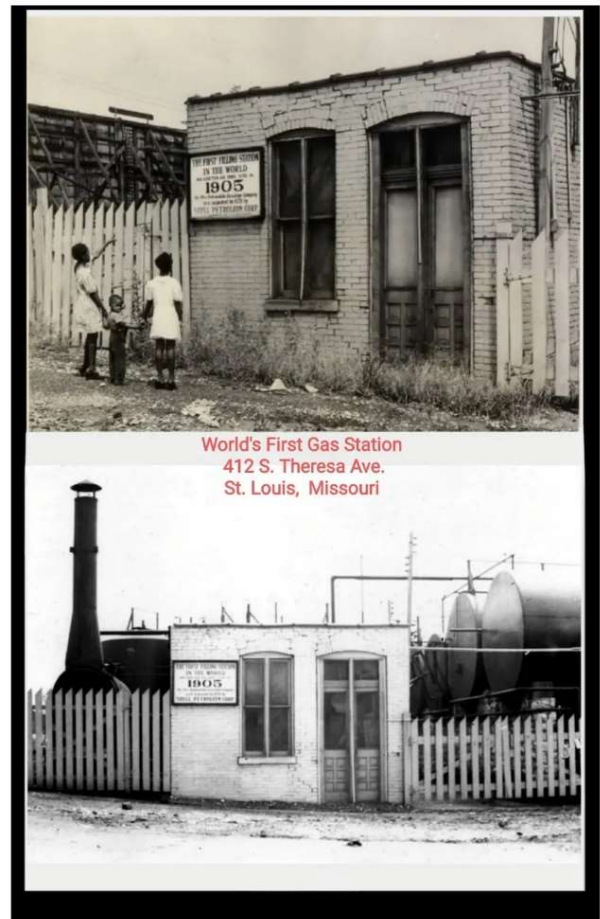
Two-tone colors on all Special De Luxe models—optional at small extra cost.

*Again CHEVROLET'S the LEADER*

**Y'ou'll say "FIRST BECAUSE IT'S FINEST!"**

**EYE IT ... TRY IT ... BUY IT!**

**PUTNAM-GABERT CHEVROLET CO., Tipton, Mo.**  
 PUTNAM'S MOTOR SERVICE, Jamestown, Mo.      PUTNAM CHEVROLET CO., California, Mo.



# FORD SAFETY

Ford Motor Company has made many safety innovations for vehicles. One such invention was for Child Safety.

In 1957 Ford Motor Company introduced the child safety vest as an optional accessory, but was replaced by the Ford Astro-Guard infant restraint seat in 1965. This seat was secured with an adult lap belt and featured a five-point belted seat that strapped the child in just like an astronaut or fighter pilot or a modern day race car driver. Ironically, with child safety not being mandatory at the time, the seat never sold well, yet the design is still being copied today by virtually every child seat manufacturer.



In October 1968, Ford deviated from the five-point seat belt and went with a simpler concept developing one of the first child restraints for crash protection called the Child's Lifeguard Safety Shield, which was later rebranded the Tot-Guard. This was a massive three-piece polyethylene seat that cocooned the occupant with a padded shield, while the vehicles seatbelt secured the Tot-Guard to the car. This early and effective restraint was not widely used, however. Only with more stringent regulations, public education, and mandates would children safely become more common.



## 1958 Packard Series 58L Hardtop Coupe...

In the mid-1950s, the long-established brands were fighting a losing battle to survive a price war between the Big Three. In an effort to stay relevant and survive the tidal wave, a healthy financial company named Packard merged with the large and diverse offerings of Studebaker, becoming the Studebaker-Packard Corporation. The Packard-badged version of the Hawk was revised for 1958 with Dick Teague-designed bodywork and powered by a potent McCulloch-supercharged 289 CID V8. With 275 available horsepower, it had a top speed of 125 MPH. This was the fastest car ever to be given the Packard nameplate, and it was also the last. Just 558 examples were built for Packard's demise.



# SMOKEY AND THE BANDIT

In 1977, "Smokey and the Bandit" went into wide release. It premiered at Radio City Music Hall in New York City on May 19, where it performed badly. The wide release went better; the film eventually grossed \$126,737,428 in North America, making it the second-highest-grossing movie of 1977 (only "Star Wars" earned more, with \$221.3 million).

Director Hal Needham originally planned the film as a low-budget B movie with a production cost of \$1 million, with Jerry Reed as the Bandit. It was not until Needham's friend Burt Reynolds read the script, and said he would star, that the film was aimed at a more mainstream release; Reed would now portray the Bandit's friend the Snowman. At that time Reynolds was the top box office star in the world.

Burt Reynolds revealed in his autobiography that Needham had written the first draft script on legal pads. Upon showing it to his friend, Reynolds told Needham that it was the worst script he had ever read, but that he would still make the movie. Most of the dialogue was improvised on set.



Universal Studios bankrolled "Smokey and the Bandit" for \$5.3 million, figuring it was a good risk. Just two days before production was to begin, Universal sent a "hatchet man" to Atlanta to inform Needham that the budget was being trimmed by \$1 million. With Reynolds' salary at \$1 million, Needham was left with only \$3.3 million to make the film. Needham and assistant director David Hamburger spent 30 hours revising the shooting schedule.

Buford T. Justice was the name of a real Florida Highway Patrolman known to Reynolds' father, who was once Police Chief of Riviera Beach, Florida. His father was also the inspiration for the word "sumb!tch" used in the film, a variation of the phrase "son-of-a-bitch" that, according to Reynolds, he uttered quite often. Jackie Gleason was given free rein to ad-lib dialogue and make suggestions. It was his idea to have Junior alongside him throughout. In particular, the scene where Sheriff Justice unknowingly encounters the Bandit in the "choke and puke" (a roadside diner) was not in the original story, but rather was Gleason's idea. So was adding the Junior Justice character. "I can't be in the car alone," Gleason said. "Put someone in there with me to play off of."

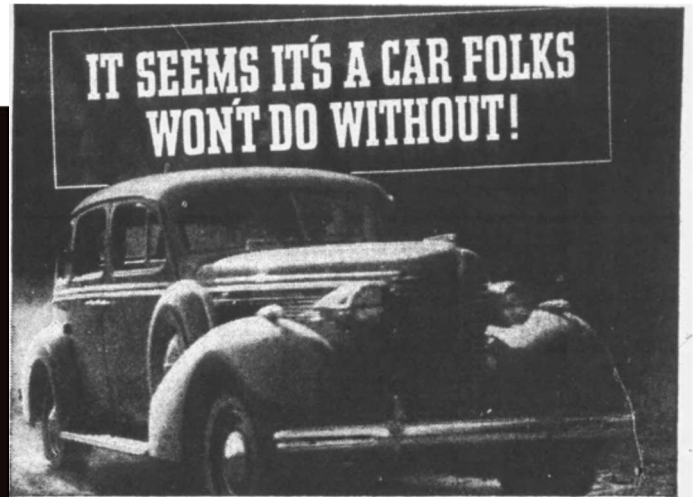
Sally Field only accepted the part after her agent advised her that she needed a big movie role on her résumé. Reynolds actively pushed for her casting after Universal initially resisted, claiming Field was not attractive enough.

On the DVD documentary, Reynolds says that a senior executive at Pontiac promised him a free Trans-Am if the movie became a hit. It did, and the 1977 T-Top Trans-Am became one of the hottest selling cars of the year. Reynolds expected the executive to come through with his promise, but the Trans-Am never came. Reynolds finally called Pontiac a few months later. The executive who promised the car had retired, and the new executive refused to keep the previous executive's promise.

**Sidebar:** Smokey is often defined as officers of the Highway Patrol. County Mouny is often defined as the Sheriff or Deputy Sheriff. Buford T. Justice was a Sheriff. Hence, it could have been "Mouny and the Bandit"... probably not.

1963 Studebaker Westinghouse Prototype Truck

This was a last ditch effort by Studebaker to save the company with a COE configuration to maximize load capacity and simple flat panels to simplify manufacturing and stamping expense.



WE were pretty sure we had a great car when some months ago we checked the final blueprints on the 1938 Buick.

It had the new and mighty DYNAFLASH engine for sparkling action—the sensationally desirable TORQUE-FREE SPRINGING for a lullaby of a ride.

Looking ahead in that promising day, we figured we had every chance of getting our sales share by reason of what this car gave the buyer for his money.

Now, when times are sterner, it appears we built better than we knew—we've got a car folks just won't do without!

This great new Buick was first introduced to the public last fall. Through September, October, November, it sold in steadily increasing volume.

In a period when sales of other cars were sliding off it went ahead, in one month

actually outselling one of the Big Three of the lowest-priced field.

It's still going ahead—not car Number Seven or Eight, as one might expect by its price-class, but one of the season's Four Best Sellers!

There is only one explanation of such a record when made by a car in the thousand-dollar bracket.

Such a car is so good—has so much of value in it—people just won't do without it!

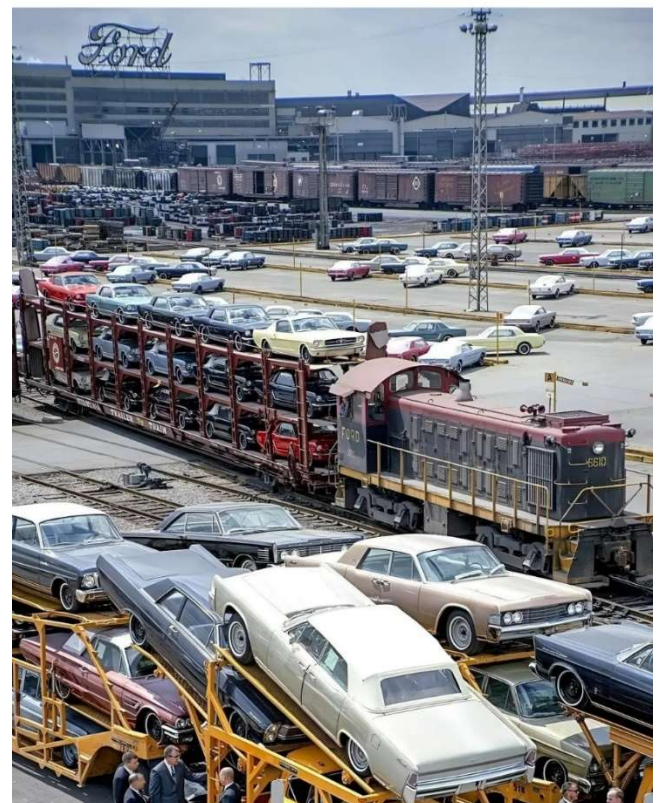
They buy it not only in preference to other cars—they buy in preference to waiting for easier times and readier money-to-spend!

That's the convincing sort of car you're about to drive when you first take the wheel of a 1938 Buick.

If you haven't yet handled a new Buick, you ought to—just to see what such a car is like!

**"Better buy Buick!"**  
A GENERAL MOTORS VALUE  
WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM

Amazing historic photo Ford Motor Company at its River Rouge Plant Dearborn, Michigan taken in 1965... See more



### 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 Jim Martin at 573-864-4048.



In 1965 Ford introduced the wrist twist steering for cars. Despite better visibility, a roomier cabin and allowing you to drive with your arms on armrests it never went beyond the testing stage.



## Notice to Jefferson City Car Owners

### City Auto Stickers Become Delinquent After July 1, 1964

Penalty Will Apply to All Stickers  
Purchased After That Date

Office Hours  
Monday Thru Friday, 8:30 A. M. to 5 P. M.  
Open During Noon Hour and  
Saturday Morning, Balance of June

Car Title or Registration Certificate Must Be  
Presented When Purchasing Car License

Jefferson City Personal Property Taxes Must Be Paid  
and Receipt Presented Before Licenses Will Be Issued

ED COLE,  
City Collector

All Persons Whose Autos Do Not Display a  
Current City Sticker After July 1, 1964  
Will Be Subject to Arrest

CLAUDE SHORT  
Chief of Police

#### Her Diary:

Tonight, I thought my husband was acting weird. We had made plans to meet at a nice restaurant for dinner. I was shopping with my girlfriends all day long, so I thought he was upset with me for coming home a bit late, but he made no comment. With zero conversation flowing, I suggested that we go someplace quiet so we could talk. He agreed, but didn't say much. On the drive out I asked him what was wrong; He said "nothing". I asked him if it was my fault that he was upset. He said he wasn't upset, it had nothing to do with me, and not to worry about it. On the drive home I told him that I loved him. He just smiled slightly and just kept on driving. I can't explain his behavior and don't know why he didn't just say "I love you too". When we got home, I felt as if I had lost him completely, as if he just wanted nothing to do with me anymore. For the next hour he just sat silently on the couch and stared at the TV. Finally, with silence all around, I decided to go to bed. About 15 minutes later he came to bed, but I still thought he was distracted, and his thoughts were somewhere else. He quickly fell asleep-I cried. I don't know what to do. My life is a mess.

#### His Diary:

Boat won't start....can't figure out why.

# Missouri's State Road System

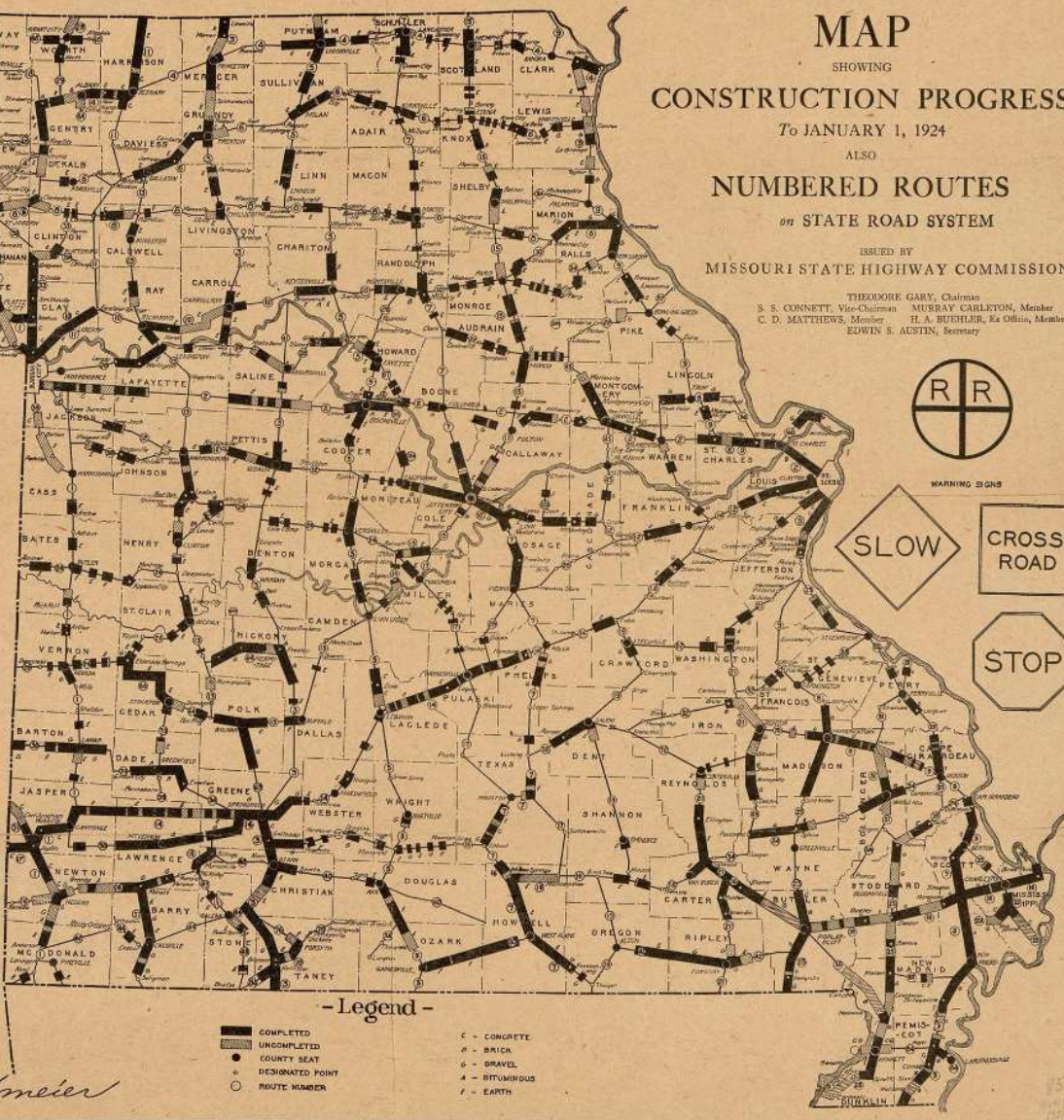
MAP  
SHOWING  
CONSTRUCTION PROGRESS  
To JANUARY 1, 1924  
ALSO  
NUMBERED ROUTES  
on STATE ROAD SYSTEM

ISSUED BY  
MISSOURI STATE HIGHWAY COMMISSION

THEODORE GARY, Chairman  
S. S. CONNETT, Vice-Chairman  
C. D. MATTHEWS, Member  
MURRAY CARLETON, Member  
H. A. BUHLER, Ex Officio, Member  
EDWIN S. AUSTIN, Secretary

MISSOURI STATE  
HIGHWAY  
ROUTE MARKER  
**FACTS**  
About Missouri's State Roads  
January 1, 1924

Total work placed under contract during last two years from administrative, Federal Aid, McClellan-King and Bond Issue funds.	\$38,354,388
Total amount of \$50,000,000 bonds placed under contract to January 1, 1924.	14,900,000
Bonds paid off.	18,000,000
Total amount of \$40,000,000 bond issue paid out for work done to January 1, 1924.	2,000,000
None of \$20,000,000 bonds can be spent for departmental repair or overhaul.	6,770,813
Total miles of hard-surfaced roads finished by the state system built by the State.	3,926
Total miles of hard-surfaced roads under contract uncompleted.	482
Total miles of earth road graded ready for surfacing.	1,223
Total miles of earth road under contract uncompleted.	302
Total miles maintained by the State (state road system).	7,015
Total miles of hard-surfaced roads being maintained on state system.	2,490
Total miles of secondary state roads.	6,190
The amount of funds appropriated to secondary roads is \$1.5 per mile of hard road, plus one-third of Federal Aid; all to be distributed to counties in proportion to estimated cost of work in each county.	1,845
Total miles of state primary roads on now laid out.	1,845
Amount of funds appropriated to primary roads is 40.5 per cent of bonds sold plus one-third of Federal money.	
Total amount paid out for maintenance during 1923 (Average \$11 per mile).	\$1,140,000
Total cost of administration including general engineering supervision on all work, 1923 (\$1 per mile).	\$45,000
Total amount available from Federal Government (1922) to be paid to State as Federal aid on jobs up to 1923 they are completed.	2,487,500
Federal aid appropriated but not appropriated by the Government, 1923.	2,454,250
Total amount Federal aid available from above allotments to Missouri for new contracts in 1924.	1,152,250
Total contract price of four Missouri River bridges at Hannibal, Glasgow, Waverly and Lexington.	2,448,126
Total cost is distributed equally between local people and Federal Government, except at Lexington where local participation is 64 per cent. None of \$20,000,000 bonds can be used in these bridges.	2,594,626
Total amount of road bonds the Legislature has authorized for sale in 1924 and 1925.	10,000,000
They required under road law to spend \$40,000,000 road bonds, 1922 to 1924-25 years. Time required to complete one or more complete or through roads to be built, as law requires one mile of all bonds sold to be distributed in counties. The law is small and it is not certain that amount has developed to the point of completion. The law has developed to the point of completion on acts of the primary roads. Bonds on road can be completed in advance of other without a change of public sentiment.	
Average amount available to the 134 counties per year from sale of only \$1,000,000 of bonds annually is small and prevents large contracts for State for which refused in cash or other roads will be made.	
Total preliminary estimated cost of building all secondary roads as required by the 1923 Legislature for which counties and districts taken over by the State for which refused in cash or other roads will be made.	108,000,000
Total automobiles registered in 1923, State from fees under motor vehicle law (See, State).	470,000
Income received in 1923 by Secretary of State from fees under motor vehicle law (See, State).	\$1,064,000
Average cost per mile of grading and bridging state roads.	6,200
Average cost per mile of gravel road 18 feet wide, exclusive of grading and bridging.	6,000
Average cost per mile of gravel road 18 feet wide, exclusive of grading and bridging.	25,000
Average cost per mile of new road built with bituminous mixed top 18 feet wide, exclusive of grading and bridging.	34,500
The State has recently arranged for a large portion of its present requirements, purchased a number of gravel and sand pits, and contracted for a large portion of its stone, thereby reducing, essentially the average cost of state road construction.	



MISSOURI STATE HIGHWAY COMMISSION  
Approved Jan. 1, 1924.  
Chief Engineer

## Upcoming Events that MMOCC Plans to Attend

### A. June MMOCC Meeting.

- Thursday, June 27 starting at 5pm with the meeting about 6pm.
- Noble Needle Upholstery (Justin Colvin 573-694-6813) / 5400 W Business 50 Suite 7 / JCMO.
- Tour of the upholstery shop. NO BBQ. (BBQ moved to July MMOCC Meeting.)

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

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

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

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

### D. Lohman Cruise In.

- Sunday, June 30 from 10:30am to 2pm in Lohman on Front Street "by the big tree".
- Bring a chair and cooler. Come and go as you please. Contact Lyle at 573-291-7159 with questions.
- Lions Club BBQ available at the Community Center from 10:30am to 2:30pm.



- Fireworks at the Church at 9pm by Dennis and Laura Even.
- E. Salute to American Cruise In.**
- West Capitol Avenue and north of the Capitol.
  - Thursday, July 4. 3-6pm. Help requested to park cars. No judging duties.
  - Organizers: Larry Rhea (573-606-9266) and Dennis Smith (573-680-2505).
- F. Fireworks with the Baldwins (by Bax Fireworks) at Brazito-Honey Creek Lions Club.**
- Saturday, July 13 starting at 5pm. Fireworks around 9:30ish.
  - Rusty and Mica Baldwin at 3239 Route E. Baldwins will provide hot dogs, chips, and water. Guests bring sides, treats, drinks, and lawn chairs.
  - Classic cars park on the Baldwin Property. Modern cars park at the Lions Club.
  - Baldwin Hot Rods Garage open for tours. RSVP to via Text to Rusty Baldwin (573-348-5356).
  - If fireworks get canceled, so will the picnic.
- G. Cars and Coffee (JC).**
- 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”!
  - July 13, 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.
  - July 13, August 10, September 14, and October 12.
- I. California Cruise In.**
- Second Saturday of each month from April to October. 4-8pm.
  - Pizza Hut in California, MO.
  - July 13, August 10, September 14, and October 12.
- J. July MMOCC Meeting.**
- Thursday, July 25. McClung Park Indoor Pavilion (air conditioned). 931 McClung Park Drive.
  - Arrive as early as 4. Meal 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.
  - Featured Topic: Home movies of MMOCC events from 1975-1981.
- K. Argyle Knights of Columbus Car Show.**
- Argyle, Missouri.
  - Saturday, August 3 at 11am.
- L. 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.
- M. 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).
- N. All Ford Car Show**
- Saturday, September 15 from 9-1.
  - Walmart / 401 Supercenter Dr (formerly at the Mall).
- O. MMOCC Old Car Round Up and Show.**
- 55<sup>th</sup> 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

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