



MMOCC Newsletter –

MAY 2022

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

An automobile ownership retrospective...

*By MMOCC Member Steve Hall
1965 Corvair Monza Coupe*

Brief history about me:

I grew up in Claremont, New Hampshire and ever since I was too young to remember I have had a strong interest and proficiency in working on mechanical devices. I was known for taking toys and my father's tools apart and putting them back together for fun. My parents were unaware of the tool disassembly until years later I wrote an essay for school where I described disassembling a reciprocating sander and reassembling it without the part needed to change the direction of the eccentric device for the reciprocating mode. The sander worked but my Dad told me later that after he tried to use it and only one direction of the reciprocating mode worked, he always wondered why. My parents think I was about 6 or 7 years old at the time I worked on the sander. My interest in mechanical repairs migrated from toys to sanders, bicycles, mopeds, washers, dryers, vacuums, snow blowers, lawn mowers, #2 oil fired furnace burners, and eventually to automobiles.

Stumbling across the 1965 Corvair:

In 1988 my high school friend Patrick and I were looking through a local salvage yard in Wethersfield, Vermont, about a twenty minutes drive from my home in New Hampshire across the Connecticut river. Pat is about 10 months or so older than I and he had his drivers license and I didn't. Pat was searching for air horns from a semi so he could outfit his 1971 Chevy Chevelle with a more startling sounding horn. (and yes, it was startling when he got that installed in his Chevelle) The bulk of the salvage yard contained late model 1970's and 1980's vintage autos. In addition to the horn search we were exploring the yard and noticed a road leading to an upper terrace and ventured up there to a clearing where there were a number of '50s & 60's era vehicles.

I remember clearly a VW Karmann Ghia, Studebaker Lark, a couple of Ford Edsels with the transmission push button in the steering column center. In the middle of the clearing was a white 1965



Chevrolet Corvair Monza Coupe with a couple of other cars, the make and models of which I don't recall clearly. The Corvair was complete and had the automatic two speed Powerglide transmission with the shifter on the dashboard. Although I was not looking for a vehicle since I had my 1961 Corvair (my first car which is a story for another article), this fortuitous find peaked my interest. There was rust in the usual places-- around the doglegs and upper wheel wells. I opened the engine lid and noticed immediately that the vehicle had a complete factory air conditioning option which, for a young New Englander, was a rare sight. Most cars in New England were not optioned with air conditioning in those days. I thought about it 'overnight' and decided to purchase the Corvair. I paid \$325.00 for it on May 27, 1988. At the time, New Hampshire did not have a title requirement for vehicles more than 10 years old so it was a Bill of Sale transaction. I don't recall discussing this with my parents, but I must have since my Dad went with me to purchase the car. I'm listed as a co-owner with my Dad on the Bill of Sale. I was 15 years old at the time and would not have been able to purchase the vehicle on my own without a guardian's co- signature.

Bringing the Corvair home:

I hired the salvage yard to tow the Corvair home. I began going through the interior. There were quite a lot of personal papers, bank records and receipts from the prior owner in the vehicle most of which had significant water damage. I remember distinctly that there was one golf club wedge iron on the floor of the back seat. I saved most of the ownership papers that could be salvaged. I remember the driver's vent window was broken presumably so the vehicle could be unlocked (there was no key when I purchased it.).

The Corvair's History:

In the pile of paperwork I found a Bill of Sale from three of the prior owners. The ownership records are not complete. The earliest paperwork indicated the car was purchased by one of the prior owners from Earl Wallace Ford, Inc., Delray Beach, Florida, on September 21, 1976 which likely explains why the car had air conditioning and no windshield washer option. This is the earliest ownership record I have for the vehicle. The owner that had it before the salvage yard purchased it from Green Mountain Classics, a local auto restoration shop in Springfield Vermont, on September 9, 1983. I have not attempted to conduct any ownership research beyond this.

The Condition:

The underbody of the Corvair was relatively rust free in the critical areas of the rocker panels which also was a clue that this car did not spend most of its life in New England. For those of you unfamiliar with the Connecticut River Valley of New Hampshire and Vermont, the winters are long, subject to significant snowfall, and road salt is used ubiquitously. Most of my parent's daily driver cars would last about 7 to 10 years before critical structural and cosmetic rust would take hold and warrant considering vehicle replacement. My parents told me a story about one of my maternal grandfather's large Chevy sedans was replaced when the motor mounts rusted to such an extent the engine dropped out one day.



I tried to get the Corvair engine started but the starter would just make the dreaded 'chezzzzz' sound of the starter gear grinding out on the torque converter ring gear. I removed the starter to find a very ground down ring gear on the torque converter. I was able to turn the engine freely but it would 'lock' about half way

through a full rotation in either direction. At that point I decided the engine needed to come out for a proper diagnosis and for the torque converter repair.

I dropped the engine, which on a Corvair means you build a low profile dolly cart with casters, lower the car with two floor jacks until the engine and transmission assembly 'just rests' on the dolly (not supporting the body weight of the vehicle). After removing all the control linkages, drive shafts etc... unbolt the three motor mount nuts and then jack the car up until the engine clears the body and you roll the engine out on the cart. I started taking the engine apart and soon discovered the valve train had significant wear on the rocker and valve stem area and rocker ball galling (the worst I have yet to see any subsequent engine I have worked on.) The oil was some of the blackest sludge I've ever seen. The odometer was reading about 13,000 miles, but certainly the odometer had turned over at least once. At that point I decided to scrap the lower end of the engine.

Repair and Modifications:

My Dad had a 1966 Corvair sedan model 500 with a three speed that he picked up for parts for his 1965 Convertible (which was the first automobile engine I restored and a story for a future article.) My Dad let me have the engine. I reused the original heads from the 1965 Monza since they had the bolt pattern for the air conditioning hardware and shrouds which is a different bolt size and pattern than the 1966-1969 heads. I would learn almost 20 years later that using the original high mileage heads was probably not the best idea. I

Parts car inverted for donated parts Circa 1988 (Grandpa Hall's Datsun 620 Pickup in background)



put it all back together and got the engine working for less than \$300. Since my Dad had the 1966 parts car, I decided to swap out the Powerglide for the parts car's three speed and salvaged all of the manual transmission components cables pulleys etc... and converted the 1965 Monza to a three speed manual. I did this rather than replace the torque converter in the high mileage Powerglide (of unknown condition). That arrangement worked pretty well for a while. I taught my middle brother Josh how to drive a manual transmission in this car in a parking lot at a local factory.

The Corvair parts car was model 500 four door sedan with the three speed transmission. The

model 500 was the lower cost 'no frills' Corvair model option. The three speed floor shifter had the 'H' shift pattern' such that reverse is where first gear is on most contemporary 4 and 5 speed manuals that were in use at the time. I had to be mindful of this at stoplights as I was driving a variety of vehicles with 5 speed manual transmissions at that time and 'muscle memory' could inadvertently cause one to put it in reverse at stop lights when first was intended. A number of years later I converted the transmission back to a Powerglide due to an issue with the three speed's transition from second to third gear and for convenience.

I used the 1965 Corvair as my 'primary' driver in high school and my first year in college. I installed a ski rack for it and would drive it to my high school ski team practices. The car has good traction in snow due to the rear engine and power train. My college parking permit is still on the rear driver's side window. While at college, which was located on the north shore of Massachusetts, I would periodically drive friends to Boston in it. On one of those college midnight study breaks a college friend and I drove it to Denny's restaurant in Beverly, MA where a group of us would go from time-to-time. On the way back we heard a 'pop' and what sounded like 'tdtdtdtdtd...'. I pulled over and one of the spark plugs had strip out of its socket (remember what I said about using those high mileage aluminum heads original to the car?). I drove it back to the dorms and arranged to purchase a repair kit and my Dad graciously drove down one weekend with the special tap and steel insert so that we could make the repair in the parking lot. (Thanks Dad!)

The Corvair sits for a number of years

In 1993 I went to a shop to have the 1965 Monza state inspected and a ball joint was bad and rust had opened up in the rear wheel well and would not pass inspection. In New Hampshire there can't be any holes in the body panel skins what so ever to pass inspection. I was busy with school and moved on to another daily driver. The car sat for a number of years and when I started it one day a valve stuck on one head and bent a push rod. I decided it was time to rejuvenate the car. I met my wife Jamie in late 1999 and relocated to Jefferson City, MO in 2000. Jamie and I towed the vehicle out together on a trailer attached to the U-haul truck. Soon after we were married, my son Darby and daughter Josie were born, so the 'restoration' of the Corvair progressed very slowly over a number of years. I finally pushed myself to finish the car in 2012.

Me with the 1965 Corvair Monza circa 1990, Claremont, HN.



Towing the Corvair from NH to MO circa August 2000, my Dad by the U-haul truck.



So what did I do to refresh or 'restore' the car? Well, basically 'everything'. As you probably can tell by now I drive my old cars frequently. My goal was to make the vehicle reliable enough to be my daily driver if I chose to do so. Therefore, I replaced all of the suspension bushing, wheel bearings, brakes, and all suspension bolts. I overhauled the engine with a turned crankshaft, new pistons, reconditioned rods, seals and more. I decided to hand ream the valve guides to the next larger size valve stems which was possible 20 years ago and is actually the manufacturer's recommended procedure. In retrospect I should have pressed out the old valve guides and installed new guides, but this is not a trivial operation in the Corvair aluminum heads, so I took the hand reaming approach and installed valves with oversized valve stems.

Body work:

Let me first start by saying I 'hate' doing bodywork and I'm not the best at it. However, doing the bodywork myself saves a significant amount of money that... guess what... goes into other car projects! I'm also not very diligent about documenting my work on my vehicles since I'm using them for my own pleasure rather than preparing them for resale. The only reason I have some of the restoration photos for this article is that when Jamie and I got back from our honeymoon in 2001 there were several camera shots left on the roll of film in our camera (remember the days of camera film ASA rating, shutter speed and F-stop settings?) and needed to use them up so we could get the film roll developed. The Corvair was manufactured of unit body construction,

which is good for strength and stability, but most unit body vehicles of this era and others suffer from the propensity to rust where the body panels are spot welded together with layers of overlapping steel panels. This has the unfortunate consequence of trapping any water and moisture that makes its way onto a car floor, rocker panel, wheel well or countless other locations in the body. Although, my 1965 Corvair appears to have spent its early life in Florida, it spent enough years in New England to require attention to areas of the body. The most

Front dog leg and door pillar area with metal panel patches welded in (red primer area) 20011965 Corvair Monza 'restored' November 2012



significant area of rust was the rear wheel wells where the inner and outer body panels are spot welded together. Basically it all rusted away around the edges. In the late 1990s I repaired the left side wheel well area by welding metal to make the repair. The issue with that method was there are many compound angles in the wheel well and I had to 'excessively' skim coat the repair and it took hours of work. In the early 2000's I took a different approach to the right side rear wheel well. I purchased a

Wheel well area with rust cut away in 2001



Fabricating metal tangs offset to receive & support fiberglass patch panel in 2001



Repairing the wheel with fiberglass molding in 2001.



fiberglass piece from Clark's Corvair Parts. I cut out all the bad metal and bent recessed 'tabs' roughly evenly spaced over the radius of the wheel well to act as a support for the fiberglass piece. I pop riveted the fiberglass molding to hold it in place while adding layers of fiberglass to it and the wheel well. This method took significantly less time and looks, to the discerning eye, quite a bit better than the other side. Note to restorers- If you use the pop rivet method to align the panel you should drill out the pop rivets when you finish the fiberglass overlay and fill the holes. This will help prevent future flexing of the rivet/panel spot, paint chipping, and corrosion later.

Acknowledgments:

I thank my friend Patrick Stapleton, dad Harold Hall, and brother Joshua Hall who provided their memories of my time with the Corvair to piece together some of this history. And last, but not least, I thank my wife Jamie for letting me use her side of the garage for many years while restoring the Corvair. Now that's true love!

For Your Ford



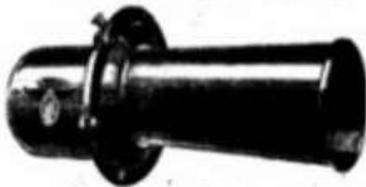
Stewart Speedometer Model 160-K
or Ford cars \$15
Warrant Price \$15.50

NEW MODEL Stewart Speedometer for your Ford car. Tells you when and where to lubricate by the means of colored dials. Tells you your speed. Records your mileage. Sells at same price as old model. \$15.



Stewart Autoguard
Model 158-E, front . . . \$11
Nickel rail 13
Model 158-K, rear, black enamel \$11
Nickel rail 13

PROTECT your Ford, both front and rear, with Stewart Autoguards. The models listed on left fit both open and closed cars.



Stewart Warning Signal Model 163 \$6.50

PUT a real Stewart Motor-Driven Warning Signal on your Ford. Don't risk your own safety and endanger others. Is complete with bracket, wiring and push-button. \$6.50.



Stewart Warn-O-Meter Model 173-B \$10

STEWART Warn-O-Meter comes complete with special radiator cap finished in black and nickel. GREEN light shows at safe motor heat. Flashes RED when motor overheats. Saves motor repair bills. A beautiful necessity.

Where are these photos taken?



Upcoming Events that MMOCC Plans to Attend

A. Larry Rhea's Poker Chip Run.

- Saturday, May 21. Meet at 1:30pm.
- Leaving the Capital Mall at 2pm.
- Heading west and ending at the Versailles Sonic Summer Nights Cruise In.
- Larry Rhea at 573-606-9266.

B. May MMOCC Meeting.

- Thursday, May 26 at 5:30pm. At Steve's Family Restaurant Lower Level at 8705 Route C (Route C and D). \$14.67 (with tax) for family style dinner. If you choose not to eat at Steve's, go direct to Payne's about 6:45pm.
- At about 6:45pm, head to David Payne's new shop at 4710 Kimber Drive off Route C toward Russellville.
 - The room is reserved at 5:30 for family style dinner of fried chicken, mased potatoes and gravy, and green beans or corn. The dinner includes ice cream and a drink as well. \$14.67 including tax. Gratuity extra so clean out the sofa, car, and jars at home for extra coins.
 - Following the meeting and dinner, the club is invited to David Payne's new shop located very close to the restaurant in Kimber Estates. Dave has had the club tour his old shop on the New Year's Day tours before when he was in town.
 - David's new place is much bigger than the old one. Dave specializes in the restoration of muscle cars and trucks and his work is spectacular. A few of the cars that he has built for his clients have been in our show before and won first place. He also does appraisals for vintage cars and trucks if you ever need one for insurance or selling your car. Dave will be taking a couple of cars to the Mecum Indy auction and will let us know how it went as well as show the club his projects and shop.

C. Monthly Capital Mall (JC) Cruise In.

- Last Saturday of each month from April to September. 4-8pm.
- May 28, June 25, July 30, August 27, September 24.

D. Cruise to Freeburg.

- Saturday, June 4 – Road trip to Freeburg for lunch and ice cream at The Outpost.
- Made-to-order sub sandwiches, drinks, snacks, and Central Dairy ice cream.
- JC group to depart Gerbes off Eastland at 11:45am and caravan to the church parking lot in Folk. Depart Folk at approximately 12:30 pm (bathroom will be available).
- Parking is limited at The Outpost in Freeburg, but we can use the gravel lot of the body shop across the road for more parking. Bring your chairs as there is no in-door seating.
- NOTE: There is no in-door seating and no public restroom at The Outpost but the Eagle Stop gas station is only two blocks away.
- Coordinated by Dennis and Laura Even 574-455-2948/573-291-6209

E. Sheriff's Barbeque Car Display.

- Old Car display at the annual Cole County Sheriff's Barbeque.
- Tuesday, June 7 serving from 4-7:00 pm.
- Arrive when you can. Leave when you want. Bring a chair.



- BBQ pork steak or chicken.
- Old Car parking inside the Cole County Fairgrounds.

F. Monthly Ice Cream 4 Ice Cream Cruise In.

- 11800 Farm View Road / Eugene, MO (off 54).
- Select Fridays from April to October. 4-10pm.
- June 10, July 15, August 12, September 9, October 14.

G. Russellville Festival and Engine Show – Car Show Section.

- Saturday, June 11 at 10am.
- Russellville City Park, Russellville, Missouri.
- Festival is June 10 and 11 and includes tournaments, tractor show, barbeque contest, parade, vendors, bounce house, live music, concessions, etc.

H. Missouri Moonshiners Second Annual Poker Run.

- Saturday, June 11 at 10am starting at Casper’s 66 (one mile east of Linn).
- Stops in Loose Creek, Freeburg, Vienna, Argyle, with last stop in Westphalia.
- \$10 per hand.
- Questions, call Top at 573-644-4478.

I. Primrose Retirement Center Car Show and BSA Pinewood Derby.

- Saturday, June 18th at 11am.
- Boy Scouts of America pinewood derby with the residents on the same day.
- 1214 Freedom Blvd, Jefferson City, MO 65109
- Brandon McIntire 573-634-5408.

J. Lohman Cruise In.

- Sunday, July 3 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.
- Lions Club BBQ available at the Community Center from 10:30am to 2:30pm.
- Fireworks at the Church at 9pm.

K. Argyle Knights of Columbus Car Show.

- Argyle, Missouri.
- Saturday, August 13 at 11am.

L. Ozark Ham and Turkey Festival.

- Downtown California, Missouri.
- Saturday, September 17. 9-4.
- “Cars and More” Show (Cars, Tractors, etc.) and small-town Parade (optional).

M. All Ford Car Show (39th annual).

- Sunday, September 18. Registration 9-12. Judging 12-1.
- Capital Mall.



RUSSELLVILLE FESTIVAL & ENGINE SHOW

Remember When...

FRIDAY, JUNE 10 & SATURDAY, JUNE 11, 2022

Schedule of Events

Friday, June 10

- 6:00 p.m. 12U Baseball Tournament
- 6- 10 p.m. Food Stand Concessions
- 7- 10 p.m. Live Music: Band Whiskey Throttle
- 7- 10 p.m. Historical Booth

Contact information

- Festival events- Ben Merhoff 573-645-0357
- Baseball tournament- Jack Lake 573-694-8770
- BBQ Contest- Dana Frisby 573-338-3823
- Cornhole Tournament- Jack Lake 573-694-8770
Donna Roe 573-690-5620



Visit [Russellville Engine Show & Festival](#) on Facebook for more details.

RUSSELLVILLE CITY PARK

- Parade
- 12U Baseball Tournament
- Cornhole Tournament
- Tractor Show
- Car Show
- Community Pool Open
- BBQ Contest
- Food & Craft Vendors
- Bounce House
- Mechanical Bull
- Kiddie Train
- Live music
- Concessions

MINUTES FROM 04/27/2022.

MMOCC held its April 2022 meeting at the Jefferson City HyVee Community Room.

38 Members attended.

Birthdays, Anniversaries, and Special Events were mentioned.

Committee reports from Scholarship and Car Show were heard.

MMOCC Member Rusty Baldwin enlightened us on Safety Inspections, Bill of Sales, Titles, Abandoned Vehicles, MSHP Inspections vs MODOR.

DO NOT SAY: "But Rusty said"

If you have an issue, set up an appointment with Rusty at the Troop F Service Center at 5621 Raptor Road / JCMO at 573-526-6262.

MMOCC Year Books and member roster were made available.

Meeting adjourned about 8:00pm.

Submitted by Secretary Lyle Rosburg.

- www.centralmomustang.org

N. September MMOCC Meeting.

- Thursday, September 22, 2022 at 6pm.
- HyVee-JC Community Room. Get your meal as early as 5pm and come on up!
- Car Show related.

O. MMOCC Old Car Round Up and Show.

- 53rd annual.
- Saturday, September 24.
- In conjunction with JC Oktoberfest.

P. Eugene PTO Car, Truck, and Bike Show.

- Cole R-V High School in Eugene.
- Saturday, November ?? from 9am to 2pm. Registration ends 11am.
- \$15 pre-registration. \$20 day of.

Q. Bill Bicknell Engines in Rolla.

- MMOCC Member Bill Bicknell has invited us back to his shop in Rolla.
- 410 North Elm Street / Rolla.
- Date and time to be determined.

R. Tim Petty's Drive In Theater.

- Date to be determined.
- Drive in Theater at the Petty Estate.
- Coordinated by MMOCC Member Tim Petty (573-694-2977).

S. Old School Drive In Theater.

- Spring/Summer 2022. Date to be determined.
- Newly opened Drive in Theater in Moniteau County.
- 34263 State Highway T near Hwy 87 south of Burghers.
- <https://www.facebook.com/Oldschooldrivein>

T. NO November or December Meetings.

- Attend the Holiday Party and New Year's Day Garage Tour, instead.

U. MMOCC Holiday Party.

- Thursday, December 15, 2022 at 6pm.
- American Legion off Tanner Bridge.

V. 2023 New Year's Day Garage Tour.

- Sunday, January 1, 2023.
- Lunch and Garage Tours.
- Need YOUR GARAGE as a destination.
- Contact Dennis Smith at 573-680-2505.

WHAT'S IN A NAME?

The International Harvester Company (often abbreviated by IHC or IH, or simply International (colloq.)) was an American manufacturer of agricultural and construction equipment, automobiles, commercial trucks, lawn and garden products, household equipment, and more. It was formed from the 1902 merger of McCormick Harvesting Machine Company and Deering Harvester Company and three smaller manufacturers: Milwaukee; Plano; and Warder, Bushnell, and Glessner (manufacturers of Champion brand). In the 1980s all divisions were sold off except for International Trucks, which changed its parent company name to Navistar International (NYSE: NAV). Its brands included McCormick, Deering, and later McCormick-Deering, as well as International. Along with the Farmall and Cub Cadet tractors, International was also known for the Scout and Travelall vehicle nameplates.

Given its monumental importance to the building of rural communities the brand continues to have a massive cult following. The International Harvester legacy non-profits host some of the largest agriculture related events in the United States.

Following years of financial and economic decline, International began selling its separate equipment divisions, starting with the sale of the construction division to Dresser Industries in 1982. In November 1984 IH finalized a deal with Tenneco to sell the farm equipment division to Tenneco's subsidiary Case Corporation, and the brand continues as Case IH which is owned by Fiat. The European division exists today as McCormick Tractors and is owned by ARGO SpA of Italy. International became solely a truck and engine manufacturer and reorganized as Navistar International in 1986. Throughout its existence International Harvester was headquartered in Chicago, Illinois. In 2020 Volkswagen agreed to fully purchase the remaining shares of Navistar.

LIGHT DUTY TRUCKS

IH is often remembered as a maker of relatively successful and innovative "light" lines of vehicles, competing directly against the Big Three. The most common were pickup trucks. IH made light trucks from 1907 to 1975, beginning with the Model A Auto Wagon (sometimes called the "Auto Buggy").^[28] Production commenced in February 1907 at IH's McCormick Works in Chicago, although production was moved to Akron, Ohio, in October that year. Powered by a horizontally opposed, air-cooled twin around 15 hp (11 kW), it was a right-hand-drive model popular in rural areas for high ground clearance on the poor roads typical of the era. It featured a rear seat convertible to a carrier bed. The Auto Wagon was renamed the Motor Truck in 1910, and was a forerunner to the successful modern pickup truck. They were called IHC until 1914, when the 'International' name was first applied. The final light line truck was made on May 5, 1975.

Following the early success with the Auto Buggy, International released their K and KB series trucks in the mid-1940s. They were more simplistic than other trucks released in that era. This was followed by the L Series in 1949, which was replaced by the R Series in 1952, followed by the S line (a name re-used later for IH's larger medium-duty trucks) in 1955. In 1957, to celebrate IH's golden anniversary as a truck manufacturer, this was replaced by the new A line. 'A' stands for anniversary. With light modifications to its appearance, but more serious changes under the shell (and a number of new names), this design continued in production until replaced by the 1100D in late 1969, which looked very similar to the Scout which was already in production.^[30]



Corresponding with the truck "letter lines" was the Metro line of step (delivery) vans. Starting in 1938 and manufactured through 1975, the Metro series was produced and updated with each iteration of IH's truck lines. Also, special-use variants were sold, such as the Metro Coach (a bus version with windows and passenger seats) and Metro front-end section and chassis for full commercial customization. Additional variants were based on the medium-duty engine and chassis lines.^[31]

IH abandoned sales of passenger vehicles in 1980 to concentrate on commercial trucks and school buses.

The Scout and Light Truck parts business was sold to Scout/Light Line Distributors, Inc. in 1991.

SPORT UTILITY VEHICLES

One of the company's light-duty vehicles was the Travelall, which was similar in concept to the Chevrolet Suburban. The Travelette was a crew cab, available in two- or four-wheel drive. A three-door version was available starting in 1957, and a four-door version was available starting in 1961. The 1961 Travelette four-door (crewcab) was the first six-passenger, four-door truck of its time.

The Scout, first introduced in 1961, is a small, two-door SUV, similar to a Jeep. In 1972, the Scout became the Scout II, and in 1974, Dana 44 axles, power steering, and power disc brakes became standard. After the Light Line pickups and Travelall were discontinued in 1975, the Scout Traveler and Terra became available, both with a longer wheelbase than a standard Scout II.

COMMERCIAL TRUCKS

International Harvester was an early manufacturer of medium- and heavy-duty trucks. Although based upon truck chassis, IH also became the leading manufacturer of the chassis portion of body-on-chassis conventional (type C) school buses. In 1962, IH offered the International Harvester Loadstar which became the premier medium-duty truck. In 1978, IH offered the International Harvester S-Series, which replaced the Loadstar in 1979.

With the truck and engine divisions remaining following the 1985 sale of the agricultural division, International Harvester Company changed their corporate name to Navistar International in 1986. Today, Navistar International's subsidiary, International Truck and Engine Corporation, manufactures and markets trucks and engines under the International brand name. From 1983 to 2010, Ford Motor Company offered International V8 diesel engines in heavy-duty pickup trucks, vans, and SUVs (using the Power Stroke name after 1994).

1960s

In 1961, the DCO-400 "Emeryville" model line was expanded with a conventional; officially named the D-400, the model line shared its cab with the COE and was the first International conventional produced with a tilting hood.^[32]

In 1962, International began to phase out the R-line series of trucks (dating to 1953). In place of a comprehensive model line ranging from half-ton pickup trucks to its largest Class 8 trucks, International introduced two purpose-built model lines for commercial use. Slotted above its Light Line pickup trucks, the Loadstar was a medium-duty conventional-cab truck. For 1963, International introduced the heavier-duty Fleetstar, a short-hood conventional slotted between the Loadstar and the heavier-duty R and V-Line conventionals. While no longer serving as a comprehensive model range, the Loadstar shared its cab with the A-series pickup truck (and its derivatives); as a cowed chassis, the Loadstar was produced for bus use (the IHC Schoolmaster). Sharing only its name with its conventional-cab namesake, the Loadstar CO was a low-cab COE (with a forward-tilting cab).

In 1965, International introduced the CO-4000, the first heavy-duty COE designed entirely by the company, replacing the DCO-400 "Emeryville" COE (which sourced its cab design from Diamond

T). In a design feature that would be adopted by International COEs into the 1990s, the cab was designed with a large trapezoidal grille.

In 1968, International redesigned the Fleetstar, adopting the cab of the Light Line pickups. Renamed the Fleetstar-A, the redesign marked the consolidation of the Fleetstar with the previous R-line and V-line trucks.^[35] The largest R-210 and R-230 remained (dropping their R prefix) alongside the newly introduced M-series as the largest International trucks, sharing a common cab (dating back to 1952).^[34] The Transtar name made its first appearance, as the CO-4000 was replaced by the Transtar CO4070/4090; while visually similar to its predecessor, the Transtar CO was designed with an all-new cab (to accommodate larger diesel engines).

For 1969, International introduced the final version of the Emeryville model line, with the DC-400 Transtar 400 replacing the D-400.

1970s

In 1970, International split the CO Loadstar into its own product line, dubbed the Cargostar. As part of a model update, the Cargostar received a larger grille and wider cab over its predecessor. Competing directly against the Ford C-Series, the Cargostar was a medium-duty truck fitted with both gasoline and diesel engines (shared with the Loadstar conventional).

1971 marked the end of the "Emeryville" product lines, as the DC-400 Transtar 400 was replaced by the Transtar 4200/4300. Developed as a Class 8 highway tractor, the Transtar 4200/4300 introduced an all-new cab that would be used for International heavy-duty trucks through 1999. Competing against a wide range of manufacturers, the Transtar conventional was offered in both short and long-hood configurations for both regional and long-distance shipping.

In 1972, the Paystar 5000 series was introduced, replacing the 210/230 and M-series trucks (dating to 1952). Developed for severe-service use (primarily construction and related applications), the Paystar shared its cab with the Transtar, using a heavier-duty chassis, steel fenders, and a flat-panel hood. The medium-duty Loadstar received an optional tilting hood with a larger grille and straighter-edge fenders (updating its appearance for the first time in 10 years).

In 1974, the Transtar II COE was introduced, following a redesign of the Transtar.^[34] Distinguished by top-mounted windshield wipers, the Transtar II standardized the previous raised-cab option, as the previous 852 cubic-inch Detroit Diesel 12V71 V12 was replaced by some of the largest-displacement engines ever fitted to a road-going vehicle, including the Cummins KTA diesel I6 (1,150 cubic inches) and the Caterpillar 3408 diesel V8 (1,099 cubic inches). On the other end of the size scale, the Cargostar underwent a second update, with a slightly wider cab and a much larger grille (sharing the black trim band of the Transtar COE grille).

For 1976, International launched its "Eagle" flagship brand, used into the 2010s.

In 1977, the International S-series was introduced, consolidating the Fleetstar and Loadstar into a single model range.^[36] While less comprehensive than the product ranges of the 1930s to the 1950s, the S-series product line included medium-duty, heavy-duty, severe-service, and highway trucks (along with a new generation of the Schoolmaster bus chassis) from the Class 5 to Class 8 size ranges. At its 1977 launch, the S-series was introduced to replace the Fleetstar, with lighter-duty models phased in to replace the Loadstar during 1979.^[34] Competing against an extensive segment of the truck industry, the S-Series was produced in multiple layouts, hood lengths, and axle configurations; gasoline and diesel engines were offered.

Produced as a cowled chassis (Schoolmaster), straight truck, or semitractor, the S-Series was produced from 1977 to 2004, remaining the longest-produced vehicle line ever produced by International (as either International Harvester or Navistar).

1980s

In 1981, International introduced the CO9670, replacing the Transtar II. Sharing only the trapezoidal grille with the previous Transtar II, the CO9670 was designed with a larger cab with improved visibility and improved access (larger windshield, shared doors with the Transtar/Paystar conventional); to increase fuel economy, the Cummins KTA diesel was replaced by a turbocharged Cummins N-series I6.

For 1985, the Transtar conventional was reintroduced, becoming the International 9000 series; while the short-hood Transtar was discontinued (overlapped by the S2200 and S2300 Class 8 tractors), the long-hood 4300 was renamed the International 9370. Sharing its cab with the Transtar, the 9370 was restyled with a larger grille and vertically stacked quad headlamps.

After seeing almost no change since 1974, International ended production of the Cargostar (the final Loadstar-based truck). As the company did not develop a tilt-cab truck derived from the S-series (or a distinct vehicle), International introduced the 400/500/700/900 low-cab COE, produced by Nissan Diesel (UD). The first imported vehicle marketed by the company, the 400-900 was marketed through 1991.

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