



# MMOCC Newsletter – DECEMBER 2024

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

Date	Location	Topic
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 \$25 gift for your gender.
01/01/2025	New Year's Garage Tour organized by Dennis Smith 573-680-2505	Lunch at Rias at 3550 W Edgewood JCMO starting at 11am. Potential end of event social at Brazito-Honey Creek Lions at 3220 Highway E with carry-in meal. Stops planned at Ricky Mendez, Steve Hall, Donald Weber, and Rusty Baldwin. Route and details to follow.

## MID-MO OLD CAR CLUB

A big **THANK YOU** goes out to these businesses and individuals for sponsoring our 55th Annual Old Car Round Up and Show!  
We encourage you to visit these businesses (or to personally thank the individuals) to show them your support in return!

Car Show Sponsors
Bandelier Mustang Connection
Capital Hauling Company
Central Bank
Cole County Upholstery
David Jaeger Insurance
Evers and Company CPAs
Farmers Bank of Lohman
Fechtel Beverage and Sales
Governor Motors
Jack Boswell
Jim Lewis Tire and Wheels
Jim Logan Audio Service
Joe Machens Capital City Ford
Millard Family Chapels
Moser's Food - Show Me Oil Co.
Rusty Drewing Toyota-Chevrolet-Buick-GMC
Sam Bushman for Presiding Commissioner
Show Me Health Solutions LLC
South Side Barber Shop
Warehouse Tire and Muffler
Xtreme Body and Paint

Scholarship Sponsors
Angela Laws
Billy and Janice Bonnot
Darrell Hake
Dennis and Linda Smith
Don and Becky Weber
Foster's Transmission and Service
Jim's Classics
Keith Pedigo
Kemna Collision Repair
Kevin Riley
Kirk Farmer
Larry Kolb
Larry and Vera Rhea
Lyle and Lori Rosburg
Mike Hall
Mike Raithel
Precision Machine, Inc.
Stan Fast
Todd Slanker
Wes Scott
Woodman Engineering Co.

Door Prize, Goody Bag, and Other Sponsors
Daisy Delight
Kelsey Tire
Kustum Signs, LLC
McDonalds
MoDOT
O'Reilly Auto Parts
RockAuto
Williams-Keepers LLC, CPAs & Consultants

# OLDSMOBILE

April 29, 2004, the last Oldsmobile rolls off the line. Oldsmobile meant innovation. Here are just a few of the Automotive technologies Olds pioneered in its 100+ years in business:

- 1898: Olds Motor Vehicle Company exports the first American car, a steam-powered automobile, to Mumbai, India.
- 1901: The first speedometer offered on a production car was on an Oldsmobile Curved Dash.
- 1901: Oldsmobile was the first to procure parts from third-party suppliers.
- 1901: Olds produces 635 cars, becoming the first high-volume gasoline automobile producer.
- 1901: Oldsmobile becomes the first manufacturer to publicly promote their vehicles.
- 1902: The Oldsmobile Curved Dash is the first mass-produced vehicle in America.
- 1903: Oldsmobile builds the first purpose-built mail truck.
- 1908: Oldsmobile rebadges the Buick Model B as the Oldsmobile Model 20, possibly creating the first badge-engineered car.
- 1915: First standard windshield introduced by Oldsmobile.
- 1926: Oldsmobile is the first to use chrome plating on trim.
- 1929: Oldsmobile creates the first Monobloc V8 engine in its Viking Sister brand.
- 1932: Oldsmobile introduces the first automatic choke.
- 1935: Oldsmobile offers the first all-steel roof on an automobile.
- 1940: Oldsmobile introduces the Hydra-Matic, the first fully automatic transmission.
- 1948: Oldsmobile offers one-piece curved windshields, along with Buick and Cadillac.



- 1949: Oldsmobile introduces the Rocket, the first high-compression OHV V8 engine.
- 1952: Oldsmobile introduces the "Autronic Eye," the first automatic headlight dimming system.
- 1953: Oldsmobile switches its lineup to the 12v charging system.
- 1962: Oldsmobile creates the first production turbocharged car, the F-85 Jetfire.
- 1962: Oldsmobile also creates the first production car with water injection, the F-85 Jetfire.
- 1966: The Oldsmobile Toronado is the first mass-produced front-wheel-drive American car.
- 1969: First use of chromed ABS plastic exterior trim on the 1969 Oldsmobile Toronado.
- 1969: First electric grid window defogger on an American car, the 1969 Oldsmobile Toronado.
- 1971: The Oldsmobile Toronado is one of the first cars to feature a high-mounted brake light.
- 1974: The Toronado is the first American car to offer a driver-side airbag.
- 1977: The Toronado is the first American car with a microprocessor to run engine controls.
- 1982: First use of high-impact molded plastic body components on the 1982 Oldsmobile Omega.
- 1986: Oldsmobile introduces the Delco VIC touchscreen interface on the Toronado, shared with Buick Riviera.
- 1988: The first production heads-up display system is introduced on the 1988 Oldsmobile Cutlass Supreme Indy Pace Car.
- 1988: Oldsmobile breaks a world speed record with the Oldsmobile Aerotech at 267 mph, driven by A.J. Foyt.
- 1990: Oldsmobile updates the color touchscreen interface with a built-in cellular phone on the 1990 Toronado Trofeo.
- 1995: Oldsmobile introduces Guidestar, the first onboard navigation system on a U.S. production car.
- 1997: Oldsmobile becomes the first American car company to turn 100 years old.
- 2001: The redesigned 2002 Oldsmobile Bravada becomes the first truck to pace the Indianapolis 500.







# Phoenix Project Update June 2024

## *(MMOCC Member Steve Hall's Restoration of a Franklin)*

The week of June 17, 2024, my son Darby and I traveled to New Hampshire to visit family and used the opportunity to drop off the Franklin 11A engine parts for machining work. I decided to have the babbitt work done for the main bearings, rod bearings, crankshaft grinding,



Parts in the payload of the pickup.

flywheel surfacing, cylinder boring, valve guides (and possibly valve seats) done by Reeve Enterprises near Cazenovia NY. The Reeves have multi-generations experience doing Franklin engine work. Their shop was only a slight detour from I-90 in New York on our way to New Hampshire. In addition to my engine parts I delivered 24 Franklin cylinders that club member Wes Scott sold to the Reeves several years

ago, but the Reeves' transportation arrangement of the parts fell through, so I offered to transport them along with my parts.

While the parts are at the machine shop, I'm continuing to work on stripping the wood spoke wheels. A Franklin Club expert said the



My Son Darby is preparing to help unload parts. Note 1930's era Packard on the roof of the garage.



wood wheels were typically

painted from the factory in the body color, but current consensus of my family and some club members say unpainted wood spoke wheels would look good. In fact, my daughter Josie commented that when she saw the original status of the wheels painted, she did not know these were wood spoked wheels. I'm still contemplating on how to finish the wheels.



Regarding the wheels, three of the wheels were stripped and painted with Rust-Oleum primer more than 40 years ago. The third wheel had not been completely stripped. I took photos and documented the size and location of the pinstripe on the wood



spoke in the event I wanted to reproduce it at some point.



The clutch friction disk and cooling fan need service work. Each has a woven fabric and rubber flexible coupling that have almost 100 years of wear and exposure to the elements. Fortunately, there are still people who

service these items. One of the benefits of being a member of the Franklin Club is there are some experts who still do some of this work. Paul Fitzpatrick, Wood Restoration Co. in Sherburne, New York performs this service. The cooling fan has light surface rust from long term storage, so I sandblasted the surface before shipping it off for service.

Until the next update, happy antique motoring!

Sirocco style cooling fan prepared for painting and flexible disk servicing. The fan mounts directly to the crankshaft. Two flexible disks (layers of rubber and fabric) are used to mount the fan to the hub. This is designed to help cancel crankshaft vibrations and combustion impulses. These pictures are after sandblasting surface rust away.



Cooling Fan intake side. Note balancing weight riveted to the backplate between the 4-5 O'clock position in the photo.

Cooling Fan back side  
(timing cover side)



Clutch friction disk with new flex plate installed

Cooling fan with new flex plate installed.

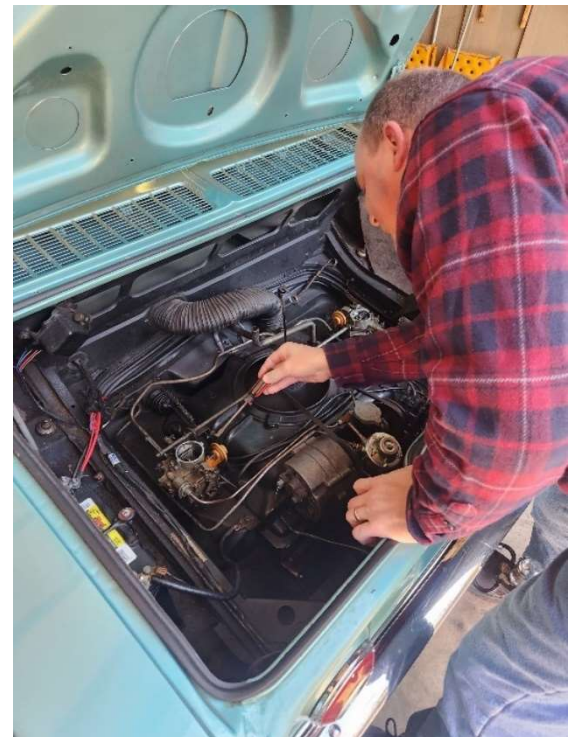


## CORVAIR CARBURETOR TECH SESSION AND OTHER THANKS

Joining a car club provides a variety of benefits. Common interest, camaraderie, and the sharing of knowledge. I have benefitted from my network of MMOCC friends:

- Billy Bonnot helped resurrect my 1951 Chevrolet after it sat too long, helped inspect my 1962 International, pulled me home when my Corvair fuel pump failed, and loaned me tools.
- Ron Clark provided me with some sheet metal for a project, imparted a lot of history, and explained a process to stop rust.
- Dennis Smith helped weld a repair on my Polaris ATV and has imparted knowledge and tools for my other projects.
- Rusty Baldwin walked me through the process of inspecting and titling a purchase.
- Craig Haugen and his electrical magic, ability to research history and projects, and Firetruck Chief Engineer.
- Ron Bandelier and local history.
- Wes Scott for is overall wealth of mechanical knowledge.
- Jim Martin for hosting Saturday Morning Coffee.
- Sam Bushman for looking out for me.
- Jack Boswell and his ability to identify, and have in stock, radio tubes needed to get some old radios working.
- Tom Winter and his sign making business has been a great resource. (Kustom Signs LLC)
- Most recently, my Corvair did not want to run right. I fiddled and adjusted, but was just wandering in the dark. I called in the Corvair Master, MMOCC Steve Hall, and he used his experience to correct my fiddling. Corvair runs well, now, and Steven knows how make it run better in the future. Steve brought a Corvair carburetor and took it apart, explaining how it works and what it would take to rebuild my carburetors.
- and many others that I failed to mention.

It is good to know people and I appreciate you all!



--- Lyle Rosburg



## 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.



### —Action Line—

How did North Ten Mile Drive get its name? —  
C. E.

It got its name in two steps, and it started back in the days when a Sunday afternoon drive was a major event. According to Cole County Recorder Henry LePage, a long-time Jefferson City resident, North Ten Mile Drive and South Ten Mile Drive originally combined to form Ten Mile Drive.

Jefferson Citians on a Sunday afternoon would take their cars for a drive from the Cole County Courthouse out West Main Street, along the road known as Ten Mile Drive, then back into town on St. Mary's Boulevard.

According to LePage, the total distance of the circular route was 10 miles, thus the name.

LePage said he took his first ride in an automobile on the drive, which was a dirt road, and had a flat tire. When Old Highway 50 was built it split the drive into two parts and the two parts were named North Ten Mile Drive and South Ten Mile Drive although it was only when combined that they equalled a ten mile trip.

## USED CARS

1933 Dodge Coach

1931 Dodge Sedan

1933 Rockne Sedan

1931 Pontiac Coupe

1933 International Pick-  
up Truck

1934 Dodge Sedan

1931 Chevrolet Coach

1930 Chevrolet Coach

1929 Chevrolet Sedan

1930 Chevrolet 1½ ton  
Truck

### Krafft Motor Company, Inc.

DODGE—PLYMOUTH

111 West High

Phone 222



57-60 Chrysler Imperial



1957... This is the car that recycled the whole car field



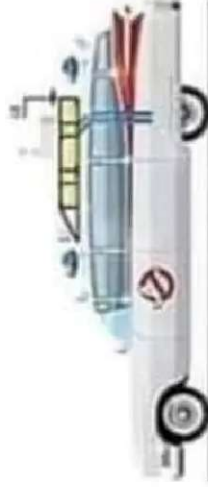
1958... then confirmed the following year's major improvements in engineering



1959... increased its sales 35% by increasing passenger space and comfort



1960... added another 35% to its sales in four months



GHOSTBUSTERS • 1984



MIAMI VICE • 1985



BATMAN RETURNS • 1992



DUKES OF HAZZARD • 1979



KNIGHTRIDER • 1982



JAMES BOND • 1964



THE A-TEAM • 1983



MAGNUM • 1980



THE LOVE BUG • 1968



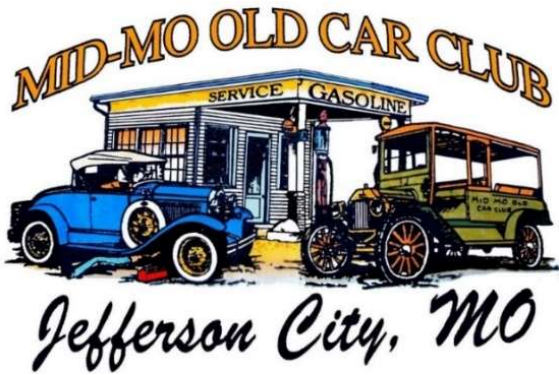
BACK TO THE FUTURE • 1985



STARSKY AND HUTCH • 1975



MAD MAX • 1985



### Officers:

President Tim Petty (573-694-2977)  
Vice President Dennis Smith (573-680-2505)  
Secretary Lyle Rosburg (573-291-7159)  
Newsletter Editor Lyle Rosburg (573-291-7159)  
Treasurer Larry Rhea (573-606-9266)  
Historian Ron Bandelier (573-893-2553)  
2025 Car Show Chair Justin Colvin (573-694-6813)

NEEDED: President for 2025.

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