



MMOCC Newsletter – JULY 2019

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

Preface by Don Scott, Director of Sustainability for the National Biodiesel Board:

I want to thank and congratulate Tom Volkhart and Paul Bandelier for all the hard work that went into our Jeepster build. I don't even want to count the hours of toil and frustration that went into getting this biodiesel-powered Jeep on the road. BF Goodrich just published an article which is online at <https://garage.bfgoodrichtires.com/s/article/Cummins-Commando> and copied below. There are also more photos from the shoot they did with us in Utah at:

<https://www.dropbox.com/sh/wqrimfmh8kja8/AACnW9AbqMC-sBaz6i8wWasPa?dl=0>

This Jeep came straight out of Paul's garage to a 3,300 mile trip to New Mexico and Utah crossing snowy mountain passes and clambering up rocks in the desert. It has since been to Indiana where it just celebrated the 100th anniversary of Cummins, Inc alongside the 1935 Auburn and 1938 Cadillac that Clessie Cummins converted to diesel power way back in the day. We went to show them that the fuel for the next 100 years is coming from an organization started **right here in Jefferson City.**

The Cummins Commando

***Editor's note:** We met Don Scott and Paul Bandelier at Easter Jeep Safari in 2018. These two buddies had just driven [their 1988 Jeep Wagoneer](#) to Moab for some wheeling, which is no surprise. But what DID catch our eye was what they had stuffed under the hood: a biodiesel-powered Cummins 4BT. For Easter Jeep Safari this year, they decided to go all out and bring a brand new build out to play.*

We have been driving and converting trucks to Cummins diesel power for 15 years so we can take advantage of superior fuel economy, reliability, and performance, not to mention the ability to use renewable biodiesel. We were very excited when Cummins began offering crate engines specifically for retrofit. We drove our old Cummins 4BT-powered Wagoneer to Easter Jeep Safari last year, just so we could learn more about the new R2.8 crate engine from the folks already running it on the trails.



Because the new engine is an electronically controlled, common rail diesel, it is cleaner, lighter, and more powerful than our old mechanically injected diesels. From what we learned last year, we knew we wanted to build something around that new Cummins.

We always wanted to build a Jeepster Commando, and we calculated that the Jeepster was similar enough to a Jeep CJ. That allowed us to take advantage of the wealth of aftermarket support, while still having a little more versatility as a full-bodied station wagon, pickup, or convertible with the Commando. We also liked the vintage road trip aspect of this four-wheeler, and we drew quite a bit of inspiration from the 2018 Wagoneer Roadtrip concept by Jeep and Piscitelli Design.



The Jeepster Commando was introduced by Kaiser Jeep in 1966 as a competitor to the International Scout and Ford Bronco, both of which offered more civilized comforts relative to the Jeep CJ5. The Commando uses the same drive components as a CJ5 and the same chassis as the longer (101”) wheelbase CJ6.

In 1972 AMC took over Jeep production from Kaiser and modernized the look of the Commando with boxier front styling that very much resembled that of a Scout or Bronco. Often referred to as the “Bullnose”

Commando, the later versions are appreciated only by select and avid fans. Hence, they are somewhat cheaper to purchase, even though they have improved axles, suspension, power steering, and the benefits of a longer, 103” wheelbase. I always wanted to build a longer version Jeepster with the earlier style front clip, as the extra length adds versatility for engine options. (Paul and I have nothing against the quirky bullnose Commando, but we also wanted to build this Jeep as a biodiesel and Cummins showpiece. We wagered that we could impress a broader audience with more classic Jeep styling.)

Our 1972 Jeepster came to us after serving snowplow duty at a car wash in Canon City, Colorado, for the last 30 years. It was worn out, but was still running and driving when we got it. I would have liked to drive it more in that state before we took it apart, but if we wanted to drive it to Easter Jeep Safari in 2019, we had little time to spare, so it got disassembled quite quickly.



While I bear responsibility for all of our bad ideas, most of the work was done by Paul Bandelier and some hard-working volunteers from our local car club. It was easy to come up with grand ideas about redesigning the suspension and other modern improvements. It took discipline to limit our modifications to the diesel repower, so that we would be able to show off the most important parts of our build and demonstrate biodiesel use. The enthusiasm of our volunteers led us to a complete frame-off restoration. The frame and body were completely stripped, sandblasted, and brought back from their bare components.

Installing the diesel (and the electronic controls and computer) was made simple by the Cummins crate engine kit. We sourced our custom-made engine mounts from FarmstrongInc and a transmission adapter from Quickdraw Brand. We purchased our radiator, aftercooler, electric fan, and other components from Axis. We also got a lot of original and reproduction Jeepster parts from Just Jeepsters in St. Louis; Jeepster Guru in

Denver; and Partsdude 4x4 in Carson City.

For the Commando, Quickdraw supplied us with a bellhousing that mated the Cummins R2.8 to a NV3550 transmission out of a Jeep TJ. Advance Adapters helped us mate the 5 speed transmission to a Dana 300 transference out of a CJ7. We installed an Eaton Truetrac differential in the original rear Dana44 axle and we converted the front Dana 30 to disc brakes.

The fact that we did a complete nut-and-bolt restoration came back to bite us when it was time to hit the road. Except for the new engine, which was great, none of the mechanical systems worked properly. We put in a lot of long hours re-doing a lot of components as the hours were ticking down. By the Friday night before we left for our first trip, it didn't look like there was any way it would be roadworthy.

We were still working on it Monday when we hit the road at 2pm that day for our first adventure. We logged 1300 miles in three days on our way to Farmington, New Mexico, for the beginning of the *Jp Magazine* Dirt 'N Drive event. The only repair we had to make was replacing a faulty clutch master cylinder. We wheeled three days and covered 700 miles with the editors of *Four Wheeler* and *Jp Magazine*. The local club in Farmington were excellent guides as we pushed the Commando on some challenging trail sections. The armored rocker panels and rear bumper (built for us by Next Venture Motorsports) did an astounding job protecting our body and new paint.

We took in some spectacular scenery including Ship Rock and Hovenweep National Monument and discovered some dramatic hidden landscapes in Unaweep Canyon and the Uncompagne Plateau. Of course, the landscapes around Moab are always stunning. We concluded Dirt 'N Drive just in time to experience Easter Jeep Safari. We enjoyed exploring on our own up La Sal Pass until we reached the remaining winter snows. We also participated in group activities organized by the Red Rock 4 Wheelers as part of EJS. And as luck would have it, the Cliffhangers Four Wheel Drive Club, who served as our trail guides in New Mexico, were also our guides on Hell's Revenge, one of Moab's most iconic and exhilarating trails.

Our BFGOODRICH® All-Terrain T/A KO2 tires performed great on-road and off. We run BFGoodrich® Tires on five of



our 4x4s. We like the classic styling because they look fitting on our vintage vehicles, but we also run them on our new stuff, too. We like that the brand has been an active supporter and promoter of motorsports for a long time, and we hold them in high regard for the quality in our off-road tires. The variety of tire sizes is also important. The Cummins Commando was built around the idea of running a modern tire in a tall, narrow size that fit our vehicle both dimensionally and style-wise.

Most of all, we appreciate the performance of our tires. The All-Terrains are always quiet on the highway and provide every bit of traction we need off-road. We have tried other brands, and none last as long as our BFGoodrich® Tires. All these factors have made us loyal to the brand.

The best part of this build and our adventures so far is that we found a way to reduce our dependence on fuel, while reducing cost and improving reliability and performance as we explore and enjoy the outdoors. In the first few weeks of road trials, the best fuel economy has been 37.4, with an overall average of 27 MPG. Our Jeepster Commando was built in 1972, one year before the OAPEC oil embargo that caused fuel prices to rise by almost 50 percent. This vehicle — which was from a time of cheap, plentiful oil — was originally rated at

11.4 miles per gallon (MPG). The 2.8-liter Cummins diesel offers 10% more horsepower, 25% more torque, and more than three times the fuel economy than the original gas V8.

See how the Cummins Commando develops as a biodiesel showcase vehicle on Instagram by following the hashtag [#cumminscommando](https://www.instagram.com/cumminscommando).



1972 Dodge W200

Forest Service
Paul Bandelier
Member since 1970s

2019 Officers:

- President Lyle Rosburg
- Vice President Dennis Smith
- Secretary Vacant (it could be you!)
- Treasurer Tom Webb
- Historian Roger Hager
- Events Chair Ron Clark
- Car Show Chairs Connie and Mike Schaefer
- Immediate Past President Nathan Fuller

1968 Mercury Cougar

Kendall Mertens
(Owned Since Age 18)

1970 Chevrolet Chevelle

Linda Bogg

MMOCC Bylaws (last amended- 27 April 1995):

Article II - Purpose: The purpose of this club is to unite antique and special interest car owners and enthusiasts who are interested in restoring and maintaining their car in a manner to attract prestige and respect within the community. To serve as a medium of exchange of ideas, information, and parts for admirers of antique, classic and special interest autos. To aid them in their efforts to restore, preserve and exhibit the car in its original likeness and to help keep automotive history alive. The club shall be non-commercial, non-partisan, and non-sectarian.

Article III - Members: Requirements for membership shall not insist upon the actual possession of an antique car, but merely an interest in the cars and a desire to take part in club activities .

MMOCC Membership Application:

Family Membership just \$20/ year (July-July)

Name _____
 Address _____
 City _____
 Zip _____
 Telephone /Email _____

Send dues payable to Mid Mo Old Car Club
 MMOCC PO Box 1594
 Jefferson City MO 65102



Upcoming Events

A. Capital Mall Cruise In.

- July 27 / August 31 / September 28.

B. Sonic Summer Nights – MMOCC Caravan.

- *Always the Third Saturday of the Summer Months.*
- July 20 caravanning from Schultes at 3:30pm.
- Sonic in Versailles.

C. July MMOCC Meeting.

- Thursday, July 25 at 6pm. Get your meal downstairs and come on upstairs!
- HyVee Community Room upstairs.
- Topics: Rust and Restorations.



D. August MMOCC Meeting.

- The Wes Scott Swap!
- Thursday, August 22 at 6pm.
- Wes and Betty Scott's – 7311 Old Bass Road / Eugene.
- Swapping starts at early at 4pm with meal at 5:30pm. Meeting at 6pm.

E. Ozark Ham and Turkey Festival.

- California, Missouri.
- Saturday, September 21. 9-4. MMOCC times to be determined.
- "Cars and More" Show (Cars, Tractors, etc.) and small-town Parade (optional).

F. USS Aries Road Trip / Car Cruise.

- A weekend day in the fall. Date TBD.
- Leaving from Gerbes on Eastland.
- Tour of the USS Aries in Gasconade, Missouri (confluence of the Gasconade and Missouri Rivers).
- Restored Hydrofoil Guided Missile Gunboat.
- <https://www.ussaries.org/>

G. September MMOCC Meeting.

- Car Show Related.
- Thursday, September 26 at 6pm.
- Carpenter's Hall – Dunklin and Broadway / JCMO.

H. October MMOCC Meeting.

- Thursday, October 24 at 6pm.
- Location and topic to be determined.

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

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

J. NO November or December MMOCC Meeting.

- NO November or December meeting.
- *Instead, plan to attend the Holiday Party on Tuesday, December 3.*

K. Holiday Party.

- TUESDAY, December 3 at 6pm.
- American Legion – 1423 Tanner Bridge / JCMO.

- Fried Chicken and all the Fixins. Paid for by the Club.
- “Rob Your Neighbor Gift Exchange”. Bring an item marked for Male and Female.

L. 2020 New Year’s Day Cruise.

- Wednesday, January 1, 2020.
- Lunch and Garage Tours.
- Need garages in the Honey Creek / Tanner Bridge / Brazito area.
- Let Dennis Smith know if we can visit your garage (hint, hint: Tim Petty, Leonard Rutledge, Floyd Siebeneck, etc.)

Mid Mo Old Car Club thanks for following Sponsors of the 2018 Roundup

\$500.00 Sponsor

John Borgmeyer

\$200.00 Sponsors

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 Jefferson Bank
 Mosers
 Todd & Linda Slanker
 Kenneth Luetkemeyer

\$100.00 Sponsors

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 Ed & Linda Tremain
 Capital Machines
 Dennis & Linda Smith
 Warehouse Tire & Muffler
 Joe Machens Ford
 Towner Communication
 Governor Motors Company
 Marty’s Auto Body
 Capital City Truck & Specialty
 4 Wheel Parts Plus

2019 - Mid Mo Old Car Club Events Calendar - 2019

- July 13 Smithton,MO Car Truck & Tractor Show 10am-4pm / \$5 per Entry at the Smithton Fair
July 11-13 Iola,WI 47th "Old Cars" Swap Meet and Car Show
July 20 MMOCC Cruise to Versailles for Hot Summer Nights at Sonic. Caravanning from Schultes 3:30pm
July 21 Rosebud Thrashers Assn. Car Show at the Park info Mike 573 437-6735
July 22 Boonville - Heritage Days Car Show
July 25 MMOCC meeting is at 6pm at the HyVee Community Room (buy food downstairs & eat upstairs)
July 27 Rosebud Gasconade County Fair Car Show info Mike 573 437-6735
July 27 Jefferson City Cruise Night at Capital Mall begins at 4pm
July 28 St. Ann,MO 33rd Annual Fords Unlimited Car Club All Ford Car Show at McDonnell Park
August 8-10 Herman Blue Oval Rally 816-522-4859 all Ford Car show
August 9-10 Sedalia Birthplace of Route 66 two day car show (they say 600 cars ??)
August 10 Rolla 21st Annual Salem Ave. Baptist Church Car Show 11am-4pm~ 573-364-4442
August 16-18 Springfield Ozark Empire Fairgrounds Swap Meet
August 22 Brazito MMOCC Meeting Wes & Betty' Annual Club's Trunk Swap 7311 Old Bass Road
August 25 Berger,MO Car & Motorcycle Show at Community Park to benefit Fire Dept 1970 Truck Resto
August 31 Jefferson City Cruise Night at Capital Mall begins at 4pm
September 6-7 Branson Orphan Car Show ~417-569-3866~ 3311 Shepard of the Hills Expressway
September 8 Herman 20th Annual Car Show in the Park register 9:30-12:30pm Display \$10
September 11 Maryland Heights, MO Horseless Carriage Club Car Show & Swap Meet~777 Casino Center Dr.
September 14-15 Sedalia 5th Annual Fall Swap Meet at Fairgrounds 7am-5pm
September 21 California Ham & Turkey Festival Car Show
September 21 Owensville Fall Fest Antique and Classic Car Show
September 21 Nevada,MO Second Annual Veterans Car and Truck Show *benefit for Veterans Memorial*
September 26 MMOCC Meeting and Car Show preparations
September 28 Jefferson City,MO Old Munichburg Festival(&Weinner Dog Race)
and 50th Annual ! -Mid Mo Old Car Club Roundup and Car Show
September 28 Jefferson City Cruise Night at Capital Mall begins at 4pm
September 28 Cuba Lions Club Car Show
September 28 Columbia VA VET Center Car Show 9-2 at the VA Hospital Parking Lot
October 5 Linn State Tech College Car Show
October 6 Linn Moonshiners Swap Meet 8-2 at Elsevier's Parking Lot East of Linn Info Tom 573 897-2888
October 12 St.Louis Old Chain of Rocks Bridge, 5th Annual Route 66 Car show I-270 on Riverview
October 18-19 Carthage Maple Leaf Car Show /Swap Meet w/Cruise night friday
Oct 24 MMOCC Meeting
Oct 24-26 Norman,OK Swap Meet~ Cleveland County Fairgrounds~405-651-7927
October 26 Lebanon Cruise to the Spring 10-2pm \$25 w/free BBQ for 2 (first 75 registered)
November 2 Eugene PTO Car Truck & Bike Show 9am-2pm registration ends at 11am
December 3 MMOCC (Tuesday)Christmas Holiday Meeting & Election 6PM at Amer.Legion -bring a Gift
January 1,2020 MMOCC New Years Day Garage's Tour- Dennis & Linda Smith - need Garages SW of JC for touring



1951 Ford Tudor Custom
Tom and Karen Winters



1967 Mercury Cougar
Tom and Karen Winters





MMOCC
P. O. Box 1894
Jefferson City, MO 65102

