



MOTOR TRANSPORT MUSEUM NEWS

Volume XVI No. 1

31949 Highway 94, Campo, CA, 91906 - Ph. (619) 478-2492

Spring 2014

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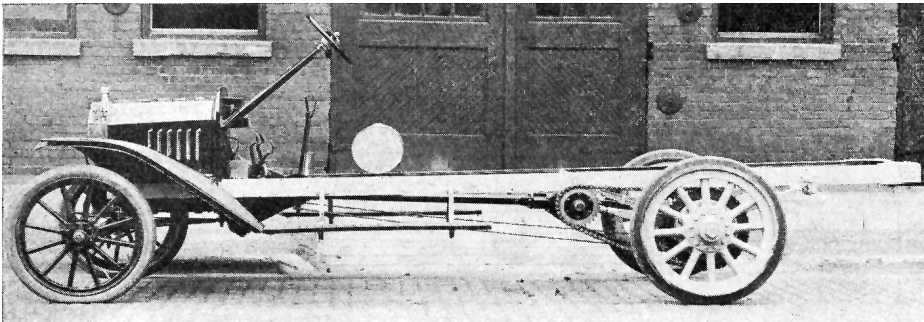
The MTM will hold its Annual Membership Meeting and Open House on April 12. Please see the enclosed flyer for further information. On the back of the flyer you will find the MTM schedule for 2014

Two of the Camp Lockett stable buildings have been re-roofed. We have applied to San Diego County for grants to re-roof the remaining two buildings

Did you know that there were Model T Ford trucks? Our feature article is a reprint from the March 1917 issue of *The Motor Truck* magazine that describes a kit that can convert this versatile little auto into a truck that can carry up to 2000 pound load.

The Dearborn Ford Model T Conversion Unit

The Dearborn conversion units, built by the Dearborn Truck Co. Chicago, Ill., are designed to convert Ford Model T pleasure car chassis into trucks with a load capacity of 2000 pounds. Several thousand of these cars are manufactured each



The Dearborn unit converts a Model T chassis into a chain-drive truck

day. The production of Ford cars in 1917 will closely approximate a half million. There is reason to believe, making ample allowance for machines that are no longer serviceable, that there will be 1,500,000 Ford cars on the road by the end of this year.

Appearance is desirable in vehicles used for pleasure, and when the bodies have become unsightly through wear the chassis can be converted into exceedingly practical trucks that can be operated at minimum expense.

The Dearborn unit consists essentially of a dead rear axle equipped with wood artillery type wheels, on which is mounted a pair of semi-elliptic springs. On these springs is suspended a frame that is designed to telescope into a Ford Model T chassis frame and be bolted to it. The original rear axle, with sprockets installed in the place of the wheels, is mounted in hangers and serves as a jackshaft, driving the rear wheels by means of chains to sprockets.

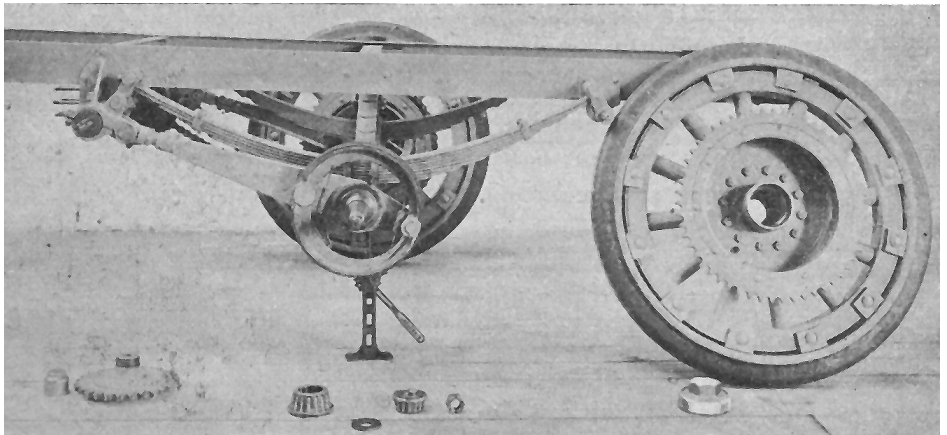
The rear axle is rectangular in form, 2¹/₄ by 1¹/₄ inches, drop forged from fine steel alloy, with the wheel spindles and

the spring seats and radius rod seats integral. The spring seats are extended to form pads for the engagement of the ends of the auxiliary spring. The axle ends, outside of the spring seats are turned round, and on these sections the ends of the radius rods are fitted and are free to turn with the movement of the axle. The rods are retained by removable collars, screwed on, against which the inner wheel bearings seat, and these collars, having felt packing rings, fitting tightly, fully enclose the bearings on which the wheels revolve and exclude all foreign substances. The wheel bearings are Bock annular roller type and are designed for heavy duty.

Wheels, Springs and Frame.

The wheels are wood, artillery type, having 12 two-inch. oval-section spokes, and are constructed of second growth hickory. The felloe band is quarter inch steel. These are shod with 32 by 3¹/₂ inch solid band tires on pressed on rims, but demountable rims can be furnished if required.

The springs are semi-elliptic, 44 inches in length and two inches wide, with nine leaves, mounted outside the frame side

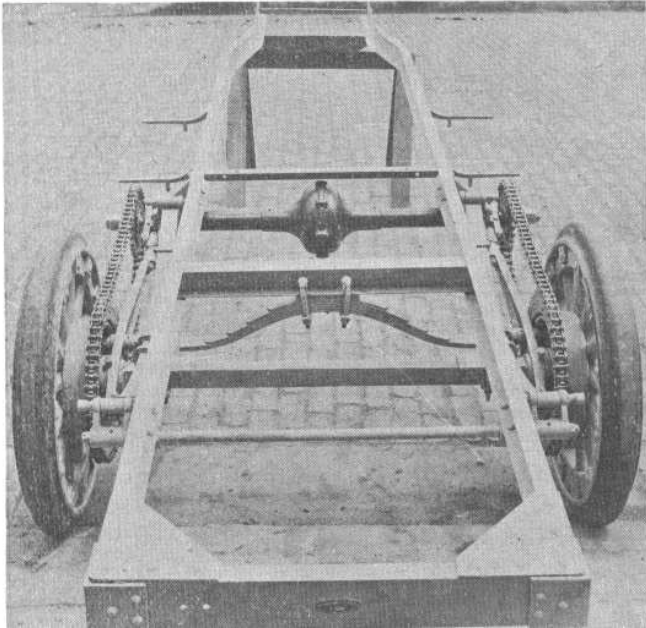


Wheel removed from axle of conversion unit to show sturdy construction

members. The springs are shackled at either end to heavy cast steel hangers that are hot riveted to the frame, the traction and braking stresses being taken by the radius rods. The shackles

and the spring bolts are unusually large and because of the generous bearing surfaces there should be little wear.

The frame consists of two side members, each 168 inches in



The entire conversion unit with the Ford rear axle installed as a jackshaft. The unit is now ready to be bolted to the Ford chassis.

length of heavy pressed steel channel section four inches in width, with wide flanges, that are "necked" at the forward ends to the width of the Ford chassis frame, a rear end section 32 inches in length, a channel section cross member installed 38 inches from the rear end, a second channel cross member 68 inches from the rear end and a round one-inch diameter tie rod between the rear spring hangers. The rear ends and the rear cross member are secured by hot riveted "L" brackets and triangular gussets, and the middle cross member is similarly installed with "L" brackets.

Auxiliary Spring and Jackshaft.

The middle cross member carries a semi-elliptical six-leaf spring 31 inches length, the ends of which engage with the pads on the rear axle. This is an auxiliary or jack spring that will contact only when the main springs are heavily deflected. The rear spring hangers are reinforced by the tie rod and are each secured by five large rivets. The forward spring hangers are a combination type that carry the shackles for the springs, the ends of the jackshaft and the radius rods, and are designed so that the spring shackles are of equal length and radius rod thrust lines center both in the jackshaft and the rear axle. The purpose is to equalize the stresses upon the driving chains. The jackshaft housing ends are secured in the hangers by heavy bolts that clamp them with the caps. Brackets integral with the hangers anchor the forward ends of the radius rods, which are pivoted

so as to have vertical movement, and are adjustable with screws and lock nuts. The forward frame cross member is directly above the jackshaft.

The original Ford rear axle is converted by removing the brake spiders, no other work being necessary. The front sprockets consist of hubs on which the sprocket wheels are bolted, and these are keyed onto the jackshaft driving shafts, and after being locked by nut caps are screwed on the hubs.

The brake drums are pressed steel, 12 inches in diameter, having flanged edges to which the sprockets are bolted. The emergency brake shoes are an internal expanding type, 2 1/2 inches wide, that are mounted on anchor studs on the rear ends of the radius rods, the brake camshafts being mounted on the radius rods ahead of the rear axle. With this construction there is no variance of brake action no matter what the load carried or the deflection of the springs.

Simplicity of Installation.

To install the unit on the Ford Model T chassis the body is first removed, the frame jacked, the brake rods disconnected, the spring clips taken out, and the rear spring, axle and wheels disassembled from it as a unit. Next the spring hangers are loosened and the spring is laid aside. The wheels are drawn off the shafts with a puller and after the brake flange rivets have been cut the flanges can be forced off the housing. The axle is then ready for use as a jackshaft, though if it has been in service a considerable period, cleaning and inspection is desirable, so that adjustment or restoration if needed can be made. The frame of the conversion unit is then telescoped over the frame of the Ford chassis until the forward cross member of the conversion unit and the rear end of the chassis frame meet. These are then bolted securely, and the ends of the side members of the frame are bolted to the chassis frame directly behind the chassis front member, and again just in front of the dash, the "necked" section extending backward to the rear



Converted chassis equipped with a tank body for distributing oil. This is a very practical and economical equipment.

engine supports. The frame carries the brackets for the running boards.

When assembled the machine has a wheelbase of 125 inches, and on the frame a body 108 inches length and from 44 to 60

inches width can be installed. Approximately 90 per cent of the load is carried on the rear axle. With gear ratio of 7.5:1 the machine has a maximum speed of 18 miles an hour. The unit weighs 1000 pounds, and when assembled with the Ford chassis, the total weight is about 1850 pounds. Much care has been taken to insure lubrication of all wearing parts, and the oil and grease cups are large and are easily accessible.

The Dearborn Truck Company is controlled by Chicago capital and is managed by men who have been pioneers in the manufacture of conversion units. The ample factory facilities are now producing the units in large numbers. The selling organization is being constantly augmented, and production has been increased to meet a demand that is being developed very rapidly.

Donate Your Car or Truck

The museum has a simple program. We accept any type of vehicle in any condition. All we need is a good title. Call us on how to maximize the value of your donation. We issue you a Certificate of Donation along with proof of our Non Profit status for you to keep with your tax records. If the vehicle has no redeeming value, it will probably be scrapped. If the vehicle needs work, we may be able to fix it. If it's old enough, we may keep it. If it does not operate, often we can transport it. Some donors have AAA insurance and they will deliver it without charge. So, if you have a vehicle you're done with, just call us at (619) 993-1220.

Recent Donations

The Motor Transport Museum accepts donations of vehicles, tools, literature and miscellaneous items. The Museum is a 501 (c) (3) charitable organization and all donations are tax deductible.

The following items have been donated to the Museum since publication of the last newsletter. Additional donations are listed on the MTM website shown in the footer of this page.

- We have received a 1925 Ford model TT truck donated by Raymond Dowd of El Cajon, CA.
- A 1980 International Harvester Cargo Star diesel tree trimming truck with a boom lift donated by Charles Hylton of San Diego.

The MTM thanks these donors for their generosity in helping the Museum to attain its goals.



1925 Ford model TT truck donated by Raymond Dowd



1980 International from Charles Hylton

Volunteers Welcome

The staff at the MTM is small with a daunting amount of work to contend with each day. Workdays at the museum are on Wednesdays, Fridays and Saturdays but for several of us are a daily activity. The museum has no paid staff and is operated entirely by volunteers.

Your help as a volunteer here can make a difference. No matter what your age or physical status, we have an appropriate chore for you and hours are flexible. If you have the time and desire to help the MTM with its goals, give us a call at: 619 478-2492. Help us make a difference.

New Members

Marcos Lopez of San Diego, **Gaylord Willett** of Montgomery, TX, **Russ McLean** of Herford, AZ, **Ernie Welch** of Fallbrook, CA, **Dan Ruth** of Campo, CA, **Glen Szychulski** of Jamul, CA and **Ike Goss** of Springfield, OR, have enrolled as new general members of the Motor Transport Museum. We welcome you to our Museum and thank you for your support.

Upcoming Events

The MTM **Annual Membership Meeting and Open House** will be held on Saturday April 12th. (See the enclosed flyer for further information.)

The **MTM Board of Directors'** meetings for the Spring quarter of 2014 will be held at the Horseless Carriage Foundation Library at 8186 Center Street in La Mesa, CA at 6:30 PM on the following Thursdays:

April 17th May 15th June 19th

Everyone is encouraged to attend.

Get Your Newsletter by email

You can donate towards MTM's cause without spending a dime by simply receiving these quarterly issues of the *Motor Transport Museum News* by e-mail. This way MTM can save mailing costs and use the savings towards operating expenses. You will get an instantaneous PDF copy of the newsletter without the Museum spending money on printing and postage. Email us at motortransportmuseum@gmail.com and subscribe.

Hours of Operation

The Museum facility at 31949 Highway 94 in Campo, CA is open to the public every Saturday from 9 AM to 5 PM. Admission is free, donations are accepted.

Remember

The government is big enough to give you everything you want and strong enough to take everything you have.

Thomas Jefferson

MTM Officers and Directors

The officers and directors of the Motor Transport Museum are as follows:

Officers: Greg Long, President
John Thomas, Secretary
Bill Fields, Vice President
Carl E. Calvert, Chief Financial Officer

Directors: Jim Jensen, Bill Jellyman, Mike Anderson,
John Thomas, Carl Calvert, Bill Fields,
Bryan Butler, Sherman George and Mark Scudder.



Motor Transport Museum

APPLICATION FOR MEMBERSHIP

New Renewal

Name _____ Spouse _____
Street Address _____ City _____
State _____ Zip _____
Phone _____ E-Mail _____

General Membership	1Yr \$20 _____	2Yr \$40 _____	3Yr \$60 _____
General - International Membership (Non USA Mailing Address)			1Yr \$25 _____
Corporate Membership			1Yr \$75 _____
Life Membership			\$250 _____
Endowing Life Membership			\$1000 _____
Associate Membership - Non Profit organization			1Yr \$35 _____
Jounior Membership - Children under 18 (non-voting)			1Yr \$1 _____
Student Membership - Full time students, 18 - 25			1Yr \$6 _____

I agree to comply strictly with the By Laws of the Motor Transport Museum; to conduct myself at all times in a manner which will support and promote the best interest of the Motor Transport Museum

Signature of Applicant _____ Date _____

PLACE
STAMP
HERE

MOTOR TRANSPORT MUSEUM
81948 HIGHWAY 94
CAMPBELL, CA 91906

Motor Transport Museum

Friends and Members

2014 Open House

Saturday April 12th, 2014
10am - 4pm

Fairbanks/Morris hit & miss and Three cylinder Atlas Engine demo
Truck Movies • Music • Yard Sale • Book Sale • 50/50 Raffle
Rail Speeder rides • 1922 AB Mack ride • Show vehicles

\$5.00 Lunch At Noon

Food supplied by the Motor Transport Museum

Come and Join Us at:
31949 Highway 94
Campo, California
91906

Directions: Campo is approximately 50 miles from San Diego on State Route 94. From San Diego, go east on Interstate 8 to Buckman Springs Road. Go South on Buckman Springs 9 miles to the junction of Highway 94. Turn left at the "T" intersection. Go about 3/4 mile East on Highway 94. The Motor Transport Museum is a nine story tall Mill Building and 5 acres of transportation history with more than 200 old trucks.

For more information check out our Web Site at:
www.motortransportmuseum.org

E-mail us at: motortransportmuseum@gmail.com

Or call us at: (619) 478-2492 or (619) 993-1220

2014 EVENTS CALENDAR

APRIL

- 1st, 2nd** - Chapter 22 Early Day Gas Engine and Tractor Association Show: 2292 Lake Morena Drive, Campo, CA.
5th - Pacific Southwest Railway Museum - Chefs Fire Up The Iron Horse - more info contact... <http://www.sdrm.org/>
12th - Wine & Cheese Trail Ride on the trail at Camp Lockett Event & Equestrian Facility, 799 Forrest Gate Road in Campo Saturday - April 12, 2014 Sign-ups 9:00 AM • Ride begins at 10:00 AM \$35 per person Includes ride to and from the Gloriosa Winery in Campo, a tour of the vineyard, a wine and cheese luncheon following the ride.
http://campocleef.org/trail_ride.html
12th - **MTM Annual Members Meeting and Open House...**
11-13th - Gem & Mineral Show: Vista Antique Gas/Steam Engine & Tractor Show ... WEB: <http://www.agsem.com/>
15th - ATHS Northern California Chapter 8th Annual Truck Show: Fall River Mills, CA
17th - MTM Directors Meeting
26th - ATHS Central California Chapter and Kirkland Ranch Show in Plymouth, CA at: Kirkland Ranch, 11125 Courier Road. For more information view: <http://www.centralcaliforniaaths.com>

MAY

- 3rd** - Campo Lake Morena Roundup 2014, 7am-5:30pm • Old West Skits • Reenactment of the Famous CAMPO GUNFIGHT • Mutton Busting • Merchandise and FOOD VENDORS • ANTIQUE TRACTOR DISPLAY • Ranch Branding • Gene Martinez Memorial HORSE SHOE TOURNAMENT • Gymkhana • Miss Roundup Pageant • Stick Horse Competition • Period Costumes Welcome! Located at: Camp Lockett Event & Equestrian Facility, 799 Forrest Gate Road in Campo: <http://campocleef.org>
3rd - THE JACUMBA ARTS COUNCIL-BLUES FEST 2014: Jacumba Hot Springs Community Center - Free - 12pm to 6:30pm <https://www.Facebook.com/jacumbabluesfest2014>
15th - MTM Directors Meeting
24th - Jacumba Hot Springs: Healing Waters and Arts Festival: <http://www.jacumbahotspringscentennial.org>
29th - 31th - ATHS National Convention and Antique Truck Show: Location: Springfield, MO. - At the Ozark Empire Fairgrounds. Website URL: www.aths.org Contact Email: membership@aths.org

JUNE

- 19th** - MTM Directors Meeting
21, 22nd - Spring Tractor Show: Vista Antique Gas/Steam Engine & Tractor Show ... WEB: <http://www.agsem.com/>
28, 29th - Spring Tractor Show: Vista Antique Gas/Steam Engine & Tractor Show ... WEB: <http://www.agsem.com/>

JULY

- 4th** - The Julian Historical Society's 4th of July Parade and Julian Stage Celebration. Julian, California
17th - MTM Directors Meeting
27th - Consignment Auction: Vista Antique Gas/Steam Engine & Tractor Show ... WEB: <http://www.agsem.com/>

AUGUST

- 8 - 11th** - AACA Eastern Regional Fall Swap Meet, Hershey, Penn. WEB: <http://www.hersheyaaca.org/>
15, 16, 17th - Summergrass Festival: Vista Antique Gas/Steam Engine & Tractor Show...WEB: <http://www.agsem.com/>
19th - ATHS Northern California Chapter 9th Annual Truck Show, Orland, CA
21st - MTM Directors Meeting

SEPTEMBER

- 18th** - MTM Directors Meeting

OCTOBER

- 3, 4th** - 25th Annual All Mack Truck Show, Location: Lititz, PA. - At Gerharts, 910 Brunnerville Rd. All ages and types of MACK trucks, buses and fire apparatus welcome. For details please write PO Box 405, Lititz PA 17543. Website URL: <http://www.gerhartmachinery.com/about/gerharts-all-mack-truck-event/>
18, 19th - Fall Tractor Show: Vista Antique Gas/Steam Engine & Tractor Show ... WEB: <http://www.agsem.com/>
23rd - MTM Directors Meeting
25, 26th - Fall Tractor Show: Vista Antique Gas/Steam Engine & Tractor Show ... WEB: <http://www.agsem.com/>

NOVEMBER

- 9th** - Consignment Auction: Vista Antique Gas/Steam Engine & Tractor Show ... WEB: <http://www.agsem.com/>
20th - MTM Directors Meeting

DECEMBER

- 18th** - MTM Directors Meeting