



# MOTOR TRANSPORT MUSEUM NEWS

Volume XVII No. 4

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

Winter 2015-2016

Web Site: [www.motortransportmuseum.org](http://www.motortransportmuseum.org) ♦ E-mail: [motortransportmuseum@gmail.com](mailto:motortransportmuseum@gmail.com)

Time for all general members to review their status and renew if necessary. The instructions for reviewing are given later in this newsletter. In his issue are articles about Dodge Military trucks used on the Burma Rd. during WWII, our progress in restoring a Ford TT, the completion of our new Museum Machine Shop, new donations and our new members. MTM's Annual Board Meeting will be held the end of January where we will review progress of 2015 and make plans for 2016. Enjoy!

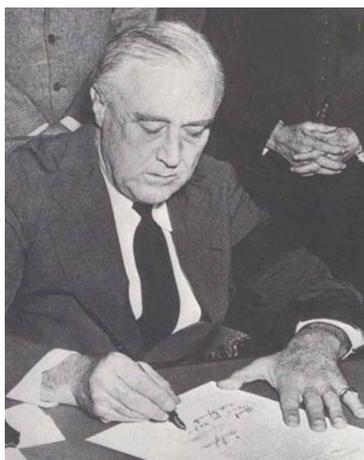
## Dodge Military Trucks and the Burma Road in W. W. II

© 2010 Curtis Redgap; all rights reserved

### **Prologue: Burma and World War II :**

In the 1930s and early 40s, Burma was a British colony, little noted until the Japanese began their war in Singapore. Great Britain reaped a huge income, without re-investing much; the domestic income of the average Burmese in 1940 was about US\$15 per year. The Burmese apparently (and for good reason) hated the British passionately.

The United States of America was by no means a world power then; the US Army was ranked 17th in the world, the Navy barely existed, and there was no Air Force, aside from a small detachment within the US Army.



On the day President Roosevelt asked Congress for a declaration of war on Japan, December 8, 1941, over \$50 billion was thrown into the military money that had already been assigned by Congress to the Presidential Discretionary Fund. Roosevelt had been secretly working on a buildup since late 1935; seed money for the engine for the B-29 had come through the Discretionary Funding in 1936, even the plane design did not yet exist.

Japan attacked Singapore, the Jewel of the British Empire, on December 8, 1941. Britain was not prepared; never believing that a war would come from Japan, they never trained for it. They had good officers, but middle leadership was lacking, and there were few aircraft, no tanks, and a short supply of small arms and ammunition. By February 14, 1942, Singapore was firmly in Japanese hands, after the surrender of over 80,000 British, Indian, and Burmese troops.

The United States had come into the war by then, but was unprepared for the sort of war that Japan and Germany were waging. Still, Roosevelt had quietly ramped up war preparations and production, while assuring the public that "he would never lead the country into a foreign war."

Roosevelt was the first to aid China, giving it \$100 million. China was brought into focus by the weapon system which had

never been flown, but was then under full production: the Boeing-designed B-29 Superfortress.

The closest launching point for bombing raids on Japan (to slow or stop their military production and divert their resources from attack to defense) was China, since nearby islands were held by Japanese forces.

Getting B-29s to China was a major issue; the only practical way was via the Bay of Bengal, and the only overland route to China ran right through the middle of Burma. The "Burma Road" was 770 miles long, with switchbacks, sheer cliffs, and weather conditions that created bogs when the monsoon season came in.



To reclaim and save the road, the US military created a theatre of war, the CBI Theatre (China/Burma/India). It was considered a backwater assignment; while it merited at least a two star general, it ended up being run by a colonel. Roosevelt chose Colonel Stillwell, mainly because Stillwell spoke Chinese fluently, and had spent about 13 years in assignments there.

Stillwell raised hell about the assignment, but FDR wanted him, and the military command was glad to send him away. He arrived in 1942, as Japan overran Rangoon and closed the Burma Road, capturing Rangoon's huge gasoline storage tanks and shutting down 2,000 miles of pipelines.

Stillwell spent two years fighting to get the road re-opened, trying to stop rampant corruption by the Chinese, training soldiers, fighting for equipment, and dealing with the politics between the Americans, the British, and the Chinese. Along the way, Stillwell received promotions, becoming a two star general by the end of 1942.

In 1943, General George Marshall assigned Stillwell to be second in command of the Southeast Asia Theatre, a British setup headed by Lord Mountbatten. He knew the job was rough, so to placate Stillwell, he authorized his third star, making him a permanent Lieutenant General.

Stillwell promised that, if he was able to build a new road, he could get more tonnage to China than the airlifts set up by Claire Chennault, perhaps not realizing the new aircraft which had been specifically set up for airlifts; by mid-1944, Chennault's fliers were bringing in over 65,000 tons of supplies a month! Meanwhile, B-29 flights out of China were vastly curtailed, because the island-hopping campaigns of MacArthur and Admiral Nimitz had acquired air bases far closer to Japan.

Stillwell finally got authorization to build a new road, after its time of need had passed. Chiang Kai-shek opposed it, being more concerned with beating Mao Zedong. He might have seen the road as being an advantage for Mao, or he might have felt that he would not be able to divert money and materials from it as he had from the Burma Road. He used the lend-lease money not so much for the war against Japan, as FDR had intended, but to build up his forces for his war against the communists.

In late 1943, Chiang Kai-shek, seeing that Stillwell would be able to get a new route built, demanded that Stillwell be replaced; and Stillwell was indeed moved in 1944. Kai-shek also asked Roosevelt for 15,000 two-and-a-half-ton trucks capable of handling the Burma Road — for any number of possible reasons.

#### **Burma Military Truck Manufacturing:**

The truck request was passed along; Ford and GM both claimed they were too busy. Over at Chrysler, though, Dodge Division had just delivered its 40,000th truck to the US Army, with much fanfare. Most were scheduled as replacement vehicles for Europe, and were held in huge banks near ports. The Army had told Dodge to decrease production, as the war appeared to be winding down. Without a contract in hand, on a handshake as was Chrysler's custom, given K.T. Keller's unbridled patriotism, the 15,000 truck project was on for China.

Production of the 15,000 trucks started in October 1944, and ran into March 1946. The China-built Dodges were made with extra heavy duty components and design, and were right hand drive, with a GVW rating of 20,000 pounds and maximum payload of 11,200 pounds (this was rarely observed, with heavier loads being the norm). All season military traction 9.00/20 tires were installed on all 15,000 trucks, based upon Dodge experience with previous trucks for the military; they used ten-stud Budd disc wheels and had a 170 inch wheelbase.



Seeing that the US was going to be able to fulfill his order for 15,000 trucks, Chiang Kai-shek wrote specifications he thought would hold back the factory, including a six cylinder engine with over 300 cubic inches. He was probably dumbstruck when Dodge reached into its 1938 parts bin and produced specifications, pictures, and a working 331 cubic inch L-head 6 cylinder engine, rated at 128 hp.

Then Chiang specified that the trucks had to comply with Chinese vehicle laws; he felt that no one could jump from the left side drive to right side drive easily. Dodge was already prepared for this, having built hundreds of trucks for the British. Chiang then specified a 5 speed transmission, believing that no one had one, not recognizing that Dodge's subsidiary built just such a five speed for them for another military contract. Thus, the big engine was backed by a 13 inch clutch driving a 5-speed Clark heavy duty transmission.

Dodge also produced Cab Over Engine trucks for the LEDO road project. These were heavy haulers, with all wheel drive, designed to move large trailer loads of goods. The chassis was a bigger version of the 2.5 ton China Dodge, expanded to handle the higher weights of the far bigger loads. Some were canvas tops while others were enclosed cab models. They are not connected to the Power Wagons, except by parts.



Thanks largely to Chiang's foot dragging, the road never reached the expectations of General Stillwell. By the time the road opened, it had become superfluous. At its best, the road only delivered 1,600 tons of goods in a month, nowhere near the 65,000 tons that the Air Force had been routinely flying in, thanks to the introduction of specialized aircraft, better piloting skills, and rescue squadrons.

### **Model TT Project By Frank Ball**

We received a donation from Raymond Dowd of El Cajon a couple years ago. It was a 1925 Ford Model TT; that is a one-ton flat-bed truck. It had been yard art for long enough for a four-inch diameter tree trunk to grow up between the carburetor and frame rail then out through the open hood. It once belonged to Richard Perry, the first president of the Model T Club of San Diego. When being driven in a rally, it suddenly stopped dead on Interstate 8 near SDSU.



***Picking up and transporting the Model TT Ford to MTM  
From left to right: Frank Ball, Carl Calvert and Andy Andrews***

Carl, Andy and I brought the truck to Campo with the aforementioned four-inch tree trunk sawed off above and below the vehicle so it could be transported. It looked like a one-hundred-year-old truck could be expected to look, dirty black paint with some rust through the body metal in places.

Most of the parts were in the proper location and many of the parts that weren't in place were in boxes in the back. The camshaft was not in the engine or in the back. I surmise that what stopped the engine was a broken valve lifter which jammed and ruined the camshaft. Perhaps the cam was removed for replacement and the job was never completed. Inspection showed that the engine had been rebuilt with new valves and aluminum pistons, all in good condition.

Carl bought a used camshaft and a new set of adjustable valve lifters. With these parts in place and with the help of some new gaskets and adjustments the engine runs just fine. We found seriously deteriorated parts for an aftermarket water pump in the "spares" box. A new water-pump shaft was turned out on our lathe and with some brazing on the cracked housing, the pump was assembled and installed.

The transmission had been opened and the band linkages were removed for unknown reason. The band linings seemed in good condition so the operating pedals and linkages were reinstalled with a new set of return springs. Some of the old springs could not be found. The electrical pickup for the magneto was never found as well, leaving the magneto without function. But this is a vehicle with a lead-acid storage battery and a DC generator on the engine so the Model T magneto is not needed very much.



The original radiator was problematic. By test the water flow was unrestricted but it leaked deplorably. Andy went to work with a lot of JB Weld and made it a lot better. The radiator still leaked enough in some inaccessible places so that putting in antifreeze would be harebrained. Stop leak improves performance but it is a frail cure. We suspect a new radiator would not cost much more than professional help on the old one. That bridge remains to be crossed.



Another uncrossed bridge is in the vehicle wiring. To a fair proportion the wiring is functional but it is old and frail. The original ammeter was unresponsive to our revival efforts and was abandoned to the trash. We found a slightly better one at the Big 3 Swap Meet and with some circumspect help it regained its original function. The tail-light fixture was near serviceable but I decided to put in a LED lamp that turned out to be a little longer than the space for it. Slight modification solved that problem.

With the engine running and the band transmission reassembled, the remainder of the drive train, 3-speed manual gearbox and worm-drive differential, seemed like they were functional at first. However during testing, the spider gear function locked up so the differential was disassembled.

We found a worn-out carrier bearing on the drive shaft had come apart allowing its parts to wander freely in the oil and jam the spider gears. The bearing was replaced and the carrier bearings and oil seals at the rear wheels were replaced as well.



After reinstalling the differential we upgraded the rear breaks with a set of external contracting, so-called “rocky mountain brakes” salvaged from our museum yard. The rear tires needed no help except for inflation but the wood-spoke wheels were disassembled and painted black before reassembly. The front wheels needed only grease and new seals. The front tires are still in need of attention but they are good enough for temporary service.

The upholstered seat cushions were in a condition that was better than not having them, but not much. Carl took them to an upholstery shop in Tecate, Mexico for a nice \$150 rejuvenation.



The age deterioration of the truck flatbed was extensive but the steel structure was pretty sound. Some of the rusted-out steel was replaced and the mounting hardware was rebuilt. We took the whole bed substructure downtown to R.W. Little for sandblast and repaint. We put on new wood planking finished in spar varnish and held down with new black powder-coated seam strips.

The rope hooks at the sides of the bed were a distinguished design. Most of them were bent, broken or missing. It seemed a shame to replace them with modern-design simple rope hooks that didn't fit the mounting holes. At the National City Foundry we had new ones cast in brass using one of the originals as a pattern. The original look is restored so the \$20 apiece cost can be overlooked.

All of the steel stanchions for the stake sides were in good condition so they were merely repainted. About half of the wooden slats were replaced with new wood and the whole set is being painted gloss black.

The body and fenders are handsomely straight but rust repair is needed at the bottom of the doors. Al Brill from the Campo Train Museum has taken an interest in the problem. He spent a lot of time learning to form and weld sheet-metal to replace the rusted areas. It is an ongoing effort which must be completed before the cab and fenders are painted. The headlights and door windows are available but they have not been processed. Our progress on this vehicle is substantial but it is still obviously incomplete.

### MUSEUM MACHINE SHOP

We have just completed the remodel of space in one of the warehouse buildings to house our machine shop at 986 Sheridan Road in Campo. This new shop area, in Building Number 605, is typical of what we envision the remaining building will appear like when completed. The 12' X 22' space has been insulated, re-dry walled, and painted to house our Southbend lathe, the Poncho lathe, Rutland milling machine, Bridgeport milling machine along with tooling, grinders, drills, and all the necessary tools to do most any kind of machine work one can imagine.

These tools were donated to the museum by Stan Gibson in 2014 and Charles Koether in 2015. George Davey, our machinist has taken on the shop responsibility and control where you can usually find him on Wednesdays, Fridays and Saturdays. His capability using these tools will surprise you. Come in and introduce yourself. Metal chips are a flying!



### Resent Donations

*Donations given to our museum for the last quarter are as follows:*

- **Jose Ochoa** donated a 1986 Ford F-250 truck
- **Bill Koenig** donated a 1953 Dodge pickup
- **Charles Koether** donated a Southbend 12" lathe
- **Sherman George** supplied 10 gallons of hydraulic fluid
- **Nicholas Fintzelberg** gave us a \$250 cash donation
- **John Calvert** donated (25) antique bus/street car tokens
- **Rudy San Martin** donated a leaning wheel pull grader
- **Margaret Binks** donated a 1914 Barnes lathe and tools

The Motor Transport Museum thanks all of you for your donations and we appreciate your supporting our museums' cause.

### Monarch Bay Bombers Visit MTM

Thirty members of the Monarch Bay Bombers from Mission Viejo visited Dec. 5th with their classic hot rods, some very beautifully customized classic hot rods!



### New Members

**Christian Schweizer** of Ramona, CA, **John Breckenridge** of Burns Falls, ON, **David Gotfredson** of San Diego, **Loren Hobbs** of Campo, CA, **Denver King** of Jamul, CA and **R. Bohlander** of El Centro, CA have enrolled as new General members of the Museum since publication of the last newsletter. We welcome these new members to our Museum and thank you for your support.

### Upcoming Events

The **BIG 3 Parts Exchange** will be held on the weekend of February 26th, 27th and 28th, 2016 at the Qualcomm stadium parking lot in San Diego. This has grown to be the largest old car event held in the San Diego area. Shoppers are admitted free but there is a \$10 fee for parking. For more information please visit [www.big3partsexchange.com](http://www.big3partsexchange.com)

The **Arizona Early Day Gas Engine & Tractor Association** will hold its **Annual Winter Antique Tractor Show** on the weekend of February 13 and 14 at the Suhuaro Ranch Park in Glendale AZ. There will be engine displays and demonstrations, tractor pulls, crafters, a blacksmith exhibition, children's activities, and hayrides. A plowing demonstration will be held on Saturday and a tractor parade will be held at 1 p.m. on both days. For more information visit [www.glendaleaz.com/srpha](http://www.glendaleaz.com/srpha)

The **MTM Board of Directors'** meetings for the Spring quarter of 2016 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: **February 18th and March 17th** Everyone is encouraged to attend.

### Time to Renew

January is the time to renew your membership. You can determine your membership status by the text or year printed on your address label just above and to the right of your last name. If the label says "LIFE" or "COMP" there is no need to renew. If that year is 2015 or earlier, please use the membership renewal application printed on the back of this newsletter to update your membership.

2016  
JOE KLOTZ  
1020 PEAVINE PLACE  
FILBERT, FL 10290

### 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.

Wednesdays and Fridays are work days and members are working on projects. Visitors are welcome to come in if the gate is open.

### Members! Advertise Items for sale in the Newsletter!

The Motor Transport News is now offering a sales insert page for museum members. Got a vehicle, motor or some parts that you would like to sell? Are you in need of some vehicle parts or a particular type of equipment or truck?

Now you can reach hundreds of buying and selling sources by advertising in our newsletter, and it's free! Check out our new sales insert for more information on how you can place your ad in our "For Sale" and "Items Wanted" section. All ads must be placed before the 10th of March, June, September and December.

### 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](mailto:motortransportmuseum@gmail.com) and subscribe.

### Remember

The inherent vice of capitalism is the unequal sharing of the blessings. The inherent blessing of socialism is the equal sharing of misery.

*Winston Churchill*

### MTM Officers and Directors

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

#### **Officers:**

Greg Long, President  
Bill Fields, Vice President  
John W. Thomas, Secretary  
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  
31949 HIGHWAY 94  
CAMPO, CA 91906