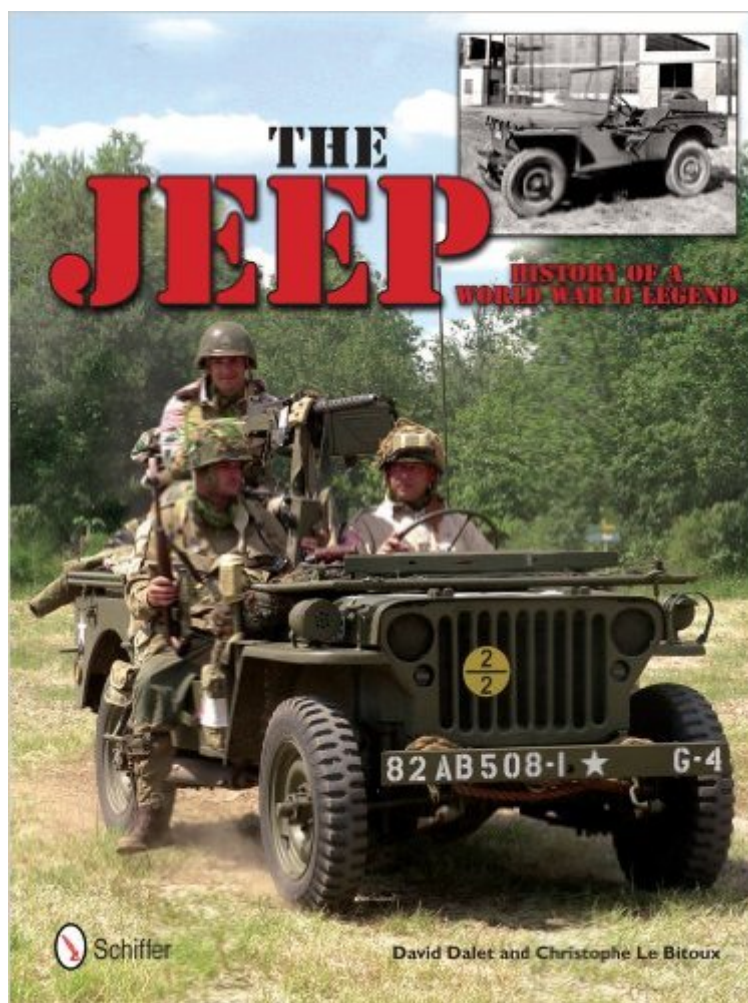


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# The Jeep: History Of A World War II Legend



## Synopsis

An American classic! This new book is a detailed, highly illustrated look at the legendary World War II era Jeep. Detailed text discusses Jeep planning, development and production, then moves into its World War II variants, specialized equipment, accessories and use by other Allied forces. Nearly 200 high-quality color and war-era photos show the Jeep in its many functions. Up-close, detailed images show the differences between variant types. This book is a concise reference for the Jeep enthusiast, historian and restorer.

## Book Information

Hardcover: 80 pages

Publisher: Schiffer Publishing, Ltd. (December 28, 2013)

Language: English

ISBN-10: 0764344609

ISBN-13: 978-0764344602

Product Dimensions: 9.1 x 0.6 x 12 inches

Shipping Weight: 2 pounds (View shipping rates and policies)

Average Customer Review: 5.0 out of 5 starsÂ Â See all reviewsÂ (9 customer reviews)

Best Sellers Rank: #108,304 in Books (See Top 100 in Books) #35 inÂ Books > Arts & Photography > Photography & Video > Military History #350 inÂ Books > Engineering & Transportation > Automotive #736 inÂ Books > Engineering & Transportation > Transportation

## Customer Reviews

THE JEEP: HISTORY OF A WORLD WAR II LEGEND  
DAVID DALET AND CHRISTOPHER LE BITOUX  
SCHIFFER PUBLISHING, 2013  
HARDCOVER, \$29.99, 80 PAGES, PHOTOGRAPHS, MAPS, CHARTS, GRAPHS, TABLES, BIBLIOGRAPHY  
An estimated 1 million jeeps were built during World War II and were used all over the world. Its robust chassis, excellent 4x4 cross-country performance and great adaptability made it a winner. The jeep was a U.S.-manufactured, four-wheel-drive, light utility vehicle that became almost universally known during World War II. Motorized movement finally became recognized by almost all military theorists during the 1930s as the wave of the future. Consequently, the U.S. War Department started considering the purchase and use of a light reconnaissance car. Among the requirements was the capability to negotiate such varied terrain as hills, deserts, and swamps. The Bantam Car Corporation out of Butler, Pennsylvania, was the first to develop a four-wheel-drive vehicle that was tested and approved by the Ordnance Department. In 1940, procurement was initiated, but the ability of Bantam to meet their

forecasted output was questioned due to a lack of a major production capability (Lt. General Henry Spiese Aurand was instrumental in ensuring the U.S. Army bought and distributed the Jeep. Without his intervention, the developer of the Jeep, the American Bantam Car Company, wouldn't have been awarded a U.S. Army contract). At that point, the Ford Motor Company and the Willys-Overland Company were allowed to submit vehicles for testing and the Willys version was standardized as the new U.S. Army vehicle-the M-38 Utility Vehicle (Ford was allowed to secretly look at Bantam Car Corporation's plans and that is why their version looks very similar to the Bantam prototype, Pygmy).

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