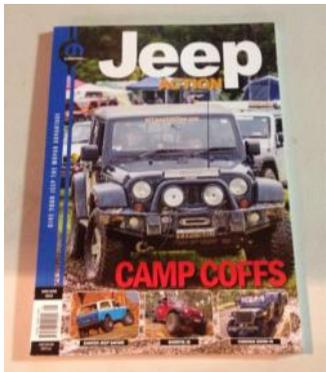




*ACT JeepTrAction Newsletter
Edition 14 — June 2015*

Jeep City - New Location Grand Opening



plus Camp Coffs Mag Pics & Part 1 of “Jeep Through the Years” article & Rolfe Jeep Social nite, plus more...





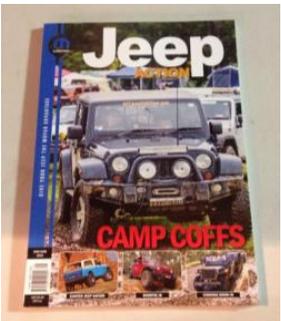
Presidents note...



As I flick through the current edition of Jeep Action Magazine it was great to see so many photos of club members who attended Camp Coffs 2015 earlier this year. Starting with Marek on the front cover, pictures of the Bartell's, Paul Hannelly, the Little's, the Slattery's & a few shots of our campsites & our club letter thanking Michael, Robyn & Coffs Coast Jeepers in the editors notes section & Troy featuring in a half page Camp Coffs repairs section.



Further to the exposure we received in the magazine we also had a lot of club members feature throughout the Camp Coffs DVD that was put together & released recently.



Earlier in the month we were all invited as a club to attend the official launch of Jeep City's new location at Fyshwick. The night was well supported by club members & Brett had certainly done a lot of work in getting his new shop up & running. The opening also saw other trade stalls from Total Tools, Uneek 4x4, Cal Offroad, Mickey Thompson Tires & Rinse Kit.

On Tuesday the 12th of May we had another Club Social & Sponsors trade night at Rolfe Jeep. Along with providing a free BBQ & some liquid refreshments, Rolfe Jeep also organised a short presentation. The night also gave us an opportunity to show our thanks & our appreciation for their long term support of our club, with a presentation of 2 sponsors awards, one recognising their support from 2010 to 2014 & another for the current year, of 2015.



Presentation of these awards will be something that we will be doing throughout the rest of the year as we visit or are visited by our sponsors. Again its an opportunity for us as a club to thank & publicly acknowledge the support we receive from our sponsors.

Regards, Paul Simmons



Club Happenings...

Club General Meetings... (All meetings are held at Eastlake Football Club, 3 Oxley St, Manuka, Canberra, commencing at 7pm.)

- Monday 15th of June General Meeting. "Get To Know Your Chainsaw" presentation.
- Monday 13th of July General Meeting, plus "Soft Tops Online" presentation. (TBC)
- Monday 14th September General Meeting, plus "Using a Digital Camera/Go Pro" presentation.
- Monday 12th October General Meeting.
- Monday 9th November General Meeting, plus "Hema Maps" presentation.

Club Social BBQ, Sponsor Trade Nights...

- Tuesday 30th of June, Jeep City, Sausage Sizzle, drinks + presentation from 6pm - 9pm at 14/16 Barrier Street Fyshwick ACT 2609.
- Tuesday 11th of August, National Tyre Wholesalers, Sausage Sizzle, drinks + presentation from 6pm - 9pm at 14 Yallourn St Fyshwick ACT 2609.
- Tuesday 1st of September, Road Tech Marine, Sausage Sizzle, drinks + presentation from 6pm - 9pm at 27- 29 Albany St Fyshwick ACT 2609.

Other Events...

- 6th - 8th June "Classic Not Plastic", Nabisac Showgrounds Great Lakes. See JAM for more info.
- 19th July "Canberra District Wine Lovers Trip" for more info contact Paul Simmons 0451 514 540.
- August "4wd Driver Training Weekend" at Great Divide Tours, event details to be advised.
- 3rd - 5th of October "National Jeep Jambo", Blue Mountains Rydal. See JAM for more info.
- 6th of December "Christmas Party" Venue & event details to be advised.

**Please note the above dates are subject to change, please check general meeting minutes, Facebook & future newsletters for up- dates. Inclusion of additional events & info will be updated as soon as possible.*



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Need some advice on which Mickey pattern is best suited to your vehicle and 4WDing needs? Visit: <http://ow.ly/MCz9s> or to request a free info pack and DVD, or give our team a call on 1300 MICKEY.

Jeep City - New Location Grand Opening







This Month at Rolfe Motors Jeep its your oppotunity to Clean Up! Until the end of May on a new Jeep at Rolfe Motors Phillip. Prices have hit rock bottom across the range with the Grand Cherokee Laredo cruising out the door from **45k** Driveway and the nimble Cherokee Sport from only **34k** Driveway.

OFFER EXTENDED! While stock lasts for ACTJeepTrAction Members

Rolfe Jeep is offering Free Navigation, Free Proximity Entry and a Free IQ Wireless Charging Pad on in-stock Cherokee Longitudes at **\$39,500.00** drive away.

Jeep Cherokee Longitude 4X4

3.2L V6 petrol
9 Speed Automatic
5 Star ANCAP safety
Bluetooth with audio streaming
Rear Park camera & sensors
*****6 Vehicles Left*****

RRP: \$48,137.00



A handwritten signature in black ink, appearing to read "Brett Penyu".

Brett Penyu,
Dealer Principal



Phone: 02 6208 4500
Facsimile: 02 6285 1127
Mobile: 0423 413 243

Rolfe Motors CJD
29 Botany Street, Phillip, ACT 2606, Australia



Australian Jeep Jamboree 2015



***\$20 OFF ALL STOCKED
JEEP ACCESSORIES
WITH EVERY JEEP SOFT
TOP PURCHASE***

Offer valid till June 30, 2015

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Jeep Through the Years — Part 1



1941-1945: Willys MB/Ford GPW

One of the most iconic brands in American automotive history, the Jeep has been on the roads for over 70 years. The original Jeep was designed for the military in 1941. To demonstrate the vehicle's rugged, off-road capabilities, one of the very first Jeep models was driven up the steps of the U.S. Capitol. When asked by a reporter what the name of the vehicle was, the test driver replied, "It's a Jeep."

By the eve of World War II the United States Department of War had determined it needed a light, cross-country reconnaissance vehicle. Recognizing the need to create standard specifications, the Army formalized its requirements on July 11, 1940, and submitted them to 135 U.S. automotive manufacturers.

By now the war was under way in Europe, so the Army's need was urgent & demanding. Bids were to be received by July 22, a span of just eleven days. Manufacturers were given 49 days to submit their first prototype & 75 days for completion of 70 test vehicles. The Army's Ordnance Technical Committee specifications were equally demanding, the vehicle would be four-wheel drive, have a crew of three on a wheelbase of no more than 75' (1,905mm), that was later upped to 80' (2,032 mm), & tracks no more than 47' (1,194mm), feature a fold-down windshield, 660lb (299kg) payload & be powered by an engine capable of 85lb-ft (115Nm) of torque. The most daunting demand, however, was an empty weight of no more than 1,300lb (590kg). Initially, only two companies entered, American Bantam Car Company & Willys-Overland Motors, Ford Motor Company joined the competition later. Though Willys-Overland was the low bidder, Bantam received the bid, being the only company committing to deliver a pilot model in 49 days & production examples in 75.

Under the leadership of designer Karl Probst, Bantam built their first prototype, dubbed the "Blitz Buggy" (& in retrospect "Old Number One"), & delivered it to the Army vehicle test centre at Camp Holabird, Maryland on September 23, 1940. This presented Army officials with the first of what eventually evolved into the World War II U.S. Army Jeeps, the Willys MB & Ford GPW.



LAWMAKERS TAKE A RIDE—With Senator Meade, of New York, at the wheel, and Representative Thomas, of New Jersey, sitting beside him, one of the Army's new scout cars, known as "Jeeps" or "quads," climbs up the Capitol steps in a demonstration yesterday. Soldiers in the rear seat for gunners were unperturbed



The Bantam no.1 'Blitz Buggy'

Since Bantam did not have the production capacity or fiscal stability to deliver the scale needed by the War Department, the other two bidders, Ford & Willys, were encouraged to complete their own pilot models for testing. The contract for the new reconnaissance car was to be determined by trials. As testing of the Bantam prototype took place from September 27 to October 16, Ford & Willys technical representatives present at Holabird were given ample opportunity to study the vehicle's performance. Moreover, in order to expedite production, the War Department forwarded the Bantam blueprints to Ford & Willys, claiming the government owned the design. Bantam did not dispute this move due to its precarious financial situation. By November 1940, Ford & Willys each submitted prototypes to compete with the Bantam in the Army's trials. The pilot models, the Willys Quad & the Ford Pygmy, turned out very similar to each other & were joined in testing by Bantam's entry, now evolved into a Mark II called the BRC 60. By then the U.S. & its armed forces were already under such pressure that all three cars were declared acceptable & orders for 1,500 units per company were given for field testing. At this time it was acknowledged the original weight limit (which Bantam had ignored) was unrealistic & it was raised to 160 lb (980 kg).

For these respective pre-production runs, each vehicle received revisions & a new name. Bantam's became the BRC 40. Production began on March 31, 1941, with a total of 2,605 built up to December 6. As the company could not meet the Army's demand for 75 Jeeps a day, production contracts were also awarded to Willys & to Ford. After reducing the vehicle's weight by 240 pounds, Willys changed the designation to "MA" for "Military" model "A". The Fords went into production as "GP", with "G" for a "Government" type contract a "P" commonly used by Ford to designate any passenger car with a wheelbase of 80' (2,032 mm).

By July 1941, the War Department desired to standardize & decided to select a single manufacturer to supply them with the next order for 16,000 vehicles. Willys won the contract mostly due to its more powerful engine (the "Go Devil"), which soldiers raved about & its lower cost & silhouette. The design features the Bantam & Ford entries had which were an improvement over Willys' were then incorporated into the Willys car, moving it from an "A" designation to "B", thus the "MB" nomenclature. Most notable was a flat wide hood, adapted from Ford GP. By October 1941, it became apparent Willys-Overland could not keep up with the production demand & Ford was contracted to produce them as well. The Ford car was then designated GPW, with the "W" referring to the "Willys" licensed design. During World War II, Willys produced 363,000 Jeeps & Ford some 280,000. Approximately 51,000 were exported to the U.S.S.R. under the Lend-Lease program.



Willys MB	
Type	1/4 ton (227kg) ^[a] 4x4 utility truck
Place of origin	 United States
Production history	
Manufacturer	Willys-Overland (MB) Ford Motor Co. (GPW)
Number built	MB: 359,489 GPW: 277,896
Specifications (MB and GPW same ^[1])	
Weight	2,453 lb (1,113 kg) empty
Length	132¼ in (3.36 m)
Width	62 in (1.57 m)
Height	69¾ in (1.77 m) ^[b]
Engine	Willys Go Devil engine
Transmission	3 spd. x 2 range trf. case
Suspension	Live axles on leaf springs
Fuel capacity	15 US gal (57 l)
Operational range	300 mi (482.8 km)
Speed	65 mph (105 km/h)

The Fords went into production as "GP", with "G" for a "Government" type contract a "P" commonly used by Ford to designate any passenger car with a wheelbase of 80' (2,032 mm).

Bantam BRC 40



Bantam BRC 60



Ford GP



Willys MA



World War II Era Photo of Slat Grill Stationed in Alaska



The Ford Pygmy



1944 Willys MB Jeep

1942-1943: Ford GPA 'Seep' (Sea Jeep)

The Ford GPA Seep, (from Seagoing Jeep), was an amphibious version of the WWII Ford GPW Jeep. Roughly 13,000 amphibian Jeeps were built by Ford under the name GPA. Unlike the Jeep, the Seep was not a successful design being too slow & heavy on land & lacking sufficient seagoing abilities in open water.



In spite of participating successfully in the Sicily landings in July 1943, most GPAs were routed to the U.S.S.R. under the Lend-Lease program. The Soviets were sufficiently pleased with its ability to cross rivers to develop their own version of it after the war, the GAZ-46.



Club Sponsors...

Rolfe Motors

Jeep



Be Part Of The Legend





ACTJeepTrAction

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