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Bantam. Based on the
Ford Escort Mk III, the
first Bantam was
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plant in PE and launched in 1983. In 1990, it was replaced by the Mazda Rustler having a 1.6-litre inline-four engine. Third generation models were launched in 2002 and comprised of 3 derivatives: 1.3-litre 8-valve, a 1.6-litre 8-valve petrol and ...

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truck, the Jeep was the primary four-wheel drive vehicle for the U.S. Army during WWII. The Jeep's design owed a great deal to Karl Probst, a freelance designer employed by the American Bantam Car Co. Probst's prototype "Blitz Buggy" was built in a mere 49 days. It clearly impressed the Army in head-to-head competition against a

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design submitted by
Willys-Overland.

However the Buggy's engine failed to meet requirements, and the Army determined that Bantam could not produce the vehicle in quantity. As a result, the Army bought the Bantam design and asked both Willys and Ford to improve it. The Willys model MB, equipped

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with a L134 straight-4 "Go Devil" engine, was eventually accepted as the standard. Ford models built to Willys specifications were designated GPW ("G" for government vehicle, "P" designating the 80" wheelbase, and "W" indicating the Willys engine design). (Notably, the "GP" part of the designation is often

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misinterpreted to mean "General Purpose," and some have suggested this is the reason the vehicle was nick-named the "Jeep." In reality it was probably named after a character in the Popeye cartoons). Roughly 640,000 Jeeps were built during WWII by Ford and Willys, and used on every front. Utilitarian, rugged, and easy to

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maintain, Jeeps saw service as scout cars, ambulances, firefighting vehicles, as tractors for artillery, and more. The vehicle so impressed war correspondent Ernie Pyle that he called it one of the "two most important pieces of non-combat equipment ever developed" - the other being the pocket stove. Jeeps remained in service

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for the U.S. military in
Korea and in the
Vietnam War. Created in
1944, this technical
manual reveals a great
deal about the Jeep's
design and capabilities.
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operation and
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notes, cautions and warnings for the home mechanic; color spark plug diagnosis and an easy to use index.

The Jeep was the primary light four-wheel-drive vehicle of the US Army and allies during the Second World War and the post-war period. It

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was originally designed to meet a 1940 US Army specification, and over 600,000 examples were built in both Ford and Willys forms. The Jeep saw service all over the world, and a healthy number of restored authentic military examples can still be seen today in the hands of enthusiasts. This book provides a brief history of

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this iconic vehicle, and a fascinating behind-the-scenes insight into what is involved in restoring, operating and maintaining a Jeep today, 70 years after the prototype first appeared.

BSA Bantam is the most numerous and popular small classic British bike on the market. 100 photos illustrate this

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practical, straightforward
guide to buying a
secondhand BSA
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Year-by-year evolution
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that thousands learnt to
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bike' in the 1950s and
was a huge success, with
100,000 built in the first

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four years of production. It's a story with interesting asides, like the Hummer, Harley-Davidson's version of the DKW that inspired the Bantam, and survived into the 1960s. But it's a sad story too – BSA failed to follow up the Bantam's early success by developing it, and by the mid-1960s it was looking outdated, especially next

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to the new breed of four-stroke Hondas. That the Bantam was allowed to fizzle out in 1971 symbolised the state of the industry that produced it, but today there's a thriving community of Bantam owner/riders. The book ends with a guide to buying a secondhand Bantam, along with useful appendices on

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specifications, **Bantam Manual**

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