12 Facts You'll Want to Know About Jeep History

Washington, D.C. (December 7, 2015) According to the Historic Vehicle Association the oldest known "jeep" recently celebrated its seventy-fifth birthday. Here are some of the more intriguing facts of the early history of the ¼ ton, four-wheel-drive reconnaissance truck that became known affectionately as the “jeep.”

1. **Born in Butler - Where?** - [IMAGE]

The first ¼ ton, four-wheel drive reconnaissance truck “pilot model” produced for the U.S. Army was built by the American Bantam Car Company of Butler, Penna. It was delivered for testing to Camp Holabird in Baltimore on Sep. 23, 1940. Subsequent designs by Willys-Overland and Ford while important were refinements on this original U.S. Army and American Bantam concept.

2. **Grilled by Ford** - [IMAGE]

One of the most distinctive elements of the “jeep” design is the flat slotted grill with integrated headlights - for this - Ford gets the credit. Ford's Pilot Model GP-No. 1 “Pygmy” featured a flat grille with integrated headlights delivered to the U.S. Army on Nov. 23, 1940. From thirteen slots (1940), to nine slots (1941), to seven slots (1945) - that's the history of the iconic “jeep” grille.

3. **The Devil is in the Details** - [IMAGE]

The main reason Willys-Overland won the lion share of the production for the WWII “jeep” was its engine. Willys-Overland fortunately began reworking its L134 engine in 1938 with the arrival of Barney Roos as chief engineer. The result was the durable and powerful “Go-Devil” engine that became the heart of the “jeep” for decades.

4. **Where is Willy?** - [IMAGE]

Willys-Overland produced at least two Pilot Model “Quads” in 1940. The photo above was taken after 1952 based on the line up of military “jeep” models and includes a Willys-Overland Pilot Model Quad (far left). Anyone know where it is now? Buried in a Toledo garage perhaps?

5. **American Bantam Receives the Consolation Prize** - [IMAGE]

American Bantam is credited for development of the “jeep” concept but lost out on the big military contract for the standardized WWII “jeep.” What they did get was the contract to produce the trailers for the “jeep.” During the war, American Bantam produced approximately 74,000 T3 trailers for the U.S. military.

6. **“Willies” or “Willis?”** - [IMAGE]

Willys - is it pronounced “Willies” or “Willis?” In 1952, the Toledo Blade newspaper got to the bottom of the story and concluded its “Willis” - so that’s what we’re talkin’ ’bout!
7. **Woodies for the Masses - IMAGE**

Prior to the war, woodie station wagons were expensive hand-crafted wood paneled luxury vehicles but that would all change thanks to designer Brooks Stevens. Willys-Overland wanted their new product-line to leverage on the “jeep” success. The answer for 1946: the Willys-Overland all-steel, two-door, two-wheel drive “Station Wagon” with a “woodie-look”. It was a hit - finally a woodie for masses!

8. **The Long List of Jeep Paternity Claims - IMAGE**

It is said that “success has many fathers” and in the case of the “jeep” the list of those that have claimed or are sometimes credited with “fathering the jeep” include: Col. William F. Lee (U.S. Army, Infantry); Charles Harry Payne, sales (American Bantam); Frank Fenn, President (American Bantam); Charles Probst, design engineer (American Bantam); Harold Crist, factory manager (American Bantam); Delmar “Barney” Roos, chief engineer (Willys-Overland) ... any more?

9. **Keep it Spicey! - IMAGE**

The unsung hero in the “jeep” story is definitely the four-wheel-drive transfer case Model 18 produced by Spicer Manufacturing. This was a linchpin of the military jeeps and for decades of civilian jeeps thereafter. In 1946, Spicer changed its corporate name to Dana Corporation.

10. **They Sold Grandpa - IMAGE**

The Ford Pilot Model GP-No. 1 “Pygmy” was sold at auction by The Henry Ford Museum in 1982. At the time they might not have known it was the oldest surviving “jeep.” Today, the Henry Ford Museum displays a 1943 Willys-Overland Model MB and GP-No. 1 is on display at the U.S. Veterans Memorial Museum in Huntsville, Ala. - thankfully in good hands.

11. **America’s Oldest Jeep is a Ford - IMAGE**

American Bantam delivered the first pilot model to the U.S. Army on Sep. 23, 1940. Willys-Overland delivered the first of two pilot model “Quads” to the Army on Nov. 11, 1940. Ford delivered its two pilot models GP-No. 1 and GP-No. 2 on Nov. 23, 1940. Of these five pilot models produced, only the two Ford pilot models are known to survive making the 1940 Ford Pilot Model GP-No. 1 “Pygmy” America’s oldest known “jeep.”

12. **1940 Ford Pilot Model GP-No. 1 Honored as One of America’s Most Significant Vehicles - IMAGE**

On Dec. 7, 2015 Historic Vehicle Association the 1940 Ford Pilot Model GP-No. 1 “Pygmy” as the eighth vehicle to be recorded under the Secretary of the Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and the Historic American Engineering Record that is permanently archived in the Library of Congress. The documentation is part of an ongoing collaboration between the Historic Vehicle Association and the U.S. Department of the Interior, Heritage Documentation Programs to document historically significant automobiles, trucks and motorcycles. Principle funding and support for the documentation of the 1940 Ford Pilot Model GP-No. 1 Pygmy was provided by Shell Lubricants and Hagerty and FARO Technologies, Inc. The 1940 Ford Pilot Model GP-No. 1 Pygmy is owned by the U.S. Veterans Memorial Museum in Huntsville, Ala. where it is on permanent display.
About the Historic Vehicle Association

The HVA is dedicated to preserving and sharing America's automotive heritage. In 2014 the HVA established the National Historic Vehicle Register program working with the U.S. Department of the Interior and Library of Congress to document historically significant automobiles in America's past. The HVA is supported by nearly 400,000 individual historic vehicle owners and corporations such as Shell Lubricants, Hagerty and FARO Technologies, as well as individual benefactors.

Please visit: www.historicvehicle.org

Please visit Youtube.com: ThisCarMattersFilms

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AMERICA’S OLDEST KNOWN JEEP CELEBRATES ITS 75TH BIRTHDAY - AND IT’S ACTUALLY A FORD

HVA Recognizes 1940 Ford Pilot Model GP-No. 1 “Pygmy” - Eighth Car on National Historic Vehicle Register

Washington, D.C. (December 07, 2015) – The Historic Vehicle Association (HVA) announced today the 1940 Ford Pilot Model GP-No. 1 Pygmy as the eighth vehicle to be recorded under the Secretary of the Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and the Historic American Engineering Record that is permanently archived in the Library of Congress. The documentation is part of an ongoing collaboration between the Historic Vehicle Association and the U.S. Department of the Interior, Heritage Documentation Programs to document historically significant automobiles, trucks and motorcycles. Principle funding for the documentation of the 1940 Ford Pilot Model GP-No. 1 Pygmy has been provided by Shell Lubricants and Hagerty.

It is said that “success has many fathers” and so it was in the case of the U.S. military “¼ ton, four-wheel-drive reconnaissance truck” that became popularly known as the "jeep." In June 1940, the U.S. Army sought to develop an agile lightweight vehicle to facilitate infantry and other troop movements. The principle initial parties involved were the U.S. Army; American Bantam Car Company (Butler, Penna.); Willys-Overland Motor Co., Inc. (Toledo, Ohio); and later the Ford Motor Company (Detroit).

The first prototype “pilot model” was produced by American Bantam and delivered to Camp Holabird in Baltimore on Sep. 23, 1940. Willys-Overland and Ford where able to observe the American Bantam pilot prior to completing their pilot models. On Nov. 11, 1940 Willys-Overland delivered the first of two "Quad" prototype pilot models. On Nov. 23, 1940, the Ford Motor Company delivered two "Pygmy" prototype pilot models - the first with a Ford body (serial number GP-No. 1) and the second (serial number GP-No. 2) with a body produced by the Edwin G. Budd Manufacturing Co. (Philadelphia). Of the five pilot models produced by the three manufacturers only the two Ford pilot models are known to survive making the Ford Pilot Model GP-No. 1 America’s oldest known “jeep.”

Retired U.S. Army Lieutenant General Roger C. Schultz, President, Army Historical Foundation said: “the jeep was pivotal during WWII; became an indispensable part of the U.S. Army efforts for decades; quickly transitioned to civilian use; and became a global icon for America. GP-No. 1, the oldest known jeep, is worthy to be recognized as an important American cultural treasure.”

The 1940 Ford Pilot Model GP-No. 1 Pygmy is owned by the U.S. Veterans Memorial Museum in Huntsville, Ala. where it is on display. GP-No. 1 was the only Ford pilot model tested at Camp Holabird and it was eventually returned to Ford. In 1948, Henry Ford II, then President of the Ford Motor Company, donated GP-No. 1 to The Henry Ford Museum. In September 1982 GP-No. 1 was sold to Randall Withrow at a Henry Ford Museum auction. Mr. Withrow said, “I remember I could not believe that the Ford Pygmy was being sold and I was the winning bidder. I later founded the U.S. Veterans Memorial Museum and donated the Ford Pygmy as an important centerpiece to the collection. At the museum today, we continue to carefully maintain GP-No. 1 in its unrestored condition.”
The Ford Pilot Model GP-No. 1 Pygmy is historically significant based on: (i) its testing at Camp Holabird in late 1940 which was an important event in the development of the “jeep;” (ii) its design contribution to the eventual standard military “jeep;” (iii) being the first prototype produced by Ford and oldest known example of the “jeep;” and (iv) its mostly unrestored condition. The Ford Pilot Model GP-No. 1 Pygmy design is perhaps most notable as the first “jeep” prototype to feature a flat slatted front grille with integrated headlights which went on to become an iconic design element of the standardized mass produced WWII “jeep” and subsequent commercial versions.

In 1941, the U.S. military contracted Willys-Overland and Ford for mass production of a standardized "jeep" that incorporated designs from each of the original three manufacturers. The final standard military design Willys-Overland MB used the "Go-Devil" four-cylinder engine as the standard engine. Ford manufactured the Willys-Overland engine under license for its GPW model (“W” for Willys). The Willys-Overland MB and Ford GPW models were near identical with interchangeable parts. American Bantam did not receive a contract to produce any of the standardized WWII "jeep" vehicles. The table below details the total production of the military “jeeps” prior to and during WWII.

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Years</th>
<th>Production</th>
<th>% Total</th>
<th>Test and Production Models</th>
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<tbody>
<tr>
<td>American Bantam</td>
<td>1940 - 1941</td>
<td>2,676</td>
<td>0.4 %</td>
<td>Pilot Model, BRC and BRC-40</td>
</tr>
<tr>
<td>Willys-Overland</td>
<td>1940 - 1945</td>
<td>362,894</td>
<td>55.7 %</td>
<td>Pilot Model Quad, MA and MB</td>
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<tr>
<td>Ford Motor Company</td>
<td>1940 - 1945</td>
<td>285,660</td>
<td>43.9 %</td>
<td>Pilot Model Pigmy, GP and GPW</td>
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<tr>
<td>Total</td>
<td>1940 - 1945</td>
<td>651,230</td>
<td>100.0 %</td>
<td></td>
</tr>
</tbody>
</table>

Note: The production total for Ford Motor Company is based on HVA research of the archives at the Benson Ford Research Center at The Henry Ford, Dearborn, Mich.

Following the war, Willys-Overland commercialized the “jeep” creating a civilian version known as the “CJ.” On Jul. 13, 1950, Jeep® became a registered trademark of Willys-Overland. During the late 1940s the company launched the CJ-2A, CJ-3A, Jeep Station Wagon, Jeepster, pick-up and other trucks. Willys-Overland was sold to Kiaser Motors in 1953. In 1970, Kiaser-Jeep sold its Jeep operations to American Motors Corporation (AMC). Chrysler Corporation then purchased AMC in 1987. Today the Jeep® brand is owned by FCA, USA, LLC a member of the Fiat Chrysler Automobiles N.V. family of companies. Neither Ford nor American Bantam pursued commercialization of the “jeep” following the war.

The U.S. military ¼ ton four-wheel-drive reconnaissance truck almost immediately became known as the “jeep.” There were numerous inquiries about the origin of the “jeep” development including the name - and none were conclusive. Common assumptions include “jeep” as a military term that was sometimes used to describe new untested equipment, the “jeep” character in the Popeye cartoon (1930s), and interpretation of the Ford “jeep” model name “GP.” The term became popular after a press conference on the steps of the U.S. Capitol Building on February 20, 1941 that resulted in a Washington Daily News story that called the “Army’s new scout cars,” in this case represented by the Willys-Overland Pilot Model, “quads or jeeps.” Willys-Overland claimed in their eventually successful U.S. Trademark filing the first use of the term “jeep” was Nov. 20, 1940.

Over the last four months, the HVA has worked closely with the U.S. Veterans Memorial Museum to document GP-No. 1. This work has included detailed photography; engineering drawings developed from a 3D scan of the vehicle; and extensive historic research on the early origins and military development of the “jeep.” Financial and other support to complete this project has been provided by Shell Lubricants featuring Pennzoil®, Quaker...
State® and Shell ROTELLA®; Hagerty the world’s leading classic car insurance provider; and FARO Technologies, Inc. makers of 3D measurement technology.

Technical Specifications – 1940 Ford Pilot Model GP-No. 1 Pygmy

¾ ton four-wheel-drive reconnaissance truck, approximate weight of 2150 pounds, approximately 42 hp, Ford 119.7 cid four-cylinder flathead engine, Spicer transfer case and axles, length: 133 inches; width: 60 inches; height: 56 inches and wheelbase 80 inches.

About the Historic Vehicle Association

The HVA is dedicated to preserving and sharing America’s automotive heritage. In 2014 the HVA established the National Historic Vehicle Register program working with the U.S. Dept. of the Interior and Library of Congress to document historically significant automobiles in America’s past. The HVA supported by nearly 400,000 individual historic vehicle owners and corporations such as Shell Lubricants, Hagerty and FARO Technologies, as well as individual benefactors.

Please visit: www.historicvehicle.org

Please visit Youtube.com: World’s Oldest Known “Jeep”

Click this link for images

Please visit: www.memorialmuseum.org

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Historic Shelby Cobra Daytona Coupe Kicks Off 2015 SEMA Show

Breedlove and Brock Celebrate 50th Anniversary of Bonneville Speed Records

Cobra Headlines the Shell "Pioneering Performance" Display at Specialty Equipment Market Association Show

Washington, D.C. (November 4, 2015) – The Historic Vehicle Association (HVA) announced today that the 1964 Shelby Cobra Daytona Coupe (serial number CSX2287) was the featured car at the Shell exhibit at the 2015 SEMA show. Shell presented a selection of vehicles that represent a broad scope of automotive innovation spanning the last 100 years and the role Shell played in this development.

The 1964 Shelby Cobra Daytona Coupe (CSX2287) was the first of six Daytona Coupes produced. The vehicle was completed over fifty years ago, in January 1964 by Shelby American, Inc. in Los Angeles. The Daytona Coupe was designed by Peter Brock and enabled the Shelby American Cobra race team to compete successfully and win the International Manufacturer’s GT Championship in 1965. This was the first time an American manufacturer won an international race series.

CSX2287, as it is known, is among the most historically significant automobiles in America. Its historic significance is based on its association with important persons and events; its construction and aerodynamic design; and informational value as one of the few racecars from the period that has not been completely restored. The vehicle is part of the Simeone Foundation Automotive Museum in Philadelphia and is being displayed by Shell at the 2015 SEMA show from November 3 – November 6.

The 1962 Shelby Daytona Coupe was the first automobile to enter HVA’s National Historic Vehicle Register and the Historic American Engineering Record (HAER) that is permanently archived in the Library of Congress.

Please visit Youtube.com: ThisCarMattersFilms

Click this link for images: https://www.dropbox.com/sh/v9cz5ssvh34i9j0/AACQTsKtXTng0vi6pqO13YCa?dl=0

“Today is an important day for national automotive heritage,” said Mark Gessler, President of the Historic Vehicle Association. “Almost 50 years ago, on November 6, 1965, the Shelby Cobra Daytona Coupe set numerous land speed records at the famous Bonneville Salt Flats. The car had clocked more than 1931 miles, averaging 150 miles per hour and breaking the record set by Bugatti in the 1930’s by some 200 miles. It also set 23 national and international speed records. Through our work, we hope to celebrate the contribution of the industry’s pioneers, the vehicles they produced and the preservation efforts necessary to ensure future generations appreciate the unique role of the automobile in shaping America. I want to personally thank Shell for their support of HVA and their ongoing commitment to our Nations automotive heritage” commented Gessler.

“The celebration at SEMA this year was piloted by the coming together of classic vehicles and legendary racers with innovative racing machines and modern automotive personalities. We can think of no better place to put
the spotlight on these legends, including Peter Brock and Craig Breedlove, who have paved the way for automotive performance as we know it today,” said Rusty Barron, vice president, North America Marketing for Shell Lubricants.

“Having my Shelby Cobra Daytona Coupe design recognized at SEMA 2015 is a great honor and the thrill of a lifetime,” said Peter Brock, Brock Racing Enterprises and the designer of the car. “I’m very proud that the Shelby Cobra Daytona Coupe helped lead the way to American’s first win in the FIA International Manufacturer’s GT Championship in 1965. The Coupe’s revolutionary design contributed to new standards for automotive aerodynamic efficiency.”

“Setting numerous international land speed records with the Shelby Cobra Daytona Coupe is a testament to the design and durability of the car,” said Craig Breedlove, Driver of the car at the Salt Flats.

Dr. Frederick Simeone, Executive Director of the Simeone Foundation Automotive Museum, commented, “We are honored that our 1964 Shelby Cobra Daytona Coupe was selected as the centerpiece of the Shell Exhibit here at the SEMA Show. Part of our mission is to ensure the preservation of historically important automobiles, like this Cobra. With efforts like this from Shell, future generations will be able to appreciate the tremendous contributions these cars made to automotive history.”

The Simeone Foundation Automotive Museum is one of the most important collections of racing sports cars in the world. Assembled by renowned neurosurgeon Dr. Frederick Simeone over a span of 50 years, the Museum contains over 60 of the rarest and most significant racing sports cars ever built. The Simeone was chosen ‘Museum of the Year’ by the International Historic Motoring Awards in London.

Please visit: www.simeonemuseum.org

**Technical Specifications – 1964 Shelby Cobra Daytona Coupe CSX2287**

Approximately 375 HP, Ford 289 CID V-8 engine, four Weber 48 mm IDM downdraft carburetors, four-speed manual transmission, four-wheel independent suspension with transverse leaf springs, four-wheel disc brakes, wheelbase: 90” (2,286 mm) and top speed: + 180 MPH

**About Shell Lubricants**

The term ‘Shell Lubricants’ collectively refers to the companies of Royal Dutch Shell plc that are engaged in the lubricants business. Shell Lubricants companies lead the lubricants industry, supplying more than 12% of global lubricants volume. The companies manufacture and blend products for use in consumer, heavy industrial and commercial transport applications. The Shell Lubricants portfolio of top-quality brands includes Pennzoil®, Quaker State®, FormulaShell®, Shell TELLUS®, Shell RIMULA®, Shell ROTELLA® T, Shell SPIRAX® and Jiffy Lube®.


**About the Historic Vehicle Association**

The Historic Vehicle Association (HVA) was established in 2009 to celebrate and preserve American automotive heritage. The HVA engages with manufacturers, industry, events, academic institutions, museums and clubs, and with its over 400,000 individual owner-members, the HVA is the world’s largest historic (classic) vehicle owner organization. The HVA is the national representative for the United States and Canada within the Fédération Internationale des Véhicules Anciens (FIVA), the international federation for historic vehicles.
Please visit: www.historicvehicle.org

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FIRST MERCEDES-BENZ TYPE 300 SL SOLD IN AMERICA RECOGNIZED AS U.S. AUTOMOTIVE HERITAGE

Former Briggs Cunningham Car Celebrates 60th Anniversary of its Appearance at 1955 Daytona Speed Week

Historic Vehicle Association Adds 198 040 4500003 to National Historic Vehicle Register

Washington, D.C. (March 19, 2015) – The Historic Vehicle Association (HVA) www.historicvehicle.org announced today that the 1954 Mercedes-Benz Type 300 SL (serial number 198 040 4500003) will be recorded under the Secretary of the Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and the Historic American Engineering Record (HAER) that is permanently archived in the U.S. Library of Congress.

As one of the most significant Mercedes-Benz 300 SL models, this vehicle was honored last week during the annual Amelia Island Concours d’Elegance www.ameliaconcours.org. According to factory records, 198 040 4500003 was the first 300 SL to be produced and was the first 300 SL sold in the United States. This car was exported to U.S. Mercedes-Benz distributor Max Hoffman and purchased by Briggs Cunningham, an influential American sportsman and businessman who raced automobiles and yachts.

Soon after taking delivery in September 1954, Cunningham displayed the car at the Watkins Glen Grand Prix Concours. In its first concours entry, the 300 SL won first prize in the sports car class at the show. In February 1955, 198 040 4500003 with race number A18 was photographed with Phil Hill in the cockpit at the Daytona Beach NASCAR Speed Week. The car reportedly did not fully participate in the event due to an engine failure. A replacement engine was subsequently fitted and the 300 SL was sold to William Fleming of Westport, Connecticut. Fleming campaigned the car in the 1956 SCCA season, finishing third in the national points for that year. Fleming won his class in the 300 SL at the Mount Equinox Hill Climb on June 17, 1956. Fleming was one of many early adopters of the 300 SL in sports car racing in the U.S. 300 SLs dominated their class in SCCA racing in both 1955 and 1956. In 198 040 4500003’s 60-year life, the car has had only four other owners since Cunningham bought it new in 1954.

“The Mercedes-Benz 300 SL Coupe is a uniquely American story as it was produced at the request of Max Hoffman specifically for the U.S. market,” said Mark Gessler, President of the Historic Vehicle Association. “The 300 SL was the first foreign mass-produced car built primarily for the American market. It launched the SL brand in the Mercedes-Benz family and played a significant role in building the Mercedes-Benz market position in the United States.”

Max Hoffman, a New York-based Austrian who imported luxury European automobiles during the 1950s, suggested to Mercedes-Benz that a sports car should be developed for the U.S. market. Through his personal vision, involvement and urging, the 300 SL line and this early example made it to America. It can be said that without Hoffman, the Mercedes-Benz SL models would never have existed as series-production vehicles. The 300 SL, in particular, was immediately recognized as a car that could be both a daily driver as well as a competitive racecar on public roads and racetracks across America. To this day, 300 SL models are held in high regard by enthusiasts and collectors.
198 040 4500003 featured a shorter shifter at the request of Cunningham (a feature later adopted in production) and a nonstandard fixed steering wheel. This car was delivered to Cunningham before a standard owner's manual was produced for the 300 SL model. However, Mercedes-Benz provided a hand-typed instruction document for Cunningham so he would know how to operate and maintain his new car. The original document is with the car, and a copy is in the archives at Mercedes-Benz in Stuttgart, Germany. The unique “gullwing” doors were maintained from the 1952 Mercedes-Benz 300 SL competition car due to its tubular spaceframe construction. The 300 SL was considered a technical marvel due to the utilization of the tubular frame and mechanical fuel injection – both firsts in a serial production car.

Mark Gessler presented Dennis Nicotra, owner of the Mercedes-Benz 300 SL 198 040 4500003, with the Historic Vehicle Association “This Car Matters Award” at the Amelia Island Concours d’Elegance on Sunday, March 15, 2015.

Visit YouTube.com ThisCarMattersFilms to learn more about the 1954 Mercedes-Benz 300 SL 198 040 4500003.

To view images, go to 300 SL 198 040 4500003 Images.

“I’m honored that the Historic Vehicle Association is recognizing 198 040 4500003 for inclusion in the National Historic Vehicle Register,” said Dennis Nicotra. “When I drive the car, it looks great, drives great and performs exceptionally well. As the current steward of this amazing car, I’m always reminded that it is important to celebrate our automotive heritage and ensure that it is more broadly appreciated and carefully preserved for future generations.”

“The Mercedes-Benz 300 SL is a great example of a car that was developed and produced outside of the U.S., but enjoyed its greatest success on the roads, racetracks and concours events across America,” said Richard O’Connor, Chief, Heritage Documentation Programs, National Park Service, U.S. Department of the Interior.

Over the coming year, the HVA will focus its efforts on documenting additional vehicles and will continue to work with the U.S. Department of the Interior, Heritage Documentation Programs to refine guidelines and processes to eventually support future public submission. The documentation process includes: (i) a fully referenced narrative and description of the vehicle; (ii) technical drawings of important elements of the vehicle based on a 3D laser scan; and (iii) detailed photographs and film negatives for permanent archive in the Library of Congress. These standards for documentation involve the same level of care that has been used within the Historic American Engineering Record to document the Statue of Liberty and the Space Shuttle Discovery. Both domestic and foreign vehicles are considered provided they have significant American history.
About the Historic Vehicle Association (HVA)

The HVA is supported by a broad group of stakeholders, including industry, new car manufacturers, universities, historians, event organizers, restorers, museums and over 400,000 individual owner-members, making the HVA the nation’s largest automotive heritage organization. The National Historic Vehicle Register is being developed in a manner consistent with how the national heritage programs for architecture and aviation were designed – based on strong public private partnerships with Federal agencies. The HVA was founded in 2009 and represents the U.S. and Canada in the Fédération Internationale des Véhicules Anciens (FIVA), an international organization to promote and guide the interests of the historic vehicle movement around the world. For more information, please visit www.historicvehicle.org.

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1940 GENERAL MOTORS FUTURLINER CELEBRATES 75th ANNIVERSARY

Futuriner’s Historic First Appearance in the Nation’s Capital

Futuriner No. 10 Becomes the First Truck in Historic Vehicle Association’s National Historic Vehicle Register

Washington, D.C. (January 22, 2015) – The Historic Vehicle Association (HVA) www.historicvehicle.org announced today that the 1940 General Motors Futuriner No. 10 will become the first truck to be recorded under the Secretary of the Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and the Historic American Engineering Record (HAER) that is permanently archived in the Library of Congress.

In 1936, General Motors set out on a tour of the country with eight “Streamliners” and a fleet of support vehicles to, “present, through this Parade of Progress, a picture of America on the move toward better lives for all of us.” Inspired by the 1933 Chicago World’s Fair, the free to the public Parade of Progress featured educational exhibits known as the “circus of science.” The program was revamped in 1940 with 12 new, 33-foot long, 30,000-pound Futurliners. The Parade of Progress traveled to over 250 cities and was viewed by over 12 million people before the show was suspended due to WWII.

By 1953, GM brought back the Parade of Progress and the Futurliners. The last running of the Parade of Progress brought the Futurliners into towns throughout the country demonstrating to over 8 million Americans how, “science and industry combine to contribute to the high American standard of living. The Parade of Progress comprised 12 Futurliners, 32 support vehicles and a staff of nearly 60 “Paraders.” The Paraders, mostly young college graduates and veterans employed by GM, transported the vehicles from town to town, set up the 26 major exhibits and gave lectures on the various demonstrations.

Visit YouTube.com ThisCarMattersFilms to learn more about the 1940 General Motors Futuriner. To view images, go to Futuriner No. 10 Images.

“The Historic Vehicle Association was founded to ensure that our automotive heritage is more broadly appreciated and carefully preserved for future generations,” said Mark Gessler, President of the Historic Vehicle Association. “As the first truck in the National Historic Vehicle Register, Futuriner No. 10 represents not only a unique engineering design, but also a look into our nation’s past and the cultural significance of the Parade of Progress.”

Futuriner No. 10 is owned by the National Automotive and Truck Museum of the United States (NATMUS) in Auburn, Indiana. It was donated to NATMUS in 1992 by Joe Bortz. In 1998, Don and Carol Mayton of Zeeland, Michigan decided to take on the vehicle restoration for NATMUS. Mayton gathered a team of more than two dozen to volunteer their efforts. Eight years later, the restoration was complete and they have kept it on the road ever since, traveling across the country to numerous automotive events.

“The National Automotive and Truck Museum of the United States is extremely thankful and appreciative of the many people who were instrumental in the sympathetic restoration of the Futuriner No. 10,” said John Pontius, President of NATMUS. “Special recognition goes to Joe Bortz for donating the vehicle to the museum and to Don Mayton and the dozens of volunteers whose vision, dedication and hard work ensured the originality of the vehicle.”

“As part of the Historic American Engineering Record, the Futuriner will represent the mid-Twentieth Century manifestation of America’s fascination with science, engineering and ‘progress’,” said Richard O’Connor, Chief, Heritage Documentation Programs, National Park Service, U.S. Department of the Interior.

Over the coming year, the HVA will focus its efforts on documenting additional vehicles and continued work with the U.S. Department of the Interior, Heritage Documentation Programs to refine guidelines and processes to eventually support future public submission. The documentation process includes: (i) a fully
referred narrative and description of the vehicle; (ii) technical drawings of important elements of the vehicle based on 3D laser scan; and (iii) detailed photographs and film negatives for permanent archival in the Library of Congress. These standards for documentation involve the same level of care that has been used within the Historic American Engineering Record to document the Statue of Liberty and the Space Shuttle Discovery. Both domestic and foreign vehicles are considered provided they have significant American history.

GM Motorama Concept Cars Make Surprise Showing at the HVA Exhibit

Supporting the 1940 Futurliner exhibit, HVA has added two significant concept cars from GM’s 1953 and 1954 Motorama: the Buick Wildcat II and the Cadillac Le Mans The Motorama, which was held annually in conjunction with the New York International Auto Show, was a $5 million traveling exhibit that took place over a six-month period, drawing some 1.5 million visitors along the way. Lead by GM’s design chief, Harley Earl, Motorama featured both the latest models from GM and also concept cars or “dream cars” as Earl called them.

Buick Wildcat II

Many of the famed General Motors Motorama “dream cars” traveled with the Futurliners. One of the cars that was exhibited during the Parade’s tours included the 1954 Buick Wildcat II.

The Buick Wildcat II on display with the Futurliners was a sports coupe similar to the Corvette, featuring a fiberglass body, short wheelbases and two-seat layout. Unlike the initial offering of the Corvette, this concept came equipped with a potent V8. The Wildcat II had a 322 C.I.D. Buick nailhead topped with four carburetors. Although this concept car never went into production, it is a hallmark of the innovative and inspiring designs from General Motors during this period. The Buick Wildcat II exhibited here can be found on permanent display at the Sloan Museum in Flint, Michigan.

Cadillac Le Mans

Cadillac built four sporty Le Mans “dream cars” in 1953 for the GM Motorama program, inspired by Cadillac’s success at the 24 Hours of Le Mans race in 1950. The open-top Le Mans concepts were performance-oriented luxury cars with fiberglass bodies, a two-seat layout and a panoramic windshield. The sleek Cadillac prototypes featured a 115-inch wheelbase, a 331 C.I.D. V8 and Hydra-Matic transmission. The convertibles were considered by GM as “an ideal of motor car enthusiasts – combining elegance with power.” Replete with a padded dash, chrome throughout and a wide assortment of jet age cues, the Le Mans was suited for the glamorous Motorama shows put on across the country by GM in the 1950s. The Le Mans on display is the third example built by Cadillac. It was sold to Mr. Floyd Akers of Capitol Cadillac in Washington, D.C. by GM in 1955. Mr. Akers’ daughter, Ms. Haugerud, drove the car until 1958. This is one of only two known to still exist and the only remaining Cadillac in the original Le Mans configuration.

“Bringing two of the most famous Motorama concept cars to the show adds an exclamation point to our feature presentation of the Futurliner and a wonderful opportunity to celebrate our automotive heritage,” said Gessler. “I believe this is a once-in-a-lifetime experience to see these three magnificent vehicles together under one roof.”

About the Historic Vehicle Association (HVA)

The HVA is supported by a broad group of stakeholders, including industry, new car manufacturers, universities, historians, event organizers, restorers, museums and over 400,000 individual owner-members, making the HVA the nation’s largest automotive heritage organization. The National Historic Vehicle Register is being developed in a manner consistent with how the national heritage programs for architecture and aviation were designed – based on strong public private partnerships with Federal agencies. The HVA was founded in 2009 and represents the U.S. and Canada in the Fédération Internationale des Véhicules Anciens (FIVA), an international organization to promote and guide the interests of the historic vehicle movement around the world. For more information, please visit www.historicvehicle.org.

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1918 CADILLAC, TYPE 57 – UNRESTORED SURVIVOR OF WW1

Historic Vehicle Association and Department of Interior to Document Historic “Great War” Veteran

Detroit, MI (July 23, 2014) – The Historic Vehicle Association (HVA) www.historicvehicle.org announced today that the 1918 Cadillac, Type 57 – 1257X will be recorded under the Secretary of the Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and Historic American Engineering Record (HAER) that is permanently archived in the Library of Congress. The HVA and U.S. Department of the Interior collaborated on the effort and plan to document other historically significant automobiles.

The Cadillac, Type 57 – 1257X was purchased by Rev. Dr. John H. Denison from Inglis M. Uppercu, the Cadillac distributor in New York City. Denison entered the service with the Y.M.C.A. August 1917 and turned over the car to that organization along with his services as a driver to support America’s war effort. The Type 57 seven-passenger touring car arrived in Europe prior to the arrival of the American Expeditionary Force (AEF), under the leadership of General John J. “Black Jack” Pershing. The Cadillac, Type 57 – 1257X was at the front near Chalon for the Second Battle of the Marne and afterwards was commissioned to drive Mrs. Eleanor Roosevelt on a two-month official mission to create leave areas for U.S. soldiers in France. At the conclusion of hostilities, the AEF turned over their motor pool equipment to France. However, one Cadillac made the return trip to the U.S.

“The Cadillac, Type 57 – 1257X is among those stories where the world has moved on and the history of the important role these cars played has been long forgotten,” said Mark Gessler, President of the Historic Vehicle Association. “This car may well be the only complete and largely unrestored example of a WW1 military Cadillac known to exist. As we approach the 100th anniversary of WW1, the historic significance of this particular Cadillac should be recognized and memorialized.”

The Cadillac, Type 57 – 1257X is being included in the permanent archives of the Library of Congress based on its historic association with important events and persons; its construction and design value of the V8 engine; and informational value as the only car that retains most of its original materials, components and craftsmanship.

“Having the Cadillac, Type 57 – 1257X to be included in the permanent archives of the Library of Congress is more than I could have ever imagined,” said Marc Lassen, Owner. “When I first came across a used car ad describing the vehicle, I thought it might be special, but its history had been lost to time. Researching and reuniting U.S. 1257X with its Great War provenance has been an experience of a lifetime, and an honor.”

“The Cadillac, Type 57 – 1257X is a great example of a ‘rare survivor’ – a vehicle that saw extraordinary use during its active life, yet has survived to the present day,” said Richard O’Connor, Chief, Heritage Documentation Programs, National Park Service, U.S. Department of the Interior. “Recognizing the Cadillac military vehicle at the 100th anniversary of WW1 both commemorates America’s participation in the Great War and illustrates one of the many contributions the automobile has made to U.S. history.”

Over the coming year, the HVA will focus its efforts on documenting additional vehicles and continued work with the U.S. Department of the Interior to refine guidelines and processes to eventually support future public submission. The documentation process includes (i) a fully referenced narrative and description of the vehicle, (ii) technical drawings of important elements of the vehicle and (iii) detailed photographs and film negatives for permanent archival in the Library of Congress. These standards for documentation involve the same level of care that has been used to record the Statue of Liberty and the Space Shuttle Discovery. Both domestic and foreign vehicles are considered provided they have significant American history.
About the Historic Vehicle Association (HVA)

The HVA is a membership organization dedicated to promoting the cultural and historical significance of the automobile and protecting the future of our automotive past. The HVA was founded by Hagerty in 2009 and represents the U.S. and Canada in the Fédération Internationale des Véhicules Anciens (FIVA), an international organization to promote and guide the interests of the historic vehicle movement around the world. For more information, please visit www.historicvehicle.org.
1938 MASERATI 8C.T.F. “BOYLE SPECIAL” TAKES 75th ANNIVERSARY LAP AT INDIANAPOLIS 500

Historic Vehicle Association and U.S. Department of the Interior to Document Historic Indy Race Car

Indianapolis, IN (May 25, 2014) – The Historic Vehicle Association (HVA) www.historicvehicle.org announced today that the 1938 Maserati 8C.T.F. (serial number 3032) will become the first foreign manufactured automobile to be recorded under the Secretary of the Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and Historic American Engineering Record (HAER) that is permanently archived in the Library of Congress. The HVA and the U.S. Department of the Interior are collaborating to document historically significant automobiles.

The Maserati 8C.T.F. Boyle Special was driven to victory by Wilber Shaw in the world famous Indianapolis 500 race in 1939 and 1940. Shaw’s consecutive wins were the first in Indy’s history and he was well on his way to yet another victory in 1941 when a wire wheel collapsed while he was leading at the three-quarter mark. The Maserati was one of the most successful race cars in the history of the Indianapolis 500 where it went on to race from 1946 to 1949 and again in 1951. Wilbur Shaw is regarded as one of the greatest American race car drivers of all time. The race car was under the professional care of Harry W. “Cotton” Henning, considered the dean of all Indianapolis race mechanics.

Michael Boyle was the owner of the Maserati 8C.T.F. 3032 and the Boyle Racing Headquarters Team when Shaw raced in the Indianapolis 500 in 1939, 1940 and 1941.

“The Maserati 8C.T.F. Boyle Special is among the most historically significant race cars in America. Its historic significance is based on its association with important events and persons; its construction and design value as one of the most competitive and successful open wheel race car designs; and informational value as one of the few race cars from the period that retains much of its original materials, components and craftsmanship,” said Mark Gessler, President of the Historic Vehicle Association.

“Having the Maserati 8C.T.F. Boyle Special to be included in the permanent archives of the Library of Congress is a great honor, particularly when Maserati is celebrating its 100th anniversary in 2014,” said Peter Grady, Maserati’s North American President and CEO. “The recognition of the 75th anniversary of its first victory at Indy pays homage to our roots as a maker of successful race cars.” www.maserati.us

“The Maserati 8C.T.F. 3032 is a great example of a vehicle that epitomizes America’s rich automotive heritage,” said Richard O’Connor, Chief, Heritage Documentation Programs, National Park Service, U.S. Department of the Interior. “It is only fitting that the Boyle Special will be recognized at the Indianapolis 500 this year as it celebrates its 75th anniversary of winning the race in 1939.”

Over the coming year, the HVA will focus its efforts on documenting additional vehicles and continue to work with the U.S. Department of the Interior to support future public submissions. The documentation process includes: (i) a fully referenced narrative and description of the vehicle; (ii) technical drawings of important elements of the vehicle; and (iii) detailed photographs and film negatives for permanent archival in the Library of Congress. These standards for documentation involve the same level of care that has been used to record the Statue of Liberty and the Space Shuttle. Both domestic and foreign vehicles are considered provided they have significant American history.

About the Historic Vehicle Association

The Historic Vehicle Association (HVA) was established in 2009 to celebrate and preserve American automotive heritage. The HVA engages with manufacturers, industry, events, academic institutions, museums and clubs, and with its over 360,000 members, the HVA is the world’s largest historic (classic) vehicle owner organization. The HVA is the national representative for the United States and Canada within the Fédération Internationale des Véhicules Anciens (FIVA), the international federation for historic vehicles. For more information, please visit www.historicvehicle.org and YouTube.com: ThisCarMattersFilms.

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FIRST-EVER AUTOMOTIVE HERITAGE CELEBRATION AT THE NATIONAL MALL


**WHAT:** Historic Vehicle Association (HVA) *Cars at the Capital* – a cars and coffee gathering at the National Mall presented by Volkswagen Group of America Inc. [www.carsatthecapital.org](http://www.carsatthecapital.org)

**WHY:** The HVA to celebrate the 50th anniversary of the original 1964 Meyers Manx “Old Red” and begin the documentation of 10 other historic vehicles to be recorded under the Secretary of Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and Historic American Engineering Record (HAER) that is permanently archived in the Library of Congress.

**WHO:** Mark Gessler, President, Historic Vehicle Association; Richard O’Connor, Chief, Heritage Documentation Programs, National Park Service, U.S. Department of the Interior; Bruce Meyers, Developer and Owner of “Old Red”; Stewart Reed, Chair, Transportation Design, Art Center College of Design; C. Ford Peatross, Founding Director, Center for Architecture, Design and Engineering at the Library of Congress; Congressman Gary Peters, Statement; and David Geanacopoulos, EVP for Public Affairs and General Counsel, Volkswagen Group of America Inc.

**WHEN:** Saturday, May 3, 2014 – Cars and coffee gathering from 6:30am–9:30am. Press conference begins at 9:00am with a presentation of the 1964 Meyers Manx “Old Red” and concludes with the National Automotive Heritage Stewardship Awards.

**WHERE:** The National Mall, Washington, D.C. – Madison Avenue between 12th and 14th Streets

**VISUALS:** Historic vehicle display from the 1890s–1980s

**ON-SITE CONTACTS:** Steve Keyes, Centigrade – (248) 952-7022 steve.keyes@centigrade.com
Erica Avesian, Centigrade – (586) 850-3271 erica.avesian@centigrade.com
1964 SHELBY COBRA DAYTONA COUPE (CSX2287) MAKES HISTORY AGAIN

CSX2287 Becomes First Automobile Recorded Under U.S. Heritage Documentation Standards

Historic Vehicle Association and U.S. Department of the Interior to Document America’s Automotive Treasures

Washington, D.C. (January 22, 2014) – The Historic Vehicle Association (HVA) announced today that the 1964 Shelby Cobra Daytona Coupe (serial number CSX2287) will become the first automobile to be recorded under the Secretary of the Interior’s Standards for Heritage Documentation. The documentation will be part of the HVA’s National Historic Vehicle Register and Historic American Engineering Record (HAER) that is permanently archived in the Library of Congress. The HVA and U.S. Department of the Interior collaborated on the effort and plan to document other historically significant automobiles.

The 1964 Shelby Cobra Daytona Coupe (CSX2287) was the first of six Daytona Coupes produced. The vehicle was completed fifty years ago, in January 1964 by Shelby American, Inc. in Los Angeles. The Daytona Coupe was designed by Peter Brock and enabled the Shelby American Cobra race team to compete successfully and win the International Manufacturer’s GT Championship in 1965. This was the first time an American manufacturer won an international race series.

CSX2287, as it’s known, is among the most historically significant automobiles in America. Its historic significance is based on its association with important persons and events; its construction and aerodynamic design; and informational value as one of the few racecars from the period that has not been completely restored. The vehicle is part of the Simeone Foundation Automotive Museum in Philadelphia and is being displayed by the HVA at The Washington Auto Show from January 22nd – February 2nd.

“Today is an important day for national automotive heritage,” said Mark Gessler, President of the Historic Vehicle Association. “It has been nearly 120 years since the first automobiles were produced in the U.S. During that time, we have implemented national programs to recognize our historic buildings, airplanes, spacecraft and vessels but not our historic automobiles. Through our work, we hope to celebrate the contribution of the industry’s pioneers, the vehicles they produced and the preservation efforts necessary to ensure future generations appreciate the unique roll of the automobile in shaping America.”

“We look forward to working with the Historic Vehicle Association to promote the cultural and historical significance of the automobile, protecting the future of our automotive past, and making a record of this rich history available to the public,” said Richard O’Connor, Chief, Heritage Documentation Programs, National Park Service, U.S. Department of the Interior.

Over the coming year, the HVA will focus its efforts on documenting additional vehicles and continued work with the U.S. Department of the Interior to refine guidelines and processes to eventually support future public submission. The documentation process includes (i) a fully referenced narrative and description of the vehicle, (ii) technical drawings of important elements of the vehicle and (iii) detailed photographs and film negatives for...
permanent archival in the Library of Congress. These standards for documentation involve the same level of care that has been used to record the Statue of Liberty and the Space Shuttle Discovery. Both domestic and foreign vehicles are considered provided they have significant American history.

“Having my Shelby Cobra Daytona Coupe design recognized as the very first car to be included in the permanent archives of the Library of Congress is a great honor and the thrill of a lifetime,” said Peter Brock, Brock Racing Enterprises and the designer of the car. “I’m very proud that the Shelby Cobra Daytona Coupe helped lead the way to American’s first win in the FIA International Manufacturer’s GT Championship in 1965. The Coupe’s revolutionary design contributed to new standards for automotive aerodynamic efficiency. “

Dr. Frederick Simeone, Executive Director of the Simeone Foundation Automotive Museum, commented, “We are honored that our 1964 Shelby Cobra Daytona Coupe was selected as the first vehicle to achieve national heritage status. Part of our mission is to ensure the preservation of historically important automobiles, like this Cobra. With efforts like this from the HVA and Department of the Interior, future generations will be able to appreciate the tremendous contributions these cars made to automotive history.”

The Simeone Foundation Automotive Museum is one of the most important collections of racing sports cars in the world. Assembled by renowned neurosurgeon Dr. Frederick Simeone over a span of 50 years, the Museum contains over 60 of the rarest and most significant racing sports cars ever built. The Simeone was chosen ‘Museum of the Year’ by the International Historic Motoring Awards in London.

Please visit: www.simeonemuseum.org

Technical Specifications – 1964 Shelby Cobra Daytona Coupe CSX2287

Approximately 375 HP, Ford 289 CID V-8 engine, four Weber 48 mm IDM downdraft carburetors, four-speed manual transmission, four-wheel independent suspension with transverse leaf springs, four-wheel disc brakes, wheelbase: 90" (2,286 mm) and top speed: + 180 MPH

About the Historic Vehicle Association

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Please visit: www.historicvehicle.org and youtube.com: ThisCarMattersFilms.

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The Ford Pilot Model GP-No. 1 Pygmy is historically significant based on: (i) its testing at Camp Holabird in late 1940 which was an important event in the development of the “jeep;” (ii) its design contribution to the eventual standard military “jeep;” (iii) being the first prototype produced by Ford and oldest known example of the “jeep;” and (iv) its mostly unrestored condition. The Ford Pilot Model GP-No. 1 Pygmy design is perhaps most notable as the first “jeep” prototype to feature a flat slatted front grille with integrated headlights which went on to become an iconic design element of the standardized mass produced WWII “jeep” and subsequent commercial versions.

In 1941, the U.S. military contracted Willys-Overland and Ford for mass production of a standardized "jeep" that incorporated designs from each of the original three manufacturers. The final standard military design Willys-Overland MB used the "Go-Devil" four-cylinder engine as the standard engine. Ford manufactured the Willys-Overland engine under license for its GPW model ("W" for Willys). The Willys-Overland MB and Ford GPW models were nearly identical with interchangeable parts. American Bantam did not receive a contract to produce any of the standardized WWII "jeep" vehicles. The table below details the total production of the military "jeeps" prior to and during WWII.

<table>
<thead>
<tr>
<th>Manufacturer</th>
<th>Years</th>
<th>Production</th>
<th>% Total</th>
<th>Test and Production Models</th>
</tr>
</thead>
<tbody>
<tr>
<td>American Bantam</td>
<td>1940 - 1941</td>
<td>2,676</td>
<td>0.4 %</td>
<td>Pilot Model, BRC and BRC-40</td>
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<tr>
<td>Willys-Overland</td>
<td>1940 - 1945</td>
<td>362,894</td>
<td>55.7 %</td>
<td>Pilot Model Quad, MA and MB</td>
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<tr>
<td>Ford Motor Company</td>
<td>1940 - 1945</td>
<td>285,660</td>
<td>43.9 %</td>
<td>Pilot Model Pigmy, GP and GPW</td>
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<tr>
<td>Total</td>
<td>1940 - 1945</td>
<td>651,230</td>
<td>100.0 %</td>
<td></td>
</tr>
</tbody>
</table>

Note: The production total for Ford Motor Company is based on HVA research of the archives at the Benson Ford Research Center at The Henry Ford, Dearborn, Mich.

Following the war, Willys-Overland commercialized the "jeep" creating a civilian version known as the “CJ.” On Jul. 13, 1950, Jeep® became a registered trademark of Willys-Overland. During the late 1940s the company launched the CJ-2A, CJ-3A, Jeep Station Wagon, Jeepster, pick-up and other trucks. Willys-Overland was sold to Kiaser Motors in 1953. In 1970, Kiaser-Jeep sold its Jeep operations to American Motors Corporation (AMC). Chrysler Corporation then purchased AMC in 1987. Today the Jeep® brand is owned by FCA, USA, LLC a member of the Fiat Chrysler Automobiles N.V. family of companies. Neither Ford nor American Bantam pursued commercialization of the "jeep" following the war.

The U.S. military ¼ ton four-wheel-drive reconnaissance truck almost immediately became known as the “jeep.” There were numerous inquiries about the origin of the “jeep” development including the name - and none were conclusive. Common assumptions include “jeep” as a military term that was sometimes used to describe new untested equipment, the “jeep” character in the Popeye cartoon (1930s), and interpretation of the Ford “jeep” model name “GP.” The term became popular after a press conference on the steps of the U.S. Capitol Building on February 20, 1941 that resulted in a Washington Daily News story that called the “Army’s new scout cars,” in this case represented by the Willys-Overland Pilot Model, “quads or jeeps.” Willys-Overland claimed in their eventually successful U.S. Trademark filing the first use of the term “jeep” was Nov. 20, 1940.

Over the last four months, the HVA has worked closely with the U.S. Veterans Memorial Museum to document GP-No. 1. This work has included detailed photography; engineering drawings developed from a 3D scan of the vehicle; and extensive historic research on the early origins and military development of the “jeep.” Financial and other support to complete this project has been provided by Shell Lubricants featuring Pennzoil®, Quaker...
State® and Shell ROTELLA®; Hagerty the world’s leading classic car insurance provider; and FARO Technologies, Inc. makers of 3D measurement technology.

Technical Specifications – 1940 Ford Pilot Model GP-No. 1 Pygmy

¼ ton four-wheel-drive reconnaissance truck, approximate weight of 2150 pounds, approximately 42 hp, Ford 119.7 cid four-cylinder flathead engine, Spicer transfer case and axles, length: 133 inches; width: 60 inches; height: 56 inches and wheelbase 80 inches.

About the Historic Vehicle Association

The HVA is dedicated to preserving and sharing America’s automotive heritage. In 2014 the HVA established the National Historic Vehicle Register program working with the U.S. Dept. of the Interior and Library of Congress to document historically significant automobiles in America’s past. The HVA supported by nearly 400,000 individual historic vehicle owners and corporations such as Shell Lubricants, Hagerty and FARO Technologies, as well as individual benefactors.

Please visit: www.historicvehicle.org

Please visit Youtube.com: World’s Oldest Known “Jeep”

Click this link for images

Please visit: www.memorialmuseum.org

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