



Figure 3. A view from the front before my latest rebuild. Note the Ford style lube chart holder (made from plans included in Ray Cowdery's book All American Wonder, the grease gun and holder and also, the tandem hitch. The hitch was designed to connect two jeeps together to act as a prime mover for field guns like the 105mm.

dang farmer over the years had welded in the word Ford in the tail of the jeep and then later decided to cut out the tail panel to make a tailgate which was missing. It wasn't till later that I learned that Willys *and* Ford built jeeps during the war—not to mention the various manufacturers of the prototypes.

So I called around. No Internet in those days for the general public, anyway. I finally found a good price from White Owl Parts and since it was not too far away, I figured I would save a bundle in shipping.

The local junkman hauled the old jeep body away. It was only then that I learned from an article in the MVPA publications (which wasn't called the MVPA back then) that you should gently sand the hood and other places on the body

to found original numbers. Well, I went to the local junk yard found the old body and spent the day sanding the old paint off the hood. It was a no go.

While scrapping crud off of the frame, I discovered a serial number, GPW 29668. I learned that this meant Ford built my jeep. The number was early enough that it should have the word Ford in script on the back of the jeep. Dang, it wasn't a farmer techno issue; it was the real McCoy.

Before I actually started sinking any more money into this project I needed a title to ensure I would be able to register the old girl when it was time. The only paper work I got was a bill of sale. Not being a resident of Florida, I didn't think much of it at the time. So I