

'Peace Model' Jeep Is Combination Tractor, Truck, Power Plant and Car

It Will Run Buzz Saw, Pull Plow, Haul Hay, Take Family to Town

ALTHOUGH it closely resembles the standard military jeep, and embodies the same automotive engineering principles of that famous scout car, the postwar jeep has been adapted to the needs of farms, factories, railroad yards, mines, oil fields and lumber camps.

The jeep's unique qualities were balanced for postwar use after exhaustive research and experimentation by the Willys-Overland company. The new unit has the same "jeep" engine, the identical power plant used in more than 500,000 military jeeps. This motor has driven jeeps more than 10 billion miles in the toughest test of all—war. It has, too, many innovations which give the vehicle a character of its own.

The two most important differences between the military jeep and the postwar jeep are the special power take-off which can be used with the spline shaft for direct power or with the belt pulley, thus making it possible to apply up to 30 HP to anything from a buzz saw to a threshing, and the changed gear ratios in the transmission, transfer case and axles. This latter revision results in maximum efficiency while operating at a necessary farm pace



For such jobs as plowing and harrowing the postwar jeep is well suited because of the special transmission. This one is pulling a two-bottom 12-inch plow. It can drag a single-bottom 18-inch plow just as easily.

ments have been added to aid in the attachment of implements, and to absorb the loads of heavy draw bar work.

Rear shock absorbers were mounted at an angle to provide a level floor. New seats for greater comfort have been installed.

The gear shift lever, for greater convenience, was placed on the steering column. This improvement will save wearing effort on the part of men and women of all ages who will drive the new jeep.

Additional features have been

panel, the governor permits regulated engine speeds from 1,000 to 2,600 rpm in steps of 200 rpm.

Four-Wheel Traction.

By no means new, but increasingly effective for postwar use, is the four-wheel drive, never before available to civilians in a vehicle of the jeep's size and weight. This feature, which helped build a world-wide reputation for the military jeep, promises to play an equally important part in hundreds of peacetime assignments. By spreading the jeep's drive over four wheels, tremendous tractive power is achieved and the vehicle becomes a glutton for tough terrain. It is particularly effective on uneven or loose soil, where vehicles driven from only one axle frequently push their front wheels into the ground and stall. On the jeep, the front wheels do not push, they pull.

There has been much discussion about the jeep's gas consumption record. Extensive field tests have proven the postwar vehicle's economy compared with other forms of tractive power. On the highway, it will deliver up to 19 miles per gallon. It is also economical in belt pulley operations. It is well to remember that gasoline consumption is a matter of how efficient the engine is, how heavy the load may be, the quality of gasoline used, whether time saved is more to be valued than gasoline consumed and whether the vehicle which is being tested is moving over hard-surfaced roads, through mud or sand or loamy soil.

The jeep, of course, is built for on-the-road, off-the-road use. It is a relatively light vehicle with an even distribution of weight and a center of gravity which prevents overturning. Unlike other vehicles for general use, it pushes no great load in front. The weight it hauls is attached and is pulled in most instances.

In connection with gasoline consumption, it is well to discuss draw bar pull briefly, for draw bar pull has to do with the load, and that is one of the determining factors in gasoline consumption. Another name for draw bar pull is traction. It expresses the amount of work a vehicle will do. The jeep will pull a trailed load of 5,500 pounds over the highway, with adequate reserve power for steep grades.

In the field—where continuous pulling is required for long periods of time—the jeep has a rated draw bar pull of 1,200 pounds, which has been shown by numerous tests to be adequate for most agricultural work and to provide ample reserve as well for unusual conditions.

The jeep can compete on a basis of economy and performance with



Power from the conveniently placed belt-wheel of the new jeep can be applied to dozens of farm machines, such as buzz saws, feed grinders, sprayers, cement mixers, corn pickers and hay balers.

of 3 to 7.5 miles an hour. A gear ratio is also provided to give a road speed of 60 miles per hour. Thus the jeep can pull heavy equipment over the highways at a rapid rate; and perform light tractor jobs with speed and efficiency, such as plowing and harrowing.

Other differences between the military jeep and the postwar jeep are as follows:

A new combustion chamber has been designed. By means of altered dimensions in the cylinder head and combustion chamber, perfected in the light of the newest engineering knowledge, the power of the postwar jeep over the military has thus been increased.

A radiator shroud was added to provide more effective cooling for the continued low-gear driving on the farm and in other highly demanding work. This shroud in tests has effectively proved its capacity for protecting the engine operation from too much heat.

A larger clutch was installed. With increased loads, starting is necessarily more difficult, and to provide for this the new clutch has been installed. Once engaged, the capacity of the clutch to transfer the full torque of the engine, makes only a nominal difference, but in the act of starting, additional stress is necessarily put upon it, and the change obviates any difficulties in getting under way.

Improved Steering. Steering linkage has been redesigned. In order to provide ease of handling and free rolling, and to more safely negotiate sharp turns, the cross steering arrangement has been engineered to the requirements of civilian use.

Greater rigidity has been built into the chassis frame. At front and rear and all along the frame, reinforce-



Light as it is, the jeep is remarkably powerful because of its four-wheel traction. It can pull a load of 5,500 pounds at a good rate of speed, and has sufficient reserve power to overcome steep grades and rough roads.

"GAY GADGETS"

Associated Newspapers—WNU Features

BY NANCY PEPPER

WATCH YOUR SUITORS

Not the kind you're dreaming of and drooling for—but the slick accessories you wear with that new summer suit. Don't be guilty of murdering your suit in the first second and third degrees with the wrong gadgets. Don't kill your costume with clutter. Here are the suitors you'll find at the teen gadgeteria of your favorite store.

Box Bags—No more of those salvage depot handbags. This year your suit bag is a trim little box shape with a big mirror inside the top. Or it's a small pouch with bracelet handle. You'll find 'em in the Teen Gadgeteria.

Bow Blouses—Your favorite blouse this spring fastens high up at the neckline with a perky bow. Not so many shirts this season—more "softies."

Swoony Scarfs—Everybody's wearing square or long scarfs knotted ascot fashion. Pick your colors carefully for bright accent and costume harmony. Tuck the ends inside your suit neckline.

Sissy Sailors—Your favorite suit hat is the sissy sailor in felt or straw with the little ribbon streams floating down the back. You've been wearing Dutchies and cloches—so why not try something new?

Dark on Light—Don't be afraid to wear a black, navy or brown blouse with your pastel blue, maize or aqua suit. Then match some of your accessories to the blouse.



LIFE'S BIGGEST MOMENT

The day I started school when I was six.
And graduation day—Gee, that was great!
I nearly swooned the day I entered "Hi."
I REALLY swooned the night of my first date.
These memories, once cherished, now are gone.
Forgotten, disappeared—like last year's snow—
Since last night's dance, when all the gang stood 'round
TO WATCH ME LINDY WITH MY O.A.O.

THAT MORON'S HERE AGAIN!

Did you hear about the little moron who drove a nail into the bowl because he wanted to Spike the Punch?

And the moron who climbed up on the rafters to get on the Beam?

Well, as the sick dog said, "It shouldn't happen to a Man!"

Minute Make-Ups

By GABRIELLE



Tangerine is positively THE Hollywood color! A tangerine wool dress has a brown-swathed hip line, a brown hat to match. Plaids are also tops in favor, matched with velvet bonnets. Go completely dramatic in jade green, with coral velvet gloves. Very smart!
Ledge Syndicate.—WNU Features.

any other vehicle of similar size and, in many cases, has proven itself superior. This is of particular importance since it offers in one vehicle the basic functions of the tractor, light truck, passenger conveyance and mobile power unit with many specific functions in each of these four categories. It was not built specifically to compete with any highly specialized equipment, limited in function and representing heavy investment. Yet, it compares favorably with all of them. On the other hand, it was designed for constant use, all day the year around. This is in sharp contrast to the astonishingly limited hours of usefulness provided for the farmer by specialized equipment, which sits idle for many days. The jeep will rarely be resting.

Washington Digest

Radar Saved Britain— Will Remodel Industry

Electronics Proves of Great Value to American Air and Naval Forces During Present War.

By BAUKHAGE
News Analyst and Commentator.

WNU Service, Union Trust Building, Washington, D. C.

(This is the first of two articles by Mr. Baukhage revealing some of the remarkable achievements of radar and explaining how it operates.)

Little by little the world is learning more of the secrets hidden in that magic, five-letter word which, spelled backward or forward, means the same thing, but whose real meaning is still a mystery. I mean R-A-D-A-R.

I have written it down that way because its derivation is one mystery that we can reveal. Before it went into "classification," which is what they say in the army when they mean something can't be mentioned in public, radar was an important but little-known, copyrighted, commercial label. It is really four words in one: Radio Direction and Ranging.

Early in the war there were some stories printed about a German airplane which had a television camera in it which could send back pictures of the territory beneath it. Shortly thereafter all mention of such an apparatus stopped and the dark and mysterious career of radar began. Radar and television are not the same thing, but there are similarities and if we can believe that actors in a studio in the RCA building in New York can be seen out in Westchester county by people sitting under a television set, we can believe that another little gadget can register the presence and location of a distant object (like a plane or a warship) and, if it is moving, tell which way it is going and how fast.

Radar Will Soon Be Industries' Marvel

As I said, we knew the Germans had been working on such a device early in the war. This is how radar was born in this country:

Back in 1932 two scientists observed that something happened to a radio wave when it hit the wide side of a building and also when a ship went across its path. Research continued, but the war sent radar into hiding. On November 14, 1942, a Jap battleship slipping through the sea near the Solomon islands was suddenly struck by a salvo of shots from an American ship eight miles away. The Japs went down to Davy Jones' locker without knowing what hit them. They never saw the American ship which fired the shots. Nor did the Americans ever see the Japanese warship except as it appeared as a

about 30 miles away. He reported it to his superior, but that gentleman, knowing American planes were out at the time, took no action. Lockard was eventually given the Distinguished Service medal. The rest we had better try to forget while we still must "remember Pearl Harbor." Human service failed to carry the message that the Jap air fleet was coming, but radar had done its part of the job.

Radar has grown to be a giant since then. This is what "Impact," an official publication of the assistant chief of air staff (intelligence) says:

"The use of radar in military operations is in its infancy, but it has permeated every phase of air warfare. It is used in strategic bombing by both British and American heavies. It makes night fighting and intruder operations possible. It literally saved England in the battle of Britain. And it provided for the control and direction of virtually every day or night sortie flown by the TACs (tactical air force planes) during the winter (of 1944-45)."

The importance of the part which the American tactical air forces played from the battle of Normandy right up to V-E Day is acknowledged by everyone, though there may be differences of opinion as to the relative achievements of the various branches of the service. (Tactical bombing and strafing is that part of air force activity which is an integral portion of the individual land force operations, as such a part of the battle plan and its execution as the disposition of artillery. Strategic bombing is the "softening up," the long range air attacks.)

And radar was a vital part of the success of the tactical operations in Europe from D-Day on because of its help in getting a fighter-bomber to its target and getting it home again in weather which is too bad for normal operations.

It controlled night fighters, photo and mapping planes, picked out targets and kept track of enemy planes in the area.

To quote an official comment: "On the western front, despite constant overcast conditions during the last winter, the IX, XIX and XXIX TACs were able to operate at maximum strength continually. On the other hand, the 1st Tactical Air Force, which was without radar equipment last November, flew only two missions that month, one of these abortive because of the weather."

As to the long-range, strategic bomber, which has to cross half a continent to get where it is going, if bad weather envelopes it, radar is, of course, invaluable for keeping its location. Radar is also an integral part of the fire-control.

Commercial Aviation Will Profit Greatly

Speculation as to radar's ultimate possibilities are unlimited, both in war and peace. Any ordnance expert will tell you that a "controlled missile"—that is, a bomb such as the deadly German "V" bombs, which flew from Holland to England—can, with certain improvements, be made much more deadly. Not only can they be made to fly much farther—across the Atlantic, over the North Pole—but they can be accurately aimed and directed at an area such as a city and ruthlessly destroy it. Radar can do that and many other things it has not yet attempted. There are, likewise, an infinite number of ways in which radar can and will serve a peaceful world.

In commercial aviation, the man in the control tower, the traffic cop at the airport, will be able to locate all of the planes in the vicinity by day or by night, in cloudy weather and clear. And it must be remembered that regulating the traffic is going to be one of the most important problems of tomorrow's skyways, for there will be a tremendous increase in the number of planes which will be in use and a similar increase in their speed and size.

Radar can warn the planes themselves against collision and the presence of land masses, high tension wires, tall buildings or other obstacles to their flight. And, of course, will permit safe landing even in a dense fog.



Charming Nightgown For Summer Wear



A CHARMINGLY simple nightgown to make up in white rayon crepe, using two-inch white, embroidered beading to finish the V-neck and for the shoulder straps. Run narrow pink or blue silk or satin ribbon through the beading. Self material bandings will give a more tailored effect, if you prefer.

To obtain complete pattern and finishing instructions for the Beading Trimmed Nightgown (Pattern No. 5894) sizes small, medium and large included, send 10 cents in coin, your name, address and the pattern number.

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1,500 Children From Britain Still in U. S.
LONDON.—About 1,500 British children evacuated because of German air raids still are in the United States, and some don't want to come back, Education Minister Richard K. Law told commons. He said that more than 2,000 have returned and that all the rest could do so without difficulty if they were willing.

TELEFACT
GASOLINE RATIONING, U. S. 1945

Each symbol represents 5 million car owners

Gestapo Unit Is Found In Hiding in Zagreb
ZAGREB, YUGOSLAVIA.—A unit of the sinister Abserstelle—the inner circle of the gestapo—has been uncovered by Yugoslav police here, foiling apparent plans to keep alive Nazi ideology through underground methods.
A high Croatian government official said recently that the unit had a headquarters equipped with radios and evidently was just getting ready for operations.

BARBS... by Baukhage

Ad in personal column—"Literate lass looks for laughter in letters." Then don't open your mail, lassie, on the first of the month.

A French paper says that French girls don't like the G.I. brand of love-making. However, there is a considerable shortage on the home-front and the product still has a good potential domestic market.

Remember way back when about the only thing a soy bean was good for was to provide sauce for chop suey?

The Metropolitan Life Insurance company has discovered that divorced and widowed persons can get a new mate more easily than spinsters and bachelors can get their first mate.