

WWII North African SAS Jeeps, primarily modified Willys MBs or Ford GPWs, were specialized, heavily armed reconnaissance vehicles used from 1942 for deep-penetration desert raids. Conceptualized by David Stirling, they were stripped of non-essentials—like windscreens—to increase fuel, water, and ammunition capacity, allowing patrols to operate hundreds of miles behind enemy lines. [1, 2, 3]

Key Features and Modifications:

- **Firepower:** Typically armed with twin-mounted Vickers K .303 machine guns and a rear-mounted Browning .50 caliber AN/M2, allowing them to destroy aircraft on the ground.
- **Endurance:** Equipped with massive jerry can storage for petrol and water, plus specialized water condensers on the radiators to manage intense heat.
- **Navigation & Armor:** Used Bagnold Sun Compasses for desert navigation, with sand mats strapped to the sides and occasionally, makeshift armor plating.
- **Tactics:** Known for hit-and-run attacks, notably at Sidi Haneish Airfield in 1942, where they destroyed 37 aircraft, severely impacting Axis supply lines.
- **Origins:** The SAS grew from L Detachment, created in 1941, to carry out small-scale sabotage before developing into a fully motorized raiding force. [1, 2, 3, 4]

These vehicles enabled the SAS to act as a highly mobile, "stealth and firepower" unit, operating independently of standard supply lines. [1, 2]

