

ISSUE 176
JANUARY 2016

£4.40

CLASSIC MILITARY VEHICLE



GRIZZLY STORY

Jez Marren's
freshly restored
Sherman M4A1

incorporating

**MILITARY
MACHINES**
INTERNATIONAL



**Russian
BTR-90**
under the
spotlight



Time for a cuppa?

Wartime mobile canteens

CHEVY HUC COMMAND CAR



THE DUTCHMAN TANK



TYPE 128 'BIG AMPHIBIAN'



9 771473 777126



Cherished Vehicle Insurance

Classic Military Vehicle Insurance for your pride & joy



- 30%** 30% discount for members of **MVT, IMPS, HMVF** or any other **recognised** Military Vehicle Club.*
- £** Nil excess - Accidental Damage Fire & Theft.
- 90** Free 90 days Comprehensive EU driving cover.
- ✓ Free and simple Agreed Value option.
- ✓ Multi vehicle policies available.
- 👤** Member to Member Driving of other vehicles cover.**
- 3.5*** Heavy Military Vehicle Breakdown policies available.

*To qualify for a 30% discount simply provide your Military Vehicle Club membership number. Subject to minimum premium.

**Subject to both parties being insured with Cherished Vehicle Insurance's Military Vehicle scheme. Please ask for details.



0333 003 8162

www.cherishedvehicleinsurance.co.uk



Calls to 0333 numbers are charged at 'normal' rates from landlines. They are also normally included in call allowances on mobiles.

Cherished Vehicle Insurance is a trading name of Canopus UK Specialty Limited who are authorised and regulated by the Financial Conduct Authority. Registered in England No. 00743268, Registered Office: 1st Floor, 1 Kings Court Business Park, Charles Hastings Way, Worcester, WR5 1JR CVI 086 03/15

EDITORIAL

Editor: Ian Cushway ian.cushway@keypublishing.com

Contributors: Dave Hardway, David Fletcher, Geoffrey Fletcher, Scott Smith, Ian Stead, Andy Stead, Nigel Hay, Les Freathy, Diana Hawkins, Paul Hazell, Peter McNeil, Duncan Nicholson, John Norris, Jim Kinnear, Jon Hickman, Jon Burgess, James Taylor, John G Teasdale, David Gilbert, Alain Henry de Frahan, Ian Young, John Blackman, Carl Schulze, Tim Bolton, Dimmen B Van Herwaarden, Karl Ludvigsen, Piotr Mariusz Radomski
Designer: Sean Phillips, AT Graphics Ltd

ADVERTISEMENT SALES

Group Sales Manager: Brodie Baxter
tel: +44 (0)1780 755131
brodie.baxter@keypublishing.com

PRODUCTION

Design and Colour Repro: AT Graphics Ltd
Production Manager: Janet Watkins
Advertisement Production: Danielle Tempest
danielle.tempest@keypublishing.com

MARKETING

Group Marketing Manager: Martin Steele
Marketing Manager: Shaun Binnington

MANAGEMENT

Publisher and Managing Director: Adrian Cox
Executive Chairman: Richard Cox
Commercial Director: Ann Saundry

SUBSCRIPTIONS/MAIL ORDER

PO Box 300, Stamford, Lincs, PE9 1NA, UK
Tel: +44 (0)1780 480404 Fax: +44 (0)1780 757812
Email: Subscriptions: subs@keypublishing.com
Email: Mail Order: orders@keypublishing.com
Or order online at www.keypublishing.com/shop

Readers in the USA can place subscription orders by visiting our website as above or by calling toll free 800 676 4049 or fax 757 428 6253 or by writing to CLASSIC MILITARY VEHICLE, 3330 Pacific Ave, Ste 500, Virginia Beach, VA23451-9828. CLASSIC MILITARY VEHICLE is distributed in the USA by Mail Right Int., 1637 Stelton Road B4, Piscataway, NJ 08854. Periodicals Postage Paid at Piscataway, NJ and additional mailing offices.

POSTMASTER: Send address changes to: CLASSIC MILITARY VEHICLE, Key Publishing Ltd, c/o MailRight International Inc., 1637 Stelton Road B4, Piscataway NJ 08854.

DISTRIBUTION

Seymour Distribution Ltd: +44 (0)20 7429 4000

PRINTING

Precision Colour Printing Ltd

ISSN: 1473-7779

All rights reserved. The entire content of CLASSIC MILITARY VEHICLE is © Key Publishing 2015. Reproduction in whole or part and in any form whatsoever is strictly prohibited without the prior permission of the Publisher.

While every care is taken with submissions, the Publisher cannot be held responsible for any loss or damage incurred. All items submitted for publication are subject to our terms and conditions which are regularly updated without prior notice and downloadable from www.keypublishing.com.

We are unable to guarantee the bona fides of any of our advertisers. Readers are strongly recommended to take their own precautions before parting with any information or item of value, including, but not limited to, money, manuscripts, photographs or personal information in response to any advertisements within this publication.

PUBLISHED MONTHLY BY

Key Publishing Ltd, PO Box 100, Stamford, Lincs, PE9 1XQ
Tel: +44 (0)1780 755131
Fax: +44 (0)1780 757261
Website: www.keypublishing.com



Contents

04 OPENING SHOT!

In search of the ultimate camper for the 2016 show season?

06 REVIEW

The latest happenings from the classic military vehicle world, with news of two Jeeps at auction and three new books reviewed.

12 TWO OF A KIND

★ COVER STORY ★

Making one good M4A1 Grizzly out of two was no problem for enthusiast Jez Marren.



18 THE DUTCHMAN

★ COVER STORY ★

David Fletcher profiles the Vickers-Armstrongs versatile Mark IIIB tank.

24 GOOD DAY AT THE OFFICE

★ COVER STORY ★

This ultra rare Chevrolet HUC Command Car is one of just a handful of survivors.



32 FANCY A CUPPA?

★ COVER STORY ★

The mobile canteen must have been a welcome sight for those in the forces, but do you know how they came about? We reveal all...

39 COMMANDING STYLE

James Taylor looks at Rover staff cars of the 1970s.

45 A BRIDE IN WAITING

★ COVER STORY ★

James Kinnear extolls the many virtues of the Russian BTR-90 Rostok wheeled APC.



FRONT COVER

Page 12, this Sherman Grizzly was the ultimate military cut 'n' shut before undergoing an extensive restoration...



50 SINK OR SCHWIMM

★ COVER STORY ★

We're all familiar with VW's Type 166 Schwimmwagen, but less is known about its bigger predecessor the Type 128...



58 FROM THE ARCHIVES

Proving what a tight fit the Tetrarch tank was in the Hamilcar glider.

60 MILITARY & FLYING MACHINES SHOW

John Blackman went to Essex to report on events.

68 COMING NEXT

Find out what's in next month's issue.

70 SHOWTIME

A round-up of forthcoming shows and military fairs.

72 THE MILITARY VEHICLE MARKET

Find out about the movers and shakers in the military vehicle market, courtesy of Milweb's Nigel Hay.

74 MV PRICES

Our bang up to date listing of current vehicle values.

82 ECHOES OF WAR

It's all about the bike!

SUBSCRIBE AND SAVE – PAGE 66

There's never been a better time to subscribe. A subscription to Classic Military Vehicle will ensure you receive every copy, post free, before the official on-sale date, while making a substantial saving on the cover price.

OPENING SHOT

CARRY ON CAMPING!

There's no doubt the Bedford MJ makes an excellent show wagon, especially when fitted with the coms box on the back. Despite the fact that lots have gone to Ghana and Guiana, you should still be able to find a cheap one here. In fact, when we looked, one with a box was selling for just £4,225 on the nation's favourite internet auction site. Another option is to pick up a Cargo truck for between £3,000-£4,000 then spend another £1,500 on a box to put on the back. When looking at examples for sale, always check the cab because the floors can rot out, as can the metal around the rear window. The 5.4-litre six-cylinder turbodiesel engine is as tough as nails, but tricky to work due to poor access. The spares situation is pretty good, so maintenance shouldn't be too difficult. The key is to ignore the ones that have been got at and buy the most complete example you see, preferably with a good set of tyres fitted. Bear in mind, there's no power steering – so if you're tempted to buy one for the 2016 show season, renew your gym membership and build up your biceps first!





NEWS & REVIEW

A round-up of military-vehicle related news and products.
Send news items to ian.cushway@keypublishing.com

Despatches



No doubt you'll have heard of the term 'cut 'n' shut' when it comes to dodgy cars. It's when the back half of one car is welded to the front of another – usually when the opposite ends of both have been damaged beyond repair in a smash. The hope is that after an awful lot of jiggery-pokery, the end result can be sold on to an unwitting buyer for much more than the sum of the two write-offs that have been used in its construction. Needless to say, in reality the new owner will be driving a potential deathtrap that's worth virtually nothing. Incredibly, the rare Sherman Grizzly you see on the cover once started off as two different tanks – the only difference being that having undergone an extensive restoration, it's worth considerably more than a few buttons. Oh, and it's not likely to fall apart anytime soon, either. The great thing is that it's a cut 'n' shut but in reverse because out of the one tank, the 'second' Grizzly is currently also in the process of being restored. Now, how many car cut 'n' shut stories have that kind of happy ending?

Ian Cushway



RANSOME & MARLES COMMEMORATION



A one day event is planned for Sunday 6 March 2016 to commemorate the 75th anniversary of the Luftwaffe attack on the Ransome & Marles bearing factory in Newark-on-Trent and military vehicle owners and re-enactors are invited to come along and get involved.

The commemoration is a joint venture between Newark Air Museum and the NFS and AFS Vehicles Group who specialise in re-enacting wartime and post-war firefighting activities of the National Fire Service and Auxiliary Fire Service; and hopefully Newark Town Hall, Newark Cemetery, NSK (TBC) and other likeminded organisations.

This will be part of the weekend of commemorative events, starting at 1:30pm on the Saturday outside the Town Hall with the reading of the names of the 41 people killed, and culminating at the cemetery on the Monday where 30 of the 41 are buried.

The main event at the museum will be a major air raid demonstration organised by the NFS and AFS Vehicles Group, who are well-known in 1940s circles for their realistic demonstrations at Woodhall Spa, Rufford, and the Newark Fire Show. The demonstration will start at 1:25pm, the actual time of the air raid 75 years ago, and the events in the aftermath of this will run all afternoon.

To help make the day even more memorable the museum is looking to invite visiting displays and participants relevant to that time, including re-enactment groups, particularly those portraying factory workers (the more the better), ARP, rescue, police, fire service, WVS, ambulance, Home Guard and British Army, wartime and pre-war cars and military vehicles. For further details about how to get involved email events@newarkairmuseum.org



CVRT Scimitar Armoured Reconnaissance Vehicle, Fitted Cummins BTA 5.9lt Turbo diesel, Automatic Gearbox with Neutral turn capability, Maximum road speed 72 km/h, Range 750 km, etc, 820 miles, Excellent condition, **Guide price £39,995 (1 Available)**



Alvis Stormer Tracked Armoured Recon Vehicle, Fitted Perkins 6-litre, 6-cylinder, Crew: Driver, Commander plus 2 pax, year 1992, low mileage, Excellent condition, **Guide price from £12,500 (6 Available)**



Spartan CVRT Dieselised APC, Fitted Cummins BTA 5.9lt Turbo diesel engine, Maximum road speed 72 km/h, Range 750 km, The vehicle can carry up to 7 personnel, including 3 crew members, Mileage 1296, Hours 502, Excellent Condition, **Guide price £19,995 (1 Available)**



Land Rover Wolf 90 300Tdi Hard Top RHD, Fitted 300Tdi engine, 5 speed R380 gearbox, Hi/Low transfer box with centre diff lock, full FFR installation kit, 24-volt electrics, PAS, front and rear disc brakes etc, Mileage from 45110km, **Guide price from £10,995 (6 Available)**



Wolf 130 Battlefield Ambulance RHD, Fitted 300Tdi engine, 5 speed R380 gearbox, Hi/Low transfer box with centre diff lock, PAS, front and rear disc brakes, heavy duty chassis and axles, Goodyear G90 tyres, spare wheel, low mileage, Year from 1997, runs and drives well, Very good condition, **Guide price from £15,750 (5 Available)**



The DAF 4x4 Truck, Cargo capacity of 5000kg, Fitted Cummins 5.9 ltr Turbo Diesel, permanent 4x4, Hi Lo Ratio with Diff Lock, PAS, Air brakes, Nato style rear hitch, Engine power 145hp, Maximum road speed 89 km/h, Range 500 km, Year from 1994. **Guide price from £4,500 (40 Available)**

WITHAM (SPECIALIST VEHICLES) LTD



UK Sales & Marketing Agent for all Ministry of Defence Vehicles & Mobile Plant.

Honey Pot Lane, Colsterworth, Grantham, NG33 5LY Tel: 01476 861 361 Fax: 01476 861 441

Email: sales@mod-sales.com

MALVERN



4x4 Spares Day



**WYE HALL • THE THREE COUNTIES SHOWGROUND
MALVERN • WORCS • WR13 6NW**

on SUNDAY 10th JANUARY 2016



INDOOR 4X4 SPARESDAY • LOADS OF DRIVE IN UNDERCOVER SPACE PLUS OUTDOORS AREA

- > New, Used, Obsolete, Rare, Ex-Military Spares
- > Plus Off Road Accessories
- > Tools and Parts

BUY & SELL ALL TYPES OF LAND ROVER SPARES & ACCESSORIES



**6M X 6M INDOOR PLOTS FROM £30 EACH,
OUTDOORS FROM £25 (ANYSIZE)
TRADERS FROM 7AM-9AM**

(ALSO SAT PM SET UP)

PUBLIC FROM 9.30AM £6.50 PER ADULT

Stand Bookings or further info call Mark Woodward 01697 451882 (office hours)

**Event Organised By The Newbury Spares Day Team • Europes Biggest Land Rover Autojumble
www.4x4sparesday.co.uk or www.markwoodwardclassicevents.com**

**PETER JAMES
INSURANCE**
Tel: 0121 506 6040



JEEPS UNDER THE HAMMER

Tim Bolton reports on the auction of two wartime Jeeps...

In the space of less than ten days two nicely restored Jeeps came up for auction at separate sales in the West Country. On Thursday 15 October Dukes of Dorchester offered a 1942 example stated to be in "well kept running order" that was first registered in 1947. The pre-sale estimate was £10,000-£15,000, which, from the appearance in the photograph did not appear to be over optimistic. Come the day of the sale bidding started at £5000 and the hammer finally fell at £10,500.

On Saturday 24 October at a site on the outskirts of Chippenham, Richard Edmonds Auctions offered a 1942/43 Jeep and Bantam trailer combination which was summarised rather boldly in the description as being "believed to be the best restored example in the UK." This no doubt led to the quite ambitious pre-sale estimate of £30,000-£32,000 for the combination, the auctioneer thinking this to be achievable given that a Jeep had sold recently at the

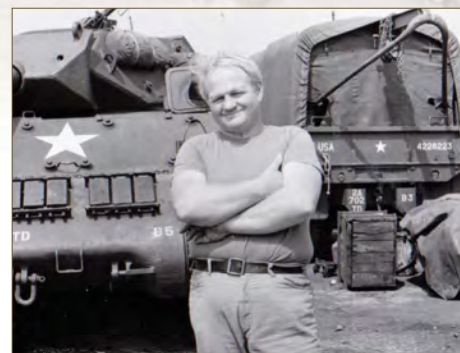


Goodwood Revival meeting for a similar figure. The restoration was said to be 'superb' and there was a photographic record of the restoration available together with earlier MoT certificates. Come sale day though normality prevailed, with the pair selling for a hammer price of £24,500, which is about the present market value.

Photographs courtesy of Dukes Fine Art Auctioneers and Richard Edmonds Auctions.



PETER GRAY REMEMBERED



George Kimmins is organising a get together for friends of the late Pete Gray on Saturday 23 January 2016 at the Scout Hall, Church Lane, Ashington, West Sussex. It kicks off at 1pm and is expected to draw to a close at around 5pm. All are welcome and, according to friends of the classic military vehicle collecting pioneer, it is likely to be a 'sizeable do'. For more information, call George Kimmins on 01903 872787.

WRITE TO REPLY!

LANGCHESTER LEGACY

Having read David Fletcher's piece on Lanchester armoured cars in your October issue I thought this photo dated 14 December 1934 might be of interest. The caption on the reverse confirms that it is of the 12th Lancers preparing their armoured cars at Tidworth, Hants, prior to joining the British contingent of 1500 troops which formed part of the international force in the Saar.

Alby Anderson, via email



Specialist Insurance for Military Vehicles

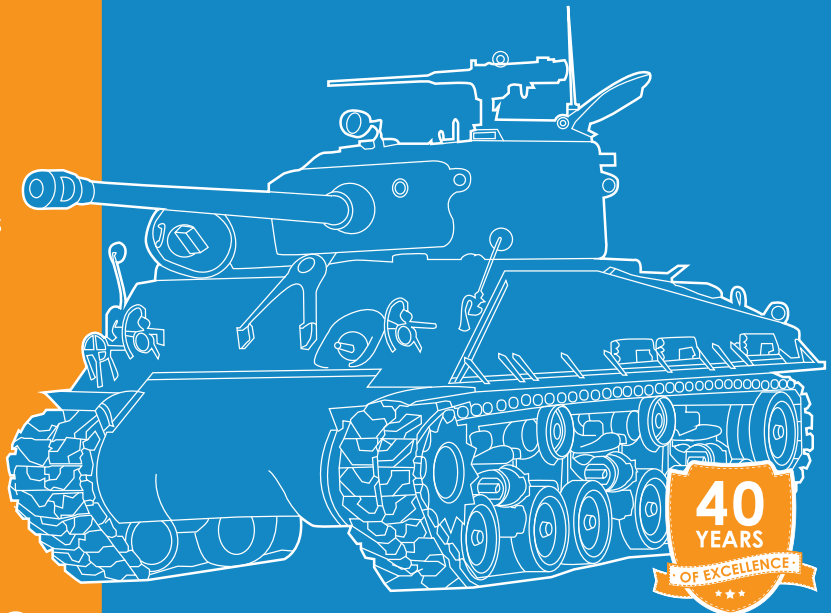
Adrian Flux Insurance Services know how much your classic military vehicle means to you. That's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Cheaper Insurance



Benefits available can include:

- FREE Legal Cover
- Agreed Value
- Q-plates Cover
- Rally Events
- Limited Mileage Discounts
- Modifications Cover
- Collections Cover
- Club Member Discounts



Policies from
£76**

Classic insurance redefined.

Tailor your classic military vehicle insurance policy to suit your needs. To discover the Footman James difference, call our friendly UK team for a quote today.



Part of the Towergate Group

0333 207 6021
or visit footmanjames.co.uk



FJ+ Classic benefits included*:	
+	Salvage retention
+	Shows and events
+	Spare parts (up to a limit of £250)
+	European motoring (up to 35 days per trip)
FJ+ Cover options*:	
+	Agreed value
+	Drive to work
+	Wedding hire cover
+	and many more
Specialist rates for club members	

Classic Car | Classic Bike | Modern Car | Modern Bike | Kit Car | Collectors | Classic Motor Trade | Household

*All cover is subject to insurers terms and conditions, which is available upon request. **Premium example based on: 1949 Willys Jeep. Value: £5000. Main policy only and does not include any FJ+ cover options. All premiums assume the vehicle is not the main car and includes Insurance Premium Tax. Male driver aged over 25 years old, 2000 annual limited mileage, and full clean driving licence with no claims or convictions. Member of associated club. Postcode OX10, vehicle garaged with no modifications. Includes a £10 arrangement fee.

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. ADCC203.11.14

5 MINS WITH...

We grab a quick chat with Mike Lopez from Engine Carbon Clean North East...

CMV: So who are you, where are you based – how long have you been going?
Oakfields was established in 2000 – we are an independent Land Rover specialist, based in Thornaby-on-Tees in the North East of England. In June 2015 we became the North East representative for h2gogo's Engine Carbon Clean franchise network in the UK.

CMV: What do you do?
General garage services, specialising in engine carbon clean. The engine carbon clean service uses hydrogen technology to help remove harmful carbon build-up in a vehicle's engine via a thorough 'detox'. The effects are immediate, noticeable and long lasting.

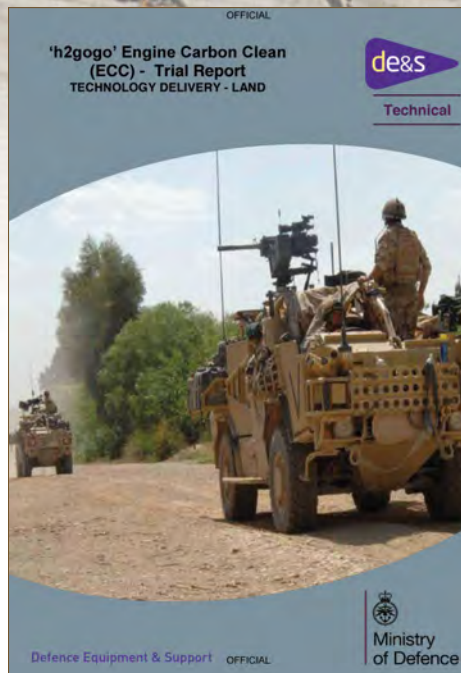
CMV: So do you see many military vehicles, what are the benefits?
Working with the MoD we have provided the service to various military vehicles including Panther, Jackal and Spartan tanks. The benefits include improved performance, smoother running and more responsive engines, as well as reduced emissions.

CMV: How long does it take, how much does the treatment cost?



Our engine carbon clean treatment starts at £99, and the service takes between 30 minutes and one hour depending on the size of the engine. We can carry out the service on any internal combustion engine, petrol or diesel up to 100-litres.

CMV: To sum up, it's worth doing then?
Independent MoD results show that the system had a cleaning effect on the engines which would increase the engine's performance and a give a possible increase



in the engine's lifespan, by reducing the regularity of engine cleaning and maintenance requirements, making substantial savings.

CMV: How do military vehicle owners get in contact?

Call us on 01642 956110, 07766 789 552 or visit www.oakfieldsservices.co.uk

Engine Carbon Clean can also be contacted on 01494 817174 or www.enginecarbonclean.com

READ ALL ABOUT IT...

BRITISH MILITARY LAND ROVERS

Renowned military vehicle historian Geoff Fletcher along with regular CMV contributor James Taylor have contrived to provide a uniquely detailed study of leaf-sprung Land Rovers supplied to the British Army, Navy and RAF between 1948-85. There's even a section on 'specials'. Their tome includes descriptions of the many different types of vehicles issued, including exhaustive lists of the actual vehicles delivered. Illustrated by over 350 photographs, many of which have never previously been seen, it's the perfect database for Land Rover lovers and military vehicle enthusiasts alike. In fact, it's so good we'd go as far as to suggest it's a must-have book for anyone interested in the subject.

Herridge & Sons Ltd, £35
hardback – ISBN: 978-1-906133-65-8

WEAPONS AND FIGHTING TACTICS OF THE WAFFEN-SS

The military achievements of Hitler's elite during WW2 were due in no small part to the hardware they deployed. This book by Stephen and Russell Hart examines the weaponry and tactics they used, including the small

arms, anti-tank weapons, armoured personnel carriers and tanks that were called upon by the Waffen-SS between 1939-45. It goes without saying that the chapters that interest us most are the ones which talk about the Panzer and Tiger and their various battle tactics. A definite bookshelf addition for classic military vehicle lovers and re-enactors alike.

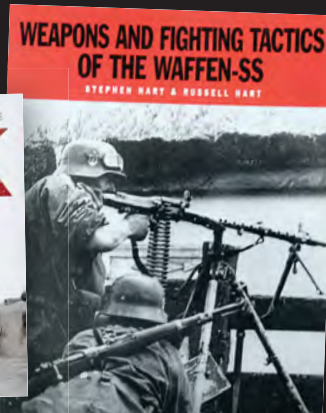
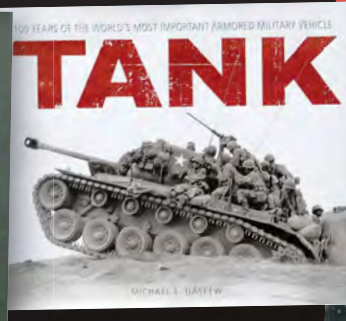
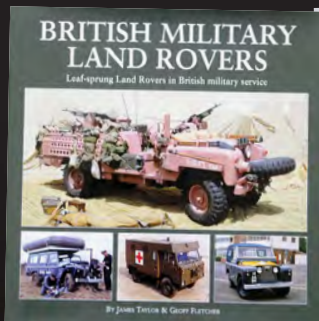
Amber Books, £19.99 paperback
– ISBN: 978-1-78274-312-5

TANK – 100 YEARS OF THE WORLD'S MOST IMPORTANT ARMORED MILITARY VEHICLE

Having celebrated its centenary in 2015, it seems fitting to chart the evolution of the tank from its early origins to the first fighting tanks of the Great War and

the iconic tanks of WW2, through to the tanks used during the Cold War and the latest technical marvels that ready themselves for future conflicts around the world. Author Michael E Haskew provides an informed dialogue, supported by quality archive images to illustrate how the tank's last 100 years have unfolded. There are more detailed books around and most of the contents have already been covered elsewhere, but it covers all the bases and provides a useful historical setting to the way tanks developed to cope with different battle situations.

Zenith Press, £25 hardback
– ISBN: 978-0-7603-4963-2



MILITARY VEHICLE INSURANCE

We understand that your military vehicle is unique, that's why we can provide a competitive insurance quote that's unique to your individual needs. To find out how much you could save on your Military Vehicle Insurance contact us today and let us find you the best deal from our panel of insurers.



0800 668 1773
www.bginsurance.co.uk

- FREE** Agreed Values[†]
- FREE** Green Card Cover[†]
- DISCOUNT** for members of Military Vehicle Clubs
- DISCOUNT** for Limited Mileage



BG Insurance is a trading style of Barry Grainger Ltd, who is authorised and regulated by the Financial Conduct Authority. Calls may be recorded for monitoring and security purposes. Company Registration Number: 3957323, FCA Registration Number: 305659. *Terms & conditions apply, speak to one of our representatives for details.

PilotPro Plasma Cutters

2 Year Warranty

Only **£589**



PilotPro 40A
 Single phase
 Pilot arc 6m torch
 15mm clean cut in steel
 18mm severance in steel

60% duty cycle at full power

0844 822 80 40 0844 822 80 48
We Have Moved To Bigger Premises - Unit 1, NG12 5HN



All machines now fitted with Euro quick connection uprated Parker / Trafimet industrial torches together with further improved machine specification

IndustriCut Super Heavy Duty

3 Year Warranty

NEW!



IndustriCut 70A
 3 Phase
 Pilot arc 6m torch
 30mm clean cut in steel
 38mm severance in steel

Only **£1579**

PlasmaPart Inverter MMA Welders

Only **£729**



Pilot Pro 50A
 Single phase
 Pilot arc 6m torch
 21mm clean cut in steel

2 Year Warranty

Only **£279**



MMA 200
 Single phase
 3m Leads
 Genuine 20-200A DC output
 Welds most rods including 4043 Aluminium

2 Year Warranty

Only **£349**



MMA 140A 110V Site
 110V 32A Input
 6m leads
 100% Duty Cycle @ Full Power
 Genuine 20-140A DC Output
 Welds most rods including 4043 Aluminium

5 Year Warranty

Only **£399**



MMA 200CI
 Single phase
 6m leads
 100% Duty Cycle @ Full Power
 Genuine 20-200A DC Output
 Current Meter
 Welds most rods including 4043 Aluminium

IndustriCut 80A
 3 Phase
 Pilot arc 6m torch
 32mm clean cut in steel
 40mm severance in steel

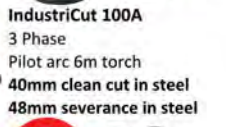
Only **£1789**



Only **£2049**

IndustriCut 100A
 3 Phase
 Pilot arc 6m torch
 40mm clean cut in steel
 48mm severance in steel

Only **£2179**



IndustriCut 120A
 3 Phase
 Pilot arc
 50mm clean cut in steel
 65mm severance in steel

Only **£2179**



REALLY BIG MACHINES...

Thousands of these machines sold, we have the best warranty available. If you have a problem with your machine we will pick it up, repair or exchange and you will be working again in 48 hours! we think this is the best out there and strive to help you.

Can't see what you need? call us we are happy to help

20,000 product lines
 plasma welding
 abrasives
 safety
 consumables
 spares

Many more products online or call us

www.PlasmaPart.com

TWO OF A KIND

John Blackman talks to Jez Marren about his freshly restored M4A1 Grizzly



Jez Marren debuted his M4A1 Grizzly at War and Peace Revival 2015 where it took part in the battle scenarios to good – and loud – effect.

A recently published estimate suggested that there are as many as 30,000 cut-and-shuts on Britain's roads. By and large these are cars cobbled together by unscrupulous motor traders who have welded the good front half of one insurance write-off to the good rear half of another, and concealed the fact in the pursuit of profit. Indeed, you need not search far on the internet to find tales of such cars dangerously separating into their component halves when involved in another accident. Of course, the practice of using components from several cars to make one or, for instance, producing a stretch limo or the like by cutting an existing vehicle and inserting a section between the two halves, is not illegal. It is all a matter of how it is done and whether the result meets stringent safety standards.

How is this relevant? Well, you see before you an extreme, not to say impressive, example of cut-and-shut: Jez Marren's M4A1 Grizzly. I was about to write something to the effect that it is a survivor of the 188 Grizzlies produced at Montreal Locomotive Works during late 1943, which is true except that it is actually based upon the halves of two

surviving Grizzlies welded together. The MV enthusiast's ultimate cut-and-shut you might say, and certainly not one likely to split apart at the first knock.

TV STAR

Some of you may recall a cable TV series called *Tank Overhaul*, the first series of which aired back in 2007. Made by a

Canadian production company, it looked at various armour restoration projects undertaken by teams in, for the most part, America and Britain. It was interesting but sometimes frustrating programme because such restoration projects are generally long drawn-out affairs beyond the scope of a short TV series, and one was occasionally left wondering what happened next as the credits rolled. For example, programme three, during which the TV crew visited the now-defunct Isle of Wight Military History Museum where managing director Dave Arnold and his team were embarking on an ambitious project to turn two knocked-about Sherman hulls into one good hull. And so they did. But what happened next? How did the restoration proceed?



Jez Marren looking pretty pleased with Hannibal's performance.

FULFILLING A DREAM

By now the penny should have dropped that what happened next was Jez Marren. For it was he who purchased both the Grizzly cut-and-shut featured in *Tank Overhaul* and, a few months later, the cut-and-shut made from the left-over, more damaged, halves that Dave Arnold and his team subsequently joined together off-camera. For Jez, getting a Sherman was the culmination of an ambition that dated back to when he was 16. At that age owning a Sherman was probably more of a dream than an ambition; he couldn't even afford the Willys Jeep he hankered after. But a Champ was within budget so that was what tided him over for some 13 years until he managed to get a Jeep which was, as he puts it, his "first proper WW2 vehicle."

He's had plenty since. We've probably missed a few out here but after the Jeep came an International half-track, then an M8 armoured car followed by a Ford GP prototype. A Harley-Davidson WLC which he had acquired made way for a 41-WLA then 42-WLA, what we would understand as the



Jez wants to put in a few more hours getting the interior sorted to his satisfaction but here is a view across the fighting compartment, left to right.

standard military Harley. A Dodge WC5 also joined the Marren collection followed by two M8 armoured cars and then, around five years ago, he purchased the two Sherman projects that had featured in *Tank Overhaul*.

The Grizzly was basically a Canadian-assembled M4A1 based around a hull and turret cast by the General Steel Castings Corporation – the hull at its Commonwealth Plant in Granite City and the turret from its foundry in Eddystone, Pennsylvania. Hence the 'G' logo visible on Grizzly glacis plates (when not covered by kit as per Jez Marren's example) stands for 'General Steel' not 'Grizzly'. There were a few differences between the Canadian Grizzly and US-built M4A1s with the most obvious being the use

of CDP (Canadian dry pin) tracks which did not require the use of rubber, a valuable commodity at the time. The CDP track also necessitated the use of 17-tooth drive sprockets rather than the 13-tooth types found on US-built M4s.

GAME OF TWO HALVES

Of course nothing is known of the war service of Jez's two Grizzlys but they were in the batch supplied to the Portuguese Army by Canada in the mid-fifties as part of a military aid programme. Three decades later, once surplus to requirements, they were among a number of ex-Portuguese Army Grizzlys and Sextons that were shipped to the UK and, rather ignominiously, ended



Below: It is said that the British Army requested that turret pistol ports remain a feature of Lend Lease Shermans although the US Ordnance Department had directed in the spring of 1943 that they be deleted from Shermans destined for US forces. Grizzly turrets, however, were cast by General Steel in Pennsylvania and did not have turret ports.



THE RESTORATION OF



Following the Tank Overhaul TV programme nothing much happened beyond a film of rust. This is what Jez started with.



First the wheel stations were overhauled and refitted so giving Jez a rolling chassis.



Little of the tin work was usable but it at least provided patterns so replacements could be made.

up as hard targets on the MoD's Otterburn training area in Northumberland until rescued by David Arnold.

As one Grizzly hull had significant damage to the front and the other to the rear, Arnold elected to chop both hulls apart and join the two good (relatively speaking) halves together. Easier said than done of course. The key to the success of the exercise (apart from making accurate cuts in the first place) was the mounting of the resulting halves – aligned by fitting the turret ring which ‘bridged’ both parts – in a revolving welding jig. Imagine a giant rotisserie but with the Grizzly in place of a suckling pig and you’ll

get the idea. The point of the jig was to allow Arnold to always weld downwards so that gravity drew weld into the armour. And there was certainly a lot of welding to be done. Apparently some 5 miles (8km), or 66 lb (30kg), of welding wire was used.

So what happened subsequent to the TV programme? Not much, unfortunately, at least until Jez Marren appeared on the scene and snapped up both hulls. “Both had nil internals other than the remnants of the original turret baskets and shot up fuel tanks,” Jez now says, “nothing of which was salvageable. But they were good for showing what the parts should look like.

I’ve spent hundreds of hours searching the internet to buy original parts where possible. And if I couldn’t buy original parts I borrowed what I needed from either Carl Brown, Adrian Barrell or Tey Restorations, and made duplicates.”

The first thing Jez had to do was to get the wheel stations complete and back on so that he had a rolling chassis. Then it was a case of getting the gearbox and differential functional. “An engine was bought from Chris and Terry Till and rebuilt by Carl Brown’s C & C Military. We then had the propshaft made and started work on the turret, the hydraulics and all the other mechanical components,” explained Jez.

“Tey Restorations worked on the main gun’s recoil mechanism and painted and fitted some of the component parts to the new turret basket which had been made by Adrian Barrell to whom I sent the two originals. When it came back we started fitting the motors and electrics, the hydraulic



Hannibal's ‘snug’ driving position.



Hannibal's Continental R975 nine-cylinder radial was rebuilt by Carl Brown's C & C Military.

M4A1 GRIZZLY

Photos courtesy of Jez Marren



A rolling chassis with the three-piece transmission housing in place.



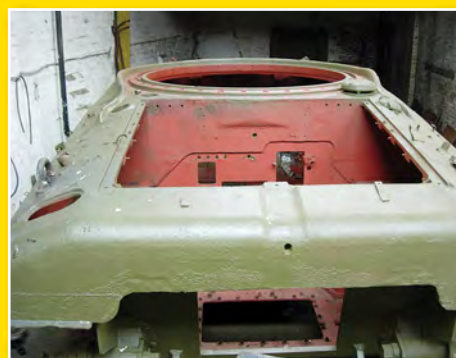
Jez and his team fabricated such items as new light guards.



Above: Neither of the two battered, original, turret baskets were usable...



...so a copy was fabricated.



A rear view with the turret ring in place.

reservoirs and all the other many parts. The wheel stations and track fitting we did ourselves, plus all the additional welding of the hull and repairs to the turret ring and the fitting of pioneer tools, headlamps, towing loops... all that we did in-house as well as all the painting. Any castings I needed I got done at a local foundry and we did the machining to finish them off."

DRESSED FOR THE OCCASION
Inevitably, when the Grizzly, dubbed *Hannibal*, debuted at the 2015 War and

"Imagine a giant rotisserie but with the Grizzly in place of a suckling pig and you'll get the idea.."

Peace Revival there were still things to be done, as Jez explained: "A good mate of mine, Mark Almond, who is in the credits of the film *Fury* for prop-dressing, came up one Saturday morning and helped me put

the kit on to get the effect right but there are a lot more hours we want to put in to really finish it off and tidy it up, particularly inside. I'll also be putting American tracks on. There

isn't a lot of difference, just in pattern. The outside hangers are the same. Most people wouldn't notice."

And what of the second, 'bad', Grizzly? "It is now complete as a hull and chassis." Jez confirms. "There's none of the battle damage left and we are now at the stage where we are stripping the six wheel stations ready to get it into a rolling chassis. We've also repaired the turret and turret ring. A younger friend of mine is very interested in buying it so he'll finish the job under my guidance. I'm going

As *Hannibal* prepares to open fire, note the 17-tooth drive sprocket necessary to run Canadian dry pin tracks.






Above: The gunner's position showing his sight and periscope.



Above right: Because the US Ordnance Department had decreed that US-produced Shermans would be manufactured with a one-piece differential housing by September 1943, it has to be concluded that the Grizzly was the last M4-family gun tank to be produced with the three-piece housing.



to help him through the project. I've already lined up around 80% of the parts needed. The main things missing are the gun mount and engine. Pretty much everything else is there to restore it."

So it seems as if we have yet another top-notch M4 to look forward to in the foreseeable future. They'll soon be as common as FV432s... well, no. I jest. But we can live in hope. 



Above: The co-driver/machine gunner's spot.
Above left: Hannibal's live-firing .50cal.

Below: At this angle you get a chance to admire the bits of kit and stores that dress Jez's Grizzly.





**CHELMSFORD
MILITARIA**



Chelmsford Militaria Fair

Next Fair Date Sunday 24th January

Marconi Social Club, Beehive Lane,
Chelmsford, Essex. CM2 9RX

Open 10AM - 2PM

Two halls of dealers selling quality militaria
for the discerning collectors and reenactors.

Refreshments available.

TRADERS: 6ft table in advance £25

Future 2016 Dates:

Apr 17th, Sept 25th, Oct 30th and Dec 4th

*Deacts, inert & ammo, weapon
accessories available at online shop.*

See website for more information:

www.chelmsfordmilitaria.com

Chatham Fair

**Next Fair Date
Sunday 10th January**

Historic Dockyard,
Chatham, Kent. ME4 4TZ

Trade from 5:30AM and Public from 7AM

Most fairs are on the 2nd Sunday
of each month

Future 2016 Dates

Feb 14th, Mar 13th, Apr 10th, May 8th, Jun 12th, Jul 10th,
Aug 14th, Sept 11th, Oct 9th, Nov 13th & Dec 11th

CONTACT:

james@chatham-militaria-fairs.co.uk
07595 511981

NEW WEBSITE

www.chatham-militaria-fairs.co.uk

MILITARIA 2016

SUNDAY 31st JANUARY

EUROPE'S PREMIER INDOOR MILITARY COLLECTORS EXHIBITION

The Exhibition Centre, Stoneleigh Park, Coventry, Warwickshire, CV8 2LZ, UK



Up to 350 EXHIBITORS STANDS

A wide range of Quality MILITARIA . . . British, American,
German & Russian Militaria Collectables including . . .

*Uniforms, Militaria, Books & Manuals, Weapons, Medals, Models and
WWII clothing, Aviation/Radio Equipment, Vehicle Parts.*

DOORS OPEN at 09.00 Hours

Entrance Prices:

Tickets: £10.00

(under 14's Free if accompanied by an adult I.D may be required)

Food and Drinks Available

**Remember the Dance
Saturday
30th January 2016**



Militaria Shows, 67 Atcham Business Park, Atcham, Shrewsbury SY4 4UG
Tel: +44 (0) 1743 762266 Fax: +44 (0) 1743 762277 www.militariashows.com



THE DUTCHMAN

David Fletcher looks at the origins of the light tank and profiles Vickers-Armstrongs' charismatic 'Dutchman'

Nicknamed the Dutchman, in British service the tank's official title was Mark IIIB – but nobody seemed to know that. Forty were requisitioned and taken into service at the outbreak of WW2 from Vickers-Armstrongs Ltd having been built for service with the army of the Dutch East Indies who already had 24 of them. They were typical light tanks of the period, two-man machines powered by a Meadows 88hp petrol engine with about 12mm of armour but, typical of commercial light tanks marketed by Vickers, they could be fitted with the type of turret, armament and brand of radio required by the customer. In Dutch service they would probably have been armed with a pair of air-cooled Colt-Browning machine guns but for British use a single, water-cooled Vickers.303 machine gun was mounted instead. Like most light tanks they were pretty hopeless in combat situations. In truth, they were only ever intended for training although in due course the Prime Minister sent a few to Greece, all of which ultimately ended up in German hands.

Vickers-Armstrongs, as it became in 1928, had already enjoyed considerable success on the export market with its popular but cheap Carden-Loyd Carrier. It was a market it needed to retain, despite increasing foreign competition, especially in view of the fact that the British Army was only ordering tanks in small quantities or as experimental prototypes that only led to profitable business if it resulted in production. Of course part of the success in the export trade relied on having something new to sell and here Vickers was not as prompt as it might have been, often proving reluctant to introduce new models and relying on older ones for far too long.

EARLY EFFORTS

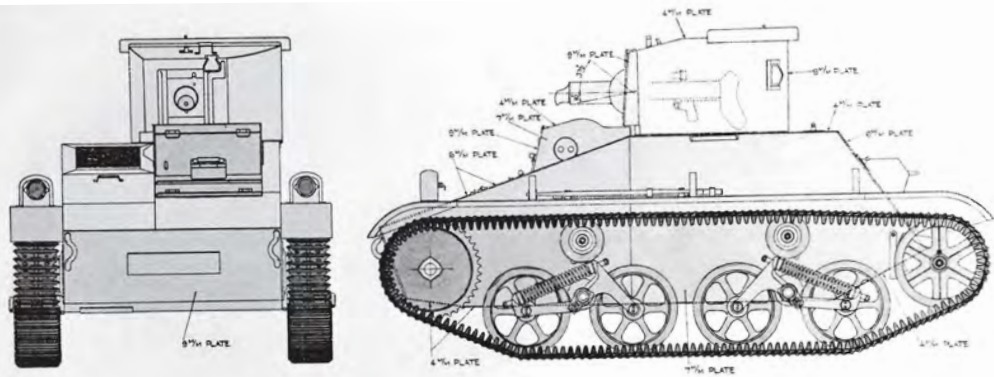
Vickers began designing tanks for commercial sale in the early twenties, all of which were identified by a letter of the alphabet to distinguish them from those built for the British government. Thus its Medium A and B were paper designs only while just one Medium C and a single Medium D were sold to Japan and Ireland respectively. The Mark E, better known as the six-tonner (*CMV* February 2011), was a rip roaring success, while the Mark F, the last of the line, was not.

In 1931 Vickers also came up with a design which it hoped would appeal to

the British Army, as well as overseas customers. This was its Light Amphibious Tank of which the British bought just two, which were used for trials but never accepted for service in larger numbers. The tank was an unusual design with hardly any hull to speak of at all. It was powered by a Meadows six-cylinder petrol engine with an extra take off from the gearbox to drive a marine propeller. This gave it a top speed of about 3mph (4.8km/h) in the water and up to 40mph (64km/h) on land, which given the general lightness of its construction proved to be too much.

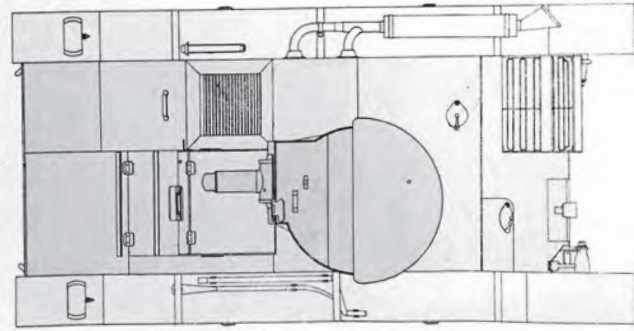
The range of light tanks we're interested in here took on a different form of classification from Vickers' earlier products. Indeed such are the variety and minor differences between them it is not easy to classify them at all, although one method that seems to have been used for some years is to classify them by the year of introduction – namely M1933, M1934, M1936, M1937 and so on. Being new sales were good, despite the fact Vickers was forbidden to include any features that originated from government agencies (such as the Royal Ordnance Factories) in its commercial designs.

Left: New Dutchmen alongside light amphibious tanks at Elswick before the war, ready for shipment.



OVERALL DIMENSIONS
 LENGTH 3.82 M
 WIDTH 1.88 M
 HEIGHT 1.88 M
 WEIGHT (WITHOUT ARMAMENT) 3555 KG.

GENERAL PARTICULARS
 ENGINE 88 (5 1/2) IN x 110 MM 4 CYLINDER WATER COOLED, OVERHEAD VALVES OPERATED BY PUSH RODS. 80 H.P.
 FUEL CAPACITY 84 LITRES
 OIL SYSTEM WAGNER FEED. 8 LITRES OILING SUPPORT OILING AT ALL ANGLES
 GEAR BOX 5 FORWARD SPEEDS AND REVERSE
 MAXIMUM SPEED ON LEVEL ROAD 65 K.M.H. APPROX.
 WIDTH OF TRENCH MACHINE CAN CROSS 1.8 M.
 DEPTH OF WATER MACHINE CAN FORD 0.58 M.
 CREW 2 MEN (1 DRIVER AND 1 GUNNER)
 ARMAMENT VICKERS R.C. MACHINE GUN AND 3000 ROUNDS OF AMMUNITION.



Above: Vickers-Armstrongs' drawing for the M1934 design. The original is tinted in rather silly colours.

CARDEN-LOYD INFLUENCES

Without wishing to deviate, it's worth mentioning that there was another Vickers design that came before the first proper light tank, namely the Carden-Loyd Light Patrol Tank which appeared in two forms in 1933. It seems to have been based on the Carden-Loyd three-man carrier B11E10 which

appeared in the same year and it is tempting to see the Light Patrol Tank as a derivative of this although it may be a contemporary or even a predecessor. In fact, you could see the Light Patrol Tank as the three-man carrier with all-over cover and a small turret. Both used the Ford Model A engine, of 24hp and a single return roller while the first of

the Light Patrol Tanks had the same leaf spring suspension, typical Carden-Loyd, while the second one used a diminutive set of coil springs with a scissors action which gave improved ground clearance. Whether they were really light tanks at all or glorified carriers is a mute point but they were offered as light tanks with the turret, driver

Below: A Dutchman in the mud at Bovington, with a light Mark IV. The impressed light tank lacks a gun, as most of them did.





M1934 during cross-country trials. This one has coil spring suspension but like all these light tanks has front sprocket drive.

and engine transposed if the customer preferred. As far as we know there was only ever one customer, Denmark, which first had a sample tank from Britain and then bought two but they were very disappointed with them. They have, however, preserved one of these tanks, armed with a Madsen machine gun, if you wish to see one.

FIRST OF A KIND

The first Vickers light tank also appeared in 1933. A single example survives in Finland although another went to Switzerland and 16 to Lithuania. The type can be recognised by leaf spring suspension and a rounded style of turret. It was a two man light tank,

powered by a Meadows six-cylinder petrol engine and with armour between 7-9mm thick. Among some photographs recently obtained from Vickers is one showing an otherwise unknown version of the 1933 model which does not have a separate rear idler; instead it has a shorter track

spring suspension. One of these tanks also went to Switzerland, arriving at the same time as the tank with the leaf spring suspension. The Swiss wanted their tanks fitted with teeth on the idler as well as the drive sprocket, although this usually results in a problem when the two won't

match up after the track stretches, as it inevitably does. Later on toothless idler wheels were ordered for these

“...like most light tanks they were hopeless in combat situations.”

base, like that fitted to some tractors, where the last road wheel also serves as the idler. We know nothing about this light tank at all, except that it existed and was photographed. A year later Vickers modified the design by fitting angled coil

two tanks. Switzerland ordered five more tanks in 1935, one of them survives in good condition along with another that requires restoration. A number were also supplied for the Argentine Army, along with a big order for Belgium amounting to 42 tanks in all. These were of the 1934 pattern but fitted with a taller, more conical turret and they were armed in Belgium with either a 13.2mm Hotchkiss machine gun or a 20mm cannon. All of these earlier tanks had small rounded turrets.

SIX OF THE BEST

In 1936 Vickers offered the same hull, but this time with a six-sided turret formed of flat plates. It was still a one-man turret but it was perhaps better for carrying a wireless set. Tanks of this type were supplied in reasonable numbers to China, Latvia and Lithuania. A small order was placed by Holland itself, followed by a further batch for the Dutch East Indies, 40 of which, as already mentioned, were taken into British service on the outbreak of war. But the Latvian order is most interesting since, from a batch of 18 acquired between 1936 and



M1934 in service with the Argentinian Army, hence the coal scuttle helmets which were not ideal for wearing inside a tank.



Above: M1933, with the original leaf spring suspension, giving a trench crossing demonstration.



M1936 with the angular turret, the model that became the Dutchman.

The Vickers-Carden-Loyd Light Patrol Tank, one of which is preserved in Denmark.

1938, six were fitted with enlarged turrets housing a 40mm gun. This tank was also marketed as a new design in 1935 and at least one had extra shock absorbers added to the suspension. This was possibly carried out as part of a trial for a future model. The gun was Vickers' own affair – it was a semi-automatic weapon with performance only a little inferior to the famous War Office two pounder of the period. An example is in the Russian Tank Museum at Kubinka, finished in a very gaudy camouflage scheme.

TAKING COMMAND

War may have been imminent but this does not seem to have inhibited the commercial department at Vickers-Armstrongs. Indeed there was some discussion among the Vickers management over whether it would be better off making tanks for the British government or concentrating on commercial designs for overseas sales. As it transpired, WW2 would provide the company with more than enough work and would indeed eclipse overseas sales, for the duration anyway. Yet in 1938 it came up with what appears to be an eminently more up-to-date design. Known as the Command tank it was a three-man machine with an

enlarged hull built along typical light tank lines but surmounted by a turret which looks as if it owes more to the company's


venerable six-tonner Type B, armed with a 40mm semi-automatic gun. It was said to weigh about 5-tons and have armour



The Vickers-Armstrongs Light Tank fitted with its 40mm gun, as used by Latvia and now on display in Kubinka.



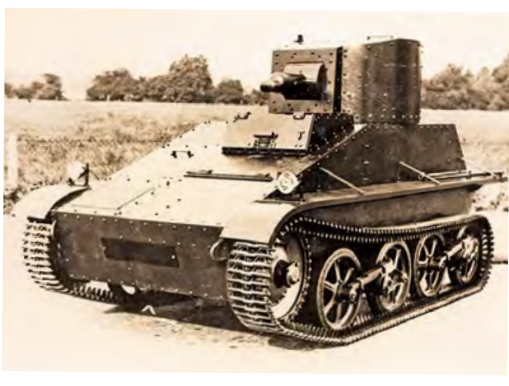
A very late production, the Vickers-Armstrongs Command Tank with a 40mm gun in an enlarged turret. In fact this tank is larger in most respects than the ordinary commercial light tanks but it never sold.

up to 11mm thick but its most interesting feature would appear to be the suspension. Although basically Horstmann, with double sloping springs on each bogie it featured disc instead of spoked wheels, and special shock absorbers attached to each spring to cope with the extra weight. Vickers promoted the three-man design heavily, pointing out that the extra man, having nothing else to do, could be employed as a commander, working with a group of two-man tanks or in some similar role as section, company or even battalion commander who could work in the field without any other distractions. Belgium showed an interest in the new design and there was even talk of having the tank built in Belgium, who would then supply it to other commercial customers. In the end, with war in the offing, it all came to nought and this interesting design, the only one of its kind, remained in store during the war and was scrapped soon afterwards. 

VICKERS' OTHER TANKS

Other Vickers designs, like the Valentine itself, produced just before the war, were built with the export trade in mind. The Valentine actually dates from 1938 and to begin with the War Office showed no interest at all except as an alternative to the A12 Matilda, should that fail. In any case the Valentine only had a two-man turret, which was unacceptable as a fighting tank by British standards and only carried 65mm of armour at the front which was not really adequate for an infantry tank, bearing in mind that the frontal armour of Matilda was 80mm. But these were desperate times and eventually the Valentine entered British service as the Infantry Tank Mark III, although in the end it was used more like a cruiser than an infantry tank.

Another, very similar case involved what Vickers called its PR tank. The company hoped that the British Army might buy it as a light cruiser (after all, it had the same armament) but when there was no official interest it was also considered as a commercial venture. By now, however, war was imminent and the commercial market ceased to exist so the new tank, to be known as the A17 Tetrarch, was adopted by the British Army. But production was slow due to cooling problems and later Vickers transferred the work from Elswick to Metro-Cammell in Birmingham. Here production was virtually brought to a halt after an extensive bombing raid and did not really get going again until 1942. Tetrarch saw some active service – in Madagascar, for instance – and a few were even supplied to Russia but in the end it was decided to employ it as an airborne tank, in which it made a name for itself but proved to be of very little use in combat, being entirely out of place on a 1944 battlefield.



Above: A very strange Light Tank about which we know nothing at all. If you look closely, you'll notice there's no rear idler! Right: The Belgian T15 with a special turret design. These tanks saw some service with the Belgian Army in 1940.



MARCUS GLENN

EX-MILITARY VEHICLES, PARTS & EQUIPMENT

Dealers in Ex MoD Vehicles, Spare Parts & Equipment. Surplus Vehicles/Parts Purchased



NATO batteries – £95.00 + VAT each



NATO paint – High quality paint. 5 litres £45.00 + VAT
500ml aerosols £9.99 + VAT



Land Rover 110 soft top, MoT'd - P.O.A.



Combat Engineer Tractor. Ex-reserve. Choice available.



M20 recoilless rifle, 75mm complete with M1917A1 tripod. Currently on FAC but can be de-activated. £7500.00 + VAT



TomCar Springer. New price of £7500.00 + VAT



Scot Track Glensalmond ATV. Turbo diesel c/w tracks. OIR £5000.00



CVR(T) Samson. After 7 year restoration this vehicle looks like new - £25,000.00



Chieftain L60 engine. Fully reconditioned. Last one available - £5000.00 + VAT

Tel: +44 (0) 1406 364 753

PLEASE SEE OUR NEW WEBSITE

www.marcusglenn.com

Email: marcus.glenn@btconnect.com

JEFFREY ENGINEERING LTD

JEEPS - JEEP PARTS - SERVICE AND REPAIR

Full range of MB/GPW spare parts in stock for next day delivery. Rebuilt Carbs, Starters, Dynamos, Steering, Boxes, Engines, Axles - Everything to keep you Rolling! Free technical advice. MV SPARES stockist.

All major credit cards accepted. Call Nick Jeffrey



TEL: 01233 770007

MOBILE: 07770 836438 FAX: 01233 770670

WEBSITE: www.jeffreyeng.com Email: nick@jeffreyeng.com

Berry Court Farm, Smarden, Ashford, Kent. TN27 8RQ



Join the

INVICTA MILITARY VEHICLE PRESERVATION SOCIETY

...and receive these benefits!

- A new-look, full-colour quarterly magazine and regular monthly newsletters.
- Cheaper insurance for your military vehicle.
- Entrance to the War and Peace Show.
- Free classified adverts for you to sell your vehicle, parts—or if you're looking to buy!
- Commemorative military vehicle tours to Normandy, Nord Pas De Calais, Arnhem and the Ardennes.
- Come to our own yearly club event—Combined Ops.
- Museum visits both in the UK and Europe.
- Club rallies and social events.
- Monthly club nights, plus area meetings and events.
- Vehicle validation for DLVA Registrations.



The World's Fastest Growing Military Magazine for all Military Vehicle Owners!



For lots more information either visit:

www.imps.org.uk

Or write to: IMPS Membership, Glyn Rosser, Hagars Hall Sea View Gardens, Warden Bay, Sheerness, Kent ME12 4NG

Tel: 01795 510022 today!

TRACK & WHEEL

PERIOD MILITARY VEHICLE ENGINEERS

MILITARY VEHICLE REPAIR, SERVICE, REBUILD. SPECIALISTS IN BRITISH WWII VEHICLES.



GET IN TOUCH

Tom Cunningham
07833 209428

Tobin Jones
07966 154585

GOOD DAY AT THE OFFICE?

Used for plotting and planning firing missions, Chevrolet's 'Computer' is a rare beast indeed. That's why Ian Cushway was delighted to meet up with James Baxter and his 'shed' at W&PR 2015...

Often in our hobby it's a childhood interest that spawns a passion for collecting in later life, and this was most definitely the case for retired shipping executive James Baxter from Surrey. "My father was in the TA and served in WW2 so he bought me a Jeep pedal car when I was three. I loved it so much I told myself one day I would own the real thing," he smiles as he lovingly fiddles the ultra rare 1944 Chevrolet Truck, Heavy Utility, Computer (HUC) he's driven from his home in Godstone to Folkestone's very own Mecca for all things military.

True to his childhood promise, he did buy a Jeep – but not until 1969. He sold it to buy a Ford Script-bodied version which he sold in 1973 for £400. "Sadly, I didn't appreciate the significance of a Script body, or its value. If only I had it now!" he exclaims. James went on to buy a 1942 Jeep from Warnham War Museum in 1975, which he still owns, as well as a 1943 ex-Australian Army example which he bought in 1995 while living in Australia. With his military vehicle collecting bug taking hold, it was only a matter of time before his wartime hoard started to swell in numbers.





14235760





High driving position is good, noise and somewhat bouncy ride isn't.

"I bought the HUC in 1985 from Andy Haynes in Chelmsford, it was complete and running but it was completely empty in the rear. All that remained was a frame for a stretcher which the previous owner used for sleeping on when he went on MV tours,"

explains James. "Due to its shape, it quickly got nicknamed the 'shed'."

With its light and airy back end, James used it for the next decade or so for going to shows, a makeshift bed in the back providing the ideal on-site sleeping facility.



Original date plate puts production bang on D-Day, but the truck never actually saw frontline service.



The fact that he had black out curtains to block out any daylight obviously came in rather handy. But then, no doubt spurred on by its historic interest, he decided to embark on the task of returning it to how it would have looked when in use during WW2 by Artillery Survey Units.

MOBILE OFFICE

While plenty of examples exist of the HUP, the Computer version is much rarer. Indeed, of the 12,967 C8As built between 1942-45, just 3000 were HUCs and James knows of only one other, owned by Michael Burne, in the UK.

In its time the rear of the vehicle would have been a hotbed of activity with officers using it to plot and plan fire missions. Curtains on all of the windows would have prevented it from being spotted from the air during night time operations. Essentially its crew would have been involved in computing firing ranges (hence the 'C' in HUC), taking into account distance, range and weather conditions in their equations. You can almost imagine the frenzy as their expert digits fiddled with an armoury of sliderules to calculate the necessary data years before the advent of the modern computer.

Based at the regimental or battery HQ the information required to hit their target would then be transmitted via a No. 19



Six-cylinder 85bhp 3.5-litre GM engine runs as sweet as a nut following its rebuild by Pat Curran.





Above: Switchgear is largely original.
Left: Huge four-spoke wood-rimmed steering wheel is a delight to use, says James.

radio set to the gun crew. If they were likely to be in position for a reasonable period of time, they would run out a telephone wire instead so the enemy couldn't listen in.

Obviously the fact that the HUC featured selectable four-wheel drive and had excellent ground clearance gave it good cross-country ability and meant

it could access even the most remote battlefield positions.

Having only been built in June 1944,

“Despite sounding rather opulent, the swivel seats are horribly uncomfortable and were never popular.”

coincidentally just in time for D-Day, James says it never saw frontline service and was

demobbed in 1946. “As far as I’ve been able to find out, it was shipped to the UK then put into storage and unused. After it was sold off it was once again put into store. I am not sure if was issued to the British or Canadian Army.”

It was then bought by a garage who cut down the back body and bolted a crane on the back and used

it as a recovery vehicle before entering preservation. The crane had been removed, >>>



the back rebuilt and the sliding roof reinstalled when James took possession.

TAKING COMMAND

For James, as with most restorations, it was a case of trying to source original archive material in order to ascertain what equipment it had and where everything went.

"I didn't have much to go on, but an article on an HUP ambulance owned by Bart Vanderveen in *Wheels & Tracks* magazine helped."

In around 1997, armed with all the information he could muster, James approached Keith King in Nutfield, Surrey to help recreate the office area in the back. Keith was one of the founding members of the All Wheel Drive Club and having developed an interest in ex-military vehicles, began buying WW2 lorries in the days when they were very cheap and selling

them to construction companies as well as supplying them for films such as *The Dirty Dozen* before going on to specialise in their restoration. He retired some time ago, but still helps local MV owners with maintenance and repairs.

Keith subsequently got busy making the necessary twin folding tables and office paraphernalia along with a bench seat with

accommodation for the officer. The driver would have slept in a slit trench!" confirms James.

James's Chevy is the Command version meant for officers, which means it has double glazed windows, leather fittings and swivel seats in the rear. "Despite sounding rather opulent, the swivel seats are horribly uncomfortable and were never popular," he confesses.

"The fact that the middle pedal is the accelerator and the brake is on the left makes things a bit more interesting."

BOUNCY RIDE

At around the same time the original GM 85bhp 3.5-litre six-

locker underneath fitted with a removable back rest so that it can face either backwards or forwards.

James then commissioned a tent maker to create two canvas awnings or 'penthouses', hence the rolls of canvas on the roof each side of the vehicle.

"These would have been used to provide additional working space and/or sleeping

cylinder overhead valve engine was rebuilt by Pat Curran at Curran Auto Repairs in South Merstham, Surrey which, as James confirms, instantly transformed the way it drove. "Basically, the engine was worn but having had the work carried out it now runs beautifully, in fact it's very much like a car. The relatively short wheelbase, the upright seats and the fact that they are so

Below: The roll of canvas on the roof is the 'penthouse' awning, used for extra office space or sleeping.





Four-wheel drive gives the Chevrolet good off road capability.

As well as a bench seat, there's also the luxury of a swivel chair – although apparently it's not that comfortable.



Computer compartment complete with twin folding tables, lockers and filing drawers made the ideal mobile office.

Original map reading lamp is a nice touch.

well sprung makes it a bit bouncy, though," he laughs.

The only slight peculiarity is the pedal arrangement. "The fact that the middle pedal is the accelerator and the brake is on the right makes things a bit more interesting. That said, all the Canadian Military Pattern lorries, as well as a good number of British cars and commercials from the 1920s, had them arranged this way."

The story goes that the design of the first CMP cabs (No. 11 and 12), were done in a hurry to meet British design specifications so the driver's footwell was very narrow and the only way to fit the three pedals in the space was to reverse the brake and accelerator pedals. By the time the later cab design (No. 13, as used in the HUP) came into production


with its much wider footwell, it was too expensive to retool the production line so the same set-up remained on all CMP vehicles throughout the war.

"Being unassisted, the steering is hard work and in the cab itself it's very noisy. On the motorway, it's most comfortable at around 45mph (72km/h)," adds James. The consolation is the lofty driving position and that beautifully crafted wood rimmed steering wheel. "It's wonderfully smooth and lovely to handle, and there's no steering wobble."

WELL TRAVELLED

You'll be impressed to discover that James, accompanied by his partner Annie Appleyard, piloted the historic wartime

Chevrolet all the way to Strasburg last November to take part in the celebration of its liberation, a trip of over 500 miles each way! "Obviously we didn't have any real connection with the actual liberation, but everyone was very hospitable. In fact, we appeared in a local newspaper – we became celebrities."

With his various other European jaunts, little bits of consultancy work in the container shipping industry, his other two Jeeps and the fact that he is kept busy in his role as president of the Invicta Military Vehicle Preservation Society (IMPS), time is a valuable commodity for James. No surprise then that there are currently no plans for any future work on the HUC. For the time being at least... 



Early models used runflat tyres and didn't have a spare, but they were deemed to use too much rubber in their manufacture.



James and his partner Annie have travelled all over Europe (at 45mph/72km/h) in their wartime HUC.

Below: Jeep-style lights accompany the original black out rear lights and James has added a simple trailer hook at the back.





GRAHAM CURRIE MILITARIA

We Buy, Sell & Part Exchange
Militaria, Deactivated Guns & Replica Weapons
For Film & Theatre Use.
Military Related Giftware & Collectables
 Please View Our Websites Or Make An Appointment
 To Visit Our Shop.
Unit One, Walnut Tree Farm, Silver Street, Besthorpe,
Attleborough, Norfolk NR17 2LF
Tel. 01953 454744
www.grahamcurriemilitaria.co.uk

Electronic Ignition Specialists


Breakerless ignition for ANY classic vehicle



6v 12v 24v POS OR NEG EARTH

- Eliminate unreliable points and condenser
- Available as an easy-to-fit kit, or send us your distributor
- We will design a system for your vehicle if we do not already have an off-the-shelf system available
- Full instructions included

JOLLEY ENGINEERING Tel 01886 880101
 Unit 4 Millbank, Storridge, Nr Malvern, Worcestershire WR13 5EN
 Website: www.classicheads.com Email: sales@classicheads.com



PRECISION ENGINEERS AND ENGINE RECONDITIONERS

OUR STOCK OF ENGINE COMPONENTS IS SECOND TO NONE

24 HOUR DELIVERY SERVICE

IF YOU REQUIRE PARTS FOR VEHICLES ANCIENT OR MODERN, PETROL OR DIESEL - GIVE US A CALL

TELEPHONE:
 ROMFORD (01708) 740668 • 743331 • 748320
 FAX: (01708) 733266

www.gosnays.co.uk sales@gosnays.co.uk

MILITARY MUCKABOUTS



Manufacturers of Military Film Props
 All steel construction made from individual parts

Browning 50 cal	£325
Browning 30 cal	£325
G.P.M.G	£325
MG42	£350
Twin Vickers KS with mounts	£895
60mm blank firing mortars	£250
B.A.R	£350
Blank firing WW2 US Bazookas	£195

Also manufacturers of simulated firing
50 CALS · 30 CALS · MG42 · GPMG
www.military-muckabouts.webs.com
 Email: iron-cross@hotmail.co.uk 07977 675278
 Unit 8 The Old Mushroom Farm Windsor Gardens Hawkwell Essex SS5 4LH

JEFFREY ENGINEERING LTD

Jeep Engine Overhaul Specialists



TEL: 01233 770007
 MOBILE: 07770 836438 FAX: 01233 770670
 WEBSITE: www.jeffreyeng.com Email: nick@jeffreyeng.com
 Berry Court Farm, Smarden, Ashford, Kent. TN27 8RQ



Vintage Power Wagons

We're the world's largest supplier of 1940-1971 civilian Dodge Power Wagon and military Dodge WC & M-37 4x4 & 2 WD truck parts. Visit our website and check our online parts catalog. Call us with questions or email us from our website. We accept Mastercard, Visa Card and Discover Card. Phone +1 641-472-4665 • Fax +1 641-472-4824

TONS AND TONS of Dodge Power Wagon parts, NOS and good used including Power Wagon pickup beds, recently arrived at Vintage Power Wagons.



302 South 7th Street
 Fairfield, IA 52556 USA



Visit us at www.vintagepowerwagons.com

FANCY A CUPPA?

A welcome sight the world over, wartime canteens played a very special and much needed role in the military. Les Freathy charts their evolution...



Military style Bedford OX photographed during a handing over ceremony at the Church Army headquarters in South East London. From the lettering on the side, canteen number 181 was donated by W Stranger from Leicester.

Mobile canteens have long been established in the history of the British Isles and still thrive today on many of the county's roads providing much needed refreshment, especially since the demise of so many transport cafes.

It is safe to say that during WW2 when the chips were down the appearance of the mobile canteen brought a sense of relief from the toil and struggle with its promise of that much needed cuppa.

Many mobile canteens were built onto requisitioned vehicles and in particular the high powered cars of both British and American origin of which fortunately a good number were available here in the pre-war period. The American chassis were favoured but many British lightweight vans were also adapted for canteen use, with perhaps the most popular and prolific being the Ford E83W 10cwt. Canteens were often called upon to serve in difficult to access locations both at home and abroad wherever the forces were serving and

for this reason large numbers of military chassis were diverted to be fitted and kitted out for the canteen role as well.

WARTIME ESSENTIALS

Various established civilian organisations were the mainstay for operating these vehicles, including the Church Army, NAFFI, YMCA, WVS and the Salvation Army to name but a few. Much of the cost of supplying the canteens was met by donations from British and Commonwealth organisations, the names of the benefactors appearing on the side of the vehicles. Examples we've seen include the Church of England Hastings, Sri Lanka canteen Ceylon, The British South Africa Police, Canadian Committee of the Save the Children Fund,

the Canadian Red Cross and the Jamaica Mutual Life Association Society. The same manner of funding also came via numerous organisations in the US.

Ford was among the most prolific marque in the smaller range of vehicles – especially the American chassis supplemented by names such as Buick and Hudson. That said, any suitable type of car or van made available would have been ripe for conversion. British vehicles, including the previously mentioned Ford 83W 10 cwt van, were popular. Indeed, Henry Ford gifted 350 'emergency food vans' to be serviced free of charge by Ford agents around the country. Photographic evidence shows the smaller Ford 8 was also adapted for the role. Among the many wartime images Ford does indeed dominate in all the civilian classes of canteens up to 3-ton, with larger vehicles commonly being based



Above: A further image of the Austin K4 3-ton depicting the position of the rear opening doors. This one has been fitted with a large roof rack, although what it was used for is unknown. This type of canteen served both at home and abroad. **Right:** An Austin K4 3-ton canteen seen here at the coachbuilder's premises, believed to be J C Clark of Greenside, London. The drop down is closed but just visible under the front of the body is the spare wheel and the door for providing access to the water heater behind the cab.



Above: One of the Church Army Bedford OY 3-ton canteens gets a fond farewell as it leaves London bound for Europe. **Left:** Large numbers of 30cwt Bedford OX were employed by the Emergency Food Flying Squad sponsored by the USA for the Ministry of Food. Collectively known as the Queens Messenger Convoy these convoys of mixed vehicles would move around the country to provide food and drink to badly affected bombed cities and towns.

on Bedford MW, OX and OY chassis. The Austin K4 and some Commers also adopted canteen bodies. In addition to the specially adapted vehicles built in Britain, a number of American vehicles were shipped over to serve as mobile canteens – mainly by the US-based British War Relief Society Incorporated. The Church Army in particular was issued with a good number of the Chevrolet AJ Dubi-Diti vans used for deliveries in the US before conversion to canteens and stores.

FIT FOR FOOD

The typical interior layout of a 3-ton canteen consisted of a wide gangway through the centre for freedom of movement with the serving counter on the hatch side and a further work counter opposite. Underneath the counters were numerous draws for cutlery, mugs and various crockery, each tier of draws being secured during transit by a single hinged board running from top to bottom and overlapping at one end with a single bolt to lock it in position. Nearly all wartime mobile canteens had the serving hatch on the nearside of the vehicle, the lower hinged

flap forming a serving counter when open while a top flap would provide rudimentary weather protection while waiting for the tea and buns.

Four tanks were installed on the Bedford

OY and the Austin K4 3-ton models, enabling them to hold 120 gallons of water. Obviously the smaller the canteen vehicle the smaller the water capacity. To keep the tea hot at all times Thermos-type urns



An interesting photo depicting the framework construction on a Bedford 3-ton cab and chassis. This is the workshop of J C Clark Ltd of Greenside, London.



A Ford E83W 10cwt van number 204 operated by the Salvation Army here providing much appreciated refreshment to a anti-aircraft searchlight crew. It is interesting to note the overhead cable, presumably providing power to the searchlight.

were installed – there would be as many as five in the 3-ton vehicles plus a five or six gallon water boiler to replenish the urns and keep a constant flow of hot beverages on tap.

Various cupboards and shelves were fitted to suit each type of canteen plus a

sink for cleaning and washing crockery which would have to be emptied by a hand operated semi rotary pump.

“A top flap would provide rudimentary weather protection while waiting for the tea and buns.”

During the trying times of WW2 the sight of a mobile canteen would have been most

welcome to service personnel and civilians alike. They were the unsung heroes of that grey wartime period, providing the

necessary lift in moral when it was

needed most – and for that reason they are very much deserving of recognition.



Above and right: Many 3-ton civilian wartime chassis were converted to canteens such as this Ford 7V operated by the Salvation Army. Note the placing of the hot water storage tanks behind the cab.



Above: This image shows again the Ford E83W number 204 in difficulty on the anti-aircraft site; the Ford was indeed outside its comfort zone on this muddy site.





Above right: All types of vans and cars were used to mount canteen bodies including the smaller Ford 8 operated by the YMCA and seen here supplying refreshment to farm workers during the summer harvest. It is possible this is the canteen donated and maintained by the Columbia University staff committee USA.

Right: Two of the Ford E83 W vans gifted by Henry Ford and assembled at Ford's works in Dagenham. The emergency food vans were used to provide refreshments to bombed areas. The vans were painted off white and grey with a red band round the centre.

Below: Many powerful American built cars were converted such as this Ford V8 tea car operated by the YMCA. The unidentified vehicle behind the tea drinkers appears to be a small truck, probably used for stores towing a converted pre-war touring caravan.





Above: The smaller Fordson E88W also provided a useful chassis to mount canteen bodies. This one, complete with camouflage paintwork, has been donated by the Canadian Legion.

Below: Many canteens were to be seen in all the overseas areas where allied forces served. The W.A.S. (B) markings suggest this canteen was operated by the Women's Auxiliary Service in Burma.



Above: Not all wartime canteens were motorised as demonstrated here by these custom-built trailer canteens parked outside the Institute of Seamen in Liverpool. Below: One of a number of Chevrolet AJ Dubi-Duti vans supplied to the Church Army by the British War Relief Society in the USA. We think the location here is a bomb scarred rear of the Horse Guards Parade in London.



New Tracks for Halftrack for sale!!

New production WW II Half Track Tracks for sale for the European market .
All your worries and concerns about owning a half track and not having tracks for it are over!

Tracks are made from all new components.
Quality, technology and knowledge have been combined together to produce a track that is much superior in quality and strength than the tracks produced during World War II.
They will come together with new drive flange wheels.
These flange wheels will look exact the same as original ones, but are special matched for these track. To have a super smooth running track.
The price per track with flange wheels is only 2250 Euro EACH ex vat.
Also available with high quality new sprocket
The price per track with flange wheels and sprocket is 2450 Euro Each ex vat.
Also available is a new high quality sprocket exact as NOS fit all tracks 235 Euro each ex vat.

Tracks may be picked up or shipped from Hulst in Holland
We ship worldwide.
I receive a huge discount on truck freight so shipping is very reasonable.

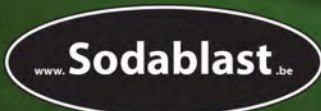
Garage de Beule
Evenaar 2
4561PG Hulst
the Netherlands

0031-114-312097
Garage@debeule.nl



DUSTLESS BLASTING AND SODA BLASTING SYSTEMS

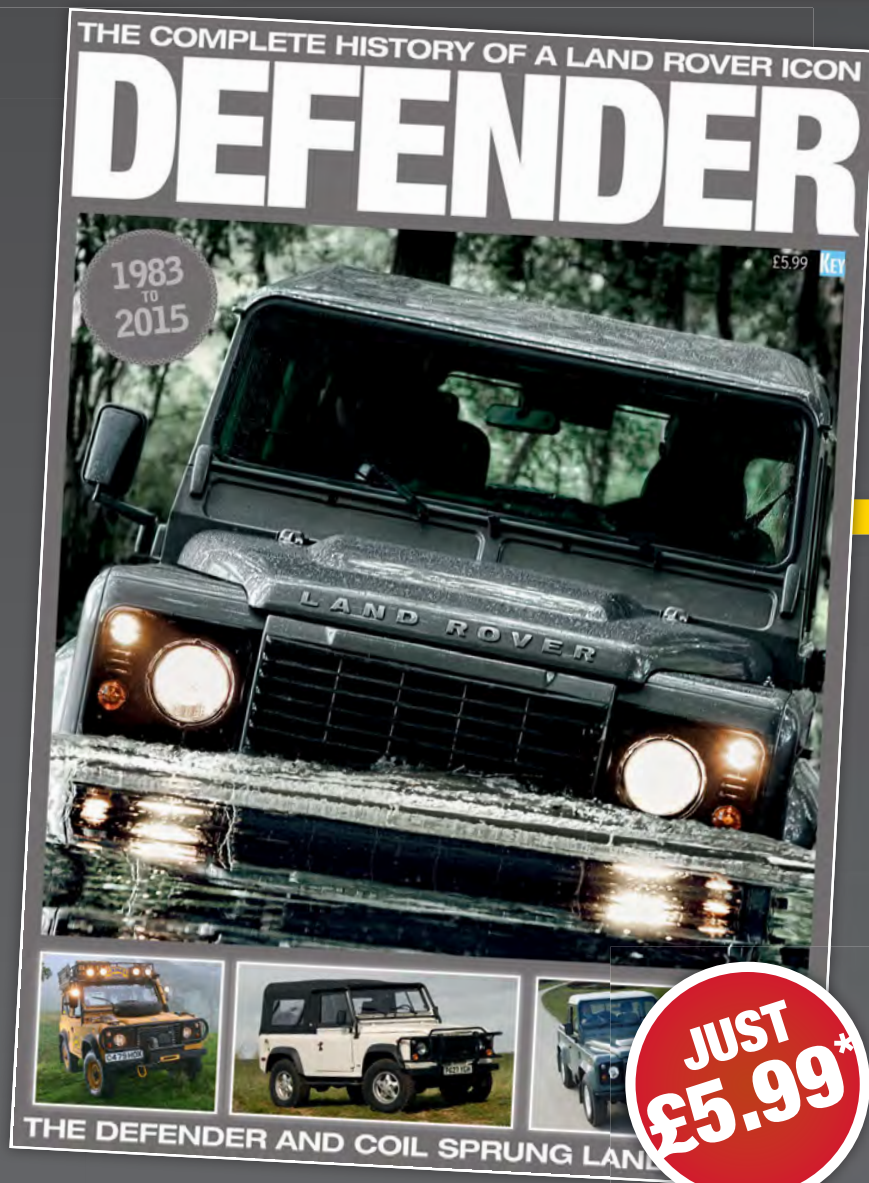
*Sodablast is the official European importer for the sodablasting systems
and dustless blasting systems from MMLJ Houston Texas.
We also provide blasting media like soda, plastic media and crushed glass*



0032 485 088 990
FIND US ON FACEBOOK

SOFTBLAST SODABLAST BELGIUM
www.sodablast.be

THE COMPLETE HISTORY OF A LAND ROVER ICON



From the team behind Classic Land Rover magazine, Defender is a new 100-page special magazine detailing the complete history of a British icon that has become the definitive cross-country 4x4.

It chronicles the numerous mechanical upgrades, series of special edition models and working vehicles as well as especially modified expedition and enthusiasts' machines.

Features include:

Make Mine a Ninety

These early coilers have a special place in the history of Land Rovers and need to be preserved.

Islands Dream

Paul Bracey's Ninety was used in the 1986 Camel Trophy. It has seen more life than most Land Rovers but is still going strong.

Lights, Camera, Action

The Tomb Raider Defender was a short-lived experiment but great PR for Land Rover.

Happy Anniversary

Changing times at Land Rover led to the production of the 40th anniversary Ninety, the first in a sequence of anniversary models.

Means of Survival

It takes a special type of Defender to cope with the inhospitable Icelandic winter.

AND MUCH MORE!

JUST
£5.99*

Order Direct

JUST £5.99[†] FREE P&P*

*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

1174/15

Free P&P* when you order online at
www.keypublishing.com/shop



Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

COMMANDING STYLE

While the troops travelled in Land Rovers, the top brass were conveyed in Rover saloons. James Taylor looks at the firm's staff cars of the 1970s



59 AM 19 is now in preservation but is seen here carrying an RAF pennant as it would have done when in service between 1973 and 1980. (Dave Cole)

Rovers entered service as staff cars with the British armed services at the end of the 1960s. In earlier years, the favoured chauffeur-driven transport for top brass had been the big Humbers, but the Super Snipe and Imperial went out of production in 1967 and were not replaced, so the MoD had to look around for a suitable alternative.

It had to be British-built and dignified rather than ostentatious, which meant there was an extremely limited choice. In fact, there was really no alternative to the big Rovers. By the late 1960s, they were already quite an elderly design, having been introduced in 1958 with a six-cylinder engine as the 3.0-litre model. However, from autumn 1967 they had been rejuvenated with a more powerful 3.5-litre V8 engine as the Rover 3.5-litre, and they had an undeniable presence that no other British car of the time could emulate. Even the Queen had one, which she used to enjoy driving herself in the days when she was permitted to do such things.

FOLLOWING ORDERS

So the Army and the RAF both ordered examples for 1968 delivery, classifying them as suitable for the transport of Grade 1 and Grade 2 officers. Later that year, Daimlers became available for Grade 1 use, and the Rovers were downgraded to Grade 2 cars in mid-1969. Nevertheless, they clearly fitted the bill rather well, because further orders followed over the next five years until Rover brought its production to an end in summer 1973. Batches were delivered to the Army and/or the RAF every year except 1971 (and that omission was probably the result of production shortages caused by strikes),

and there were some for the Royal Navy as well. The Army was the largest user, taking around three times as many as the RAF; unfortunately, a lack of records makes it impossible to be sure how many the Royal Navy had, although there were probably not very many of them.

Some were transferred between services, and the 1971 shortfall was made good by a group of eight cars transferred into Army use from the Government Car Service. Although broadly similar in specification to the examples ordered by the MoD, these ex-GCS cars (originally used to ferry Ministers around) had a number of differences. One of the most obvious was that they had beige cloth upholstery – a feature not available from the factory – that was added to them by Hooper Motor Services in Kilburn. All this complicates the issue of how many there were in total, but



Pictured while in service, 00 FM 73 was a 1972 delivery for the Army. In this case, the four-star rank plate for the VIP passenger was mounted on the car's centreline. (Geoff Fletcher)

current evidence suggests that there were just over 100 if the ex-GCS cars are counted as well.

SPECIFICATIONS

Most were righthand-drive, although around nine were supplied with lefthand-drive for overseas use. All of them were painted Ebony (black), which was available only to special order, and they came with the Saddle Tan leather upholstery which was a standard Rover option. At least one car

delivered direct to the Army is said to have had GCS-pattern cloth upholstery instead, but whether it did so from new is not clear. Although all of them were given military serials, several carried civilian registration plates in the 1970s. It appears that this was a security measure to protect high-ranking military staff when the PIRA mainland bombing campaign was at its height.

The cars were probably all ordered by warrant from rolling contracts WV4052 and WV8765, the latter also being used for



These are the military handbook identification drawings of the 'Car, Saloon, Grade 2, 4x2, Rover 3½-litre'. The roof aerial is a standard Rover fitment; the rear aerial is for the R/T. The flagstaff mount on the bonnet differs from those on known cars, and there is an additional spotlight below the front bumper. (Dave Cole)

Land Rovers at the time. These contracts allowed individual or small-quantity vehicle purchases without the formalities associated with the larger contracts. The Rovers were asset-coded 1120-0773 (RHD) and 1120-5773 (LHD), and many of the

Below: This car was originally 08 FM 40, and was pictured here on temporary Belgian plates while in enthusiast ownership. This view of 08 FM 40 shows the usual type of flagstaff mount and an offset mounting for the passenger's identification plate, here covered by a black bag, apparently made of felted cloth. (Reinhard Stadthaus)





This in-service shot shows 59 AM 19. The rank plate, this time for a three-star VIP, is offset to the driver's side of the car. (Dave Cole)

final batch of 21 remained in store at the Ashchurch vehicle depot until required as replacements for the earlier deliveries.

This meant that the final examples did not enter service until 1975 or possibly even 1976, a fact which led to persistent rumours that the government had bought all the last examples and put them into store. They had not, and nor had the MoD, although the final MoD batch certainly was delivered just a couple of months before production ended.

The cars were specially equipped before entering service, and normally carried an additional aerial at the rear for a radio-telephone. There were vertical plates front and rear to carry the rank plate of the passenger, and there was a pennant

mounting near the front of the bonnet. Wing mirrors were standard (they were an accessory on civilian models), and some

switches on the centre console, and a hazard warning system (not standard on civilian models) was fitted. Rear seat

passengers had additional reading lamps, and

“Although all of them were given military serials, several carried civilian registration plates.”

cars may have had an additional spotlight under the front bumper.

On the inside, there were additional

in at least one case seem to have had loose cushions as well. The details of the R/T installation probably varied to suit both the



The front interior of 59 AM 19 shows the R/T system with its tuner and speaker mounted on the parcel shelf and the handset on the console next to the driver. (Dave Cole)



08 FM 40 has an additional security lock on the front passenger door. This appears to have been added in service, although it was not fitted to other military Rovers. (Reinhard Stadthaus)



Above and left: The system fitted to 08 FM 40 is different, with the head unit mounted on the front parcel shelf but the R/T handset between the seats. Those are not cables beside the handset, but the tubular stalks of the front seat belt lower mountings, and the domestic carpet in the footwells is not original! (Reinhard Stadthaus)

user service and the requirements of the main passenger. In our pictures, the ex-RAF car has the handset mounted on the centre console next to the driver, but the ex-Army car has the handset between the front seats, where it can easily be reached from the rear seat.

LOW SURVIVAL RATE

Most of these cars were withdrawn by the end of 1980, although a couple lingered on and the last one was not sold until 1983. By that stage, the big Rover had been out of production for ten years. Despite a strong enthusiast following, its typical

fuel consumption of 15-18mpg and old-fashioned style meant that the car was not much sought-after on the second-hand market at the time.

One result was that surprisingly few of the ex-military staff cars seem to have survived, although there may be some survivors that have not been identified for what they are. Much of the special equipment (including the R/T) was removed when the cars were sold off through the



The military identification plate was fitted to the base of the passenger's side front seat. (Reinhard Stadthaus)



Additional reading lights like this one seem to have been fitted to all the military Rovers. The dowager strap was a standard production feature, although in this case the original cloth-faced type has been replaced with a leather one. (Reinhard Stadthaus)



THE KNOWN CARS

ARMY

PROBABLE TOTAL: 77 (PLUS ONE EX-RAF)

64 FG13 to 64 FG 19	Total	7	Delivered 1968, withdrawn 1974
20 FH 27		1	Delivered 1968, withdrawn 1974
43 FH 46 to 43 FH 57		12	Delivered 1969, withdrawn 1974-1977
25 FJ 84 to 26 FJ 01		18	One LHD. Delivered 1970, withdrawn 1974-1982
00 FL 60		1	LHD. Delivered 1970, withdrawn 1975
00 FM 70 to 00 FM 77		8	Two LHD. Delivered 1972, withdrawn 1977-1980
01 FM 56		1	Delivered 1972, withdrawn 1975
04 FM 55 to 04 FM 56		2	Delivered 1972, withdrawn 1976 (56) and 1979 (55)
08 FM 34 to 08 FM 50		17	One LHD. Delivered 1973, withdrawn 1979-1983
75 XE 39 to 75 XE 40		2	Presumed LHD; for Berlin Brigade
35 BT 07 to 35 BT 15		8	Transferred from GCS, 1970-1971; withdrawn 1977-1979
30 BT 23		1	Transferred from RAF, 1972; formerly 40 AM 60

RAF

PROBABLE TOTAL: 23

00 AB 01 to 00 AB 02	2	01 not identified; 02 formerly 61 AM 03
13 AB 20	1	No details
17 AB 24	1	Delivered 1968, withdrawn 1976
17 AB 93 to 17 AB 95	3	Delivered 1968, withdrawn 1975-1976
33 AN 00 to 33 AM 03	4	Delivered 1968, withdrawn 1975-1976
33 AM 12	1	LHD. Delivered 1969, withdrawn 1970
33 AM 15	1	LHD. Delivered 1969, withdrawn 1977
35 AM 07 to 35 AM 08	2	Delivered 1969, withdrawn 1975-1976
36 AM 60 to 36 AM 62	3	Delivered 1969, withdrawn 1976-1981
40 AM 60	1	Delivered 1970, became 30 BT 23 in 1972
59 AM 19	1	Delivered 1973, withdrawn 1980
61 AM 00 to 61 AM 03	4	Delivered 1973, withdrawn 1980-1986; 03 became 00 AB 02

ROYAL NAVY

POSSIBLE TOTAL: 4

NB Details for Royal Navy cars are very sketchy because of a lack of records. The four cars listed below are known from photographs and/or personal sightings.

0001 RN	1
00 RN 03	1
00 RN 11	1
00 RN 14	1



These twin cushions belong to 08 FM 40, although they are not known from other cars. (Reinhard Stadthaus)

Ruddington auctions, and of course they were re-registered on civilian plates. We would be pleased to hear from readers who know more about these cars or know of other survivors!

Special thanks to Dave Cole, Geoff Fletcher and Reinhard Stadthaus for information and photographs used in this feature.

Below: The door mirror was probably added as a safety measure while driving this righthand-drive car in mainland Europe. Note the twin radio aerials: most cars had only one, on the right. (Reinhard Stadthaus)



NEW!

AIRFIX 2016 YEARBOOK



2016 YEARBOOK



This is the first ever Yearbook from Airfix and besides highlighting new kits for 2016, it also offers a 2015 retrospective, model builds, aircraft type history, hints and tips on starting out in modelling... and full listings of all Airfix and Humbrol products.

FEATURING:

PLASTIC PIONEER

Jeremy Brooks looks at the history of more than 70 years of Airfix Model kits.

NEW TOOLING/ RE-ISSUES FRESH FOR 2016

Featuring Gloster Meteor F.8, Heinkel He 111H-6, Bristol Beaufighter Mk.X Late and many more.

FIREDOG ROCKETEER

Chris Jones builds Airfix's forthcoming 'late' version of the Beaufighter Mk.X.

AND MUCH MORE!

With full 2016 range listing inside

MODEL BUILDS



TYPE HISTORY



NEW TOOLINGS



**JUST
£7.99***



Available now from [WHSmith](#) and all other leading newsagents
Alternatively, Order Direct

JUST £7.99 + FREE P&P*

*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

FREE P&P* when you order online at www.keypublishing.com/shop



Call UK: 01780 480404 Overseas:
+44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

A BRIDE IN WAITING

James Kinnear extolls the many virtues of the Russian BTR-90 Rostok wheeled APC

The BTR-90 was initially developed in the closing years of the Soviet Union, with the first prototype having its public debut at a military exhibition in Nizhny Novgorod in 1994, three years after the break-up of the Soviet Union itself. As with several Russian military vehicles developed in the immediate post-Soviet era, the BTR-90 has had a protracted development, and although a small series of trial vehicles have been built and extensively evaluated, the vehicle has not as yet entered full series production.

The BTR-90 Rostok was developed as the GAZ-5923 at the Arzamas Machine Building Plant (AMZ) near the city of Nizhny Novgorod, under the direction of chief designers EM Murashkin and AG Masyagin. It was finally accepted into service with the Russian Army in 2008, but as yet only a pre-series trials batch has been manufactured for prolonged service evaluation trials. The AMZ plant today still continues to build the current BTR-80 series of wheeled APCs, which the BTR-90 was originally developed to replace.

MONSTER TRUCK

The BTR-90 is an altogether different vehicle to the BTR-80, not least in terms of sheer size. The BTR-90 is huge by Russian wheeled BTR standards, being 8.30m long, 3.125m wide and 3.025m high, such that it towers over the BTR-80, which looks diminutive by comparison when they are parked alongside each other. As with all Russian wheeled BTR vehicles since the BTR-60 was introduced as long ago as 1961, the BTR-90 features a 8x8 configuration.

With thicker armour than the BTR-80

and a combat weight of 20-20.9 tonnes depending on the variant, it is 2-3 tonnes heavier than the tracked BMP-3 MICV and a significant 25% heavier than previous generations of light tanks such as the PT-76 amphibious light tank. The vehicle has a crew of three and despite its immense size transports only seven infantry, reflecting the role of the vehicle as wheeled Mechanised Infantry Combat Vehicle (MICV) rather than APC.

The base model BTR-90 is provided with the two-man turret and armament package derived from the BMP-2 tracked MICV, the BTR-90 being to all intents and purposes a wheeled MICV rather than a wheeled armoured personnel carrier. The base model is powerfully armed, with a fully stabilised 30mm 2A42/72 cannon and co-axial 7.62mm PKTM machine gun, a 9P135M

Below: The BTR-90's public debut was in 1994 when the vehicle was demonstrated at a military exhibition in Nizhny Novgorod, Russia.





The BTR-90 resembles the BTR-80 but is on an entirely larger scale. Note that in 1994 armoured personnel carriers and motor cruisers were displayed together!



The BTR-90 being prepared for its first public display in 1994.

anti-tank missile rocket launcher firing 9M113M Konkurs-M anti-tank missiles, and a 30mm AG-17 automatic grenade launcher and six 902V Tucha smoke grenade launchers for good measure. The ammunition complement contained within the large vehicle is correspondingly significant, with 500 rounds of 30mm, 2000 rounds of 7.62mm, 400 rounds for the 30mm grenade launcher and four anti-tank missiles.

RAPID WITH A GOOD RANGE

Despite its size and significant combat weight the somewhat steroidal BTR-90 is not a slow vehicle. Power is provided by a 16.95-litre 2V-06-2S turbocharged diesel engine developing 510hp at 2000rpm, coupled to a hydro-mechanical transmission, giving it a healthy top road speed of 56mph (90km/h). The vehicle's 8x8 configuration and 14.00-20 tyres fitted with a CTPRS system providing 0.5-3.0kg/cm² variable ground pressure give the BTR-90 formidable

all-terrain capability. In the tradition of earlier Soviet and Russian wheeled APCs, the BTR-90 is fully amphibious, with a water speed of 5.6mph (9km/h) and a water endurance of 12 hours. The hydro-jet system was originally mounted within the armoured hull on the early prototypes, but the latest versions have external pod-mounted propellers.

To an extent, the BTR-90 is a hard vehicle

The seven man crew egress the vehicle via doors located between the second and third road wheels, a design feature which began with the BTR-70; with the lower half of the door forming a footplate and the rear half hinging vertically.

RECENT VARIANTS

The BTR-90 has undergone several metamorphoses during its protracted development, and the current vehicle offerings are significantly different in specification and appearance to the original prototype unveiled in 1994, with several alternative turret and armament options being available.

The BTR-90M Bakhcha-U, for example, was first demonstrated at the IDEX-2001 exhibition in Abu-Dhabi in the UAE. The Bakhcha-U is a universal turret module developed for application on light armoured vehicles, armed with the same 100mm 2A70 gun and 30mm 2A72 cannon as

“It matches, and of late greatly excels, the earlier tracked BMP-2 tracked MICV in terms of firepower.”

to define. It matches, and of late greatly excels, the earlier tracked BMP-2 tracked MICV in terms of firepower capability, and while the armour layout makes the BTR-90 more vulnerable than tracked alternatives, it has the advantage of a decent maximum road speed, which in the current typical scenario of limited combat engagements puts it at a significant advantage compared with its tracked MICV counterparts.

Below: A BTR-90 prototype under evaluation in 2000. This modified vehicle is fitted with an AG-17 grenade launcher on the turret rear. (Andrey Aksenov)





Above: BTR-90 on ranges Omsk (Andrey Aksenov). Below: An early BTR-90 prototype.



Rear view of the early BTR-90 prototype, showing the early hydro-jet propulsion system doors.



mounted on the tracked BMP-3 MICV, together with four Arkan guided anti-tank missiles, complemented by thermal sighting, laser range-finding and a sophisticated automated fire control system and ballistic computer.

The 100mm main armament has a direct fire range of 7km when firing HE ammunition; the 30mm cannon can fire HE rounds to a range of 4km and armour-piercing rounds to 2.5km; while the Arkan anti-tank missiles have a range of 5.5km.

As such the BTR-90 Bakhcha-U has combined firepower that exceeds that of earlier generation MBTs. The vehicle has an ammunition complement of 34 rounds of 100mm, 500 rounds of 30mm and four anti-tank missiles in ready-to-launch configuration. Either the commander or gunner can operate the fully automated fire control system.

The BTR-90M Berezhka turret module

was developed by the Priborostroennii design bureau (KBP) in Tula, famous for generations of light weapons development. The Berezhka turret module combines the original armament package of the BTR-90 with four turret-mounted Kornet-E anti-tank missiles mounted either side of the turret, and a 30mm AG-30M grenade launcher, with thermal imaging, television optics and laser range-finding, providing the BTR-90 with an all-weather armament package allowing all-target engagement capability to a range of 3.5km, with the vehicle's Kornet-E ATGMs able to penetrate



Above: An early BTR-90 prototype at the Omsk arms show in 1999 (Andrey Aksenov) Left: The BTR-90s turret, borrowed from the BMP-2, is apparent in this view.



Right: The BTR-90 turret, derived from the BMP-2, complete with 30mm 2A72 cannon main armament.



A later BTR-90 prototype demonstrated in 2006.




The latest BTR-90 has a myriad of engineering modifications, including new tyres and hydrojet propeller pods mounted externally to the armoured hull.

The BTR-90s exit doors are between the second and third axles as with all Russian wheeled APCs since the BTR-70, with the doors opening vertically to form a footplate and overhead cover respectively.

the equivalent of 1200m of RHA armour – which is ten times the that of a typical heavy tank at the end of WW2 – at an engagement range of up to 5.5km.

In 2009-2010 the AMZ plant began development of an entirely new-wheeled

APC design based on the original BTR-90, the BTR-Gilza. In a new departure for Russian wheeled APC/MICV (but something that was standard on the original tracked BMP MICV series), the BTR-90 has a reversed layout, with the motor-

transmission compartment located at the front of the vehicle to maximise protection for the crew within the vehicle. The BTR Gilza, which is at present at prototype development stage, is to have maximum unification with the BMP-3 tracked MICV. 

Below: The overall scale of the BTR-90 is only apparent when parked alongside the current production BTR-80. As seen here, it towers over the BTR-80 series.



IPMS (UK)



champion

'tʃæm.pi.ən adj. n.

We just held the World's greatest model show...

Scale ModelWorld took place at Telford in November and this model, built by Bruno Gire, is the 2015 National Competition Best of Show. Join us and build your hobby.

Just a few of the benefits of IPMS (UK) Membership

- Over 100 local and virtual Branches, throughout the United Kingdom
- Nearly 90 Special Interest Groups covering a multitude of subjects
- Free entry to Scale ModelWorld ~ the World's greatest model show
- Access to an active Technical Advisory Service
- A high quality Magazine six times per year
- IPMS (UK) Forum ~ keep in touch

For an Information Pack, including a **FREE** sample magazine, please send 3 First Class stamps to the Membership Secretary:
Abigail Brewin 144 High Road Weston
Spalding Lincolnshire PE12 6RA
(please quote: AMW116) or visit
www.ipmsuk.co.uk to join online



Photograph © Chris Ayre/IPMS (UK)

SINK OR SCHWIMM

Piotr Mariusz Radomski compares the 'Grosser' amphibian Type 128 with its rivals and explains how it paved the way for the development of the smaller, more successful Type 166

Water obstacles have always served to hamper advancing troops and it wasn't long before the Wehrmacht recognised that finding a fast and efficient way for reconnaissance units to cross rivers or lakes would prove crucial to the success of their campaigns. That's why, alongside its armoury of mobile bridges, boats, rubber dinghies and other bridging equipment, it saw the need for a specialist amphibious vehicle which could be quickly and relatively easily developed without the time-consuming and complex process of adapting an existing vehicle for swimming.

Examples of such vehicles already existed, of course, in the form of the 1914 Hydromotor and 1917 Hydrocar, both of which originated in the US, as well as the Austrian Hydro-Automobil of 1915, the German Autoschiff made by the Hoppe & Krooss company in 1929 and also Land-Wasser-Auto of Jakob Baulig in 1934 – to name just a few.

HERR TRIPPEL VERSUS HERR PORSCHE

Probably the best known creator of motor vehicles with an ability to swim during the interwar period was self-taught German designer Hans Trippel. His first car the Schwimm-Auto broke cover in 1934, with various prototypes undergoing constant evolution subsequently, with one such example managing a creditable 20km/h during testing in 1936.

The German Chancellor showed an interest and in 1937 Adolf Hitler decided to allocate funds for construction of a plant (Trippel-Werke) in which production could begin. The first amphibious vehicles were made in the same year, allocated the model name SG6, and delivered to the newly formed Wehrmacht. However, in use the vehicles proved hugely disappointing. Not only were Trippel's creations expensive to produce, too heavy for both land and water and very thirsty on fuel, but they were unreliable too and suffered numerous breakdowns. Indeed, most of the 800 vehicles produced by Trippel between 1937-1943 spent the majority of their time in repair shops.

Even though the Adler and Opel engines used in the SG6 (producing 48hp and 55hp respectively) were more than sufficient, and its swimming abilities and 500kg hoisting capability satisfactory, the vehicle quickly lost favour with Hitler who had already formed a friendship with another engineer who had impressed him with his brilliant ideas and design prowess. His name was Ferdinand Porsche.



Right: From this angle there's little to distinguish the beige 'Kleiner' Type 166 and black 'Grosser' Type 128 Schwimmwagens.



Above: Rival Trippel SG6 proved unreliable and thirsty in trials. (US National Archive NARA)
Right: A broken steering wheel called a temporary halt to the testing of prototype 128/5 in 1941.





Similarities between the Type 128 (left) and Type 166 are obvious, but can you spot the differences?

Born in 1875 in Maffersdorf (now part of the Czech Republic), Porsche was associated with Mercedes-Benz, Zundapp and NSU during the early part of his career and was hugely innovative, always looking for clever engineering solutions to every conceivable automotive conundrum, even pioneering the use of electric and hybrid technology. By 1900, while working for the Vienna-based

Lohner company, he had already designed the first 4x4 vehicle. But, as we all know, from the early thirties

Volkswagen. Despite the fact that up until the start of WW2 his Stuttgart factory had only produced around 60 civilian Beetles, it was to form the basis for the first amphibian vehicle produced by Ferdinand Porsche

“They each spent 18 hours swimming on rivers and lakes in central Germany.”

he focussed his many talents on creating an affordable passenger car for the masses – namely the KdF-Wagen, later known as the

– the Grosser Schwimmwagen Type 128 – a direct descendent of the militarized version of the KdF car.



Above: A hinging steering wheel on 30 pre-series cars made it easier to get in and out.

Right: There was significantly more space for the crew inside a Type 128 and the addition of a rear seat bench meant it could seat five in relative comfort.





TECHNICAL SPECIFICATION

DIMENSIONS: Type 128 – length 4.2m, width 1.6m, height 1.66m, wheelbase 2.4m. Type 87 – length 4.06m, height 1.7m, width 1.6m, wheelbase 2.4m.

BODY CONSTRUCTION: Body produced by Drauz Karosseriewerke KG, placed on the Type 87 platform.

WEIGHT: Type 128 948kg, Type 166 910kg. Capacity 500kg.

MAXIMUM SPEED: 50mph (80km/h) on land and 6.25mph (10km/h) on water.

ENGINE: Air-cooled four-cylinder boxer engine, capacity of 1131cc. Power 25hp at 3000rpm. Petrol tank capacity 47-litres giving a range of 325 miles (520km) or around an hour in the water.

TRANSMISSION: Four ahead gears, one reverse and cross-country. The rear wheels were driven constantly with the possibility of attaching – via a differential gear – the front wheels also. Overcoming water obstacles, the amphibian was able to swim ahead only. The vehicle didn't have a rudder, steering was via movement of the front wheels.

TYRES: Nearly all 'Big Amphibians' were fitted with 5.25 x 16 tyres. A few photographs exist of them fitted with 690x200 (200x12) balloon tyres.

ITEM DIFFERENTIATING THE TYPE 128 FROM THE TYPE 166: Pole for the measurement of water depth, bilge pump, lights on the port and the starboard, semaphore trafficators, side and back windows in the tarpaulin, seating for five, side handles, hubcaps, dashboard panel, speedometer from the Type 87 KdF, exhaust system under the rear mudguards as opposed to the top of the body, pivoting steering wheel, back canopy for three passengers, boot behind the back canopy, two oars instead of one, twin windscreen wipers instead of one, two handles on the engine flap instead of one, one 47-litre fuel tank instead of two 25-litre tanks.

ORIGINS OF VOLKSWAGEN'S 'BIG AMPHIBIAN'

Realising the Wehrmacht's need to find a light vehicle with drive to all wheels, Porsche constructed a rigid driving axle, a new transmission and low ratio gearboxes at the beginning of 1940 with the intention

of installing these parts in first Kraft durch Freunde 4x4 vehicle, which was to become known as the Type 87. Testing of this vehicle got underway in June 1940.

The idea of building the floating car based on the same construction came about at around the same time. A Heereswaffenamt

(HWA) letter dated 18 June 1940 makes reference to an instruction for Ferdinand Porsche to design a light vehicle which is able to cross natural water obstacles with a speed of at least 10km/h, steered in the water with wheels to enable it to exit water without stopping. An official order by the



The green light on the starboard and a semaphore were standard items on the Type 128.



The fact that the exhaust system was located beneath the rear wheelarch proved to be one the Type 128's weak points. Note the twin oars.



Above: Bonnet mounted spare features a KdF hubcap. Left: Type 128 prototypes were painted black or dark grey.

HWA to build a prototype of such a car was submitted on 1 July the same year. Four days later another two prototypes were ordered, with Porsche receiving a sum of 200,000 RM to pay for the work.

The first prototype was constructed in collaboration with the Drauz company in Heilbronn and swimming tests on the lake Max-Eyth near Stuttgart were conducted on 21 September 1940.

After the completion of factory testing on 1 November 1940, the three prototype Type 128 were delivered to the German Army in Heereswaffenamt WA Pruf 6, where they were put through more intensive field testing. A little known fact is that while being put through its paces it was being compared directly with the Hans Trippel SG6.

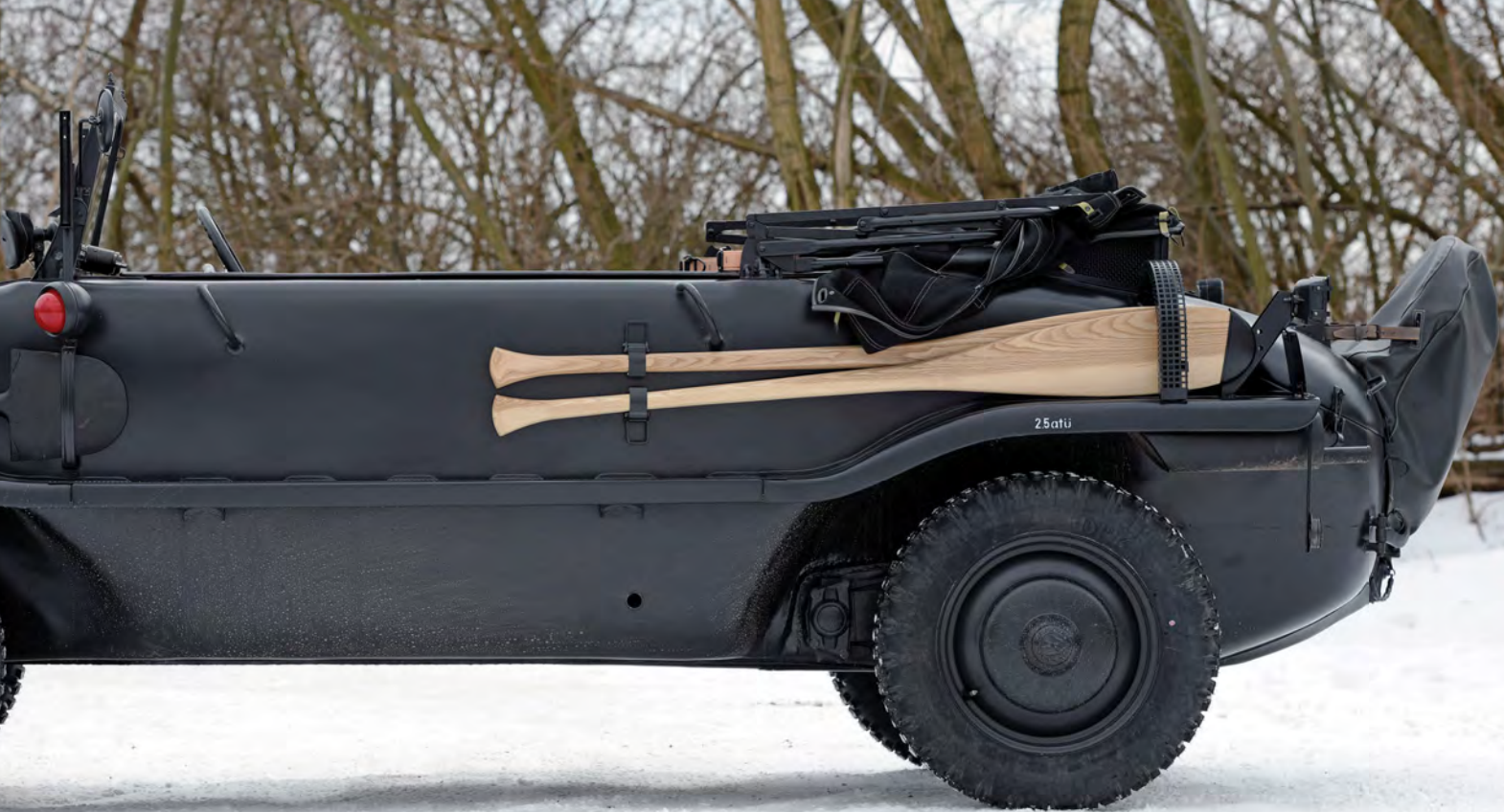
In total the vehicles travelled 1400km along motorways, 1270km along other paved

roads, 180km along dirt tracks, 200km off road and 300km roughing it in the mountains. Additionally, they each spent 18 hours swimming on rivers and lakes in central Germany.

Despite the fact that Trippel had seven years to iron out any shortcomings, his creation fell way short of its rival. Indeed, during the tests the SG6 still suffered frequent breakdowns, it was unable to

Below: A pole to measure water depth was standard kit on the bigger Type 128.





The 'Grosser' Schwimmwagen proved too long and heavy to make it any good over rough terrain.

maintain the fixed maximum speed on land or water and it consumed 15% more fuel than its competitor.

Needless to say, once the results were in, the HWA submitted an order for the first series of 100 Type 128s.

In defeat, Trippel subsequently accepted an order to produce torpedoes for Kriegsmarine and immediately post-war moved his manufacturing operation to Bugatti's old factory in occupied Molsheim. However, due to his previous connections with the Sturmabteilung (Storm Detachment, or SA) after the liberation he was imprisoned for three years. Despite

being involved in civilian amphibious projects during the sixties and the development of the iconic gullwing doors for Mercedes, he didn't manage to break of his run of bad luck.

expensive to manufacture, cars produced by Volkswagen with 4x4 drive and closed bodywork were called Geländevolkswagen or Kommandeurswagen and given the classification Type 92 Allrad, Type 92 SS,

Type 82e Allrad and Type 287/87. Open bodied Kubelwagen, in which the similar four-wheel drive system was applied, were given the

"The first prototype was constructed in collaboration with the Drauz company in Heilbronn."

WW2 4X4 VOLKSWAGENS

Having started production of the Type 128 and its smaller Type 166 sibling, Porsche took elements of 4x4 drivetrain to create other off road vehicles for the military. Highly advanced technically and

nomenclature Type 86.

Little documentary evidence exists regarding total production numbers of 4x4 prototype KdF vehicles with open and closed bodywork and estimates fluctuate between a dozen or so to several hundred



1132cc 25bhp engine was taken from VW's KdF. Note the drive for the propeller taken off the bottom pulley and the high position of the air intake so it didn't suck in water.



Photographs of the Type 128 in military service are very scarce. This one appears to have a balloon tyre on its bonnet.



Left: This Type 128 prototype number 19 was produced on 27 May 1941. Below: The dashboard on this 128/19 prototype still has some of its original markings.



Above: Schwimmwagen employed a three-blade propeller which could be lowered down when it entered the water. Right: Type 128 cabin was relatively well equipped.



units, although we tend to lean towards the former figure. A figure of no more than 150 Type 128 'big amphibians' seems realistic.

VERDICT

Documentary evidence from the time suggests that the 'grosser Schwimmwagen' wasn't particularly successful. It was just too heavy and too long, making it unable

to tackle rough terrain, and ultimately too expensive to build. What it did do, however, was pave the way for the more mass-produced Type 166. Stripped of unnecessary equipment, lighter and smaller – it would go

on to become a useful tool in the German Army's WW2 armoury.

Photographs: Mikołaj Urbański from the archive of Jacek Krajewski, US National Archive, archive of the author



Classified



FOR SALE

JEEPS, WILLYS FORD AND HOTCHKISS, sale and wanted, Rob U'Ren 01548 521278

FEBRUARY ISSUE

COPY DEADLINE:
22ND DECEMBER

ON-SALE:
15TH JANUARY

PARTS

CHRIS MORTER

BEDFORD SPARES

MW, OY, QL, K M O, A D & J type, S type, RL, early TK. 28hp & 214 reconditioned engines.

Brake, clutch, engine, electrical & service parts. Transfer/gearboxes, exhausts, water pumps, petrol pumps, carburettors, gaskets, etc.

Windscreen & Cab Rubbers. J type Cab Panels.

Many other original parts available
VINTAGE MILITARY VEHICLE SPARES
01953 602581
morter766@btinternet.com
www.vintagebedfordspares.com

RESTORATION

Steering Wheel Restoration



Steering wheel restoration, vintage to modern cars, tractors, lorries, buses, boats. Bluemels, Celluloid, Bakelite, Wood & Plastic.

tel: +44 (0)1843 844962
www.SteeringWheelRestoration.co.uk



VEHICLE PARTS

Whitedell engineering ltd

MAINTENANCE
ENGINE & GEARBOX REBUILDS
RESTORATION WORK
MOT WORK
GRIT BLASTING
PAINTING
TRANSPORT
VEHICLES FOR FILMWORK
DRIVING SERVICES

Tel: Barry 07747 466 296 or

Email: Whitedellengineering@icloud.com
Fareham, Hampshire
http://www.facebook.com/militaryvehiclerepairs

OUT NOW

200TH ANNIVERSARY COMMEMORATIVE SPECIAL

WATERLOO

THE GREATEST BATTLE IN HISTORY



JUST
£6.99

INCLUDES OVER 100 LAVISH ILLUSTRATIONS

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT

JUST £6.99 + FREE P&P*
ORDER DIRECT

Free P&P* when you order online at
www.keypublishing.com/shop



Call UK: 01780 480404
Overseas: +44 1780 480404
Monday to Friday 9am-5:30pm

*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.
Postage charges vary depending on total order value.

VEHICLE PARTS

GREEN MACHINE SURPLUS

Specialising in military and commercial vehicle spares and manuals

Tel: 01782 729112

Email: Enquiries@greenmachinesurplus.com

Visit our online shops:

www.greenmachinesurplus.com
www.vintagemvmanuals.co.uk

Find us on



CALL: 01780 755131



key SHOP

For a great selection of books, DVDs, magazines and models visit:



www.keypublishing.com/shop

978/14



To advertise in this section please call
SARAH GARROD on

01780 755131

Email: sarah.garrod@keypublishing.com

LEFT HAND DOWN...

Obviously arranged for the camera, it's no wonder there's a certain amount of nervous tension surrounding this image of a Tetrarch in the mouth of a Hamilcar glider which is dated 8 October 1944. It sure must have been a tight fit...

The concept of airborne tanks was nothing new and when the British Army decided to use its Vickers-Armstrongs MkVII light tank in such a role, it was given the name Tetrarch. The Hamilcar glider was specially tailored to accommodate it. While in the sky, the crew remained in the tank which was held in a special compartment. Tetrarchs saw service during the Normandy landings as well as the crossing of the Rhine a year later.
Tank Museum (1617-C6)







Kevin Powles's 1942 Universal Carrier is a rare survivor of 100 tank-hunter variants built to carry a two-pounder gun in the rear compartment. The mounts are still there but the gun, unfortunately, isn't. Kevin has done a fine job loading his Carrier with all the kit and caboodle of active service.

MILITARY & FLYING MACHINES – DAMYNS HALL AERODROME, ESSEX – 8/9 AUGUST 2015

John Blackman reports on the 2015 military spectacular.

This is a show that has had its trials and tribulations over the nine years that it's been running – for instance being situated within the London Olympics no-fly zone which, in 2012, all but wiped out the 'Flying' part of the show title. Then there was the little matter of the breakaway – my word not theirs – from the Military Vehicle Trust and the formation of the Essex Historic Military Vehicle Association (HMVA) to keep the event running. But the M&FM team have weathered it all and, you have to hand it to them, now put on an annual event that in many ways illustrates just how far club shows have advanced over the years. The days when it seemed good enough to park a few dozen green machines in a field are long gone.

Having a site situated inside the M25, a mortar's lob from London's eastern suburbs, is an advantage exploited by the simple expedient of offering the public a good day out with a wide range of things to, paraphrasing

the words of Colin Tebb the HMVA chairman, entertain, enthral and educate. So along with green machines parked up in rows (can't get away from that entirely), we have living-history groups in their tents and trenches, funfair rides, classic cars, aircraft buzzing around, explosive battle scenarios, dancing, bands, wild-west gunfights, stalls where you could purchase all manner of things from a window box to a last will and testament and... well, you get the drift. Plenty to entertain and enthral there, and if something educational sinks in regarding the history behind our hobby, all well and good.

But what about the MV enthusiast? Anything new or unusual for us? Ah, well now I'm struggling because there was precious little to be honest. I was chatting to a re-enactor who hit the nail on the head when he suggested it must be difficult going to shows year after year and finding anything different. I could only agree and add that even if there was a newly restored olive-drab Jeep, for the sake of argument, you might not necessarily spot it amongst the lines

of other olive-drab Jeeps. And as if to illustrate my point, I'd been at the show a couple of hours before even noticing the 1940 Bantam BRC-60 sitting at the end of a row of Jeeps; a beautiful little vehicle with enormous historical significance. The light utility 4x4 concept behind it impressed the US Army no end but when a contract for what we now know as the Jeep was put out to tender, Ford and Willys were the winners and Bantam very much the loser.

Unfortunately that was about it in terms of novelty, at least as far as vehicles went. But I have to mention the motorcycle display created by Rick Curtis and friends... or to be exact, the backdrop to the display. For those of you who don't know, it was Rick who created the bomb-damaged French café that has been so popular at previous M&FMs and War & Peace. Now he has come up with a reconstruction of a back-street motorcycle dealership specialising in ex-military bikes. True, the 'stock' – which included some beautifully restored 'bikes – was decidedly upmarket for such a seedy



Above: Philip Lambert of the Hertfordshire Homeguard gets ready to repel the Wehrmacht. The Vickers on wheels was reconstructed using photos of a contraption actually used by the Herts Homeguard during wartime.

Right: One of 70 Bantam BRC-60s passed to the US Army for evaluation in 1940. Its performance was such that the Army wanted 16,000 more but put the order out to competitive tender. Ford and Willys were the winners and Bantam, which had arguable first promoted the light utility 4x4 concept, was left by the wayside.



Above: The brutish-looking Volvo 915 command/radio car from the fifties, which was affectionately known as the Suggan (Sow), has something of a cult following.

Right: This ex-RAF Land Rover 110 radar truck was converted to SAS specification using original Glover Webb drawings and replicates a vehicle used by A Squadron, 22 SAS, during Operation Granby in 1991.

Below: Mike Pickett's Indian 741B being given the once over by Rick Curtis outside of his seedy military-surplus 'bike shop.

Below: A 1939 98cc DKW as used by the Hitler Youth. The owner, Mike Pickett, tells me that the front number plate is original to the bike and denotes registration in Sudetenland.





Among the vehicles fielded by the Restore & Display Military Group were this 'Jimmy' and a pair of Diamond Ts, a 4-ton 6x6 cargo and 6x4 980A prime mover.

corrugated-iron emporium. But the whole thing was skilfully executed right down to an outside lav complete with sound effects. All in the best possible taste of course.

The motorcycle dealership attracted a lot of attention as did most of the living-history endeavours and, of course, the arena battles. In the one I saw the Germans with their FV432-based panzers and Land Rover-based armoured cars heavily outnumbered the underdog Allies who could only muster a Carrier, Jeep, ¾-ton

Dodge and a couple of fire engines that came in to put out grass fires caused by the pyrotechnics. But it was loud and it was fun, and that was really all the audience demanded. Check out the

accompanying photos for a little of the M&FM flavour. I reckon plenty left for home entertained and enthralled, and if they weren't also educated, it wasn't for the want of trying.

Below: A cute matching pair of Cushman Autoglides shackled together lest they prove too tempting.



Left: Vehicles are frequently and unnecessarily packed in too close together at shows as if huddling for protection, but not in the case of these two Bedford OYs. Chris Butcher owns The Gin Palace while Elsie belongs to Alan Zeller.



Above: The Imperial War Museum's T-34/85 put in an appearance.

Right: Rob Warren's Caterpillar D4 featured in CMV recently but the scraper box is a new acquisition.



Left: According to a rebuild plate on James Nobbs's 8cwt Humber Snipe it was rebodied at a REME workshop in 1944, so may well have started life as a wireless truck. Sand-coloured paint was discovered during the restoration so it is presented in desert trim complete with sand tyres.



Below: If you are only going to have two original tanks at an event let one of them be Rick Wedlock's A27M Cromwell. It's a beauty... and it's for sale.



Below: HMVA chairman Colin Tebb has been campaigning his rare Bedford QLB Bofors tractor for many years.





Above: Can we use the word 'swarms' when talking of the number of Land Rovers present? Above right: There are some fine 'bikes in this line up, not least of all the Harley WLA and RAF Norton 16H nearest the camera. Right: Steve Turner's Austin Tilly sets off his collection of UXB (unexploded bomb) equipment. It was originally restored by the late Tim Wood.



Below: Two original bits of Wehrmacht kit were among all the re-enactor look-alikes, a wonderfully patinated NSU Kettenkrad and a very tidy VW Kübelwagen.



For **Classic Land Rover** Enthusiasts



Classic Land Rover is an exciting new monthly magazine dedicated to Series and the classic Land Rovers. Written by enthusiasts, it is the complete guide to buying, owning, running, driving, repairing, modifying and restoring pre-nineties Land Rovers and Range Rover classics.

January issue includes:

LATE STARTER

A first timer's beautiful restoration of a 1983 Series III 88in

TRANSFORMED

A Yorkshire miner's 80in restoration

YELLOW FEVER

An old 80in trials Land Rover reveals its AA past

TRAVELLING IN STYLE

One man's cherished 101 military ambulance

AMERICAN IDOL

The desirable NAS 90 is sought after by collectors

OUR LAND ROVERS

It's two Series IIAs and a Series III this month

AND MUCH MORE



1406/15

January issue AVAILABLE NOW from **WHSmith** and other newsagents then on sale every first Wednesday of the month*



Alternatively, you can order your copy or subscribe at:
www.keypublishing.com/shop



Or call UK **01780 480404**
 Overseas **+44 1780 480404**
 Lines open 9.00-5.30, Monday-Friday



LIKE US ON FACEBOOK
 Search Classic Land Rover Magazine



FIND US ON TWITTER
 @CLReditor

ALSO AVAILABLE TO DOWNLOAD



SEARCH CLASSIC LAND ROVER

FREE APP
 IN APP ISSUES £3.99



READ ON iPhone & iPad Android
 PC & Mac Blackberry Windows 8 kindle fire

Visit pocketmags.com for more information

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, 6, 6s, iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download. Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2015. All rights reserved. App prices subject to change. *UK On sale date.

www.classiclandrover.com

GIVE A

Gift

THAT LASTS ALL YEAR ROUND



CLASSIC MILITARY VEHICLE

Classic Military Vehicle magazine is the best selling publication in the UK dedicated to the coverage of all historic military vehicles. With coverage of the people and the shows that also make up this fascinating scene, superb photography and great archive material, this is the best publication to provide a guide to all classic military vehicles and militaria.

Now with bigger discounts on **24 ISSUE SUBSCRIPTIONS**

SAVE OVER
£20!

THE WORLD'S BEST SELLING CLASSIC LAND ROVER MAGAZINE



Classic Land Rover is an exciting new monthly magazine dedicated to Series and the classic Land Rovers. Written by enthusiasts, it is the complete guide to buying, owning, running, driving, repairing, modifying and restoring pre-nineties Land Rovers and Range Rover classics.

SAVE
OVER
£9

www.classiclandrover.com

THE WORLD'S BIGGEST SELLING BUS MAGAZINE SINCE 1949



The UK's highest circulation and most widely read magazine covering the bus and coach industries. Buses is written for and read by an audience that extends from senior industry professionals to passionately interested enthusiasts.

SAVE
OVER
£10

www.busesmag.com

AT THE HEART OF AVIATION HERITAGE



Britain's biggest selling aviation magazine devoted to aviation history and heritage. FlyPast features global news, restoration projects, museum collections, the current airshow scene and superb photography.

SAVE
OVER
£10

www.flypast.com

THE BEST COVERAGE OF TODAY'S RAILWAY SCENE



Railways Illustrated is the monthly magazine devoted to British railway enthusiasts covering the modern scene. Each issue contains the latest news, features and views, charter trains, preservation, main line steam, steam galas, event reviews, world news, nostalgia and rolling stock changes!

SAVE
OVER
£9

www.railwaysillustrated.com

VIEWS AND ANALYSIS ON TODAY'S RAILWAY SCENE



Modern Railways has earned its reputation in the industry as an established and highly respected railway journal. It is essential reading for professionals in the railway industry as well as individuals with a general interest in the state and developments of the British railway network.

SAVE
OVER
£9

www.modern-railways.com

THE UK'S BEST SELLING MILITARY HISTORY TITLE



Britain At War explores every aspect of Britain's involvement in conflicts from the turn of the 20th century through to modern day. From World War I to the Falklands, World War II to Iraq, readers are able to re-live decisive moments in Britain's history through fascinating insight combined with rare and previously unseen photography.

SAVE
OVER
£9

www.britainatwar.com

3 EASY WAYS TO ORDER THIS FANTASTIC GIFT!



ONLINE

www.keypublishing.com/xmas15



PHONE

UK: 01780 480404
Overseas: +44 1780 480404

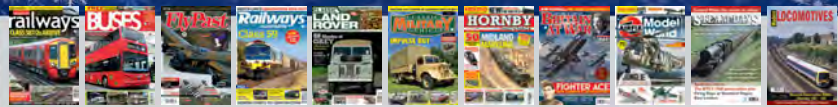


POST

Christmas Subscriptions,
Key Publishing Ltd, PO Box 300,
Stamford, Lincs, PE9 1NA, UK

For our full range of titles visit: www.keypublishing.com/xmas15

1384/15



CHRISTMAS WITH KEY PUBLISHING

YOUR *Gift* Subscription

**FREE GIFT CARD
WITH EVERY SUBSCRIPTION**

THE MONTHLY FOR ALL SCALE MODELLERS



Airfix Model World is your complete guide to the world of scale modelling, making it essential reading for modellers with all levels of experience. Focusing on model aircraft, it also features cars, ships, sci-fi, space, armour and figures.

SAVE OVER £8

www.airfixmodelworld.com

THE HANDS ON MAGAZINE FOR MODELLERS OF ALL AGES



Hornby Magazine goes back to the heart of railway modelling. Its mix of inspirational and shows-you-how features, coupled with the best model railway photography and latest product reviews is essential reading for beginners and those returning to the hobby.

SAVE OVER £9

www.hornbymagazine.com

STEAM NOSTALGIA AND RAILWAY HISTORY AT ITS BEST



Steam Days magazine is the chosen publication for lovers of the golden age of railways. Since the magazine's launch in March 1986, readers have been assured of interesting and informative reading on the five main regions of Britain's rail network within every issue.

SAVE OVER £8

www.steamdaysmag.co.uk

THE UK'S NUMBER ONE MODERN TRACTION PARTWORK



Each issue of *Modern Locomotives Illustrated* covers the full history of one specific class of train, or in the case of some smaller classes, a group of a like type. Both diesel and electric locos are covered in this comprehensive collection.

SAVE OVER £4

www.modernlocomotives.co.uk

**READERS IN THE USA
MAY PLACE ORDERS BY:**
TELEPHONE TOLL-FREE: 800-428-3003
OR FAX: 757-428-6253

WRITE TO:
Christmas Subscriptions, 3330 Pacific Ave,
Ste 500, Virginia Beach, VA 23451-9828

ALTERNATIVELY, ORDER ONLINE:
www.imsnews.com/xmas15

QUOTING/ENTERING CODE: XMAS15

PAYERS DETAILS

Title First name Surname

Address

Postcode Country

Email address

Please complete to receive news updates and offers from us by email.

DELIVERY DETAILS (IF DIFFERENT)

Title First name Surname

Address

Postcode Country

Email address

Please send Gift Card

SPECIAL OFFER (PLEASE TICK)

Title	<input type="checkbox"/>	Frequency	Number of Issues	SUBSCRIPTION PRICE			
				UK	Europe	USA	R.O.W
Classic Military Vehicle	<input type="checkbox"/>	Monthly	24	£84.99	£94.99	\$159.99	£103.49
Classic Military Vehicle	<input type="checkbox"/>	Monthly	12	£47.30	£58.94	\$99.99	£63.89
Airfix Model World	<input type="checkbox"/>	Monthly	12	£43.00	£53.00	\$71.00	£53.00
Britain at War	<input type="checkbox"/>	Monthly	12	£45.00	£55.00	\$75.00	£55.00
Buses Magazine	<input type="checkbox"/>	Monthly	12	£44.00	£54.00	\$90.00	£54.50
Classic Land Rover	<input type="checkbox"/>	Monthly	12	£42.00	£52.00	\$69.00	£52.00
FlyPast	<input type="checkbox"/>	Monthly	12	£44.00	£54.00	\$71.00	£54.00
Hornby Magazine	<input type="checkbox"/>	Monthly	12	£41.00	£50.00	\$83.00	£52.00
Modern Locomotives Illustrated	<input type="checkbox"/>	Bi-monthly	6	£22.50	£29.99	\$49.49	£29.99
Modern Railways	<input type="checkbox"/>	Monthly	12	£43.00	£53.00	\$90.00	£54.50
Railways Illustrated	<input type="checkbox"/>	Monthly	12	£43.00	£53.00	\$90.00	£54.50
Steam Days	<input type="checkbox"/>	Monthly	12	£43.00	£49.00	\$90.00	£54.50

Further discounts available on two year subscriptions
visit www.keypublishing.com/xmas15 for details.

Classic Military Vehicle subscriptions are also available by easy Direct Debit**

Just £11.99 quarterly plus a FREE BOOK!

Free gift is only available on Direct Debit when taking out a minimum 2 year subscription.



1384/15

Visit www.keypublishing.com/xmas15 for details

PAYMENT DETAILS

I enclose a cheque for £ / \$ made payable to Key Publishing Ltd

Please debit my Mastercard Visa

Expiry date

Security Code (last 3 digits on reverse of card)

Signature Today's date

OFFER CLOSE DATE: 29 February 2016

PLEASE QUOTE: XMAS15

**Direct Debit UK only. Payments are accepted by Direct Debit, Cheque, Postal Order, Credit Card and US Dollar Check. Payments by credit or debit card will be shown on your statement as Key Publishing Ltd. Key Publishing will hold your details to process and fulfil your subscription order. Occasionally we may wish to contact you to notify you of special offers on products or events. If you do not wish to receive this information please tick here or mention when calling. *Saving based on a 2-year subscription compared with our UK newsstand price. Should you cancel your subscription earlier than an invoice will be raised for the full price of the gift. See website for full terms & conditions.

COMING IN NEXT MONTH'S ISSUE...



Watch out for the following features in the February issue of CMV, on sale 15 January 2016

SHOW/MUSEUM GUIDE SPECIAL

A complete calendar of 2016 military shows and fairs – plus our round up of the world's best military vehicle collections.



TANK TRANSPORTERS

David Fletcher profiles the various vehicles used to transport tanks, including a couple of unusual prototypes.

RADIO CONTROL

Scott Smith visits the radio fanatic owner of a 1938 Morris Commercial wireless truck.

SHOW BUSINESS

John Blackman meets the new man at the helm of War and Peace Revival.



REGULAR FEATURES

And don't miss our regular features, including product reviews, forthcoming events, pages and pages of classifieds, the very best in military-vehicle photography... and, as regular readers will be only too well aware, far more than we can list here!

These are just some of the features planned for the next issue, but circumstances outside our control may force last-minute changes. If this happens we will substitute items of equal or greater interest.

CLASSIC MILITARY VEHICLE

Your favourite magazine is now available digitally.

DOWNLOAD THE APP NOW FOR FREE.



FREE APP

IN APP ISSUES £3.99

SUBSCRIBE & SAVE

Monthly £2.99
6 issues £18.99
12 issues £32.99

SEARCH: Classic Military Vehicle

Read on your iPhone & iPad Android PC & Mac kindle fire BlackBerry Windows 8

ALSO AVAILABLE FOR DOWNLOAD



SEARCH BRITAIN AT WAR

FREE APP with sample issue
IN APP ISSUES £3.99

SEARCH CLASSIC LAND ROVER



Read on your

iPhone & iPad Android
 PC & Mac kindle fire
 BlackBerry Windows 8

IN APP
ISSUES
£3.99



NEW Aviation Specials App FREE DOWNLOAD

Simply download to purchase digital versions of your favourite aviation specials in one handy place! Once you have the app, you will be able to download new, out of print or archive specials for less than the cover price!

HOW IT WORKS

Simply download the Classic Military Vehicle app and receive your sample issue completely free. Once you have the app, you will be able to download new or back issues (from February 2012 onwards) for less than newsstand price or, alternatively, subscribe to save even more!

Don't forget to register for your Pocketmags account. This will protect your purchase in the event of a damaged or lost device. It will also allow you to view your purchases on multiple platforms.

1383/15



Available on PC, Mac, BlackBerry, Windows 8 and kindle fire from

pocketmags.com

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, 6, 6s, iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download. Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2015. All rights reserved. App prices subject to change. Prices correct at time of going to press.

IT'S SHOWTIME!

The major military-vehicle and militaria events in the UK and around the world...

There are many military-vehicle rallies held in the UK and elsewhere; only the larger events are listed here but more appear in the major club magazines – or look at www.milweb.net, www.mvpa.org, or www.mvt.org. It is always wise to ensure an event is still on before setting out on a long journey. *CMV* can

accept no liability for errors or omissions in this list. Show organisers, please send details of your event to ian.cushway@keypublishing.com or to the editorial address at least eight weeks in advance. Unfortunately we have space only for shows with significant military-vehicle content.



**MILITARY-VEHICLE
EVENTS**

2016

March

**75TH ANNIVERSARY RANSOME &
MARLES FACTORY AIR ATTACK**

DATE: Sun 6 March 2016

LOCATION: various Newark-on-Trent

CONTACT: www.newarkairmuseum.org,
events@newarkairmuseum.org

May

CHIPPING STEAM FAIR

DATE: Sat/Mon 28-30 May 2016

LOCATION: Green Lane Showground,
Chipping, Preston, Lancs PR3 2TQ

CONTACT: 01995 61866,
www.chippingsteamfair.co.uk

July

YORKSHIRE WARTIME EXPERIENCE

DATE: Fri/Sun 8-10 July 2016

LOCATION: Cockleshaw Beck Farm,
Hunsworth Lane, Hunsworth, Bradford
BD4 6RN

CONTACT: Stuart Wright,
stuart.wright@hotmail.co.uk, website
www.ywe-event.info

WAR AND PEACE REVIVAL

Date: Tue/Sat 19-23 July 2016

Location: Folkestone Racecourse

Contact: www.thewarandpeacerevival.co.uk

MILITARIA EVENTS, AUCTIONS, ETC

**Government surplus sales
Witham Specialist Vehicles**

Regular auctions of military vehicles and equipment are held by Witham Specialist Vehicles throughout the year at its Colsterworth, Lincolnshire site. Visit www.mod-sales.com, or call 01476 861361 for more details.

Ramco UK

Ramco UK is one of the largest outlets for the sale of miscellaneous and government surplus. The company holds tender sales each month from its premises in Croft and Burgh – both in Lincolnshire. Visit www.ramco.co.uk, or call 01754 880880 for more details.

FORTHCOMING MILITARIA EVENTS 2015

December

CLIFF'S CLEAROUT

Date: Mon 28 Dec 2015

Location: Milford, Surrey

Contact: 01483 860403,

www.universaljeepsupplies.co.uk/

2016

January

CROYDON AIRPORT MILITARY & AVIATION COLLECTORS FAIR

Date: Sun 3 Jan 2016

Location: Hallmark Hotel, Purley Way,
Croydon, Surrey CR9 4LT

Contact: 07973 885754

DALLAS DIG OUT

Date: Sun 10 Jan 2016

Location: Dallas Autos, Cold Ash Farm,
Long Lane, Hermitage, Newbury
RG18 9LT

Contact: 01635 201124

MILITARIA

Date: Sun 31 Jan 2016

Location: Exhibition Centre,

Stoneleigh Park, Warks

Contact: 01743 762266,

www.militariashows.com

March

MALVERN MILITARIA FAIR

Date: Sun 20 Mar 2016

Location: Three Counties Showground,
Wye Hall, Malvern

Contact: 01743 762266,



As autumn suddenly changed into winter we saw a surge of vehicles coming onto the market again. Many were from sellers in mainland Europe, hoping to attract UK buyers taking advantage of the strong pound. That said, UK advertisers also tell us they are getting plenty of serious enquiries and sales from Europe.

November saw a wide range of vehicles come up for sale, from challenging restoration projects and those that ran when parked through to show condition examples. These are right across the categories, wartime and post-war. But noticeably, and we don't know why, there has been a decline in Soviet era vehicles in recent months. That doesn't mean

people have lost interest in them because if that had been the case we would already have seen a surge of adverts.

JEEP INVASION

East Coast Jeeps in Kent tell us it has 18 Jeeps due to arrive shortly from the USA. This should kickstart the Jeep spares market once these are sold and work starts on them.

The MoD disposal contractors, Witham Specialist Vehicles, has just imported some M998 Humvees from the USA and is offering them at very competitive prices starting at £15,000. Humvees have been hard to sell in the UK, possibly because of the previously perceived high value by their sellers and because they are not every enthusiasts' 'must have' vehicle. However, now many more are coming onto the market and prices have softened, we should see more in private hands with purchasers in the "I wouldn't mind one at the that sort of money," bracket coming forward. It is certain that some buyers will convert these cargo versions to the later slant back models that are more typical of front echelon



M998 Humvee from Witham. Interest in these should grow as prices soften.



Dig this – Brockway C666 crane found in Normandy and restored from a really derelict state will soon be coming up for sale. But what's it worth?

combat troops. Incidentally, Hughes Movie Services of Chichester has just finished renting its slant back Humvees to the producers of the latest Brad Pitt film *War Machine*. As we go to press Ian Hughes and his team are hard at work fabricating prop German vehicles for a Great War film.

HEN'S TEETH RARE

A rare 1945 Canadian built Dodge APT 236 with arctic cab at a realistic £5500 was the first time we had ever seen one of these for sale. Looking like a normal Canadian built weapons carrier, this weather protection is a quantum leap from the overtly breezy canvas topped version.

A vehicle can be rare, indeed very rare, but rarity isn't necessarily commensurate with value. If it's rare, but to most collectors uninteresting or totally impractical, it can be notoriously tricky to put a price on. Take Mick Wilson's superbly restored Brockway C666 with Quickway shovel crane that is just coming onto the market. It is rare, in fact it is the only one

known to be in preservation. The hard work of restoration and finding all the right bits has already been done so it's a turnkey purchase. But how do you value it? It is a very specialist vehicle and ideal if you like military construction and engineering vehicles and equipment. And after all, there is a current trend for tracked military dozers and plant – an interest that didn't really exist in any numbers five years ago. Certainly it is a stunningly visual vehicle and has been the focal point of the excellent Red Ball Express dioramas at many shows. That alone makes it perhaps perfect for display at several of the Normandy museums. I am not going to suggest a value here but it has to be worth much more than the White 666 cargo version and certainly as much as a small convoy of GMCs. It will sell for sure – there is a man out there for it and at the end of the day, you only need one buyer who sees the value in it.



German trucks being built to be sent to the front – in Chichester!

BRIDGING THE GAP


The Imperial War Museum (Duxford) is busy restoring the ex Normandy Mulberry Harbour Whale Bridge which was gifted to them by a small group of Normandy enthusiasts, Les Amis Pont Bailey, who, led by Christopher

www.christopherlong.co.uk/baleine).

Well, that's it, 2015 is behind us. It's been fun with military vehicles and all that history stuff. A year that has seen the very last War and Peace Revival and then within days of the announcement, its continuation

under new stewardship. A year tinged with tragedy when two American enthusiasts were

killed by an explosion in a wartime Hellcat whilst filming a documentary. And the end of an era when the founder of our hobby, Peter Gray, passed away.

A happy New Year to you all! 

"...there has been a decline in Soviet era vehicles in recent months."

Long, saved it from the scrapmen – as they did with Normandy's last Bailey Bridge at Pont Farcy. It was originally built by AP Braithwaite in 1943 and will make a remarkable new exhibit at Duxford in 2016 (see



A first for Milweb – a 1945 Canadian built Dodge APT 236 with arctic cab.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			TREND
					LOW	HIGH	AVERAGE	
SOFT-SKIN VEHICLES								
AM General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£15,000	£45,000	£26,000	▼
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£3200	£6200	£4600	▼
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£2250	£3250	£2783	–
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£4750	£4625	–
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£4820	£9700	£7223	▼
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£10,500	£25,000	£18,500	▲
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£6925	£25,000	£11,685	▼
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£2250	£14,000	£8153	▼
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£3000	£14,790	£6950	▲
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£3000	£8500	£5375	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£8750	£11,520	£10,037	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£6500	£13,500	£10,823	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£4995	£16,500	£13,199	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£2350	£8650	£5727	▲
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£6000	£9750	£8437	▲
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£4500	£6995	£5373	▼
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£8000	£12,500	£9825	▼
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3500	£5500	£4248	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£3000	£4995	£3290	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£5500	£9000	£8125	▲
WHEELED ARMOURD VEHICLES								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£10,000	£10,750	£10,158	▲
TRACKED ARMOURD VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£4750	£15,000	£9875	–
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£12,750	£13,500	£13,085	▼
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£10,000	£26,000	£18,000	–
AMPHIBIOUS VEHICLES								
Alvis Stalwart, FV620 (etc)	UK	1959	6522cc; 8; petrol	1575	£6750	£9500	£7975	–
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£13,700	£16,500	£14,735	–
TRAILERS								
¼-ton (for WW2 Jeep)	–	–	–	–	£850	£850	£850	▼
¾-ton British (for Land Rover)	–	–	–	–	£375	£500	£414	–

* Engine capacity figure refers to vehicle as introduced; other engine capacities used during production run.

** Includes civilian production.

Note

This guide is not intended to be comprehensive – at present it covers only the most popular collectors' vehicles. Similarly, the figures given are not valuations and do not necessarily reflect condition – they have been derived from the asking prices for vehicles recently advertised in Classic Military Vehicle magazine and on MILWEB. But remember that the price at which a vehicle was advertised is no guarantee that it sold at this price... or that it sold at all.

The effect of VAT on prices has been excluded so if you are buying from a dealer you must ensure that you understand what you will pay in total.

REDUCED

THE ARMOUR, THE WEAPONS, THE CREWS AND THE HISTORY

★ **ARMOUR • WEAPONS • CREWS • HISTORY** ★

TANKS

★ **OF THE WORLD** ★

1926
1936

FRENCH RENAULT FT17
BRITISH CHURCHILL
AMERICAN SHERMAN
GERMAN TIGER
SWEDISH S-TANK
GERMAN LEOPARD 2
AMERICAN ABRAMS

MIK V HEAVY TANK
TANK DESIGN TREND SETTER
www.militarymachinesintl.com

RUSSIAN T-34
A THORN IN HITLER'S SIDE

BRITISH CHALLENGER
THE LATEST TECHNOLOGY

JUST £3.99

A British invention born out of the stalemate of the Great War, the 'Tank' has become a key element on the modern battlefield that is both feared and respected on all sides. Since those early days when the tanks were little more than thinly armoured boxes, the modern Main Battle Tank has evolved into a sophisticated armoured fighting vehicle that is highly mobile, well protected and heavily armed.

In this **100-page special** we take a look at ten of the most important tanks to have been produced since their introduction to the battlefield in 1916 including:

BRITISH MARK V TANK

Not the first tank to be fielded in WW1, but the first to give control of the vehicle to just one man.

FRENCH RENAULT FT17 TANK

The first tank to use a turret, setting the pattern for most future tank designs for decades to come.

AMERICAN SHERMAN

The WW2 Sherman was the first tank to be designed to be mass-produced and went on to serve with armies all over the world, lasting well into the 20th Century.

GERMAN TIGER 1

The first of the 'Heavy Tanks' with near impenetrable armour, which established it as the most feared tank

BRITISH CHALLENGER

The first of the modern British MBTs to use the new high-tech, British-developed 'Chobham' laminated armour and still the British Army's current Main Battle Tank.

AND MORE!



ORDER DIRECT!

JUST £3.99 FREE P&P*

*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

465/14

Free P&P* when you order online at www.keypublishing.com/shop



Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

MILITARY / MISC

COLLECTION OF MILITARY MODEL CARS



Selling my collection of military model cars. Ideal Christmas present Chevrolet C8A Bedford Price £35 + Post Citroen T23 Price £26 + Post
01280 701266
gradusm@aol.com Northamptonshire

BOOKS / MANUALS

WAR ILLUSTRATED - £125 Complete set War Illustrated from 16 September 1939 to December 1949. 34 copies January 1946 to April 1947 - 2 missing. Tel: 01544 230315. Hereford.

RACCOLTA CMV

Da Settembre 2001 Disponibile a Torino Italy e-mail limonesergio@yahoo.it

A LARGE COLLECTION OF THE WAR ILLUSTRATED. Over 200 copies from July 1940 to April 1947. All good reasonable condition. Please phone for more details. £50. Tel: 07974 789526. Herefordshire.

TOOLS/MISC.

PANTAGRAPH £375



Located Rochester Kent
07734757477

GUILLOTINE 4FT £295



Cut ideal for thin sheet.
Located Rochester Kent
07734757477
Fork lift available for loading.

JEEPS / LAND ROVERS

WILLYS JEEP 1945 Good working order, new to Swiss army A/F for moving planes plus starting by special transmission. 5 new tyres. Battery on the button. P/E-M35 similar. £11,000 ono. Lincolnshire 01522 722935

FORD GP JEEP 1944 £14,200. Jeep with interesting history. Rebuilt engine. Radio set. Number of new parts. Extra bits and pieces included. All in good wartime condition. Ring for more details. Berkshire 01635 578479



www.keypublishing.com

MILITARY / MISC

MILITARY VEHICLE TOOLS, all second world war dated, very good condition, no rust. £25 pp WW2 jeep first aid tin, all original lettering, worn but still readable, never been touched £60. Phone 01255 812148, Essex.

LAND ROVER 101 ABMI 1978



All necessary mechanical parts replaced with new.
Good bar grip tyres. Needs a paint job.
Very good runner. £5300
Based at Sawtry, PE28 5XB Cambs.
Phone 07538621771

MILITARY VEHICLE TOOLS



All second world war dated, very good condition, no rust. £25 pp WW2 jeep first aid tin, all original lettering, worn but still readable, never been touched £60
Phone 01255 812148
Essex

HOTCHKISS WILLYS 1960 £15,000



Very good condition, 24v, MOT 9th April 2016. New brake cylinders/shoes all round. Full winter and summer canvas, wire cutter, rear bustle rack plus extras. Phone for further details.
Tel: 07455 695009
rg68@hotmail.co.uk Dorset

MILITARY / MISC

COLLECTION OF MILITARY MODEL CARS

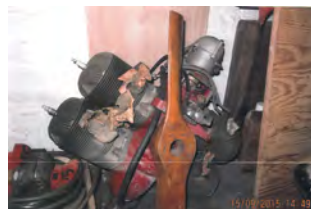


Selling my collection of military model cars. Ideal Christmas present GMC CCKW-353 Truck, GMC CCKW-353 Tanker Price £22 + Post Half track multiple gun £22 + Post
01280 701266
gradusm@aol.com Northamptonshire

To advertise email: cmvads@keypublishing.com

MILITARY / MISC

AERO ENGINE MNF USA



McUllock 1940-1950 70lb weight Target drone no nose, spinner inc. prop in wood.
£350
Tel: 0208 3997541
Surrey

MILITARY SHOVELS



1 jeep shovel stamped USA WW2 unissued £55
2nd shovel 1956 £20, 3rd shovel 1952 £20
4th shovel 1960 £20
All plus p & p all good condition
Tel: 01255 812148
Essex



www.keypublishing.com

WILLYS JEEP RADIO SET



WW2, removed from willys jeep, c/w transformer and mic etc, £300 ono
Tel 01548 521278 Devon

TOWER OFFICERS FUSIL 1860 £795



Lovely condition, Australian markings-original.
Call 07711 956049
S.Yorks

FRENCH PRC 79A PORTABLE RADIO, complete with backpack harness, flexible and static aerial and accessories pouch. Unwanted accessory from recent Hotchkiss purchase. £150 plus carriage costs from France
Tel 0033 (0)670 45 87 50
Email Richardlennon550@btinternet.com

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE - Email: cmvads@keypublishing.com

FOR SALE

MILITARY / MISC

COLD WAR RELIC £750 PLUS VAT



1950's complete mobile chlorination pump and purification plant by Bell Bros, unused, never put into service, stored as part of strategic reserve until recently, twin cylinder Petter engine, pump, all tools, accessories, possibly unique survivor, good trailer, military type tow hitch.
Tel. 07970 449114

ENFIELD 3 BAND RIFLE 1853 PATT £850 ONO



V.good external condition, wood, etc, snap cap, white leather sling,

unusual maker. 1860

Phone: 07711 956049

S. Yorks

ONAN GENERATORS £850



Sankey trailer with two Onan 3 1/2 KVA petrol generators. Low hours c/w brakes and lights.

Good working order.

Phone 07774 420 364

richard@littlegagoters.wanadoo.co.uk

Essex

TRAILERS/TOWING

TRANSPORTER TRAILER



Special build by Brian James, only 5ft wide between the wheels and just under 12ft long, 1250 kg load capacity, 1750 gross ideal small car / tractor/jeep etc, new knot brake shoes and cables, c/w ramps, fully galvanised and laser cut security marked c/w locking hitch, you wont find another £1800

Tel 01548 521278 Devon

EXCELSIOR WELBIKE 1942, £10,000, MK 1



All original, matching engine to frame numbers.

Present owner for 25 years.

Tel: 01252 321103

Surrey

COLLECTION OF MILITARY MODEL CARS



Selling my collection of military model cars. Ideal Christmas present.

Dodge T214-WC57,

Dodge T214-WC54

Dodge T223-WC63

Price £26 + Post

01280 701266

gradusm@aol.com Northamptonshire

TRAILERS

JEEP TRAILER £850



Nice Jeep Trailer. Good Condition.

new cover.

Tel: 01253 42183

Email: vrita13@hotmail.com

Norfolk

SANKY TRAILER



Sanky wide track trailer 3/4 tonne

12v electrics. Wood and canvas roof.

£450 ono

Phone 07984855174 Essex

VEHICLES AND PARTS

MERCEDES UNIMOG 404, 1963, OFFERS PLEASE



Ex Swiss Army with Army Accessories. Good solid vehicle, full working condition. 4075km. Swiss registration document present to enable easy registration in the UK.

Tel: 01803 866763.

Email: belhayday@icloud.com

Devon

FOR SALE AND WANTED WILLYS FORD JEEP



Jeeps, Willys Ford and Hotchkiss,

sale and wanted, Rob U'Ren.

Phone: 01548 521278.

HUMBER 1 TON FV1600V £1100 COULD BREAK.



In need of full restoration, very rotten but all complete.

Rolls Royce B60 runs, 1953 early build, a very rare truck please give me a call for more info.

07951547510

CHEVROLET-C15A-4X4 1943 8000 euros

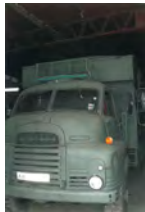


Very good condition, good tyres, new tarpaulin, ready to use, all registration documents, price by arrangement.

Pire, 156, Rue du commerce,
5590 Ciney, Belgium

Email: herve.denis.42@gmail.com

BEDFORD R 1960 £3500



Bedford communications lorry with box body used as camper. Petrol engine 4wd MOT and tax exempt. Good condition for age. Used on the road. Dry stored.

Phone 07774 420 364

richard@littlegagoters.wandoo.co.uk

Essex

WILLYS/FORD JEEP



5x restored combat wheels with new tyres £475.

Phone 01474 708586

Mob: 07719 779597

Dartford, Kent.

BEDFORD MJ DEFENDER 90/110

series 3 parts. Sorry no engines, gear boxes or panels but parts there of.

Phone for free list. £1000 worth of parts.

Looking to sell for £250 the lot.

Tel: 07858784713 SE London



www.keypublishing.com

SCAMMELL EXPLORER, 1955, £18,250



In full working order 6x6. No known faults, Ex Army Meadows, Petrol – all parts working order.

Tel: 07836 579872.

Email: jacknobbs@aol.com Lancashire

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE - Email: cmvads@keypublishing.com

WANTED

BOOKS / MANUALS

VARIOUS BOOKS ON THE MILITARY. Only sold as a job lot £100 ono. Please send a medium sized SAE for a full list of them.

Models

Two lots of DeAgostini tanks & military vehicle models with tank stands £100-£200 ono

Boxed models of tanks and other military items for those interested in building them up, also a couple of boxes of bits £175 ono

Boxed model aeroplane, Airfix FW190 £60. Phone 0121 531 9113



www.keypublishing.com

VEHICLES AND PARTS

FRONT AXLE FOR 1940'S/EARLY 50'S AUSTIN K2 2TON TRUCK.

Complete with stub axles and back plates. W.H.Y Tim 07791 484621.

BOOKS / MANUALS

WANTED: MANUAL FOR LEYLAND 0600/191 MK2 as fitted to my Leyland hippo MK3 aircraft re fueller 1953/5. Also manual for Thompson pump equipment fitted to same. 07730 220 485 Suffolk



www.keypublishing.com

To advertise email:

cmvads@keypublishing.com

VEHICLES AND PARTS

THORNYCROFT NUBIAN 1964



Thornycroft aux. gearbox

Type 271, 268 or 265. For TFA/B81 or

TFB/B80 Nubian

Phone 07849761177

email anthony.mills73@ntlworld.com

PANHARD VBL SCOUT CAR. Wanted, Panhard vehicle Blinde Legere (VBL) "ULTRAV" short wheel base model. Must be in good condition.

Phone: 0786 7780484 Hants.

FORD GP JEEP 1942



Help any info PLEASE. YYD 861 I saved this jeep from scrap yard in 1961, rebuilt and ran for 2 years any whereabouts, or present owner please contact Roy.

Phone: 01932 769676 Surrey.
Email: hopkinsj4@sky.com

To advertise in the **FREE ADS** just fill in the form below.



CLASSIFIED COUPON

Reach a dedicated audience of 'Classic Military Vehicle' enthusiasts by placing your advertisement here - **FOR FREE!** You can include a colour photograph and we'll run your advertisement for up to 'TWO ISSUES'

Just fill in the coupon below and return to: **CMV Free Ads, Key Publishing, PO Box 100, Stamford, Lincs PE9 1XQ**

Or Tel: **+44 (0)1780 755131** • Fax: **+44 (0)1780 75261** (we advise not to send photographs via fax)

Email: cmvads@keypublishing.com • Website: www.keypublishing.com

HEADING (Please tick one below)

For Sale Wanted

SUB HEADING (Please tick one below)

- | | |
|---------------------------------------------------|-----------------------------------------------|
| <input type="checkbox"/> Artillery (no hand guns) | <input type="checkbox"/> Soft Skin vehicles |
| <input type="checkbox"/> Books & Manuals | <input type="checkbox"/> Spares |
| <input type="checkbox"/> Jeeps & Land Rovers | <input type="checkbox"/> Tracked Vehicles |
| <input type="checkbox"/> Militaria & Misc | <input type="checkbox"/> Trailers & Towing |
| <input type="checkbox"/> Model Kits | <input type="checkbox"/> Vehicles & Parts |
| <input type="checkbox"/> Motorcycles & Cycles | <input type="checkbox"/> Other (Please state) |
| <input type="checkbox"/> Services | |

YOUR DETAILS

Name: _____

Address: _____

Town: _____ County: _____

Postcode: _____ Country: _____

Tel.* _____

(*Please include international dialling code if outside UK)

Email: _____

ADVERTISEMENT DETAILS

(PLEASE WRITE IN CAPITAL LETTERS)

Make & Model: _____

Year: _____ Price: _____

Main text (30 words max.): _____

County: _____ Country: _____

Ad contact number: _____

Email: _____

CONDITIONS OF ACCEPTANCE

*This is a free of charge service for private sellers only. All trade advertisements will be charged. Key Publishing has the right to refuse any advertisement. We cannot guarantee which issue of Classic Military Vehicle magazine your advertisement will appear in. Each advertisement will have a maximum of 30 words and we reserve the right to sub-edit or not publish any advertisements that exceed this limit. Any pictures submitted will not be returned and will become the copyright of Key Publishing Limited. Emailed digital photos must be in Jpeg format. Key Publishing does not accept any liability for any errors in any advertisement published. Advertisements may appear online or within any digital format at any time. By submitting your advertisement you agree to these terms and conditions.

THE FREE MARKETPLACE FOR ALL THINGS MILITARY!* (NO TRADERS) • TRADE ADVERTISERS PLEASE CALL +44 (0)1780 755131

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE - Email: cmvads@keypublishing.com

AN ILLUSTRATED HISTORY OF THE THIRD YEAR OF THE GREAT WAR

A **BHISTORY OF CONFLICT**
BRITAIN AT WAR SPECIAL

AN ILLUSTRATED HISTORY OF THE
THIRD YEAR OF THE GREAT WAR

1916



**JUST
£5.99***

1916 - An Illustrated History brings the third year of the Great War to life in a series of fascinating features and articles.

The First Day of the Somme

At 07:30 hours on 1 July 1916, thousands of British soldiers lurched forward into No Man's Land towards the German wire. What happened next has become the stuff of myth and legend...

The Lochnagar Mine

The opening of the Somme offensive was preceded by the detonation of a large number of mines. The largest of these was referred to as the Lochnagar Mine.

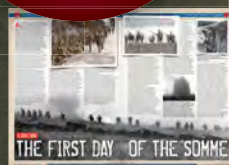
The Battle of Delville Wood

The offensive on the Somme had raged for two weeks when Delville Wood was captured and held against several hostile counterattacks.

Largest Zeppelin Raid of the War

Despite the fact that anti-aircraft batteries and searchlight units had been introduced, German Zeppelins carried out their biggest demonstration of war against the British capital.

AND MUCH MORE!



AVAILABLE NOW from **WHSmith** and all other leading newsagents

Alternatively, Order Direct

JUST £5.99 + FREE P&P*

*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

1167/15

Free P&P* when you order online at
www.keypublishing.com/shop

OR

Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

FlyPast
SPECIAL

SALUTING THE WORLD'S MOST POWERFUL WARBIIRD

FREE INSIDE: VULCAN XH558 LARGE DOUBLE SIDED POSTER

VULCAN FAREWELL

CELEBRATING THE WORLD'S
MOST POWERFUL WARBIIRD

XH558's BOW-OUT TOUR

Emotional
marathon to
end an era

CROWD PLEASER

The 'Vulcan Effect'

COLD WAR WARRIOR

XH558's RAF career

RESTORATION TO FLY

Looking back on an epic project

WHAT NEXT FOR XH558?

Plans for the future revealed

PLUS - Units, Weapons and Survivors

Special **FlyPast**

JUST
£5.99

Since October 2007, enthusiasts across the United Kingdom have basked in the raw power and agility of Avro Vulcan XH558 - but all knew that its time back in the air was limited. Since then millions have thrilled at the sight and the sound of the incredible mighty delta and rallied to the call to help keep it flying. This year is XH558's swansong, as it is finally retired and begins a new life as the focus of a heritage and educational centre.

As a tribute to the most challenging and complex return-to-flight project ever, *FlyPast* magazine presents a unique 84-page souvenir devoted to a much-loved icon: Vulcan XH558. Created with the assistance of the Vulcan to the Sky Trust, the story of the world's only civilian operated V-Bomber is revealed.

FEATURES INCLUDE:

Cold War Warrior

XH558's career as a 'Cold War' warrior then display favourite through to its service retirement is charted

Restoration to Fly

The vision of the Vulcan to the Sky Trust and how the team overcame the awesome problems of finance, paperwork and engineering so that the Vulcan could fly as a civilian

Crowd Pleaser

Eight glorious seasons of airshow operation and the incredible 'Vulcan Effect'

PLUS!

FREE Poster

A high-quality, double-sided poster of Vulcan XH558

AND MUCH MORE!



Available NOW from **WHSmith** and all other leading newsagents

ALTERNATIVELY, ORDER DIRECT:

JUST £5.99[†] FREE P&P*

*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

1322/15

Free P&P* when you order online at
www.keypublishing.com/shop



Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!



The Club for all types of Military Enthusiast

The Membership Secretary
The Military Vehicle Trust
Unit 1c
Gore Cross Business Park
BRIDPORT
DT6 3UX

Join the
Big One

visit us online
www.mvt.org.uk

Registered under the Charities Act 1960 No. 327768

The Club for Collectors of Military Vehicles

Tel: 0333 321 8977

Join over 6,000 like minded Military Vehicle Enthusiasts whose membership benefits include:

- ★ Over 30 local Area groups.
- ★ Incorporating the highly acclaimed WINDSCREEN Magazine, six issues.
- ★ Annual Calendar. ★ Organisation of European Tours.
- ★ Numerous National and local shows throughout the year.
- ★ Members Free vehicle verification for DVLA.
- ★ Insurance through specialist schemes.



You've done the hard work to preserve your historic military vehicle.

Now, support the organization that works hard to preserve your continued access to vehicles and parts.

Monitoring municipal, state, and federal legislation to fight barriers to the hobby. And, assisting local MVPA affiliates facing these issues in their areas. Just part of what we do.

What else? Six issues of *Supply Line* and four *Army Motors* issues a year for vital information and resource contacts.

Discounts on ad rates and at the international convention.

Now, do your part to honor their service and continue the tradition.

Join today and keep history in motion!



Who Will Protect Them? YOU... AND THE MVPA

SANDBLAST THE FRAME—REBUILD THE CARBURETOR
FIND AN ORIGINAL WHEEL—THE TIME—THE COST...
BUT YOU LOVE IT ANYWAY.



MILITARY VEHICLE
PRESERVATION ASSOCIATION

HISTORY IN MOTION

PO Box 520378 • Independence, MO 64052 USA • 800.365.5798 • www.MVPA.org

Echoes of war...

ON YOUR BIKE!



BOY'S OWN

Talk about starting them young. Here a 15-year-old Polish boy is getting stuck in adjusting a motorbike carburettor. He was part of a Boy's Signals Company formed in the Middle East in early 1942 to train boys of school leaving age to relieve adults for other wartime duties. Youngsters from five different nations, including Greeks, Cypriots and Maltese underwent training, with the objective of ensuring they could maintain their own machines.

READ ALL ABOUT IT!

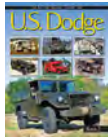
We all appreciate the power of the press and during wartime keeping troops up to date on what was going on was just as important as it was for the general public. Especially if they were stationed in the desert somewhere! The 8th Army had its own newspaper called the *Crusader* which, according to the caption on the back of this photo, shows a copy being duly delivered by an Army 'paperboy' and dated 22 October 1942. The paper was printed on an old fashioned printing press mounted on a lorry and manned by "two Yorkshiremen and a Czech."

Thanks to Alby Anderson for the photographs.



Bookworld Wholesale Limited

Incorporating Avid Reader Mail Order Books
UK Distributors of Tankograd



U.S. DODGE. The Development and Deployment of Dodge Military Trucks 1940-1970. U.S. Dodge will be presented in a two-book set packaged in an attractive, matching slipcase. Book 1 of the set is 496 pages and contains over 850 images. Book 2 of the set is 522 pages and contains nearly 900 images. Although the majority of the photographs in both books are black and white, many excellent and rare full color period shots can also be found within its over one thousand pages of content. **£99.99**



Nuts & Bolts 34. Sd.Kfz.7 - 8 ton Zugkraftwagen Krauss. One of the most interesting military vehicle developments of the German Reichswehr and Wehrmacht was without doubt the half-track tractors. Paperback, Black, white and colour photos, line drawings **£25.15**



Challenger 1 Main Battle Tank. The British Army's 62-tonne Challenger 1 was the first of a new generation of main battle tanks when it entered service in 1983. Its most important design features were the use of the revolutionary Chobham armour system and hydrogas suspension that gave it superb cross-country performance. Published in association with the Tank Museum, Bovington. Written by an ex-Challenger tank commander. This manual uses the Tank Museum's working Challenger 1 as its centrepiece. Hardback, 156 pages. **£22.99**



Post War Panzers. An exciting new 44 page photographic title from Guidelines Publications (Post War Panzers) compiled by a name familiar to many, Fraser Grey. This title contains many quality photographs (some in colour, all are captioned) of German armoured vehicles captured in the Prague uprising, 5th to 9th May 1945, notably the Jagdpanzer 38(t) Hetzer (in various stages of completeness), half-tracks and armoured cars, others of vehicles manufactured again when the liberated Czech workers returned to their munitions factories. **£10.50**



Red 78 Saladin Mk.2 in Detail. Saladin Mk 2 in detail by Frantisek Koran, Kevin Browne, Jan Mostrk. 188 colour photos 60 pages, soft cover. Saladin in the Belgian royal army and military history museum and in British private collections Photo manual for modellers. **£17.99**



Tankograd 9023. Conqueror. This publication describes the development history, the technology, variants and the only eight year long in-service life of the Conqueror heavy gun tank. Also covered is the Conqueror armoured recovery vehicle. Illustrated with 12 colour photographs, 94 black & white photographs and 17 graphics. 64 pages. **£13.99**



Canadian Vehicles in Korea. Don Dingwall. 210 pages, over 300 illustrations, 8 1/2 x 11 inches, hard cover. For the first time a book dedicated to the soft-skinned armoured vehicles used by the Canadian Army in this seldom studied conflict. Supported by a comprehensive text that provides an overview of the acquisition, use and disposal of Canadian, US and British vehicles used in training at Fort Lewis and in combat (and combat support) in Korea. **£55.99**



Tankograd In Detail - Fast Track 12. Dingo 2 GE A3.3 PatSi. German Protected Patrol Vehicle - In action photographs and a detailed walkaround, English text. - Limited print 999 copies. Quantity Photos and Illustrations: Illustrated with 73 colour photographs, 40 pages. **£10.99**



Tankograd In Detail - Fast Track 11. Warrior FV10 TES(H) British Infantry Fighting Vehicle - In action photographs and a detailed walkaround. Limited print-run 999 copies. Quantity Photos and Illustrations: Illustrated with 63 colour photographs, 40 pages. **£10.99**



Tankograd In Detail - Fast Track 13. Grantiger L'we German Camouflage - Markings - Soldiers - In action photographs and a detailed walkaround, Limited print 999 copies. Quantity Photos and Illustrations: Illustrated with 49 colour photographs, 40 pages. **£10.99**



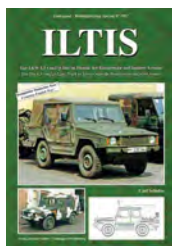
Tankograd In Detail - Fast Track 14. Panzerhaubitze 2000 A1/A2 German Up-armoured Self-Propelled Howitzer. In action photographs and a detailed walkaround, Limited print 999 copies. Quantity Photos and Illustrations: Illustrated with 82 colour photographs, 40 pages. **£10.99**



Tankograd In Detail - Fast Track 15. Keller German Mine-Clearing Tank. In action photographs and a detailed walkaround, Limited print 999 copies. Quantity Photos and Illustrations: Illustrated with 94 colour photographs, 40 pages. **£10.99**



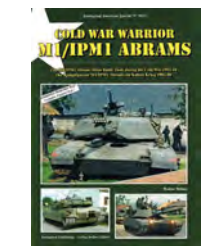
Cold War Hero-Kalter Krieger Leopard 2A4. The ideal companion to our In-Detail Leopard-Maintenance this publication offers a highly detailed walk-around the Bundeswehr's Cold War hero, the 2A4 variant of the Leopard main battle tank family. 221 colour photos on 96 pages and a comprehensive textual introduction grant a fantastic look on the technical aspects of this tank. Aside from the hull and turret, the interior and the engine compartment are also covered in great detail. Illustrated with 221 colour photos, 96 pages. **£10.99**



Tankograd 5057. Iltis. The Iltis 0.5 t mil Light Truck in Service with the Bundeswehr and other Armies The LKW 0.5 t mil light truck is a versatile, all-wheel-drive, off-road vehicle that replaced variants of the Munga light truck in the Bundeswehr from 1978 onwards. The present publication describes the development history of the Iltis, its technology, variants and various mission kits in great detail using many hitherto unpublished photographs. Also included are other user nations. Illustrated throughout with 12 b&w photographs, 103 colour photographs, 10 graphics and two 1/35 scale drawings, 64 pages. **£13.99**



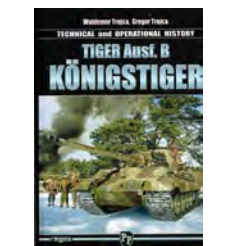
Militär Fahrzeug 4/2015. Bundeswehr: War & Peace Show 2015. Wehrmacht: Verlasteter Panzertransport der Wehrmacht. Canadian Army: Canadian Forces G-WAGON. US Army: M1 Abrams Tarnung - Rock of the Marne British Army: Good Bye British Army. Quantity Photos and Illustrations, fully illustrated. German text only 56 pages. **£9.99**



Tankograd 3023 Cold War Warrior M1/IPM1 Abrams. The M1/IPM1 Abrams Main Battle Tank during the Cold War 1982-88. This publication shows the introduction and the early service years of the M1 and IPM1 main battle tanks in exercise shots taken with the USAREUR in Germany 1982-88. Illustrated with 100 colour photographs, 24 b&w photographs and 6 graphics, 64 pages **£13.99**



Six-Ton Trucks From Prime Mover to Truck Tractor. From Prime Mover to Truck-Tractor One hundred twenty eight pages, soft cover, over 260 black & white and color images. Coverage of the Prime Mover, K-56 Radar Van, Bridge Erector, Crane Carrier, Tanker, Fire Truck and the Truck Tractor in period photos. Also includes walk around photos of the Prime Mover, Bridge Erector and Crane Carrier. **£23.99**



Tiger Ausf. B K'nigstiger - TECHNICAL and OPERATIONAL HISTORY The enquiries from readers have at last resulted in the preparation of a new edition of Waldemar Trojca's K'nigstiger book. The new book contains 720 pages, approximately 850 photographs, approximately 200 2D and 3D color drawings, 40 maps and 30 color organigrams. The technical section has been enriched with new photographic material from the production process and with technical drawings. The section on camouflage has been produced in color. The color drawings show all possible variants from the combat units. Additionally, all dangerous opponents of the K'nigstiger (Eastern and Western fronts) have been presented. **£95.00**



Land Rover Military One-Tonne. A fully illustrated history of the Land Rover 101 One-Tonne - the forward-control military vehicle developed as a gun tractor for the British Army, in production from 1975-1978. Including specification guides, production histories and original photography. Paperback, 160 pages, colour and Black/White photographs **£16.99**



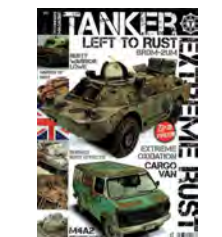
Firefly Collection No.10 Panther. Panther and Jagdpanther Units in the East Bagration to Berlin Volume 1. Written and Illustrated by Dennis Oliver and Stephen Andrew. Superbly detailed colour profiles, black and white archive photographs, comprehensive organisational and equipment charts, unit history and maps.. **£14.99**



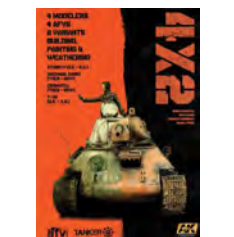
The Military Machine, Volume One U.S. Half Tracks. The first title in the Military Machine series is U.S. Half-tracks. Written by noted vehicle historian David Doyle, this massive 456-page book covers all aspects of the half-tracks development and use, from early concepts to its deployment across the globe in WWII. 800 Images **£44.99**



M103 Heavy Tank. One hundred twenty pages, soft cover, over 260 black & white and color images. Scale drawings. Coverage of the T43, T43E1, M103, T43E2, M103A1, M103A2 and M51 Tank Retriever in period and walk around photos. **£23.99**



Tanker Techniques Magazine. We now introduce to you our latest publication, eTanker, and we are sure that it will herald a new global benchmark for scale modelling magazines. This new approach and concept for our new quarterly magazine, focuses on amazingly realistic paint schemes and finishes, showing you how to accomplish them. We have the very best of modellers from around the world, showing you how to master not only the very latest techniques, but also the old standards too. **£8.99**



4 X 2. This book introduces what we believe to be an entirely new concept with modelling publications. In this book, four modelers build a different subject twice! Each specific vehicle is represented by each modeler in either an operational or factory fresh appearance, and again as a destroyed, abandoned, or museum/monument exhibited vehicle. A truly unique approach for the vehicle modeller. With this approach, we can bring you articles on the same model, but with entirely different techniques employed, or used in a different manner. **£21.99**

Bookworld Wholesale Ltd.
 Unit 10 Hodfar Road, Sandy Lane Industrial Estate,
 Stourport, Worcestershire, DY13 9QB
 Tel: 01299 823330 Fax: 01299 829970

YOU CAN VISIT OUR WEBSITE: www.bookworldws.co.uk
 Major Credit Cards Accepted, UK Cheques Payable To: Bookworld Wholesale UK
 Postage Single Book £2.50 Two or More Books £4.50
 Overseas Airmail Please Add 15% of Order Value, Minimum £4.50



GRAHAM SYKES

Military Vehicle Insurance

THE GSI - TEAM



**IF YOU HAVE A MILITARY VEHICLE.
IF YOU WOULD LIKE US TO INSURE IT.
YOU KNOW WHERE TO FIND US.
NOW YOU CAN HIRE, THE GSI TEAM.**

01395 255 100

WE LOVE IT WHEN A POLICY COMES TOGETHER

www.graham-sykes.co.uk

Graham Sykes Ltd. is authorized and regulated by the Financial Conduct Authority.
Calls may be monitored or recorded to help improve our service.