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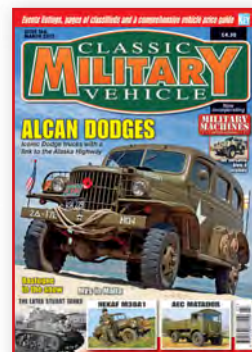
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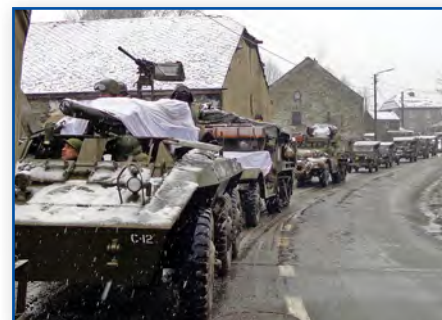
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# OPENING SHOT

## 1918 DENNIS A-TYPE AND 1917

While various troop-movement exercises had demonstrated the advantages of the internal combustion engine to the British Army well before the outbreak of war in 1914, the budget available did not allow for full mechanisation. And while renting suitable trucks and drivers from civilian haulage companies for the purposes of an exercise was just about feasible, it certainly would not meet the Army's needs in the event of war. Therefore, in September 1911 a subsidy scheme was introduced covering trucks in the 3-ton (A-type) and 30cwt (B-Type) classes. In brief, the terms of the scheme allowed that a vehicle's owner would receive an initial payment of between £8 and £15 followed by annual payments of £15 on the understanding that the War Department could in the event of war or other crisis compulsorily purchase the vehicle with very little notice. Manufacturers were issued with a comprehensive list of specifications to be adhered to if their trucks were to be accepted within the subsidy scheme.

Here we have two rare types from the era photographed at the Imperial War Museum, Duxford, in June 2014. On the right of the photo is a Hallford EIDI-80 manufactured in 1917 by J & E Hall Ltd of Dartford. Its chain drive was a feature not much liked as it was noisy and required a high level of maintenance. On the left is a 1918 Dennis A-Type. The fern leaf painted on the side denotes a vehicle of the New Zealand Division.

*Photograph by John Blackman*



# HALLFORD EIDI-80



# NEWS & REVIEW

★ *A round-up of military-vehicle related news and products.* ★  
*Send news items to [ian.cushway@keypublishing.com](mailto:ian.cushway@keypublishing.com)*

## Despatches



A comment on the 'WW2-look' Minerva in the *CMV* January 2015's Review has opened the lid on something of a hornet's nest. While some see authenticity as key and pour scorn on anyone who tries to make a vehicle look like something it isn't, another big section of the enthusiast movement strongly believes there should be more tolerance. In reality, I feel there ought to be an opportunity to accommodate both camps. It's crucial to have historically correct vehicles at shows, and we are perfectly right in covering totally accurate nut and bolt restorations, but at the same time, if the movement is to survive, there has to be scope for people to have a bit of fun, run around in replicas and enjoy an element of freedom of expression. Some argue that due to the value and rarity of some vehicles, the hobby is in danger of becoming elitist – so if we are to encourage new, younger enthusiasts, we need to include more affordable military machinery and not frown on their efforts to become involved in the military scene just because they've got the wrong markings or have given their vehicle a look from another era. One reader seemed to sum up the general view of many when he said, "I don't want to read a magazine that is full of vehicles that I am never going to be able to own." Meanwhile, a regular contributor when commenting on the subject implied that where a vehicle wasn't authentic, it ought to be made clear in the caption that the paint or markings were a 'personal touch' to ensure clarity between fact and fantasy. I think the debate will rumble on and I'd welcome your thoughts. Either way, I want the scene to be a friendly and welcoming place – and I am also aware that if it does indeed become too elitist, then in 20 years' time there may not actually be a classic military vehicle movement...

Ian Cushway



## MEDALS STOLEN!

1. Lt.E.Brewer



2. Sgt.A.Pollard MM 15110



Stealing is wrong, full stop. But when the theft is of something unique and representative of a particular achievement and their theft affects not only the victim's sense of well-being, but also prevents him from sleeping at night, it's really no joke. Well, that's the situation surrounding the theft of some medals last January from the HQ of the Royal Flying Corps Association in Surrey. Said East Surrey West Kent Area MVT chairman John Dale: "The gentleman they were stolen from has been the secretary of the Royal Flying Corp Veterans since the 1960s when they still had over 800 members and, of course, he has seen them all pass away in later years and he feels dreadful over the theft of these medals to the point that he finds it hard to sleep or relax in his own house, especially as he was upstairs when the theft occurred. This is an awful state of affairs to be in as he is 90 himself and a former tank commander in Monty's army."

The medals are as follows; Great War (1914-1918) awarded to Lt E Brewer (British War medal, Victory medal, Defense medal, War medal). Also taken were a group awarded to Sergeant A Pollard MM 15110 (Military medal, 1914-15 Star, Victory medal). Both groups were in frames when stolen. There is a reward for the return of these medals, please telephone 01306 711114 or call John Dale on 07971 202933.

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# RARE HETZER GOES DOWN UNDER



After having undergone a meticulous nut and bolt restoration by Axis Track Services in Suffolk, a 1945 Sd.Kfz. 138/2 Jagdpanzer 38 Hetzer has boarded a ship headed for Cairns to become the star exhibit at the prestigious Australian Armour & Artillery Museum. Once there it will join Rob Lowden's collection of 90 or so other military vehicles which he's lovingly collected from scratch.

The rare wartime Hetzer was built in early 1945 and was knocked out soon after near Prague and returned to the factory to be rebuilt. After the war, it joined the G-13 programme and underwent a number of alterations (including having a V8 diesel fitted) before finally being decommissioned – a process which involved removing the engine, filling the bay with concrete and rendering the gun useless.

Thankfully, plastic sheeting had been placed in the bay beforehand which made removing the concrete somewhat easier. The tank then went to a museum in Germany where it was hastily painted and put on display.

In order to return the Hetzer to its original WW2 spec, Axis ([www.axistrackservices.com](http://www.axistrackservices.com)) managed to break up the concrete, strip out the G-13 kit and source replacement components, making its own where the originals were unavailable. The gearbox was rebuilt in the Czech Republic and because the gun mounted in the Hetzer was not the correct PaK 39 a replacement had to be sourced. Here, The Tank Museum's Jagdpanzer 38s proved particularly useful for reference purposes.

A freshly rebuilt six-cylinder petrol engine takes pride of place in the newly restored Hetzer,



and here once again, Bovington's example proved invaluable. Indeed, the Bovington engine compartment was cut open by special arrangement, exposing the internal layout for the first time in over 50 years, to enable Axis to glean the information it needed to recreate the various mounts.

Integral to the whole operation to relocate the vehicle down under was Mike Lynch from Military Shipping Services ([www.military-shipping.com](http://www.military-shipping.com)). Said Mike: "Because the vehicle couldn't be lifted or driven by anyone other than the engineers at Axis, they had to accompany us to Southampton dock and drive it off the low loader onto the MAFI to be loaded on the ship." From there it embarked on the 42-day voyage to Brisbane before making its 1000-mile trip on to Cairns. As probably the most original and complete Hetzer that actually saw service in WW2, Mike says it's certainly one of the rarest and most interesting vehicles he's transported.

# READER'S MEMORIES

My father's name is Bill Simpson and he is a long-time *CMV* reader. He was born in Ipswich on 19 July 1937 and served with 119 Company of the Royal Army Service Corps. It would really make his day if you could find a little space for his recollections and/or photographs, which he has wanted to share with your readers for quite some time. *Rob Simpson*

"I was called up for National Service in December 1955. I had a medical at the drill hall in Portman Road (now long gone) and reported for basic training at Blenheim Barracks in Aldershot. This was on 6 January 1956 and it lasted two weeks. After basic, we reported to Houndstone Barracks in Yeovil for eight weeks of further training; this consisted of four weeks drill and weapons training and four weeks driver training.

"After that we were lined up and were told where we would be stationed. Most went to Germany, while some went to Singapore and a few

stayed behind in England. I had two weeks leave before being sent to Bordon in Hampshire to be allocated more kit. I then boarded the troop ship at Parkeston Quay and travelled to the Hook of Holland and from there headed to Herford in Germany.

"The train was packed with mostly soldiers and RAF, plus some sailors. We spent two weeks in Herford before being sent to different parts of Germany, such as Minden, Osnabrück and Bielefeld – which is where I was located with about a dozen others.

"We were attached to 1 Corps Troops Colm. We

had 9-tonne Magirus Deutz V8 air-cooled diesel trucks and were the only unit in Germany to have them. When the Suez crisis occurred we were to be sent there, so our Magirus trucks (or 'Maggies' as we called them) had to be sent back to Brunswick. This involved 40 trucks being returned as their air-cooled diesel engines were not suitable for the desert.

"Before we embarked to Suez, 20 or 30 reservists came to our camp (which was quite an eye opener – they were a great bunch of lads who tended to do what they wanted!). We were all sent to Bordon in Hants and kitted out with hot climate gear. When it blew over the reservists returned home and we went back to Brunswick. We were then kitted out with 10-tonne Leyland Hippos."



Above left: Dad, far left, enjoying his time during National Service.  
Above right: Bill Simpson drove Leyland Hippos later on in Brunswick.



Above and right: Bill's unit was the only unit in Germany to have the Magirus V8 air-cooled trucks.



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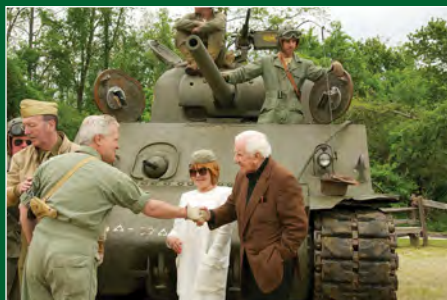
# NEW SITE FOR MUSEUM OF AMERICAN ARMOR

The Museum of American Armor has found a new \$5 million home in the grounds of a rolling county park 30 miles east of New York City. On display will be 30 operational armoured vehicles which help tell the story of the American soldier.

The museum is the result of a unique public private partnership with its president and founder Lawrence Kadish contributing millions to make the whole venture possible. Said Kadish: "WW2 will continue to fascinate current and future generations because the stark depiction of good versus evil is so dramatic. In addition, everyone has someone in their family's history who fought in the war, survived the carnage or was lost during that conflict. It also reminds us that the current war on terror still demands American courage in the face of relentless evil."

Vehicles on public display include an iconic Sherman tank, a Stuart tank used extensively by the Marines during their Pacific campaigns, a potent 155 mm howitzer, reconnaissance vehicles that acted as armoured scouts for American forces, the tank transporter nicknamed 'the Dragon Wagon,' anti-aircraft guns and similar weapons that broke the back of the Axis powers during WW2. Other vehicles range from a classic LaSalle staff car in the markings of a Fleet Admiral, to Jeeps, weapons carriers and half-tracks.

Beyond WW2, there are also tributes to the American service men and women who served in Korea, Vietnam, the Gulf, Iraq and Afghanistan.



## MEET THE CMV TEAM...



When you get a very original Harley Davidson WLC advertised and it's obviously pretty well untouched since the early 1970s it's bound to attract interest.

But the dilemma for a potential buyer is what to do with it. It's presentable and rideable, and with just minor tidying you have a Harley that's not made up with replica parts – because they weren't around then.

The Canadian version, the WLC, is always the less desirable one, the WLA being the must have military bike for the American enthusiast. Do you spoil its originality and give it a full restoration and lose the patina that it's had since its demob or do you keep it as it was found and enjoy it for what it is? This WLC will appeal to the Harley Davidson enthusiast rather than the re-enactor who wants to use



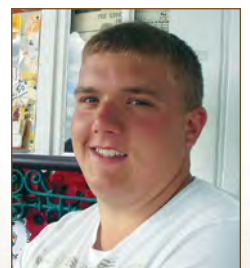
*Nigel Hay*

it as part of his hobby. I must confess, if it was me buying it, I would 'civilianise' it in a two-tone colour scheme with some chrome and enjoy a glamorous 1940s bike, like so many men did in the post war period. After all, it was surplus military motorcycles and often slightly disaffected homecoming veterans that spawned the biker culture we have now.

*Nigel Hay*

## MEET THE CMV TEAM...

Having recently acquired a number of old military vehicle magazines it got me wondering where have all the British built machines gone to? Going back 30 years there were some rare old beasts on the scene, most of which seem to have dwindled and in some cases completely disappeared. Perhaps it's a sign of the changing trends in the movement, or are they still tucked away somewhere being kept safe?



*Scott Smith*

*Scott Smith*



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# MVT ICICLE RUN

## - BICESTER HERITAGE SITE, 4 JANUARY 2015

David Gilbert wrapped up for the Military Vehicle Trust's inaugural event of the year...



*This 1942 Humber 4x4 wireless truck saw service during WW2 and subsequent home service. Although it's unknown exactly what unit it served with, it's most probable that it was attached to the Royal Army Signal corps. It's powered by a 4.8-litre straight-six petrol engine. The current owner, Julian Mitchell, has totally rebuilt the vehicle but it has not been restored.*

Just four days into 2015 and the MVT (Military Vehicle Trust) was already up and running with its first event of 2015, with what turned out to be the very aptly named Icicle Run.

Arriving on site in convoy, in weather and temperatures more usually reserved for a Scandinavian winter, the completion of their journey to the Bicester Heritage site can only be applauded. As if the conditions weren't enough to make the most hardened enthusiast balk at turning out on such a cold day, the endurance of both man and machine was further tested as the convoy of vehicles successfully completed a two hour run-out around the rural roads of Oxfordshire before heading toward their final destination in Bicester.



*Above and right: Vehicles of the MVT Icicle Run convoy parked on site at Bicester Heritage outside the engineering units and base water tower.*

The overarching event, hosted by Bicester Heritage and billed as a Sunday Brunch Scramble, was the first of several similar events to be held at this venue throughout the coming year. On this occasion the attendees included members from the Morgan and Porsche owners clubs, WW1 Aviation Heritage trust, MVT and other individual classic motorcars, including Bugatti, Lotus, Ferrari and vintage Bentleys.

The site on which the event was held is

certainly not the usual fare one comes to expect when attending a show to view both military aviation and vintage military vehicles. Situated on a disused airfield (RAF Bicester) with an RFC heritage traceable back to 1917, the site was until 2013 still the property of the MoD. As such, the base still retains many of the original buildings, some of which are now listed, including water towers, airfield paraphernalia and, for the real enthusiast, the timelessly-styled RAF brick gatehouse at the front entrance. With such backdrops in which to view historic aircraft, priceless classic sports cars and military vehicles the public were certainly treated to a rare spectacle.

Perhaps, as one might reasonably expect, the section of vehicle displays most at home in these military surroundings were the uniformed personnel and vehicles of the MVT convoy, which cut a rare scene as they manoeuvred into position in front of huge hanger doors, engineering workshop buildings and the base's fire station doors.

The mainstay of the MVT military convoy were the ever present jeeps of varying vintages, but in amongst them were two stunning Humber cars, a 1943 K2 British army ambulance, a tidy Dingo armoured car, a nicely prepped MW and to top it all off a Russian built BRDM II. Although not part of the convoy run itself, the public showed great interest in a respectably turned out British army Ferret Mk1/ 2 of 1962 vintage and a Dodge weapons carrier of 1943 vintage.

Despite what can only be described as far from ideal weather both for man





**Above and right:** Used by the Soviet Army, this Russian built BRDM II, served as a nuclear, biological and chemical recon vehicle. Built in 1971 this unit was considered to be a front line fighting vehicle. The current owner, Ian Barlow, has owned it since 2010 and bought it directly from the Russian Army reserve. However, there is evidence that this particular unit served in Bulgaria and the Czech Republic.



**Above:** An ex-WW2 British Army Daimler Dingo armoured car. These were introduced in 1940 and continued in service until 1968.

**Left:** The current owner of this Dodge weapons carrier, John Wolfe, bought it five years ago. The vehicle was taken into private ownership having been procured from the Norwegian Army war stock. There is no specific record of this unit's war service. The vehicle is regularly shown and attended the 70th D-Day anniversary celebrations in Normandy.

and machine the event was extremely well attended by both vehicle owners and members of the public alike. The only real downside to this event is that it probably needs a little longer opening times for one to

see everything on display; three hours really isn't enough time to absorb it all.

On the upside, it's an event obviously aimed at a cross section of vintage vehicle enthusiasts, owners and members of the

public with more than just a cursory interest in classic vehicles. The event is free to attend, a rarity in itself these days, but unlike the larger and more established military shows that come along later in the season this is

**Below:** A view of the front gatehouse as one enters the old RAF Bicester site through the main guard gate.






**A Willys Jeep parked alongside the rest of the MVT convoy at the end of the Icicle Run**

*Both Humber units parked alongside one of the listed hangar buildings on site. The vehicles have identical technical specs, however one is known to have served with the British Army, whereas the furthest unit in the image is most likely to have been assigned for RAF use.*

not an event that offers battle re-enactments, driving demonstrations around a parade ring or a market where you can buy spares for your vehicle. That said, this event was never billed as such, and so it offers something completely and refreshingly different from the norm at a venue that's ideally suited for the military enthusiast to show off their vehicle in an authentic setting.

Bicester Heritage may be a relatively new venture and maybe still finding its feet a bit, but this is an event to keep an eye on as it offers a great deal for the vehicle owner, the enthusiast, the restorer and the interested public. 



*Left and below: This 1943 K2 British Army ambulance was bought in 1969 by its current owner David Belcher. Its exact service history is unknown, although it is quite likely to have seen service during WW2 before passing onto use by the TA. The vehicle is essentially original with obvious parts like canvassing being replaced and the inevitable engine rebuild. It is powered by a 3.5-litre straight-six petrol engine. Like many other MVT vehicles from the UK this unit attended the 70th D-Day anniversary celebrations in Normandy in 2014.*





The rear area of this Humber 4x4 wireless vehicle still contains some of the original wireless equipment as well as being decked out in ancillary equipment one may reasonably expect to find for the period.



A Daimler Ferret armoured car MK1-2. Built in 1962 it served with the BAOR. During its service with the British army it was attached to the 23 Armoured Engineers, 31 Armoured Engineers, 2nd Scots Guards, 1st Irish Guards and the 4/7 Dragoon Guards. The vehicle is currently in the markings of the Armoured Engineers which it sported while in service in Germany. For the past seven years it has been owned by George Jackson, although he is not the first private owner as it was decommissioned from service in 1993.

Below: Both Humber units parked outside the front of one of the huge hangar doors that are to be found on the Bicester Heritage site.



Above and below right: This Bedford MW 15cwt truck left the army in 1962 having served with the British Army and Oxfordshire Cadet Force. Built in 1942, the vehicle's exact service history is unsure, although it did see some service during WW2. The present owner, George Bown, has had it for four years. After decommissioning it is known that the vehicle was displayed at the Portsmouth museum for 18 years until the museum shut. The vehicle is powered by a 3.5-litre straight-six OHV petrol engine.



Above left: Parked outside the RAF engineering workshop, this Humber 800 wt has been owned since 2000 by its current owner Tobin Jones. It's specced out in RAF colours and insignia as it was bought from its previous owner as an RAF vehicle. However, the precise service history of the vehicle is unknown and it could just as easily have served with the Army. The 4.8-litre straight-six petrol engine is completely original.





# DODGES ON THE ALCAN

**John Blackman discovers two restored 1/2-ton Dodge trucks with a link to the Alaska Highway**

**V**ehicles of the Dodge's 1/2-ton WC-series, allotted the standard nomenclature number G505 by the US War Department, are far from common in Europe despite the fact that almost 80,000 were manufactured during 1941 and 1942. That's because the G505 series was all but eclipsed in front line service by Dodge's sturdier 3/4-ton G502 series which flooded into Europe while many of the G505 1/2-tonners stayed behind in the US.

Indeed, many of the G505 types you see at MV rallies over here were imported from the States in recent years, and that is certainly the case with the two examples you see here. But that isn't the only connection between the two. There is another, admittedly somewhat tenuous, link: the Alaska Highway, otherwise known as the Alaska-Canadian or Alcan Highway, a 1500-mile road built during WW2 to link the contiguous United States with Alaska. I'll come back to that in a moment.

## MODEL BEHAVIOUR

Dodge's G505 WC series was the company's first all-military design in the run up to mobilisation for WW2 and replaced the G505

VC family of vehicles which had been based on an existing civilian platform. The G505 WC family comprised 38 individual models, 29 of them 4x4, spread among the range of Dodge codes WC1 to WC50. Within that coding system 'W' stood for 1941 or after, and 'C' for 1/2-ton, despite Dodge retaining the 'WC' code for subsequent 3/4- and 1 1/2-ton vehicles.

Aside from relatively minor details, many of the numerous different types were differentiated only by the type of engine installed. Dodge used three different six-cylinder engines during production of 4x4 G505s, the 3,559cc/85bhp T207 which powered vehicles in the WC1 to WC11 range, the T211 of the same capacity and power rating fitted to vehicles in the WC12 to WC20







range and, finally, the 3,772cc/92bhp T214 fitted to vehicles in the WC21 to WC43 range. So, for instance, a ½-ton Carryall could be either a WC10, WC17 or WC26 depending upon the engine installed. Externally they looked alike, which can be confusing when it comes to identifying one now.

#### RARE BREEDS

Thankfully I am assured by Tim Burgess that the Carryall he has owned for the past 18 months or so is a 1941 WC10, one of only 1643 manufactured along with 274 WC17s and 2900 WC26s. He believes that it was imported into the UK in the late seventies but in the relatively short time Tim has owned it he has worked on the roof, replaced the carburettor and exhaust and, more to the point, put around 500 trouble-free miles on it making the pilgrimage to Normandy for the 2014 D-Day commemorations. The all-enclosed body with removable bench seats – similar to the WC11/WC19/WC42 panel truck but with windows and a two-piece tailgate rather than

double rear doors – being ideal for such trips.

The WC10 isn't Tim's first vehicle; he has had less rare types including Jeeps, a Dodge WC54 ambulance (which he regrets selling) and a weapons carrier, but the latter proved too cold and draughty for comfort as far as Tim's significant other was concerned and was therefore usurped by the more civilised Carryall which was, after all, designed to offer comfortable, enclosed transport to personnel in all weathers and in all theatres... even in the cold of Alaska. And, yes, here comes that Alcan Highway link.

#### HIGHWAY CHILE

It is my habit when researching a vehicle to look for archive photographs of the type on the internet. As it happens, there aren't very many photos of G505 Carryalls but one very evocative image that popped up – and which is reproduced here – was of a Carryall on the Alcan Highway where, as you can imagine, it would have been very useful in the sometimes appalling weather conditions. Well, I did say it was a tenuous link, and



*Left: Will Burford imported his 1941 Dodge WC1 from Kansas in 2007. Below: Tim Burgess has owned his 1941 Dodge WC10 for the past 18 months or so but it is thought to have been imported into the UK in the late seventies.*





although the Alcan Highway is a world away from sunny Weymouth where I photographed Tim's WC10 in June 2014, the period photo at least proves that Carryalls were used on that long and sometime treacherous road

linking Alaska to other US mainland states.

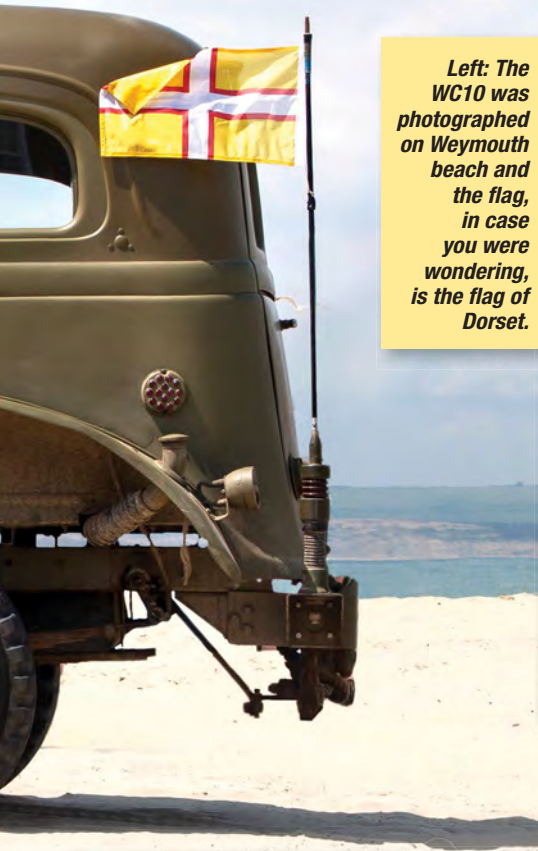
Our other ½-ton Dodge, Will Burford's 1941 WC1, has a much more obvious connection with the Alcan Highway in that it is finished to represent a vehicle employed

on it. Will imported the Dodge from Kansas in 2007. He had been led to believe it was a WC12 (there being no less than five G505 pickup models, all virtually identical bar their engines, the WC1, WC5, WC12, WC14



*Left: The Carryall body was very like that of the panel van except that it had windows in the sides and a tailgate rather than double doors.*





*Left: The WC10 was photographed on Weymouth beach and the flag, in case you were wondering, is the flag of Dorset.*



*Above: There were three Carryall models in Dodge's G505 range only differentiated by their engines and minor detail: the WC10, WC17 and WC26.*

and WC40) but on checking the serials discovered it was a WC1, the type powered by the 3559cc, 85bhp, T207 engine.

Mind you, that was something of a moot point in that the engine that came with the vehicle was seized absolutely solid and had

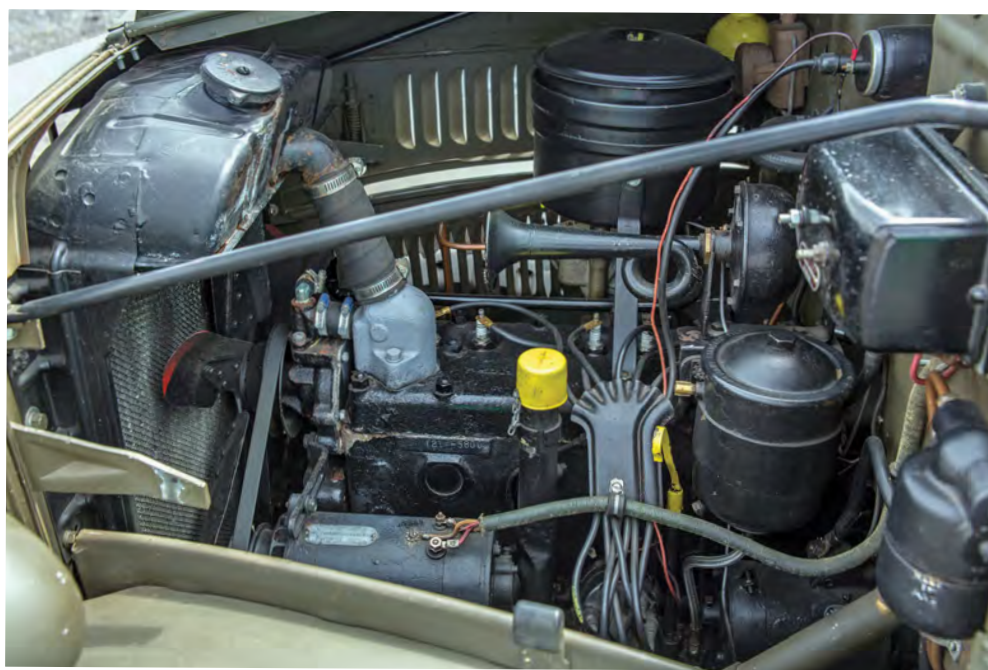


*Above: The WC10's interior retains elements of civilian styling. Below: The WC10's markings are those of the 17th Engineers attached to the 2nd Armored Division.*





Dodge's G505 WC range of ½-ton trucks was only produced in 1941 and 1942 and was virtually eclipsed in front line service by the sturdier ¾-ton G502 series.



As the WC1's original T207 engine was beyond repair, Will replaced it with a T214 of the type that powered Dodge's ¾-ton G502 series.



# WCI RESTORATION

Photographs courtesy of Will Burford



*It is clear from the signwriting visible on the WC1's cab door how the truck had been used post-war.*



*Above and right: This is how the WC1 arrived. All the woodwork had been removed due to infestation.*

to be junked. Will replaced it with a T214, the 3772cc engine from the later 3/4-ton G502 range. Thankfully the gearbox was

serviceable and the transfer box needed only new bearings but Will replaced the entire brake system with the exception

of the pedal and had to renew all of the wooden flooring, the original having been so infested that it had to be removed



*Will chose to paint his WC1 to represent a vehicle of the 18th Engineers working on the Alaska Highway.*






*The WC1's bed is filled to the brim with road-repair equipment.*

before the WC1 could be imported into the UK.

The restoration took in the order of two-and-a-half years from start to finish and, to top it off, Will decided to paint the WC1 to

represent a vehicle of the 18th Engineers, a unit involved in building the Alcan Highway, plus to fill the bed with all manner of road repair tools etc. So, whichever way you

look at it, rarity or markings, both Tim's and Will's ½ -ton Dodges should stand out in the general sea of ¾-ton types prevalent at MV shows. 

*Below: Although from a dry state and relatively rust free, the WC1 was in Will's words 'a basket case' and the restoration took over two years.*



# THE ALASKA HIGHWAY

The idea of a highway linking the contiguous United States – that is the adjoining states south of Canada – to Alaska had been considered with some enthusiasm in the US as early as the twenties. However, the government of Canada, through which much of the route would pass, was at the time unenthusiastic about becoming involved in such an expensive project that, from its point of view, would only benefit the Yukon where just a few thousand people lived. But following America's entry into WW2 and the threat from the Japanese to both seaborne communications with Alaska and the Alaskan Aleutian Islands priorities changed and it was decided that it was in the best interests of both the US and Canada to carve a road over which essential supplies could be transported to the Alaskan outposts. It would also link airfields of the Northwest Staging Route from where Lend-Lease aircraft were ferried to the Soviet Union.

The massive project was finally given the go ahead in February 1942. For its part, Canada agreed that while the US would bear all other costs, it would provide timber and gravel for the project and would waive immigration regulations, import duties and income and sales taxes. In return it expected that that the Canadian portion of the road would be handed over to Canada six months after the war ended.

By the middle of March 1942, just a month after President Franklin Roosevelt had approved the project, US Army Corps of Engineer regiments were deployed to begin work on a pioneer trail to be used as an access road into the wilderness to facilitate the building of a permanent two-lane gravel-covered highway. The 35th and 341st Engineers started at the southern, Dawson Creek, end of the route to work their way north and west, while the 18th and 340th Engineers would begin at Whitehorse, roughly at the route's centre point, and work south toward Dawson Creek and north-west towards Alaska. Civilian contractors under the supervision of the US Public Roads Administration (PRA) would in the meantime work from Alaska towards the Canadian border.

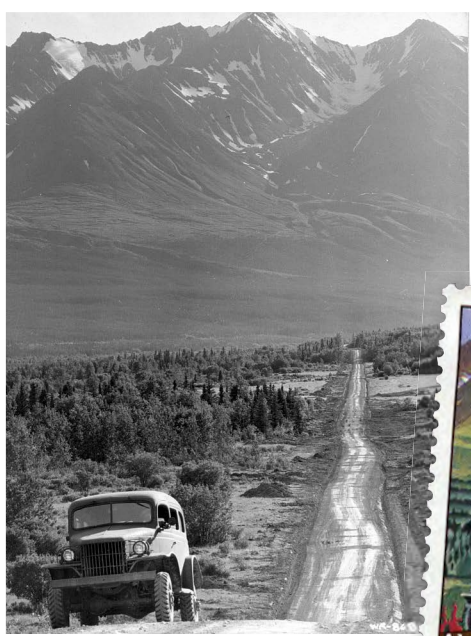
Responsibility for the project lay with Colonel (soon to be Brigadier General) William M Hoge who, encouraged to speed up the project

as the Japanese attacked Alaska's Aleutian Islands in June 1942, requested more manpower and received three additional regiments, the 93rd, 95th and 97th Engineers, all of which consisted of black personnel. This was a controversial decision at the time given that the US Army was still segregated.

Speed of construction was of the utmost priority, and while living conditions were at best uncomfortable for all personnel involved, working conditions were harsh even in the summer months. Dense forest interspersed with swamps of decaying vegetation known as muskeg, seas of mud caused by torrential spring rains and, in places, permafrost all slowed progress. Where the worst of these natural barriers could not be circumvented the engineers employed a road-building technique known as 'corduroying'. This involved laying logs across the proposed road route (the rippled effect being reminiscent of corduroy fabric) and then covering the logs with a fill of earth and gravel to, in effect, 'seal' the muskeg, swamp or permafrost.

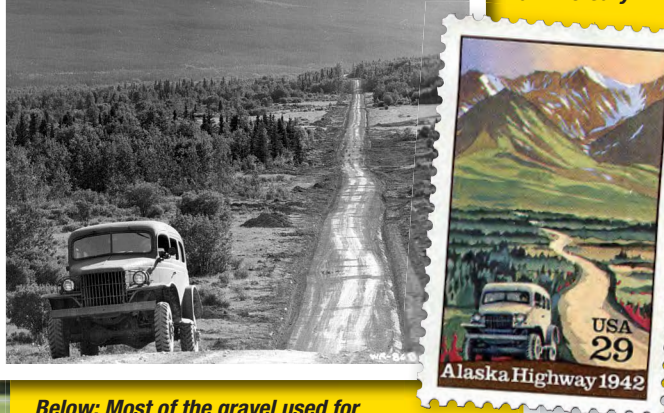
Engineers had completed only 360 miles of road by the end of June, leaving some 1100 miles left to be built before the onset of winter. While the summer weather improved conditions somewhat, it also brought swarms of mosquitos and all-enveloping clouds of dust. Nevertheless, 400 miles of highway were completed in July alone. Work crews from both directions met on 24 September 1942 at what was named Contact Creek on the British Columbia-Yukon border, while the entire route was completed with a northern linkup at Beaver Creek on 28 October 1942. The official dedication took place a few weeks later on 20 November but the route wasn't used to any extent until 1943, and even then the poor surface, steep grades and bridges washed out by the spring rains made for a difficult, not to say potentially dangerous journey.

To have cut a 1500-mile route through some of the most inhospitable regions of North America in fewer than eight months was an extraordinary accomplishment. Even today, with significant improvements having been made in the years since WW2, driving the Alcan can still be something of an adventure. It was and remains one of America's greatest construction projects.



*Left: A Dodge ½-ton Carryall on the Alaska Highway. (US Library of Congress)*

*Below: In 1992 the image was used as the basis for a postage stamp commemorating the Alcan's 50th anniversary.*



*Below: Most of the gravel used for surfacing along the Alcan Highway was obtained from glacial deposits found alongside the roadway. (US Library of Congress)*



*Left: A pair of Dodge ½-ton command cars at the Alcan's southern sector headquarters. (US Library of Congress)*

*Right: The spring rains turned the Alcan route into a quagmire. Here the wheels of a Dodge ½-ton command car spin ineffectually as it is given a helping push by a Caterpillar. (US Library of Congress)*

*Below: Chevrolet 1½-ton dump trucks filled with gravel line up along the Alcan Highway route. Coming up behind is a ½-ton Dodge. (US Library of Congress)*



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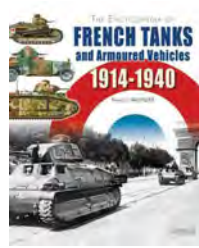
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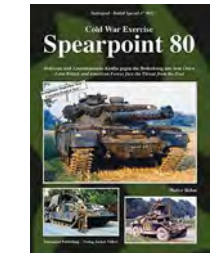
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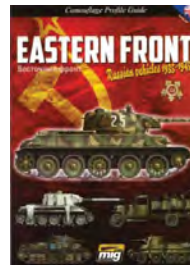
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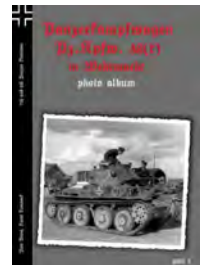
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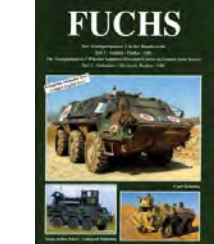
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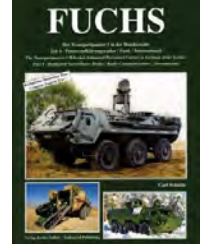
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# MEET THE STUARTS

David Fletcher casts his expert eye over the M5 and M5A1...



An M5 in mint condition, in what appears to be a desert setting. The driver's hatch is wide open but a canvas shroud covers the gun and mantlet.

It strikes me as odd that they called this tank Stuart, a name already used for the M3 series light tanks. In many respects it was a totally different tank – and it is not as if they were short of names to choose from; Hancock would have been an obvious choice, or Longstreet, Picket or maybe Burnside. And if it had to be a cavalry officer, what about Buford or Custer? Although the latter did rather blot his copybook after the American Civil War.

While the Lee and Grant were essentially the same tank – the M5, although from the same lineage as the light M3, had different engines, a modified hull shape and, in the last instance, a different turret. Giving it a different name would certainly have made life easier; it is hard enough remembering the different designations of the five models of the M3 in British service without having to add two more, even if they were both known as the Stuart VI to the British Army.

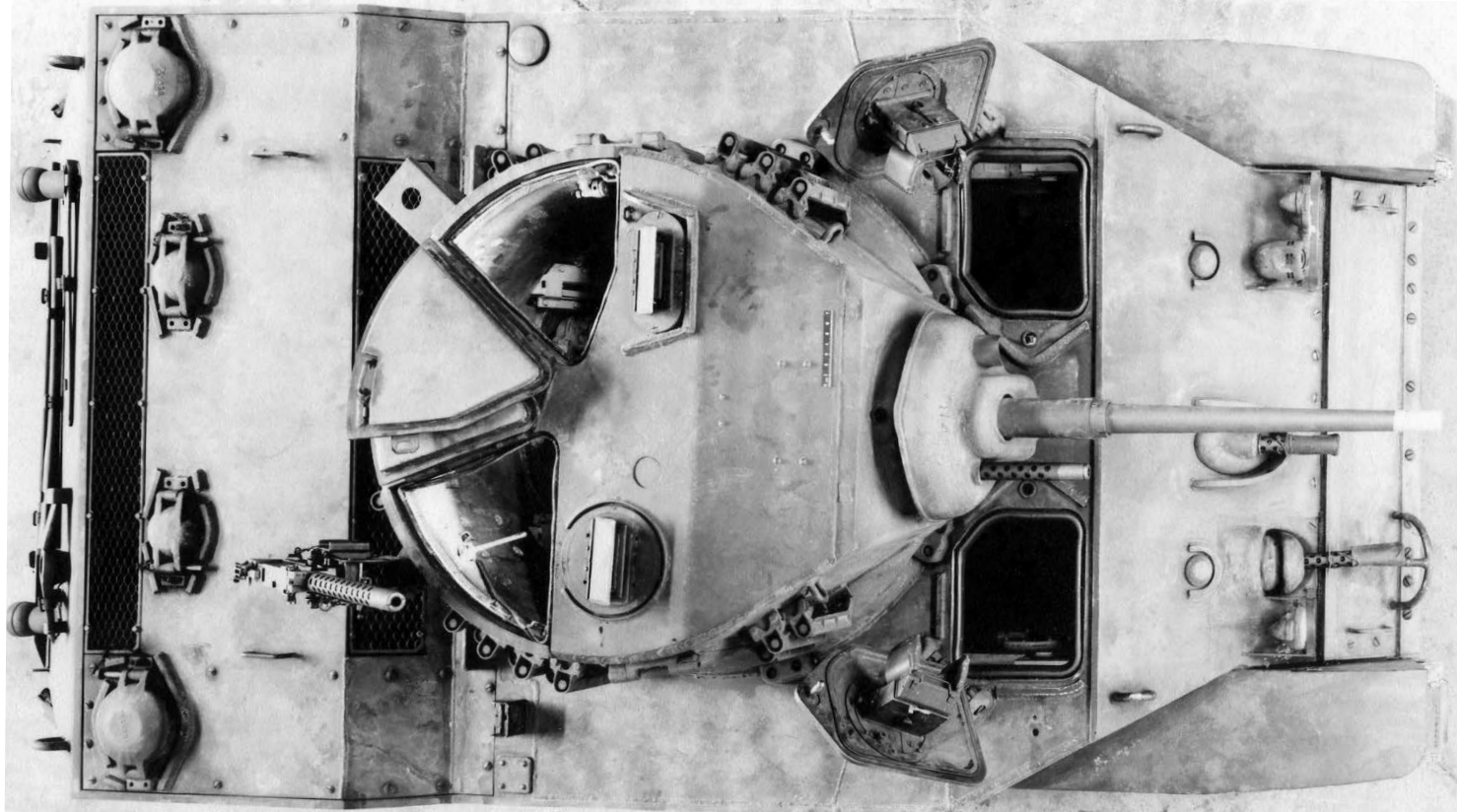
And it doesn't end there. The logical successor to the M3 light tank should have been the M4, but since the M4 designation had already been chosen for the next medium tank, the Sherman, they called it the M5 instead. Yet they had not done that with earlier generations – which is why you have the M3 light and the M3 medium, both in service at the same time. Hence the idea of naming them instead until, that is, they got to Stuart, which ran to seven different models...

## ENGINE ALTERNATIVES

The original reason for designing the M5 concerned engines. Most of the M3 light tanks that saw active service used the seven-cylinder Continental – an air-cooled radial unit which was also much in demand for aircraft



The converted tank with the enlarged engine compartment to accommodate the two Cadillac engines. Designated M3E2 it was later rebuilt, almost to M5 standard.



*Viewed from directly above, this picture emphasises the earlier style of the M5 turret on the new hull. It also shows the fixed, central machine gun in the glacis plate as well as the pintle mounted machine gun on the back of the turret.*

and the new tracked amphibians. In order to ease the situation, it was decided to find something else.

That something was the Cadillac V8 A Series 42 liquid-cooled unit, rated at 148hp. This was not sufficient in itself to drive the tank so a pair of them were used delivering a total of 296hp at 3200rpm. Moreover, each engine was attached to a four-speed and reverse automatic gearbox, operated on

Cadillac's own Hydramatic system. But that's not all. Rather than concentrate drive into a single driveshaft at the back of the tank, the designers elected to have two driveshafts running forwards from the back of the tank and meeting at a two speed transfer box at the front. Directly coupled to the regular Cletrac controlled differential steering system, this two-speed transfer box was also automatic.

### **BALANCE OF POWER**

Now, if the idea of having three automatic gearboxes in the transmission of a single vehicle bothers you, then don't worry; it also worried engineers at the time. However, apparently it worked very well – although both engines had to be well attuned. Fluid connections were quite forgiving when it came to overcoming minor deviations in performance, but in any case it was possible to use a manual override if the need arose. Questions were also asked about the desirability of having two engines in a single tank but the Cadillacs were the best available and again were so reliable that it did not create a problem.

Likewise, if the idea of two driveshafts cluttering up the floor of the tank appears an issue, they were both located very low down and a lot less trouble than the single propshaft from the centre of an upright radial engine that almost divided the fighting compartment of earlier M3 series tanks in half. This meant that on the M5 it was possible to include a full height turret basket for the crew.

The idea of using the twin Cadillac layout dates back to mid-1941, so although we regard the M5 as a late war vehicle, production actually began in April 1942 and some were in service with US forces in Tunisia by the end of that year or shortly after. But what really matters was the massive change it brought about in American tank production. Until then the production of all types of American tank had been seen as the province of heavy industry. American Car and Foundry in the case of the M3 light. Now that Cadillac had become involved and through them the General Motors Corporation, of which they were a part, it became clear that



*Although used mostly for training the M5 was photographed in some dramatic settings. This tank, which also has the gun covered, is making use of its extra power to race to the top of a ridge.*

the US motor industry was not only capable of building tanks but of doing so on modern production lines with all that such a move implied.

In fact, before long GM had two plants given over to M5 tank production, one in Detroit and another in Southgate, California. In July 1942 the tractor manufacturers Massey-Harris joined the production programme but it had only produced 250 tanks when the original M5 programme ended in December 1942 with a total of 2074 tanks built at the three plants.

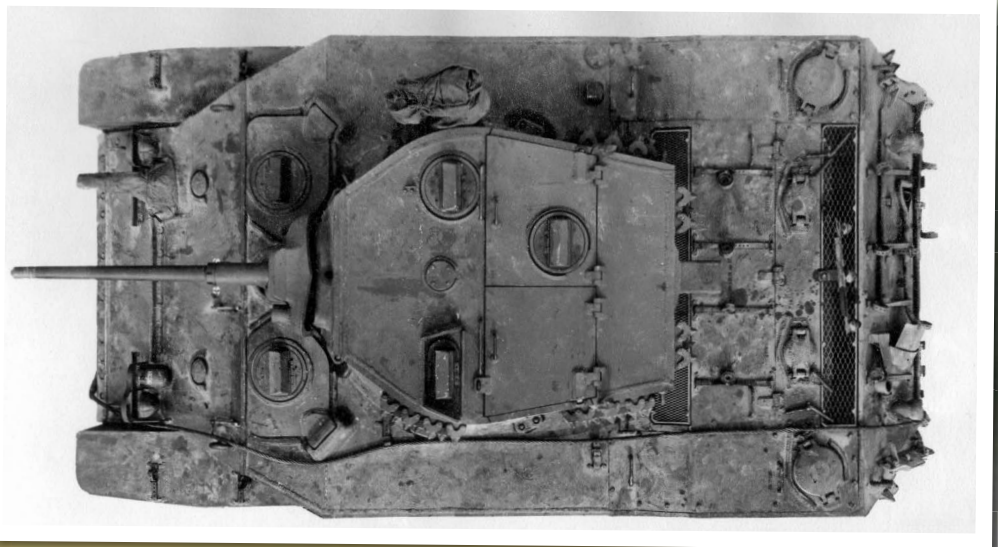
### NATURAL PROGRESSION

The reason for this apparently premature demise was the appearance of a new model, the M5A1. This was due in part to the arrival of the M3A3 light tank which had a new, longer turret with room at the back for a radio set. It was something the British had always favoured and an idea the Americans were coming around to. Apart from the turret the M5A1 was pretty well identical to the M5. The hull was the same with a single panel of sloped armour at the front, up to 68mm thick in places, and there was a raised section above the engines at the back to accommodate the radiators for the cooling system. Both tanks had a regular crew of four; comprising a commander and gunner in the turret and a driver and co-driver in the front of the hull. A duplicate set of driving controls was provided for the co-driver, who also had a Browning machine gun in a flexible mounting to operate; the so-called lap gun. In some early M5s they also provided a fixed, forward firing machine gun in the centre of the front plate for the driver to fire, but this was soon eliminated.

The oddest thing, in many respects, was that with all the other improvements to the armour layout and automotive system, nothing was done to improve the firepower of the new tank. It is probably true that without enlarging the turret and turret ring no larger weapon, like the 57mm (or six-pounder), could be installed but one could hope for an improved version of the 37mm gun. Instead, a late production M5A1 was armed with the same M6 37mm gun that equipped the earlier M3 series tanks. And the



**An M5A1 relaxing with its crew. Notice the additional stowage on the back of the hull, suggesting that there was not a lot of room to spare inside, and the extra box attached to the rear of the turret.**



**Top view of an M5A1 showing the extended turret and the two large turret hatches.**

only improvement with the auxiliary weapons, if you can call it an improvement, concerned the commander's machine gun attached to the turret. The arrangement adopted for the M5, of a .30 calibre Browning on a pintle mount attached to the side of the turret was heavily criticised for its inaccessibility



and its vulnerability. So, on the M5A1, a new system was installed in which the machine gun, fitted to a folding mount, was fixed on the right side of the turret behind an armoured shield which protected it in the folded position. Whether it was that much of an improvement remains in doubt. In a number of instances the protective shield was removed by the crew as an



**Three M5 Stuarts, probably with a US Army unit training in Northern Ireland. The rubber block tracks seem to have picked up a lot of mud.**



**This M5A1 has been newly delivered into British hands and awaits stowage. However, it does provide an excellent view of the fared shield attached to the right side of the turret, behind which was kept the anti-aircraft machine gun.**

unnecessary nuisance and, using the gun from outside, the turret could involve the gunner in adopting an uncomfortable and very exposed position when trying to fire it.

M5A1 production took over from the M5 at all three plants by December 1942. Additionally, American Car and Foundry

joined in around October 1943 until in total 6810 M5A1 tanks

were produced before production drew to a close in June 1944. M5 and later M5A1 tanks appeared in Tunisia followed by Sicily and Italy. Russia only received five M5A1s (probably because they were not diesel powered) but none were sent to the India/Burma/China front. Some M5A1 tanks were

operational with US forces in the Pacific theatre but far and away the largest number operated in North West Europe with all the Allied armies.

#### **THINLY ARMoured**

It's unlikely Britain received any M5 tanks

**“It's unlikely Britain received any M5 tanks but we know that the M5A1 was supplied.”**

but we know that the M5A1 was supplied because we have photographs to prove it. This seems to be confirmed by figures published by the late Dick Hunnicutt in his marathon book on the Stuart. According to Hunnicutt, Britain received 1431 M5A1 light tanks (Stuart VI in British terminology) and in fact none


**Viewed from the rear showing the tool stowage and the rear turret hatch through which the gun could be withdrawn.**

of the M5 series tanks were exported at all although they would have appeared in Britain with the US Army as training machines.

It seems a bit odd that as late as 1944 both the British and American armies, not to mention the Canadians and the French, should still be using tanks so thinly armoured, and armed with nothing more potent than a 37mm gun. But this only goes to show how light tank development had fallen behind that of medium and cruiser tanks by that time. On the other hand, it seems that in action, usually in a reconnaissance role, the M5A1 with its excellent mobility and

reliability was still regarded as a useful vehicle even then.

After WW2

there was no further requirement for Stuart light tanks. In any case, a much newer model – the M24 Chaffee – was coming into service. So the surviving M5A1 tanks, at least those in British service, were converted to a new role as turretless tractors for the 17 pounder anti-tank gun (see *CMV* December 2002). 

**Another view of a British M5A1 showing the stocky nature of the tank. It was that much bulkier than the M3 series but no better armed.**



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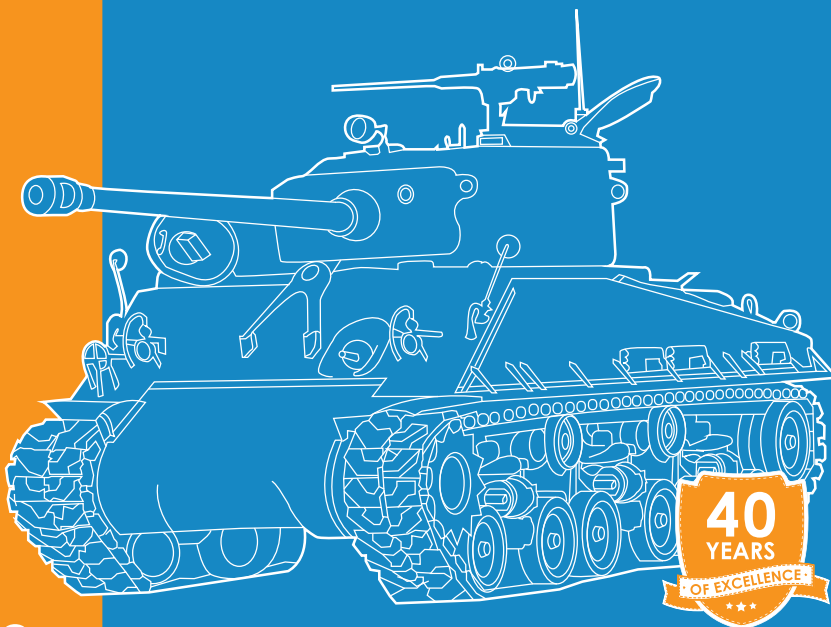
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# BEST OF BRITISH

*Having undertaken a painstaking restoration, Jeff Coles now has a vehicle that looks just as it would have done when it rolled out of the Associated Equipment Company workshop in Southall almost 75 years ago. Scott Smith went to investigate*

**J**eff, a farmer from Somerset, had always been interested in old vehicles, with an old commercial lorry high on the 'wanted' list. So when the chance came to purchase two AEC Matadors not too far away from home, needless to say he jumped at the opportunity.

"I found out about them in 2009 as they were owned by a chap called Edwin Swift at Beckington," explains Jeff. "I had been interested in Matadors for a long time and I'd been after something which wasn't quite a lorry but more agricultural, so the AEC fitted the bill perfectly."

Jeff had been looking on the internet and

doing a bit of research about Matadors, and the fact that these were so close geographically was the icing on the cake. He admits though that Edwin was a tough customer to deal with it at first, before eventually allowing the vehicles to go to a new home.

"When I first looked at them he said he didn't want to part with them.





7557

Q233 FAD



*Although no markings could be found on the actual vehicle Jeff asked a research company for help and they managed to find details of the identification number.*



*The wood and tinwork on the Matador has all been reproduced in order to make it look like it would've done when new.*

*You wouldn't know it now but after being demobbed in 1961 it is believed that the vehicle spent most of its time in the timber industry before being parked up in 2002.*

Then he had a change of heart and decided he wanted to sell just one, and then decided to sell both which suited me because I wanted to keep them as a pair," Jeff commented.

While one of the vehicles remains in its former guise as a timber lorry, the other – ordered in May 1940 and delivered to the Army in November 1941 – is the stunning

example you see before you here. Sadly, despite employing a research company to do more digging, that is all Jeff knows of its military history.

#### **TREES COMPANY**

After being demobbed on 23 March 1961, little is known of what happened to the

vehicle for nearly 20 years before it was purchased by Three Counties tree surgeons of Worcester in 1984.

It continued in service hauling timber with its subsequent owner, before being parked up in 2002 and then being discovered by Jeff seven years later.

Jeff picks up the story here, "The cab was all there but it was very rotten. The chassis was tired but the axles, steering and breaking systems were all there and I assumed it worked.







*This Matador is probably one of the most complete examples in existence, with Jeff insisting on an almost factory-like finish when the vehicle was restored.*

“I knew the engine was partially seized, so realised almost immediately that it would need a total rebuild. It wasn’t abused, it was just well used and when the engine went wrong it was parked up and just left. Of course nature takes its course and weather got into it and it was fairly rough.”

As soon as Jeff took possession, the first job was to start it up. “We bump started it and it would run and didn’t sound too bad, but it didn’t have any oil pressure,” explains Jeff. “Edwin told me he’d been driving it like that

for ages. After it had run for a few seconds to make sure it would fire we turned it off, drained all the oil out and found that there was major damage to the engine’s bearings so we knew the engine wanted doing.”

Once this was done it hung around on the family’s farm until the time was right to start a thorough restoration, with the decision being made to return this one to its original WW2 specification.

#### **PRIVATE INVESTIGATION**

The other benefit of taking it back to wartime spec, was that Jeff wanted it to be enjoyed by the whole family – something that couldn’t happen in its former two front seat format. Despite having some mechanical knowledge, however, Jeff felt that it was too big a task for him to undertake on his own and in order to bring the Matador up to the standard he was looking for, he decided to bring in outside help. >>>



*Above: From whatever angle you look at the Matador, it is a beautiful looking machine. The 70th D-Day plaque will be remaining on the AEC for a little while yet as Jeff aims to show respect and remind people of what happened in 1944. Left: It may look a little bland with no markings, but this is how the Matador would have rolled off the production line back in 1941.*



**The cab was pretty rotten after having sat outside without moving for around seven years before being purchased by Jeff.**

“We started looking for a specialist to do the work, which meant that it hung around for about 18 months before finally leaving us in 2011 for John and Neil Bowie in Shropshire. In the end, it was with them for the best part of three years.” Jeff issued just one instruction; it was to be rebuilt as close as possible to how it

originally left the AEC factory in 1941.

However, the fact that it was now with a specialist didn't mean Jeff totally walked away from the restoration. “As the vehicle had been painted over, leaving no original markings, I had a research company conduct some investigations. They found the contract

number revealed details about production and then the identification number was found via the chassis number. I also took photographs of a couple examples which we thought were genuine and came across a body which had been buried under scrap. We took measurements and were able to get the body more or less as it would have been in 1941.”

All this, admits Jeff, was small fry to the efforts of John and Neil. “I must say they did all the hard work. All I did was provide the vehicle, some of the parts, all of the research and said that I wanted it done this way and that and they took it apart and rebuilt it. I'd like to thank them for what they did as they did a fantastic job.”

#### **WORKING TO A DEADLINE**

Jeff had always planned to get the vehicle to Normandy in 2014 for the 70th commemorations of D-Day and with that in mind had set a completion target date of Christmas 2013, in order to iron out any problems well ahead of the big trip. Sadly, though, things didn't quite go to plan.

“It was always my intention to take it to Normandy and I was promised that it would be back six months before it went, but wheels turn slowly at times and it actually came back four days before we left! It was brought back with the paint wet. It was all mechanically sound but it just needed a few tidying up jobs to finish it,” Jeff explained.

He continued, “One of the main reasons they brought it back a couple of days before was to make sure I could actually drive it.”

On the subject of which, Jeff admits that he was on a bit of a learning curve when he first climbed behind the wheel. “While it isn't too tricky to drive, the steering is physically hard and you need to understand how the gearbox works. It certainly takes a bit of getting used to and isn't like anything in the agricultural world. It is its own beast!”

#### **FRENCH ADVENTURE**

After a few outings Jeff was ready to undertake a trip of a lifetime to France, accompanied by friends Phil Bennett, who had helped provide information on the vehicle when it was first purchased, and Gordon Fry both of whom took their Matador's, thus forming quite an imposing convoy of British classics.

Jeff admitted that he was a nervous wreck on the way down to France but once on the continent everything panned out as



**Jeff added these seats for added comfort. Apart from that everything else in the cab has been brought back to how it would've been originally.**



**One thing it wouldn't have had when it rolled off the production line was an AEC badge like this one. Jeff, however, feels that it adds substance to this great British vehicle.**



*Although modern day indicators have been fitted, the original ones still survive and are in working order to this day.*

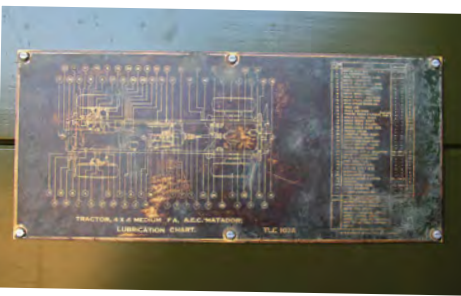
they had planned, "We drove around without any real hiccups. The only trouble we had concerned the brakes and we also suffered a few electrical issues, but we overcame those. I was really proud to take it and I'm glad that I did it – if I'd have missed it I would have been gutted."

For a vehicle which was virtually discovered by accident it has already helped forge some fantastic memories for Jeff and his family. It will certainly be something which they continue to enjoy now they have one of the most original looking machines in the military vehicle world.

As Jeff stated when summing up his project, "In hindsight it would probably have been a damned sight cheaper to have bought a finished one and played with it, but it's been fun researching it and getting it to a standard which will ensure it will last – not just for me, but for the next generation as well. It's a nice thing which will stay in the family for a long time and we are just going to keep enjoying it."



*Jeff Coles is rightly proud of his AEC Matador.*



*Thankfully data plates such as these survived both its military and civilian life.*



*The wood and tinwork on the Matador has all been reproduced in order to make it look like it would've done when new.*





# MALTESE CONNECTION

*Ian Young takes a look at some of the military vehicles in private ownership on the island of Malta*

**A** recent trip to Malta with friend and fellow military vehicle owner and enthusiast, Simon Thomson, provided me with more than just a winter break, it introduced me to the Maltese military vehicle scene, which to my surprise was remarkably vibrant for what is such a small island.

For those not familiar with the Maltese archipelago, it includes the main island of Malta and the smaller islands of Gozo, Comino, Comminotto and Filfla, with the main island of Malta being roughly the same size as the Isle of Wight. Coincidentally, that's where Simon hails

from and the affinity with fellow islanders could explain why he's visited the island many times before!

Despite being such a small island there is a thriving classic vehicle scene and Malta has long been a haven for classic commercial vehicle and classic bus

enthusiasts. Amongst the many vehicles in private ownership is a substantial collection of military vehicles. During our visit to the island we arranged to meet up with some of the members of the local Malta Military Vehicle Collectors Club and the variety of vehicles that turned up ranged from wartime motorcycles to post-war Land Rovers, all lovingly restored and used regularly by their enthusiastic owners.



*Above: My fellow traveller Simon Thomson took a close interest in Charles Xuereb's beautifully restored 1944 Bedford MWR, not least because he owns an MWR himself.*

*Left: There are several examples of the Austin Tilly on the island of Malta, this one is finished in the familiar 'Mickey Mouse Ear' camouflage scheme and is owned by Charles Schembri, but there are others finished in a typical Maltese scheme.*

*Right: The Norton Big Four motorcycle combination is comparatively rare and this nicely mellowed example finished in a typical Maltese camouflage scheme is owned by Joseph Zammit.*



#### **CLUBBING IT**

The club itself has about 35 members who between them own over 100 military vehicles, which range from WW2 to modern day and originate from the USA, Great Britain, Canada, Russia and Germany. The committee keeps itself busy, meeting

*Below: Daily transport for Clive and Dorian Micallef is this wartime Willys Jeep and Triumph 3HW, the Jeep acting as our transport for the duration of our stay.*





*There's a strong wartime motorcycle following on Malta and this nicely turned out 500cc BSA M20 owned by Steve Worley was amongst those that turned up for the meeting.*



*Clive Micallef takes time to chat with fellow club members during a break in the flying displays at the Malta International Air Show where the club put on a display each year.*



*Jason Teuma and his beautiful Norton 16H combination arrive at the meeting on the former airfield.*



*Members of the Malta Military Vehicle Collectors Club pose for a club photo before moving off to the Malta Air Museum, our next venue.*

at least twice a month depending on requirements and a monthly Sunday road run gives members a chance to blow the cobwebs away. The club also puts in numerous appearances at charity shows

and local council activities in between, and despite being a small organisation, it has a big heart, doing what it can to help

others and to raise money for charity. Their relatively remote location doesn't stop the MVCC (Malta) members travelling with

*Below: Clive Micallef's 1943 Willys MB Jeep looking resplendent in the hot Maltese sun. The Jeep was our transport for the duration of our visit to Malta and the weather was perfect for Jeeping!*



*Above: Clive Micallef astride his favourite and most regularly used motorcycle, a wartime British Triumph 3HW, although son Dorian did try and get his hands on it whenever the opportunity arose!*



*Superb example of a very early (number 88) production Land Rover Series 1 beside an American Chevrolet CUCV pick-up belonging to Dominic Fenech.*

their vehicles to venues further afield, many having gone to Sicily for the 70th anniversary of Operation Husky and to Normandy for the 70th anniversary of D-Day along with many more local events held on Gozo, Sicily and the Italian mainland.

Our host for what would be an all too short a trip was club president Clive Micallef, with his son Dorian, acting as our chauffeur and guide in his dad's 1943 Willys MB Jeep for most of our trips around the island. Our busy itinerary resulted in numerous visits to various museums and places of interest, but a brief stop off at a former airfield

enabled us to meet up and chat with other club members as they assembled before moving on in convoy to our next venue.

vehicles, all beautifully turned out. The organisation is well supported by all members who take every opportunity to take their vehicles to the many events held throughout the year and – let's face it – if we had Maltese weather with temperatures regularly in the twenties and thirties

we would probably be out and about a lot more over here in the UK!

***“The club itself has about 35 members who between them own over 100 military vehicles.”***

**GOOD MIX**

Club members own an eclectic mix of



*The islanders seem to like Land Rovers and this Royal Air Force Series 3 Lightweight belonging to Donald Pace was one of two that turned up for the meeting.*




*Club member Harry Cauchi owns this superb example of the wartime British Matchless G3L motorcycle, which is finished in a typical Maltese camouflage scheme; on the island it is extremely effective.*



**Above:** Another of the Bedford MW trucks that belongs to a club member, this time an MWD belonging to Ganni and seen here arriving at a small classic vehicle display prior to the Malta International Air Show. Above right: The Forward Control Land Rover is comparatively rare in the UK, but even more so in Malta, and this one belonging to Michael Cachia, seen here at the Malta International Air Show, was beautifully restored. Right: With the weather like it is in Malta it's no surprise that owners of soft top vehicles, such as this Series 1 Land Rover owned by Saviour Vella, remove the top whenever possible.



During our stay we managed to gather together a selection of the vehicles we encountered during our time on the island, and I'm sure readers will agree with me that it includes a fascinating

collection of the old and the not so old, all lovingly restored and now in regular use, preserving the military vehicle heritage on the small but important and fascinating island of Malta. 

**Below:** This stunning 500cc Indian 741B motorcycle is owned by James Schembri – very nice!







Not surprisingly there are quite a few Jeeps on the island and this one is actually a travelling museum, complete with folding para bike, lots of items of militaria and an old bomb strapped to the wing!

Right: Canadian Dodge WC52 T236 Weapons Carrier owned by Joseph Grech, superbly restored and seen here during a small classic vehicle display on the Sunday morning of our visit to Malta.

Below: Not all the vehicles on Malta have been restored yet and we came across this AEC Matador during a visit to a museum on the coast, apparently it belongs to Godwin Hampton, another club member.



Though many of the vehicles in the club are British, there are some examples of American vehicles such as the M151A2 MUTT owned by Axel Roethemeier.



This is the second of the Lightweight Land Rovers that turned up belonging to MVCC Secretary Charles Zammit, and later in the day it served as my viewing platform for the Malta International Air Show! Interestingly Charles's father and uncle landed on the Normandy beaches in a Sherman having emigrated to America prior to the war.



# DUTCH COURAGE

*Old military vehicles are there to be enjoyed – and after a decidedly shaky start, that's obviously been top priority for Kent-based 40 year-old logistics expert James Mannering. Ian Cushway tells the full story...*



**P**robably the closest this Jeep's been to Vietnam is when owner James Mannering's driven it the relatively short distance from his home in Maidstone to the Kent coast. But for him at least, that doesn't matter a bit because he's had lots of fun kitting it out and after an inauspicious start it's gone on to serve as the perfect introduction to the classic military vehicle scene.

"It was my first military vehicle," explains James, a 40 year-old retail stock controller from Maidstone. "I've owned it since 2008 and bought it on a whim off eBay without even viewing it. I decided that the gun (a deactivated .50 calibre) was worth the starting bid, so I just saw the Jeep as being thrown in for good measure."

Having placed the winning bid, the first time James clapped eyes on the vehicle, it seemed like his luck was in. "Fortunately, it looked in pretty good nick. Bizarrely, it had

been painted black with skull and crossbone markings. The previous owner ran a security firm, so I think it was mainly used for publicity. I gave it a test drive and checked it over as much as I could – it turned out that it had only been doing about 100 miles a year and it even had a fresh MoT."

It all seemed a bit too good to be true, and getting the Dutch Jeep back home soon proved its undoing. "I got a lift to Reading, having been assured that it was being driven daily, and decided to try driving it back to

Kent," recalls James. "Ninety miles into the trip we heard a rattle and a bang, which I was later to discover was a thrown piston. I remember sitting by the side of the road wondering what on earth I had done and what my wife would say when I got home. Eight hours later I arrived home on the back of a low loader. This was my first military vehicle, and my first experience of arriving home on the back of a recovery truck – so it wasn't a promising start."

#### **OILY MESS**

Once home, however, fortunately things were about to take a step in the right direction when James's wife's uncle, Trevor, decided to lend a helping hand. "He's always been into vehicles, >>>





**James copied the An Khe graphics from a photo that he found.**

**Various bits of period kit have been collected along the way...**

mainly Land Rovers, but he's one of those guys that if it's mechanical, he generally knows how to fix it," explains James.

Dutifully, Trevor arrived the very next morning with an engine hoist – and a lot more enthusiasm than the vehicle's new owner. "We dumped a lot of oil on the drive and moved the lump round to the back of the house so we could see what was what," recalls James. "We did a quick assessment of the damage, then covered the whole thing

in tarpaulin. I then flew to Turkey for a week's holiday wondering if the pile of scrap on the drive would ever resemble the Jeep I'd dreamed of," remembers James.

As it happened, the break was well timed because while away the ever helpful Trevor had not only sourced the necessary parts, but found a supplier within 10 miles of James's home – Nick Jefferies Engineering. "I soon become a regular visitor and thanks to Nick and a smallish pile of cash we were soon

back on track with a new crank, a set of pistons, two new conrods and a complete rebuild kit."

With the help of an internet manual and under the close eye of Trevor, James started the rebuild bit by bit and two weeks later after a few late nights, the Jeep fired back into life. "The upside of this incident is that I now know the engine inside out," chirps a now far happier James who has now taken the precaution of keeping a spare engine in his garage, working on the basis that all the while he's got it, he's bound not to need it.

Since then the vehicle has proved very reliable, although replacing the clutch 'on site' at War & Peace (when it was at the Hop Farm) proved memorable. "The clutch went while at the show but luckily it was dry and I could get all the parts from the trade stands which was good. My only gripe was the way onlookers

**Below: The side mounted spare wheel on the C type models leaves the back free for the gun breech and spare ammo tubes. The windscreen is split in half for the barrels to slot through. James's .50 calibre variant has a smaller cut out to the screen.**





*Jeep is laden with kit, including a working radio set, all of which James has found on the internet or at shows.*

turned up every time I hit my thumb or got a nut that wouldn't budge – there's nothing like words of encouragement when you're losing your rag under the bonnet. I swear some thought I was just laying on a display."

It just happened that one helpful onlooker turned out to be ex-Dutch Army and used to drive these Jeeps while in service. He told James he would never replace a clutch in the field and would send the whole Jeep

away and a new one would be sent to replace it, to which James replied, "If only I had that luxury."

#### **VIETNAM MAKEOVER**

James's 1956 Jeep is reportedly one of six rare TLV types and as such one of the very last examples to be sold off by the Dutch. Known as the 'last batch' it was then imported by a Scottish dealer in the UK in 2005. These last six Jeeps all have the prefix registration HAS 86. Despite being the rarer C type model with the side mounted spare tyre and fuel can, it looks to have only been mounted with the .50 calibre Browning machine gun – and this was confirmed by an early discovery by James when restoring the vehicle. "I actually found a spent round wedged deep down the side of the fuel tank, dated 1974!"

James took the decision to repaint and badge the Jeep as a US Army vehicle, specifically one used by the 9th Cavalry, early on in the Vietnam War. "The hood numbers and non-standard in country hood artwork for the An Khe flying circus were reproduced by me from a period photo showing an M38A1 Jeep in service at this base," adds James. In this guise, of course, it would have been used as a heavy gun platform on convoy support duties in the demilitarized zone (DMZ).

"Being Dutch, I considered returning it to how it would have looked while in service, but the internet swayed me towards more of

a US Army look, and I decided that an early Vietnam era theme was the way forward.

"I have everything a US serviceman and Jeep crew would have had in the field, including a M16, a fully working radio set, Budweiser cans, a pack of Lucky Strike and even a period *Playboy* magazine! It all adds to the period feel," says James, "and it's just how these Jeeps would have been used



*Extra lighting was added to the Dutch models to make them road legal.*



**For 40 year-old James Mannering from Maidstone, the Dutch supplied Jeep provided the perfect introduction to the classic military vehicle scene.**

and lived in at the time. Many a weekend is spent scowling the internet and online auction sites for period kit to dress the Jeep and to display at shows. If there is something I can't find, I'll even have a go at making it from scratch. Now, I think the kit's worth more than the Jeep!"

As for those who may criticise James for having something that is pretending to be something that it isn't, he has this to say. "I think there is room on the circuit for everyone. The living history fields are obviously the place for things to be exact and I admire those with the funds to do ground up restorations of scarce wartime vehicles. Yes, it has always been in Dutch Army service but underneath those layers of green NATO paint was a US Jeep built as it would have rolled off the Kaiser production

**"I actually found a spent round wedged deep down the side of the fuel tank, dated 1974!"**

and a few other bits on. Everything on the inside states 'Made in the USA' and it could have just as easily stayed at home for service

**Dutch Jeep is great to drive, especially in the snow.**

floor in 1956 for either US, Canadian, Dutch or Israeli service to name but a few. The fact that this one headed for the Netherlands meant different lighting, tyres and a kilometre speedo, and a Dutch guy bolting the wheels

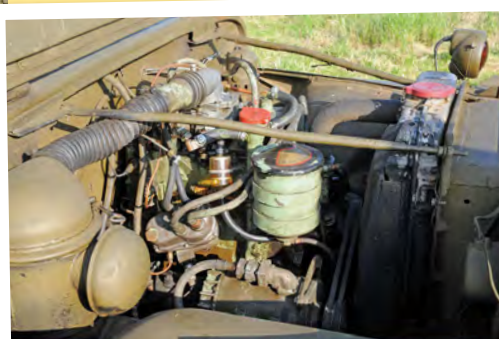
Stateside – therefore I'm happy to have recreated this version."

**SHOW AND GO**

As far as James is concerned it's a great vehicle, fun to drive and it's enabled him to make some great mates with fellow M38A1 owners. Obviously the annual War and Peace Revival is one of the real highlights, socially. "Myself and two other M38A1 owners have teamed up to form our own little contingent; the South East M38A1 Owners Club. We load up the Jeeps



**We daren't print the image of the period Playboy magazine in James's collection.**



**Original 2.5-litre Willys F-head Hurricane engine has undergone a full rebuild having left James high and dry on the drive home from collecting it.**

# M38A1 IN SERVICE

The M38A1 proved to be the longest serving military vehicle within the Dutch Royal Army, serving for more than 40 years from the early 1950s through to the late 1990s.

The Dutch had been using US Jeeps left over from WW2, but in the early 1950s they decided they needed a new supply of light terrain vehicles and received the first batch of US built M38A1s under the Mutual Defence Assistance Program. Apparently, it's main rival, a homegrown product from Dutch firm DAF (the YA-054) wasn't chosen because it didn't qualify for subsidies under NATO and therefore proved far more expensive.

It's reported that the first choice was actually the CJ-3B, but an order made in December 1953 for 2000 vehicles was cancelled due to the time-consuming modifications required to meet NATO standards. Instead, it was agreed to approve assembly of the M38A1 at the Nederlandse Kaiser-Frazer (Nekaf) factory in Rotterdam and the first order for 4000 vehicles was signed in January 1955. While local labour would be employed during assembly, the local economy would also benefit with roughly a quarter of all parts, including batteries and tyres being supplied by Dutch companies.

The Nekaf Jeep was modified to comply with Dutch traffic regulations with extra reflectors being added to the front wings, additional driving lights incorporated into the front grille and side indicators appearing on both sides behind the front seats. It was equipped with a canvas roof; there were provisions for a

hard top but these were not used by the Dutch Army.

Allegedly unable to deliver within the necessary time frame, the last Kaiser-Frazer assembled M38A1 was delivered to the Army in 1959, with Dordrecht firm Kemper & Van Twist Diesel taking over production from 1959-63.

With an expected lifespan of 20 years initially, a change in priority towards increased mechanization, meant there was no budget to replace the Nekaf, as it continued to be known. The Dutch had introduced the German-built DKW Munga during the sixties, but it became worn out within the decade, which meant that the M38A1 stayed in service much longer than it was intended. Eventually, starting in the late seventies, the Nekaf Jeeps began to be replaced by Land Rovers and the diesel-powered Mercedes G-series. Having been put into storage, the last M38A1s were finally sold off in 2000.

Alongside the standard issue Jeep used for general purposes, the Nekaf was used as a radio Jeep, ambulance, fire engine and snowplough. After 1959 it was used as a weapons carrier equipped with the 106mm M40 recoilless rifle (Terugstootloze Vuurmond or TLV). With the use of American part sets, 355 Nekafs were converted to M38A1C TLV carriers. In order to be able to carry the extra weight of 217kg, heavier springs were mounted. The windscreen had separated window panes, a gun barrel support was mounted, and ammunition storage racks were added. From 1983 until 1989, 40 M38A1Cs were equipped with cable-guided TOW missiles.

with everything we need for a week at the show and then the wives and kids follow on once we've set up camp. Our camp frontage is always Vietnam themed with a gatehouse or bar which allows us to show off the kit we've all collected along the way."


Throughout, James and his crew welcome with open arms anyone who shows an interest in what they are doing. "We try and present our Jeeps and camp in an approachable way, to welcome visitors and tell them about what we have on show. If someone wants a ride or to climb on board we try to oblige."

James insists that at the end of the day, it's a usable vehicle that's able to be enjoyed

by all the family. "My wife Anna is pretty supportive. She lets me get on with it, although occasionally she'll try to rein in the spend on accessories when there are other things which take priority. Camping at the shows is always a family affair, the kids (Oscar, 8, and Darcy, 4) love it. They have a mini Toy Lander Jeep of their own and Oscar even showed this in the Jeep display in the arena at Combined Ops, Headcorn a couple of years ago. He's obviously keen to follow in Dad's footsteps."

## **BANKING ON IT**

Meanwhile, James is happy going along to the

Chatham Dockyard Military Fair each month and always manages to find somewhere to go at weekends. "I enjoy running errands when it snows and I've even chauffeured a friend's son to his school prom. There was one funny incident though when I parked up outside my local bank to use the cashpoint. The manager met me at the door and was concerned I was causing alarm to the staff, so I swiftly moved along." As for future plans, James has just one objective – and that's to keep the Jeep running in tip-top condition. That's not to say we won't see a few additional bits of kit the next time we see him at a show... 

*Below: James and his crew from the South East M38A1 Owners Club always enjoy putting on a show.*



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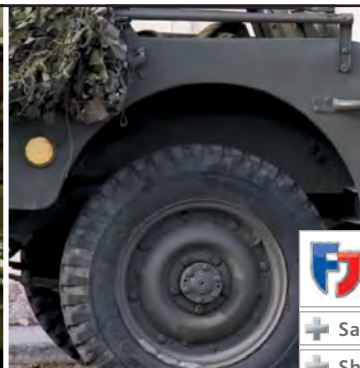
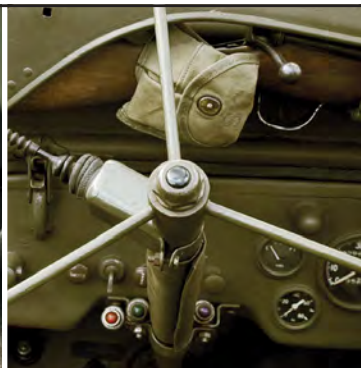
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# TOUGH AS OLD BOOTS

*John Norris takes a closer look at the talented, tough as nails Alvis 8 utility vehicle*



*The Alvis 8 in its basic role as an APC for nine men and two-man crew. It had impressive protection against blasts.*

**T**he 1980s and 1990s were busy and exciting times for defence manufacturers and vehicle designers around the world as they produced equipment for a range of purposes. Such designs were intended for national armies and overseas sales but not all ideas were successful in making it through to the development stage and entering service; some fell by the wayside and other designs underwent changes and modifications to suit requirements.

The Coventry-based company of Alvis Ltd, which became part of BAeSystem Land and Armament in 2004, designed a series of rather interesting vehicles either as private ventures or to meet service requirements. One such exercise was the Alvis 8, a 4x4 utility vehicle capable of being used as a platform on which to mount weapons such as recoilless rifles for anti-tank roles, anti-tank missiles, heavy machine guns

and cannons, and mortars, or simply as a personnel carrier. In its latter form, the vehicle could operate in urban conditions just as easily as under battlefield conditions.

#### **BLAST FROM THE PAST**

In its basic guise as a personnel carrier the Alvis 8 was fully enclosed with a monocoque hull capable of providing protection against small arms fire from

rifles of 5.56mm and 7.62mm calibre. It could also withstand the blast from a mine directly under a wheel or under the centre of the hull, due to its construction which featured an angled underside which served to deflect some of the blast. The vehicle could also withstand attack by petrol bombs and even survive the blast from an improvised explosive device (IED) up to 30kg detonated as close as 5m. This meant the driver, co-driver and up to nine passengers had a high chance of surviving such a direct attack.

The Alvis 8 was one of the more successful designs from the period and eventually entered service with several countries. Indeed, some still continue to serve in



*The Alvis was impressive when taken cross-country.*

countries such as South Africa and America, but in a modified design. The Alvis 8 was the standard version measuring 5.530m in length, 2.205m in width and 2.595m in height to the top of the roof. A short wheelbase version known as the Alvis 4 was developed and could be used in all the same roles as the larger vehicle with which it shared many automotive components, making it easier for maintenance.

#### **ENGINE MATTERS**

Powered by a six-cylinder diesel engine rated to 92kW (123bhp) at 2800rpm, the Alvis 8 could reach speeds up to 69mph

***“The Alvis 8 was one of the more successful designs from the period...”***

(110km/h) on roads and with a fuel tank capacity of 44 gallons (200 l) it had an operational range of 563 miles (900km) on

roads or 313 miles (500km) cross-country. The tyres were suggested to be 112.5 R20 tubeless type of 18 ply, but an operator could make their own choice. The transfer and gearbox, with four gears in each of the high and low range and four in reverse, were pneumatically controlled. The front and rear axles were of the rigid type which incorporated portal hub reduction with pneumatically operated lateral differential locks. Armoured glass windows fitted all round gave visibility in every direction with access doors for the driver and co-driver and a single access door at the rear. A number of hatches could be fitted into the roof for observation and to allow personnel to open fire without leaving the vehicle.

#### **DROP ZONE**

When empty the vehicle weighed 5.710 tonnes and could operate with full loads up to an operational weight of 7.5 tonnes. It was capable of being air-lifted in a transport plane and could even be prepared for airdrop by parachute which made it ideal for rapid deployment to emergency zones. The method known as Low Altitude Parachute Extraction (LAPES) could be used to deploy the vehicle from an aircraft without it having to land. This method involved fitting the vehicle to a specialised pallet to which a parachute is attached. The carrying aircraft makes a low level approach with the rear ramp lowered



*An operationally ready vehicle could be driven directly from a transport aircraft and begin duties immediately.*

and the parachute is deployed. As it inflates the forward motion of the aircraft permits the vehicle to be pulled from the aircraft. Once on the ground the vehicle is released from its retaining straps and is ready for use.

### GOOD TO GO

The Alvis 8 had a ground clearance of 388mm which allowed it to cope with vertical obstacles of up to 400mm when moving forward. In reverse the vehicle could cope with vertical obstacles of up to 300mm. A maximum gradient of 70% was within its capabilities in forward drive and in reverse it was 50%. It could ford water obstacles of up to 1m in depth without any difficulties and turn within a radius of 13m. Such capabilities lent it to being used in peacekeeping roles with the UN and humanitarian duties where operating conditions could be extremely difficult.

The vehicle was versatile and could be configured to a variety of roles including command, recovery, ambulance and even recovery. The flatbed version increased its range of roles by transforming it into a cargo carrier or weapon platform. The versatility of the vehicle was due to it being based on a Unimog chassis which allowed it to be configured to carry quite heavy loads. For example, when equipped as a rocket artillery vehicle it could be armed with a



*The Alvis 8 is seen here in a peacekeeping role with UN forces in Croatia.*

launcher for 107mm rockets and carry 36 reload rockets. In the anti-tank role it could be armed with a 106mm recoilless rifle with 21 rounds or eleven guided missiles such as TOW or MILAN. As a mobile platform for an 81mm calibre mortar the vehicle could carry

the weapon, ammunition and crew. Heavier weapons such as 120mm mortars or light field guns could be towed.

### HUMVEE RIVAL

This capability of being configured to such

*Below: The rugged design of the vehicle is apparent in this view. It had a high chance of survival if ambushed.*





**The Alvis 8 showing the rear door access for crew, and storage lockers for tools and other ancillary equipment.**

a wide range of roles allowed the vehicle to match its title as being a 'Utility Vehicle'. It was never going to be a contender to replace the American-designed HUMVEE but it was equally as versatile and a lot

more fuel-efficient. The basic vehicle would be equipped with weaponry and communications equipment by the end user who also decided on its role with the military, police or paramilitary forces. In the recovery

role a winch could be fitted along with a roof rack for additional tools and in the ambulatory role racks for stretchers. More could have been made of the design but at the time it appeared the global situation was changing as the 'Cold War' ended and tensions eased.

In the late 1990s the Alvis 8 underwent a series of development changes which resulted in it being transformed into the Mamba Mk II. This allowed it to cope with trenches up to 900mm in width and increased its ground clearance to 410mm. Troops from the Royal Engineers Explosives Ordnance Disposal of the British Army advised on these changes. It is believed there are just under 600 of these vehicles in service around the world including in the Congo, Uganda and Cote d'Ivoire, and some are used in the extremely cold conditions of Norway, Sweden and Estonia.

A check on the owners' register of the Alvis Fighting Vehicle Society ([www.afvsociety.co.uk](http://www.afvsociety.co.uk)) reveals that no members are registered as being an owner of either an Alvis 8 or Mamba Mk II variant. A similar search revealed that none are being offered for sale or have been sold recently. In the world of private ownership of ex-military vehicles the Alvis 8 would blend in and look like any one of a similar range of designs but it would stand out to those who recognised it and knew something of its background. The tantalising question is: will we ever see one at a MV show one day? Only time will tell, but in the meantime keep your eyes open. 

**Below: A versatile vehicle, the Alvis 8 served well in all its roles.**



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OUT AND ABOUT WITH CMV...

# BASTOGNE - 13-14 DECEM

Alain Henry de Frahan braved the snow for the 70th anniversary of the Battle of the Bulge



Freddy Delaunoy's Ford M8 and a Jeep at the beginning of the battle re-enactment in Recogne.

**B**astogne, or 'Nuts City', a name inherited from the famous "Nuts" response by Brigadier General McAuliffe to the German proposal of surrender made on 22 December 1944, draws attention from across the world when talking about the Battle of the Ardennes, known more commonly as the Battle of the Bulge. However, several other towns and villages between the

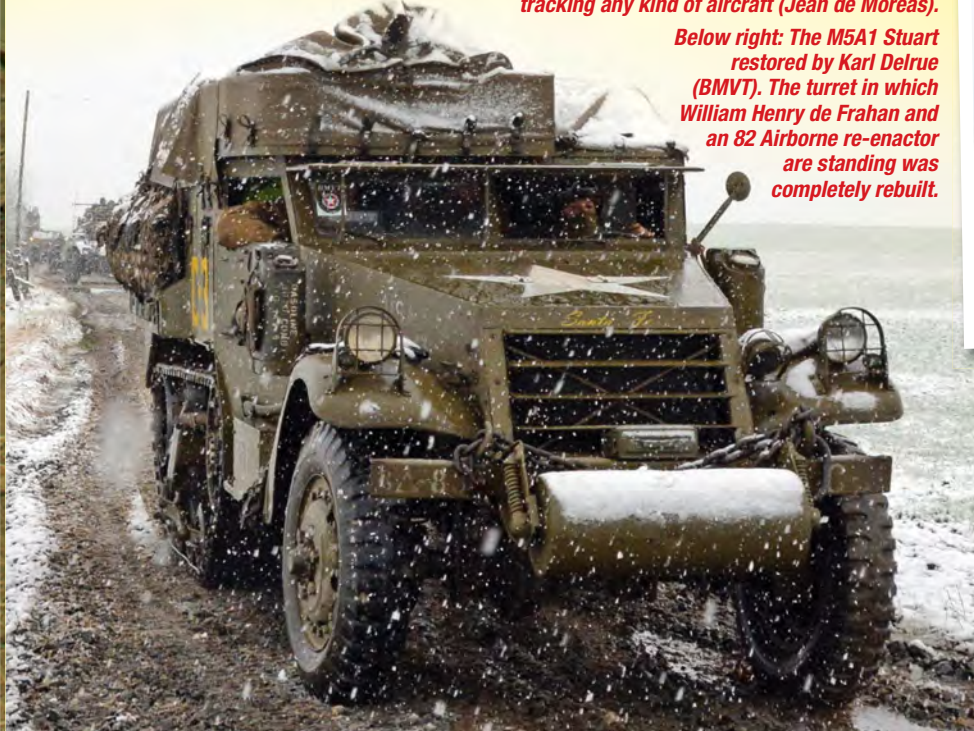
Saint-Vith/Malmedy area in the north and Clervaux/Wiltz in the south suffered more than the emblematic city, so in celebration of the scenes that took place 70 years ago, events were organised throughout the region.

Having put together the spectacular Tanks in Town convoy around Mons last September, Pierre Deghaye from the Royal Mons Auto Moto Club (RMAMC), was asked to organise

something similar in Bastogne. Having gained the necessary authorisations he put together an appropriate route, using trails and small roads in the area. Meanwhile, André Witmeur, president of the Belgian Military Vehicle Trust (BMVT), had something similar in mind, so he joined the project by inviting owners driving half-tracks, Ford M8s and M20s from Belgium, Germany and France. He also managed to broker a deal with the Bastogne War Museum

*Below: André Witmeur's halftrack M2A1 (Jean de Moreas). Right: The efficient use of the Maxon quad-fifty turret on the M16 half-track requires lots of training when tracking any kind of aircraft (Jean de Moreas).*

*Below right: The M5A1 Stuart restored by Karl Delrue (BMVT). The turret in which William Henry de Frahan and an 82 Airborne re-enactor are standing is completely rebuilt.*



# BER 2014



*Above: A Dodge WC-63 parked beside the church of Hemroulle (Jean de Moreas). Below: Karl Delrue's M5A1 Stuart at full speed.*



*Above: Crossing Mande-Saint-Etienne, Didier Doumont's Dodge WC-38 1/2-ton pickup truck (1941) follows Eric Girboux's Chevrolet 1941 4x2 pickup truck in US Navy color, an unusual view in the Bastogne area. Above top: Jean de Moreas (Prodata Systems) in the author's Willys MB.*



to provide a special reception with free entrance and refreshments!

As a result, on Saturday 13 December around 15 armoured vehicles and as many soft-skin vehicles again, gathered in the village of Mande-Saint-Etienne, north-west of Bastogne. The illustrious line up included the M4 Sherman and M5A1 Stuart belonging

to the city of Mons, Karl Delrue's M5A1 Stuart as well as several half-tracks, M8s and M20s. They were joined by a handful of Jeeps, Dodges, GMCs and two wreckers – a Diamond T 969 from France and a Ward LaFrance M1A1 from Switzerland. Remarkably, a M29 Weasel made the trip all the way from the Czech Republic. The impressive

convoy snaked along local tracks and roads, sometimes under heavy snow, giving the whole spectacle a delightfully historic touch.

After a 'soup stop' in Hemroulle offered by the BMVT, the convoy restarted for its final leg leading to the Mardasson memorial, north-east of Bastogne. The participants received a free entrance ticket to the Bastogne War Memorial and a lunch.

*Below: This half-track came from France and the Studebaker M29 Weasel all the way from the Czech Republic.*





*Left: The convoy of armoured vehicles enters Hemroulle. Right: The M4 Sherman of Mons taking place in Hemroulle (Emmanuel Henry de Frahan).*



*Patton's 4th Armored Division breakthrough at Assenois, on 26 December 1944, might have looked like this.*

*Above: Like the Ford M8, due to limited forward visibility, the M20 is difficult – and dangerous – to drive without an assistant.*

**THE LAST SHOW AT BASTOGNE BARRACKS?**

Due to budget restrictions imposed on the MoD, it might be the last time that the barracks of the disbanded 1st Artillery

Regiment – which looks after a subsidiary of the Royal Museum of the Army (Brussels), plus the historic cellar in which Brigadere General Antony McAuliffe had settled his 101th Airborne HQ – will see such a parade.

Yet the hangars were visited by nearly 12,000 people during the weekend with two huge areas dedicated to static displays. The work in progress on the very rare SturmGeschutz III Ausf F8 was a particular highlight. The refusal by the museum to commit vehicles to various



*Left: Standing alongside the half-track M16 in the US flight jacket is armoured convoy leader Pierre Deghaye (Jean de Moreas). Below: This BMW sidecar motorbike is powered by a post-war flat-twin engine. In the background is Freddy Delaunoit's very scarce M4 mortar carrier half-track.*







*Above: The author's Willys MB is overtaken by a half-track M16 belonging to a German collector. Right: Philippe Jenaux is guided by André Witmeur to park his Ford M8 in front of the Bastogne War Museum. Below: Offered in perfect running condition to the Royal Museum of the Army by the USSR in September 1989, this 1944 ISU-152 assault gun proved hard to restore to its former condition, mainly because of its clutch (Marcel Bourguignon).*



commemoration activities in the region was bitterly resented, especially when one considers how proactive other foreign museums are regarding re-enactments and film making. The Royal Museum of the Army was accused recently of having ordered



*Above: Marcel Petit at the controls of the Museum's M4A1 HVSS Sherman which he restored mostly on his own (Marcel Bourguignon). Right: Nicolas Georges (Jeepest, France) had brought his M24 Chaffee for the re-enactment in Recogne (Emmanuel Henry de Frahan).*





*The Pz.Kpfw. V Panther, in fact a super copy built on a T-55 recovery tank by a Polish team, was a major attraction of the re-enactment.*

the cession of high-value patrimony from its reserves (which it denies on the ground that these pieces were not officially registered in the museum's inventory). Several Sherman and Greyhound turrets, splendid Kenworth and War La France M1 wreckers and a hoard of other vehicle parts were sold to a scrap dealer. It's a scandal that continues to irritate and sadden the military teams and civilian volunteers who have been working on the museum's vehicles for decades.

Back to the parade, and on Sunday afternoon, the museum's Morris Commercial C8 FAT towing a Bofors 40mm AA gun, a

French Renault UE tankette with trailer and the Sherman 'Firefly' took part in the parade on the main street of Bastogne, along with dozens of privately owned vehicles.

#### **BATTLE RE-ENACTMENT IN RECOGNE**

Located about five miles north of Bastogne, Recogne was once again the scene of a static display and a dynamic re-enactment of the fierce fighting that ravaged the village in December 1944 and early January 1945. Two miles east is Cobru, a smaller village that sheltered the German side, where activities were organised by The Duty First

and HMRA clubs, both of which are involved in the Ardennes Memories charity ([www.ardennesmemories.com](http://www.ardennesmemories.com)). Because of atrocities perpetrated by SS units in the area (POW and civilian killings), no SS uniforms were tolerated – only Wehrmacht uniforms and vehicle markings were allowed.

On Sunday afternoon, Ardennes Memories achieved a spectacular re-enactment to evoke the fierce fighting in Recogne and surrounding area. Myself, Nicolas Evrard and Daniel Van Boeckel provided the commentary. About 300 re-enactors were involved, with an M36 Jackson tank destroyer, M24 Chaffee,

*Below: Jef Keuppens' M36 Jackson tank destroyer has been hit by the Panther during the US counterattack.*



*Above: Vivian Ghovert's M29 Weasel, camouflaged following a picture taken during the Battle of the Bulge.*





**Above: Hugo Jottard's OT-810 (Czech post-war copy of the Sd.Kfz 251 Ausf D).**

Pz.Kpfw V Panther (the famed Polish copy built on a T-55 recovery tank), a Sd.Kfz 251 Ausf.D (in fact, an OT-810), Jeeps, Dodges, a Kübelwagen and a Schwimmwagen. The attendance was certainly impressive.

There were three acts: German attack, US counter-attack, and street fighting. Thousands of blank rounds were shot, as

well as tank shells, hand grenade and mortar shell explosions. Unfortunately, because of the deep mist that obscured the scene at the beginning of the battle re-enactment, the driver of François-Xavier Jordens' OT-810 missed a small bridge and completely bogged down in a small river. But Jef

Keuppens was delighted to later recover it with his M36 TD.

You can view more pictures at [www.BMVT.eu](http://www.BMVT.eu) (type Bastogne 2014) and on YouTube by searching Recogne 2014 and Cobru 2014.

Photos: Alain Henry de Frahan unless otherwise stated.



**Above: Act 2 of the battle re-enactment in Recogne is over. The Panther takes German troops away before act 3 begins. Below: Jos 'De LaGleize' (a nickname) is driving his VW 166 Schwimmwagen at the end of act 2.**



**Above: Because of the deep mist obscuring the valley at the beginning of the battle re-enactment, the driver of François-Xavier Jordens' OT-810 missed a bridge and bogged down. The vehicle was later easily recovered by Jef Keuppens' M36 Jackson (Jef Keuppens).**



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# TANK TIMES

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Early 2015 will be a busy time in the exhibitions department with work being completed to create a new display - 'Tank Factory' opening on 26th March.

The exhibition will be installed in the former British Steel Hall, which through happy coincidence, already has an industrial, factory-style look. To give it even more of an authentic atmosphere, builders are converting the space to include a central production line of Centurion tanks with other vehicles placed around that tell a specific design or production story. The Sherman M4A1 'Michael' for example, embodies the mass production story with over 58 000 Sherman M4s built by the Americans during the Second World War. 'Michael' was the second model off the production line and is the oldest surviving Sherman anywhere.



Sherman Michael being put in place for the new exhibition.



The Covenanter was moved into position on a low loader.

Although the American Sherman, Russian T-55 and Swedish S-tank will all appear, the main aim of the exhibition is to tell the British design and manufacturing story since the tank's invention in 1916. To help achieve this, a number of interviews have been carried out with ex-employees of Vickers and the Royal Ordnance factories in Newcastle and Leeds. Their accounts have been invaluable in helping exhibition staff and designers to create the right environment for 'Tank Factory' and put across the intricacies, risks and demands of their work.

*'The bit that always frightened me was when you had to sit under the turret as they lowered it onto the hull. 17 tons would come down on a crane and you had to guide a pin into a hole by hand. Always in the back of your mind you think what is one of the links snaps?'*

Glen Wood, Royal Ordnance Factory, Leeds

The exhibition will feature many similar quotes and high quality imagery from the Museum's Photographic Archive.

There will also be a number of interactive displays so that visitors have a 'hands on' experience to complement the graphic panels and audio visuals that capture the story of life in a tank factory.

'Tank Factory' opens on 26th March and will be a long-running exhibition. ■

## INSIDE...

- TRIUMPH OF HUMANITY
- LITTLE WILLIE
- TIGER DAY
- LEONARDO DA VINCI
- WHAT'S ON



## VICKI POL EVENTS MANAGER



Vicki, Oliver and Brianna

2014 was a very busy year for the events team here at the museum!

The events team comprises of myself Vicki Pol, Events Manager, Brianna Ryder-Maki, Events Coordinator and Oliver Bitten, Events Coordinator.

Looking back at 2014, our largest event - Tankfest attracted over 14,500 visitors, our best ever! Tankfest takes a lot of organising, every aspect of the event from booking traders to selecting which vehicles will be available for display has to be covered. Planning takes place all year round, we have continual update meetings with all relevant departments and close liaison with the Army. We get a great amount of support from The Armoured Trials and Development unit, who provide the current British theatre entry standard platforms such as the Challenger 2.

Also in 2014 we held our Commemoration event on Monday 4th August. We commemorated the 100th anniversary of the outbreak of the First World War. Over 4,500 people came to pay their respects to those who served and died during the Great War. It was an honour to put the event together and to be part of such a poignant moment in history.

Looking at the 2015 events calendar it is going to be another busy year! Highlights of 2015 will include

Continued on page 2...

## VICKI POL EVENTS MANAGER CONTINUED...

Tiger Day on Saturday 2nd May, this special day only happens once a year, visitors are treated to an arena display where we examine and compare this World War Two beast to its Axis and Allied contemporaries.

Tankfest 2015 will highlight our involvement in the latest blockbuster movie 'Fury', keep an eye on our website for Tankfest news. Buy your tickets in advance and benefit from 10% discount and fast track entry on the day.

2015 will see the introduction of new events to the calendar including Attack of the Daleks, taking place on 25th and 26th July, when Dr Who's greatest enemies will take over the museum for the weekend.

We will host our first motorbike ride in 'Wheels of Steel' on Sunday 6th September and 2015 sees a new autumn event; Warfare through the ages, which will take place on Saturday 19th and Sunday 20th September, mock battles and displays from Medieval, English, American Civil War, through to World War Two, an event not to be missed!

Our model show TankMOD in 2014 was a great success, the 2015 event on Saturday 10th October will be in association with Armortek Day, your chance to see a large collection of 1/6th scale military vehicles.

As well as organising the main museum events, we plan and manage experience days; Access All Areas and Tank Experience Days. Also School Holidays activities, lectures, Wartime Christmas Festival and all venue hire activity including corporate dinners, meetings and incentive days. If you would like to find out more about these events or venue hire, check our website for more information.

We look forward to seeing you at one or more of our 2015 events! **T**



Vicki Pol  
Events Manager

# Gunner Henry Archibald Smith, In Memoriam

By Catherine McGrath

Henry Archibald Smith (Archie) was killed on the 8th August 1918, at the Battle of Amiens, when his tank was hit by shellfire, he was 22 when he died.

Archie joined the Northamptonshire Regiment a month after the outbreak of the First World War and after 10 months of training was sent to France. He was later transferred to the Machine Gun Corps and while fighting in the Battle of Loos in October 1915 was severely wounded in the head. He spent 16 weeks in hospital in England and returned to France in February 1916 joining the newly formed Tank Corps as a gunner and fought at the Battles of The Somme, Arras, Messines and Cambrai.

The Battle of Amiens was the British army's final push on the German lines and ultimately led to the end of the First World War, 600 tanks took part in the



Gnr. Henry Archibald Smith

battle. Archie was part of 'A' Company of the 1st Battalion of the Tank Corps, supporting the 4th Canadian Division, his tank was one of nine hit by shellfire. Archie's tank was set on fire and the entire crew were killed. He was buried in a temporary grave nearby before his body was recovered and moved to the Bouchoir New British Cemetery, France.

The Battle of Amiens was a success and Germany described it as 'a black day for the German Army'.

Archie wasn't married but wrote regularly to his sister Lilah about what life was like at the Front, the letters and items displayed here were found after Lilah died in 1983. They were donated to the museum in 2014.

Gnr. Henry Archibald Smith's letters and other personal items are now on display in a new exhibition in the Memorial Room at the Museum. **T**

## February Half Term

This year February Half Term is going Camouflage!

Find out more about how camouflage techniques are used in combat and how the armed forces take inspiration from nature when trying to stay hidden.

Visitors will have the chance to find out how crews work and fight together, conceal and live with their vehicle. There is also the opportunity to sit inside the Chieftain Main Battle Tank and an original First World War

Mark IV tank and find out more about these machines operate.

There will be talks, tours and trails as well as Vehicle Rides (£3pp) and face painting. The Vehicle Conservation Centre will be open every day 1.30pm - 4.30pm.

Normal admission prices apply and Annual passes are valid. See our website for more details. **T**



## ENGINEERING COMPETITION

Four Bournemouth University Engineering students, recently won a competition to design an interactive for the Museum's 2015 Tank Factory exhibition.

With the challenge of making the interactive appealing to a wide age-range, robust and cost-effective - the students produced technical specifications, colour visuals and cardboard prototypes of two models. The models demonstrate why the world's first tank, Little Willie, failed tests to cross a First World War trench but the rhomboid shape of the Mark 1 succeeded.

The group came top out of a total of 35 students and 8 other submissions and their plans have now been passed to Exhibition Designers for final production. In February, the interactive will be installed in an area of Tank Factory that will tell the story of British innovation in tank design over the last century. **T**



Max Venters, Chelsea Haslins, Joe Hindley and Samantha Davies with lecturer Christopher Benjamin.

## BECOME A FRIEND!

The Friends of The Tank Museum exists to help and support The Tank Museum. Through individual member's annual subscriptions, the Friends are helping to ensure the future of The Tank Museum. Members can also help the Museum by volunteering their time and sharing their skills and knowledge which ultimately help to enrich the visitor experience.

Members of the Friends are entitled to free entry to the Museum, discounts in the shop and restaurant, as well as three issues of the Friends magazine 'Tracklink' each year. You can sign up now either online or at the Museum.

The Friends are currently registered with an organisation called Easy Fundraising. By signing up at [easyfundraising.org.uk](http://easyfundraising.org.uk), when you make online purchases with any of the 2,700 registered partners, that company will make a donation to the Friends at no extra cost to you. **T**



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by David Fletcher

While it is undoubtedly the oldest surviving tank in the world Little Willie was only ever a prototype, it was the only one of its kind ever built. So what you are seeing is it, the only one there ever was. It never saw active service, indeed it never left Great Britain but it did play a key part in the development of the fighting tank and it causes us to focus on 1915, the year the first tank was built.

This year, 2015, marks the hundredth anniversary of Little Willie, it is one hundred years old and it takes us back to those very first days of tank development. When Little Willie was first built it was known as the Number One Lincoln Machine. It had a dummy turret on top and was running on a set of tracks made in the United States, by the Bullock Creeping Grip Tractor Company of Chicago, but since these had been designed for an agricultural machine they did not work well on a fighting tank, not even on a prototype. One of the designers, Mr William Tritton then came up with a new design of track, after testing many other ideas, and the track that Tritton designed was so good that it not only worked perfectly on Little Willie but became the pattern used on virtually all British tanks built during the First World War.

Little Willie was built by William Foster and Company Ltd of the Wellington Foundry in Lincoln. The firm has gone now, and even the site of the foundry has been redeveloped and is unrecognisable now. But that is where the Lincoln Machine was built and where Little Willie returned to have its new tracks fitted. It wasn't just tracks, new track frames had to be designed and built too. Indeed it took so long to make a full set of the new tracks that it was November 1915 before it was finished. When it emerged from the Wellington Foundry again there had been other changes. The dummy turret had gone, it would not be needed any more since a better design was already being built. This was Mother, the first

tank with all round tracks and with the guns housed in sponsons on each side. But Mother is gone, she was scrapped after the First World War, and only Little Willie survives. Granted there is not much left, the Daimler engine and most of the other internal fittings were removed years ago and you can see the damage at the front where somebody tried to tow the tank by threading a line through one of its windows. It's not made of armour plate, only boilerplate after all.

Little Willie was tested in Burton Park, Lincoln, probably in December 1915. In those days it had a tail assembly, a pair of wheels at the back, but they were removed before the end of the First World War, since it could manage perfectly well without them. All you can see at the back of Little Willie now is the remains of the hydraulic hoist, used to manipulate the tail, to keep it clear of the ground or help Little Willie over a trench.

Rumour has it that Little Willie went to Hatfield in Hertfordshire in January 1916 and it is also claimed that it went to Elveden in Suffolk, the first tank training ground, later that same year. We can't prove or disprove either of these claims, but that is often the way with history.

When Little Willie retired in 1919 it was sent down to Bovington and included in the original Tank Museum collection; it didn't come inside until about 1946 but then it was painted green like all the other tanks. Since then it has been repainted again in what we think is closer to its correct colour and now it is set up in a place of honour in The Tank Museum's Tank Story Hall, on a rotating stand so that you can view it from every angle as it slowly goes round. It's there every day so you can see it with your own eyes, the World's first tank. ■

King George V inspects Little Willie at Bovington



## LEONARDO DA VINCI'S TANK - 1482



There have been numerous attempts in history to invent a machine that would provide protection, mobility and firepower – in other words a tank. One of the earliest attempts was by Leonardo Da Vinci.

*'I am building secure and covered chariots which are invulnerable, and when they advance with their guns into the midst of the foe, even the largest enemy masses must retreat; and behind them the infantry can follow in safety and without opposition.'*

Whether he actually built any is questionable. Whether the thing would be of any use is not. Da Vinci incorporated a fault in his original drawing which meant that anyone building from his plans would end up with a vehicle whose wheels moved in opposite directions. However if anyone of average intelligence did not spot his 'deliberate mistake' it would be surprising.

Apparently Da Vinci relied on manpower to move the thing along and, since it was built strongly of wood it would be quite a weight to shift, never mind the crew who would be required to work the guns.

As ever he provides no clue as to steering and on anything less than firm, dry and level ground it would be immobilised. Always remembering the fact that the 'crew' would be exhausted after a few yards.

Trials of a lightweight replica at The Tank Museum proved this. If the opposition did not have the wit to simply step out of the way of this slow moving monstrosity that would be surprising too.

The Museum's replica is on display and can be seen in the entrance hall. ■

by David Fletcher



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## FROM THE EDITOR



Roz Skellorn

2014 marked the start of the First World War centenary commemorations and for The Tank Museum 2015 marks the start of some new significant anniversaries, including the centenary of the world's first tank, Little Willie.

We are considering ways to celebrate the innovation and pioneering spirit that led to its inception and any suggestions as to how we might best mark the date in September, when Little Willie came off the production line one hundred years ago, would be much appreciated - marketing@tankmuseum.org

As I write we are also looking forward to a lecture from Murray Walker OBE on 31st January. Mr. Walker, a former Sherman tank Commander with the Scots Greys during World War Two, is well-known for being a racing commentator. He has been a great supporter of the Museum and an inspirational speaker. We are planning more lectures with a variety of speakers so keep an eye out on our website and in Tank Times for upcoming dates.

The opening of Tank Factory presents a fantastic opportunity for visitors to explore a side of armoured warfare not often considered; the lives of the men and women who powered our military behind the scenes. This new exhibition also highlights the importance of the STEM subjects (Science, Technology, Engineering and Maths) which are ever-growing in significance for school age children.

The Tank Museum is going to be a hive of activity this year and we all look forward to welcoming you to join in. T

*R Skellorn*

Roz Skellorn  
Editor



LOTTERY FUNDED

# The Triumph of Humanity

This bronze sculpture was created as a memorial to the Franco-British alliance of the First World War. Designed by Russian artist Michael de Tarnowsky, it depicts Humanity, held in the arm of Progress who points towards the land of goodwill. British soldiers feature to the left side of these central figures with French troops on the right.

A plaster maquette was displayed in the Royal Automobile Club in Pall Mall, London in 1920, and although plans to erect a 50 foot statue of 'The Triumph of Humanity' in London never happened, 20 smaller replicas were made. This exhibit is number 7 and you can see the number carved below the horses hooves on the right.

Each replica was sold at 100 guineas in aid of the British League for the Reconstruction of the Devastated Areas of France.

The sculpture was presented to the museum in 1949 and is now on display in the First World War Hall. T



# TIGER DAY

Tiger Day is steadily taking shape, ready to roar in to life on 2nd May.

This will be your first chance to watch the Tiger in action, since its starring role alongside Brad Pitt in the Hollywood Blockbuster 'Fury'.

There will be talks and tours going on throughout the day, focusing on Tiger and the Second World War, the floor of the Vehicle Conservation Centre will also be open to the public from 10am - 5pm on Tiger Day.



The undoubted highlight of the day will be the display, at 1.30pm, when Tiger 131 will return to the arena, alongside its Allied and Axis contemporaries. Visitors will be treated to a display of Matilda II, Panzer III, T-34, Sherman and Kettenkrad, where our experts will contrast and compare these World War Two machines and examine the impact that Tiger had on future tank designs in the shape of the Centurion and Leopard.

*The appearance of all vehicles is subject to mechanical reliability. Tiger Day is a special event day, so annual passes will not be valid for entry. Normal admission prices apply, but pre-existing annual passes will not be accepted.* T



## SUBSCRIBE FOR FREE!

The Tank Museum | Bovington | Dorset | BH20 6JG  
t: 01929 462 529 | e: tanktimes@tankmuseum.org  
The office is open Mon - Fri 9.00am - 5.00pm.

## WHAT'S ON



14.2.2015 - 22.2.2015

### February Half Term

The Tank Museum turns camouflage this February Half Term - find out more with a series of themed activities, talks and tours.



28.3.2015 - 12.4.2015

### Easter Holidays

Visitors will have the chance to learn more about Victory in Europe, 70 years ago, with talks, tours, trails and activities.



2.5.2015

### Tiger Day 2015\*

The Tiger tank is back in action - so if you're a fan of our most famous exhibit, this is the event for you!



27.6.2015 - 28.6.2015

### Tankfest 2015\*

The World's best display of moving armour returns for 2015! Tickets available to book online now.

\*You may not use your Annual Pass for re-admission on these dates.





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# COMING IN NEXT MONTH'S ISSUE...



Watch our for these exciting features in next month's action-packed issue, on sale 20 March 2015...



## UNIVERSAL SOLDIER

Richie Harrison's interest in his grandfather's war service led to the ambitious restoration of a Ford Carrier sourced from Canada with virtually everything missing. John Blackman tells the story...

### WHAT'S A MATTA?

James Taylor traces the story of the Alfa Romeo Matta, one of Italy's attempts to replace its wartime Jeeps.

### MARMON-HERRINGTON TANKS

More commonly associated with truck production, the Indianapolis firm also made tanks. David Fletcher examines the military fruits of its various exploits.

### KEEPING GERMAN TANKS A SECRET

Daimler-Benz was one of three companies chosen to develop 16-ton tanks for the Reichswehr in 1927. Karl Ludvigsen digs deeper into the history of the 'big tractor' and its early undercover development.



## 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.

# ARMY SURPLUS & CAMO CORNER

Copy deadline for April issue is: Monday 2nd March 2015  
on sale date Friday 20th March 2015

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*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](http://www.milweb.net), [www.mvpa.org](http://www.mvpa.org), or [www.mvt.org](http://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](mailto: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**

**May**  
**JERSEY MILITARY VEHICLE CLUB – MILITARY MANIA 2**  
**Date:** Fri/Sun 8-10 May 2015  
**Location:** Jersey  
**Contact:** Ricky Le Quesne, [rickylequesne@gmail.com](mailto:ricklequesne@gmail.com)

**VE PLUS 70 WEEKEND**  
**Date:** Sat/Sun 9-10 May 2015  
**Location:** Fisher's Meadow, Quedgeley, Gloucester  
**Contact:** Stephen Smith, [bulldog.smith@btinternet.com](mailto:bulldog.smith@btinternet.com)

**SPRING VEHICLE FEST**  
**Date:** Sun 10 May 2015  
**Location:** RAF Coltishall, Norfolk  
**Contact:** 01603 626 668 or email [events@str.gb.com](mailto:events@str.gb.com)

**July**  
**2ND ARMORED IN EUROPE 70TH ANNIVERSARY EVENTS**  
**Date:** May-July 2015  
**Location:** to be confirmed  
**Contact:** [www.2ndarmoredineurope.co.uk](http://www.2ndarmoredineurope.co.uk)

**THE YORKSHIRE WARTIME EXPERIENCE SHOW**

**Date:** Fri/Sun 3-5 July 2015  
**Location:** Cockleshaw Beck Farm Hunsworth Lane, Hunsworth BD4 6RN  
**Contact:** [www.ywe-event.info](http://www.ywe-event.info)

**ROXBY HERITAGE WEEKEND**

**Date:** Sat/Sun 11-12 July 2015  
**Location:** Fox Inn, Roxby, nr Staithe, N Yorks TS13 5EB  
**Contact:** Colin Bentley 01947 841313

**WOODHALL SPA 40s FESTIVAL**

**Date:** Sat/Sun 18-19 July 2015  
**Location:** Jubilee Park, Stixwold Road, Woodhall Spa LN10 6QH  
**Contact:** Stuart 01526 353215, [www.woodhall-spa-40s-festival.com](http://www.woodhall-spa-40s-festival.com)

**THE WAR AND PEACE REVIVAL**

**Date:** Wed/Sun 22-26 July 2015  
**Location:** Folkstone Racecourse, near Hythe, Kent  
**Contact:** Rex Cadman, 01304 813337; [www.thewarandpeacerevival.co.uk](http://www.thewarandpeacerevival.co.uk)

**August**

**FORCES DAY**

**Date:** Sat 22 Aug 2015  
**Location:** Saint Mary's church field, Watton, Norfolk  
**Contact:** Paul Weatherill 01953 884213, 07930565026

**SUMMER VEHICLE FEST**

**Date:** Sun 23 Aug 2015  
**Location:** RAF Coltishall, Norfolk  
**Contact:** 01603 626 668 or email [events@str.gb.com](mailto:events@str.gb.com)

**MILITARY ODYSSEY**

**Date:** Sat/Mon 29-31 Aug 2015  
**Location:** Kent Showground, Detling, Maidstone  
**Contact:** James Aslett 07595 511981, [www.military-odyssey.com](http://www.military-odyssey.com)

**September**

**JEEP & CHEERFUL DAY**

**Date:** Sun 13 Sept 2015  
**Location:** South Yorkshire Aircraft Museum  
**Contact:** 01302 739000, [www.aerventure.org.uk](http://www.aerventure.org.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](http://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](http://www.ramco.co.uk), or call 01754 880880 for more details.

## FORTHCOMING MILITARIA EVENTS 2015

### February

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 22 Feb 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

### March

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 8 March 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk

#### MALVERN MILITARIA FAIR

**Date:** Sun 22 March 2015  
**Location:** The Three Counties Showground, Wye Hall (Brown Gate), Malvern, Worcestershire SY4 4UG  
**Contact:** 01743 762266, www.militaryconvention.com

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 29 March 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

### April

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 12 April 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 26 April 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

#### NORTHERN MILITARY EXPO

**Date:** Sun 26 April 2015  
**Location:** Newark County Showground NG24 2NY  
**Contact:** 01302 739000, www.northernmilitaryexpo.co.uk

#### DALLAS DIG OUT

**Date:** Sun 26 April 2015  
**Location:** Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT  
**Contact:** 01635 201124

### May

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 10 May 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk

#### CHELMSFORD MILITARIA FAIRS

**Date:** Sun 17 May 2015  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford  
**Contact:** 07595 511981, www.chelmsfordmilitaria.com

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Mon 18 May 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

### June

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 14 June 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk



Don't miss the Northern Military Expo on 26 April and 1 November – it's a new indoor show at the Newark County Showground, with over 100 trade stalls as well as a vehicle-for-sale area.

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 28 June 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

### July

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 12 July 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 19 July 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

### August

#### DALLAS DIG OUT

**Date:** Sun 9 Aug 2015  
**Location:** Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT  
**Contact:** 01635 201124

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 9 Aug 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 23 Aug 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

#### MILITARY ODYSSEY

**Date:** Sat/Mon 29-31 Aug 2015  
**Location:** Kent Show Ground, Detling, Maidstone  
**Contact:** 07595 511981, www.military-odyssey.com

### September

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 13 Sept 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk

#### CHELMSFORD MILITARIA FAIRS

**Date:** Sun 20 Sept 2015  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford  
**Contact:** 07595 511981, www.chelmsfordmilitaria.com

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 27 Sept 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

### October

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 11 Oct 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk

#### CHELMSFORD MILITARIA FAIRS

**Date:** Sun 18 Oct 2015  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford  
**Contact:** 07595 511981, www.chelmsfordmilitaria.com

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 18 Oct 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

#### DALLAS DIG OUT

**Date:** Sun 25 Oct 2015  
**Location:** Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT  
**Contact:** 01635 201124

### November

#### NORTHERN MILITARY EXPO

**Date:** Sun 1 Nov 2015  
**Location:** Newark County Showground NG24 2NY  
**Contact:** 01302 739000, www.northernmilitaryexpo.co.uk

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 8 Nov 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 15 Nov 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

#### MALVERN MILITARIA FAIR

**Date:** Sun 22 Nov 2015  
**Location:** The Three Counties Showground, Wye Hall (Brown Gate), Malvern, Worcestershire SY4 4UG  
**Contact:** 01743 762266, www.militaryconvention.com

#### CHELMSFORD MILITARIA FAIRS

**Date:** Sun 29 Nov 2015  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford  
**Contact:** 07595 511981, www.chelmsfordmilitaria.com

### December

#### HILDENBOROUGH MILITARIA FAIR

**Date:** Sun 6 Dec 2015  
**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent  
**Contact:** 01322 523531, www.bexleymedalsandmilitaria.co.uk

#### SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

**Date:** Sun 13 Dec 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, www.chathammilitariafairs.co.uk



Go along to Woodhall Spa on 18/19 July to enjoy the 40s celebrations...



*Above and right: The new generation of half-track tracks from Holland.*



**S**o, it's 2015 already. The first three trading events at Universal Jeep Supplies, Dallas Autos and Stoneleigh have already successfully been taken part in the Ardennes Winter Rally.

It took a couple of weeks to get the Christmas festivities out of the system, but once it all kicked in the market was busy. We have already had good reports of quick vehicle sales and then the Euro really weakened against the pound. This makes channel hopping and shopping

very attractive and we have seen a lot of sales from our advertisers in the Eurozone – including two good value Ferrets from Belgium – both ex-British Army and older restorations.

#### **PINZA MOVEMENT**

The biggest surprise of the month was a private sale of a Pinzgauer 718K TDi – in

the desirable five-door configuration with just over 5000 miles from new, which came on at £58,500. Just a week later its happy advertiser told us it was sold at the asking price. This is the highest price for a Pinz 718 we have ever achieved in nearly 16 years of Milweb's online adverts so this alone was a very nice start to 2015. But was it sold to a military collector? Most likely not, perhaps a serious off-road enthusiast. As light 6x6s go these are arguably the most superior breed on the market – but there simply are not enough of them to satisfy demand.

A rare Ford GP – one of only 32 remaining – came onto Milweb for offers over £22,000. It was just 48 hours before it was sold to a motivated buyer, the GP's delighted seller told us.

#### **HALF THE STORY**

Since 2011 Israel has been scrapping its last remaining half-tracks (around 3000) after over 60 years of service, keeping Israel safe from its many surrounding enemies. But before you call the Israeli embassy to try and get one – they are being scrapped in Israel under an original purchase agreement that prohibits them leaving the country. Many of the Israeli half-tracks were heavily modified and their home and preferred tyre makers, Alliance, had manufactured tracks until the late 1990s. However, when approached the firm decided it was not interested in the collectors'



*Ford GP was fitted with Fordson N tractor engine which is very different to the later GPW unit.*





**Heavily modified Israeli half-track – this one appears to be a mobile pyramid intended to confuse the Egyptians...**

market. Although some Israeli tracks did filter into the hands of collectors there were not enough to keep all the surviving half-tracks on the road. For years half-track tracks for collectors have been getting scarcer and scarcer, with a pair of Israeli made ones recently making £5000. There had been lots of talk about somebody in the US trying to get some made in China, hoping to fund it by advance payments from interested owners, but that project never got off the ground. So, enter Dutchman Harold De Beule, a serious MV collector. He has invested heavily in manufacturing a realistic quantity of tracks – comfortably capable of 50mph. From what we have seen the tracks seem better quality than the wartime originals – the last of which have now all cracked up. And it's when they crack that water gets in and rots the wire ropes that hold them together.

At €1900 per side (about £1450) these seem to be excellent value and will solve a problem for a lot of half-track owners. At that money it is worth buying a pair to keep ready for when your tracks wear out – normally at around 2000 miles from new. You can see them in action in an impressive five-minute film at [www.milweb.net/dealers/trader/tracks\\_debeule/](http://www.milweb.net/dealers/trader/tracks_debeule/)

### **THIS MONTH'S BARGAINS**

A reasonable looking FV434 and two Mk1 petrol FV 432s as a package at £15,000 looked to be this month's bargain buy.

Runner up has to be the M3 Stuart in Australia for £42,000. Despite having a retrofitted diesel engine and the cost of

***“For years half-track tracks for collectors have been getting scarcer and scarcer, with a pair of Israeli made ones recently making £5000.”***

getting it home, it still makes a good value entry-level WW2 tank.

Witham has upped the game on its



**Early M3 Stuart as used by the Australian Army in the Pacific, ideal for re-enactors as it is now.**

***There's a wide variety to interest the MV enthusiast at the Witham online auction.***

online auctions to include many more lots each night – everything from MoD surplus gym equipment, army watches and vehicle spares to CVRTs and Land Rovers. As we watched the results on the new auction platform there were certainly some bargains to be had.

And as we go to press, the BBC reports from Brazil that two engineless Chaffee tanks have been found in a gangster's warehouse – the manager of the building emphatically claiming they had been bought legitimately at a government sale. We will keep an eye on these and see if they come up for sale.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES: LOW	HIGH	AVERAGE	TREND
<b>SOFT-SKIN VEHICLES</b>								
AM General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£13,422	£45,000	£19,100	–
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£2300	£6750	£4933	–
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£3500	£6000	£4750	–
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4999	£8500	£6749	–
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£6900	£9000	£8135	▲
Dodge WC54	USA	1942	3770cc; 6; petrol	26,000	£8400	£12,750	£10,950	–
Dodge WC56, WC57, WC58	USA	1942	3770cc; 6; petrol	37,000	£15,415	£19,100	£17,255	▲
Dodge WC62, WC63	USA	1942	3770cc; 6; petrol	43,000	£10,000	£16,250	£12,210	▲
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£5000	£9750	£7058	▼
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£10,500	£11,500	£11,000	▲
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£8000	£10,000	£9115	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£7915	£18,950	£11,215	▲
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£1700	£17,500	£10,728	▼
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£1000	£9995	£4862	▲
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£6000	£5498	–
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£3750	£7100	£4915	▼
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£6000	£13,995	£9365	▲
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£7250	£8750	£8000	–
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£900	£2995	£1294	▼
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£9750	£15,000	£12,755	▼
<b>WHEELED ARMoured VEHICLES</b>								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£7500	£10,950	£9150	▼
<b>TRACKED ARMoured VEHICLES</b>								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£16,500	£16,500	£16,500	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£5000	£10,995	£7359	▼
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£4500	£8950	£6725	–
<b>AMPHIBIOUS VEHICLES</b>								
Alvis Stalwart, FV620 (etc)	UK	1959	6522cc; 8; petrol	1575	£6750	£9500	£7975	–
<b>MOTORCYCLES</b>								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£10,300	£10,500	£10,400	▲
<b>TRAILERS</b>								
¼-ton (for WW2 Jeep)	–	–	–	–	£1500	£1500	£1500	–
¾-ton British (for Land Rover)	–	–	–	–	£450	£650	£550	▲

\* 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.

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for military vehicles. List and prices on request. *2 Rue Du Stade, Trazegnies, 6183, Belgium.*  
*herve.denis.42@gmail.com*

### JEEPS/LANDROVERS

#### WILLYS MB

**1943 £12,000 ovno.** Older body restoration. Engine re-bored re-ground less than 500 miles since rebuild. Used by British Army, wartime number on bonnet. Post war number on inner wing, owned for 41 years. *West Midlands, 0121 788 0969*

#### 1 JEEP BODY

**Morris C58.** Cab tilts new one. Only rear cab tilt new, stamped W.D. Quad Morris bonnet 1 half shaft long and 1 short. 1 M.W. windscreen. O Type Bedford radiator grill. *Norfolk, 01953 860716*

#### FORD JEEP MODEL GPW



**1942, £11,500.** Good working order, canvas road & sides/ doors etc. Only 100 miles average P.A for last 35 years. Very good tyres, currently licensed. *Richmond, North Yorks 01748 519179.*  
*nigelkent@hotmail.co.uk*

### MILITARY/MISC

#### VARIOUS ITEMS

British army camo nets green 7 x 7m £25.  
British army camo net gree 14 x 14 £50.  
58 webbing all pouches £5. Land-rover Jerry can and holder £25. Clansman 23 pin main vehicle cable v. big £45. Kent,  
*07964 705487.*

#### VARIOUS WW1 ITEMS

**£200, buyer collects.** Camp bed, mattress, bed roll, 1942 winter padded coat 1944 lined 3/4 length coat Motor Transport Operations. *Dover, 0784 0315627*

#### 1860 TOWER CARBINE MUZZLE LOADER



**.577 CALIBER £825** Excellent condition, working order, correct ramrod, marked to Australian Militaria, leather sling, good bore. Correct 3 leaf rear sight, you wont find better, even at double this price. Buyer collects. *S, Yorks Tel: 07971 223707*

#### TOWER MUSKET (BROWNBESS)



**Early 1800s, £1,550.** Excellent condition with original socket bayonet and white leather sling, 0.75 calibre. Will swap px for military motorcycle. Collect or could deliver at cost. Have other antique military rifles. Phone for details. *South Yorks. 07971 223707*

#### WW2 AUXILLIARY SCAMMELL FIRE PUMP



**£225. PUMPS 40 PSI.** Has original wheelbarrow. Hoses, brass branches and basket included. Was restored fully to a working pump but stored for several years in dry shed. Some spares and original instruction manual also available. *Wilts. 07951 73862*

#### WW2 RADIOS

**£520 each. 2 No 19,** used on jeeps and armour etc. Also 60ft tent W.D. heater, new, £300. Also W.D. Turfa-puller £200. *Salop. 07931 238911*

#### JERRY CANS X 2



**1943, £20 each.** In restored condition but for decor only as one has a pin hole in the bottom. *Devon. 01548 521278*

#### TOOLS FROM 1940'S



**£POA. Issued to diamond T.** Far cast. *W.yorks. 01484 521668 (BM)*

#### TELESCOPE, SCOUT. REG. T, MKII'S



**This includes a later but correct leather transit case.** Some service wear, G.W.O, fits in number 4 (T) Sniper Rifle Chest, quite rare. £90 ONO plus P&P - be quick! *South Yorkshire Tel: 07971 223707*

### MOTORCYCLES

#### WARTIME - BSA FOLDING PARA BIKE. £400+.

Good condition, handle bars and 1 wheel non original. Ring for more information.

*Tel: 0121 7880969 / 07864 647838.*

### SOFT SKIN VEHICLES

#### GUY QUADANT F.A.T x 3. 1938

-1944. 25,000 euros, 2 running, 1 for spares or restoration. Enquiries please only by letter to *18 Rue De Thillot, 55210 Hannonville, Sous Les Cotes, France.* Or email *clau.de.jean.neel@luvinet.fr.* Photos on demand.

### SPARES

#### DODGE POWER WAGON

Breaking for spares, engine, gearbox, 2 radiators, operator's manual, many parts still on vehicle contact after 4.30pm, *Devon, UK. 07951 144753*

#### FERRET/SALADIN/SARACEN

Turret water tank never used £45. Steering wheel still in box £35. Hand grenade boxes x 2 £20 each. *Kent 07964 705487*

#### DODGE WC/WC

Petrol tank guard vgc £50. WC towing hook £75. WC rear bumpers £35 each. Lots more odd WC 51/52/56/57/58 parts. M screen frame complete needs tlc £50 (offers). *Kent 07964 705487*

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## TRAILERS/TOWING

### JEEP TRAILER M100

1952, £1,300. ton. Bare metal rebuild and paint. 3 original I.D. plats. New wheel bearings. Fitted cover/tent addition. Modern electrics in original casings. 12/24v. Somerset. 07789 531331

### SANKY TRAILER



**Ex Military Sankey Trailer** for sale. In good condition. Buyer collects. Needs paintwork done. £300 ONO. Kent, UK. 01689 825321. [Kazy@live.co.uk](mailto:Kazy@live.co.uk)

## VEHICLES

### SCAMMELL PIONEER



1943 £12,500. Original Gardener engine. Excellent overall condition, paintwork, tyres, woodwork etc. Just serviced including brakes. Ready to drive away £12,500. Worcestershire 07710 765437.

### 1943 CHEVROLET C8A WIRELESS TRUCK



£25,500. Age has caught up with me and the time has come to offer my very original Chevrolet Wireless truck for sale. It has done less than 10,000 miles from new. As far as I can tell it was never issued and was released from the MoD in 1947 with 500 miles on the clock. It was privately owned before being purchased by a military vehicle museum, from where I bought it 21 years ago. The vehicle is right-hand drive with a beautiful wooden steering wheel. It comes with its four original, 1942-dated, part-worn, run-flat tyres plus one good spare. The original tyres were replaced with bar-tread tyres which are in excellent condition. The truck is equipped with a No.19 radio set, original operator's head-set, antennae, a set of snow chains (unused), jack, starting handle, radiator muff, stainless steel exhaust, shovel, original 1942-dated detailed maintenance manual and a modern towing bar. [rdwhite@homecall.co.uk](mailto:rdwhite@homecall.co.uk) 07861 250682.

### AUSTIN K9



1953 £6500. In 2013 she was finished having a full renovation, full brake overhaul, brand new tyres, a full repaint. The paint alone cost £400 not the cheap stuff, deep bronze green 2pack. She still shines perfect runs a dream never no coughs, always starts, engine runs like a Swiss watch. It breaks my heart to sell her but new project forces sale.

The wireless body was made into a 2 man camper, made very nice inside, sleeps to comfortably, we did 10 days at War and Peace

Fridge cooker, corner sofa that turns into a double bed ,tons of new parts.

An iconic early post war lorry, storage is easy as fits on a normal drive/shed, probably one of the nicest K9,s out there, would be hard to find another.

Would part ex for something interesting?

Viewing highly recommended to appreciate how nice she is. [Brentwood billyruston051@gmail.com](mailto:Brentwoodbillyruston051@gmail.com).

### CHEVROLET-C15A

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.* [herve.denis.42@gmail.com](mailto:herve.denis.42@gmail.com)

### RENAULT-R2067-4X4-3/4 TON,

1954, 2500 euros. Ex- Belgian army, soft top cab, wooden rear body, bows and tarpaulin, 5 good tyres, very good condition, all registration documents. *Lire, 156, Rue Du Commerce, 5590 Ciney, Belgium.* [herve.denis.42@gmail.com](mailto:herve.denis.42@gmail.com)

### SCAMMELL S26 6X4 EX RAF HEAVY TRACTOR

1985, Original Barford body, Rolls Royce 3056 eagle, 15 speed Eaton box. All good tyres. VGC as seen at GDSF and War & Peace last 5 years. Price £8,450. *Tel: 07867 988311 or 01258 830245*

## VEHICLE PARTS

### REN/UNIVERSAL CARRIER

1940-45 Recovery Sling and Chains, Shackles, Genuine issue. Also good for Daimler Dingo. Condition excellent, no rust unissued. Prefer collection as very heavy. Wanted small first aid tin (vehicle). Price £15.00. Collect from S.Yorks. Tel: 07971 223707.

### AUSTIN K2



### Master CTL & front cylinder radiator.

Bedford QL radiator - halfshafts, gearbox - engine. Propshafts, front panel - doors. Bedford RL rear axle, Bedford MJ rear seats. Hoops and canvas and tyres .

*Wokingham 07831 138408.*

### FOUR TYRES 900 X 16

Avon Heavy Duty unused. Price: £300. *Tel: 07774 688 715.*

### PINTAL HOOK



Will fit a Jeep or 15 cwt trailers. As used by the para's. It is as new. £100 Ono. *Bedfordshire Tel: 01234 822006.*

### (4) 1100X20 REAR GRIP TYRES



As new. On 3P 10 hole wheels cone. £400. Foden gear box £500. Foden RR220 clutch assy part worn £250. Foden Day Cab x shell £500. *Hants 07802 604407.*

## BOOKS/MANUALS

**WANTED PLEASE, MANUAL AND SPARE PARTS LIST OR PHOTOCOPY** for 1988 Freight Rover van, Sherpa 200. *Tel: 01235 521774*

## WANTED

**ANY MADE/UNMADE PLASTIC MODEL KITS WANTED.** AFV, tank, aircraft, figures etc. Also military books, 21st Century/Dragon dolls & vehicles. *27a The Grove, Biggin Hill, Kent, TN16 3TA, 07973 885754.*

### 1WILLYS FORD OR HODGKISS JEEP



**Wanted.** For investment to renovate over the winter months anything considered cash on collection no dealers please. *01548 521278*

**GNC - CCKW 352 SHORTENED VERSION SOFT TOP** - fitted with Winch banjo axles and wrecker device no 7. And :- Trailer "Ben Hur". New as possible and Military very complete please. *Contact: carens.chris@online.be*

### JEEP SEAT PADS



**Wanted.** Old tatty original looking sunlight faded bleached out looking for dressing down an old jeep also canvas top, speedo and old bar tread tyres any condition. *Devon. 01548 521278 (BM)*

### BEDFORD, QLB, 1942.

Wanted, fairleads. Front & rear for QLB with wild Winch. *Cumbria, 01768 898233*

### WANTED. 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.*

### SERIES 3 DEFENDER 90/110 BEDFORD MJ PARTS.

Sorry no engines, gearboxes, axles, panels but parts their of. Phone for freelist. *S.E London 07858 784713.*

### OWNERS HANDBOOK/MANUAL FOR MERCEDES

1.3 engined 'Passion' - 4 x seat, 4 x door hatch model car. If you have and don't want to sell, is it possible to borrow and copy some of contents? *Suffolk 01787 371618.*

### ANY MADE OR UNMADE PLASTIC MODEL KITS WANTED.

Also diecast tanks and military vehicles, Corgi, Solzdo, Armour etc, military books, replica and deactivated weapons. Write to *27A The Grove, Bigginhill, Kent TN16 3TA 07973 885754.*

*Echoes of war...*

# THE VICTORY CAR


**D**uring WW2, many of Coventry's car makers turned to the manufacture of aircraft, vehicles and armaments for the war effort, so it's no surprise that Monty's 'Victory Car', despite actually being owned by Peugeot (yes, really), can be found in the city's excellent transport museum ([www.transport-museum.com](http://www.transport-museum.com)).

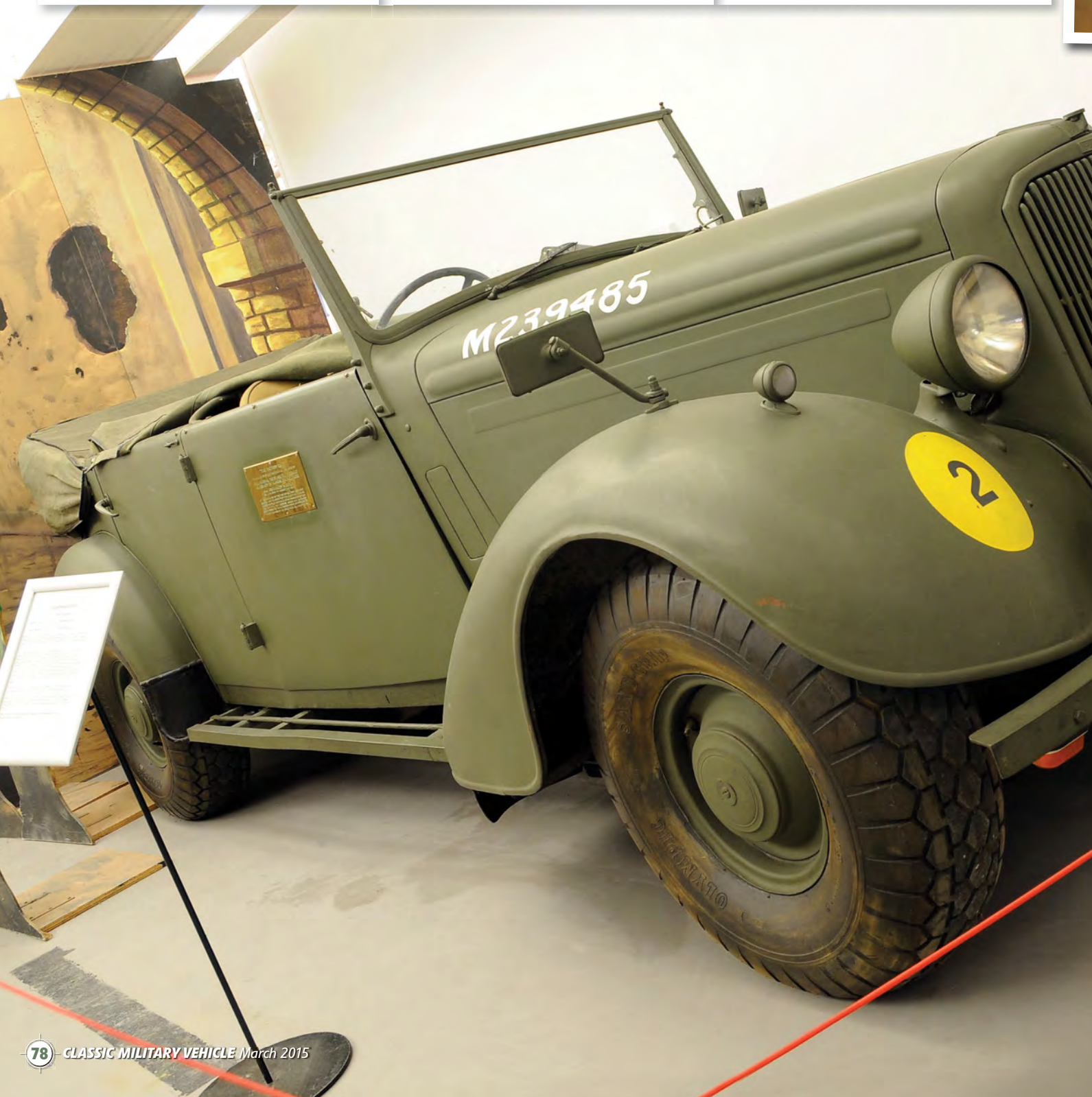
The car was based on Humber's Super Snipe chassis with bodywork by Thrupp and Maberly. It's said that Montgomery preferred Humber staff cars as he had used a very similar vehicle in the North African campaign and it had proved so reliable he called it 'Old Faithful'.

Monty used the 1943 Humber from the D-Day landings until the end of the war in Europe and was obviously fond of it; it fell into the sea just off Mulberry Harbour just after the D-Day landings and Monty ordered that it be recovered and instantly recommissioned.

In less than 24 hours it was running again.

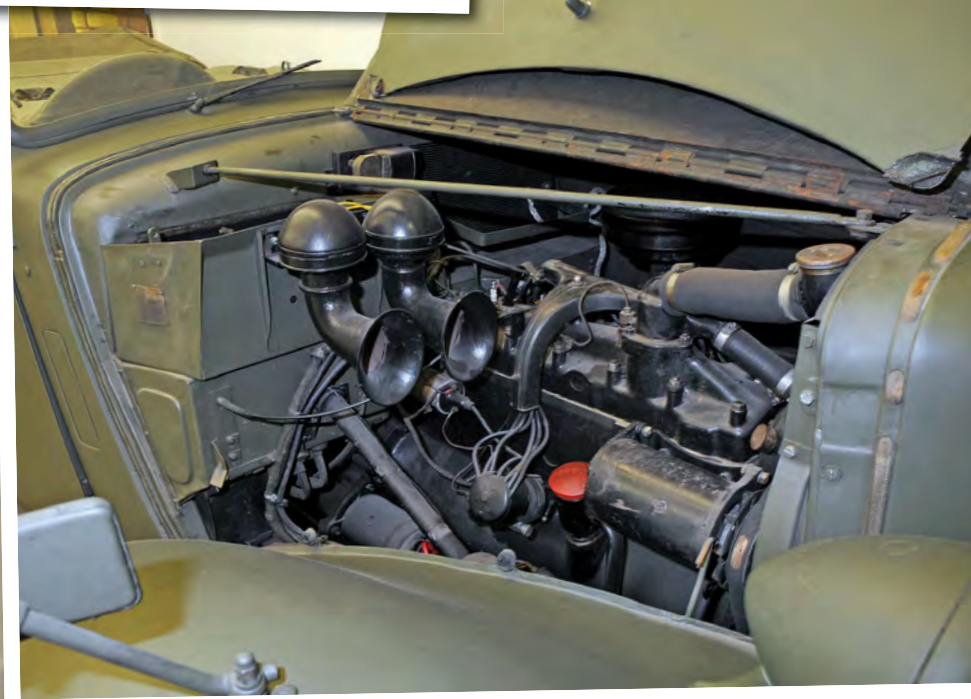
During the campaign, the car covered 60,000 miles in just under six months needing just routine maintenance during that time.

After the war it was returned to the Rootes Group, which owned Humber, and used in numerous victory parades around the country – hence its name. In 1947, it was again seen around the country in parades celebrating 50 years of the British motor industry. 





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JULY 26th, 1947 IN ORDER THAT IT SHOULD TAKE ITS PLACE  
BESIDE THE FIELD MARSHAL'S OTHER FAMOUS STAFF CAR  
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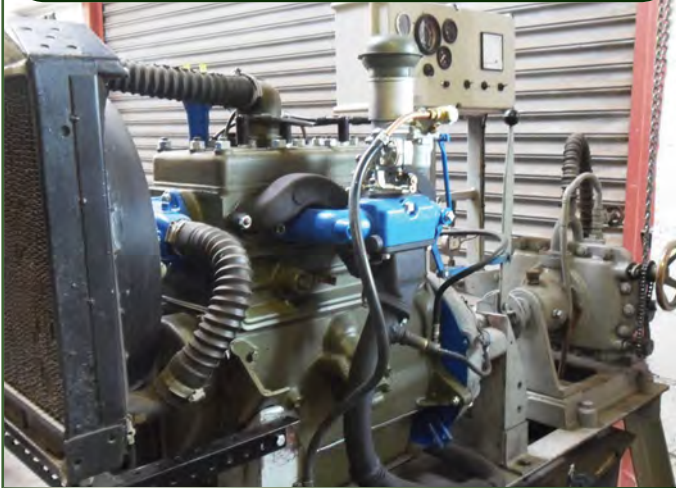
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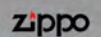


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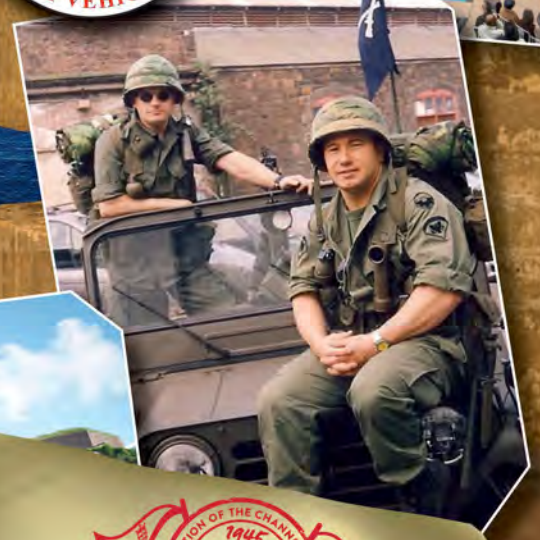


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