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# OPENING SHOT

## SWIM FOR SHORE!

Despite the fact that many in the Army would have preferred a tracked amphibious cargo carrier to support armoured battle groups during the sixties and seventies, the six-wheel Alvis Stalwart proved formidable at tackling rough terrain. The first production order was placed in 1962, with the first deliveries being made in 1963 – although the British Army of the Rhine (BAOR) had to wait until early 1965 for them to arrive. The forces there obviously had faith in its swimming abilities – indeed one soldier was court martialled for attempting to make his way across the channel in one!





# 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



**W**e expect the entire classic military vehicle community let out a deep sigh when the very last Land Rover Defender left the production line a few weeks ago. The tough as nails off-roader is a common sight at shows and a scene favourite, not just because of its practicality but because prices have always been affordable. Following its demise, however, the latter aspect could be about to change. Indeed, values have already started rocketing and the days when you could pick up a scruffy ex-MoD example for around a grand are long gone. In line with our auction buying theme this issue, Witham Specialist Vehicles is a good place to look for one. They've got hundreds – look online, book an appointment to take a look and make your bid. There's still Defender bargains to be had, but don't hang around too long...

Ian Cushway



## LAST DEFENDER



Sixty-eight years of Land Rover history came to an end when the last Defender left the Lode Lane production line on 29 January. To mark the occasion, Land Rover invited 700 current and former Solihull employees involved in the production of Series and Defender vehicles to see and drive some of the most important vehicles from the last seven decades, including the first pre-production 'Huey' Series I as well as the last vehicle off the production line, a Defender 90 Heritage soft top. Incredibly, the last vehicle includes an original part that has been used on soft tops since 1948, namely the hood cleat. As we all know, the Defender – a name given to the vehicle in 1990 – has been extensively used by the military and many ex-forces examples have entered preservation.

While Jaguar Land Rover (JLR) has confirmed it will continue to use the Defender name for a new model due out in two years' time, the traditional no-nonsense off-roader as we know it will be no more. However, Land Rover Heritage operates from the retired assembly line, restoring old Land Rovers. And if you did want a 'new' Defender, production continues in Iran (built my Morattab Vehicle). Its Hyundai engined Pazhan and turbodiesel Herour, derived from the defunct Spanish Santana, still remain on sale.

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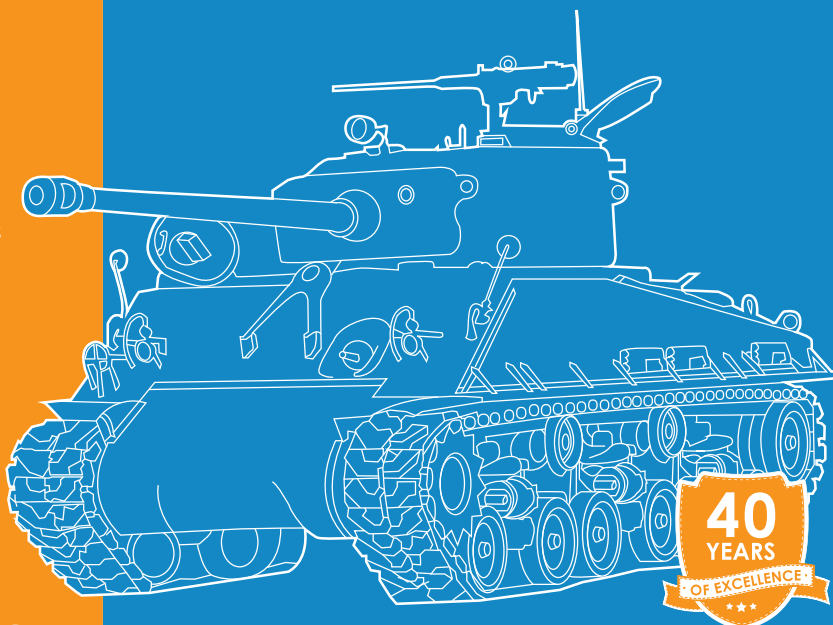
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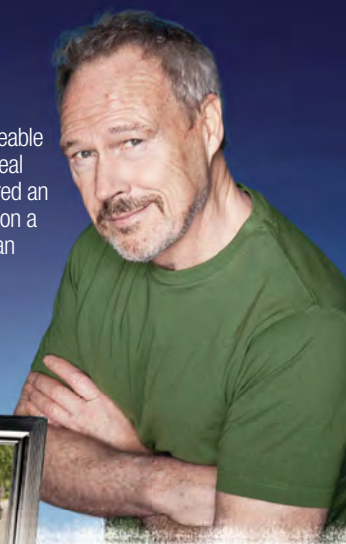
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# WICKSTEED AT COLD WAR



During the Berlin crisis of 1961 things got hot in Berlin, the division between East and West was coming to a head. Russian tanks faced Allied tanks and pressure was building; it was a time of unrest, conflict and uncertainty. As we all know, as a result the Berlin wall was built, splitting Berlin down the middle. The Cold War was in full frost.

One of the only ways to cross the wall from East to West was via a checkpoint in the wall known famously as Checkpoint Charlie. An infamous white wooden hut was located at the junction of Friedrichstraße with Zimmerstraße and Mauerstraße. With its tiny sandbag wall some signs and a flag pole this hut seemed incapable of holding two sparring countries apart. During this period to shore up the border, the Allies and Soviets often parked tanks facing each other at either

end of the hut. T-55s faced off against M48 Pattons and M41 Walker Bulldogs in some very tense stand-offs in the early days of Checkpoint Charlie.

Fifty-five years later and Checkpoint Charlie has become an iconic symbol of the Cold War, something not lost on Wicksteed at War show director Tim Hawkes: "Last year I was approached by my local Military Vehicle Trust members who wanted to showcase their post-war vehicles and with 2016 being the 55th anniversary of Checkpoint Charlie, we decided we could meet this need by building a full sized replica of the hut that has stood in Berlin for all that time. We could then ask suitable military vehicles owners to go on their relevant side of the hut and re-enact a moment in history."

With the plan in place the hut is already being designed and built and the

organisers have turned their attention to the vehicles, re-enactors and other items that would be needed to bring their replica Checkpoint Charlie alive. The show has already booked a T-55 and a Walker Bulldog tank that was actually at the original Checkpoint Charlie. The Wicksteed at War show is looking for any vehicle owners both military and civilian, re-enactors or memorabilia collectors who could help them bring the right vehicles, uniforms and equipment to showcase this fantastic replica of checkpoint Charlie for the public.

Wicksteed at War 2016 takes place at Wicksteed Park on the 10-12 June 2016 so if you think that you might be able to help contact Tim at [tim@wicksteedatwar.co.uk](mailto:tim@wicksteedatwar.co.uk). You can also make contact via the show's facebook page, search Wicksteed at War.

## SAVE THIS GMC!

If you go down to the woods today, you're sure of a big surprise. Which might be in the form of this GMC compressor truck, if you're in mid-Wales. It was found by CMV reader Andrew Currie who saw it abandoned in woods near to his home. He's confident he can trace the owner, so if you are interested he can investigate further. You can get in touch with Andrew by calling 01654 782294.



## THE SHOW MUST GO ON

A huge character from the MV enthusiast scene, founder of the Wartime in the Vale show, owner of Ashdown Camp and lifelong MVT member Bob James sadly lost his battle with cancer in February. His contribution to the movement and his love of all things military is widely acknowledged which is why this year's Wartime in the Vale show on 18/19 June will be an even more special. This year over 400 military vehicles are expected to attend and attractions include a Battle of Britain Memorial Flypast as well as a big band dance on the Saturday night which will be free entry for vehicle owners/re-enactors and weekend pass holders. For more information visit [www.ashdowncamp.com](http://www.ashdowncamp.com) or contact organiser Amy Jelfs on 0789 90 25 091 (or via email on [amy@ashdowncamp.com](mailto:amy@ashdowncamp.com))







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# WRITE TO REPLY!

## RUSSIAN REPLICA

I happened to come across your July 2015 issue here in the US and read your article about the BA-64 Russian armoured car. I am a co-owner of a replica BA-64 that my brother Brian and I (with the help of some friends) built. It is based not only on pictures and diagrams but from actual measurements and photos we took of the vehicle that resides in the Connecticut Armor Museum in Danbury. This is the same vehicle marked 718 that was at Aberdeen. This vehicle was

actually captured during the Korean War and not given as a gift by Stalin to Roosevelt as reported in the article by John Blackman. I admire the work of those at Trapper Industries highlighted in your magazine to preserve this unique vehicle. I'm attaching some pictures of our one; the other car is owned by other members of our unit and was made in Florida as a B model. We use them for historical re-enacting and display and theatrical rental.

**Steve Hall, 150th Rifles (Re-enacted), via email**



## MODEL ID

I am somewhat surprised that more information has not been gleaned from the photograph of the 'model' transporter trailer which appeared in your February 2016 issue. Certainly the object is not a model in the accepted meaning of the word – it's a ½ or ¼ sized fully working example, to test functionality of various mechanisms such as the wire lifting mechanism, possibly. Examining the photograph forensically gives the following details (front of trailer is on right of photograph).

1. Welding runs and the paint runs from the dark paint on the tube member indicate that this is a large object.
2. Using the dimensions of the Schrader valve cap on the right front wheel indicates a metal wheel diameter of at least 12in – more probably 14in.
3. Right front tyre has the following 'built in' markings – either MoD Broad Arrow followed by the word 'only' or the figure '10' followed by the word 'ply'.
4. The rear axle also steerable using the

long metal lever that projects rearwards. 5. The tank will not rock from side to side as the chain hold-downs are placed in the classical chain arrangement. The chain fastened to left of the load goes to the righthand side of trailer and vice versa – the crossing of the chains makes rocking impossible.

6. Use of turnbuckles would be impossible on a working trailer – they would not support weight of a proper tank.

7. The actual tank does look very model like – ie. viewed on its own it looks crude and toy like.

8. Why the need for the hex headed bolts that hold the various components of the tank together? In a small model the tank could be glued or soldered together. Is tank constructed from cast iron and steel plate? Note that large diameter Whitworth bolts came with very large across the flats dimensions.

9. The roadway indicates this is a large item and not a small model in the accepted sense.

Item 3 has an easy explanation – raw rubber was rationed at that time and

agricultural tyres would have only been manufactured for and used by MoD or Ministry approved users – forestry for example.

Given the alleged location of Gravesend, and the supposed early WW2 period date, I believe this is a full sized decoy and delivery vehicle. The low pressure balloon tyres would have allowed the combine to be towed over rough heath and moorland. The large bolt heads would indicate heavy construction to stop the thing blowing about in the wind or nearby blast from shell or bomb. Perhaps a bit of research into decoys and 'funnies' of WW2 might reveal something.

**Glenn Middleton, Leeds**



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# THE ARCHDUKE

*Franz Broedl, technical curator at the Austrian Military Museum,*

**“June 28th 1914, assassination in Sarajevo, Austro-Hungarian Empire, Archduke Franz Ferdinand heir to the throne and his wife shot in their car by Serbian nationalist!”**

This message was sent all over the world on that day in June 1914 and the world steered its way to war.

Archduke Franz Ferdinand was on a tour to inspect the annual manoeuvre of the Austro-Hungarian Army held in Bosnia and Herzegovina that year, when he visited Sarajevo, the capital of Bosnia. On a bright sunny morning the plan was to drive with the cars of the Voluntary Automobile Corps to the town hall.

The warm weather caused a change and it was decided to take the car of Graf Harrach, adjutant to the Archduke, instead of the closed cab Mercedes. Graf Harrach's car, a Gräf & Stift open tourer, looked much more suitable for that day. It was a decision that would influence the course of history.

At 10am a hand grenade was thrown in front of the Archduke's car by Nedeljko Cabrinović one of the members of the Black

Hand – a Serbian terrorist organisation that planned the assassination of the Archduke. The grenade failed, exploded in front of the following car and injured two passengers. The Archduke instructed his entourage to carry on and the convoy continued its way to the city hall. After visiting the mayor of Sarajevo the convoy with the Archduke and his wife Sophie

When he saw the stopped car he took his pistol and immediately fired two shots at close range. The first went through the car's bodywork and hit Sophie von Hohenberg who died within seconds. The second round hit Franz Ferdinand in the neck and the convoy drove with high speed to the Konak palace, the residence of the Austrian governor. In the palace the Archduke died of his wounds and the world tumbled into one of its biggest crises.

Gavrilo Princip was arrested and in

October 1914 condemned to 20 years in prison in the fortress Theresienstadt, he died there in 1918.

The Gräf & Stift

Doppelphaeton car was sent back to Vienna in 1914 and handed over to the Military Museum where it is still on display and hasn't been used since.

**For more details about the car see *Das Auto von Sarajevo* ISBN 978-3-9503611-4-8. For more information on the museum visit: [www.hgm.at](http://www.hgm.at). All photographs copyright Austrian Military Museum, Vienna.**

**“When he saw the stopped car he took his pistol and immediately fired two shots at close range.”**

von Hohenberg headed off to visit the garrison hospital.

After that first attack the route was changed to avoid the inner city. The driver of the first car was not informed and took a wrong road, so the second car with the Archduke was stopped and the driver had to reverse. This ill-fated error gave Gavrilo Princip, a 20 year old member of the Black Hand, his opportunity to attack.



*Begrüßung durch den Bürgermeister und dem Gemeinderat 10 Minuten vor dem Attentat.*

9.

**Above: The start of the day that changed history; the Archduke leaves the city hall 10 minutes before the deadly shots killed him and his wife. Right: The Gräf & Stift 28/32 built on 15 December 1910 on display in the Military Museum in Vienna.**

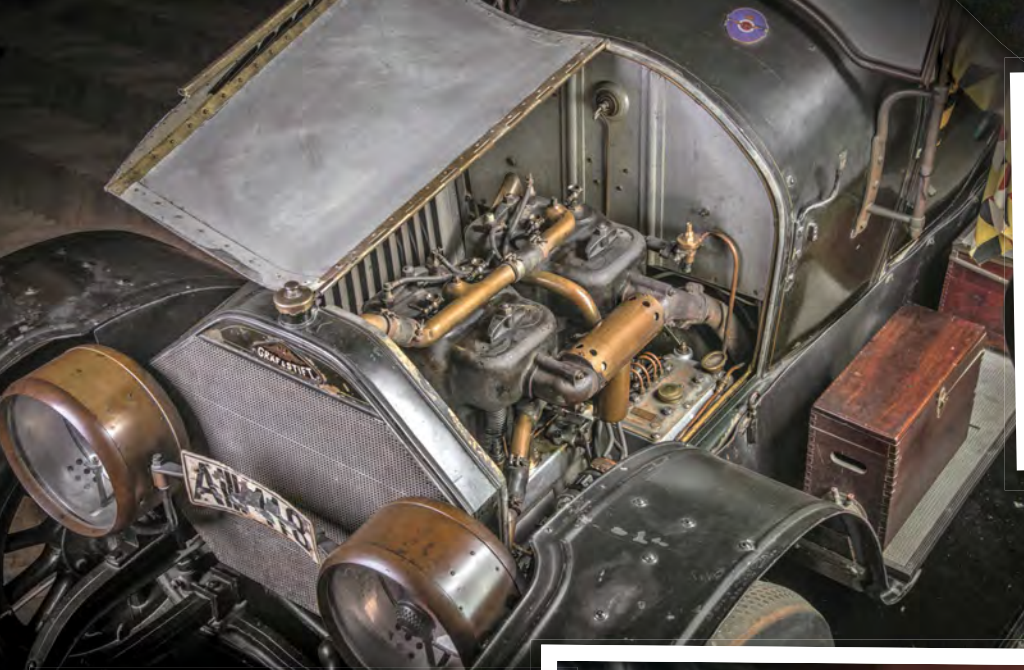
# E'S CHARIOT

*Vienna tells the story of the car that changed history*



*Above: Front view showing the historic vehicle's massive twin carbide headlamps. Right: The decision to use the open top Gräf & Stift Doppelphaeton was made at the last minute.*





*Above: Driver's compartment looks simple enough, but what are all those pedals for?*

*Left: Four-cylinder Gräf & Stift engine develops 32bhp. Below: Side entry hole of the bullet that killed the Archduke's wife.*



*If you want to find out more, read the book... Below: The luxurious interior with its sofa-like rear seat and two less salubrious fold down pews.*



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*Dion K. Mountain*

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# HANDY HEA

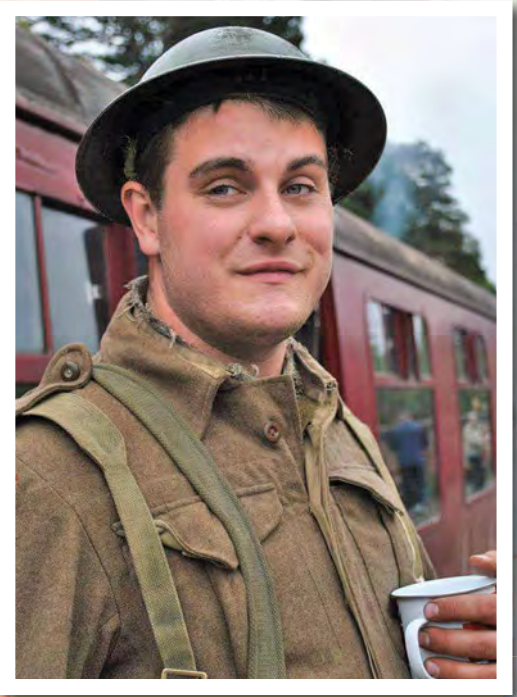
*Despite being used extensively throughout WW2 and well into the Scott Smith went along for CMV to chat to an owner who has rece*





# WYWEIGHT

*1950s, few Commer Karrier K6s have survived.  
ntly brought one back to life*



*Above: The man himself – Bryn Garrett – here pictured in his Tommy Atkins Society gear.  
Left: The Commer Karrier K6 dates from 1943 and only ended up in Bryn Garrett's hands after he went round to its previous owner for a cup of tea.*



*Just a handful of K6s have made it into preservation, with a very small number being fully restored. After a 13 month restoration Bryn is able to add his to the list.*

**B**ryn Garrett didn't exactly enter into the classic vehicle scene via a conventional route. For him, there were no childhood aspirations to own a Jeep or grown up desires to spend time in a tank – it was more a case of one thing leading to another, a natural progress almost. "It all started a few years ago when I bought a Lee Enfield rifle, then the webbing to go with it. Fast forward eight years I have got a lorry. It just snowballed."

Bryn is part of the Tommy Atkins Society which portrays life in the late WW2 British infantry so the lorry fits perfectly. In fact, it looks like it will play quite a central role. "It is going to be our unit transport."

The lorry, as he puts it, is a pretty rare one in the preserved military vehicle world being a 1943 Commer Karrier K6 3-ton general service truck. He continued: "They basically tried to make a vehicle that ticked every box, by having the winch, making an air portable version, having a compressor etc in order to make it more useful as one lorry. It didn't really have a fixed specific role."

Indeed, they didn't make them in great numbers and because they had a winch as well as four-wheel drive they proved useful in post-war life; most got run into the

ground, used and abused until they were scrapped.

Happily, though, as Bryn confirms, the ones that have survived are a lot better looked after. "It has got some love now though; it is just big, ugly and British – and

***"Worse still, it had been bodged together for the last 30 years."***

something which you don't see on the scene that often."

#### **HISTORY IN THE MAKING**

In December 1940 the first order came in from the British Army for 500 trucks with a general service cargo body. Another batch followed soon afterwards for 2000 vehicles of which 1625 were to be equipped

with a 4½-ton spindle winch, placed just ahead of the axle.

Bryn's vehicle is one of those 1625 and he first stumbled on it back in early 2014. "A friend of mine restores military vehicles and he had just purchased a tank, so was short of space and funds to restore this one," explained Bryn. "I was there enjoying a cup of tea and a chat and ended up buying it. It all sort of happened by accident."

After arranging to have the Karrier towed back to his Northamptonshire home, Bryn, along with his dad Anthony, began the task of bringing it back to life in March of that year.

Although, unbeknown to them at the time, they soon discovered not everything was as it seemed: "It was deceiving, when we picked it up it looked like it would only take a couple of months of painting and we would be there but as we started working on it we realised everything was rusty. Worse still, it had been bodged together for the last 30 years and various random parts had been fitted."



*Above: The Karrier has a rather unique look, and a very British one at that.*

One particular discovery almost put a stop to the whole thing early on. "We stripped down some of the metal work and found out that one of the wings was made out of an old stop sign, which was a bit off putting. It was like a house of cards, for every fix we did we found another three that needed doing."

#### **FAMILY AFFAIR**

While lots of new owners would have thrown in the towel at this point, Bryn was in possession of an ace card which gave him the impetus to keep going. "Luckily my dad is a scrap merchant and he was fantastic with welding jobs. I must say that he did around 75% of the restoration and

*Below: Post-war the Karrier was used as a tipper for spreading lime and as such the rear body and chassis were altered – something which Bryn along with his dad Anthony had to sort out during the rebuild.*





**This K6 is one of 1625 equipped with a winch. Built during WW2 they proved popular once demobbed.**

was a great help as you can imagine. He did the technical work while I did the grinding and painting jobs.”

In the end it took Bryn and his dad 13

months to get it to the excellent condition you see it in here, although the project is far from being finished. “To be honest, we are probably looking at another six months to

be anywhere near finished – although you never really stop working on them.”

And as for that rear canvas, well there is an answer for that as well: “I was trying to make it more useful for early war,” Bryn said. “If we are sticking to late war then I would purely stick with a nice green canvas but I wanted to go for something with a nice contrast – so that is the early type canvas.”

#### **HURDLES ALONG THE WAY**

If that makes the restoration of a 70 year-old vehicle sound straightforward, then think again because there were lots of hidden horrors along the way that took sweat, tears and lots of patience to put right.

“Probably the worst job was the radiator. The bottom tank had 13 holes perforated through it. Freeing up the winch was another huge job as the access was a problem and then we found out right towards the end that the chassis had cracked in half. During the 1960s someone had installed a tipper mechanism for spreading lime, and this must have put too much stress on it.”

So what’s left to do? “The next big jobs are to give it another spray and put on the unit decors. I’ve got to do a bit more rewiring on it to tidy up the cabling and then the last final big job is to get the winch up and running,” explains Bryn.



**The fuel tank is clearly visible in this shot.**



**The spare wheel is stowed behind the driver’s side of the cab.**



# THE RESTORATION

Photographs courtesy of Bryn Garrett



Above: The K6 is recovered to Bryn's home at the start of 2014.

Left: This was how the vehicle was found by the previous owner – it had been parked under cover for well over a decade.

Below left: It helped that Bryn's dad, Anthony, had been used to dealing with scrap metal and his knowledge of welding was invaluable. Here the cab starts to take shape.

Below right: Bryn found that one of the wings of the Karrier was in fact made up of an old stop sign – that required replacing.



Above and above right and below: One of the biggest jobs of the whole restoration was the radiator, with the bottom tank having 13 holes in it and requiring some serious work to bring it back to life.

Below: The cab and body of the vehicle are ready to be reunited as the restoration draws to a close in the summer of 2015.





**Above and right: Inside the cab it is certainly cosy with the six-cylinder petrol engine situated between driver and passenger – the open-sided nature of the cabs was very much a welcome relief in summer but not so much in winter.**




Despite no forthcoming information on its service history, various bits of history have emerged passed on via previous owners. Said Bryn: “We have found the original L number and we know that post-war it was used by the Forestry Commission for dragging logs out of the woods. And also we learnt the hard way about its time on farms spreading lime,” smiles Bryn.

Its time as a tipper also had other

implications. “They modified the body and installed a Perkins P6 diesel engine. Fortunately, the previous owner put the original Karrier six-cylinder petrol engine back in but sadly there are still scars from where it was cut up and converted.”

Not all Karriers went straight out of

service after the war. Some 500 were kept on and given new serial numbers in 1949 with the last known K6 eventually being ‘demobbed’ in 1965. Despite that extended service only a handful are known to exist, with Bryn now having one of the few that is fully preserved. 

**Below: The spacious rear cargo body will help make the Commer a perfect unit transport vehicle for the Tommy Atkins Society.**



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# HAMMER

*Buying your next military vehicle at auction can be risky, although the rewards can be huge. Here are some tips to help make it a beneficial experience...*



**W**hile it's easy for enthusiasts to scan the classifieds for an old green machine, few ever contemplate buying from auction. Yet by ignoring the salesroom you could be turning your back on an exciting opportunity.

The UK is awash with auction houses and if you get lucky or attend the sale of a specialist military sale, there's no reason why you shouldn't come away with a bargain. And don't be put off by the crowds; among the attendees there's probably only a handful of serious buyers and you never know – you might be the only one that's interested in the vehicle you're about to bid on.

It's useful to ponder why military vehicles come up for auction in the first place. To an extent it comes down to what insiders call the three Ds – death, debt and divorce. Of course it's not always as simple as that and owners can fall out of love with the hobby (yes, really) and get locked into financially unviable restorations which they find themselves wanting to get out of quickly. Despite spiralling costs, often a vendor will

be forced to finish off a restoration rather than face the unenviable situation of having to sell boxes of spares at a massive loss. This is perhaps what makes auctions so exciting – you don't know what's likely to come up next and if you get it right you might come away with a real bargain.

To the novice though an auction can all seem pretty intimidating. If you're not used to the tense atmosphere, it might seem that the slightest twitch or hand movement could result in a bid. In reality, it's nothing like that – although you do need to keep your wits



# HEAD



**Above: Daimler Ferret made £19,000 at a Bonhams auction. Right: Grizzly Sherman went under the hammer at IWM Duxford in 2015 but failed to sell.**



about you and use a bit of common sense. So what does it take to become an accomplished hammer head?

## SWAT UP FIRST

The usual advice for auction first timers is to go along to a few sales to soak up the atmosphere, study the etiquette and find out what goes on. However, if you're going to a specific auction that happens to have a military vehicle for sale, this may not be possible. What you can do though is do a bit of research on the vehicle you are hoping to bid on. This will enable you to assess its originality, date it, and hopefully allow you to get a clear idea of what it might be worth on the open market.

The auctioneer's description will tell you something about the vehicle, so read it carefully. However, it's always a good idea to make contact with the auction house, tell them that you are interested and try to glean a bit more information. They might know a bit more about its history, the previous owner and what work it's had done. If there's any documentation, ask to see it before the sale.

## PROPER INSPECTION

Unlike when buying a vehicle from a private vendor, you won't be able to drive a vehicle at auction. Chances are you might not even get to hear it started.

However, it's worth getting to the sale early so that you can have a proper look around. Again, now's a good time to quiz the auctioneers – try to find out, for example, if the engine's seized or if they've ever had it running. If you like what you see,



**Above left and right: This 1941 Dodge (right) recently came up for auction at Charterhouse. The same auction house sold a 1952 Jeep (left) last year for £10,500.**

register with the auction house to receive a bidding number. You'll need to flash this when bidding...

## PLACE YOUR BIDS

When it comes to the crunch time of actually bidding, take a deep breath and concentrate on the auctioneer. Hopefully you will have decided on the maximum you are prepared

of £2000 add a £300 premium and a further £60 for the VAT making a total of £2360. We say don't let the auction fever get the better of you, but if you think you'll forever regret not going that few yards more, and it's something you really want – then stretch yourself a little.

All that's left now, assuming you've been successful, is to settle the bill. Sometimes

**“It's always a good idea to make contact with the auction house, tell them that you are interested and try to glean a bit more information.”**

if you do not settle your account within 24 hours, you may start to incur storage costs. Again, it's wise to read the auction house smallprint before the sale.

to bid up to, so it's a case of sticking to your limit and not getting carried away. The important thing to consider are the fees – notably the buyer's fee and the VAT that's payable on it. As a guide, if there's a buyer's premium of say 15% on the hammer price

Buying at auction might not be for everyone, but if you keep your eyes peeled on what's coming up at an auction near you, be realistic about price and factor in the charges when bidding, then you might be pleasantly surprised by the end result.

# AUCTION FEVER!

*The Littlefield Collection sale had the military vehicle world buzzing in 2014. Jon Hickman was there to report for CMV, but what he didn't realise is that auction fever would get the better of him. Here's an update on how his Staghound purchase panned out...*



*Jon bought his Staghound at the Littlefield auction in California while reporting for CMV back in July 2014.*

**S**o the hammer comes down and you've won. So what next? Well, once the adrenaline of the auction subsides the realisation that you have just agreed to purchase a large heavy lump of metal situated on the other side of the world sets in. Having not attended the Littlefield auction with the intention of purchasing a vehicle, I had done absolutely no research in the shipping process whatsoever. I knew that would have to change – and quickly!

Immediately after the auction, my fellow UK collector with whom I had attended the auction had to fly home due to work commitments. However, while at the auction I had bumped into Dutch enthusiast Jaap Rietveld, and so we arranged to hit San Francisco for dinner.

Jaap could see I was a little concerned due to my “how the hell am I going to get it home” chat. He assured me that it would not be an issue, and that people move stuff like this all the time. What was causing me to worry was the fact that at nearly 9ft wide, there was no way the Staghound was going to fit in a container while still in one piece. Once back in the UK the process started by

applying for a US export licence, this was not an issue and was quickly obtained.

#### **BUSMAN'S HOLIDAY**

The basic principle of shipping is that if it fits in a container the shipping is fairly reasonable, if it won't then you're in for a big bill! Having looked at every possible option of trying to bring the Staghound home in one piece, so much was the difference in cost that I decided to treat my girlfriend to a 10 day holiday in San Francisco, the caveat being that I needed to spend three days stripping and loading the Staghound into a container. Four months later I was back in San Fran.

By this point all the vehicles and parts had been bought down from Jacques Littlefield's hilltop ranch to a central warehouse. Fortunately the company responsible for moving and loading all the lots offered to lend me some tools to dismantle the Staghound. However, once I got there I discovered that the ‘tools’ consisted of a box of rusty spanners and a ¼in drive socket set, and it was then I realised it was going to be a long few days.

#### **BITS AND PIECES**

Now they do say that only mad dogs and Englishmen go out in the midday sun, and I was the Englishman. After two very long days, sweating profusely in the boiling hot San Francisco heat, the Staghound was ready for loading. Using a spare front axle back in the UK, I had had the benefit of testing everything would fit through the door of the container. What I had not allowed for



**By the end of day one, Jon had stripped off all four wings and various other items.**

was that in the comfort of my workshop and the benefit of a forklift, the hubs from a Staghound were relatively easy to handle. Without these benefits there was a lot of sweating and swearing! Day three – loading day – I was lucky enough to have the use of a 20-ton fork lift to help with the loading and the whole process went relatively smoothly. The last task was to kiss her goodbye and hope that the container made it back in Blighty.

#### RED LETTER DAY

I spent the rest of the holiday knocking back a few beers, feeling very relieved everything had gone to plan. If you have never been to San Francisco, I would highly recommend it. They have a pretty famous prison, a cool cable powered tram and some seriously big trees! Which I have to say I did not think I would find that interesting, until I was stood at the bottom of one and could only look up in awe of what nature is capable of.

Some three months later the day finally came, the container had sailed through customs and was on its way to the Midlands. As this was the first time I had ever packed and then unloaded a container, I have to tell you that it gives you a slightly strange feeling. I am sure people who do it all the time don't feel it anymore, but it was quite special opening the container doors and seeing the Staghound finally here in the UK. To my relief everything had remained upright, and nothing had moved far during the crossing.

I can honestly say I would recommend the experience to anyone who fancies it. With a good shipping agent at both ends, the whole experience was relatively painless and quite a lot of fun. In case anyone is considering shipping from the US west coast, a 40ft container will set you back around £5k door to door, it is slightly cheaper from the east coast. One factor I did not have to consider in this situation was the proximity of the

vehicle to the port, America is such a vast country and whilst there are plenty of ports, just getting it from the middle of the country to the port could be a considerable expense.

**“With a good shipping agent at both ends, the whole experience was relatively painless and quite a lot of fun.”**

Whether you're looking at a Jeep or a tank, it is all possible and the fact that it might be far away should not put you off.

Was it cheaper than purchasing one here

**Above: By the end of day two the hubs had been removed to enable it to fit in a container.**

in the UK or Europe, well I'm not sure about that. I have never seen a comparable one for sale. Whilst auctions do continue to produce record breaking prices for a lot of vehicles, there is always a relative bargain to be found in there somewhere. Despite having the benefit of a strong pound at the time, in my opinion this Staghound has proved to be one such bargain. Even once home the cost

was comparable to the asking prices of many wartime Jeeps, and although it might not be everyone's 'cup of tea', I think

most would agree it was good value. And let's face it, what better way to purchase your next toy, than with that added auction adrenaline!



**Above: For one of the larger WW2 vehicles the Staghound still looks small when compared to modern machinery. Below left: Jon with a big tree preparing himself for the task that lay ahead getting the vehicle back to the UK. Below right: It was a relief opening the doors in the UK to find everything was still there. Unloading was much 'cooler' than loading it in the San Fran sun.**



# AUCTION MAR

**Nigel Hay takes a historic look at early sales and reflects on the current auction marketplace**

**T**here was a time where you could go to an auction, stand in a yard and bid and pick up, if not a bargain, then a vehicle at a little under market price. But the times have all changed.

Immediately after the war, vast amounts of military vehicles and equipment were disposed of at auction at the legendary Ruddington Auctions in Nottinghamshire. Three local auction companies led by Walker, Walton & Hanson lotted up the sales, some of which lasted 10 days and which had up to 5800 lots.

This was a different age, when groups of sometimes intimidating looking individuals paid in cash from holdalls. Private buyers didn't easily get a look in, and it is certain there were some auction cartels dividing up the pickings. Without a doubt some men got rich from these sales. There was no collector's market in those days and the

buyers were a mix of farmers, hauliers, scrapmen and surplus dealers.

Lots would often be for multiple vehicles as the quantities were so enormous. Often, certainly in the early days, prices were not much above scrap. There are plenty of anecdotes, like the man who bought a lot consisting of Bedford QLs with their bodies full of ex-WD motorcycles, and without a doubt there were some real treasures sold through these auctions. Ruddington closed in 1986.

## ALL CHANGE

The MoD then used various contractors with less financial success such as British Car Auctions until Witham Specialist Vehicles won the sole contract 15 years ago to handle the vehicle sales in a quite radical way. Witham gets considerably better prices than the MoD had previously ever achieved – which in the current defence climate is a positive step. One of its auction methods is to hold regular tender sales – where you effectively submit your offer and he with the highest offer wins the lot. But the whole auction scene was changing fast and Witham now operates a continuous online auction which offers vehicles spares and equipment continuously. This service has had a positive effect on the market and we often see value added vehicles come up for sale again very quickly.

It is now very rare for an auction to be just carried out via bids from a room of eager buyers. Live viewing over the internet and bidding provided by portals like Bid Spotter and I-Bidder have brought a new element to auctions. US auction giant IronPlanet is now disposing of vast amounts of US vehicles and equipment in Europe (predominately Germany), via online auctions. Much of this is for commercial reuse but inevitably some will come into the collector's community.

## BUYER BEWARE

Several times a year we hear of a major classic car auction house offering a "genuine WW2 Jeep" complete with flowery descriptions and glossy photographs. These seem to be entered via the classic car trade and sadly all too often the description and what can be seen from the photos point to it not being quite as described. This is not really the failing of the classic car auction houses who are probably basing a lot of



**Left: One careful owner – the British Army. Bedfords languish waiting for the hammer to go down on them.**

# KET

Right: More than 16,000 vehicles for disposal in two sales – that is more than the Army currently has.

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TRUCKS, LORRIES & GUN CARRIERS by Humber, Morris, Chevrolet, etc.  
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Similar information in respect of the vehicles to be sold in subsequent weeks will be published in the Press during the progress of the Sale.  
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Far left: Walker Walton & Hanson ran the Ruddington sales throughout the sixties.

Left: Only 375 lots but some real treasure being auctioned.

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buyer's point of view is the buyers' fees. Increasingly auctioneers are adding between 16-25% fees on top of the hammer price. And VAT may be charged on the grand total. For an investment buyer that hammer fee

their information on the propaganda the seller has given them. A CJ3B Jeep made to look like a wartime Jeep was offered in the Beaulieu summer sale described as a 'nut and bolt restoration'. Entered by a classic car dealer who claimed its provenance was correct, thankfully pressure by Jeep aficionados was put on the auctioneers to withdraw it. They agreed it was a misrepresentation and removed it from the sale. Had this not happened, the man who bought it would have thought he had the real thing – and probably paid a very high price. A Jeep in a classic car auction often fetches well above the market value and once you've added the buyer premium it is often seriously overpriced. Or is it? The man who wins the bid must perceive that is the value to him, nobody forced him to bid – and of course there was probably an

underbidder who held a similar view. In general the classic car community doesn't venture into our world and perhaps a few still regard us as grubby oiks – even though many military vehicle restoration standards are no less exacting.

**KNOCK ON EFFECT**  
The strong prices achieved in the recent Army Cars Collection sale unusually had an instant effect on the market. Sellers of

instantly diminishes the investment potential, making it a much longer term investment. A collection, museum or classic car sale will in general achieve higher prices and more often than not above the normal market values. Generally it is some time before these vehicles come onto the market again, if at all.

However, a government disposal sale of military vehicles and spares will generally achieve a fairly realistic price, allowing traders to make a profit and the collector to grab a bargain. There is no warranty or provenance, of course, but in the case of Witham, no buyers' fees – which makes a considerable difference.

Of course when highly desirable vehicles or spares are released from the MoD the prices do rise, reflecting the perceived value to the buyers.

**"Buyers were a mix of farmers, hauliers, scrapmen and surplus dealers."**

similar vehicles saw a flurry of activity within the week after the sale with anecdotal evidence that they had sold to people who had hoped to buy at that auction and were delighted to pay the advertised price. A possible downside to auctions from a

# SURPLUS TO REQUIREMENTS

**If you're after ex-Ministry of Defence kit, look no further than Witham Specialist Vehicles. We dropped in on its famous WW2 airfield location to meet the team, ask questions about its auctions and kick the tyres of some of the 2000 vehicles on site...**



*Above: Versatile, straight from service, Pinzgauer is one of Witham's hidden gems.*

**R**AF North Witham, just off the A1 between Key HQ in Stamford and Grantham, was closed in 1945 with much of the 60 acre site now being owned by the Forestry Commission. During WW2 it was used by the 82nd and 101st American Airborne Divisions (Pathfinders) while training for D-Day which seems appropriate given the fact that it's now also the resting place for literally thousands of used military vehicles, as well as bits of kit, aircraft, helicopters and just about everything else surplus to requirements by the MoD.

Witham Specialist Vehicles Ltd has been going for yonks with Douglas Landy and Paul Southerington winning the contract to sell surplus government stock roughly 15 years ago. Inevitably, since then the operation has undergone a period of massive expansion; today 50 people are employed and normally there's in excess of 2000 vehicles on site.

As one of the world's most important vehicle auctioneers, and the source of

thousands of enthusiast vehicles over the years, we decided to call in to find out a bit about the current stock and how the whole auction business works...

**CMV:** When did Witham get the MoD contract – how did it all come about?

**Witham:** We have held the contract for approximately 15 years. We had to undergo a series of rigorous interviews,

assessments and meet a number of criteria regarding ISO regulations, site security and so on in order to become the sales and marketing agent for the UK Ministry of Defence.

**CMV:** What were you auctioning in those early days, what were the most common vehicles, what prices were they fetching on average?

**Witham:** We used to get lots of Bedford trucks and Land Rovers as well as a few armoured vehicles including Centurions, Chieftains and various armoured recovery vehicles. They were sold by tender and used to make anywhere between £3000-£15,000.





**CMV:** What were the big milestones in terms of big batches of vehicles appearing, possibly after a particular conflict had finished?

**Witham:** After the Gulf War there was a considerable number of Land Rovers, Foden recovery vehicles, Defender fleet, 432 fleet and Ferret Scout cars.

**CMV:** Where do all the Defenders you have originate from?

**Witham:** They mostly come from reserve military units in the UK. Since they stopped making them there's been a lot of interest in the Defender – we reckon it's going to become the next 'Jeep'. Prices are already

going up. While you used to be able to get one for £1000-£2000, a good one now will start at £4000 and you might pay as much as £7000 for the very best. A Wolf in 300TDi guise will be between £9000-£15,000.

**CMV:** What are the most interesting or unusual vehicles that you've auctioned?

**Witham:** We've had the amphibious Alvis Aquatrack, the Chieftain tank and a beach armoured recovery vehicle BARVE which was based on a Centurion tank. The Royal review Land Rover was quite interesting.

**CMV:** How has the market changed over the last 10 years – what vehicles have been and gone?

**Witham:** We used to have lots of Bedford MJ and TM fleet but these have all been replaced by the Leyland DAF 4x4 trucks and we've got lots of these in various guises at the moment.

**CMV:** What do you think will be the next 'enthusiast' military vehicle to appear in significant numbers at auction? What's about to be decommissioned that might suit the collector?

**Witham:** The CVRT would make a good enthusiast vehicle and possibly the FV432 Bulldog fleet. We've got a dieselised and upgraded CVRT Scimitar that's just been released from service with a guide price of £39,995.



**This 'radio controlled' Land Rover Panama was used for mine clearing duties in Afghanistan.**

**CMV:** Tell us about the time the *Top Gear* crew visited Witham in 2012.

**Witham:** That was all great fun. We tried to get a helicopter for Richard Hammond to fly and James May had a go in one of the WW2

*Jeeps in our private collection. He thought it was great, despite being bumped around a bit.*

**CMV:** What's the strangest sale you've made?

**Witham:** Probably the five snowmobiles we sold to an Arab buyer in 2007/8 on what must have been the hottest day of the year. They were going to use them in the desert for dune racing.

**CMV:** What's the hidden gem among the stock you've got at the moment?

**Witham:** That would have to be the Mowag Bucher Duro and the stock of Pinzgauer that we have. The Mowag is a 6x6 all terrain truck – they're straight out of service, very modern and well kitted out and they have excellent off-road capability. These start at £27,500. The Pinzgauer are direct from the Royal Air Force and are in excellent condition. We've got one of these up in our direct sales section at £25,000. Back to the Land Rover again – we have lots of Tithonus 110 vehicles that have undergone refurbishment with Wolf style hard tops,



**Various war trophies were recovered from Iraq and used by the army for reference. They'll be coming up for sale soon, apparently.**



**DUKW would make a good project.**





**You name it, no doubt you'll find it – thousands of items such as this are added every day to the Witham online auction.**

cages and heavy duty rims as well as updated Exmoor seats, extra rubber matting and additional chequer plating on the sills and bonnet. They were meant to stay in service so have had a lot of money spent on them, making them excellent value.

**CMV:** So what are the different types of sales?

**Witham:** We sell by three methods: direct

sale, auctions and tenders. Direct sales are where customers are guided through the complete process and we can assist with registration,

MoT and exportation of the vehicle as well as any paint and mechanical work that may be carried out prior to purchase. We run an

**“We always recommend that buyers come and inspect items prior to bidding to ensure they are fit for purpose.”**

online auction which is running 24 hours a day seven days a week with approximately 30-50 items being added daily. Items sold

by this method are sold as is and bidders are bidding against each other on a live internet platform. We also hold bi-monthly

tender sales with approximately 1000 lots. This is a sealed bid process where buyers submit the highest price they are prepared to pay.

**CMV:** What are the fees?

**Witham:** We do not charge a

buyer's premium or any handling fees. All items are subject to UK VAT at 20% of the purchase price.

**Below: Leyland Daf 45/150 4x4 trucks are in abundance. We watched one sell online for just £1420 – that's an awful lot of metal for the money.**



**This Combat Engineer Tractor (GET) sold quickly.**





**Foden recovery vehicle has a rough guide price of £27,500.**

**CMV:** What are the benefits of buying at auction?

**Witham:** Sometimes you can find yourself a real bargain. There's also fast closure; we have a three-day payment and seven-day collection deadline in place so the purchase will be tied up quickly and efficiently.

**CMV:** Finally, what are your top three tips to remember when buying at auction?

**Witham:** Items sold by auction are sold 'as is' so we always recommend that buyers come and inspect items prior to bidding to ensure they are fit for purpose. Ensure that you actually have the funds in place before



**Humvee was another relic from Iraq.**



**You can bid on all number of parts as well as complete vehicles at Witham.**

you bid as tight timescales mean your finances will always have to be in place prior to bidding. Bids are also contractually binding so buyers should also ensure that they want to buy the item prior to submitting a bid.

**Contact: Witham Specialist Vehicles Ltd, Honeypot Lane, Colsterworth Grantham, Lincs NG33 5LY**  
**Telephone: 01476 861361 Website: [www.mod-sales.com](http://www.mod-sales.com)**

**Below: There are literally hundreds of Defenders on site in all shapes and sizes.**





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



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



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



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



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



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

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# AUCTION DIRECTORY

*If you fancy taking a punt and making a bid on a piece of military machinery, here's a list of auction houses where you might get lucky*



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**BARONS AUCTIONEERS**  
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 Website: [www.barons-auctions.com](http://www.barons-auctions.com)

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## AUCTIONS AMERICA

([www.auctionsamerica.com](http://www.auctionsamerica.com))

The Littlefield Collection sale in July 2014 gave military vehicle enthusiasts a chance in a lifetime opportunity to grab a rare military vehicle from the former Jacques Littlefield collection. Even *CMV* contributor Jon Hickman got caught up in the auction fever and successfully bid on a Staghound (see pages 26-27).

Said Sadie Chapple from sales organiser Auctions of America: "It was the iconic vehicles of WW2 that attracted the most interest and claiming top sales honours was a German SD.KFZ.7 (KM M11) 8-Ton half-track Personnel Carrier which sold for \$1,207,500. Another crowd favorite was the nearly 42-ton 8K11 surface-to-surface

missile (SCUD-A) Soviet missile launcher, one of only two in private ownership, which achieved an impressive \$345,000.

"American-built Sherman tanks also drew strong interest from bidders. Leading this group was the 37.4-ton M4A2 (76) HVSS Sherman Medium Tank, otherwise known as the 'Popgun' tank, for \$345,000, and an M4A3 (75) Sherman Medium Tank, originally built by the Ford Motor Company in 1942, for \$299,000. Another American-built tank attracting strong bids was the M5 Stuart Tank, built in 1942 by Cadillac in Detroit, Michigan, which more than doubled its pre-sale estimate at \$310,500."

### Auctions America – The Littlefield Collection top three sales



*Left: Sd.Kfz.7 (KM M11) 8-Ton Half-Track – \$1,207,500.  
 Middle: 8K11 Surface-to-Surface Missile (SCUD-A) – \$345,000.  
 Right: M5 Stuart Tank – \$310,500*

# CHEFFINS

Clifton House, 1-2 Clifton Road, Cambridge, Cambs CB1 7EA  
Tel: 01223 213777 Website: [www.cheffins.co.uk](http://www.cheffins.co.uk)

Cheffins holds regular vintage auctions which contain up to 3000 lots covering motorcycles, steam engines, cars, commercials and tractors. These are held at the auction house's saleground in Sutton near Ely, Cambs. Additionally, sales are held across the country on client's premises – and these cover farm sales, private collections and museums. Military type sales are held on an as required basis. Cheffins held a sale of Brian Mack's military vehicle collection in 2014.

Said Cheffins's William King: "Generally speaking military vehicles are likely to be a part of one of our specialist collective sales but occasionally we are asked to dispose of a collection in which case we can do sales at the client's premises."

A recent highlight was an ultra rare 1918 Holt 75 crawler tractor which sold at auction for £150,000.



*Above: Rare 1918 Holt went for £150,000. Above right: This Bedford MW, formerly used as a breakdown truck by a garage in Glemsford, Suffolk, sold at Cheffins for £700.*



# DURRANTS

Durrants Auction Rooms, The Old School House, Peddars Lane, Beccles, Suffolk NR34 9UE  
Tel: 01502 713490  
Website: <http://auctions.durrants.com>

*Forthcoming Durrants sale dates are (entries invited):*

**2/3 June** – toys, collectables, militaria, medals, sporting guns and firearms etc

**25 June** – sporting and antique guns of distinction with related items and taxidermy

**1/2 September** – toys, collectables, militaria, medals, sporting guns and firearms etc

**24/25 November** – toys, collectables, militaria, medals, sporting guns and firearms etc



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# GOVPLANET

([www.govplanet.com](http://www.govplanet.com))

GovPlanet holds weekly online auctions of government surplus equipment, including military surplus and state and local government assets. It is the exclusive disposition partner for the US Department of Defense's Defense Logistics Agency who awarded its parent, IronPlanet, its rolling stock contract in the summer of 2014.

GovPlanet held its first sale in November 2014 in the US and its first European auction in July 2015, with 40,000 unique visitors from 115 countries participating in the auction, and 100% of the equipment being sold. The items auctioned in Europe are largely based out of Germany and the UK. Sales on GovPlanet provide approximately three-times the return the DLA received previously, which in turn, benefits taxpayers.

GovPlanet is IronPlanet's marketplace for selling surplus military and government 'rolling stock' – in other words vehicles with wheels. GovPlanet's online sales are weekly every Wednesday and IronPlanet holds sales every Thursday and often on Fridays. Equipment ranges across all uses and certainly into general wheeled items, like construction equipment, along with specialty items like kitchen trailers. IronPlanet's other marketplaces sell everything from used construction equipment to 18-wheelers and large cranes to oilfield drilling and service equipment.

GovPlanet vehicles may get sold under special circumstances during an IronPlanet auction, but usually for charity purposes. For instance, in the Annual Florida auction this year, IronPlanet auctioned three

Humvees with a portion of the proceeds going to benefit the Fisher House Foundation. A foundation that assists military and veterans' families to live near loved ones when in hospital, as well as provide scholarship funds to military families.

The GovPlanet marketplace offers everything from Humvees to Government surplus items such as tractors, HET trucks, forklifts, excavators and parts and accessories.

GovPlanet was formed as a better way for government entities to dispose of surplus assets. The first contract IronPlanet won was that of the US Defense Logistics Agencies DoD rolling stock, but GovPlanet has also sold packages for other agencies. In the autumn of 2015, GovPlanet sold a package of pristine US Marine Corps construction equipment. Most was bought by collectors of Cat® equipment as much of it was 'vintage' like Cat D7G crawler tractors with the legendary Cat 3306 engine.

For GovPlanet, further expansion is planned in Europe and more offerings in the US from the Navy, Marines and other state and local entities.



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# TROOSTWIJK, HOLLAND

([www.troostwijkauctions.com](http://www.troostwijkauctions.com))

Troostwijk was formed in 1930 and has become the biggest industrial (online) auctioneer in Europe. It has 16 offices in Europe and organises auctions in 23 different countries.

"This year we held a specific military vehicle auction named Army Cars Holland Tank & Vehicles," explained the firm's Michiel Hilgeman. "We are also organising two more auctions from collectors, namely the auction Army Vehicles in Veldhoven (in April) and another in Leeuwarden later in the year. We also organise auctions of material formerly in use by the US Army – there's roughly eight such sales each year. In the last such auction we offered a MIG fighter."



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# AUCTION LOTTERIES

The unpredictability of an auction is the lure for many. Go to a local auction on a regular basis and it soon becomes clear that there will be people who attend each one, if not for the auction, at least for the viewing. Why do they put in the time and effort? The answer is simple; they're looking for a bargain, the old adage 'one man's junk is another's treasure' was never more true than at an auction. No one is an expert at everything and whilst the big auction houses can employ specialists to appraise and value lots, the smaller and more general companies have neither the time nor resources for such luxuries. This plays into the hands of those out for a bargain; even if their knowledge is limited it is most likely to be greater than that of auction staff who may be looking at a Victorian wardrobe one minute and a pile of tractor parts the next. At a sale last year a lot simply described as 'engine block', turned out to be a Jeep short engine. A recent auction turned up two surprises, a US Ford Industrial specification tractor painted blue and yellow turned out to have been used by the US air force in the east of England; attached plates provided the information. A few lots along at the same sale, a 1956 Oliver Super 88 tractor was also ex USAF and had been used for aircraft towing duties. So the rules are: know your subject, don't take what the catalogue says at face value, spend time appraising likely lots. Remember these and bargains should come your way.

**Tim Bolton**



*Top: Ex-USAF Ford 4000 industrial was petrol powered. Bottom: Formerly a USAF towing tractor but restored to agricultural specification, this 1956 Oliver Super 88 made £3000.*

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# TAKING COMMAND

*David Fletcher looks at the history of Command and Observation Post tanks*

**T**his is not a straightforward subject since it includes at least four (and maybe five) different modifications of tanks and can apply to virtually any type of tank (or in some cases Carriers or armoured cars). Moreover, not all types of tank were converted to all the roles, and just to prove the point the preserved tank at the Tank Museum is a Cavalier, or rather the remains of one, which saw service as an Observation Post tank with 9th Armoured Division and, as far as we know, the Cavalier was never converted to any other role. Except for one ARV.

Four types are recorded, at least as applied to the Cromwell, but making allowances for individual variations they should do for all.

Firstly there was the Command tank which mounted a dummy gun barrel on the outside to make more room inside. It was fitted with two versions of the Number 19 wireless set, the Low Power (LP) and High Power (HP) types. These were only issued at brigade or divisional level for the use of senior commanders. The Control tank had two 19 sets, both LP, but retained its main armament. This type was issued for use at regimental level. The Rear Link tank was effectively a relay station, equipped with just one 19 (HP) set and retaining its gun and ammunition. Rear Link AFVs were issued to the headquarters of armoured reconnaissance regiments to forward

signals 'up the line' to the relevant brigade or divisional HQ. Finally, the Observation Post or OP tank carried a pair of 19 sets and 38 sets but also retained its main armament. They were issued to forward observation officers of the Royal Artillery, working for the Divisional Artillery who selected targets and called the fall of shot.

The other type, which appeared a bit later in the war, was the Contact tank which was a field modification created by removing the main armament from a tank and fitting the turret with the radio sets required to contact aircraft. These were issued to liaison officers of the Royal Air Force who could call down fighter bombers to attack selected targets. Such tanks mounted telescopic radio aerials removed from captured German vehicles.

Not all of these variations came into

being at the same time; although two of them, the Command and Observation Post vehicle (or Armoured Observation Post as it was sometimes called) go back quite a long way in British tank history. Also there is some doubt as to whether they were all the same. Some OP tanks (the Cavalier for instance) are said to have had dummy guns to leave more room inside. Or it could be that other authors were not aware of all the different types and tended to lump them all together. However, in fact one needs to distinguish between those tanks intended to be Royal Artillery Observation Posts for the Royal Armoured Corps and those designed as Observation Post tanks for the Royal Artillery. The former, which worked right up front with forward observation officers needed a real gun since they operated with the leading tanks and needed to be able to defend themselves. The latter only had dummy guns since they required more space inside the turret and could afford to operate further back where their activities were a bit less hectic but no less important, except in actions such as Villers-Bocage of course.





**Above:** A Crusader Command tank photographed on the back of a White tank transporter.  
**Left:** The Artillery Observer's Vehicle D5E1, an experimental Vickers-Armstrongs design that had no immediate issue.



**Above:** This is the diesel engined Grant Command tank used by General Montgomery in the desert and now restored by the Imperial War Museum. Seen here with its original driver it is probably now in better condition than it ever was. **Below:** The Medium Mark II Command tank, known as 'Boxcar' with Colonel Charles Broad on top directing the movements of 1st Tank Brigade on Salisbury Plain.

### EARLY BEGINNINGS

The very first vehicle, if you exclude an armoured trailer for a Carden-Lloyd Carrier called the Forward Observation Officer's Trailer, was a special version of the Vickers-Carden-Lloyd tractor. It was known as the Artillery Observer's Vehicle which appeared in 1930. Not much is known about it but it must have had room inside for two or three people although it seems to have been open at the top which might not have been ideal. Since it was the only one of its kind ever built it would have stuck out like a sore thumb on the battlefield.

Nothing like it ever appeared again and it was not until the desert war, when large formations of tanks were moving about over vast areas, that the Royal Artillery felt the need for such a thing. Usual practice then appears to have been to use a Light Mark VIB tank for the job. They were pretty well ubiquitous for a time and if you overlook the fact that they liked to paint quite a large chequer board device on the side of the turret there was no way of telling it from any other tank.

While the Light tank was adequate for the OP role in the early days it soon became clear that something a bit more specialised would be required in future, preferably something applicable to both armoured

and infantry units. As a result an Armoured Observation Post based upon the Universal Carrier was then devised. The earliest version was configured in the same way as the Scout Carrier but with a slot in the front big enough to poke binoculars through, rather than a weapon aperture. It also carried a cable reel, mounted at the back, and the same No.11 wireless set as carried by ordinary Carriers. When the Universal Carrier was introduced an AOP version also appeared with the same provision for using binoculars at the front, cable reel and wireless. These developed as the Carrier developed up to a Mark III version which had provision for an extra cable reel at the front, stowage for an extending ladder at the side and, inside, Nos. 18 and 19 wireless sets. Carriers of this type remained in service until the end of WW2.

### NO TANKS

It is not exactly clear why but there is no evidence of Command/OP versions of any of the cruiser tanks used in the early part of the desert war, notably A9, A10 or A13 nor, come to that, of the A12 Matilda infantry tank. Possibly the idea of a dedicated command tank had not been considered early on and for Observation Post work they managed with the Light Mark VIB,





**Left: A Grant Command tank in South African service in Italy. It has been adapted to look a bit like a Sherman although the seat in front of the turret is a bit of a giveaway. Notice too that the hull-mounted 75mm gun has been removed and the area in front of it cluttered up with stores.**



**Above: The Comet Command tank Fearnaught of 6th Royal Tank Regiment, photographed in Italy at the end of the war. The 95mm howitzer is a dummy, it was never fitted into Comet in normal circumstances.**



**Left: A Cromwell Command tank. The commander is working at his map board while other members of the crew have made themselves comfortable in chairs.**

Carriers and modified Marmon-Herrington armoured cars, particularly the Mark II which functioned without a turret in this role. Alternatively, it might have been that there were not enough of these early tanks to spare for such conversions.

A Command version of the A15 Crusader was used in the desert and in Britain and an Observation Post version with a dummy gun also appeared. There are said to have been Command/OP versions of the Covenanter cruiser tank as well although not many. Since the type was never used in action there was not a lot of point and none have been identified from photographs so far.

One source, and one source only, claims that there were Command and Observation Post versions of the Valentine but given the confined space available in its turret this seems on the face of it to be unlikely. They are also said to have functioned as OP tanks for Valentine Archer self-propelled anti-tank gun batteries in North West Europe, but since Valentines were not used as gun tanks by then they would appear to be a bit obvious mixing with Shermans, Cromwells or Churchills. It seems more likely that they would serve as Battery Commanders' vehicles where a commonality of components might have made some sense. In fact, it would not matter what kind of tank functioned in the Observation Post role so long as it had the right wireless equipment and was of a current type. However, we can't help wonder whether an OP tank was really necessary with self-propelled anti-tank guns since they fired over open sights directly at targets anyway. Observation Post tanks were more useful with Field Artillery Batteries, both towed and self-propelled, since they could not see their targets. For example the last 84 Canadian Ram tanks to be built were completed as OP tanks to work with Sexton SP 25 pounders with which they shared the same engine, transmission and running gear. The Ram would at least not look too out of place on a battlefield amidst a mass of Shermans.

### **ONE OF A KIND**

For the first dedicated example of a Command tank you need to go back to 1926 when a strange vehicle appeared that was nicknamed 'Boxcar'. Its official title was Tank, Medium for Radio and Wireless, since the two were regarded as distinct and different in those days. It was in effect a Medium Mark II tank with a large box like



*The M4A1 Sherman II Command tank which was the mount of Brigadier Mike Carver in North West Europe. The number of extra aerals is the real clue although outwardly it looks like any other Sherman, with perhaps a bit more stowage.*

superstructure instead of a turret. There was only ever one of it and it took part in most of the major manoeuvres of the inter-war period including the 1st Tank Brigade when it was used by Sir Charles Broad on Salisbury Plain. There was another, Medium Mark II T198, which

had an enlarged turret and was used for the same purpose while for the 1934 season Percy Hobart used a wireless equipped Medium Mark III for the same purpose.

Command and Control tanks perform a different function altogether. The Command tank is the mount of a divisional or brigade commander who requires a bit of space for his staff, his maps and other paraphernalia. Thus he requires a tank fitted with a dummy gun and rearranged inside the turret to provide adequate working surfaces; a Control tank on the other hand is only required by regimental commanders who need to know what their regiment is up to. Since it may also be required to fight the main armament is retained and the commander usually works from his cupola with a map, supported on a special framework in front of him. Mind you this sort of arrangement was also seen on some Command tanks, especially where room inside was a bit restricted, like a Cromwell for example.

#### **TAKEN FOR GRANTED**

Arguably the most famous command tank, and one that still survives, is the Grant used by General Montgomery in North Africa and

Italy. It can now be seen at the Imperial War Museum. General Freyberg, who commanded the New Zealand Division,

had a Stuart Command tank in North Africa while 6th South African Division, when they moved to Italy, took their

spacious Grant Command tank with them but tried to disguise it as a Sherman with extra panels of steel plate and an oversize dummy gun in the turret.

The Cavalier OP has already been mentioned. It was Royal Artillery equipment so it

was only fitted with a dummy gun. Out of just 500 tanks ordered, 340 were completed as OP tanks and unlike the

***“We were surprised to discover, from official sources, just how many Cromwells there were in these roles.”***

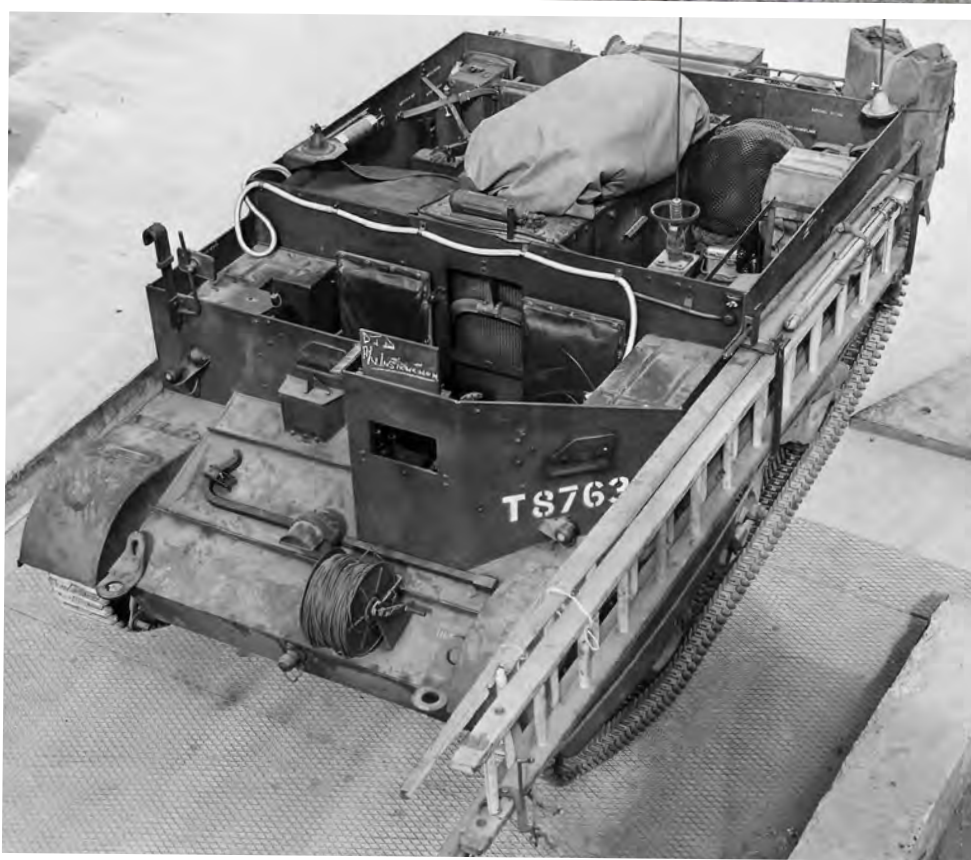


*The A24 Cavalier Amoured Observation Post tank as found on Salisbury Plain before recovery to the Tank Museum. It bore the Panda's head marking of 9th Armoured Division but requires a lot of work before it can go back on show again.*

remainder, which were gun tanks, it did see some active service. Some, like the wreck at the Tank Museum that needs restoration, never went anywhere, but to have served with the British Army in France in 1944 before some of them were handed over to the French Army.


I've had a lot of help on this article from my friend Dick Harley although any mistakes in it are, as they say, mine and mine alone. We were both surprised to discover, from official sources, just how many Cromwells there were in these roles; 27 Command, 126 Control and 270 Observation Post tanks, many of which were still listed as such in 1948. We can only put this down to the fact that one OP tank would be needed for each battery, of which there were three or four in each artillery regiment although why they should need so many once the war was over is puzzling, as is the fact that a high proportion of them were converted from 95mm gun close support tanks. More surprising still was the number of converted Comets that were listed, although we think these were all post-war conversions; 40 Command tanks, 131 Control tanks and 25 OP tanks. There was also one such tank converted for the HQ of 6th RTR in Italy. When its 77mm gun was damaged the tank was rebuilt with a dummy 95mm howitzer and fitted out to suit the regimental commanding officer, although this was also, strictly speaking, a post-war conversion.

Rear Link tanks are even harder to track down and the only one we know of, a Cromwell, served with 2nd Northants



**A Universal Carrier Armoured Observation Post with a ladder on the side. Notice also the cable reel at the front and the modified slot for binoculars in place of the weapons mount plus, of course, the locations for extra wireless aerials.**

Yeomanry when it was the Divisional Reconnaissance Regiment for 11th Armoured Division. We assume that its absence from the lists later on is probably due to the fact that what had been

Divisional Reconnaissance Regiments were subsequently incorporated as the fourth armoured regiment in an armoured division. From then on all long range reconnaissance was done by armoured cars. 

**Below: A post-war picture of an AOP Carrier taking part in an exercise. The Gunner Officer has a very attentive crew but there is nobody actually observing through the slot in the front and no driver is in his seat so the vehicle isn't going anywhere.**



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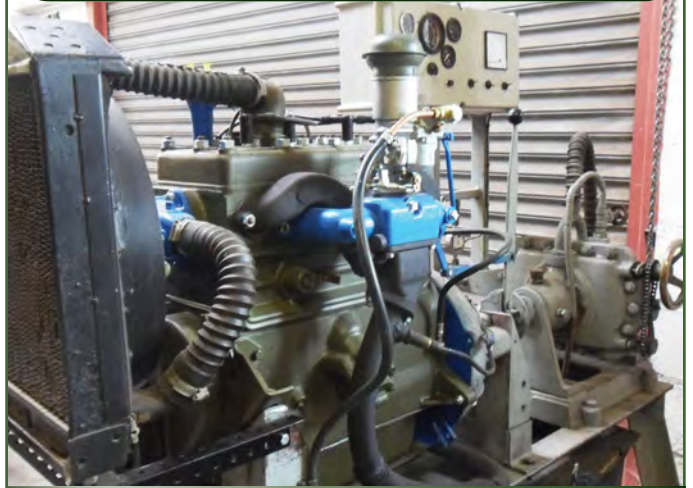
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# DON'T PANIC! DON'T PANIC!

**If you're about to rush off and see the new *Dad's Army* film, you'll need to go to the official museum first. John Norris did just that to see a piece of television history for real**

**I**t is extremely rare that a television series becomes so popular that it inspires the creation of its own unique museum. Television shows have occasionally had displays at country houses where filming has taken place, but the perennially popular series of *Dad's Army* has led to the creation of its own dedicated museum located in Thetford, Norfolk where much of the series was filmed. Like the wartime Home Guard, it's run by a small group of dedicated volunteers whose aim is to preserve what has become, without doubt, one of the most popular programmes ever.

*Dad's Army* was shown by the BBC between 1968 and 1977 and ran for nine series with 80 episodes in total and leading to a feature film in 1971. Each week viewers would tune in to watch the adventures, or more appropriately, misadventures of the fictional platoon of Home Guard in Walmington-on-Sea. As the series developed so more props were included, such as the delivery van owned by the town's butcher Jack Jones, who served as a lance corporal in the platoon. Other

genuine wartime vehicles were used in the filming such as Utility 'Tilly' vans and cars, as well as civilian types, but it was Jones's van which was used regularly.

When *CMV* heard that the production of a new *Dad's Army* film was due for release in 2016, we decided it would be nice to plan a visit to the museum, rekindle some memories and take a closer look at 'Jones's van' which features in the new release. Our host for the day was Rod Tregale. Walking into the museum is like walking

onto the set of one of the episodes and everywhere we looked we half expected either Private Pike, or Captain Mainwaring himself, to suddenly appear.

This is the 'official' *Dad's Army* museum, created in 2007, and displays many replica artefacts and other props used in the series. The town itself was used for filming with several prominent buildings featured in episodes and in 2004 a special *Dad's Army* Trail was created in the town. In 2010 the ultimate recognition came when David Croft, one of the writers of the series, unveiled a life-size statue of the bumbling Captain Mainwaring.

Then, just when they thought it could not get any better, in 2012 the real piece de resistance came when Jones's van was acquired by the museum. Over the series

**Below: Jones's van was acquired by the museum in 2012.**





**Above:** Picture boards tell the story of filming while display cases show various artefacts. **Top right:** The statue of Captain Mainwaring takes pride of place in the town – appropriately, the building in the background was used by the Home Guard during the war. **Below:** Mainwaring's office and desk at the museum.



**Above and right:** The portholes for the rifles have been left in tact.



the van became an icon and featured prominently in a number of episodes. Our host, Rod, explained that it was not used in the original feature film and that a separate vehicle was used for that production. However, to purist fans of *Dad's Army* it is the van owned by the museum which is considered to be the one and only, true Jones's van.

#### **VAN-TASTIC**

It is this van which appears in the new film and although not a military vehicle in the full sense of the term, it was built before the war and vehicles like it would have been pressed into military service. Its presence allows the museum to show how the Home Guard used such vehicles for real during the war. This makes it a contender for consideration as a 'pseudo-military' vehicle, albeit it rather tongue in cheek. Due to its large size, it is kept at the Charles Burrell museum, just a short walk away. Rod escorted us to the building where it is stored and during our walk treated us to a guided tour, pointing out buildings used in the series before reaching the statue of Captain Mainwaring seated on a bench.

The vehicle is an otherwise ordinary-

looking Ford Model BB 'box van. It was built at Dagenham in 1935 and was first registered in London on 28 March that year. It is powered by a 3.3-litre Ford engine and weighs two tonnes. Rod explained that in reality a van of such a size would have been too large for a local butcher, but it was ideal for the storyline of transporting the platoon. He told us how it was spotted in a yard in London and acquired for the series. It was refurbished and fitted with side panels which were painted with the name of Jones. No one could have predicted it would endure and gain its own fame.

During the war Home Guard platoons across the country used any vehicle they could obtain, including types of commercial vehicles which were converted to a design called 'Beaverettes' after Lord Beaverbrook, the Minister of Aircraft Production during WW2. When petrol was rationed some were converted to operate using household gas. In fact, during one episode of *Dad's Army*, Jones's van was converted to gas. The van was never armoured but small ports were put into the side panels which allowed the men to fire their rifles from inside. These are still in place and, again, during our visit we half expected Frazer to aim his rifle through



the side. A hatch was fitted in the roof of the rear section for another episode, which Private Pike looked through, and this also remains a feature.

#### **TIP TOP CONDITION**

The blue, white and yellow livery is in immaculate condition and it is immediately obvious that a lot of time and attention is given to polishing it. Unfortunately, when we saw the van it was not operational and was waiting to have its head gasket replaced. This meant that we did not have the opportunity of seeing it being driven. Engine maintenance is all important and that is why a specialist engineer from Ford will be doing the work. The van's identity makes it 'type-cast', just the same as a human actor is associated with a particular role. Indeed, the number on the registration plate, BUC852, is an instantly recognisable feature which all



Above: The van's double doors through which climbed many of the cast. Right: Jones's van has become something of an icon among Dad's Army fans.



Above: The Ford 3.3-litre engine is awaiting a new head gasket. Right middle: As you would expect, the driver's seat and the controls are very simple. Far right: The cab of Jones's van with original headlights.



fans notice. It will good to see it in action in the new film and thanks to the hard work of the volunteers at the museum it will remain on display for all fans of the programme to continue enjoying.

The museum has a handful of named drivers who are covered to drive the vehicle which appears at special events where it makes a star turn. The *Dad's Army* Museum

is open two days a week, Tuesdays and Saturdays, at various times throughout the year. It is an experience which everybody can enjoy while reminiscing over their favourite episode. We extend our sincere thanks to Rod and all the other volunteers for welcoming us and we wish them continued success.

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Above: Our host for the day, the museum's Rod Tregale. Left: The main display hall in the museum includes a scale model of Jones's van.



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# NOT QUITE THE COMEBACK KID

*Despite its pedigree, Porsche's 597 lost out in the race to build a new light 4x4 for the Bundeswehr. James Taylor tells its story*



**M**ention Porsche and 4x4 in the same breath today, and most people immediately think of the Cayenne SUV. Unless they're military people, of course, in which case they'll probably think of the Type 128 or Type 166 military derivatives of the Volkswagen Beetle. If they're car nuts, they'll maybe think of the electric Lohner-Porsche of the early 1900s. So let's have a look at a much less well-known Porsche 4x4. It's called the Type 597 and dates from the mid-1950s.

That date is your clue. West Germany had been banned from having a standing army after WW2, but it had become increasingly

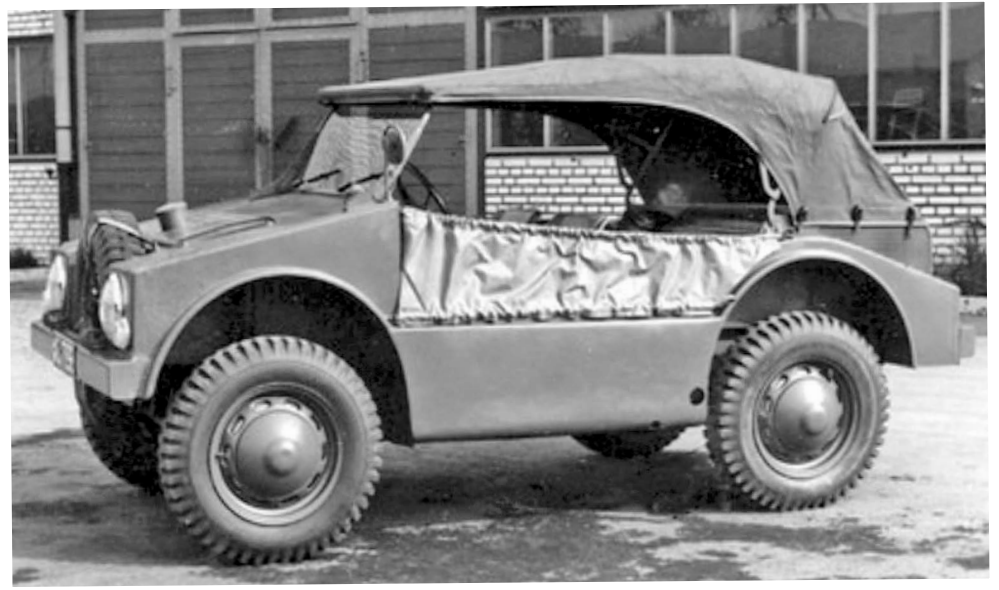
clear to NATO that an unprotected West Germany was going to be a liability if the Soviet Union ever decided to flex

its muscles. So the ban was lifted, and from 1956 there would be a new Bundeswehr. Planning began around 1953, and of course the new army would need a light 4x4 vehicle.

Three companies tendered for the contract: Auto Union (whose F91 or Munga eventually won it), Goliath (a maker of small family cars and part of



*Above: One of the three prototypes pictured on trial, towing a trailer.*



*Above: On the prototypes, fabric side panels could be added, presumably to keep out the worst of the draughts. Left: The first three prototypes had flat body panels and were built by Reutter.*

the Borgward empire), and Porsche. The Porsche submission, actually designed for the most part by Dr Ferry Porsche, son of the company's founder, was called the Type 597. There was no great magic in that number; it was simply the 597th engineering project since Porsche had founded his engineering consultancy in 1931.

#### LESSONS FROM THE PAST

Experience with earlier models like the Type 166 would certainly have helped Porsche come up with its design. Production components with ready availability would have been another important factor. So the Type 597 was drawn up with a pressed-steel monocoque hull and a rear-mounted air-cooled flat-four engine – initially a modified version of the 1.5-litre used in the early Porsche 356. The four-seater body had high sills and no doors to make it better suited to wading, and the 50-litre fuel tank was mounted in the scuttle, just ahead of the driver. Short overhangs gave an approach angle of 45 degrees and a departure angle of 35 degrees. Unable to forget the success of the wartime Schwimmwagen, Porsche fitted the first prototypes with a propeller for water propulsion as well.

The rear-mounted engine drove a five-

speed transaxle mounted just ahead of it. There was no transfer box to give crawler gears for rough terrain, but a very low first gear was expected to do the job. There were reduction gears on the outer ends of the rear half-shafts, and a ZF limited-slip differential. A propshaft took the drive forwards to the front wheels, and just behind that a dog-clutch enabled front-axle drive to be disconnected or connected on the move. The rear suspension was a swing-axle arrangement and the independent front suspension had twin transverse torsion bars, similar to the arrangement used on VWs and Porsches.

#### KEEPING THE OPTIONS OPEN

When Secretary of State Theodor Blank had asked for tenders for the future light 4x4 on 19 January 1953, he had made clear that there was at that stage no public money



**Above: The military variants came with NATO hitches front and rear.**



**The Karmann redesign went further than is immediately obvious. Note in particular how the tail has been changed and the canvas hood repositioned relative to it.**

available to fund them. This may well have prompted Porsche's decision to develop the Type 597 for civilian purposes as well. Some of the early engineering drawings for the car describe it as a 'Mehrzweck-Fahrzeug' (multi-purpose vehicle) but others describe it as a 'Jagdwagen' (hunting car). In fact, as early as June 1955, Porsche had a sales brochure printed – in English, so export sales were clearly in mind – which called the new model the Porsche Hunter and described it in these terms: "The Hunter was originally designed to meet the drastic requirements of military use, and for that reason is invaluable to ranchers, farmers, foresters and others whose work takes them over the countryside where normal passenger cars find it difficult or impossible to go."

Meanwhile, a prototype had been shown at a January 1955 demonstration at the Hangelar airfield near Bonn, where Goliath and Auto Union also displayed their contenders. To get an idea of how the early 597 performed, take a look at an early demonstration film that is available on YouTube (search for 'Porsche 597 Jagdwagen 1954'). The vehicle on trial is one of the first three prototypes, with flat body panels; these were built by Reutter in Stuttgart. Later models were built by Karmann in Osnabrück, who redesigned the body panels with corrugations for extra strength.

Porsche's development work seems to have been exacting, and that June 1955 sales brochure claims that a prototype had covered 1000km on test in the Sahara without problems and without any need for a maintenance stop. By autumn 1955, the design had moved on a little. The original 1.5-litre engine had been swapped for the latest 1.6-litre type from the Porsche



*Footwell space was compromised by those big wheelarches, making the pedals close together. Instrumentation was minimal. There is a main gear selector lever and an auxiliary lever on the tunnel to engage front-wheel drive.*

356, the new corrugated body was ready, and a 24-volt electrical system had been fitted to suit the future NATO standard. A prototype seems to have been shown to representatives of the British Army of the Rhine. The vital comparative trials began in mid-January 1956 at Andernach, but these revealed a number of problems.

**FAR FROM PERFECT**

The test report found that there was too little stowage space in the vehicle, a problem compounded by the rear-mounted engine. The front-mounted fuel tank was a liability and the engine gave some trouble at low and medium speeds. On test, the body structure cracked and

there were axle failures. Starter problems arose, a clutch cable sheared, windscreen wipers broke and there were oil leaks. The testers also criticised engine noise (the air-cooled flat-four was never quiet), found the windscreen too small, objected

**“The four-seater body had high sills and no doors to make it better suited to wading.”**

to rattles from the seats, found entry and exit difficult and the pedals too close together. At maximum speed, the steering characteristics were poor.


Higher up the food chain, there were also serious doubts. One was cost: the

**TECHNICAL SPECIFICATION**

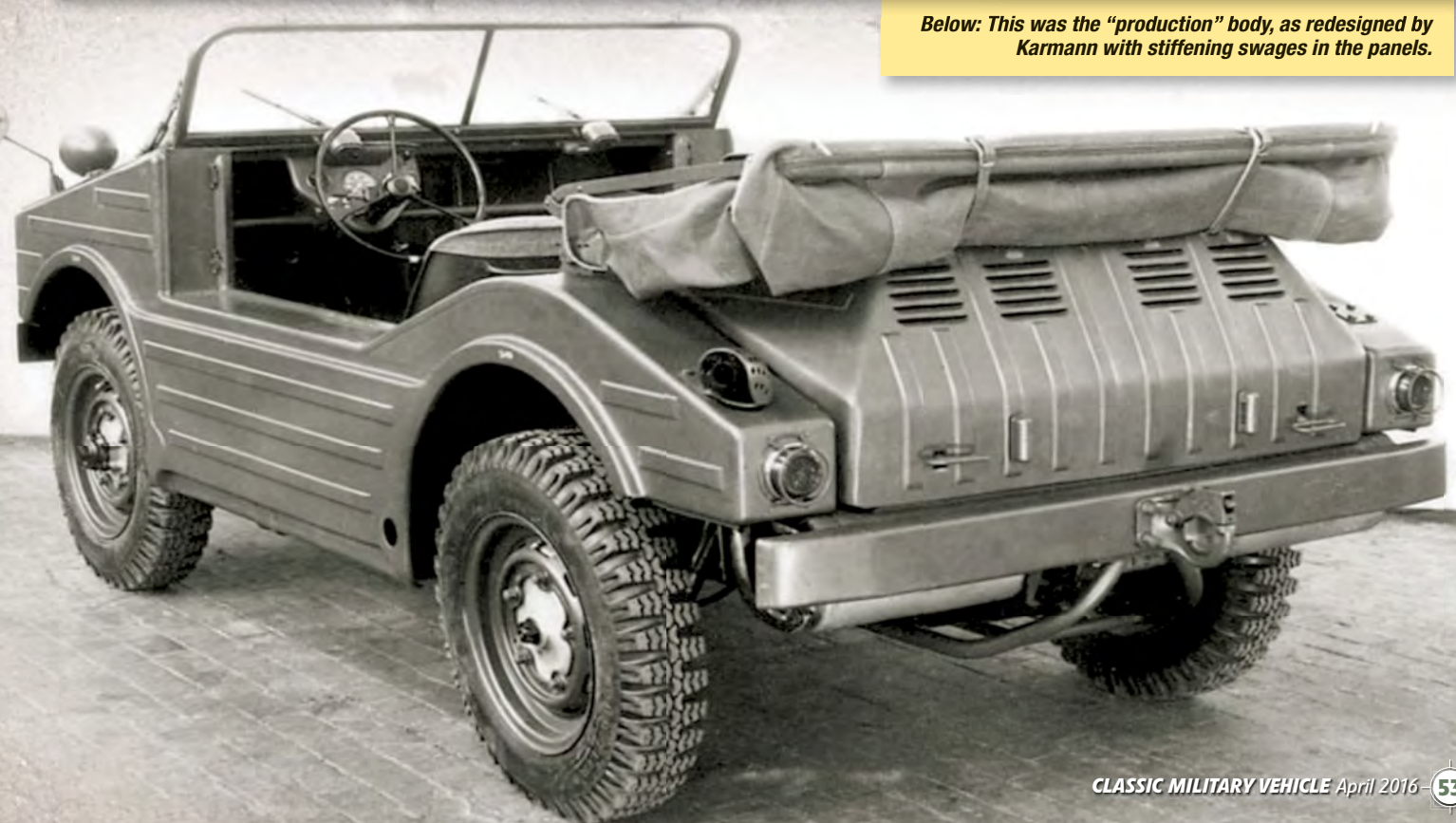
**ENGINE:** 1582cc air-cooled flat-four with 50bhp at 4000rpm and 75lb ft at 2400rpm. Compression ratio 6.5:1, Zenith twin-choke carburettor  
**GEARBOX:** Five-speed and reverse (transaxle)  
**DRIVE:** Selectable 4x4 with rear LSD  
**SUSPENSION:** IFS with torsion bars; swing-axle rear suspension  
**OVERALL LENGTH:** 3395mm with tow hitch; 3381mm without  
**WHEELBASE:** 2060mm  
**WIDTH:** 1600mm  
**HEIGHT:** 1430mm over screen, top down; 1560mm with top up  
 Ground clearance: 250mm  
**WEIGHT:** 990-1090kg (2183-2403lb)  
**MAXIMUM SPEED:** 100km/h (62mph)

Porsche was going to cost nearly three times as much as the Auto Union, which may not have had quite as much ability but was certainly good enough. Another was whether Porsche, still a small company, could build the new vehicle in the required volumes within the necessary time-frame, and provide adequate spares stocks as well. Finally (allegedly), there were good governmental reasons for awarding the contract to Auto Union: it suited the labour policy of the day.

In May 1956, the decision was announced. Auto Union got an order for 5000 vehicles, and Porsche and Goliath received orders for 50 vehicles each. They were little more than a

sop, although no doubt the Bundeswehr also wanted to keep its options open in case something went wrong with the Auto Union order. Porsche spent 1.8 million Deutschmarks on the Type 597 project, and this must have been a big disappointment. 

*Below: This was the “production” body, as redesigned by Karmann with stiffening swages in the panels.*



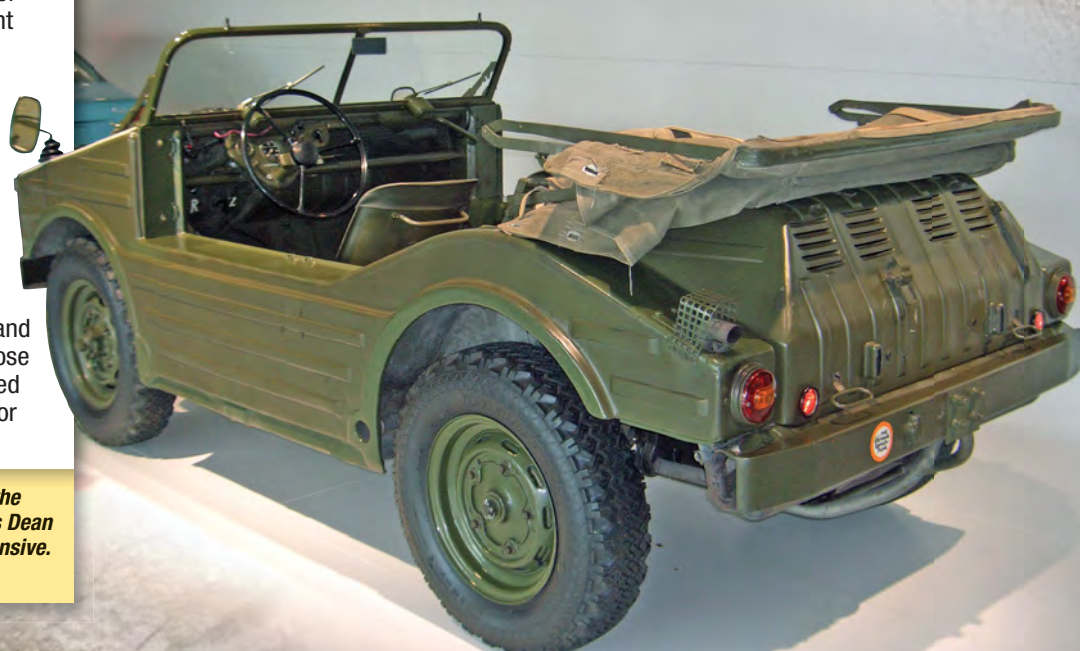
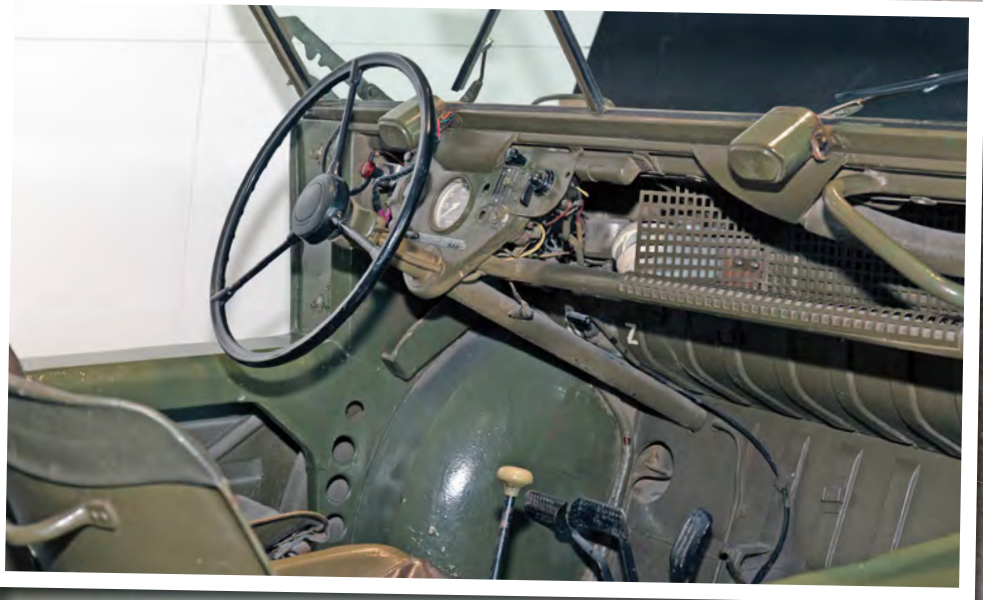


**Above: An example of the military version survives today in the Porsche Museum. (WikiMedia Commons/Detectandpreserve)**  
**Right: The driving compartment is functional to say the least. (WikiMedia Commons/Morio)**

Nevertheless, work seems to have been under way to offer the Type 597 to other military authorities, and there were certainly plans to make it available on the civilian market. So Porsche pressed on, although no doubt with reduced urgency. Over the next couple of years, just 49 examples found civilian buyers. Civilian models – marketed under the Jagdwagen name – lacked the front and rear pintle hitches of the military types. They also had a more steeply raked nose from 1957, and they even had proper doors as well.

Production seems to have ground to a halt in 1958, although there is evidence of plans at Porsche as late as August 1959 to develop the 597 concept with a longer wheelbase of 2400mm and five different body types. They remained plans.

As always, the exact number of Type 597s built is in dispute. Some say there were no more than 71, including those 49 civilian types. Others argue for closer to 100, which would make sense if the 50 ordered by the Bundeswehr were all delivered. We do know that the last example was cast in October 1972. Today, there are probably no more than two dozen left (and maybe as few as 15), and several of those are in museums. One survivor, advertised as fully restored, was recently offered for sale at a price of 22,000 Euros. [AutoWorm](#)



**Right: Tail lights are said to be shared with the Porsche 550 Spyder (the car in which James Dean died) and replacements are formidably expensive. (WikiMedia Commons/Detectandpreserve)**

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# THE VICTORY SHOW - 4-6 SEPTEMBER 2015

Scott Smith reports from Leicestershire's military extravaganza



*Above: Another rare vehicle on the British military vehicle show scene is this 1937 Plymouth Sedan. This would more than likely have been a civilian vehicle which was pressed into military service with very few actually being produced specifically for the armed forces.*

September 2015 saw the Victory Show celebrating its tenth anniversary – and organisers couldn't have asked for a better way to celebrate it. Held on a 100 acre site in Cosby, Leicestershire, the show provides re-enactments through various forces from several eras and theatres during the period of 1939-45.



*Above: Half-tracks fulfilled a number of roles throughout WW2, this example being a White M16 anti-aircraft variant – carrying four .50 calibre machine guns and owned by Stuart Wright. Note the hinged top sections of the hull sides allowing greater movement with the gun.*

Although the special anniversary event got off to a somewhat soggy start on the Friday, by Sunday, just in time for my visit, the sunshine that basked the site could have been mistaken for that of a Mediterranean conflict!

As is becoming more common at shows throughout the UK, on the Friday of this event local schoolchildren were invited to come and experience the sights and sounds

*Below: The simple but effective message that would have been a common sight on military airfields during WW2.*







of an earlier era before the event opened for a two day spectacular.

For us, of course, it is mainly about the

vehicles, and 2015 was another bumper year with the permitted number allowed on site right up to capacity.

It was good to see a number of rarities, including one of two known surviving Humber Woody's and also an International



**Top:** This Humber Woody dates from 1941 and is one of only two known to be in existence. Powered by a four-litre side cylinder engine this example made its way up to Cosby from Windsor.

**Left:** This Ward La France M1A1 Heavy Wrecker is owned by Graham Booth and 2015 was the first time that it had been out on the circuit following restoration. Introduced in 1943 in order to supersede the earlier M1 series, the 5-ton boom swing crane was installed in order to recover tanks and other heavy vehicles.

**Below:** Another variant of vehicle you don't see too many of is the Diamond T 972 Dumper Truck – this one dates from 1943.

**Below:** This 1940 GAZ AA had only been imported into the UK some three weeks before the event having been found in Slovenia. The AA was the Russian-built American Ford Model AA truck and eventually led onto the modified GAZ MM which was produced both during and after WW2.





TD9 Tractor with swing crane – which I hadn't come across before. Other rare British vehicles included two Austin K5s and a Commer Karrier K6.

Included among the vehicles present was a large quantity of genuine wartime armour, including five Sherman's, two M18s, a Stuart, a T34 and also British Universal



**Above:** You usually see M8s such as this one restored in American markings, however they were also used by British forces during WW2 and were nicknamed the Greyhound. In total Ford built 12,564 armoured cars such as this. They were armed with a 37mm gun and .30 calibre machine gun.

**Left:** This 1942 M4A1 Sherman Grizzly is owned by Jez Marren from Wolverhampton. A full feature of this armoured vehicle appeared in the January 2016 issue of CMV.

Carriers. Most of these also took part in the explosive battle during the afternoon which saw the allied forces advancing from one side of the very large arena only to be



**Above:** One of the five Shermans on site makes its way to the arena in order to take part in the main battle display.



**Above:** Half-track kicked up plenty of dust in the arena.



**Left:** Bryn Garrett owns this 1943 Commer Karrier K6, which was making just its third appearance after a long restoration, with it being one of the newcomers in 2015. You can read more about it in this issue on pages 16-22.





*Above: To get one Austin K5 is a luxury but to have two side-by-side is a complete turn up for the books. Ian Litchfield owns the 1944 example which is on the right, while the one on the left was built in March 1943 and is owned by Chris Baxter. There were some 12,280 K5s, known as screamers, built between 1941 and 1945 but very few have survived into preservation.*

pushed back by the axis before eventually overcoming the German forces with the help of the armour.

The special nature of the Victory Show means that it is so much more than just a vehicle and re-enactment event, with the added bonus of a live air show taking place pretty much throughout the whole day thanks to the onsite grass strip.

Although it is hard to pick out one particular machine, to see the Bristol Blenheim L6739 in action was a sight to behold. To witness a Hawker Hurricane R4118 buzzing around also added to the occasion.



*Above: Chris Till brought along his Sherman tank, which was also fresh out in 2015.*

*Below: Jez Marren's M4A1 Sherman, known as Hannibal, makes its way across the arena in order to support the attacking infantry.*





*Above: This B-17 Flying Fortress, known as Sally B, has been a regular in the sky at air shows in the UK for almost 40 years – with it being the last remaining airworthy aircraft of its type in the country. Sally B was actually constructed in June 1945, as such too late for war service, and remained in use in a variety of roles until the early 1970s – also appearing in the film Memphis Belle.*

*Left: Showing the Stars and Stripes is this 1½-ton Chevrolet, with the company mass producing them during the war years – including this 1943 example.*



*Above: Phil Wood is the owner of Little Charlie, a 1943 M4 High Speed Tractor which was extensively restored from a shell to full running order by 2011.*

*Below: The owners of this 1944 M18 Hellcat brought it up to the event from Norfolk. This vehicle was imported into the country from Bosnia around ten years ago before undergoing a full restoration – which included a repair of the barrel which had been cut in order to avoid future use.*





**Above:** This Stuart was one of a number of pieces of armour which took part in the battle on both days of the event.

**Right:** Russell Saywell from St Neots is no stranger to tracked vehicles. This International TD9 Tractor with swing crane is believed to date from 1944 and has been owned by him for around three years.

**Left:** Jez Marren's M4A1 Sherman, known as Hannibal, makes its way across the arena in order to support the attacking infantry.

**Below:** The engines of the American armour roar into life as they prepare to take the fight back to the Axis forces.



**Above:** This Hellcat shows its turn of speed as it heads into the arena. The M18 had a top speed of 55mph (88km/h), making it the fastest piece of armour used during WW2.

**Below:** Another star of the show in the air was the Hawker Hurricane R4118 which is one of the last remaining aircraft that actually flew in the Battle of Britain – during which time it flew 49 sorties being based out of Croydon. The plane actually ended up in India as a training aircraft in 1943 but remained crated until 1947 before being struck off. It was eventually rescued in 2001 by Pete Vacher before being restored.





*Above: The Victory Show isn't just about vehicles and re-enactments, there's also a full-on air show. One of the stars of the event in 2015 was the 1940 Bristol Blenheim L6739, which was back on the show scene for the first time in 12 years following a long rebuild after crashing in 2003.*

*Left: One of the few post-war vehicles on the show site was this T55 battle tank which was built in 1977 and is ex-Slovakian Army reserve. Although fuel consumption is just 1mpg it was being used for tank rides throughout the weekend.*



*Right: It is believed that this 1945 Daimler Dingo was used in a post-war victory parade on the Mall in 1947 before being demobbed in 1967. Little else is known of its history other than it ended up in a yard before being rescued around a decade ago. Below: The Allies move forward as they prepare to tackle any further advance.*



*Below: The German forces prepare for the counter attack after making early gains.*



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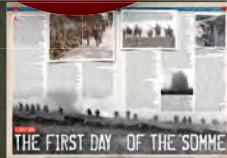
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Watch out for these exciting features in next month's issue, on sale 14 April 2016...

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Scott Smith charts the 18-month transformation of this 1944 gem from a wreck to show winner...

### EARLY CARRIERS

David Fletcher profiles the various early tracked machine gun carriers.

### BA-10 ARMoured CAR

The Red Army's versatile but now virtually extinct Eastern Front secret weapon.

### TOO LITTLE, TOO LATE

James Taylor tells the tale of the disastrous Goliath.



## 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.

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accept no liability for errors or omissions in this list.

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**MILITARY & VINTAGE REVIVAL**  
**Date:** Sat/Sun 26-27 March 2016  
**Location:** Old Buckenham Airfield, Norfolk  
**Contact:** [www.oldbuck.com](http://www.oldbuck.com)

**April**  
**AMBERLEY VINTAGE CAR SHOW**  
**Date:** Sun 3 April 2016  
**Location:** Amberley Museum, Amberley, West Sussex  
**Contact:** 01798 831370, [office@amberleymuseum.co.uk](mailto:office@amberleymuseum.co.uk), [www.amberleymuseum.co.uk](http://www.amberleymuseum.co.uk)

**WINGS & WHEELS**  
**Date:** Sun 17 April 2016  
**Location:** Old Buckingham Airfield, Bucks  
**Contact:** [www.oldbuck.com](http://www.oldbuck.com)

**WARTIME IN THE COTSWOLDS**  
**Date:** Sat/Sun 23-24 April 2016  
**Location:** Gloucestershire Warwickshire Steam Railway  
**Contact:** Sue Harbron [wartime@gwsr.com](mailto:wartime@gwsr.com), [www.gwsr.com](http://www.gwsr.com)

**TIGER DAY**  
**Date:** Sat 30 April 2016  
**Location:** The Tank Museum, Bovington, Dorset BH20 6JG  
**Contact:** [www.tankmuseum.org](http://www.tankmuseum.org)

## FOUR ASHES IN THE FORTIES WEEKEND

**Date:** Sat/Sun 30 April-1 May 2016  
**Location:** Willenhall RUFC, Bognop Road, Essington, Staffs W11 2BA  
**Contact:** Sarah, 07813823533, [sarah.brady@ngbailey.co.uk](mailto:sarah.brady@ngbailey.co.uk)

**May**  
**TANK EXPERIENCE DAY**  
**Date:** Fri/Sat 13-14 May 2016  
**Location:** The Tank Museum, Bovington, Dorset BH20 6JG  
**Contact:** [www.tankmuseum.org](http://www.tankmuseum.org)

**TEMPLE AT WAR**  
**Date:** Sat/Sun 14-15 May 2016  
**Location:** Cressing Temple Barns, Braintree, Essex  
**Contact:** Nicola [info@templeatwar.co.uk](mailto:info@templeatwar.co.uk), [www.templeatwar.co.uk](http://www.templeatwar.co.uk)

**1940s WEEKEND – SUFFOLK**  
**Date:** Sat/Sun 14-15 May 2016  
**Location:** Bridge Farm Barns, Monks Eleigh, Suffolk IP7 7AY  
**Contact:** Norman Newbould [n.newbould1234@outlook.com](mailto:n.newbould1234@outlook.com)

**MERRIST WOOD SHOW**  
**Date:** Sun 15 May 2016  
**Location:** Merrist Wood College, Guildford, Surrey GU3 3PE  
**Contact:** Annette Smith [asmith@guildfor.ac.uk](mailto:asmith@guildfor.ac.uk)

**CHIPPING STEAM FAIR**  
**Date:** Sat/Mon 28-30 May 2016  
**Location:** Green Lane Showground, Chipping, Preston, Lancs PR3 2TQ  
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**DEBACH AIRFIELD MUSEUM ROAD RUN**  
**Date:** Sun 29 May 2016  
**Location:** Grove Farm, Clopton, Woodbridge, Suffolk, IP13 6QS  
**Contact:** Richard 07850 078432, [www.493bgdebach.co.uk](http://www.493bgdebach.co.uk)

**PENDLE POWERFEST**  
**Date:** Sun 29 May 2016  
**Location:** Nelson & Colne College, Nelson, Lancs BB9 7YT  
**Contact:** Chris Walker [pendlepowerfest@gmail.com](mailto:pendlepowerfest@gmail.com)

**June**  
**DIG FOR VICTORY SHOW**  
**Date:** Sat/Sun 11-12 June 2016  
**Location:** North Somerset Showground, Bathing Pond Fields, Wraxhall BS48 1NE  
**Contact:** James Shopland, 07968 274480, <http://digforvictoryshow.com>

**THE GREAT NORTH FLY IN 2016**  
**Date:** Sat/Sun 18-19 June 2016  
**Location:** Eshott Airfield, Felton, Morpeth, Northumberland NE65 9JQ  
**Contact:** [www.greatnorthflyin.co.uk](http://www.greatnorthflyin.co.uk)

#### WOODVALE RALLY

**Date:** Sat/Sun 18-19 June 2016  
**Location:** Woodvale Park, Southport, Merseyside  
**Contact:** mg1966uk@hotmail.com,  
www.woodvalerally.com

#### WARTIME IN THE VALE

**Date:** Sat/Sun 18-19 June 2016  
**Location:** Ashdown Farm, Badsey, nr Evesham,  
Worcestershire WR11 7EL  
**Contact:** 0789 90 25 091,  
amy@ashdowncamp.com, www.ashdowncamp.com

#### KEIGHLEY ARMED FORCES DAY

**Date:** Sun 19 June 2016  
**Location:** Victoria Park, Keighley  
**Contact:** Andrew Spence chair.kafa@gmail.com

#### ARMED FORCES DAY – CONSETT

**Date:** Sat 25 June 2016  
**Location:** Laburnham Avenue, Consett DH8 5T  
**Contact:** George MKKay consett.chairman@bl.community

#### BLACKPOOL ARMED FORCES WEEK

**Date:** Mon/Sun 20-26 June 2016  
**Location:** various Blackpool  
**Contact:** Ian Carr ian.carr@blackpool.gov.uk

#### TANKFEST

**Date:** Sat/Sun 25-26 June 2016  
**Location:** The Tank Museum, Bovington, Dorset BH20 6JG  
**Contact:** www.tankmuseum.org

#### July

#### BUCKFASTLEIGH STEAM RAILWAY MILITARY WEEKEND 40s FESTIVAL

**Date:** Sat/Sun 2-3 July 2016  
**Location:** Buckfastleigh Steam Railway, Buckfastleigh,  
Devon TQ11 0DZ  
**Contact:** www.devonmvt.co.uk

#### FLYWHEEL FESTIVAL

**Date:** Sat/Sun 2-3 July 2016  
**Location:** Bicester Heritage, Buckingham Road, Bicester,  
Oxon OX27 8AL  
**Contact:** www.flywheelfestival.com

#### 1940s EXPERIENCE

**Date:** Sat/Sun 2-3 July 2016  
**Location:** Isle of Wight Steam Railway, Havenstreet  
**Contact:** Allan Norman liz.tagart@iwsteamrailway.co.uk,  
www.iwsteamrailway.co.uk

#### HOLLOWELL STEAM & HEAVY HORSE SHOW

**Date:** Sat/Sun 2-3 July 2016  
**Location:** Hollowell, Northants NN6 8RN  
**Contact:** www.hollowellsteam.com

#### CAPEL MILITARY VEHICLE SHOW

**Date:** Sat/Sun 2-3 July 2016  
**Location:** Aldhurst Farm, Temple Lane, Capel, Surrey  
RH5 5HJ  
**Contact:** Phil 01293 871 727,  
http://capel-military-vehicle-show.com

#### YORKSHIRE WARTIME EXPERIENCE

**Date:** Fri/Sun 8-10 July 2016  
**Location:** Cockleshaw Beck Farm, Hunsworth Lane,  
Hunsworth, Bradford BD4 6RN  
**Contact:** Stuart Wright, stuart.wright@hotmail.co.uk,  
website www.ywe-event.info

#### THORPE CAMP 'WE'LL MEET AGAIN' EVENT

**Date:** Sat/Sun 9-10 July 2016  
**Location:** Thorpe Camp Visitor Centre, Tattershall Thorpe,  
Lincs LN4 4PL  
**Contact:** 01673 849393, www.1940weekend.co.uk

#### OWESTRY CLASSIC & VINTAGE TRANSPORT RALLY

**Date:** Sat 16 July 2016  
**Location:** Whitehall, Aston, Owestry, Shropshire  
SY11 4JH  
**Contact:** 01691 610952,  
www.britishironworkcentre.co.uk

#### ACKWORTH STEAM RALLY

**Date:** Sat/Sun 16-17 July 2016  
**Location:** Ackworth Water Tower, A628 Ackworth Road,  
West Yorks WF7 7ET  
**Contact:** 07816 018291, 01977 617327

#### WOODHALL SPA 40s FESTIVAL

**Date:** Sat/Sun 16-17 July 2016  
**Location:** Jubilee Park, Stixwoud Road, Woodhall Spa, Lincs  
LN10 6QH  
**Contact:** www.woodhall-spa-40s-festival.com

#### OLD FORD RALLY

**Date:** Sun 17 July  
**Location:** Heritage Motor Centre, Gaydon, Warks  
**Contact:** www.heritage-motor-centre.co.uk, Tony King  
jeepers1945@hotmail.com

#### WAR AND PEACE REVIVAL

**Date:** Tue/Sat 19-23 July 2016  
**Location:** Folkestone Racecourse  
**Contact:** www.thewarandpeacerevival.co.uk

#### WELLAND STEAM FAIR

**Date:** Fri/Sun 29-31 July 2016  
**Location:** Woodside Farm, nr Malvern, Worcs WR13 6LN  
**Contact:** www.wellandsteamrally.co.uk

#### August

#### BASTON IN THE BLITZ

**Date:** Sat/Sun 6-7 Aug 2016  
**Location:** Brudenell Playing Fields, Baston, Lincs PE6 9PB  
**Contact:** www.bastonblitz.org

#### MILITARY & FLYING MACHINES SHOW

**Date:** Sat/Sun 6-7 Aug 2016  
**Location:** Damyns Hall Aerodrome, Avely Road, Upminster,  
Essex RM14 2TN  
**Contact:** www.militaryandflyingmachines.org.uk

#### YANKS ARE BACK IN SADDLEWORTH

**Date:** Sat/Sun 6-7 Aug 2016  
**Location:** Saddleworth School, Uppermill O13 6BU  
**Contact:** Paul Smith 07480 117685,  
www.wv2events.co.uk

#### COBBATON VJ WEEKEND

**Date:** Sat/Sun 13-14 Aug 2016  
**Location:** Cobbaton Collection, Umberleigh, Devon EX37 9RZ  
**Contact:** 01769540740

#### COMBINED OPS – IMPS MILITARY & AIR SHOW

**Date:** Sat/Sun 13-14 Aug 2016  
**Location:** Headcorn Aerodrome, nr Maidstone, Kent  
**Contact:** www.combinedops.co.uk

#### DRIFFIELD STEAM RALLY

**Date:** Sat/Sun 13-14 Aug 2016  
**Location:** The Showground, Driffield, East Yorks YO25 9DN  
**Contact:** www.driffieldvintagerally.co.uk

#### NORFOLK TANK MUSEUM MV WEEKEND

**Date:** Sat 20 Aug 2016  
**Location:** Norfolk Tank Museum, Station Road, Fornsett St Peter,  
Norwich, Norfolk NR16 1HZ  
**Contact:** http://norfolktankmuseum.co.uk

#### MOUNT EDGCUMBE AT WAR

**Date:** Fri/Mon 26-29 Aug 2016  
**Location:** Mount Edgcumbe Country Park, Cremyll, Cornwall  
**Contact:** Gwen Jenkins 07807 497819

#### TANKS IN TOWN

**Date:** Fri/Sun 26-28 Aug 2016  
**Location:** Mons, Belgium  
**Contact:** www.tanksintown.be

#### WINGS & WHEELS

**Date:** Sat/Sun 27-28 Aug 2016  
**Location:** Dunsfold Park, Surrey GU6 8HY  
**Contact:** 01483 542226, www.wingsandwheels.net

#### MILITARY ODYSSEY

**Date:** Sat/Mon 27-29 Aug 2016  
**Location:** Kent Show Ground, Detling, Maidstone, Kent  
**Contact:** 07595 511981, www.military-odyssey.com

#### TANKS, TRUCKS & FIREPOWER SHOW

**Date:** Sat/Mon 27-29 Aug 2016  
**Location:** A426, 5 miles from Rugby CV22 6NR  
**Contact:** www.tankstrucksandfirepower.co.uk

#### September

#### THE VICTORY SHOW

**Date:** Fri/Sun 2-4 Sept 2016  
**Location:** Foxlands Farm, Cosby, Leics LE9 1SG  
**Contact:** www.thevictoryshow.co.uk

#### TANK EXPERIENCE DAY

**Date:** Fri 30 Sept 2016  
**Location:** The Tank Museum, Bovington, Dorset BH20 6JG  
**Contact:** www.tankmuseum.org

#### November

#### BROOKLANDS MILITARY VEHICLE DAY

**Date:** Sun 20 Nov 2016  
**Location:** Brooklands Museum, Brooklands Road, Weybridge  
KT13 0QN  
**Contact:** 01932 857381, www.brooklandsmuseum.com

#### 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 2016

#### March

#### MALVERN MILITARIA FAIR

**Date:** Sun 20 Mar 2016  
**Location:** Three Counties Showground, Wye Hall, Malvern  
**Contact:** 01743 762266,  
www.militaryconvention.com

#### GHQ MILITARIA FAIRS

**Date:** Sun 27 March 2016  
**Location:** The Maltings, Farnham, Surrey GU9 7QR  
**Contact:** 07919 455799,  
www.ghq.uk.com

#### April

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

**Date:** Sun 10 April 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

#### CHELMSFORD MILITARIA FAIRS

**Date:** Sun 17 April 2016  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford,  
Essex  
**Contact:** James Aslett 07595 511981,  
www.chelmsfordmilitaria.com



#### **NORTHERN MILITARY EXPO**

**Date:** Sun 24 April 2016  
**Location:** Newark County Showground NG24 2NY  
**Contact:** Mark Askew 01302 739000,  
www.northernmilitaryexpo.co.uk

#### **ALDERSHOT MILITARIA & MEDAL FAIR**

**Date:** Sun 24 April 2016  
**Location:** Princes Hall, Princes Way, Aldershot, Hants GU11 1NX  
**Contact:** Mark Carter 01753 534777

#### **May**

##### **COBBATON CLEAROUT**

**Date:** Sun 1 May 2016  
**Location:** Combat Collection, Umberleigh, Devon EX37 9RZ  
**Contact:** info@cobbatoncombat.co.uk

##### **MARK CARTER MILITARIA & MEDAL FAIRS**

**Date:** Sun 1 May 2016  
**Location:** Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA  
**Contact:** Mark Carter 01753 534777

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

**Date:** Sun 8 May 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

##### **GHQ MILITARIA FAIRS**

**Date:** Sun 15 May 2016  
**Location:** The Maltings, Farnham, Surrey GU9 7QR  
**Contact:** 07919 455799, www.ghq.uk.com

##### **NORFOLK MILITARIA FAIRS – THETFORD**

**Date:** Sun 22 May 2016  
**Location:** Thetford Leisure Centre and Waterworld, Croxton Road, Thetford IP24 1JD  
**Contact:** 07596 436260,  
www.norfolkfairs.com

#### **June**

##### **STRATFORD UPON AVON MILITARIA & MEDAL FAIR**

**Date:** Sun 12 June 2016  
**Location:** Stratford Leisure and Visitor Centre, Bridgefoot, Stratford Upon Avon, Warks CV37 6YY  
**Contact:** Mark Carter 01753 534777

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

**Date:** Sun 12 June 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

#### **July**

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

**Date:** Sun 10 July 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

##### **GHQ MILITARIA FAIRS**

**Date:** Sun 17 July 2016  
**Location:** The Maltings, Farnham, Surrey GU9 7QR  
**Contact:** 07919 455799, www.ghq.uk.com

#### **August**

##### **MARK CARTER MILITARIA & MEDAL FAIRS**

**Date:** Sun 7 Aug 2016  
**Location:** Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA  
**Contact:** Mark Carter 01753 534777

##### **GHQ MILITARIA FAIRS**

**Date:** Sun 14 Aug 2016  
**Location:** The Maltings, Farnham, Surrey GU9 7QR  
**Contact:** 07919 455799, www.ghq.uk.com

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

**Date:** Sun 14 Aug 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

#### **September**

##### **MARK CARTER MILITARIA & MEDAL FAIRS**

**Date:** Sun 4 Sept 2016  
**Location:** Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA  
**Contact:** Mark Carter 01753 534777

##### **GHQ MILITARIA FAIRS**

**Date:** Sun 11 Sept 2016  
**Location:** The Maltings, Farnham, Surrey GU9 7QR  
**Contact:** 07919 455799,  
www.ghq.uk.com

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

**Date:** Sun 11 Sept 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

##### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 25 Sept 2016  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford, Essex  
**Contact:** James Aslett 07595 511981,  
www.chelmsfordmilitaria.com

##### **NORFOLK MILITARIA FAIRS – THETFORD**

**Date:** Sun 25 Sept 2016  
**Location:** Thetford Leisure Centre and Waterworld, Croxton Road, Thetford IP24 1JD  
**Contact:** 07596 436260,  
www.norfolkfairs.com

#### **October**

##### **GHQ MILITARIA FAIRS**

**Date:** Sun 2 Oct 2016  
**Location:** The Maltings, Farnham, Surrey GU9 7QR  
**Contact:** 07919 455799, www.ghq.uk.com

##### **HACK GREEN HANGAR SALE**

**Date:** Sun 9 Oct 2016  
**Location:** Hack Green Secret Nuclear Bunker, near Nantwich, Cheshire  
**Contact:** Lucy Siebert lucy@hackgreen.co.uk

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

**Date:** Sun 9 Oct 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

##### **STRATFORD UPON AVON MILITARIA & MEDAL FAIR**

**Date:** Sun 30 Oct 2016  
**Location:** Stratford Leisure and Visitor Centre, Bridgefoot, Stratford Upon Avon, Warks CV37 6YY  
**Contact:** Mark Carter 01753 534777

#### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 30 Oct 2016  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford, Essex  
**Contact:** James Aslett 07595 511981,  
www.chelmsfordmilitaria.com

#### **November**

##### **NORTHERN MILITARY EXPO**

**Date:** Sun 6 Nov 2016  
**Location:** Newark County Showground NG24 2NY  
**Contact:** Mark Askew 01302 739000,  
www.northernmilitaryexpo.co.uk

##### **ALDERSHOT MILITARIA & MEDAL FAIR**

**Date:** Sun 6 Nov 2016  
**Location:** Princes Hall, Princes Way, Aldershot, Hants GU11 1NX  
**Contact:** Mark Carter 01753 534777

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

**Date:** Sun 13 Nov 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

##### **MALVERN MILITARIA FAIR**

**Date:** Sun 20 Nov 2016  
**Location:** Three Counties Showground, Wye Hall, Malvern  
**Contact:** 01743 762266,  
www.militaryconvention.com

##### **MARK CARTER MILITARIA & MEDAL FAIRS**

**Date:** Sun 27 Nov 2016  
**Location:** Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA  
**Contact:** Mark Carter 01753 534777

#### **December**

##### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 4 Dec 2016  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford, Essex  
**Contact:** James Aslett 07595 511981,  
www.chelmsfordmilitaria.com

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

**Date:** Sun 11 Dec 2016  
**Location:** Historic Dockyard, Chatham, Kent  
**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

##### **GHQ MILITARIA FAIRS**

**Date:** Sun 18 Dec 2016  
**Location:** The Maltings, Farnham, Surrey GU9 7QR  
**Contact:** 07919 455799, www.ghq.uk.com



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VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			TREND
					LOW	HIGH	AVERAGE	
<b>SOFT-SKIN VEHICLES</b>								
M General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£15,000	£45,000	£26,000	▲
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£2200	£5500	£3600	▼
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£2000	£4000	£3375	▲
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£4750	£4625	–
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£7750	£9000	£8750	▼
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£11,250	£12,415	£11,775	▲
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£9500	£19,500	£14,960	▼
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£9500	£15,665	£14,800	▲
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£8700	£10,250	£9335	▼
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£6800	£10,500	£8450	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£6500	£14,750	£9937	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£6500	£13,500	£10,875	▲
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£5500	£28,500	£13,684	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	–	£7250	£10,950	£9100	▲
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£9500	£19,500	£14,960	▲
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£9500	£15,665	£14,800	▲
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£9000	£12,995	£10,995	▼
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£2500	£4995	£4163	▼
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£2500	£4975	£2491	▼
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£7950	£8900	£8662	▲
<b>WHEELED ARMoured VEHICLES</b>								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£9725	£13,500	£11,615	▲
<b>TRACKED ARMoured VEHICLES</b>								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£15,000	£25,000	£12,599	▼
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£7995	£12,500	£9998	▼
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£16,500	£16,500	£16,500	▼
<b>MOTORCYCLES</b>								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£12,500	£13,995	£13,240	▼
<b>TRAILERS</b>								
¼-ton (for WW2 Jeep)	–	–	–	–	£700	£995	£855	▼
¾-ton British (for Land Rover)	–	–	–	–	£375	£500	£414	▼

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

\*\* Includes civilian production.

### Note

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

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

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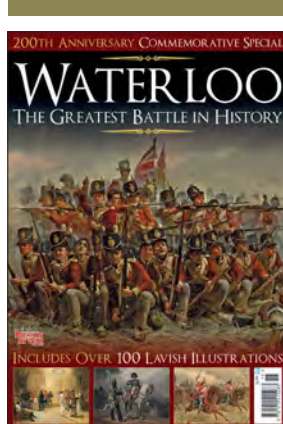


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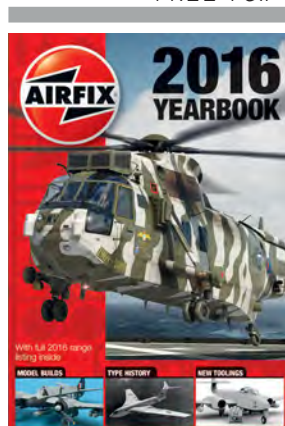


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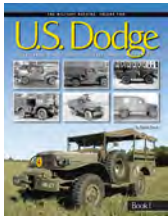
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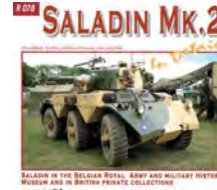
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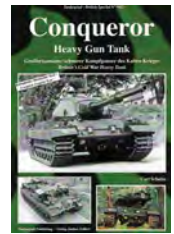
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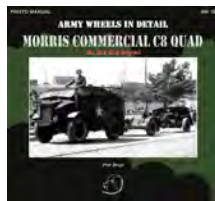
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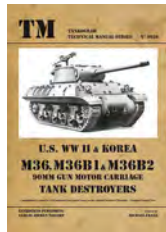
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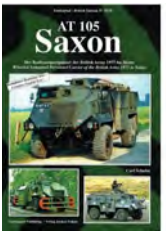
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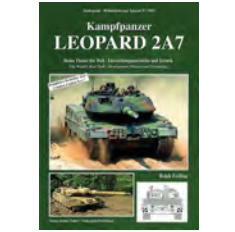
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