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OPENING SHOT

HARLEY-DAVIDSON WLA

In excess of 90,000 WLAs were manufactured with US forces alone ordering at least 60,000. Essentially a militarised version of Harley's civilian WL, it entered production in 1940 with a down-rated version of the company's 737cc V-twin engine which, among other modifications, aimed at making the 'bike more suitable for low-speed convoy work etc, had aluminium cylinder heads and larger cooling fins.

Although production started with the 40-WLA and progressed to the 41-WLA, it is the 42-WLA model that we think of as the iconic WW2 Harley. It is most easily differentiated from its predecessors by the low position of the headlight as illustrated by this very clean example owned by Roger Newark.

Here 'MP' Roger chats to 'pilot' Rishi Askoolum in front of the P51-D Mustang *Jumpin Jacques* which, during its long career, was for a time assigned to the first African-American Fighter Group, the 332nd, better known as 'The Tuskegee Airmen' or 'Redtails'. Today it resides with the Hangar 11 Collection at North Weald.

Photograph by John Blackman





NEWS & REVIEW

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

Despatches



By the time you get to read this, hopefully I'll already have the car packed for my trip to War and Peace Revival. Of course a big question mark still hangs over what should go in the suitcase. Last year at the marathon military equivalent to Glastonbury it was a case of switching from flip-flops, shorts and sunhat to willies and thermal underwear in the space of a few days. I expect, in true belt and braces style, I'll end up trying to cover all the bases and take two suitcases, and a variety of footwear.

Obviously last year was a bit of an initiation of fire for me. Being my first proper, full-scale military event, I couldn't believe the scenes that greeted me when I arrived on site – and my legs are already starting to twinge in anticipation of the amount of walking I'll end up doing again this year. In fact, I am pondering the idea of fitting a pedometer to measure just how far I trudge around the showground.

I ended up loving every moment last year, which is why I was devastated to hear that after 33 years of War and Peace in its various guises, organiser for the last 27 of those, Rex Cadman, has decided to retire, making this his last ever show. Hopefully someone else will step into the breach for 2016, but let's just say this year's event will be a biggie – in more ways than one. All that's left is to thank Rex, Barbara and the rest of the W&PR team for all their hard work over the years and wish them all the very best for the future.

Meanwhile, if your legs allow, please come and touch base with us at the *CMV* stand. We'd be delighted to see you...

Ian Cushway



FURY TANK AT HEADCORN



You've seen the film, now you can see the real *Fury* tank in action at the Combined Ops show at Headcorn aerodrome on Sat/Sun 15-16 August.

The WW2 Sherman tank or 'Lucy Sue' as her owner Gavin Copeman refers to her, will be in action on both days of the event, taking part in exciting arena battle re-enactments. The historic Sherman still looks exactly as it did when it appeared on the big screen along with her crew in the 2014 epic war movie *Fury*, despite having taken part in the 70th anniversary of 30 Corps' involvement in Operation Market Garden, driving the full length of Highway 69. Visit www.combinedops.co.uk to find out more and book your tickets.

RARE WATER TANKER SPOTTED

An ultra rare Great War Model T Ford water carrier was spotted at a tractor show at Newby Hall in June. It belongs to Pontefract man Alan Rogerson who acquired it two years ago and has restored it to its former glory.

Apparently it was found between the Belgian and French borders where parts of it appeared to have been used as a fireman's trailer.

The Model T Ford water carrier was manufactured in late 1916 and was used to carry supplies of water to the troops at the front. Previously supply horses and mules had been used to transport the water but as they soon became exhausted or stuck in mud, a mechanised solution was found.





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WAR AND PEACE GOES TO DUNKIRK

The War and Peace Display Team recently set sail for France to take part in the Dunkirk Evacuation 75th anniversary commemorations, providing an assortment of military vehicles for the five-day event.

Having previously organised military vehicles for both the 70th anniversary of the Dunkirk Evacuation and the 60th anniversary of the Liberation of Dunkirk commemorations, boss Rex Cadman was delighted to be asked again this year. The War and Peace Display team prides itself on presenting accurate and professional displays, so in conjunction with the Invicta Military Vehicle Preservation Society (IMPS), 27 correct period-1940 British vehicles made the trip across the channel, which included seven motorbikes and the Norton Big 4 motorbike and sidecar from the War and Peace Collection. The group was also joined by the president of the Military Vehicle Trust in his Morris 8 radio car and vehicles from the Norfolk Military Vehicle Group.

The team's packed programme of events included a chance lunchtime meeting with 95 year old Dunkirk veteran, Garth Wright (pictured), a convoy drive to the British War Graves Commission Cemetery, a trip



to De Panne in Belgium as well as the opportunity to transport three of the veterans with a film crew to the beach at Dunkirk to film for a documentary.

At an official reception in the Hotel de Ville in the company of HRH Prince Michael of Kent, Rex was delighted to be presented with a plaque in recognition of his relationship with the town and as thanks for again co-ordinating a superb group of vehicles.

WE WANT YOUR VEHICLE!

If your classic military machine is making its debut at War and Peace Revival this year, or you're dying for it to be featured, we want to hear from you. Send an email in advance to ian.cushway@keypublishing.com or come and leave your details on our stand at the show itself.



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WRITE TO REPLY!

JEEP THRILLS



I thought your readers might be interested in this photo of my late father Lance Sergeant Peter Harris (leaning on front bumper) with chums from Support Company 3rd Battalion Coldstream Guards at Both Kamp, near Kiel, Germany. The picture was taken in May 1945. They'd embarked at Ostend on 14 December 1944 as part of the big allied push through Europe and as you can see from his breeches dad was a despatch rider, at that time on a 16H Norton (tank number 459730) for the bike buffs!).

During a recent visit to my chum at Classic Covers in Norfolk (www.classiccovers.co.uk) the subject of Jeep canvas came up and I mentioned this photo. It would appear that the side screens are very much a 'home-made' job, as I have not

seen anything like this in your excellent magazine, nor at any events. We concluded that as most Jeeps were delivered with only the rooftop canvas and there being no other protection from the elements, regimental workshops may have 'knocked up' these screens! Are we correct in our assumptions?

As an aside, I'd like to find out more of the movements of the 3rd/4th Battalion Coldstream Guards during the period between December 1944 and May 1945. My dad's '44 and '45 diaries mention the towns they went through in Belgium, Holland and Germany, but there are no operational details, and I'd like to find out if any of his wartime comrades are still with us. Where should I start?

Chris Harris, MVT member, Southampton

DVD REVIEW...

SOUTH AFRICA'S ARMOUR HERITAGE

A joint production between the Sandstone Heritage Trust and the South African Armour Museum, this DVD provides a fascinating and brilliantly narrated insight into the many interesting and unusual vehicles used by the South African National Defence Force (SANDF).

There's a mix of archive film and action footage taken of the two organisations' vehicles – both on the Sandstone Estate and at the Armour museum itself – with content including both wheeled and tracked vehicles ranging from a Sherman and various other WW2 era machinery to familiar post-war metal such as the Ferret, Saracen and Eland armoured car. The quality of the camerawork is truly excellent – and the fact that the sky's always blue adds to the enjoyment.

More unusual and innovative products of the South African defence industry include such vehicles as the G6 Rhino, Ratel, Rooikat and the Centurion-based Olifant tank, providing vehicle enthusiasts and modellers alike with plenty of interest and reference material.

There's also a useful insight into the preservation side of things with a look around the Border war vehicle graveyard, as well as a huge amount of informative technical information to take in.

Commentary switches between employees of both organisations, preservationists and ex-SA Army personnel, some of whom actually drove the vehicles that appear in the film while in service. Such insights are priceless.

We loved it, and if you buy a military vehicle DVD this year, put this one towards the top of your shopping list. It is available in South Africa and the UK – from Babita Hira in South Africa for R240 – babitan@sandstone.co.za, 0027 (11) 805 4692 and Joanne West in the UK for £15 – joannewest@btinternet.com, 0044 (0)1189 819600.

US SURPLUS UP FOR GRABS

IronPlanet, a leading online marketplace for buying and selling used heavy equipment and trucks, is offering an opportunity to bid on surplus military machines from the United States Defence Logistics Agency (DLA).



The equipment, including trucks, trailers, construction equipment and more is located at a US military base in Germany and will be available to purchase through IronPlanet.com on Wednesday 29 July 2015. You can register as a VIP to review the equipment in advance of the auction and be fully prepared to bid on the best machines at the best prices.

Over the course of the next year IronPlanet Europe plans to make more equipment available from European US military bases, giving buyers a chance to buy military equipment that is rarely available to the public in such volume. To find out more about upcoming IronPlanet DLA auctions and to register as a VIP, visit IronPlanet.com.



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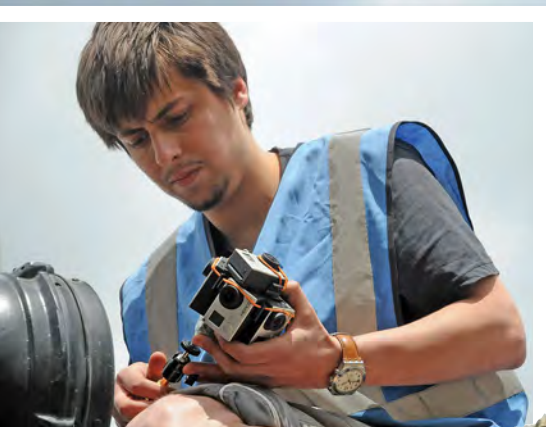
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VIRTUALLY TH

We eavesdropped on Wargaming's filming at The Tank Museum for its spanking new virtual reality project



Above and right: A 360 VR camera was positioned on a Chieftain for one of the short video clips.



The lure of online games is their realism and now, in association with Google and The Tank Museum, award-winning online game developer and publisher Wargaming, is about to take things a huge step further.

In a nutshell, Wargaming, creator of World of Tanks, is partnering with Google to bring 360° videos of some of the more unique tanks in the collection at Bovington using Google Cardboard – a simple to assemble virtual reality viewer.

The principle of virtual reality, of course, is to give a heightened sense of presence by allowing you to determine where you look by turning your head, as if you were there.

The videos will be a mix of experiential (such as riding in a tank, for instance) as well as documentary with tank experts

Richard Cutland and Nick Moran offering an accurate and informative commentary of what it would actually be like to drive the tanks in the heat of battle.

Said a Wargaming spokesperson: “The VR footage will offer a natural extension to the large quantity of historical video content we make about tanks, planes, ships, veterans and battles. Essentially, our global audience will be teleported directly into the tanks they love.”

Undoubtedly, as a games publisher, Wargaming see history accuracy, as well as honouring all those involved in conflict, core

to its ethos and its long term goal is to bring its growing WW2 gaming community to places they can't usually access.

CAUGHT ON VIDEO

Obviously a key part to creating the short 360° videos is gaining access to tanks, and this is where The Tank Museum comes in. When we arrived, military advisors Richard Cutland and Nick Moran were deep in conversation inside the M4A2E8 Sherman used during the filming of *Fury*. Nick's ex-US military and has spent years trawling the US National Archives at College Park, Maryland, reading first hand accounts of those who drove the Sherman. “The Sherman is well documented, there are a

ERE



Ex-servicemen Nick Moran (left) and Richard Cutland provide invaluable knowledge, personal experience and authenticity to Wargaming.



Google's cardboard virtual reality viewer allows a smart phone or android device to be slotted in the end.




Tank expert Nick Moran is keen to explode the myths surrounding the Sherman in his 360 VR video clips.

lot of myths out there which I was keen to dispel," he remarked.

Meanwhile, Richard served with the Royal Tank Regiment and actually did his basic training at Bovington. He served on the Chieftain, hence his involvement later during our visit when a 360 VR camera

had been mounted on top of a tank while cruising around the museum's display arena.

The video clips were scheduled to be ready for Tank Fest (27-28 June) where visitors would be offered the chance to grab a World of Tank Google Cardboard viewer, so chances are as you read this

you might have already caught a glimpse of what the future holds in the way of bringing history to life. The idea is that you simply download the clip to your phone and play it through the headset. If you'd like to find out more, visit www.worldoftanks.eu. 



The Wargaming crew were busy filming inside the Sherman used in Fury when we arrived.

GOOD MORNING

Having made its official debut at War and Peace 2002, Rolling Thunder living history and re-enactment group has big plans for this year's Folkestone spectacular. Stuart Beeney fills us in with some of the background...



In 2014 we marked the 70th anniversaries of the Normandy landings, the start of the liberation of Europe and, of course, the 100th anniversary of the start of the Great War. This year we commemorate the 50th anniversary of the start of American involvement in the Vietnam War, and also the 40th anniversary of the end of that conflict.

In 1965 the first US combat troops arrived in Vietnam with US Marines landing at China Beach to defend the American airbase at Da Nang. This arrival of combat troops is considered by most as the start of the war.

On 30 April 1975 at 8:35am the last Americans made up of 10 US Marines from the American embassy, departed Saigon officially ending the US presence in Vietnam. This left the door open for North Vietnamese forces to take over Saigon (now Ho Chi Minh City).

PEOPLE'S WAR

Many will remember the American led Vietnam War as the first televised conflict;

it was aired almost every night in the US. This up close and personal stance and the fact that it continued for so long meant it soon became unpopular with the public and political parties back home. It was seen as a foreign war that couldn't be won and thousands of Americans were losing their lives needlessly in many people's eyes. This was coupled with politicians lying about what was happening out there. Because of this many a returning serviceman was met with opposition from fellow Americans with poor treatment and abuse.

Over the last 10 years, however, veterans have begun to receive the respect they deserve and the Vietnam War has become

spoken about more openly. Consequently, more veterans have started to speak about and share their experiences; veterans are now accepted at parades, ceremonies and other public events.

Rolling Thunder has been very lucky to have the involvement of these veterans, sharing their knowledge, stories and photographs – all of which has helped us greatly when creating our displays and vehicle setups. It is this attention to detail that has earned us the respect of many a veteran, which in turn has built trust allowing us to work with them over a long time period.

LIVING HISTORY

As a living history and re-enactment group we incorporate our members' own personal collections, displaying them at shows in the form of a mobile museum. Our aim is to

NG VIETNAM!



Above left: This M54 A2 6x6 cargo truck (5-ton) named Maverick is fitted with a gun ring and .50 calibre heavy machine gun. It was used mainly for the movement of cargo but also as prime mover for the 155mm Howitzer. It's owned by Stuart Beeney. Above right: Peter Frost, our resident peace protester, can cover any period of the anti-war movement from the early days with suit and tie to full on hippie. Pete brings colour to the display, and serves as a reminder of a very much forgotten aspect of the Vietnam conflict.

depict the Vietnam War with accuracy and to educate the public by engaging fully with them. Our intention is to show the hardships endured by the combatants on both sides in such a way as to truly honour the veterans of the conflict.

Rolling Thunder gained its official name in 2002, but for many years prior to this, its founding members had been exhibiting their Vietnam era vehicles and private collections together at shows all over the south of England.

For our official debut at the 2002 War and Peace show in Kent our newly formed group fielded over 20 restored and fully equipped

vehicles with authentically dressed and equipped personnel, along with a museum tent display.

Rolling Thunder's 'Vietnam Experience' is proud of its ability to portray various units selected to give the public a wider understanding of the conflict. Between our members we can convey a very comprehensive array of US Army infantry camps, Marine Corps patrols, artillery emplacements, special forces and airborne units, and not forgetting our Australian and New Zealand military unit displays and our recently established French Indochina section.





Iron Butterfly, belonging to Colin Topliss, was Rolling Thunder's first replica gun truck – it's a second generation model with double skin armour built on a M35 A2 6x6 cargo (2.5 ton) truck.

SEEING BOTH SIDES

Needless to say, to understand a conflict fully you need look at the whole picture and Rolling Thunder also has a large collection of rarely seen equipment and weaponry of the North Vietnamese Army and Viet Cong Forces.

As a group we have worked with many organisations, including film companies, producers of music videos and also the History Channel. We have even been asked by the US military to assist them with a display at the US Air Force base (RAF Mildenhall) in Suffolk, where we put on a display for the service personnel. A part of that display included our involvement in a

memorial service for the MIA-POW (Missing in Action Prisoner of War) association at which there was a guest appearance from the real Adrian Cronauer who was a radio DJ for the Armed Forces Radio Service in Vietnam, made famous by the late and great Robin Williams in the 1987 film *Good Morning Vietnam*.

VARIETY IS THE SPICE

We have many interesting portrayals and individuals within our group, one of the most colourful being Pete, our resident 'peace protestor'. He adds another side to the Vietnam War experience, portraying all periods and fashions of the anti-war movement from the early days to the loud and colourful hippie movement.

The Rolling Thunder motor pool holds a very wide variety of vehicles, from the small mechanical Mule, M38A1 Jeeps and M151 Mutts, to the larger M35/M54 cargo trucks, M52 tractor unit and M62 wrecker. We also have two calibres of US howitzers, a 105mm and a 155mm both of which are rare within the UK. Another area where we are unique is that we have four replica gun trucks, possibly the largest concentration of replicas outside of the USA. Each one is different to the other and all have an unusual colourful paint scheme reminiscent of the period. They have all been faithfully recreated by members taking details from photos, drawings and information shared by

with such additions as double skinned rear bodies with a sandbag infill. Improved weapons protection included M60 machine guns, .50 calibre heavy machine guns, quad .50 calibre mounts and even miniguns liberated from downed aircraft. All this extra weight took its toll on the vehicles' chassis with broken axles becoming a common occurrence. To get around this the M54 5-ton truck was brought in to use with a better payload, heavy duty axles and a larger engine.

These heavier trucks were even known to have used the hulls of M113 armoured personnel carriers with the tracks and running gear all removed to provide instant

rear armoured protection for vehicle crews. The trucks became mobile fortresses with enough

“Our aim is to depict the Vietnam War with accuracy and to educate the public by engaging fully with them.”

firepower to take on almost any attack. The increase in protection brought about new orders for the enemy to destroy these vehicles at all costs. Knowing this truck crews began to paint their vehicles in bright colours with additional artwork to entice the enemy with a 'come and get us' message.

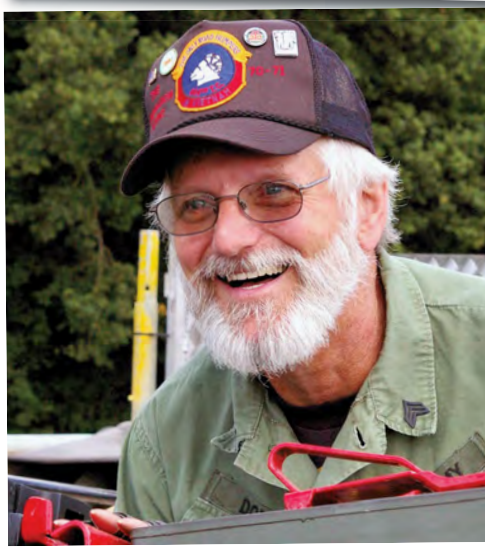
GUN TRUCK TRIVIA

Gun trucks were developed due to the need for greater protection of supply convoys following attacks on such convoys travelling along the arterial routes of South Vietnam. In the early days 2.5-ton M35 trucks were used with hastily built protection using just sand bags, plywood and thin metal sheeting, supported by one or two heavy weapons. As the war progressed a number of improvements in design were made

Rolling Thunder's replica gun trucks have been designed by our members with the help and knowledge of veterans such as Ed Pavlick and Wayne Dobos who both travelled from America to attend events with the group here in the UK. Wayne had the opportunity to see an exact replica of the gun truck he served on during his tour



Above left: Ed Pavlick, another Vietnam veteran who also served on gun trucks in Vietnam, standing in front of Maverick M54 A2 cargo truck. Above right: This is the replica Red Baron Gun Truck, based on a M54 A2 6x6 cargo (5-ton) truck – it was built by Rolling Thunder members using photographs and information from ex-serviceman Wayne Dobos, including the design and layout of the artwork. Below: The group's 1961 M151 A2 ¼-ton Mutt (Military Utility Tactical Truck) marked up as a 9th Infantry Military Police unit. Owner Barry Jenkins has recently given it a major overhaul and it is now back on the show circuit after a four year absence.



This is the real Adrian Cronauer made famous by the late Robin Williams in the film Good Morning Vietnam. He was a broadcaster on Armed Forces Radio, broadcasting across Vietnam to all the bases and personnel. We met him at a display in 2004 at RAF Mildenhall.



of Vietnam. Many hours were spent getting the trucks details exact, right down to the point of a member manufacturing a replica minigun to mount on the vehicle.

CLEAR OBJECTIVES

We do not wish to glorify the Vietnam war; our sole aim is to educate the general public on all aspects of the conflict. By displaying our vehicles and recreating military units of the Vietnam War we hope to keep alive the memory of the 50,000 or so American lives and the countless lives of its allies. We also pay due reverence to the Vietnamese (North and South) and the French lives lost during the two Vietnam conflicts.

Rolling Thunder exhibits its equipment and vehicles across the UK throughout the year; events include The Fortress Wales Show, Overlord Military Vehicle Show, The Yorkshire Wartime Experience and Military Odyssey. We also work alongside the other large Vietnam living history groups when needed to add another dimension to the displays.

Our next show, of course, is the War and Peace Revival and this will be our biggest display of the year and will include our artillery, gun trucks, dioramas and full period living history encampments. Members will also be taking part in a battle re-enactment within the arena on set days.

A much welcome and new addition to our display for 2015 will be a USO (United Services Overseas) show, this will take place on different days and is aimed at showing the lighter side of the conflict. Shows will include singers and comedians from the '50s, '60s and '70s era so come and find us at the far end of the re-enactors field. We are right next to the drop off and pick up point for the site safari bus so we are very easy to locate.

If you have an interest in the Vietnam War, its history or have a military vehicle of the period and you are interested in joining us then please visit www.rolling-thunder.org.uk. You can also find us on facebook.



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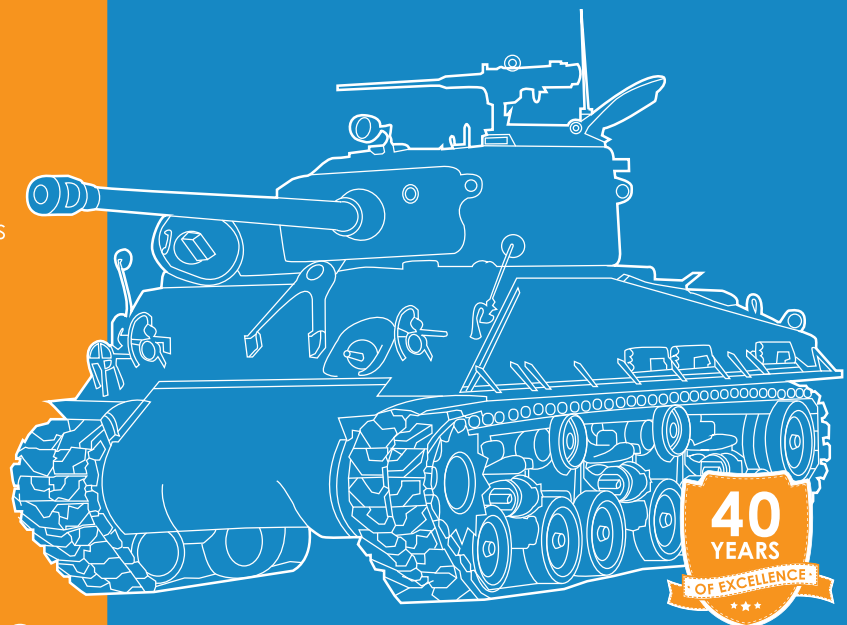
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DUNKIRK

- THE MEN AND THE METAL

David Fletcher dispels the myths and looks at the ill-fated role of tanks and armoured vehicles during the madness of the mass evacuation from the French coast in May 1940

Seventy five years on, and despite a library of good books on the subject, the evacuation of Dunkirk has accumulated a mass of folklore – and today, for some perverse reason, it is looked upon as a great British victory. It wasn't, it was a defeat, and quite a dreadful one at that, for although thousands of men were brought home, and many French troops evacuated to safety, hundreds were killed and millions of pounds worth of valuable material was left behind. And, of course, although we describe it as the Dunkirk evacuation, it includes the beaches either side extending as far as Bray Dunes and La Panne to the east.

Another myth seems to be that this was the end of the campaign in France. Fighting continued in western France almost until the end of June and there were many more

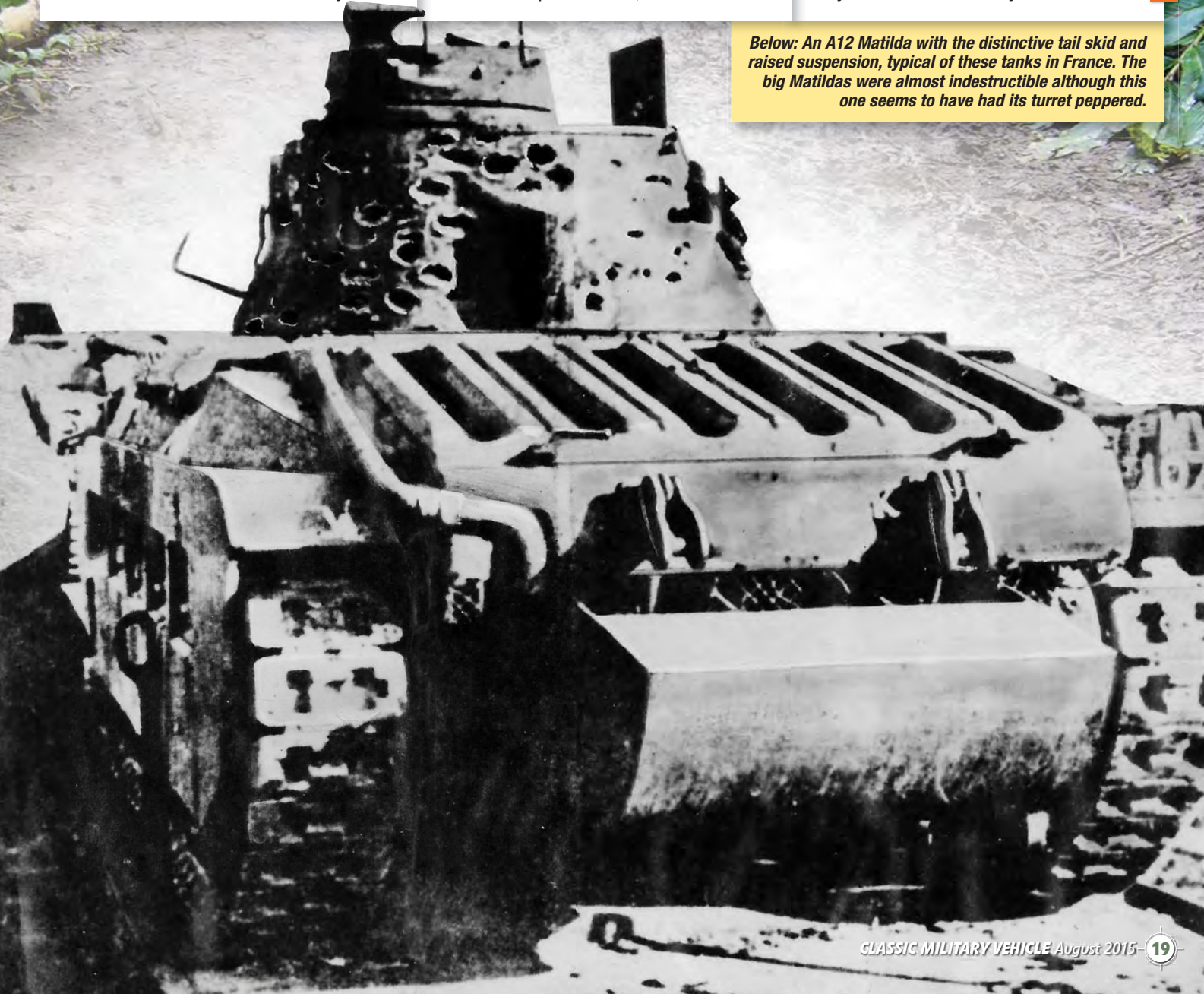
dramatic rescues, although Dunkirk will always hold the palm. Our purpose here is to look at Dunkirk from a tank and armoured car point of view, which has

not often been done. It is not a happy story, although it is an inspiring one.

WALTZ ON MATILDAS

To begin with we need to go back to Arras and 21 May 1940. On that date two British regiments, 4th and 7th RTR, launched an attack from Vimy Ridge with A11 and A12 Matilda tanks around the city of Arras and, for a while at least, brought the German Blitzkrieg to a halt. It was hardly a victory; many tanks and their weary crews were

Below: An A12 Matilda with the distinctive tail skid and raised suspension, typical of these tanks in France. The big Matildas were almost indestructible although this one seems to have had its turret peppered.





A Morris armoured car of 12th Lancers had about as much fighting power as a bread van.

wiped out or captured, but the effect of their attack was so great that it took the edge off the German attack and slowed it down, not just around Arras but everywhere. The survivors of the attack withdrew and were ultimately ordered to move north east with a view to being evacuated. In the meantime, with few tanks left, they were formed into a composite 4th/7th RTR regiment and made for Neuve Chapelle, scene of a near British victory in 1914. Here they were sent on a desperate rescue mission which, although successful, cost them eight out of their ten surviving

tanks. Ultimately, with just two tanks to their name, they withdrew into the Dunkirk perimeter where, after destroying their tanks, the survivors embarked for England.

ARMoured CARS

The 12th Royal Lancers, the only true armoured car regiment in the British Expeditionary Force, was also at Arras on 21 May 1940. However, their presence is never mentioned in the RTR history, nor, come to that, do they mention the presence of the RTR in theirs. Not that their armoured cars were anything to write home about. Their

Morris CS9 light reconnaissance cars (*CMV* August 2006), were thinly armoured and running on a modified Morris-Commercial 4x2 chassis, and armed with nothing more than a Bren gun, a Boys anti-tank rifle and the inevitable smoke grenade launcher in an open top turret. In truth, they were a travesty of what an armoured car should be yet the regiment, under Lieutenant-Colonel Harry Lumsden, put up a remarkable show.

In the aftermath of Arras the rapidly diminishing regiment moved slowly north, attempting to hold back the German advance while bolstering the defence of Ypres. Latterly they were under the command of Major-General BL Montgomery, commanding 3rd Division and attempting to hold sections of the Bergeus Furnes canal in the rapidly reducing perimeter of Dunkirk itself. Ultimately they destroyed their vehicles, running them without oil until the engine seized and then pushing them into the canal. That done, each man shouldered a Bren gun or anti-tank rifle and made his way to the beach where at first they were used to organise queues of men waiting for boats until finally, at 4pm on 31 May 1940 the survivors were taken out in small boats to dredgers of the Tilbury Construction and Bridging Company that took them over to Margate.

LIGHT TANKS AND CARRIERS

Next, we come to the light armoured reconnaissance regiments – there were seven of these which, in action against any other armoured vehicles, were almost useless. Each regiment was equipped with



An A11 Matilda 1, abandoned near Arras. These tanks formed the main strength of 1st Army Tank Brigade but they were almost useless for fighting other tanks.



A light Mk VIB of an unidentified regiment lies abandoned in France. Even the turret is facing the wrong way, and it looks as though it has been on fire. The white square at the back was a British recognition sign.

28 light tanks Mk VIB and 44 Scout Carriers. The former was armed with two Vickers machine guns, a .50 and a .303. The .50 was regarded as the anti-tank weapon of the two but its ability to penetrate German armour was negligible. Not only that but the armour on the light tanks was nowhere near good enough; the German 37mm anti-tank gun could not only penetrate the armour but, if unhindered, was capable of passing through the armour on the other side of the tank as well. The Scout Carrier was a version of the famous Bren Gun Carrier, but whereas the latter could wait out of sight while the crew dismounted with their weapon, the Scout Carrier was designated an assault vehicle and armed with a single shot Boys .55 calibre anti-tank rifle in the forward compartment.

Both types had their faults. The light

tanks were constantly breaking down – indeed more appear to have been lost on this account than from enemy action, with the main cause being their tracks. When they arrived in France most tanks had two sets of tracks; a worn set used for training and a new set to be used when in action. But even the best tracks wore out in the end and a tank with a broken track cannot go anywhere and has to be left behind, to be captured by the enemy. Carriers were plagued by engine failure. Good, reliable Ford V8s were more than adequate under normal circumstances, but they also wore out in the end – and in any case the Carriers were no use at all as a combat vehicle. Being of low profile and fast, as well as manoeuvrable they were less likely to be picked off by German anti-tank guns, but in the assault role the Carriers were almost

completely useless, with vulnerable crews and ludicrously thin armour they stood no chance at all.

CHAOS ON THE ROADS

For our purposes there is no need to cover all seven regiments, four will do and these are the 4th/7th Dragoon Guards, the 5th Royal Inniskilling Dragoon Guards, the 13th/18th Royal Hussars and the 15th/19th Royal Hussars. Of these the 5th 'Skins' and the 15th/19th formed the 2nd Light Armoured Reconnaissance Brigade while the other two were not brigaded but were ostensibly attached to different infantry divisions; 1st Division in the case of the 13th/18th and 2nd Division for the 4th/7th. Not that it made a lot of difference. Having driven into Belgium to meet the Germans each regiment, steadily

Scout Carriers, photographed while training in France. Fast, manoeuvrable and reliable but not cut out to be an assault vehicle in an armoured regiment.





Camouflaged against air attack, and hiding under a tree, a British three tonner waits under cover and hopes for the best.

losing tanks and Carriers, was pushed back, defending a series of water lines, rivers or canals, blowing bridges as they went. By the time they reached France the regiments were down to one or two squadrons, with dismounted crews now acting as infantry.

Often regiments, or what was left of them, amalgamated or exchanged squadrons as they drew closer to Dunkirk. Their experiences during those final days are all more or less the same. The 5th 'Skins' when driving towards Dunkirk found themselves

mixed up with increasing numbers of other vehicles until they discovered the road to be blocked altogether by abandoned lorries, some with their engines still running. The regiment either pushed or drove these into the ditch. Later the road widened out, still lined with abandoned lorries, and many were filled with all kinds of military stores worth many millions of pounds.

BEACH MAYHEM

The scene on the beaches defied description, the official embarkation staff had been hit by a German bomb and was no longer functioning, although to be fair, as the regimental history says, many of the soldiers on the beaches were the drivers and crews of the abandoned vehicles on the roads – they were soldiers in name only, called up for the administrative services from civilian life only months before, badly trained and badly officered. Apparently things improved as more regular soldiers from fighting regiments showed up. Since it still had some tanks the regiment was employed as a mobile reserve to the 46th Division as they attempted to hold the bridgehead against German infantry attacks. In fact, it was the night of 1st/2nd June before they got away, first smashing up their vehicles before sailing for England.

RARE SURVIVOR

Third Royal Tank Regiment was part of 1st Armoured Division, 3rd Armoured Brigade to be exact. The poorly trained division was rushed over to western France to confront the experienced German Army, but 3rd RTR was siphoned off and sent to Calais instead, arriving on 22 May. The idea was to establish a garrison in Calais, and another without tanks, in Boulogne from where they were supposed to attack the flanks of the

Below: A dockside scene, probably at Cherbourg, with two A13 Cruisers of 2nd Royal Tank Regiment. The observant will also notice the turret of an A12 Matilda beyond them.





The 10th Royal Hussars attacked Huppy on 27 May 1940, not knowing that the attack had been delayed. As a result they took heavy losses and failed to halt the German advance. This A13 Mark II looks as if it has been abandoned by its crew.

advancing Germans. However, the Germans attacked instead while 3rd RTR lost most of its tanks in a vain attempt to reach St Omer. The survivors retreated to Calais and prepared to be attacked but in the end, when it was clear that Calais could not be held, some tanks were sent along the beach towards Dunkirk. They got no further than Gravelines. The remains of one of these tanks, a light Mk VIB, was found in the dunes near Calais, restored by Ian McGregor in

North Wales and can now be seen in the Imperial War Museum at Duxford. The other story concerns an A13 Cruiser which set out on the same journey and ran out of petrol near Gravelines. The crew did their best to smash up the engine and wireless set and take out the machine guns before abandoning it. As time went by it sank into the sand and was ultimately covered by the tide until only the top of the cupola was showing. It was rescued in 1978 by a local hotelier and stored for some years on his brother's farm. Unfortunately, during its time in the sea the alloy road wheels had been eaten away and in due course it was scrapped.

As time went by it sank into the sand and was ultimately covered by the tide until only the top of the cupola was showing. It was rescued in 1978 by a local hotelier and stored for some years on his brother's farm. Unfortunately, during its time in the sea the alloy road wheels had been eaten away and in due course it was scrapped.

CHERBOURG AND BREST

Even though the mass evacuation at Dunkirk seemed to be the last nail in the coffin, it was not the end by any means. British 1st Armoured Division had landed in western France and was sent forward piecemeal to stem the continuing German advance. However, by this time the Allies were seriously outnumbered, with Dunkirk out of the way and the German Army coming on in strength all they could do was fight their way back, over a succession of river lines, losing tanks all the way. But with Rommel's 7th Panzer Division hard on their


heels, some of the survivors of Brigadier JT Crocker's 3rd Armoured Brigade made it to Cherbourg with 14 A13 Cruisers and 12 light tanks. Of these they were able to embark six light tanks and seven Cruisers, the rest had to be left on the quayside.

At Brest, on the Biscay coast, other elements of 1st Armoured Division arrived;

in Brest at about the same time were the men of 342 Compagnie Autonome de Chars de Combat, having returned from Narvik without any tanks. They were offered and gladly took over some British tanks (two A10 cruisers and one A13 Mk II are shown in a photograph). However, the Armistice of 18 June 1940 precluded them from using the

tanks and they were duly surrendered.

In fact, men were being rescued from Biscay and Mediterranean ports well into August

1940, including large numbers of Polish and Czech troops who had arrived in France to support the Allied cause, so what started at Dunkirk and along the French Channel coast in May 1940 went on for more than a month. It was an inspirational period, albeit not a victorious one. 

"It was the night of 1st/2nd June before they got away, first smashing up their vehicles before sailing for England."

there were plenty of ships waiting and at first no sense of urgency until a signal arrived urging them to hurry. Such was their haste, not knowing how close the Germans were, that they did not take any tanks or transport at all. But even this had a positive outcome of sorts. Arriving



A Light Mk VIB of 1st Armoured Division that has come to grief in a roadside ditch.



BACK TO THE DUNKIRK BEACHES

Scott Smith was in Dunkirk for the 75th commemorations of Operation Dynamo – 22-25 May 2015

Seventy five years ago an event took place that most certainly changed the course of history forever – the successful completion of the lifting of some 338,000 men from the beaches of Northern France and Belgium in an Operation code-named *Dynamo*.

Without the evacuation of the British Expeditionary Force (BEF), French and Belgians from the mole in Dunkirk and along the whole coastline stretching up to De Panne in Belgium then history as we know it would have been very different.

Fast forward to 2015 and with British veteran numbers from that period down to as low as 15, an intrepid band of military vehicle owners from Britain this year helped keep the memory of those men from 1940 alive by remembering what happened during those fateful days in May and June.

Over the course of the second bank holiday weekend in May a number of events took place in order to commemorate those who made it home and those that sadly didn't as German forces swept across Europe during that fateful period of WW2.

The number of vehicles making the trip over to France for the commemorations may be nothing like those that journey for the five yearly anniversary trips to Normandy, Arnhem or even the Channel Islands – but the important thing is that they were there.

Arranged in part by members of the War

and Peace Display Team they were joined by others from all over the UK and also Belgium to take part in a series of events in Dunkirk and the surrounding areas.

OF THE PERIOD

In total 19 four wheel vehicles were joined by seven motorbikes – the big difference with this gathering was that all those that made the trip over from the UK were British built and on the whole of the correct period.

Included among them was Tobin Jones's 1940 Morris Commercial CDFW – an example of which isn't a common sight on the British military vehicle scene, simply due to the amount that were lost in the retreat from Dunkirk.



Above: Tobin Jones's Morris Commercial CDFW and CDFW are just two types of the machines that were lost on the beaches of Northern France and Belgium in May and June 1940. Below right: Another member of the Humber fraternity to attend the commemorations was this Snipe Mk2. It's a military version of the Super Snipe saloon, examples of which entered production in 1939, and featured a luggage rail with cover which this vehicle also carries.



John Morter's 1940 Morris Utility was part of a group who travelled all the way from Norfolk for the commemorations. Having been its custodian for the last 25 years it's undergone a total restoration and has travelled all over Europe.



Above left: Owned by Tobin Jones, this is a rare surviving 1940 Morris Commercial CDFW. The CDFW was only produced between 1939-40 and most were lost during the evacuation from Dunkirk and surrounding beaches. This example was rebuilt by the Army in 1945 and then sold onto an estate near Edinburgh before being placed in a barn in the 1970s until it was found around six years ago. This trip was actually its first ever outing. Left: This Austin K2 ambulance owned by Alec Small underwent an external refurbishment ahead of the trip in order to make it of 1940 vintage – note the small crosses which they would have carried 75 years ago. Alec had extra reason to be in Dunkirk – his grandfather used to drive ambulances like this before being evacuated in 1940, sadly dying a few months later. He drove this 1944 K2, which carries the markings of the 44th Home Counties division, all the way from Honiton, Devon to France – a nine hour 220 mile journey each way!



Above: Vehicles, led by Graham Bartlett in his 1937 Wolseley, make their way to the rendezvous point ahead of the parade through Dunkirk town centre.



Above: This Morris Commercial CDSW dates from 1939 and is very much of the period. It is owned by Tobin Jones and was purchased at the same sale as his Morris Commercial CDFW. He describes it as being the next one on the list when it comes to work being carried out.
Below: 94-year-old Dunkirk veteran Arthur Taylor was determined to lead the parade into town by leaving his wheelchair. He rightly drew the applause of everyone along the route.



Martyn Streeter from West Sussex brought along his 1940 Ford WOT 2H which he has had on the road for the last eight years. It carries its original markings from when it was demobbed in 1953 and somehow, like many other vehicles, ended up in Pounds Yard in Portsmouth before being discovered in the 1970s.



Above: A local car club supported the parade through town and also the earlier commemorations on the beach front. Below: Rich Payne on his 1939 Norton 16H which was left behind by the BEF leads this trio of motorbikes including Graham Towne on his 1938 Triumph 5T and Alan Boothman riding his Matchless G3L.

Below: Although it isn't known whether this Wolseley 14 (56) actually served in the armed forces a number were commandeered during the war years for use by military personnel. This example was made in Liverpool in 1937 and owner Graham Bartlett from Bromley believes it spent most of its life in Yorkshire before he purchased it four years ago.





Above: Ian McCallum is the owner of this 1940 Ford WOC 1 which was build number 489 of 2001 produced between October 1939 and July 1940 and carries its original WD number. Released from military service in 1946 it had several owners and despite it sitting in the open for 37 years it eventually came into the possession of Ian in late 2003. He carried out a mechanical refurbishment after initial work by John Worthing and David Herbert.



Above: Doug Barrens from Oxford has jointly owned this 1942 Daimler Dingo Mk2 for the last two years. He even placed the correct BEF markings on it just for the commemorations. Below: Although four years separate these two Austin K2 ambulances, owned by Mike Hopkins and Alec Smart, very little changed in the actual design.



Left: The convoy of vehicles was accompanied by a number of dispatch outriders in order to keep all the vehicles moving as one.

The presence of a large number of the Humber family range of vehicles that were produced in the build-up and during the first few months of the conflict was also impressive.

Other vehicles such as Jim Aylen-Smith's 1940 Guy Ant – one of 50 modified for use in Norway – are also worthy of a mention, as are all the vehicle owners who made the effort to take their machines back across the channel.

These commemorations aren't, of course, just about the green machines; there were seven veterans also making an emotional return to the French coastline where they managed to escape from 75 years previously.

With none of those who were able to attend being under the age of 94 it is a generation that is sadly diminishing before our eyes. However, those that were able to attend were clearly heartened by the greeting that they received everywhere that they went.

ALL SHIP SHAPE

A handful of them had actually travelled back across the channel to France using the same transport that they potentially did when doing the reverse journey almost eight decades earlier – with some help from the little ships.

The Association of Dunkirk Little Ships, including the Honourable Admiral Prince Michael of Kent, is of course synonymous with the Dunkirk campaign and had it not



Above: Thousands of people came out to witness the parade of period vehicles which marked 75 years since Operation Dynamo.



Above: The Dunkirk commemorations attracted a variety of vehicles, including this 1935 Morris 8 military wireless car which is owned by Richard Beddall from Berkshire. He has owned it since 1986, undertaking quite a lot of work to get it into this condition. It is thought to be the only remaining survivor. Notice that there is only one front seat – the driver's – with one other person riding in the back next to the radio sets. **Left:** Dispatch riders make sure that the convoy stays on the right path as it makes its way through Dunkirk town centre.

been for the many boats called into service at very short notice then the hundreds of thousands that were taken off would have been significantly fewer.

This year saw 48 of the boats making the trip back and being moored in the harbour from the Thursday afternoon until the early hours of Monday morning. They in their own right were also a big attraction with many

flocking to the quayside to see them and even get the opportunity to go onboard some of the more well known craft.

THOSE THAT DIDN'T MAKE IT

Alongside the mechanical displays were more moving commemorations. In blazing sunshine hundreds packed into the Dunkirk Commonwealth War Graves Commission

(CWGC) cemetery on the Friday before huddling for warmth the following morning on the beach front near to the famous East Mole.

A similar ceremony of remembrance also took place on Zuydcoote beach during Sunday morning near to the site of the wreck of Crested Eagle, which on the 29 May 1940 was almost blown in two leading to the loss of half of the 600 onboard.



Above: Marching bands followed the vehicles including the Brentwood Imperial Youth Band (in red) which was invited over for the event. **Above left:** Bill Purchase leads the way in his Humber Super Snipe staff car.



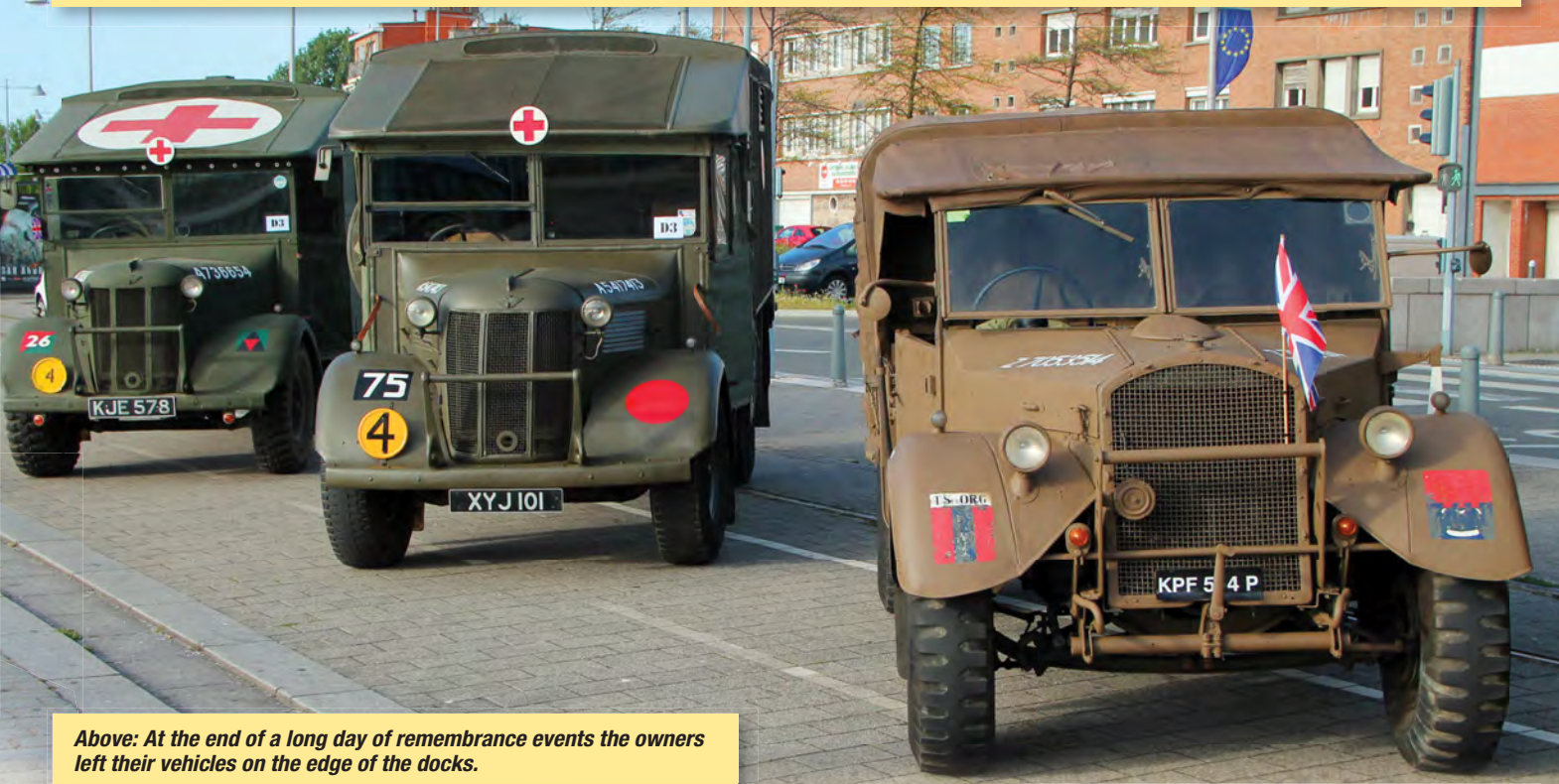
Left: Vehicles which were in attendance from the UK line-up near the beachfront at Dunkirk as a memorial service takes place. **Right:** This extremely rare Humber Snipe PU, based on the Super Snipe saloon chassis, is owned by David Skinner. **Far right:** Tobin Jones's Humber leads the way.



Above: Another shot of the vehicles as they make their way towards the start point.



Above: Paul Chapman from Ashford, Kent made the relatively short journey across the Channel in his 1941 Austin K3. He has owned it for 21 years, covering roughly 38,000 miles in that time. It received a replacement engine in 1994. Previously it spent 30 years in a breakers yard before being rescued.



Above: At the end of a long day of remembrance events the owners left their vehicles on the edge of the docks.

Sandwiched in between these ceremonies was a grand parade through the town centre of Dunkirk itself – military vehicles and all. Incredibly, 94-year-old veteran Arthur Taylor defiantly stood and walked the whole route despite his aging years. He was rightly applauded as he went on by – being followed closely by Jim Aylen-Smith's Guy Ant as the vehicles made their way through a route that

would have looked very different some 75 years ago.

That is perhaps an image that will always stick in my mind and is perhaps one that best sums up that generation; despite a hurried retreat all those years ago a determination

and strength of spirit to return and carry on the fight has never quite gone away.

Check out the following pages for just a small snapshot of pictures which hopefully helped capture the events from that weekend in May.





Above: Tobin Jones also owns this 1941 Humber 8 CWT which offers a 4x4 option and was used by forces throughout WW2.

Left: Martyn Streeter in his Ford WOT 2H which dates from 1940 is closely followed by three motorcyclists in correct BEF period uniform.



Above: This Bedford may date from 1944 but the OY build scheme changed little during the war years with many of them being lost on the beaches in 1940. Chris Butcher from Braintree has owned the Bedford, which was a tomato carrier in Guernsey at one point, for ten years and describes it as an ongoing restoration.

Above: The motorbikes at Dunkirk were beautifully presented – as were their riders. Below: 48 ships of various shapes and sizes from The Association of Dunkirk Little Ships made the trip, along with their owners and crew, back across the Channel from Ramsgate to take part in the weekend's commemorations in Dunkirk.





Below: Re-enactors and drivers of various vehicles in the correct period uniform stand around this Daimler Dingo.



Right: Alec Small's Austin K2 (left) and Martyn Streeter's Ford WOT 2H proudly display the Union Jack. Below: Members of the War and Peace Display Team brought along this 1940 K2 ambulance which is owned by Mike Hopkins.





Above: Alan Boothman, left, on his 1940 Matchless G3L and Graham Towne riding his 1938 Triumph 5T looked the part on the beach front at Zuydcoote. Graham is led to believe that his Triumph could actually have been with the BEF in France as upon rubbing it down he found a number of markings from units of the time. **Right:** Dunkirk veterans (left-right) Garth Wright, George Purton, Vic Viner, Arthur Taylor, Edward Oates and James Baynes visit the beach in Dunkirk following the moving memorial service.



Left and below: A memorial service also took place on Zuydcoote beach to remember some 300 men who died onboard the *Crested Eagle* as it was attacked just after leaving to head back to England on 29 May 1940. 98-year-old veteran Vic Viner was on hand to take part in order to remember his brother who was one of the 300 who lost their lives that day.





Above: Another vehicle from the Norfolk Military Vehicle Group is this 1940 Humber Super Snipe staff car which was delivered under contract that year. It was last used by the Royal Artillery until 1960 being sold out of service a year later. Purchased in 1965 from a disposal sale by Lester Stock it was owned by him until 2005 before being passed onto its present owner Bill Purchase in 2009. Above right: Wreaths laid at the war memorial on the beach front at Dunkirk.



Above: Prince Michael of Kent, middle, is Honorary Admiral for The Association of Dunkirk Little Ships and was present at a number of events during the weekend where he mingled with veterans and members of the public. Below: These beaches looked very different some 75 years ago when they were strewn with vehicles and men of the British and French forces.



Above: The theme of rare British WW2 vehicles continued with this 1940 Guy Ant which is owned by Jim Ayles-Smith from Essex. 500 were built between 1939 and 1942 with 50 being adapted for use in Norway as a radio truck. Subtle changes included a solid roof, doors, dynamo unit and heating system for the engine. This vehicle actually never got to Norway though and was used in the push through Europe in 1944.



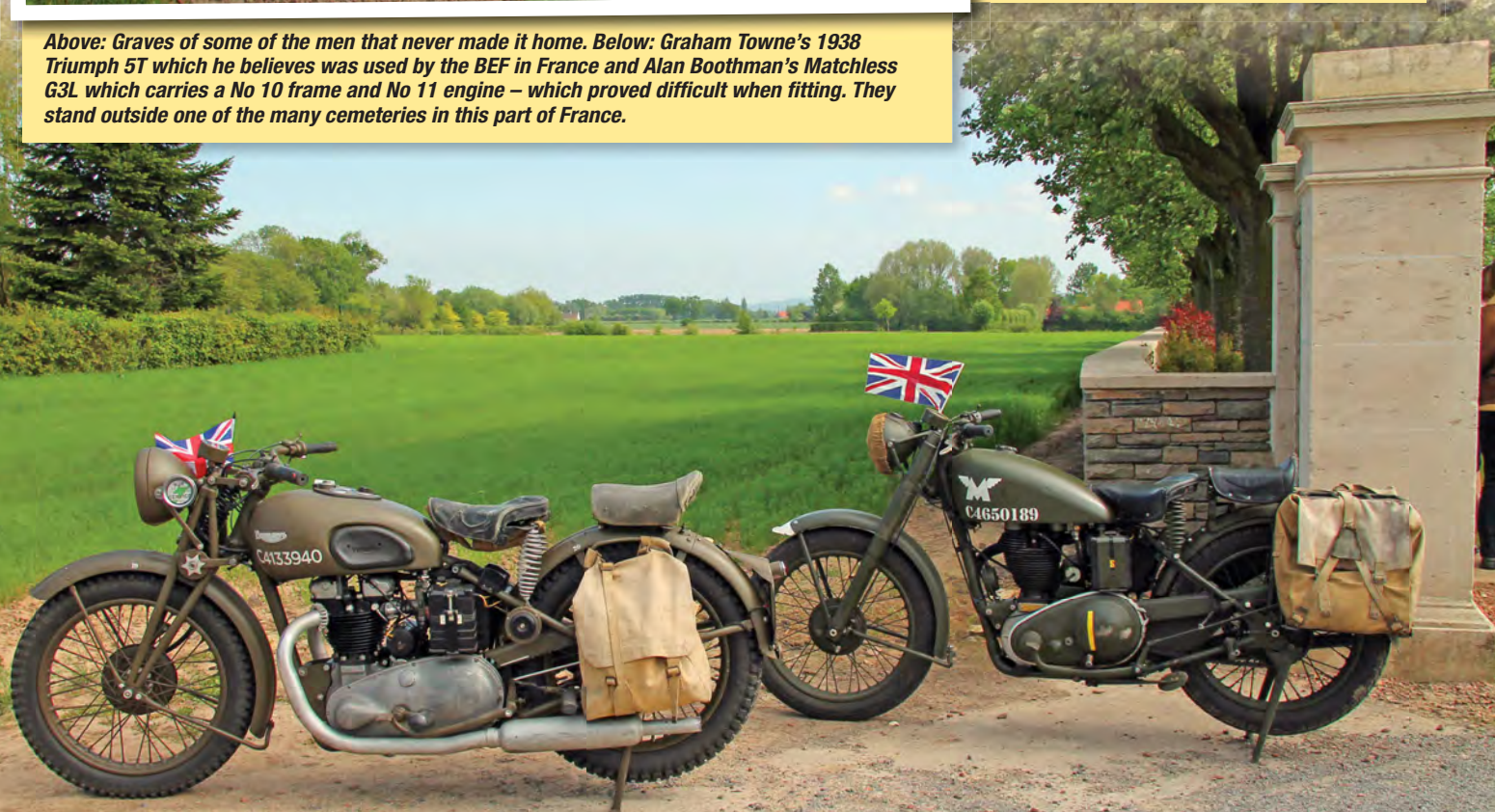


Above: Chris Butcher stands in front of his Bedford OY while Paul Chapman's Austin K3 can be seen behind. **Right:** Members of the Gloucestershire Regiment undertook a magnificent defence of this blockhouse north of Cassel for some three days at the end of May 1940 – thus delaying the advance on Allied forces waiting to be taken home. It has recently become a lot more accessible for photos.



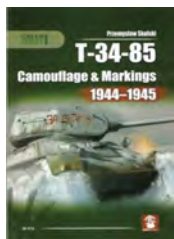
Above: There are still many reminders of the fighting which went on in Northern France and Belgium in 1940 including this replica barn on the site of the original where some 80 British and French soldiers were killed by German SS on the outskirts of Wormhout.

Above: Graves of some of the men that never made it home. **Below:** Graham Towne's 1938 Triumph 5T which he believes was used by the BEF in France and Alan Boothman's Matchless G3L which carries a No 10 frame and No 11 engine – which proved difficult when fitting. They stand outside one of the many cemeteries in this part of France.

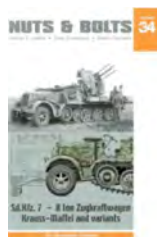


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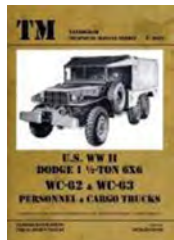
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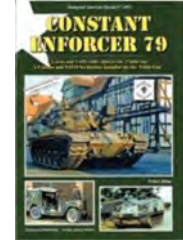
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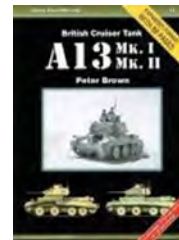
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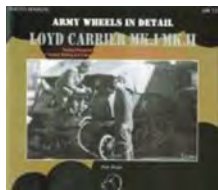
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Even while the Dunkirk evacuation was going on another British force had landed in the West. This was 1st Armoured Division but it met an equally dismal fate. This is an A13 Mk II Cruiser of 10th Royal Hussars, knocked out near Huppy on 27 May 1940. [Tank Museum 1324 E1 1]

GLORY IN DEFEAT

Ian Cushway plunders the Tank Museum photo archive to learn more about the chaos of retreat during those fateful few weeks from mid-May 1940

No doubt, with the 75th anniversary commemorations this year, you might have gone back and re-read some of the accounts of what happened on the north French coast during the blisteringly hot, dusty BEF retreat which started in May 1940. If so, you are sure to have found the stark, horrifying and sometimes darkly funny stories from that period just as vivid and shocking today as they must have been for the soldiers themselves all those years ago.

It was a time of naivety, courage, fear and ultimately reflection as the true threat of the rapid German thrust through France, and the seemingly inevitable invasion of our beloved island, quickly sunk in. Yet, despite the retreat of in excess of 300,000 Allied troops

Below: A column of Scout Carriers belonging to a Divisional Reconnaissance regiment, photographed on a training run on 28 October 1939. Each of these regiments, of which there were seven, had 44 of these Carriers and 28 Light Tanks Mark VIB, all of them virtually helpless against anti-tank guns and Panzers. [Tank Museum 1417-C5]





British soldiers examining a knocked out 3.7cm Pak 36 anti-tank gun near Honicourt. This gun had the ability to penetrate 30mm of armour at 500 yards so it could just about deal with a British cruiser tank. [Tank Museum 1323 D2 1]

– including members of the British, French and Belgian forces – the whole Dunkirk debacle was seen as a triumph, giving the nation the necessary shot in the arm to refocus and ultimately defeat the Germans and take back the land they had made a hasty escape from five years earlier.

HEADED HOME

British Expeditionary Forces, some of whom may only have had a few weeks training before stepping on French ground for the first time, were unsurprisingly anxious as they waited for the war to get underway, but the speed at which the technically advanced

German soldiers entered France took everyone by surprise.

It was a shame that the huge tailback of advancing German tanks, trucks and supply vehicles in the Ardennes, creating a huge sitting, went largely unnoticed – and the opportunity unexploited by Allied bombers.

Below: Another A13 Mk II Cruiser of 10th Hussars knocked out on the edge of a country road. The nearside track is broken and the rubber has burned off the road wheels. Notice the pair of 4in smoke bomb dischargers on the side of the turret. [Tank Museum 1323 D4 1]





The Char B1 bis was a powerful French tank but it came to grief just the same. Its 60mm frontal armour was twice as thick as a British cruiser and it weighed 31 tons. An excellent tank by 1940 standards it was let down by having a one-man turret, which here has been struck a number of times. [Tank Museum 1323 E2 1]

Yes, the attack launched from Vimy Ridge around Arras on 21 May 1940 by two British tank regiments, the 4th and 7th, using Matildas delayed the German Blitzkrieg initially, as did French resistance in and around the town of Lille during the evacuation itself, but the inexorable push was swift and shocking. Indeed, you can understand the urgency to reach the Dunkirk perimeter and as the invasion spread confusion would often be followed by isolation with men finding themselves separated from officers, units and friends.

It still beggars belief that as the evacuation got underway on 27 May, there were still hoards of often inexperienced soldiers having to fend for themselves in a strange land, confused, lost probably, without direct orders, making their way across fields and through scenes of utter devastation in an attempt to get to the coast. The fact that they were alone and having to forage for food as they went in attempt to stave off starvation as well as avoid being picked off by Panzers and enemy snipers added to the sense of desperation. The situation was made worse by the fact that a few elite Waffen-SS divisions, such as the brutal and universally feared SS-Totenkopf, were advancing so fast that they managed to bypass the French and bear down on the heels of the British.

In some instances the Germans even got ahead of the retreating Allied forces, so every hedgerow, burnt out vehicle or broken stone wall posed a potentially lethal threat.

Paranoia and a general sense of chaos was abound, leading to the British suddenly

suspecting their French counterparts were spies, and shooting as well as looting, drunkenness and a general sense of anarchy prevailed throughout.

Fleeing refugees filled the roads and served as easy prey for the screaming



The folding roof of a Daimler Dingo scout car was as good a place for a rest as any, assuming that it would take the weight. The ability to get one's head down for a few minutes, no matter where, was something soldiers cultivated in action. [Tank Museum 1323 D6 1]

German Junkers Ju87 'Stukas' which rained down on them, and with the roads chock-a-block, many troops had to make their way across open fields with the black smoke rising above the town of Dunkirk itself serving as their only guide.

There are tales of soldiers jumping on bikes, horses and even roller skates in an attempt to speed their progress.

ABANDON EVERYTHING

Needless to say, while various trucks and commercial vehicles proved of great use getting soldiers towards their coastal destination, when they ran out of fuel they were quickly abandoned, sabotaged so they couldn't be recommissioned by the invading German forces, and parked strategically as roadblocks to halt the progress of the pursuing troops.

The sheer quantities of machinery left in France were astounding but despite attempts by the British to render the vehicles useless, photographic evidence of the Germans using British equipment and first hand accounts of those involved suggest such attempts had moderate success.

In Sinclair McKay's revealing book *Dunkirk* (Aurum Press, 2014) which draws on first hand accounts from BEF soldiers who were there at the time, he quotes a soldier as saying:

"Along the way, we could see lorries being dismantled by British soldiers. They just put a bayonet through the water tank. They should have set light to them! Because when we went back in 1944, for the Normandy landings, the Germans were using them. And motorbikes – they were just chucking them in the river. The Germans just took them out and cleaned and dried them out. When we

"The whole Dunkirk debacle was seen as a triumph, giving the nation the necessary shot in the arm to refocus and ultimately defeat the Germans and take back the land they had made a hasty escape from five years earlier."

went back after D-Day, we saw the English motors that the Germans were using!"

Of course, there wasn't room on the rescuing destroyers and famous little ships for anything but the evacuating troops and even rifles were discarded before soldiers were allowed to embark.

EVACUATION STATIONS

The evacuation at Dunkirk officially began on 27 May, the exodus extending along the coast to La Panne just across the Belgian border, with the last evacuees thought to have been ferried from France on 4 June.

Even amidst the retreat there were still notions of holding off the enemy, with the 51st Highland Division in particular being noted for their rearguard action which gave more time for more troops to be successfully picked up from the beaches and Dunkirk Mole.

On the Wormhoudt road, just miles from

Dunkirk, men from the Royal Artillery, the 4th Battalion Cheshire Regiment and the 2nd Battalion Royal Warwickshire Regiment were circled by German troops, disarmed, taken prisoner – then hoarded into a wooden barn.

Stick grenades were thrown in and a ghastly carnage followed as the building was set ablaze.

The massacre of around 100 men from the 2nd Battalion Royal Norfolk Regiment by the feared Totenkopf near the small village of La Paradis was another act of wanton

Below: This A13 Mk II, with the additional shield over its mantlet, belongs to Head Quarters, 2nd Armoured Brigade, in 1st Armoured Division. It has been camouflaged under the trees with a net and some foliage, while the officers in the turret take stock of the situation. The location is said to be La Crois and the date 29 May 1940. [Tank Museum 1323 E5 1]





British soldiers, probably from 1st Armoured Division, consulting maps, presumably looking for a route back to the coast. This picture has an air of improvisation, of things being done in a hurry, which characterised everything that British 1st Armoured Division did for the short time it was fighting in France. [Tank Museum 1323 E6 1]

brutality. Incredibly, two survived and lived to give evidence at the 1948 trial of the German commander Fritz Knöchlein who was later found guilty and hanged.

Other aspects of the retreat were equally

gruesome; there are several accounts of traumatised British soldiers at Dunkirk wading out into the chilled Channel water to their doom. Suicide by means of pistol was also common.

NO LOOKING BACK

As the last dreary, battle torn troops, soiled, starved and often half naked due to their clothing being blown off in bomb blasts, made their way on to trains at Ramsgate, the British




Another A13 Mk II, this time belonging to 5th Royal Tank Regiment, hurries along a road in France. Notice the agricultural equipment used as a partial road block and the soldier with the dog on the right. The wireless aerial on the turret could be folded flat to reduce the tank's silhouette. [Tank Museum 1324 D3 1]



An odd British column on the road in France, with an unmarked Daimler Dingo bringing up the rear. Ahead is a Light Tank Mark VI wearing the markings of HQ 3rd Armoured Brigade while ahead of that, disappearing around the side of the house, is a Cruiser tank of 5th RTR. The location is Quesnoy, west of Abbeville and the date 30 May 1940. [Tank Museum 1324 D6 1]

nation girded its loins in preparation for what was to come. According to many, invasion followed next – hence the removal of road signs in an attempt to confuse invading German

troops. From a military vehicle perspective, sadly there are few genuine survivors from this period. But who knows, that forlorn Morris Commercial, saved from destruction,

used by the Germans and later discarded as liberation swept the country, might still be lying low in the corner of a French barn somewhere waiting to be rediscovered... 

SO CLOSE, SO FAR...

When the 7th Panzer Division got to Arras, German troops from the 2nd Panzer division reached the English Channel and cut off 40 French, British and Belgian divisions – totalling nearly one million men – from the rest of the French Army to the south.

Tantalisingly, though, the Germans only held a wafer thin strip of soil less than 40 miles wide and Allied forces were eager to restore a common front. Lord Gort, commander of the BEF, and Major General Harold Franklyn, conspired to assemble an Anglo-French assault, with a much depleted French light mechanised division offering support from the west. As it happened, two French infantry divisions failed to show – but this didn't stop an attack spearheaded by Major General Martel on 21 May, consisting of 58 Mark I and 16 Matilda IIs, being used to a surprisingly devastating effect. With a French contribution of around 60 Somua tanks, it was a hard fought skirmish that came very close to breaching the German stronghold. Martel bumped into SS-Totenkopf's tank destroyer battalion but its 37mm Pak anti-tank guns were hopeless and the heavy, slow and cumbersome Matildas simply rolled over two of the anti-tank companies causing high casualties, with survivors being picked off at close range. Stunned by the attack, panic set in and many German troops fled before artillery fire and the deployment of Stuka Ju 87 bombers finally stopped the rout.

Rommel's division was also hit by British military might, and on his own admission was on the brink of collapse. Rommel rallied his troops to organise a counter attack, and again called on help from artillery and 88mm anti-aircraft guns to halt the advance.

Despite the poor state of communications, absence of air support and a general lack of resources, the British had dealt the enemy a close to fatal blow. Indeed, if it wasn't for the fact that the Germans recognised the danger and were willing to throw everything they had got at the Allies at that precise moment, the fate of WW2 could have been very different.





Above: A pair of Light Tanks Mk VIC, destroyed while on a flanking patrol for 10th Hussars. Again the location is Huppy, not far from the Somme, and the date of the action 27 May 1940. At Huppy 10th Hussars lost 20 out of 30 tanks, mostly from B and C Squadrons. [Tank Museum 1324 D4 1]



Above: Abandoned trucks were used to create extra jetties on the Dunkirk beaches, but this Bedford (complete with bullet holes in the doors) looks as if it has suffered more than most, even to the indignity of having the remains of a car dumped on top. [Tank Museum 3088 E6]

PHOTO ARCHIVE

The photographs here were all taken from what looked like the same sequence of images stored in the Tank Museum (www.tankmuseum.org) archive. Little is known of their exact locations, although some place names and dates were scribbled on the original contact sheet and these have been included in the captions. What we do know is that they seem to sum up the uncanny horror of those few weeks in the late spring of 1940...

Below: Another photograph taken at Quesnoy and credited to HQ 3rd Armoured Brigade. It shows a French lorry, possibly a civilian Citroën, on fire by the side of the road, but the exact circumstances are not known. [Tank Museum 1324 E5 1]



CARRY ON SCOUTING

Seeing extensive use in Dunkirk, with its modest crew protection and wafer thin armour no wonder few Scout Carriers returned to the UK. John Blackman uncovered a rare survivor that was spared the May 1940 ordeal...

Unique is a word often misused. It is what is known as an absolute. A thing is either unique – a one off – or not. Something can't be quite unique and it can't be very unique. It either is or it isn't. And here we really do have a vehicle that is (as far as we are aware, anyway) unique; it's the only surviving Scout Carrier from the 600 or so manufactured.

To all intent and purposes mechanically identical to the Bren Carrier that preceded it, the Scout Carrier was intended as a fighting vehicle rather than, as was the Bren, a vehicle in which to transport a dismountable weapon and its crew. The

Scout Carrier was armed with a Bren but it was pintle-mounted in the rear body for the radio operator to use when not hunched over his No 11 set, while the forward weapon slit to the driver's left was occupied by a Boys anti-tank rifle.

DISTINGUISHING FEATURES

From the front it is difficult to tell a Bren Carrier from a Scout; it is only from the side or rear that the differences become obvious. For reasons that are not clear to us, the Scout's rear body is virtually a mirror image of the Bren's. The Scout has its stowage lockers to the left of the engine and the armoured crew compartment to the right, while the Bren had the opposite arrangement. The Scout's crew compartment was also a little larger

Below: Ben Hawkins's 1939 Carrier, Scout, Mk I, the sole survivor of the type, bears the original registration revealed by the careful removal of layers of paint.





The rear of the Scout Carrier is virtually a mirror image of the Bren, with the storage locker on the left and the crew compartment on the right. A Bren is pintle mounted for use by the radio operator.



SCOUT CARRIER RESTORATION

Photographs courtesy of Ben Hawkins



From Scout Carrier to farm implement to child's play thing... this is how the vehicle looked when first discovered in Australia.



Ben Hawkins took delivery in October 2012. Despite first appearances the Carrier was remarkably complete.



Carefully removing layers of paint revealed the original registration number.

than the Bren's (to accommodate the radio) and benefited from a rear plate that folded down to allow for easy entrance and exit, or perhaps double as a map table. The radio's battery was carried in a large box at the very rear and its aerial was mounted on the rear right-hand corner and sprung to allow it to pivot forward and down.

The Scout Carrier was for issue to mechanised cavalry regiments employed in the divisional reconnaissance role, each to have 44 Scouts to complement 28 light tanks. In the event, the Universal Carrier came along and the Scout only served in

France with the British Expeditionary Force (BEF) and in North Africa and, as already mentioned, only around 600 were produced by either Nuffield or Aveling-Barford. The one and only survivor was produced by the

"It's the only surviving Scout Carrier from the 600 or so manufactured."

latter company on 17 July 1939, one of 296 Scout, Carrier, Mk I ordered under contract T.6024 dated 28 October 1938. Each cost £825 and they were allotted the serial/registration numbers T5255/RMY609 to T5550/RMY904.

SPARED DUNKIRK

Since most of the equipment that went with the BEF to France never returned, it would be fair to assume it was instead shipped to North Africa, an assumption borne out by

both its survival and the desert sand paint that owner Ben Hawkins discovered sandwiched between the factory-

applied khaki green and the different shades applied by the vehicle's subsequent owner, the Australian Army. Although, as is usually the case, we know nothing of the vehicle's service in North Africa, we do know that it was shipped to Australia along

Below: Ben Hawkins and his Scout Carrier along with five Universal Carriers at War and Peace Revival 2014.





Most of the right-hand armour plate had been removed and holes cut in the sides of the forward compartment.



Sheet steel replacing the right-hand side armour temporarily fixed in place.



Hot riveting the replacement right-hand panel.



A replacement for the holed left-hand forward panel is temporarily fixed prior to riveting.



A new drop-down panel for the rear of the crew compartment was fabricated.



The skeleton of the engine housing stripped of its panels.



Suspension components refitted after overhaul and painting.



The original 21-stud flathead V8 being tested prior to refitting.



With the major driveline components and body panels reinstalled.

with the Aussie forces that went home to meet the threat from Japan. And we know that thanks to an extremely fortunate set of circumstances which we will get to in a moment.

The Scout Carrier appeared on Ben Hawkins's horizon when Phillip Hastings, an Australian military-vehicle buff, announced on an internet forum that he had by accident discovered a rare Carrier type. Hastings had actually been searching for Stuart parts when, in 2008, he came across the remains of a Carrier on a farm that was being cleared. He found out that the vehicle had been purchased from a surplus sale in Perth at the end of the war and then driven the 190 miles or so to the new owner's homestead. Apparently he only wanted the Carrier's V8 engine so that he could repair one of his farm trucks but it had been cheaper to buy the complete vehicle as a job lot.

Subsequently the Carrier and its tracks were used to construct a makeshift harrow – an implement used to break up and smooth the surface of the soil, after ploughing for instance – and in the process circular holes were cut from each side of the

forward compartment and the right-hand side armour removed. But eventually the butchered shell was just left for kids to play

in. Although unsure of its identity, because the Carrier's body was of riveted rather than welded construction, Hastings realised it



Note the 'stir it and see' gear lever.



Ben finished his Scout Carrier in khaki green as it would have been applied at the Aveling-Barford factory. It would also have been armed with a Boys anti-tank rifle.

was a British-built vehicle and potentially significant, so he collected together all the various bits that had been removed and were scattered around, and even got hold of the original engine, which by that time had also been abandoned still fitted to the truck it had been purchased for after the war.

News of the discovery posted on the internet eventually elicited the information that the vehicle was indeed a Carrier, Scout, Mk I, and very rare indeed. And then along came Ben Hawkins. He had never restored a military vehicle but had a yearning for a Carrier and had actually purchased a well-worn Universal. However, having spotted the Scout which was, or appeared to be, both more complete despite its years on the farm and, as we have already said, the sole

survivor of its type, he went for it, finally closing the deal in July 2012.

PAST REVEALED

Ben took delivery in October 2012 with the Scout arriving much like a wheeled skip, the body packed with various parts. "I'd not seen it in the flesh, only in photos," Ben reports, "but I was fortunate in that it was remarkably complete. I started by stripping it right down and sandblasting. Because of the way it had been parked, the only decent paint was on the front lower plate, and as I rubbed it off a layer at a time the original registration RMY683 appeared from under the layers of Australian camouflage and British sand.

"What was the most difficult part of the project? Well, the fact that there wasn't

another to make comparisons with made things tricky if I got stuck on something. But to be fair, it was so original and complete there weren't any huge problems. Period photos were very useful, and I found an original parts book to use as a cross reference. Fundamentally the Scout and Universal are the same and a lot of the parts are interchangeable. The Scout's pedals are a bit different inasmuch as they are just bent 'L' brackets like those on a kid's go-kart, and there's no gear gate. It's a bit like driving an old Mini in which you have to waggle the gearstick around to find the correct gear. The Scout's air boxes also have curved not flat sides."

DEVIL IN THE DETAILS

Inevitably, admits Ben, it's the 'trinkets' that are hardest to find. "I guess that's the same with any project. V8 engines are everywhere so they're quite easy, and it has a truck rear axle so that is also pretty straightforward. However, it's the little bits that get unbolted



Here the Scout Carrier passes a Universal while providing an excellent view of its internal layout. (Australian War Memorial)



With the serial T-5329 clearly visible on the right-hand track guard, Ben's Scout Carrier demonstrates its manoeuvrability during a fund-raising event in Perth on 27 March 1943. (Australian War Memorial)



Unlike the Bren Carrier, the Scout was intended as a fighting vehicle and so was equipped with a pintle-mounted Bren in addition to a Boys anti-tank rifle.



The all-important brass plates survived although one headlight had been removed for use during kangaroo hunts.

and go missing that are a problem, such as the headlight that the farmer's son remembers taking off and fixing to his truck to go kangaroo hunting! But I was lucky that the Scout still had things like the choke instruction plate and the other brass plates that tend to get lost."

Having both the WD number and registration, Ben obtained a copy of the contract card.

On the back someone had kindly noted how many Scout Carriers were built on which dates, which is how Ben came to pinpoint the date of his, 5329/RMY683, to 17 July 1939. However, perhaps the most fortuitous discovery in history terms was a small batch of photos held by the Australian War Memorial museum. They showed several

Carriers being demonstrated on the streets of Perth on 27 March 1943 in support of a fundraising effort for what was known as the Third Liberty Loan. Although captioned as Bren Carriers, a couple of the photos clearly


"It would be fair to assume that it was instead shipped to North Africa, an assumption borne out by both its survival and the desert sand paint."

show a Scout Carrier bearing the number... you guessed it, 5329. One wonders at the odds involved in making such a find.

While looking at the 'before', 'during' and 'after' photos accompanying this feature you may have trouble reconciling such a beautifully accomplished restoration with

the news that it is Ben's first military vehicle project. Well, it is, but we better qualify that by mentioning that Ben is a pattern maker by trade and works for the Force India Formula 1 team. While there might not be much that

connects the high-tech world of Formula 1 to low-tech thirties-era military engineering, Ben's experience in the former has certainly impacted his ability to apply a high-quality finish to the latter.

Ben debuted his Scout Carrier at War and Peace Revival 2014 where, surprisingly, it seems to have slipped under the prize-giving radar. But that's scouting for you; slip in and out without drawing attention. But watch out for it during the 2015 show season and take a close look. It is a little, unique, gem. 

Below: The back panel of the Scout's crew compartment hinges down, while the radio battery is housed in the metal box to the very rear.



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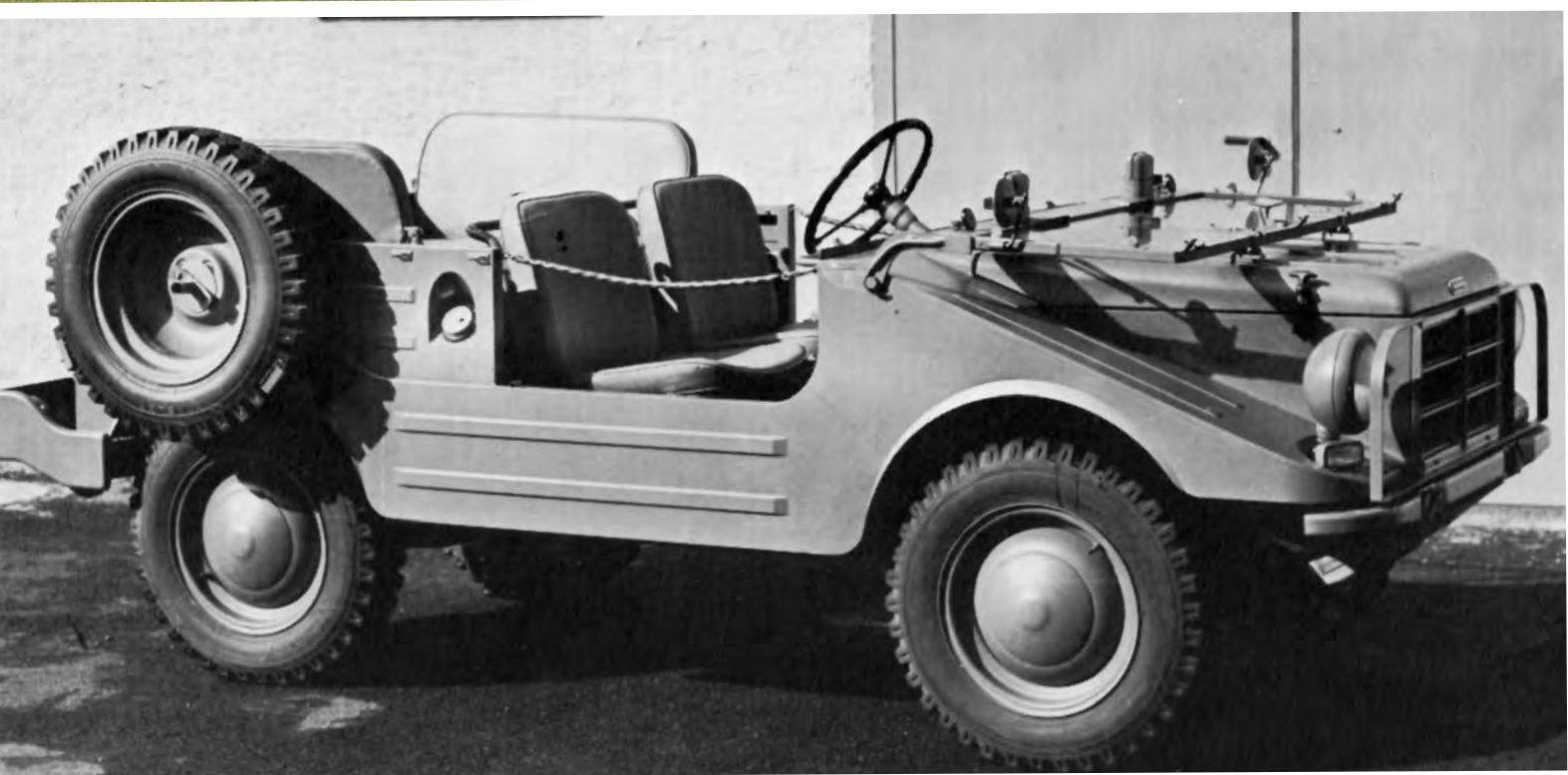
James Taylor looks at the Bundeswehr's first 4x4 runabout, which entered service in the 1950s.



Audi today might not thank you for reminding them that the distant ancestor of their swish and expensive 4x4 SUVs was a little two-stroke military runabout that was the first vehicle in its class to be used by the German Bundeswehr.

Let's rewind a little here. Germany after 1945 was divided into a Soviet-controlled eastern zone (the DDR or German Democratic Republic) and a western zone (West Germany or the Federal Republic). The western sector was forbidden under

Left: This is a standard Bundeswehr Munga 4. Note the convoy lights that distinguish the military models. Some models had the Auto Union four-ringed badge ahead of the grille; on others it was on the bonnet edge.



Above: Room for six seats was created by moving the spare wheel outside; this appears to be a civilian version.



Above: The canvas tilt over the extended rear end of this Munga 8 makes the vehicle look very strange indeed.

Right: Military examples like this West German one had a substantial bash plate under the front end. (High Contrast/WikiMedia)



the terms of the 1945 surrender to have a standing army – but that restriction was lifted in 1956. Knowing that the new Federal Army (Bundeswehr) was due to be established, the relevant authorities began to look around for suitable vehicles a year or so before that.

So it was that during 1955, those authorities reviewed the prototype quarter-ton 4x4s submitted for approval by three West German manufacturers. Goliath, part of the Borgward empire, was a maker of small family cars; Porsche (which needs no introduction) tried its hand with the purpose-designed Model 597; and Auto Union (which became Audi) proposed the similarly purpose-designed model F91.

Left: The Bundeswehr had a stretcher-carrier conversion, which is pictured here. (Bundeswehr)

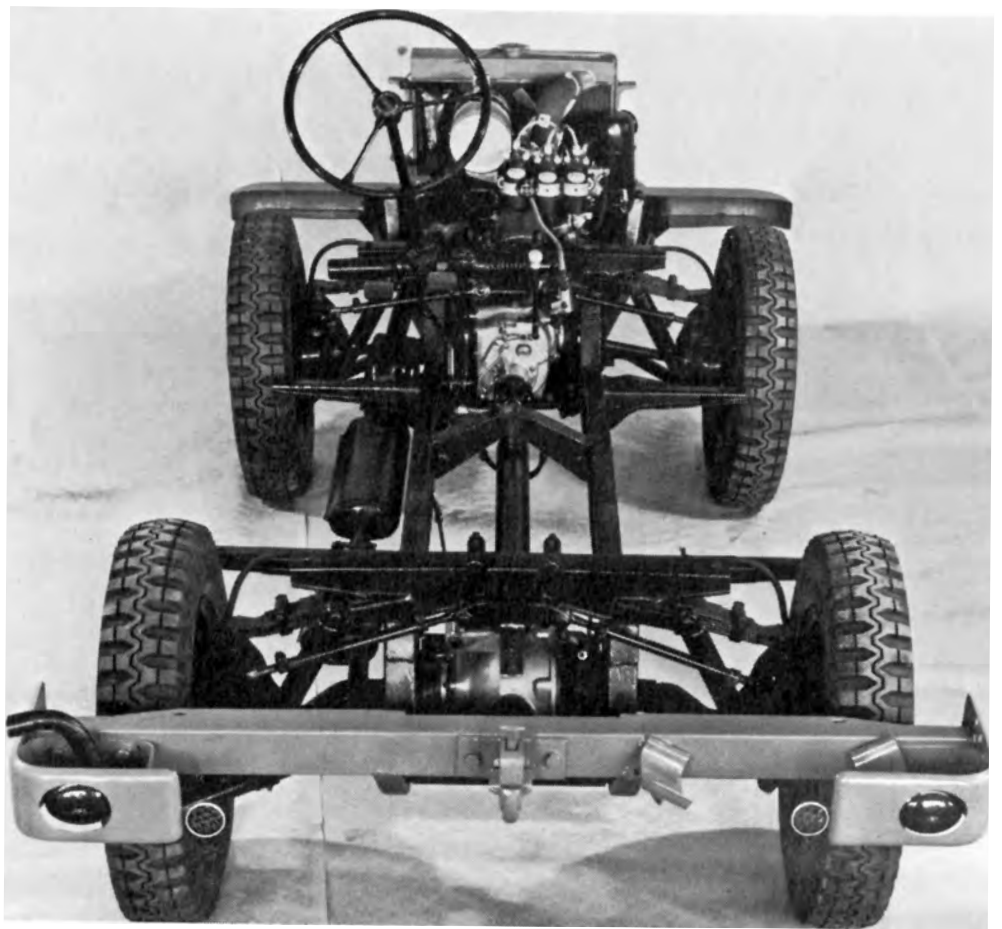
COMPACT ALL-ROUNDER

It was the Auto Union that won the contract, and it's the Auto Union that we'll focus on here. At the time, its maker was a builder of small and affordable cars that were sold under the DKW name, and from the engines already in production it chose its AU900 type – a three-cylinder, two-stroke device with an 897cc capacity and an output of 38bhp. This drove through a four-speed gearbox to a selectable four-wheel-drive system. Foundation of the vehicle was a narrow ladder-frame chassis with independent suspension that used identical components front and rear – a design calculated to appeal to the military mind. The wheelbase was exactly 2m (78.7in) and the overall length was 3.45m (135.8in or 11 ft 3.8in). This was a distinctly compact 4x4.

On top of that chassis went a minimalist all-steel body with the distinguishing feature of sloping front wings. Why that was a good idea remains open to question: it meant there was one less surface to spread maps on! There were two seats in the front and two seats behind with panniers inside the body alongside them.

PART OF THE UNION

Quantity production of the F91 began in December 1956 at the Auto Union plant in Ingolstadt and, in the beginning, the vehicle was available only to the West German military and to government agencies such as fire services. Civilian models would follow in 1957, and would be marketed with the name of Auto Union Munga: Munga was a handy contraction of Mehrzweck Universal Geländewagen mit Allradantrieb, which translates as 'multi-purpose universal off-road car with all-wheel drive'. It appears that some early civilian vehicles



The chassis frame was very narrow – almost like a backbone frame.

were sold under the DKW name, but that the military types were always known by the parent company's name of Auto Union. Production models had a little more power than the prototypes – all of 40bhp – and the selectable four-wheel-drive transmission was quickly replaced by a permanent four-wheel drive system.

MODEL EVOLUTION

There were changes from late 1958. The original four-seat model, now known as an F91/4 3035 type, was supplemented from August that year by the F91/6 3036, which brought to the party a redesigned rear body that could carry four people on inward-facing bench seats. To achieve this

Below: This vehicle was converted as a missile launcher-carrier for the Bundeswehr. (Bundeswehr)





Above: This F91 served with the British forces in Berlin, and was pictured in 1961 on escort duties just before the Berlin Wall went up. The East-West border ran down the middle of this street, and that is an East German armoured car on the other side. (CIA photo/Public Domain)



The F91 was promoted to overseas military forces, and was pictured here on trial with the French, who declined to buy any. (Ken Twist)



six-seater configuration within the same overall dimensions, the spare wheel was mounted, Jeep-style, on the right-hand body side, and the internal panniers disappeared.

This was followed in November 1958 by an enlarged engine, developed primarily for the Auto Union 1000 saloon that replaced the oddly-named DKW 3=6. Now displacing 980cc, it delivered 44bhp, and in an arrangement that could only have happened in Germany during the Cold War period, it was also manufactured under licence by Wartburg in East Germany! Remember those smoky two-stroke Wartburgs? Well, they had that engine.

All this left the base model (the F91/4/1000 3038 type) in more or less definitive form, and it would be produced like this until December 1968. Top speed was claimed to be 98km/h (61mph), although that dropped to 93km/h (58mph) for the six-seater F91/6. This remained available, now with the new engine, and from February 1962 there was even a long-body Munga 8 – supposedly an eight-seater although in fact most were probably built as pick-ups. This variant was 245mm (9.6in) longer than the other models, but had the same wheelbase. It was the Munga 8 that went out of production first, in November 1968, preceding the demise of the Munga 4 and Munga 6 models by just a month.

BRITISH USE

The military F91 became the standard vehicle in its class in the new West German Bundeswehr, which bought several thousand of them. There were many in service with the BGS (Bundesgrenzschutz, or Federal Border Police), too, and the model was offered to other nations

to replace their ageing NEKAF Jeeps. However, the Dutch had a great deal of trouble with their F91s, and took them out of service in 1970, drawing more NEKAF Jeeps from reserve stocks to replace them. Far less well known is that the British military also used F91s, buying them for its forces stationed in Berlin during the Cold War.

During the 1960s, West Germany

was planning to replace the F91s in the fullness of time with the half-ton Euro-Jeep that was being planned, and would be shared by the French and the Italians. However, that project fell apart for a

variety of reasons, and by 1976 was dead. By this time, and after a series of complex changes in the German motor industry that we'll skate over for now, Auto Union had become part of the Volkswagen empire – and Volkswagen had every intention of retaining the military contract that its subsidiary

“It was also manufactured under licence by Wartburg in East Germany.”

had obtained. So the F91 was further developed to become the VW Iltis, which won the contract for the F91 replacement and entered production in mid-1968. The final F91s were nevertheless not

withdrawn from service until the 1980s.

In its civilian guise, the Munga became popular in West Germany as an agricultural vehicle and for forestry work. There were truck cab and hardtop versions available, too. Its rugged simplicity and versatility were much liked in South Africa, and also in parts of South America. We shouldn't forget that the civilian Munga was also built

overseas, notably in São Paulo, Brazil, where it was sold as the DKW Candango. Both two-wheel-drive and four-wheel-drive versions were made in five years of production between 1958 and 1963.



Above and below: The F91, a four-seater, is here proving its abilities on the French trials that were conducted in 1959. (Ken Twist)



PRODUCTION FIGURES

MUNGA 4.....36,800 approximately
 MUNGA 6.....2800 approximately
 MUNGA 8.....7130 approximately

APPROXIMATE
 OVERALL TOTAL:.....46,730





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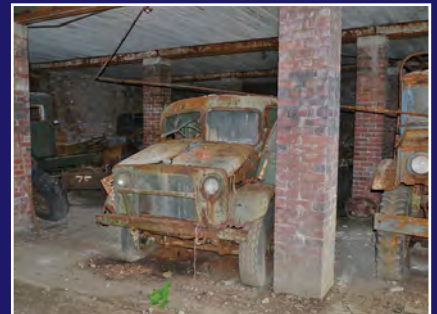
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SOE OVERLORD SHOW, DENMEAD - 23-25 MAY 2015

David Gilbert reports for CMV on Hampshire's spring military spectacular

The late spring bank holiday weekend of 23-25 May saw the SOE Overlord military show return to the Lawns in Denmead for a fifth successive year,

having run as the Overlord show for around 38 years in total. Boasting over 350 military vehicles, 500 re-enactors and 100 trade stalls this show offers

plenty to keep both the family and enthusiast occupied for many hours. What is now standard fare at military events such as Overlord is a decent sized arena to display the vehicles and safely manage battle re-enactments with suitably positioned pyros for effect. Blessed with good weather the show certainly drew in the crowds and figures show that footfall was significantly up on 2014's show.

IN THE FIRING LINE

The centrepiece of any event is where the action is set to take place and this inevitably means the arena. This year's spectacle certainly made good use of the arena space with events starting as early as 10.30am and running almost continuously until the show closed at 16.45. A departure on previous years, but an impressive feature for the show is the firing of the 155mm SP artillery piece, this year being demonstrated from inside the arena. In previous years the firing of this piece has taken place from a considerably less conspicuous position, almost relegated to the sidelines when compared to this year's firing position. The firing of the artillery piece, timed for 13.00,



Above and below: This Alvis Saladin, a 1959 FV601 model, has been owned by Danny Chant for almost four years. It saw service in Germany, Ireland, Hong Kong and Libya and the OTC before being demobbed.



Below: This 1982 built Shorland armoured Land Rover 110 which has been owned by Paul Kettle for the last 15 years was the first prototype built and only ever saw use as an Army test unit. The design did go into production and saw deployment in North Africa.



Above: Built for the Swiss army in 1951 this Unimog is one of 160 units employed by the Swiss for use in mountainous regions. Belonging to Kevin Hollis, this particular model is the 2010 and would have been used as gun tractor and service wagon alike. Below: An OT90 was driven around the arena to show its off roading versatility. The deepest ditch in the arena presents no problem for this Warsaw bloc fighting vehicle of the Cold War era.

drew the crowds into the arena area with great effect and once fired most likely left more than a few members of the public temporarily deafened.

Two military vehicle parades were scheduled throughout the day, starting with the post WW2 vehicles. A varied selection of British, US and Russian vehicles amongst other nationalities made up an impressive list of entrants which included a recently demobbed US Army AMG General M923A1 of the 118th MP Brigade boasting service in Iraq I as well as Afghanistan. From the home nations Alvis was well represented with both Saracen and Saladin armoured vehicles being put through their paces in the arena's ditches.

ON PARADE

The second vehicle parade of the day focused exclusively on the WW2 vehicles, and was no less impressive in its turn out





Above and right: This Bedford MW is owned by Simon Ulrich who fully restored it around four years ago. It is believed to have served in the desert around 1944 as it has traces of desert camo, but was restored to European spec.

Left: This British Army Daimler Ferret looked resplendent in its North Africa desert camo.



Above and left: The Unimog model number U411-10 proved useful to the Swiss Army for work in mountainous regions to tow heavy trailers and act as an alpine gun tractor. They can pull loads up to around 2 tonnes. Current owner Daniel Craig has had it for around four years.

than the post-war vehicle parade. Included in the WW2 veteran vehicles was a rare Morris Commercial CS8 kitted out with wireless body and a service history with

2nd Army Signals units. Adding a little levity to the parade the driver of an OSS Bedford tractor and trailer unit gave a splendid showing of how to quickly deploy the trailer,

depart and reverse back onto the trailer and pick it up again at speed. A very smoothly demonstrated operation which received the applause of the crowd. Of course the vehicles were not just restricted to cars and

Right: The Marines and Army use the Bombardier Bambi BR100 as a light patrol and tracked landing vehicle and this one was operational throughout the mid-seventies.
Below: The service history of this 1937 Morris Commercial CS8 truck is not known, but it was employed as a breakdown truck post-war. The unit is completely original and decked out in the unit markings of the KRRC. The yellow flashes are thought to be pre-war manoeuvres markings as employed in areas such as Salisbury Plain. It's owned by David Ballard.





Above: A Jeep 1 ton truck, decked out in NZ RAF markings. It was built in the mid-1940s and most saw service mainly in the Pacific theatre. Left: This ex-RAF Land Rover showing in the Post WW2 Wheels and Tracks section gets cross axled in the smallest but deepest of ditches in the arena. Although it took a bit of driving to get out of the ditch it certainly highlighted how versatile Land Rovers are at negotiating off road terrain.

trucks, as ably demonstrated by the riders of two motorcycles and sidecar combos from the WW2 period, the first being of Zundapp origin and the second from the BMW works.

Of course not all of the exhibitors drove their vehicles around the arena, and with a little exploration of the outer exhibition lines many other interesting vehicles were on display including two ex-Swiss army Unimogs. These were mainly used for haulage, GS supply and as gun tractors in the mountains and passes in and around

Switzerland. Also tucked away along the tree line was a rare and fine example of a Shorland armoured Land Rover, this one being the first prototype produced which never saw military service.

BATTLING ON

As is becoming popular at many shows now space is being allotted to the re-enactors of the living history groups. Overlord is no different in this respect, with groups from both the Great War and WW2 eras present. Example setups of realistic burnt



Above and above left: Owner Richard Dunning purchased this Land Rover Series 1 80in around nine years ago at the Great Dorset Steam Festival. It served with the British Army but its exact service history is unknown.

Below: Powered by a 14L Cummins diesel engine, this AMG General M923A1 general service truck served in Iraq 1 and recently saw service in Afghanistan with the US Army, attached to the 118th MP Brigade towing artillery. The owner is Andy Wright, and it has been in his possession for a year.





Above and left: This 1917 Model T Ford kitted out for light patrol car duties and armed with both Vickers and Lewis machine guns belongs to Simon Ulrich. The precise war history of this vehicle is unknown. It was rebuilt and contains all original 1917 parts apart from the upper rear bodywork. This unit was made under licence in Manchester.

out buildings, trench positions and base camps were all evident with living history groups from all the main protagonists being ably represented. Taking the re-enactor

participation to its natural conclusion of 'The Battle', the day came to a close with a battle re-enactment being played out in the main arena between the German

Army Second Battle Group and the US Red Ball Express – the 514th Quartermasters Trucking Regiment re-enactors. The scenario was setup for light vehicle and infantry engagements which added a nice twist



Above and right: The 155mm SP gun was used by NATO forces during the seventies; the gun section is driven by a dedicated Mk1 VW Golf engine so it doesn't need to be towed by tractor to its place of deployment. Below: This variant of the 1939 Morris Commercial CS8 truck, belonging to Bob Edgeley, was used by the Signals as a wireless truck. This unit saw service with the 2nd Army and continued into post-war service again with the Signals units. The vehicle is still original and at present has no specific unit markings applied.





Above: Built in the 1940s, the Bedford OSS tractor unit and trailer were a general supply truck for the British Army and would have seen service in both European and African theatres.

to the more usually seen heavy armour re-enactments. On this occasion the Second Battle Group took the day ably supported by two heavy mortar positions that managed to keep the US infantry suppressed and

knocking out the half-track support early on in the engagement.

Overall the SOE Overlord show offers a very nice mix between vehicles, living history and arena activity. The show itself isn't so large as to lose the visitor in a

maze of fields and metal but is plenty large enough to keep even the most cynical visitor busy for hours perusing the militaria trade stands, wandering between the lines of vehicles or just relaxing at the side of the ever busy arena. **REVIEW**

Below, bottom and right: General pictures showing the final battle re-enactment of the day. The images show a German Army mortar crew and staff car in action. The allied images show a US half-track and infantry moving forward under fire toward German positions and the final image is of German infantry taking cover behind a US flatbed fuel delivery truck having just advanced and captured it for the US forces.



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COMING IN NEXT MONTH'S ISSUE..



Watch out for these exciting features in next month's issue, on sale 21 August 2015

WAR AND PEACE REVIVAL 2015

We report on the highlights of this year's open air festival of everything military...

REICHSWEHR STAFF CARS

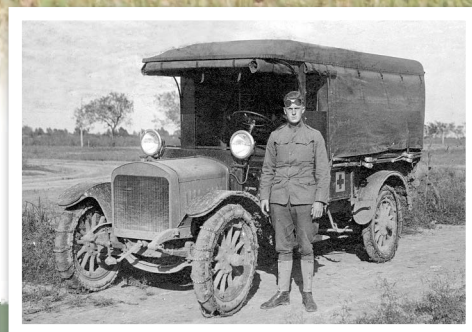
Karl Ludvigsen tells the story of the versatile inter-war reconnaissance vehicles.

GMC AMBULANCE

Tim Gosling looks back at the 16AA ambulance which saw service during the Great War.

CLASS OF 500

John Gray went to great lengths to import a rare 1943 Chevrolet Class 500 fire truck, but as John Blackman discovered, it was well worth the effort.



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. Show organisers, please send details of your event to ian.cushway@keypublishing.com or to the editorial address at least eight weeks in advance. Unfortunately we have space only for shows with significant military-vehicle content.

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

August

THE MILITARY & FLYING MACHINES SHOW

Date: Sat/Sun 8-9 Aug 2015
Location: Damyns Hall Aerodrome, Upminster, Essex RM14 2TN
Contact: Colin Tebb 07901 810383, <http://militaryandflyingmachines.org.uk>

COMBINED OPS SHOW

Date: Sat/Sun 15-16 Aug 2015
Location: Headcorn Aerodrome, nr Maidstone, Kent
Contact: Malcolm Dunlop 01303 267271, www.combinedops.co.uk

ATTINGHAM CLASSIC CAR RALLY

Date: Sun 16 Aug 2015
Location: Attingham Park National Trust, Shrewsbury, Shropshire
Contact: David Sear davids@severnhospice.org.uk, www.severnhospice.org.uk

FORCES DAY

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

SUMMER VEHICLE FEST

Date: Sun 23 Aug 2015
Location: RAF Coltishall, Norfolk
Contact: 01603 626 668 or email
events@str.gb.com

MILITARY ODYSSEY

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

CORNWALL AREA MVT MOUNT EDGCUMBE AT WAR

Date: Sat/Mon 29-31 Aug 2015
Location: Edgcumbe Country Park, nr
Plymouth
Contact: Gwen Jenkins 01872 561653,
www.cornwallmvt.co.uk

TANKS, TRUCKS & FIREPOWER SHOW

Date: Sat/Mon 29-31 Aug 2015
Location: Dunchurch, Rugby CC22 6NR
Contact: Sally Baker, 07885 115341/
sallybaker@hotmail.com

September

15th BUNTINGFORD CLASSIC

Date: Sat 5 Sept 2015
Location: High Street, Buntingford, Herts
Contact: www.
buntingfordchamberofcommerce.co.uk/
buntingford-classic-car-show

JEEP & CHEERFUL DAY

Date: Sun 13 Sept 2015
Location: South Yorkshire Aircraft Museum
Contact: 01302 739000,
www.aeroventure.org.uk

WHEELS OF WAR

Date: Sat/Sun 26-27 Sept 2015
Location: Crewe Heritage Centre, Cheshire
Contact: Phil Podmore 01270 256880,
www.facebook.com/Wheelsofwar

MILITARIA EVENTS, AUCTIONS, ETC

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

Ramco UK

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

FORTHCOMING MILITARIA EVENTS 2015

July

HILDENBOROUGH MILITARIA FAIR

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

August

DALLAS DIG OUT

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

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

HILDENBOROUGH MILITARIA FAIR

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

MILITARY ODYSSEY

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

September

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

CHELMSFORD MILITARIA FAIRS

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

HILDENBOROUGH MILITARIA FAIR

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

October

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

CHELMSFORD MILITARIA FAIRS

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

HILDENBOROUGH MILITARIA FAIR

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

DALLAS DIG OUT

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

November

NORTHERN MILITARY EXPO

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

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

HILDENBOROUGH MILITARIA FAIR

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

MALVERN MILITARIA FAIR

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

CHELMSFORD MILITARIA FAIRS

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

December

HILDENBOROUGH MILITARIA FAIR

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

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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



Home by breakfast? Having just returned from Dunkirk, this rare 1939 Austin 8AP Tourer has just gone into the classifieds.

It's not just about Jeeps, of course, but we seem to have had a lot more of them advertised and successfully sold this month than ever before – with several stories of prospective buyers being pipped to the post on good value older restorations.

Generally the market seems busy, though slightly less so at the high end, although often the decision making process can be a bit slower when parting with big amounts of cash. Indeed, there have been plenty of quick, and some same day sales so it seems the hobby is vibrant and it is a good time to buy and sell military vehicles.

Surprisingly, though, an Abbot and FV432 in a Welsh classic car auction didn't sell

– both appeared to be non-runners and from the pictures seemed in need of a fair amount of work. Add to that the cost of collecting two 'dead' vehicles and it starts to get expensive, so you can appreciate why bidders were reticent. A long term dry stored Abbot SPG at the auction of the Stondon collection made £14,300 but we are told it hadn't run for 18 years. There was also a caveat of waiting four weeks to get the vehicle out of its current position. But nothing with armour is easy is it?

A major private vehicle collection in Europe, which includes Shermans and other armour, plus a huge stockpile of spares, is to be auctioned in early 2016. Sorry we can't say whose collection it is but you'll

find out here first when an announcement is made. This will release a lot of good vehicles and sought after spares into the hobby and we expect a worldwide interest.

IDEAL FIRST MVS

This month's bargain at entry level had to be a 1951 Mk1 Daimler Ferret in need of restoration at £3500. It is a viable project and not beyond the average enthusiast.

Even excluding the Defenders in Witham's daily online sales (because they nearly all came via them from the MoD in the first place), this month we have seen the highest number of Land Rover Defenders coming on to the market since records began. With prices between £4000 and £9995, the Defender is rapidly becoming this year's must have post-war vehicle. While they aren't available in the vast numbers of the Series IIIs, most need only light work to get them to MoT standard.



Laffly Licorne V15T was built in June 1940 so is bound to have seen use by the Germans.



Fordson WOT8 is one of three known runners.

Some have had good restorations – and that is reflected in the prices.

RARITIES

Like those from the Great War, French vehicles from WW2 don't come up as often as we would like – and, of course, after 1940 those that were made, were solely for Germans use. So seeing a Laffly licence built Licorne V15T light artillery tractor was a really nice surprise. Although always known as the Laffly, the Laffly company itself only manufactured the first batch of 100 V15s; the rest of the production being taken over by La Licorne company. The small wheels at the front were to help it climb ditches and banks.

After successfully attending the 75th anniversary of Dunkirk events, a lovely 1939 Austin 8AP Tourer came straight onto the market, resplendent in its correct early war colour scheme. Many of these were lost at Dunkirk and it is a military vehicle of significance that will also appeal to classic car buyers. A veteran told me they were nicknamed the 'Breakfast Car' – due to junior officers wishing to impress a young lady in 'their' open topped tourer generally being told by their superior to "get it home before breakfast."

Post Dunkirk, but rarely seen, a 1942 Fordson WOT8 4x4

30cwt light truck at £11,500 rightly reflects the rising value in WW2 British vehicles. One of only three of the type in restored condition in the world (the other two are in Holland and Czechoslovakia), this particular vehicle is believed to have been delivered to North Africa direct from the factory.

The 71st anniversary of the D-Day landings in June attracted appreciably fewer military vehicles than last year, but there were still plenty running around the French coastal areas. As in 2014, it was much more dignified around the British beaches with the Sainte Mere Eglise and Utah beach areas once more seeming like a carnival. With obviously far fewer veterans in Normandy this year, in the American sector enthusiasts were making up for the deficit by flocking to meet some of the actors (I can't recognise a single one) from *Band of Brothers* instead. It was an event which surprisingly seemed to get the lion's share of French media coverage on 6 June, for what is actually a period of commemoration and remembrance for the 80-day campaign to push the Germans out of Normandy.



Mk1 Ferret at £3500 needs restoring but would make an excellent first time project.

WAR AND CEASE

So as you read this column and the rest of CMV there is little else to think about beyond

will be the last. We all hope it will be a great success and the show goes out on a high. Unquestionably it has been

"With prices between £4000 and £9995, the Defender is rapidly becoming this year's must have post-war vehicle."

the pre-eminent military vehicle show and has had a great positive contribution to the growth of the hobby. Maybe now

the final War and Peace Revival which is only days away. With an understandably heavy heart, organiser Rex Cadman has decided after all these years that this show

he will have the time to start restoring some of the project vehicles he has been amassing for years... And on that bombshell – see you there!



£14,300 for this Abbot at auction including the buyer's premium made someone happy.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			TREND
					LOW	HIGH	AVERAGE	
SOFT-SKIN VEHICLES								
AM General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£29,000	£45,000	£37,000	–
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£2300	£6750	£4933	–
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£2250	£3250	£2783	–
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£8000	£8500	£8250	▲
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£6000	£13,700	£9525	▲
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£8400	£12,750	£10,905	–
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£20,000	£25,000	£22,500	▲
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£6925	£18,750	£11,895	–
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£6000	£8500	£6850	▼
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£3465	£13,300	£8690	▼
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£9500	£15,000	£11,813	▲
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£5995	£18,500	£10,665	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£3750	£20,750	£14,055	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£4000	£9995	£5448	▲
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£6000	£5498	–
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£3150	£7100	£4585	–
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£16,995	£18,000	£17,085	▼
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3495	£5500	£4630	–
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£3450	£8500	£5075	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£6000	£10,500	£8500	–
WHEELED ARMoured VEHICLES								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£3500	£11,000	£8462	▼
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£15,000	£30,000	£18,400	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£10,000	£18,000	£13,775	▲
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£9000	£18,000	£13,765	▼
AMPHIBIOUS VEHICLES								
Alvis Stalwart, FV620 (etc)	UK	1959	6522cc; 8; petrol	1575	£6750	£9500	£7975	–
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£10,000	£11,750	£10,641	▲
TRAILERS								
¼-ton (for WW2 Jeep)	–	–	–	–	£850	£1650	£1225	▲
¾-ton British (for Land Rover)	–	–	–	–	£375	£500	£485	▲

* 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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BOOKS / MANUALS

OBSERVERS FIGHTING VEHICLES DIRECTORY WWII BY BART VANDERVEEN £20, Observers Military Vehicles directory from 1945 £20. P&P extra. Contact Neil Tel: 07890 868192.

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

www.keypublishing.com

JEEPS / LAND ROVERS

LANDROVER LIGHTWEIGHT 1981



£4950 ov.n.o. 24 volt, very good condition, will have 12 months MOT.

Some service history.

Phone: 07585 559016 *Lancashire.*

Email: b.marshall48@btinternet.com

FORD GPW, 1942, £17,000



Willys Engine, recondition on unleaded fuel. 12 V electrics, total rebuild. Split rim wheels etc. Painted 2 pack. You see it – you will buy it.

Tel: 07802 633580

(Essex)

GAZ 69M, 1968 £7,500



4x4, mileage 3400, factory condition, completely original, it has slight traces of short term use, never dismantled, originally varnished, location Warsaw Poland.

Phone: 0048602250565

Email: m.szelagowski@warsztat4x4.pl

MILITARY / MISCELLANEOUS

POS PRE WAR AERO 4 POT. £450



2 stroke engine with propellor.

Buyer collects

Phone: 0208 3997541 *Surrey.*

12FT X 12FT TENT. Good condition £325.00. Tel: 01394 271887 *(Suffolk)*

WW2 RADIOS £520 EACH. 2 NO 19

Used on jeeps and armour etc.

Also 60ft tent W.D. heater, new, £300.

Also W.D. Turfa-puller £200.

Phone: 07931 238911 *Salop*



www.keypublishing.com

BUICK MODEL 40, 1939, £6,860 ONO



Early history unknown. Imported in 1939 from Canada. Appeared in Empire of the Sun, Captain America and Hyde Park on Hudson. It is left hand drive and has a Chevrolet 350 CIV8 and TH350 Automatic trans.

Tel: 01903 872787

Email: patton7@virginmedia.com *Sussex*

1943 CHEVROLET C8A WIRELESS TRUCK, £17,500



Original Chevrolet Wireless truck for sale. It has done less than 10,000 miles from new. As far as I can tell it was never issued and was released from the MoD in 1947 with 500 miles on the clock. It was privately owned before being purchased by a military vehicle museum, from where I bought it 21 years ago. The vehicle is right-hand drive with a beautiful wooden steering wheel.

It comes with its four original, 1942-dated, part-worn, run-flat tyres plus one good spare. The original tyres were replaced with bar-tread tyres which are in excellent condition. The truck is equipped with a No.19 radio set, original operator's head-set, antennae, a set of snow chains (unused), jack, starting handle, radiator muff, stainless steel exhaust, shovel, original 1942-dated detailed maintenance manual and a modern towing bar.

Phone: 01752 822245

07974 787947

Email: rdwhite@homecall.co.uk

BSA PARABIKE 1942 £900.00



Low serial number.

Excellent condition .

Phone: 01252 321103.

Surrey

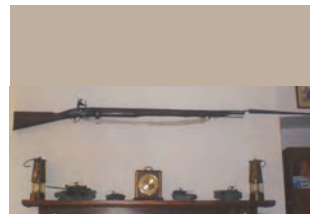
M1 GARAND RIFLE, 1943



Old spec (1989), fully working action, field straps, etc. Superb unrestored condition, correct sling, first to see will buy. £1500. Collect from South Yorks.

Phone 07971 223707.

TOWER MUSKET (BROWNBESS) EARLY 1800S, £1,550



Excellent condition, original socket bayonet, white leather sling, 0.75 calibre. Will swap for military motorcycle. Collect or could deliver at cost. Have other antique military rifles. Phone for details 07971 223707 *S.Yorks*

SPEEDO TAKEN FROM A FORDSON ARMY LORRY £80.



Phone: 01234 822006

Bedford

WW2 AUXILLIARY SCAMMELL FIRE PUMP £225 - Pumps 40 Psi



Has original wheel- barrow. Hoses, brass branches & basket incl. Fully restored to a working pump but stored for several years in dry shed. Some spares and original instruction manual available. Phone: 07951 73862 *Wiltshire*



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500, offers over £3000. Had this in 1972. Resprayed in 1975, needs work to finish, stored for forty years. Log book with Reg. no ACF 62B. 1 September 1964, last run in 1976. Phone: 07544 987518 Suffolk.

MILITARY / MISCELLANEOUS

RAPIER MISSILE 1977-1990



2nd Rapier Missiles without warheads. One is the Warton prototype. Swap for Whermacht militaria or offers. Phone: 07956 210351 Gloucester

LARKSPUR C11/R210



Complete with top & bottom carriers, 24v power supply & A.T.U. No.7 £550. Phone: 01954 719819

SPARES

DODGE G08 71/2 TONNE. 1990, many spares, tyres and wheels to fit. Ring with your list evenings 7-8pm. Phone: 07802 604407 Hants.

CLARSMAN RADIO HARNESS £175



To fit 432 but ok for any British A.F.V (Post War). Tested working intercom, 3 headsets, cables, junction boxes etc. Either new or reconditioned – with simple to follow set up diagram. Phone: 07971 223707 S Yorkshire

SOFT SKIN VEHICLES

CHEVORELET-C15A, 1943, 8,000 EUROS. Very good condition, good tyres, new tarpaulin, ready to use, all registration documents. Price by arrangement. Pire, 156 Rue Du Commerce, B5590 Ciney, Belgium. Email: herve.denis.42@gmail.com

GUY QUADANT F.A.T X 3. 1938 -1944. 25,000 euros, 2 running, 1 for spares or restoration. Enquiries please only by letter to 18 Rue De Thillot, 55210 Hannonville, Sous Les Cotes, France. Photos on demand. Email: claude.jean.neel@luvinet.fr

GMC - CCKW 353, 1943, 8,000 EUROS. Workshop steel body, soft top cab, good tyres, very good condition, all registration documents. Price to debate. Pire, 156 Rue Du Commerce, B5590 Ciney, Belgium. Email: herve.denis.42@gmail.com

RENAULT R2067 4X4, 3/4 TON, 1954, 2,500 EUROS. Ex. Belgian Army, Soft top cab, wooden rear body, bows & tarpaulin, 5 good tyres, very good condition, all reg. documents. Pire, 156 Rue Du Commerce, B5590 Ciney, Belgium. Email: herve.denis.42@gmail.com

VEHICLES AND PARTS

(4) 1100 X 20 REAR GRIP TYRES



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

101 AMBULANCE 1981 £10,950 ONO



Low mileage. In superb condition. Completely rebuilt and engine overhauled in 2014. Converted to LPG. Inside ready for conversion to camper etc. Phone: 01473 652632 Suffolk

SCAMMELL PIONEER 1943 £12,500



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

HEN'S TEETH FOR SALE! Champ rear CW&P sets. We are considering remanufacturing. Price T.B.A (more equals cheaper). Delivery depends on achieving minimum order. Please register your interest with paulnbarrett@gmail.com. Tel: 07970 750191.

FOUR TYRES 900 X 16 Avon Heavy Duty unused. Price: £300. Phone: 07774 688 715.

EX.W.D GANTRY H 9FT - W8FT. Cross with 15CWT block/tackle very good condition £175. Stalwart mirror arm extension for second mirror that was normally set to see wheels x 2 £15. Phone: 01206 395177. Essex

SCAMMELL PIONEER FRONT AXLE AND AUSTIN K4 FRONT AXLE new unused – best offers – Phone: 07774 688 715

VARIOUS SERIES 3 DEFENDER 90/110, Bedford MJ Parts. Sorry no engines, gearboxes, axles, panels. But parts their of also bulbs, bug lenses, reflectors. Phone for freelist 07858 784713 (SE London)

WHEELED ARMOUR

DAIMLER DINGO MK.II, 1943, £25,000. Rare Malay Turret Dingo, recent brake overhaul, starts and runs well. Good tyres, 19-set, replica 30 cal barrel. War registration F48777. Phone: 07515 026970 Middlesex.

DODGE 500 4X4 TANKER



Direct from the US Army £2,500.00 Tel: 01474 703187

WILLYS/FORD JEEP



5x restored combat wheels with new tyres £475. Phone 01474 708586 Mob: 07719 779597 Dartford, Kent.

AUSTIN K2



Master CTL & front cylinder radiator. Bedford QL radiator - halfshafts, gearbox - engine. Propshafts, front panel - doors. Bedford RL rear axle, Bedford MJ rear seats. Hoops and canvas and tyres. Phone: 07831 138408. Wokingham.

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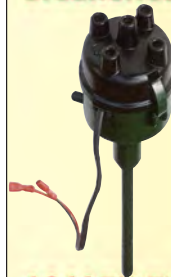
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Rommel eventually resorted to 88mm anti-aircraft guns to halt the Matilda's progress

and it's reported that just 20 of the original 88 tanks were able to make their way back

to Allied lines. Nonetheless it slowed the German push towards Calais, Boulogne and Dunkirk – and for that, no doubt, many BEF servicemen were eternally grateful.

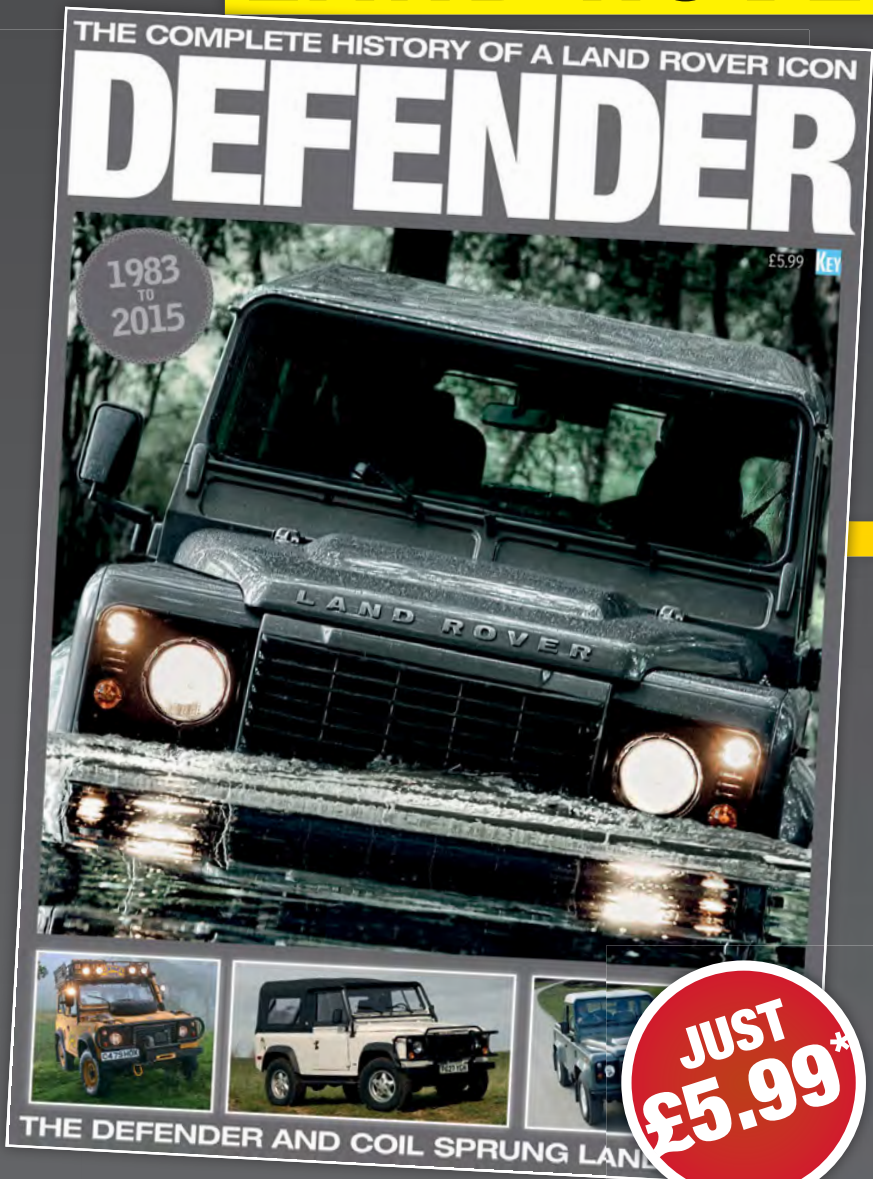
This one's the first model Matilda II, the Mark I, as used in France. It has a coaxial Vickers, hence the armoured sleeve.

Photo: The Tank Museum (9340-C4)



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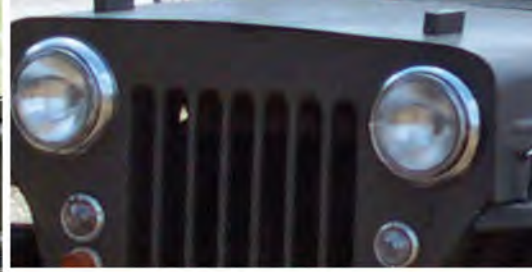


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