

ISSUE 177
FEBRUARY 2016

£4.40

CLASSIC MILITARY VEHICLE

KEY

incorporating

**MILITARY
MACHINES**
INTERNATIONAL



The long lasting
Centurion BARV
remembered

SHOWDOWN!

Military events & museums – complete
guide inside

Latest market
news



Pak 3.7 gun

1938 MORRIS RADIO TRUCK



EARLY TANK TRANSPORTERS



BIG WHEEL FERRET AT AUCTION





Cherished Vehicle Insurance

Classic Military Vehicle Insurance for your pride & joy



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

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

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



0333 003 8162

www.cherishedvehicleinsurance.co.uk



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

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

EDITORIAL

Editor: Ian Cushway ian.cushway@keypublishing.com

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

ADVERTISEMENT SALES

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

PRODUCTION

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

MARKETING

Group Marketing Manager: Martin Steele
Marketing Manager: Shaun Binnington

MANAGEMENT

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

SUBSCRIPTIONS/MAIL ORDER

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

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

POSTMASTER: Send address changes to:

CLASSIC MILITARY VEHICLE, Key Publishing Ltd, c/o MailRight International Inc., 1637 Stelton Road B4, Piscataway NJ 08854.

DISTRIBUTION

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

PRINTING

Precision Colour Printing Ltd

ISSN: 1473-7779

All rights reserved. The entire content of CLASSIC MILITARY VEHICLE is © Key Publishing 2016. Reproduction in whole or part and in any form whatsoever is strictly prohibited without the prior permission of the Publisher.

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

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

PUBLISHED MONTHLY BY

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



Contents

04 OPENING SHOT!
A Whippet from the Great War.

06 REVIEW
The latest happenings from the classic military vehicle world.

12 HOOKED ON RADIO
★ COVER STORY ★
Bob Edgeley took his radio equipment collecting to the extreme when he purchased this 1938 Morris Commercial wireless truck.



21 RETURN TO GLORY
John Blackman met the new organiser of War & Peace Revival and cast an eye over his military vehicle collection.

27 HAVE TANK, WILL TRAVEL
★ COVER STORY ★
David Fletcher looks at the early methods used to transport tanks.



32 SHOW AND MUSEUM SPECIAL
★ COVER STORY ★
Grab your calendar and make a date with our 15-page military show and museum guide special.

50 DOOR KNOCKERS!
★ COVER STORY ★
John G Teasdale charts the origins and assesses the effectiveness of the ground-breaking German 3.7cm Pak anti-tank gun.



FRONT COVER
Page 32, our full 2016 show listing and museum guide.



56 BEACH WORKHORSE
★ COVER STORY ★
Ian Young profiles the BARV – one of the longest serving variants of the Centurion tank.



62 OUT AND ABOUT WITH CMV
David Gilbert reports from the 2015 Combined Ops spectacular.



71 COMING NEXT
Find out what's in store in next month's issue.

72 THE MILITARY VEHICLE MARKET
★ COVER STORY ★
Nigel Hay from Milweb charts the ups and downs of the military vehicle marketplace – including the rare auction of a big-wheeled Ferret.

74 MV PRICES
A listing of current vehicle values.

82 ECHOES OF WAR
Tailbacks are nothing new!

SUBSCRIBE AND SAVE – PAGE 68
There's never been a better time to subscribe. A subscription to Classic Military Vehicle will ensure you receive every copy, post free, before the official on-sale date, while making a substantial saving on the cover price.



OPENING SHOT

FAST AS A WHIPPET!

It's easy to think of Great War tanks as slow, lumbering hulks that were easily bogged down. But not so the Medium Mark A Whippet which was intended to sneak through breaks in enemy lines, taking the pressure off its heavy (often stuck) siblings. Built from 1917 and originally named the Tritton Chaser after its creator, it featured two engines. It first saw action in March 1918 during the Spring offensive and famously later in the Amiens offensive that August. Post-war, they were used by British forces in Ireland and also in Manchuria – they remained in service until around 1930. This is A259 Caesar II, the tank in which Cecil Harold Sewell won the Victoria Cross in August 1918. *Tank Museum*





THE BATTLE OF AMIENS, AUG

NEWS & REVIEW

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

Despatches



Which do you prefer, going to a military show or taking your time wandering around a vehicle collection in a museum? Both have their advantages. At a show you can get to see vehicles in action, even if it's just the rumble of the engine as they drive into the showground. The best museums usually fire up their 'runners' every once in a while, but sadly a lot of exhibits remain static. The other nice thing about going along to a military event is that you get to meet the owners, so there's ample opportunity to quiz them about their vehicle, get the lowdown on what they've done to it and possibly find out about its service history if they've been successful with their detective work. That said, museums are good with the facts and figures and usually provide a brilliant opportunity to find out about how a particular vehicle evolved, its main features and its place in military history. In short, we love both – which is why we've included a complete guide in this issue. So if you wondered how you were going to spend your weekends in 2016, here's the answer...

Ian Cushway



ALL CHANGE FOR WARTIME IN THE VALE



Following a change in management the Ashdown WWII Camp Team and MVT South Midlands Area are pleased to confirm dates for Wartime in the Vale as 18-19 June 2016. Vehicle registration forms will be available from their new and improved website from January onwards where you will also be able to find other information and full contact details. The site is: www.ashdowncamp.com. Alternatively, email vehiclereg@ashdowncamp.com. As in previous years, the organisers welcome all wartime and post-war vehicles and military re-enactors.

WINTER JEEP PROJECT

Fancy a £500 Jeep? Well, if you are good at jigsaw puzzles and don't mind a bit of hard graft then this 1942 Willys, complete with VIN tag, could have been yours for just that sum at the Malvern Militaria show which took place at the Wye Halls at the Three Counties Showground in Worcestershire in November. Although there would be plenty of work involved as the chassis had been cut into two and the tub had lots of floor rot, covered in some places with layers of plastic filler, it would have been a good starting point for someone with the necessary skills and time. We'll have a full report on the Malvern show next issue...



www.mod-sales.com



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



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



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



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



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



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

WITHAM (SPECIALIST VEHICLES) LTD



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

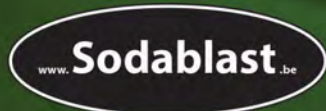
Honey Pot Lane, Colsterworth, Grantham, NG33 5LY Tel: 01476 861 361 Fax: 01476 861 441

Email: sales@mod-sales.com



DUSTLESS BLASTING AND SODA BLASTING SYSTEMS

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



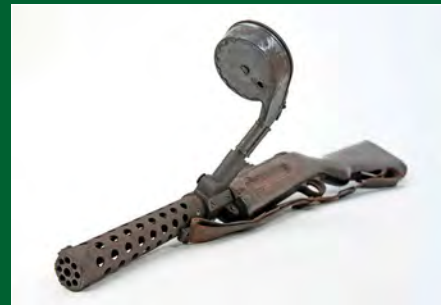
0032 485 088 990

FIND US ON FACEBOOK

SOFTBLAST SODABLAST BELGIUM

www.sodablast.be

1916 EXHIBITION



In March, Whitgift School in Croydon will be opening a major exhibition on 1916 and life on the Western Front – Verdun, Jutland and the Somme.

'Remembering 1916 – Life on the Western Front' is a school production in name, but will be a high-quality exhibition with top production values and

a collection of rare and previously unseen exhibits – many from private collections – that will never be together again.

Among the many items on display will be the original sign from Verdun railway station, a German field wagon, tank drivers' uniforms, original tank tracks from the Battle of Flers-Courcelette,

very rare original editions of *The Wipers Times* trench newspaper, and a beautiful set of portraits of allied soldiers by Eugene Burnand.

The exhibition runs from 12 March until 31 August – and you can find out more information by visiting www.remembering1916.co.uk

READ ALL ABOUT IT...

SHERMAN IN THE PACIFIC WAR 1943-45

This book by Raymond Giuliani tells the story of the M4 Sherman in the Pacific during WW2. Featuring a host of previously unpublished photos, it documents its evolution from its first disastrous engagement on 'Bloody Atoll', Okinawa right through until the end of the campaign in the Pacific. The format is easy to follow and mainly photographic with short sections of introductory text and extended captions. In short, it's an easy book to dip in and out of and with over 360 pictures, 25 coloured profiles and 23 maps it's a visually interesting tome. It's obviously been translated, so some of the text doesn't always read particularly well, but we're splitting hairs.

Published by Histoire et Collections (ISBN: 978-2-3520-283-8), it's priced at £34.95 in paperback

WORLD OF TANKS ROLL OUT – COMMANDER'S GUIDE

Inside is everything you need to know about World of Tanks, from simple battle tips and upgrading advice to advanced tactics and combat styles designed to give you an added edge

when playing. It also includes a useful step-by-step guide for those new to the game, as well as advice on how to refine your playing style in the mid-tiers, platoon fighting and tips for increasing your damage-dealing and credit-earning as a more experienced player. Moreover, even if you don't play – it's an excellent reference source for the military enthusiast.

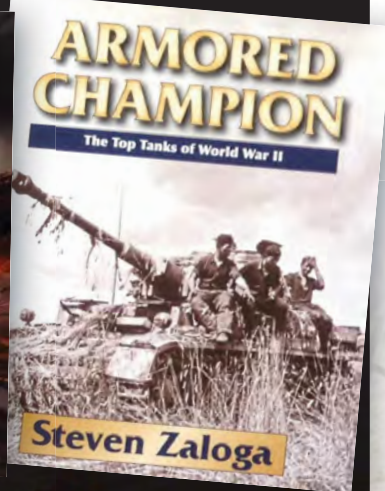
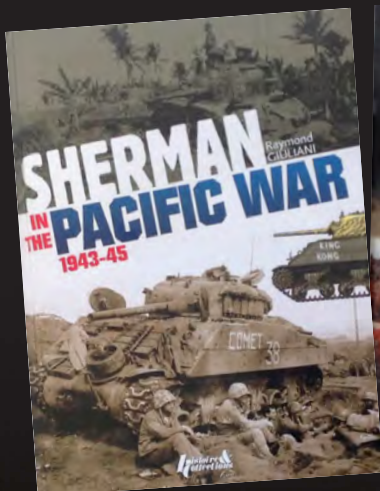
Published by Carlton Books (ISBN: 978-1-78097-401-9), it's priced at £16.99 in hardback

ARMORED CHAMPION

In *Armored Champion*, Steven Zaloga picks out the top tanks of WW2, breaking the conflict down into eight

periods and evaluating the tanks that slugged it out during a given timescale. He bases his decision on armour, firepower and mobility as well as crew training, tactics, price and reliability. Champions, as you might expect, include the Panzer IV and Tiger, the T-34, the Pershing – plus there are a few surprise results. It's a good read and certainly thought provoking with Zaloga drawing upon archive material, government studies and other sources, some of which haven't appeared in English before.

Published by Stackpole Books (ISBN: 978-0-8117-1437-2), it's priced at £24.99 in hardback





Policies from
£76**

Classic insurance redefined.

Tailor your classic military vehicle insurance policy to suit your needs.

To discover the Footman James difference, call our friendly UK team for a quote today.



0333 207 6021
or visit footmanjames.co.uk



Part of the Towergate Group

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

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

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

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

Specialist Insurance for Military Vehicles

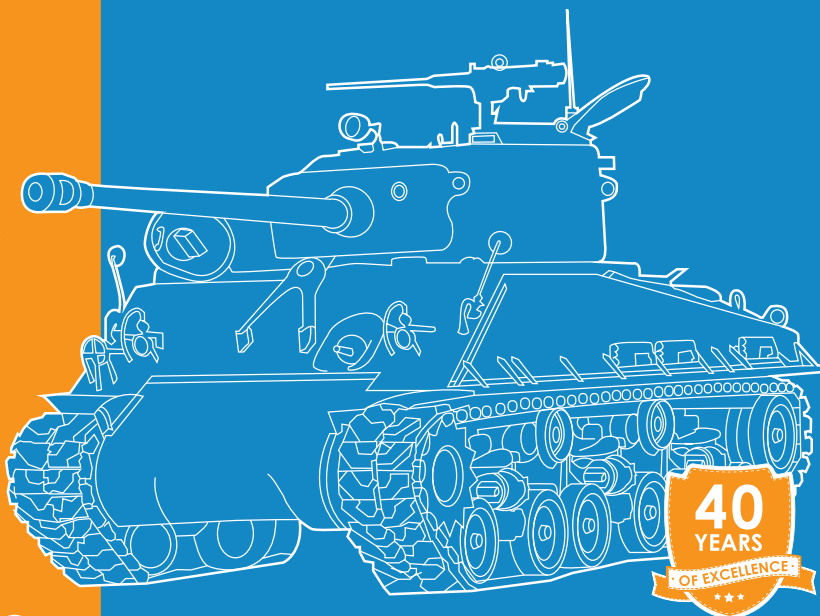
Adrian Flux Insurance Services know how much your classic military vehicle means to you. That's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 085 5000
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Cheaper Insurance



Benefits available can include:

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

WRITE TO REPLY!

DAF DILEMMA

I read with interest in your December issue (number 175) your all-too-brief spread on the DAF YA-126. Having looked over the last 12 months, initially for a YA-328 and latterly for a 126 to purchase, I have found a vehicle but what holds me back is servicing and spares.

Not being a mechanic, (I'm not shy of spannering but lack experience, pit and engine hoist), I wondered if you had any info/contacts that might be able to help in that regard?

I have trawled the net for spares suppliers and even tried DAF direct, but have had little response and can't seem to find a reliable source.

Being a Dutch vehicle all the expertise and knowledge, including the 126 club is, unsurprisingly, in the Netherlands.

I would also like to know what gun each of the aforementioned vehicles would have towed. I am keen to be ready for the 2016 season if at all feasible, and living in Kent would like to attend as many shows as possible so would appreciate any help or advice from other owners.

Paul Newsham, via email



A SUM OF THE PARTS

The Austin K3 featured in your December issue was made in mid-1941, not 1939.

I accept that the varied body parts (different years) make it difficult to date as it has been rebuilt early but has late petrol can holders.

The owner's done a good job; originally Lucas 12 volt electrics would have been changed to CAV when rebuilt.

Rupert Condick, via email



OFF TO A T

I am still trying to figure out what the T on the board fitted to the back of the Jeep pictured signifies. I have a book showing Monty riding in a Jeep with 'T69' on the side and wondered if this related to the 'T' seen on the back of the Jeep here. Any help appreciated.

Alastair Treep, via email



KANGAROO HONOURS

I write in response to David Fletcher's piece on Kangaroo tanks that appeared in the December issue of *CMV*. In the late 1960s I was a REME Squadron Artificer with the 14/20th Kings Hussars and one of their Battle Honours was the Battle of Medicina in Italy. This was fought on 16 April 1945 with 2/6 Gurkha Rifles supported by C Squadron 14/20th in Sherman tanks and the Gurkhas mounted in Kangaroos crewed by the 14/20th. The regiment wore crossed Kukris on their uniform and this has continued with their amalgamation with the Royal Hussars to form the Kings Royal Hussars.

Malcolm Hay, via email

2016 AT IWM

There's lots going on at the various Imperial War Museums in 2016, with highlights including the reopening of the transformed American Air Museum at IWM Duxford in March; Fashion on the Ration at IWM North; a major new film exhibition *Real to Reel: A Century of War Movies* at IWM London; and the continued programme to mark the centenary of the Great War, including an overnight event at IWM London on

30 June to commemorate the Battle of the Somme. IWM Duxford's air shows will take place in May, July and September. IWM London also continues to present a programme of art and photography that responds to and reflects contemporary conflict. From 4 February, IWM will present the first UK showing of *Eleven Women Facing War*, an exhibition of photographs by award-winning British photographer and filmmaker Nick

Danziger, telling the stories of 11 women in different conflict zones during the first decade of the 21st century.

Following this, *Peace Signs*, a free exhibition by acclaimed photographer Edward Barber offers the opportunity to revisit some of the iconic photographs of anti-nuclear protests in Britain during the 1980s, and an exhibition by artist-photographer Edmund Clark will explore hidden experiences of state control, touching on issues of security, legality and ethics during the 'Global War on Terror' (from 28 July). More details at www.iwm.org.uk

MILITARY VEHICLE INSURANCE

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



0800 668 1773
www.bginsurance.co.uk

FREE Agreed Values[†]

FREE Green Card Cover[†]

DISCOUNT for members of Military Vehicle Clubs

DISCOUNT for Limited Mileage



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

OUT NOW

200TH ANNIVERSARY COMMEMORATIVE SPECIAL

WATERLOO

THE GREATEST BATTLE IN HISTORY



SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT

1295/15

JUST £6.99 + FREE P&P*
ORDER DIRECT

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



Call UK: 01780 480404
 Overseas: +44 1780 480404
Monday to Friday 9am-5.30pm

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

Insurance for people who love Classic Military Vehicles

“Excellent service from knowledgeable and helpful staff. The ‘product’ is ideal and I could not ask for more. I insured an ex-military Land Rover (built 1987) on a classic car policy, including European breakdown cover for a very reasonable sum.”

ANDREW, NEWBURY
 JUNE 2015



Carole Nash, a name you can trust

0800 804 7963

Military | Classic | Camper Van | Specialist | Performance
cherished.carolenash.com [insideclassics.com](https://www.facebook.com/insideclassics) [insideclassics](https://www.instagram.com/insideclassics)



Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

HOOKED ON RADIO

When Bob Edgeley set about expanding his radio equipment collection, he had no idea it would lead to the purchase of this 1938 Morris Commercial wireless truck. Scott Smith went along for CMV to find out more

Ever since he was a nipper Bob Edgeley has been into military radios, an interest that in 2009 extended to military vehicles and the start of a four year labour of love which saved a rare Morris Commercial wireless truck from the brink of extinction.

A Jeep owner at that time, ironically Bob had no plans to add to his military vehicle collection, but the innocent purchase of a 'box' soon changed all that. "I was going to use it as a sort of garden shed and restore it, but once it was finished I decided that it deserved a truck underneath which is where things suddenly got a little out of hand," as Bob puts it.

"I found the truck body that went with it," recalls Bob, "but it needed a chassis, so I thought I'd better get a chassis and put it back together as one."

So a plan to simply restore the wireless body for use in the back garden had now become a full on restoration of a British vehicle of which known survivors can be listed on one hand. Most were

Right: Bob Edgeley originally just purchased the body of this 1938 Morris Commercial CS8 wireless truck in 2009 before eventually deciding to reunite it with the chassis and complete a full restoration.





Z
397932

MAX SPEED 30 MPH



The Morris carries the early Mk2 body and is fitted with the Aerial Roof Number 2. The roof itself is simply covered in canvas in order to make it waterproof – similar to many trains of the time.

either left behind on battlefields or put to other uses once demobbed and subsequently scrapped.

“The Morris was with the Army until about 1955 and when it was sold to its first civilian owner he used it as a fruit picker’s hut and later as a field repair workshop until the 1980s.

“It appeared in *Windscreen* magazine in the eighties as a rotting shell in a field and it was rescued by a guy called Dave Bellhouse. It then sat in his field for another 20 years before Rory Ballard bought it (along with a second one in similarly poor condition) in 2008 with the intention of making one good one out of the two.”

Bob purchased the body in 2009 from the Ballard family and collected the chassis shortly afterwards. “The chassis axles and body were all that was left. The rear body needed a full rebuild so it was quite an involved restoration,” he recalls.

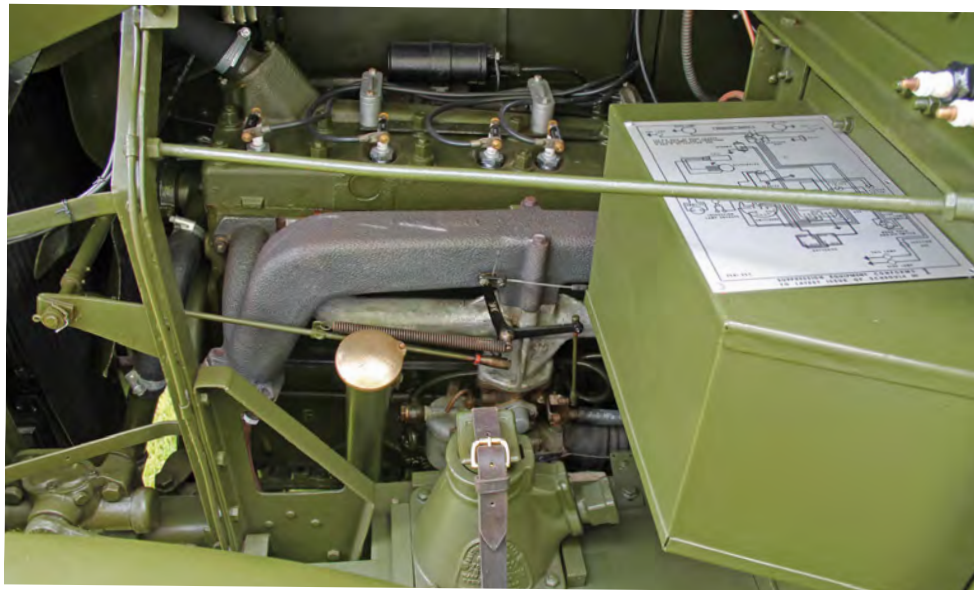
STRIP SHOW

Bob started off by stripping it down and painting everything individually over a six month period, learning entirely new skills on the way of course. “I had to do a bit of metalwork as it had been crashed on one side but the woodwork itself was good. I just stripped all the paint off, cleaned it up and then put it back together again.”

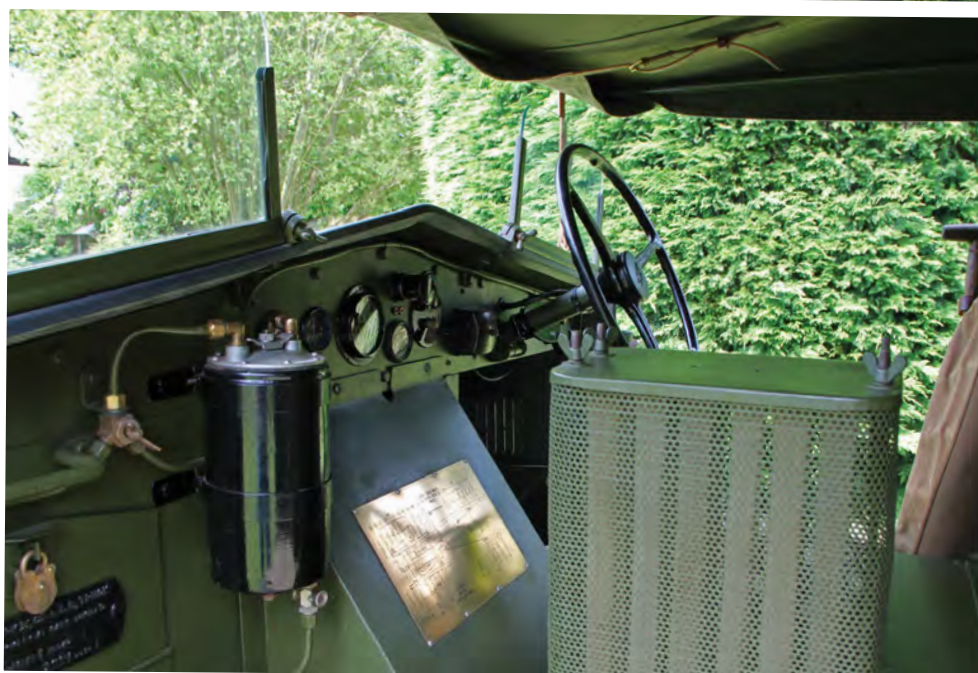
During this period Bob also had to source a replacement 3498cc six-cylinder engine and a four-speed crash gearbox, spending time on refurbishing both back to working condition while also fabricating a new petrol tank and various small parts which were missing.

“The rest of it was then done over a three year period so in total it took around three and a half years to get it running and on the road again,” Bob explained.

Inevitably the hardest part of any restoration – and some will say, the part that really makes all the difference to the end result – are the finishing touches, and these Bob found particularly challenging.



The vehicle is powered by a 3498cc six-cylinder engine which Bob had to source.



Early CS8s such as this one didn't offer much protection to either driver or passenger with aero screens offering scant resistance to the weather and worse. Later models had a full windscreen and doors.

"You never seem to completely finish, you're always tinkering," Bob smiles. "There are some fold-down tables to do and also pulleys on the aerial bar across the front. Once those are finished, I'll make a start on the aerial – although that's going to be an ongoing job," he confesses.

A DATE IN MIND

First registered in 1939 Bob believes the truck dates from 1938 and the CS8 chassis would have been fitted with a wireless house body Number 1 Mk2 when new.

During the restoration he was able to find some markings which provide further



Below: The inclusion of modern indicators and brake lights are a necessity for road use. Bob describes the driving experience as 'interesting' due to the size of the rear body.





It took Bob around three and a half years to get the vehicle back on the road after spending over 20 years off it. He admits that the restoration will never be really complete though.

details about the vehicle's past. "It had a rebuild plate on the side of it so fortunately I was able to get its correct Z number.

"It had British Second Army as well as 50TA markings and they weren't issued until 1952, so I know it was still in use at that point. I think those markings were only used for a very short period; there were other markings that were too difficult to read unfortunately."

As far as Bob can tell, the wireless vehicle's original role was as a

communications HQ, being positioned just behind the battle line. "There is obviously no armour in them and as far as I can tell they would have been used in communications

Belgium before being left behind at Dunkirk and the surrounding areas as the British Expeditionary Force retreated across the English Channel.

Although this vehicle is from that era Bob is pretty certain that it didn't travel across the channel at this time, but it could well have

done some four years later in 1944.

He picks up the story again: "Most of them were lost at Dunkirk and in Northern France/Belgium. The Germans didn't seem to like this body, and I can understand why, so they ripped them off and changed them into something else.

"A lot were used in North Africa as well as one or two in Italy. They were pretty thin on the ground other than with the BEF. That said, because one had the Second Army group markings on it when I stripped it down, it suggests it was used in Europe after D-Day."

RADIO PROGRAMME

Bob has restored his Morris back to a Dunkirk period mainly through the use of archive photos. As for the radio gear, although he has searched around for period radio sets he admits this has proved difficult and he's had to settle for a slightly later look inside instead.

"The outside is basically Dunkirk era, the

"The outside is basically Dunkirk era, the interior a little later."

for gunners or something similar or one stage further back still."

In 1939/40 a number of these vehicles were shipped to the continent and eventually used in Northern France and



Something which helped during the restoration was that the vehicle still carried its original data plate carrying the contract number – the Z number could also be seen.

Around 26,000 Morris Commercials were produced for wartime use in a variety of roles, but very few wireless trucks survive.

THE RESTORATION

Photographs courtesy of Bob Edgeley



Above and left: The Wireless Truck body as it was purchased by Bob in 2009 – with him originally planning to restore it just to be used in the garden.



The chassis of the vehicle receives a splash of paint as the rebuild continues on the truck.



This side of the body was crashed in but Bob managed to keep as much of the original woodwork as possible.



On the generator hatch was a British Second Army formation sign while on the door there were TA markings from about 1952 and a signals flag.



Below: There are only a handful of Wireless Trucks left in existence, a number like this example were left behind in Northern France in 1940 with the German Army often removing the cumbersome body in order to utilise the CS8 chassis.




Above: Bob was unable to track down a wireless set Number 2, opting for the slightly later Number 12 set instead. Fortunately many of the original fittings, including the fixings for a ship's type speaking tube used for speaking to the driver, had survived. **Left:** Used as a Communications HQ the wireless truck would have been deployed behind the front line.

interior a little later. The radios date from around 1941 – simply because I couldn't find the earlier ones," he admits. "I am interested in the radio side of things but sourcing the original sets is hard work. You could probably get something that is about right but the wireless it would have had originally was a set Number 2 – and trying to find one of those isn't easy. Obviously most of the archive pictures of the interior

show the later Number 12 set that came along in 1941 and lasted until the end of WW2 and a little bit beyond."

Throughout the restoration Bob was able to call upon the services of Morris Commercial gurus Dave and Rory Ballard and their wealth of knowledge proved absolutely invaluable. "They were brilliant, I couldn't have done it without them," admits Bob.

Having successfully completed the

restoration, unsurprisingly Bob is pretty chuffed with the end result. "That was my first big restoration and I am pleased with how it's turned out. You go in thinking that it will take two years then maybe three, but in reality it's taken a lot longer and remains ongoing. I had undertaken small projects before such as tractors and stationary engines, but it's the first time I had taken on something this size. It's certainly been an experience." 

Below: Apart from one side of the body, all of the woodwork is original. Bob spent a lot of time stripping off the old paint and treating the wood, learning a whole host of new skills along the way.



BACK ISSUES



Complete your collection with our range of back issues.

ONLY £4.40

TO ORDER

VISIT www.keypublishing.com/shop

OR

CALL

UK: 01780 480404 Overseas: +44 1780 480404

*P&P free on all UK + BFPO orders. Overseas charges apply.

JEFFREY ENGINEERING LTD

JEeps - JEEP PARTS - SERVICE AND REPAIR

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

All major credit cards accepted. Call Nick Jeffrey



TEL: 01233 770007

MOBILE: 07770 836438 FAX: 01233 770670

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

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

key SHOP

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



www.keypublishing.com/shop

978/14



Vintage Power Wagons

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

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



302 South 7th Street
Fairfield, IA 52556 USA



Visit us at www.vintagepowerwagons.com



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

Electronic Ignition Specialists

Breakerless ignition for ANY classic vehicle



6v 12v 24v POS OR NEG EARTH

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

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

MILITARY MUCKABOUTS



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

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

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

To Advertise please call Sarah Garrod on 01780 755131



AIRFIX 2016 YEARBOOK

JUST £7.99*

TYPE HISTORY NEW TOOLINGS

AIRFIX 2016 YEARBOOK

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

FEATURING:

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

NEW TOOLING/RE-ISSUES FRESH FOR 2016
 Featuring Gloster Meteor F.8, Heinkel He 111H-6, Bristol Beaufighter Mk.X Late and many more.

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

AND MUCH MORE!

AVAILABLE NOW from [WHSmith](http://www.whsmith.com) and all other leading newsagents
Alternatively, Order Direct

JUST £7.99 + FREE P&P*

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

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

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

RETURN TO GLORY

John Allison, the War and Peace Revival's new custodian, met John Blackman and laid out his vision for the show's future

In the summer of 2015 there was a collective sharp intake of breath from those in the military vehicle and living-history fraternity when Rex Cadman announced that the coming War and Peace Revival would be his last as organiser and possibly, therefore, the last. Social media hummed with disquiet. Would the show die immediately, would it gradually wither away or would someone step in and take over? The latter proved to be the case when John Allison of Field and Rural Pursuits, the organisation behind the highly-successful British Shooting Show, was introduced as the new owner of arguably the UK's best-loved MV and living-history event.

PASSION PASSED DOWN

John Allison's account of how he came to have a passion for military vehicles and the history behind them has a familiar ring to it. "It's because of my grandfather. He'd been to war, had fought Rommel in North Africa with the First Army and had ended up at Monte Cassino where his unit got hell beat out of them. He was a lovely old stick and we were very close. As a child you ask seemingly innocent questions like 'granddad, did you shoot anybody?' which horrify the rest of the family. But when he and I were on our own I could ask those sorts of questions and he would tell me stories. I was pretty much the only one in the family he ever said anything to about his experiences.

"I always promised him that I'd buy a Willys Jeep because he used to go on about the Jeep he drove. When I was about 16 or 17 we attended a steam rally at Netley Marsh where there was a military section in which there was a chap named Ron Gerrard who had a Willys Jeep. Every year I used to sit and talk to this old boy until completely out of the blue he showed me a picture of another Jeep he was restoring. It had spent all its service life at Portsmouth docks where it had been used as a run-around. Then, in 1968, it was demobbed and went to a farm where it was used for many years before being laid up in a barn. It must have been in the mid to late seventies that Ron Gerrard, who knew the farmer, bought it and set about rebuilding it. However, having completed it, he didn't need two Jeeps so offered it to me. I must have bought it some 30 years ago – I really can't exactly remember now – but I've still got it today."

WW2 FAVOURITES

Following the acquisition of that first military vehicle, things, says John, got completely and utterly out of control. "Motorcycles –



John Allison, the new custodian of The War and Peace Revival, poses with his first military vehicle, a Willys Jeep purchased some 30 years ago.

they've always been a love of mine – were next," John confesses. "Ariel W/NGs, BSA M20s, Triumph 5SWs... the list goes bonkers. Then after that came more Jeeps, a Kübelwagen, a Kettenkrad and Dodges. But at the moment we've about six bikes

and nine or 10 vehicles. It's only WW2 vehicles that really do it for me. Their look is magnificent and they're proper boys' bits of kit... rugged, rough and ready. And they all do a job of work."

Most of John's collection is stored on



Above: It is WW2 vehicles that most interest John Allison. Here he is with his Kübelwagen.

the ground floor beneath the Field and Rural Life offices, packed into a garage cum workshop among all manner of kit and equipment. It's clearly a place where people

get their hands dirty, not a showroom. "I think there are two types of MV collector," comments John. "There are those who have monumental amounts of money and are in

a position to employ people to work on the vehicles for them. But we fall into the other category. If we buy military vehicles, we like to get involved with them."

FIRST IMPRESSIONS

The War and Peace Show first crossed John's horizon at the turn of the century. He has attended regularly but not annually, the deciding factor being whether or not he wanted to search the trade stands for a component or two. But when, as Rex Cadman's successor, he and his F&RL team attended in July 2015 it was to view the show through very different eyes – as an owner rather than an attendee.

"First and foremost I've got my business head on. Secondly I've got my enthusiast's head on," he stated, but then qualified that by admitting the business/enthusiast split was nearer to 50/50. "But it has to break even. I'm not here to subsidise the show. It needs saving and it is our job to make sure that we keep it alive and move it forward for coming generations. Basically we are just looking after it, and with our background in events we can bring things back into line."

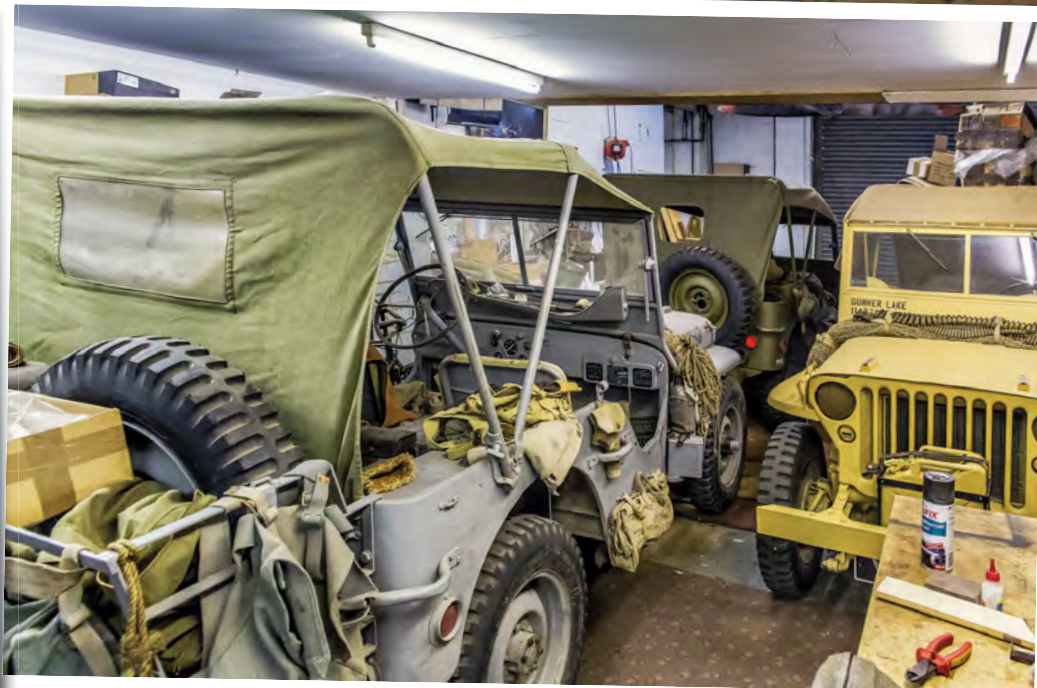
Warming to the theme, John continued: "The key element to this is the



Left: John is particularly attracted by motorbikes. An Ariel W/NG is closest to the camera.



A tidy BSA M20 in the Allison workshop.



Jeeps in every colour! The grey Willys on the left is John's first MV and was purchased some 30 years ago.

entertainment and education of the general public, and that includes schools. It's a massive event run by enthusiasts that just meet up once a year but you cannot run an event of this size on that ethos. It's an entertainment, and that entertainment is for the visiting public not for the likes of you and me who are there because we enjoy it. They need to know what's going on and be given a rhyme and a reason for it all."

Key to this approach will be a phone app which will guide visitors through the living-history displays; a walking history lesson if you like. The public will no longer enter via the trade stands area; they'll come in

from a southerly direction and be taken via pathways through living history. Therefore the displays will be arranged by era. This will avoid the previous situation whereby the public can walk through a magnificent German WW2 display only to jump 50

who don't necessarily know anything, and understand that you've gone from what you might call old fashioned to modern. We have to look again at the footprint."

Another thing on John's 'look again' agenda is the arena. "You're never going to win with the people who make a comparison with the Hop Farm because we are going from what

"If we buy military vehicles, we like to get involved with them."

years and find themselves admiring an equally magnificent *Black Hawk Down* scenario. Readers of this magazine won't be particularly fazed by such a time warp but there is no logic to it. As John says: "You have to step back and look at things from the perspective of the general public

was a magnificent, bold arena to a flat field. Well, we are not at the Hop Farm so let's make the best of it. We are going to re-lay out the arena; it will have a slightly changed profile. And we are looking at ways to improve the public's view and the public address system."

Below: The Dodge WC60 reconstruction that CMV featured in July 2013 has recently joined the Allison collection.





Left: The plan for W&PR includes reorganising living history so that the public don't find, for instance, the excellent WW2 Screaming Eagles display, right next to the equally excellent Black Hawk Down scenario (above).



BUS-INESS ATTITUDE

Another measure aimed at improving the public's enjoyment of W&PR is the introduction of a hop-on, hop-off bus service around the site similar to that trialled a couple of years ago. In addition there are plans to provide a shuttle service between the trade stand area and the car parks. So, after splashing out on something heavy and ungainly you'll be able to arrange to have it and you transported out to your vehicle.

Which brings us neatly to the issue of vehicle movements. "When we were there

is was a free for all," states John. "People were driving around willy-nilly. You can't do that. We want people driving around during the times given and not during the arena events. On the other hand, people were saying they couldn't move their tanks without someone in front with a hi-viz vest. We're not having that. Health and safety is a guide, not a rule. As long as the paperwork is in order, you've done your job.

"The reason we've got these vehicles is to use them and you'll not get people to turn up if you cannot drive them around. I don't want people wandering around

in hi-viz. If you're driving a tank the responsibility is on you to make sure you don't run anyone over. The problems we have aren't with the tank and the big lorry owners. It's with people going around in Land Rovers at 40mph. Let's get sensible. I want to see all these vehicles driving round. Beating Bovington each year for the amount of moving tanks at an event will suit me down to the ground."

You may have noticed that the 2016 War and Peace Revival runs from 19-23 July, Tuesday to Saturday rather than Wednesday to Sunday. John Allison explained why: "The events we get involved in around the country can finish on different days. So to say that the War and Peace Revival had to end on Sunday is old thinking. It just has to have a set finish, and we've been looking into that being Saturday night with a short firework display after the evening entertainment. Then, from 7am on Sunday you can have vehicle movements off. You don't have to leave Sunday, and the fences will stay up till late Sunday/Monday morning, but we wanted a proper finish time.

"On the Sunday in 2015 it was like the *Mary Celeste*. I couldn't believe how much living-history had gone. That was diabolical. Now you won't be able to leave the showground on Saturday afternoon. We'll have a lockdown and you would need a very,

very good reason to leave. That will be all over the entry forms so if you don't want to play by our rules, don't come."

MOVING FORWARD

While some shows, even War and Peace at times, have hovered uneasily on the line between being club/enthusiast social gatherings and spectacles for the general public, John Allison's vision for his War and Peace Revival harbours no such uncertainty. "If you don't get the general public in you haven't got a show. Why should they come in and be treated as second-class citizens? At the British Shooting Show we have the crème de la crème of the industry. And the reason why they want to be there is because they know that we will work our backsides off to get the general public in. We make our money from the general public, and the general public spend their money with the trade. At the end of the day the War and Peace Revival will go back to its former glory as the biggest, best and most refined living-history and vintage history show in the UK. But we've only got a short time to put our stamp on it. This year there will be what we call subtle but noticeable changes and then, unfortunately, as we get stuck into our second year we've got to move. But by that time we will have the biggest trade stand and auto jumble event the UK has ever seen. If Beaulieu can do it, so can we. And why haven't we a vintage car section, or a vintage tractor section? It's all history. Why is there no steam? No commercial vehicles? We can make it a magnificent family event."

Unavoidably, John mentioned the inevitable move when the five-year lease on Folkestone finishes. That was bound to come up. As was the question of a return to 'you know where'. Let us just say before



It won't be quite like attempting to cross the East German border, but exhibitors will be expected to stay on site until the show officially ends so that the public do not get short-changed.

swiftly moving on that a return to the Hop Farm is, at this time, overwhelmingly unlikely at best. The search for a suitable location continues and isn't restricted by county borders.

That a location will be found isn't in doubt. What comes through when sitting


them failure is neither an option nor a consideration. The War and Peace Revival will not just continue, it will prosper and go on to educate, enthuse and entertain future generations.

John Allison compares his grand design for W&PR and the task ahead to that of

"We will have the biggest trade stand and auto jumble event the UK has ever seen."

a building renovation project. "The show needs revamping,"

down with John Allison and other members of the straight-talking F&RL team is their unremitting positivity. Yes, problems will be encountered, but they will be solved. Some of the changes may not suit everyone but the public-focussed direction the show must take is undeniable. For

he says. "The foundations were set down 33 years ago, the building was placed on them and the interior designers came in and did their work. From that day to this it's just lacked a bit of tender loving care. But the foundations are superb, the building is superb. All we have to do is redecorate." 

Below: Taken way back in the days of film, there isn't a high-viz vest in sight. We can expect a relaxation on the restrictions imposed on moving tracked and heavy vehicles but without compromising safety.



CLASSIC MILITARY VEHICLE

Your favourite magazine is now available digitally.

DOWNLOAD THE APP NOW FOR FREE.



FREE APP

IN APP ISSUES £3.99

SUBSCRIBE & SAVE

Monthly £2.99
6 issues £18.99
12 issues £32.99

SEARCH: Classic Military Vehicle

Read on your



iPhone & iPad



Android



PC & Mac



kindle fire



Blackberry



Windows 8

ALSO AVAILABLE FOR DOWNLOAD



SEARCH BRITAIN AT WAR

FREE APP with sample issue
IN APP ISSUES £3.99

SEARCH CLASSIC LAND ROVER



Read on your



iPhone & iPad



Android



PC & Mac



kindle fire



Blackberry



Windows 8

IN APP
ISSUES
£3.99



NEW Aviation Specials App FREE DOWNLOAD

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

HOW IT WORKS

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

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

1444/15



Available on
Google play



Available on
iTunes



Available on the
App Store

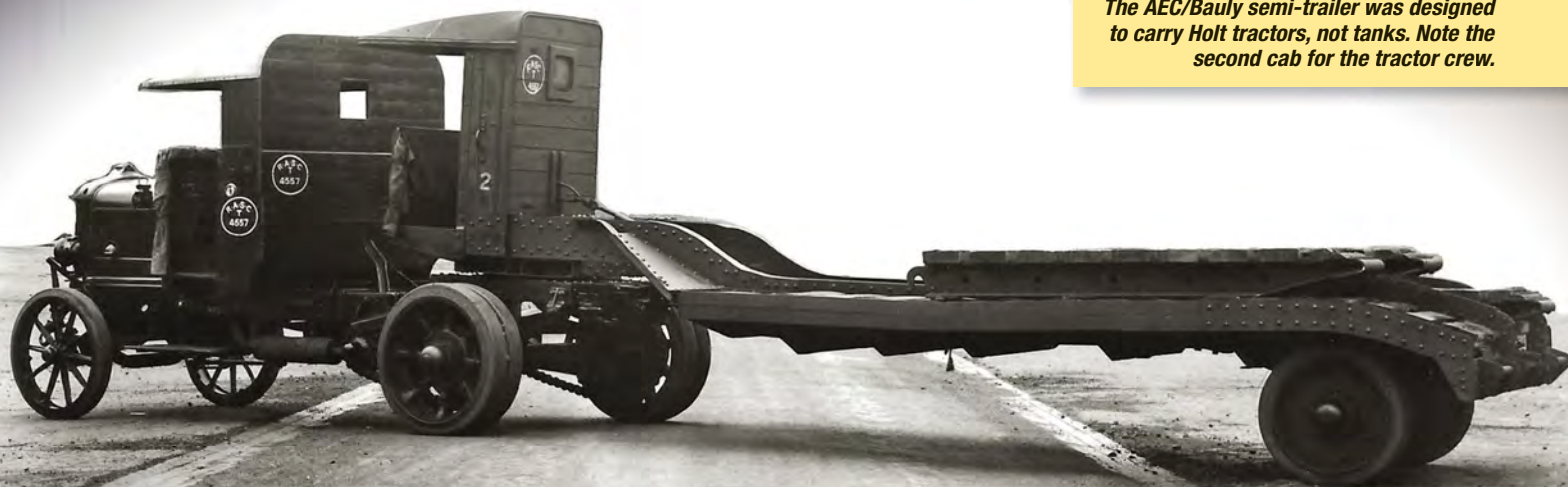
Available on PC, Mac, Blackberry,
Windows 8 and kindle fire from



pocketmags.com

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, 6, 6s, iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download. Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2016. All rights reserved.
App prices subject to change. Prices correct at time of going to press.

The AEC/Baully semi-trailer was designed to carry Holt tractors, not tanks. Note the second cab for the tractor crew.



HAVE TANK WILL TRAVEL

David Fletcher strays away from tanks to talk about the early methods used to transport them

I have two books on the history of AEC, one by Alan Townsin and the other by Brian Thackray. Both mention the AEC 7-ton articulated lorry of 1923 but neither mention the one that interests me. It's a vehicle which predates both the first Scammell and AEC artics and probably a host of others as well. This may be because it was not made by AEC, but rather by HC Baully Ltd, a London firm best known for producing wheels for Foden steam wagons, or possibly because it involves a modified AEC vehicle, not one of its stock products.

ASKING Y

According to the late Bart Vanderveen's book *Army Vehicles Directory* the tractor unit in question was based on an AEC K Type, and as far as I can tell from a selection of books the K Type only ever appeared as an AEC bus. However, the bonnet and cab look to me more like an AEC Y Type, the firm's stock military three tonner, and since that had a 49bhp engine, as against 28bhp for the engine in the K Type bus, I reckon that's what it is. Anyway it matters not because if it was a K Type then it was modified out of all recognition and probably fitted with a Y Type bonnet and cab. It also has a much shorter wheelbase than any other AEC vehicle and, most surprisingly of all, has chain final drive.

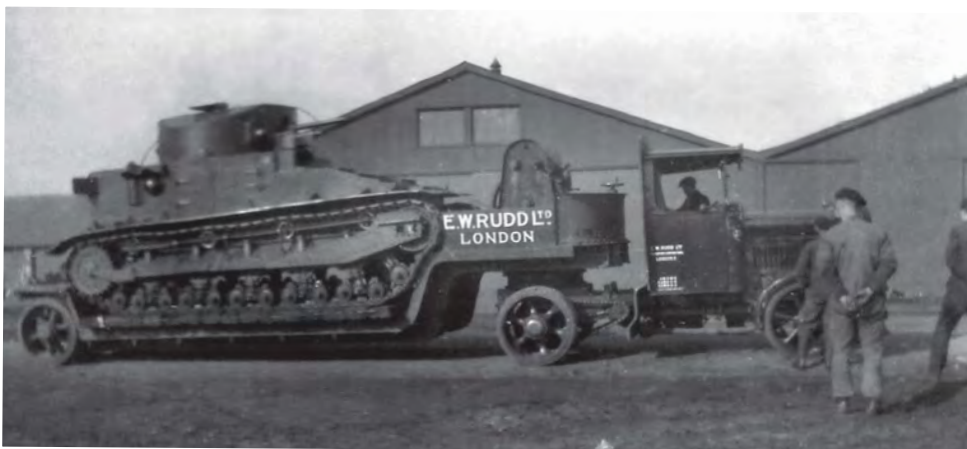
As far as I know AEC never built vehicles with chain final drive, it always went for the conventional driveshaft and differential arrangement and quite why Baully adopted a chain, if indeed they did the conversion, remains a puzzle.

We are told that the semi-trailer had what we would call today a fifth-wheel coupling

directly above the back axle. AEC itself did not adopt chain drive for its one and only artic although the fifth-wheel arrangement was slightly different. Perhaps that was the explanation. Either that or Baully simply preferred chain drive.

I suppose I had better admit at this

point that the AEC was not really a tank transporter at all, at least not in any specific sense. True, I refer to it as a tank transporter and you will find it identified as such in one of the *Profile* publications by the late General Nigel Duncan. In fact, however, it was designed and intended as a transporter for the Holt 75hp Caterpillar tractor. To be honest none of the British tanks in service at the time would have fitted onto a tank transporter anyway, they were too heavy. It should have been possible to move them on a heavy duty trailer behind a traction engine, although normally they were transported



The Knox low-loader belonging to EW Rudd, seen here at Farnborough with a Medium Mark I aboard. It certainly looks like a tight fit.



The Southern Command transporter carrying a Medium Mark I tank with minimal ground clearance. What could have towed it?

by rail, not on the back of a lorry, not even a semi-trailer. No clue is given as to the payload of the AEC but a Holt 75hp weighed around 12 tons so it must have been about that. Mind you, I have never yet seen a photo of one carrying a Holt and since there only appear ever to have been two of them, maybe they never did.

The trailer was definitely built by HC Baully Ltd. It featured a central trackway in addition to the two side ones in order to take the pilot wheel of the Holt. The loading

ramps were detachable and there was a crude cab at the front end which housed the Holt driver and additional members of the recovery crew. It is said in one source

The vehicles were operated by the Royal Army Service Corps but whether they were ever used for carrying Holts, or anything else for that matter, and quite how long they lasted remains a mystery.

“None of the British tanks in service at the time would have fitted onto a tank transporter.”

that the semi-trailer could be detached and towed as a separate unit using a dolly wheel undercarriage but why anyone should want to do this is not entirely clear.

but in anticipation of trouble the Army was called out and in London the Royal Tank Corps kept some armoured cars and Medium tanks at Chelsea Barracks. There

CHELSEA TRIALS
In May 1926 a General Strike was called. It didn't last very long

Below: At the other end of the scale the Vickers-Carden-Lloyd transporter carrying a Carden-Lloyd Mark VIA which could be towed by more or less anything, but note again it has no brakes.



was not a lot for the tanks to do; armoured cars are much more suitable in civilian situations, and in an effort to keep busy a civilian semi-trailer was taken to Chelsea Barracks and tested as a rudimentary tank transporter. The vehicle is believed to have been an American Knox, or Knox Martin, one of the first types to adopt the fifth wheel coupling. The firm itself had closed down in 1924 and it would seem that the vehicle in question was ex-French Army, since the French used quite a lot of them during the war. It was probably operated by EW Rudd of Poplar, a transport firm, and was used to carry heavy cable drums.

For the purpose of carrying a tank, the flat bed of the semi-trailer was decked over with railway sleepers and sleepers were also used to create a ramp over which a tank could climb to get aboard. A typical medium tank of that time weighed about 12 tons. With the tank loaded the vehicle trundled a few times around the barrack square at Chelsea although it was later seen, presumably after the strike was over, still with a tank on board, at Farnborough. It was just an example of what could be done, given the right vehicle, but there is nothing to suggest that the experiment led anywhere.

WHEEL THING

Vickers-Armstrongs built a four-tracked trailer in 1929 which could also be used as a light tank transporter, with or without tracks, and it also built some four-wheeled, tilt bed transporters for Carden-Lloyd Carriers and again these could be run on wheels or tracks, depending on the nature of the ground to be covered.

Then, two quite amazing devices appeared at Aldershot – again in 1929. Both were classed as Heavy Transporters. One was attributed to Southern Command, while the other was referred to as the Aldershot Pattern. Both ran on four enormous metal spoked wheels with steel strakes instead of tyres, rather like the wheels you still might find on some pieces of heavy artillery, and as far as one can see neither of them had any brakes. The Southern Command version was fairly conventional since the four wheels supported a low flat bed, upon which a recovered tank rested. The Aldershot Pattern, however, was anything but. In this the horizontal girders were at the top, supported on hefty uprights, while the recovered tank was carried, perhaps slung is a better word, on a kind of mattress of wire cables hanging from the cross member that passed underneath the tank. Both transporters were essentially trailers but what might be needed to haul them is not clear. There were very few lorries around at the time with that kind of power. A Foster-Daimler tractor maybe, if one could still be found, or a big traction engine which might also be capable of holding a trailer steady on a downhill run.

PIONEERING TIMES

In 1931 a long wheelbase Leyland Hippo 6x4 was tested at Farnborough as a



An AEC/FWD tractor of the RAOC pulling a four-wheel light recovery trailer with a Light Tank Mark IIB loaded up. This is a pre-war photo but this combination was used early in WW2 carrying Light Mark VIB tanks.



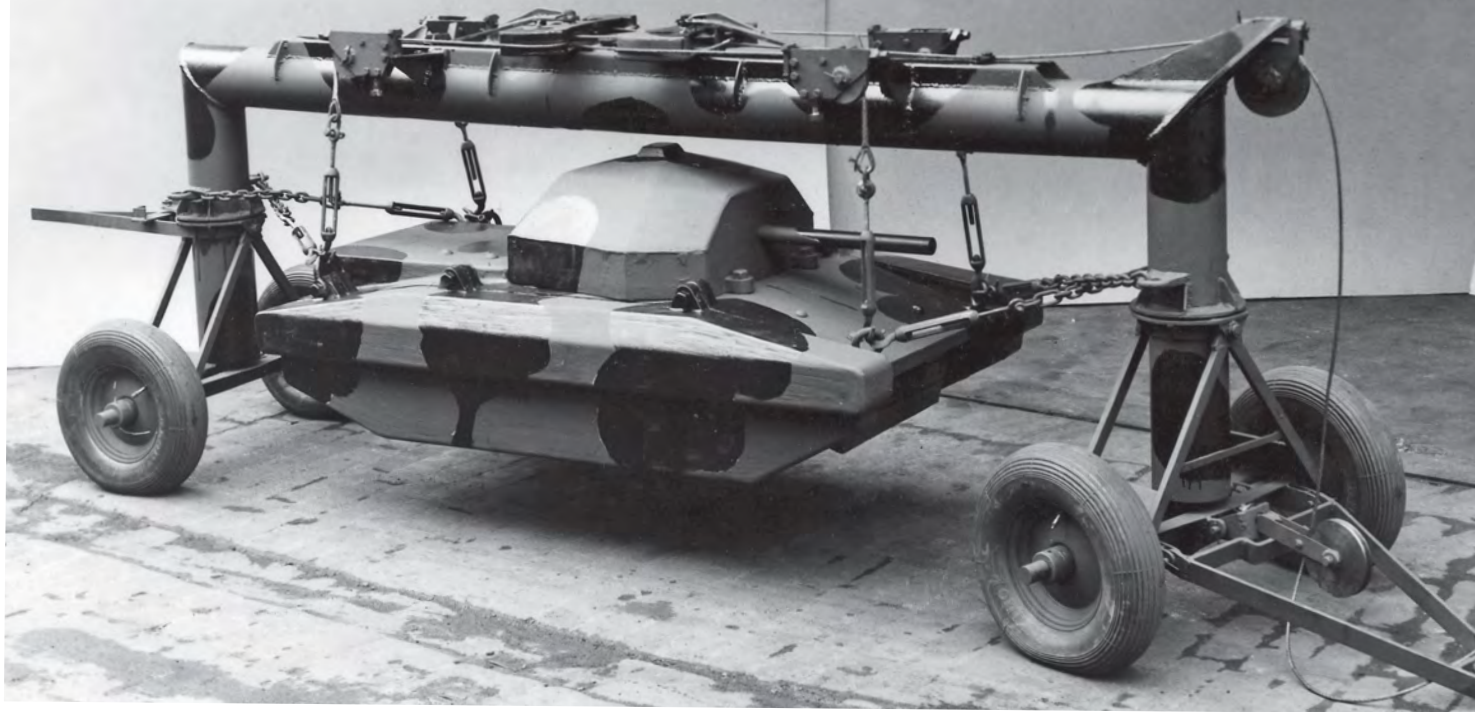
The impressive looking Leyland Hippo tested at MWEE as a potential tank transporter although later adopted as a heavy duty load carrier.

potential tank transporter although the wagon bed was probably too high. It had enough room to carry a pair of light tanks but was not adopted. A small, four-wheeled light recovery trailer was built by Taskers of Andover for the Royal Army Ordnance Corps and towed by an AEC/FWD 6x6 tractor. It was used for recovering light tanks into the early years of WW2.

In fact, we now move ahead to 1932 to examine the doyen of them all, the massive Scammell Pioneer tank transporter which, for a number of years, was the only such vehicle in the British Army. Scammell Lorries Ltd of Watford had introduced the Pioneer in 1927. It was a big vehicle, with excellent cross-country potential, powered by a 65bhp four-cylinder engine. Coupled to a big, sloping decked trailer and fitted with large section tyres all round it was admirably adapted, not just for transporting tanks but for recovering them from off-road sites if they could not move under their own power. Any tank weighing up to about 17 tons could be carried, which effectively meant virtually every tank in the British Army at that time. The only drawback was

the fact that the rear bogie, supporting the trailer, had to be detached for loading. It is said to have been hard and tiresome work getting it all set up again. Engineers at MWEE reckoned it could be done in 15 minutes although that sounds somewhat optimistic. With a tank on board it had a top speed of 21 mph (33.5km/h).

Naturally the Scammell was an expensive vehicle so the Army could only afford one of them. It seems to have been used mostly in southern Britain, in the Salisbury Plain area in particular, and must have had its work cut out but it was an impressive looking vehicle and led on to great things. In fact, a note in the MWEE list of vehicles tested by that organisation says "Loaned to Tank Brigade for the 1933 Season," which must have been the first time a real tank transporter was ever used by the British Army. It is said that this was one of the vehicles sent over to France in 1940, and left behind when the French Army capitulated and the British had to leave. It is probably too much to hope that the Germans recognised its significance and looked after it but you never know. Perhaps



Above: The mysterious tank transporter trailer model, about which we know nothing. It probably dates from the early part of WW2 and the tank it is carrying looks like a Crusader (although it may be a Crusader). It's a bit over the top but looks impressive and we certainly wouldn't want to meet a real one on the road.

the idea that at least one wartime Scammell tank transporter survives in preservation will do to cover that point.

MYSTERY MODEL

Finally, we come to something which I have been unable to discover anything about. As far as I know it only ever existed as a model and the only reason I know of it at all is that we have a photograph of it at the Tank Museum. Beyond the fact that the photograph is credited to a photographer at Gravesend in Kent, no information exists. Naturally if anybody does know I'd be most grateful to hear about it, but no speculation please, we can all do that.

What strikes me at once, from looking at the photograph, is that the designer had more or less the same idea as lay behind

the huge, but cumbersome Aldershot Pattern transporter. The transporter was designed to carry a tank, suspended by cables from a massive tubular overhead bar. The model tank shown is vaguely similar to a Crusader so, taking that at face value, we must be looking at a date roughly halfway through WW2. The horizontal tube is supported by vertical

additional chains and turnbuckles anchor the tank at front and back to prevent it from swinging fore and aft while suspended. There is nothing I can see to prevent it from swinging from side to side unless the attachments at the front and back were deemed tight enough to prevent this. Again there is no actual evidence of brakes on the wheels, but then this is only a model. That

said, rather incongruously you might think, the whole thing

“The Scammell was an expensive vehicle so the Army could only afford one of them.”

tubes at each end, and these appear to rest on axles at the lower end, each axle running on two large diameter disc wheels fitted with heavy duty pneumatic tyres. The leading axle is steerable and attached to a drawbar. The tank itself hangs from four cables which run from a complicated system of pulleys and holdfasts attached to the top of the bar, while

seems to have been camouflage painted.

The overall quality and detail of the model suggest that it was intended to be taken seriously. It was never built, at least I hope it wasn't; Brian Baxter at the REME Museum had never heard of it and we have no idea at all about who designed it or who proposed making it. If you do know then we would appreciate the information.

Below: The one and only original Scammell Pioneer loading a Medium Mark II that looks very sorry for itself. Notice how the rear bogie has to be detached in order to clear the end of the ramp.





IPMS/USA

America's largest organization specifically for the plastic modeler

IPMS/USA is for all subjects and all skill levels of all modelers and is parent of over 200 local chapters throughout the United States.

MEMBERSHIP INCLUDES:

- Subscription to the IPMS/USA Journal
- IPMS/USA Internet Forum and knowledge base
- Reviews, industry news and special offers specifically for IPMS/USA members
- Enter the annual IPMS/USA National Contest

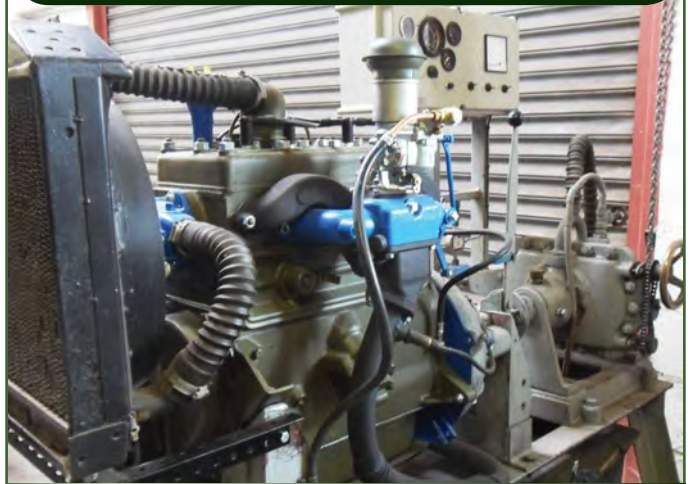
To find out more:
www.ipmsusa.org

IPMS/USA
PO Box 2475
North Canton, OH 44720



JEFFREY ENGINEERING LTD

Jeep Engine Overhaul Specialists

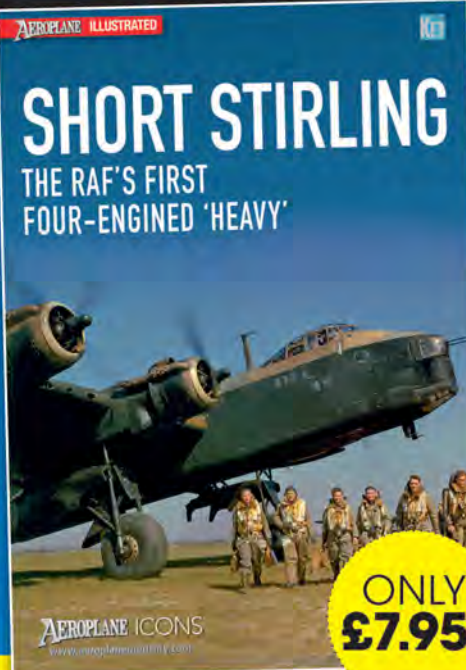


TEL: 01233 770007

MOBILE: 07770 836438 FAX: 01233 770670

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

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



SHORT STIRLING

AEROPLANE ILLUSTRATED
ISSUE 22

The Aeroplane ICONS series celebrates the history of aviation. Exploring and illustrating the history of iconic aircraft from around the world. Highlighting some of the great aircraft, this series is the perfect read for aviation enthusiasts looking to explore the in-depth history behind these iconic aeroplanes.

Issue 22 - Short Stirling - The RAF's First Four-Engine 'Heavy'

FEATURES INCLUDE:

OPERATING THE STIRLING

Outstanding interior views of the Stirling from the archives

SALUTE TO THE STIRLING

A first-hand account of flying Britain's first four-engine bomber of World War Two by D Murray Peden

A KIWI'S NEST IN FENLAND

75 (NZ) Squadron and the Stirling at Mepal by Martyn Chorlton

THE STIRLING VCS

Just two airmen, both pilots, earned the Victoria Cross whilst in command of a Short Stirling. Their stories are told by Martyn Chorlton

AND MUCH MORE!

ONLY
£7.95!

AVAILABLE NOW FROM [WHSmith](#) AND OTHER LEADING NEWSAGENTS
ALTERNATIVELY, ORDER DIRECT:

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

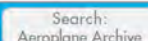
*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.
Postage charges vary depending on total order value.



Call UK **01780 480404**
Overseas **+44 1780 480404**
Lines open 9.00am - 5.30pm



Also available on



FREE App. In app issues £6.99

2016 SHOW GUIDE A

What better way to while away the next few winter months than visit a military vehicle collection or plan your events diary so you've got something to look forward to later on in the year. Here's our show guide and military collection listing to tell you what's happening, where and when...

Whatever you want from a military show or fair, be it spectacular pyrotechnics, vehicle convoys or just a jolly good old fashioned knees up – there's no shortage of choice for the classic military vehicle enthusiast. There are many military-vehicle rallies held in the UK, so grab your 2016 calendar and get circling the most important dates. Only the larger events are listed here but often military vehicle owners are welcome to more local get togethers – so don't rule out seeing the occasional green machine at your local village fete. It is always wise to ensure an event is still on before setting out on a long journey and *CMV* can accept no liability for errors or omissions in this list.

Apologies to show organisers if we've missed you out – but there's still time to tell us about your event – we'll flag it up

on our Facebook page or Review section. Email all the details to ian.cushway@keypublishing.com

MILITARY-VEHICLE EVENTS

March

75TH ANNIVERSARY RANSOME & MARLES FACTORY AIR ATTACK

Date: Sun 6 March 2016

Location: various Newark-on-Trent

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

MILITARY & VINTAGE REVIVAL

Date: Sat/Sun 26-27 March 2016

Location: Old Buckingham Airfield, Bucks

Contact: www.oldbuck.com

April

NEWBURY 4x4 & VINTAGE SPARES DAY

Date: Sun 3 April 2016

Location: Newbury Showground, Chieveley, Berks RG18 9QZ

Contact: www.markwoodwardclassicevents.com

RIPON 4x4 SHOW

Date: Sun 17 April 2016

Location: Ripon Racecourse, Boroughbridge Road, Ripon HG4 1UG

Contact: www.markwoodwardclassic-events.com

WINGS & WHEELS

Date: Sun 17 April 2016

Location: Old Buckingham Airfield, Bucks

Contact: www.oldbuck.com

WARTIME IN THE COTSWOLDS

Date: Sat/Sun 23-24 April 2016

Location: Gloucestershire Warwickshire Steam Railway

Contact: Sue Harbron wartime@gwsr.com, www.gwsr.com

TIGER DAY

Date: Sat 30 April 2016

Location: The Tank Museum, Bovington, Dorset BH20 6JG

Contact: www.tankmuseum.org

May

TANK EXPERIENCE DAY

Date: Fri/Sat 13-14 May 2016

Location: The Tank Museum, Bovington, Dorset BH20 6JG

Contact: www.tankmuseum.org



TEMPLE AT WAR

Date: Sat/Sun 14-15 May 2016

Location: Crossing Temple Barns, Braintree, Essex

Contact: Nicola info@templeatwar.co.uk, www.templeatwar.co.uk

1940s WEEKEND – SUFFOLK

Date: Sat/Sun 14-15 May 2016

Location: Bridge Farm Barns, Monks Eleigh, Suffolk IP7 7AY

Contact: Norman Newbould n.newbould1234@outlook.com

TIGER DAY

Sat 30 April 2016

See the unmistakable Tiger in action at Bovington's Tank Museum on Sat 30 April.



ND MUSEUM SPECIAL



MERRIST WOOD SHOW

Date: Sun 15 May 2016

Location: Merrist Wood College, Guildford, Surrey GU3 3PE

Contact: Annette Smith
asmith@guildfor.ac.uk

CHIPPING STEAM FAIR

Date: Sat/Mon 28-30 May 2016

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

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

CHIPPING STEAM FAIR

Sat/Mon 28-30 May 2016

Chipping Steam Fair (28-30 May) – what started as a one-off event to raise money for a new village hall has got bigger year on year to become an integral fixture on the military vehicle calendar.



DIG FOR VICTORY SHOW

Sat/Sun 11-12 June 2016

Classic vehicle collector James Shopland's Dig for Victory Show (Sat/Sun 11-12 June) attracts an eclectic selection of military metal from the 1930s through to the 1970s.



OVERLORD MILITARY SPECTACULAR

Date: Sat/Mon 28-30 May 2016
Location: The Lawns, Forest Road, Denmead, Hants P07 6HS
Contact: www.solentoverlord.co.uk

PENDLE POWERFEST

Date: Sun 29 May 2016
Location: Nelson & Colne College, Nelson, Lancs BB9 7YT
Contact: Chris Walker
pendlepowerfest@gmail.com

June

MALVERN LAND ROVER SHOW

Date: Sat/Sun 4-5 June 2016
Location: Three Counties Showground, Malvern, Worcs WR13 6NW
Contact: www.markwoodwardclassic.com

DIG FOR VICTORY SHOW

Date: Sat/Sun 11-12 June 2016
Location: North Somerset Showground,

Bathing Pond Fields, Wraxhall BS48 1NE
Contact: James Shopland, 07968 274480,
<http://digforvictoryshow.com>

THE GREAT NORTH FLY IN 2016

Date: Sat/Sun 18-19 June 2016
Location: Eshott Airfield, Felton, Morpeth, Northumberland NE65 9QJ
Contact: www.greatnorthflyin.uk

WOODVALE RALLY

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

WARTIME IN THE VALE

Date: Sat/Sun 18-19 June 2016
Location: Ashdown Farm, Badsey, nr Evesham, Worcestershire WR11 7EL
Contact: 07899 025091,
www.ashdowncamp.com

KEIGHLEY ARMED FORCES DAY

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

ARMED FORCES DAY – CONSETT

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

BLACKPOOL ARMED FORCES DAY

Date: Sat 25 June 2016
Location: Blackpool promenade
Contact: Ian Carr ian.carr@blackpool.gov.uk

TANKFEST

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

TANKFEST

Sat/Sun 25-26 June 2016

June's Tankfest offers visitors a unique opportunity to see some of the world's rarest tanks running at full gas in the arena.



July

BUCKFASTLEIGH STEAM RAILWAY MILITARY WEEKEND 40s FESTIVAL

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

FLYWHEEL FESTIVAL

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

1940s EXPERIENCE

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

HOLLOWELL STEAM & HEAVY HORSE SHOW

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

CAPEL MILITARY VEHICLE SHOW

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

YORKSHIRE WARTIME EXPERIENCE

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

THORPE CAMP 'WE'LL MEET AGAIN' EVENT

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

WARTIME IN THE VALE

Sat/Sun 18-19 June 2016

Ashdown Camp provides the perfect setting for Wartime in the Vale (18-19 June) which is why it managed to attract close to 500

military vehicles in 2015. The pyrotechnics (planned for the Sunday) are a massive crowd pleaser.



YORKSHIRE WARTIME EXPERIENCE

Fri/Sun 8-10 July 2016

Last year's Yorkshire Wartime Experience was a massive success, with over 400 military vehicles in attendance and probably the largest gathering of wartime Bedfords seen in a long time. For 2016, following on from the success of the Dunkirk commemorations, organisers are hoping to



attract a large gathering of British wartime vehicles. The Diamond T owners club has also confirmed that it will be holding the official Diamond T 75th anniversary gathering at this year's event, with over 20 DTs already confirmed. The show will also see a large Red Ball Express Diorama with some rare US tractor units and trailers. Not only that, the show has also had a new arrival in the shape of a fully restored/working Chieftain main battle tank and this, along with some rare wartime British entries will be some of the key attractions. With this in mind, the YWE crew is hoping to achieve the 500 military vehicle mark. Put the details in your diary now – The Yorkshire Wartime Experience Show 8-10 July, Cockleshaw Beck Farm, Hunsworth Lane, Hunsworth, Bradford BD4 6RN.

ACKWORTH STEAM RALLY

Date: Sat/Sun 16-17 July 2016

Location: Ackworth Water Tower, A628 Ackworth Road, West Yorks WF7 7ET

Contact: 07816 018291, 01977 617327

WOODHALL SPA '40s FESTIVAL

Date: Sat/Sun 16-17 July 2016

Location: Jubilee Park, Stixwold Road, Woodhall Spa, Lincs LN10 6QH

Contact: www.woodhall-spa-40s-festival.com

OLD FORD RALLY

Date: Sun 17 July

Location: Heritage Motor Centre, Gaydon, Warks

Contact: www.heritage-motor-centre.co.uk, Tony King jeepers1945@hotmail.com

WAR AND PEACE REVIVAL

Date: Tue/Sat 19-23 July 2016

Location: Folkestone Racecourse

Contact: www.thewarandpeacerevival.co.uk

WELLAND STEAM FAIR

Date: Fri/Sun 29-31 July 2016

Location: Woodside Farm, nr Malvern, Worcs WR13 6LN

Contact: www.wellandsteamrally.co.uk

MILITARY & FLYING MACHINES SHOW

Sat/Sun 6-7 Aug 2016

Fabulous weather in 2015 made the Military & Flying Machines Show a hit in 2015, and we've got our fingers crossed for the same on Sat/Sun 6-7 August this year!



August

BASTON IN THE BLITZ

Date: Sat/Sun 6-7 Aug 2016

Location: Brudenell Playing Fields, Baston, Lincs PE6 9PB

Contact: www.bastonblitz.org

MILITARY & FLYING MACHINES SHOW

Date: Sat/Sun 6-7 Aug 2016

Location: Damyns Hall Aerodrome, Avely Road, Upminster, Essex RM14 2TN

Contact: www.militaryandflyingmachines.org.uk

YANKS ARE BACK IN SADDLEWORTH

Date: Sat/Sun 6-7 Aug 2016

WAR AND PEACE REVIVAL Tue/Sat 19-23 July 2016



Under new management for 2016, there's going to be a host of exciting new additions at this year's Folkestone extravaganza. A land train service will allow visitors to see more without wearing themselves out, while the Living History area will be arranged in a time-line according to the year/era depicted. Seated drink stations around the show will give visitors the chance to refuel and there's even going to be a new bar tent, the 4077th MASH bar, which will be open day and night. New for this year also is a collection of dispatch rider motorcycles, traction engines and the classic car display has been extended to include vintage and commercial vehicles and tractors. See you there!



TANKS IN TOWN

Fri/Sun 26-28 Aug 2016

Why not take a quick hop across the channel for this year's Tanks in Town which takes place 26-28 August.



Location: Saddleworth School, Uppermill O13 6BU

Contact: Paul Smith 07480 117685, www.ww2events.co.uk

COBBATON VJ WEEKEND

Date: Sat/Sun 13-14 Aug 2016

Location: Cobbaton Collection, Umberleigh, Devon EX37 9RZ

Contact: 01769540740

COMBINED OPS – IMPS MILITARY & AIR SHOW

Date: Sat/Sun 13-14 Aug 2016

Location: Headcorn Aerodrome, nr Maidstone, Kent

Contact: www.combinedops.co.uk

DRIFFIELD STEAM RALLY

Date: Sat/Sun 13-14 Aug 2016

Location: The Showground, Driffield, East Yorks YO25 9DN

Contact: www.driffieldvintagerally.co.uk

NORFOLK TANK MUSEUM MV WEEKEND

Date: Sat 20 Aug 2016

Location: Norfolk Tank Museum, Station Road, Fornsett St Peter, Norwich, Norfolk NR16 1HZ

Contact: <http://norfolktankmuseum.co.uk>



MOUNT EDGCUMBE AT WAR

Date: Fri/Mon 26-29 Aug 2016

Location: Mount Edgumbe Country Park, Cremyll, Cornwall

Contact: Gwen Jenkins 07807 497819

TANKS IN TOWN

Date: Fri/Sun 26-28 Aug 2016

Location: Mons, Belgium

Contact: www.tanksintown.be

WINGS & WHEELS

Date: Sat/Sun 27-28 Aug 2016

Location: Dunsfold Park, Surrey GU6 8HY

Contact: 01483 542226, www.wingsandwheels.net

MILITARY ODYSSEY

Date: Sat/Mon 27-29 Aug 2016

Location: Kent Show Ground, Detling, Maidstone, Kent

Contact: 07595 511981, www.military-odyssey.com

TANKS, TRUCKS & FIREPOWER SHOW

Date: Sat/Mon 27-29 Aug 2016

Location: A426, 5 miles from Rugby CV22 6NR

Contact: www.tankstrucksandfirepower.co.uk

September

THE VICTORY SHOW

Date: Fri/Sun 2-4 Sept 2016

Location: Foxlands Farm, Cosby, Leics LE9 1SG

Contact: www.thevictoryshow.co.uk

RIPON 4x4 SHOW

Date: Sun 25 Sept 2016

Location: Ripon Racecourse, Boroughbridge Road, Ripon HG4 1UG

Contact: www.markwoodwardclassicevents.com

TANK EXPERIENCE DAY

Date: Fri 30 Sept 2016

Location: The Tank Museum, Bovington, Dorset BH20 6JG

Contact: www.tankmuseum.org

THE VICTORY SHOW

Fri/Sun 2-4 Sept 2016

The Victory Show (Fri/Sun 2-4 September) provides the perfect opportunity to get into the spirit of things.



October

NEWBURY 4x4 SHOW

Date: Sun 2 Oct 2016

Location: Newbury Showground, Chieveley, Berks RG18 9QZ

Contact: www.markwoodwardclassic.com

MALVERN 4x4 SHOW

Date: Sun 23 Oct 2016

Location: Three Counties Showground, Malvern, Worcs WR13 6NW

Contact: www.markwoodwardclassic.com

November

BROOKLANDS MILITARY VEHICLE DAY

Date: Sun 20 Nov 2016

Location: Brooklands Museum, Brooklands Road, Weybridge KT13 OQN

Contact: 01932 857381, www.brooklandsmuseum.com

FORTHCOMING MILITARIA EVENTS 2016

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.

January

MARK CARTER MILITARIA & MEDAL FAIRS

Date: Sun 17 Jan 2016

Location: Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA

Contact: Mark Carter 01753 534777

CHELMSFORD MILITARIA FAIRS

Date: Sun 24 Jan 2016

Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex

Contact: James Aslett 07595 511981, www.chelmsfordmilitaria.com

MILITARIA

Date: Sun 31 Jan 2016

Location: Exhibition Centre, Stoneleigh Park, Works

Contact: 01743 762266, www.militariashows.com

February

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 14 Feb 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chatham-militaria-fairs.co.uk

March

STRATFORD UPON AVON MILITARIA & MEDAL FAIR

Date: Sun 13 March 2016

Location: Stratford Leisure and Visitor Centre, Bridgefoot, Stratford Upon Avon, Works CV37 6YY

Contact: Mark Carter 01753 534777

CHESHIRE & NORTH WALES MILITARIA & AVIATION FAIR

Date: Sun 13 March 2016



Location: Hooton Park, Airfield Way, Ellesmere Port, Wirral CH65 1BQ

Contact: 0151 327 4701, griffin@griffintrust.org.uk

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 13 March 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chatham-militaria-fairs.co.uk

MALVERN MILITARIA FAIR

Date: Sun 20 Mar 2016

Location: Three Counties Showground, Wye Hall, Malvern

Contact: 01743 762266, www.militaryconvention.com

GHQ MILITARIA FAIRS

Date: Sun 27 March 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

Contact: 07919 455799, www.ghq.uk.com

April

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 10 April 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chatham-militaria-fairs.co.uk

CHELMSFORD MILITARIA FAIRS

Date: Sun 17 April 2016

Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex

Contact: James Aslett 07595 511981, www.chelmsfordmilitaria.com

NORTHERN MILITARY EXPO

Date: Sun 24 April 2016

Location: Newark County Showground NG24 2NY

Contact: Mark Askew 01302 739000, www.northernmilitaryexpo.co.uk

ALDERSHOT MILITARIA & MEDAL FAIR

Date: Sun 24 April 2016

Location: Princes Hall, Princes Way, Aldershot, Hants GU11 1NX

Contact: Mark Carter 01753 534777

MALVERN MILITARIA FAIR

Sun 20 Mar 2016

You'll certainly be on the right wavelength at any of these military fairs. This rare radio was up for grabs at Malvern in 2015.



May

COBBATON CLEAROUT

Date: Sun 1 May 2016

Location: Combat Collection, Umberleigh, Devon EX37 9RZ

Contact: info@cobbatoncombat.co.uk

MARK CARTER MILITARIA & MEDAL FAIRS

Date: Sun 1 May 2016

Location: Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA

Contact: Mark Carter 01753 534777

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 8 May 2016

Location: Historic Dockyard, Chatham, Kent
Contact: James 07595 511981, www.chatham militariafairs.co.uk

GHQ MILITARIA FAIRS

Date: Sun 15 May 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

Contact: 07919 455799, www.ghq.uk.com

NORFOLK MILITARIA FAIRS – THETFORD

Date: Sun 22 May 2016

Location: Thetford Leisure Centre and Waterworld, Croxton Road, Thetford IP24 1JD

Contact: 07596 436260, www.norfolkfairs.com

June

STRATFORD UPON AVON MILITARIA & MEDAL FAIR

Date: Sun 12 June 2016

Location: Stratford Leisure and Visitor Centre, Bridgefoot, Stratford Upon Avon, Warks CV37 6YY

Contact: Mark Carter 01753 534777

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 12 June 2016

Location: Historic Dockyard, Chatham, Kent
Contact: James 07595 511981, www.chatham militariafairs.co.uk

July

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 10 July 2016

Location: Historic Dockyard, Chatham, Kent
Contact: James 07595 511981, www.chatham militariafairs.co.uk

GHQ MILITARIA FAIRS

Date: Sun 17 July 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

Contact: 07919 455799, www.ghq.uk.com

August

MARK CARTER MILITARIA & MEDAL FAIRS

Date: Sun 7 Aug 2016

Location: Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA

Contact: Mark Carter 01753 534777

GHQ MILITARIA FAIRS

Date: Sun 14 Aug 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

Contact: 07919 455799, www.ghq.uk.com

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 14 Aug 2016

Location: Historic Dockyard, Chatham, Kent
Contact: James 07595 511981, www.chatham militariafairs.co.uk

September

MARK CARTER MILITARIA & MEDAL FAIRS

Date: Sun 4 Sept 2016

Location: Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA

Contact: Mark Carter 01753 534777

GHQ MILITARIA FAIRS

Date: Sun 11 Sept 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

Contact: 07919 455799, www.ghq.uk.com

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 11 Sept 2016

Location: Historic Dockyard, Chatham, Kent
Contact: James 07595 511981, www.chatham militariafairs.co.uk

CHELMSFORD MILITARIA FAIRS

Date: Sun 25 Sept 2016

Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex
Contact: James Aslett 07595 511981, www.chelmsfordmilitaria.com

NORFOLK MILITARIA FAIRS – THETFORD

Date: Sun 25 Sept 2016

Location: Thetford Leisure Centre and Waterworld, Croxton Road, Thetford IP24 1JD

Contact: 07596 436260, www.norfolkfairs.com

October

GHQ MILITARIA FAIRS

Date: Sun 2 Oct 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

Contact: 07919 455799, www.ghq.uk.com

HACK GREEN HANGAR SALE

Date: Sun 9 Oct 2016

Location: Hack Green Secret Nuclear Bunker, near Nantwich, Cheshire

Contact: Lucy Siebert
lucy@hackgreen.co.uk

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 9 Oct 2016

Location: Historic Dockyard, Chatham, Kent
Contact: James 07595 511981, www.chatham militariafairs.co.uk

STRATFORD UPON AVON MILITARIA & MEDAL FAIR

Date: Sun 30 Oct 2016

Location: Stratford Leisure and Visitor Centre, Bridgefoot, Stratford Upon Avon, Warks CV37 6YY

Contact: Mark Carter 01753 534777

CHELMSFORD MILITARIA FAIRS

Date: Sun 30 Oct 2016

Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex
Contact: James Aslett 07595 511981, www.chelmsfordmilitaria.com

November

NORTHERN MILITARY EXPO

Date: Sun 6 Nov 2016

Location: Newark County Showground NG24 2NY

Contact: Mark Askew 01302 739000, www.northernmilitaryexpo.co.uk

ALDERSHOT MILITARIA & MEDAL FAIR

Date: Sun 6 Nov 2016

Location: Princes Hall, Princes Way, Aldershot, Hants GU11 1NX

Contact: Mark Carter 01753 534777

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 13 Nov 2016

Location: Historic Dockyard, Chatham, Kent
Contact: James 07595 511981, www.chatham militariafairs.co.uk

MALVERN MILITARIA FAIR

Date: Sun 20 Nov 2016

Location: Three Counties Showground, Wye Hall, Malvern
Contact: 01743 762266, www.militaryconvention.com

MARK CARTER MILITARIA & MEDAL FAIRS

Date: Sun 27 Nov 2016

Location: Woking Leisure Centre, Woking Park, Kingfield Road, Woking, Surrey GU22 9BA

Contact: Mark Carter 01753 534777

December

CHELMSFORD MILITARIA FAIRS

Date: Sun 4 Dec 2016

Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex
Contact: James Aslett 07595 511981, www.chelmsfordmilitaria.com

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 11 Dec 2016

Location: Historic Dockyard, Chatham, Kent
Contact: James 07595 511981, www.chatham militariafairs.co.uk

GHQ MILITARIA FAIRS

Date: Sun 18 Dec 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

Contact: 07919 455799, www.ghq.uk.com

IPMS (UK)



champion

'tʃæm.pi.ən adj. n.

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

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

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

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

For an Information Pack, including a **FREE** sample magazine, please send 3 First Class stamps to the Membership Secretary:

Abigail Brewin 144 High Road Weston
Spalding Lincolnshire PE12 6RA

(please quote: AMW116) or visit

www.ipmsuk.co.uk to join online



Photograph © Chris Ayre/IPMS (UK)

MILITARIA 2016

SUNDAY 31st JANUARY

EUROPE'S PREMIER INDOOR MILITARY COLLECTORS EXHIBITION

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

Up to 350 EXHIBITORS STANDS

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

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

DOORS OPEN at 09.00 Hours

Entrance Prices:

Tickets: £10.00

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

Food and Drinks Available

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



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

MARCUS GLENN

EX-MILITARY VEHICLES, PARTS & EQUIPMENT

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

We will be trading at

MILITARIA 2016

Sunday 31st January 2016

Stoneleigh Park, Coventry,
Warwickshire, CV8 2LZ

We will be in **Hall 2, stand 151**

Stock to clear, many items at sale prices!

We look forward to seeing you there!

*We would like to wish all our customers
past and present a happy and
prosperous New Year*

Tel: +44 (0) 1406 364 753

PLEASE SEE OUR NEW WEBSITE

www.marcusglenn.com

Email: marcus.glenn@btconnect.com

BACK ISSUES

Complete your collection with our range of back issues.



TO ORDER

VISIT www.keypublishing.com/shop

OR

CALL UK: **01780 480404**

Overseas: **+44 1780 480404**

645/15

MUSEUMS/MILITARY COLLECTIONS

If you need inspiration to complete a restoration project, resource info or just a pleasant day out, here are some suggestions...

Few things in life are as relaxing as mooching around a museum and the UK is awash with possibilities. Of course the Tank Museum is the obvious destination if you want to see the biggest collection of tanks and armoured vehicles, but don't rule out the smaller exhibitions such as the excellent Muckleburgh Military Collection in North Norfolk or the equally fascinating Cobbaton Combat Collection in North Devon. Indeed, sometimes it's the smaller outfits like this that seem to attract the most interesting artifacts, and often, having been donated by local people there's an interesting story to go with them.

We've included aviation museums and heritage collections in our listing because often they include the odd military vehicle as well as uniforms and other military paraphernalia.

So what are you waiting for, get out there and go visiting!

Right: Muckleburgh's Sir Michael Savory, owner of probably the biggest private collection in the UK.



MUCKLEBURGH MILITARY COLLECTION

John Norris was given a tour of the Norfolk military treasure trove by Sir Michael Savory, who explained some of the stories behind various exhibits on display



MUSEUM LISTINGS

- 101 (Northumbrian) Regimental RA (V) Museum, Gateshead 0191 239 5237
- 13th/18th Royal Hussars (QMO) and The Light Dragoons Museum, Barnsley www.lightdragoons.org.uk
- 306th Bomb Group Museum, Thurleigh www.306bg.co.uk
- 389th Bomb Group Memorial Exhibition, Hethel www.hethel389th.wordpress.com
- 4th Battalion East Yorkshire Regiment Collection, Hull 01482 616431
- 93rd Bomb Group Museum, Hardwick www.93rd-bg-museum.org.uk
- 9th/12th Royal Lancers Regimental Museum, Derby www.derbymuseums.org
- Adjutant General's Corps Museum Collection, Winchester 01962 877826
- Airbase, Coventry Airport www.classicairforce.com
- Airborne Assault, Museum of the Parachute Regiment and Airborne Forces, Cambridge www.paradata.org.uk
- Airport Visitor Centre, Shoreham www.visitorcentre.info
- Aldershot Military Museum www.hants.gov.uk/museums
- Argyll & Sutherland Highlanders Regimental Museum, Stirling www.argylls.co.uk
- Armouredgeddon, Lutterworth www.armouredgeddon.co.uk
- Army Medical Services Museum, Aldershot www.ams-museum.org.uk
- Ayreshire Yeomanry Museum, Ayr 01292 445447
- Battle of Britain Memorial Flight Visitor Centre, Coningsby www.raf.mod.uk
- Bedfordshire & Hertfordshire Regiment Museum Collection, Luton www.wardownparkmuseum.com
- Bentwaters Cold War Museum, Bentwaters www.bcwm.org.uk
- Berkshire Yeomanry Museum, Windsor 01753 860600
- Boscombe Down Aviation Museum, Hurn www.boscombedownaviationcollection.co.uk
- Boxted Airfield Historical Group Museum www.boxsted-airfield.com
- Brooklands Museum, Brooklands www.brooklandsmuseum.com
- Buckinghamshire Military Museum Trust Collection, Bucks www.bnmt.co.uk
- Buffs, Royal East Kent Regiment Museum Collection, London www.national-army-museum.ac.uk
- Caernafon Airport Airworld Museum www.airworldmuseum.co.uk
- Cambridgeshire Regiment Collection, Duxford 01223 835000
- Cameronians (Scottish Rifles) Museum Collection, Hamilton www.sleisureandculture.co.uk/museums
- Carmarthen Militia and Volunteers Collection, Carmarthen www.carmarthenshire.gov.uk
- Carpetbagger Aviation Museum, Harrington www.harringtonmuseum.org.uk
- Castlemartin Yeomanry Collection, Tenby 01834 842809
- Cheshire Military Museum, Chester www.cheshiremilitarymuseum.co.uk
- City of Norwich Aviation Museum, Norwich Airport www.cnam.co.uk
- Classic Air Force, Newquay Cornwall Airport www.classicairforce.com

Lying amid some 300 acres just off the A149 coast road between the villages of Kelling and Weybourne in North Norfolk is the Muckleburgh Military Collection (MMC), one of the largest privately-owned collections of military vehicles and artillery in the country, and perhaps even the world.

The MMC was opened to the public in 1988 by Sir Michael Savory and his late father Squadron Leader Berry Savory, a wartime fighter pilot, to showcase their collection of military vehicles and other related items. The site at Weybourne has a long history connected to the military and was in the front line during both world wars. During the Great War troops were billeted on the site and pillboxes and trenches were dug in preparation for its defence in the event of an invasion, then from 1936 it was used as a training camp for anti-aircraft gunners firing 40mm Bofors guns and 3.7in guns, a role which continued throughout WW2. Indeed, from 1936 until October 1958 it has been estimated that some 1.5 million shells of all calibres were fired from the site.

The legacy from those days can still be seen dotted around the surrounding area in the shape of pillboxes and gun pits, some of which are within the grounds of the MMC, in which are displayed a 40mm Bofors gun and 3.7in gun looking as though they are waiting for their crews to arrive. The military has long since vacated the location but it still has a role

to play in the air defence of Britain with an operational radar station still providing information to the RAF.

Work preparing the site began in 1986 and Sir Michael, the present owner, and his father were faced with the Herculean task of demolishing almost 200 obsolete former military buildings and the disposal of some 45,000 tons of rubble. In those days there were just 25 vehicles and the other exhibits which formed the foundation of the MMC. Today there are more than 150, as well as artillery and



Above: Bofors 40mm gun in original WW2 gun pit at the MMC. Right: The star exhibit – a Canadian-built Chevrolet C8AT with 2-pounder gun in Portee mount.



- Cobbaton Combat Collection, North Devon www.cobbatoncombat.co.uk
- Cold War Jets Collection, Bruntingthorpe www.bruntingthorpeaviation.com
- Cornwall's Regimental Museum, Bodmin 01208 72810
- Coventry Transport Museum www.transport-museum.com
- Cranwell Aviation Heritage Centre, Cranwell www.cranwellaviation.co.uk
- Croydon Airport Visitor Centre www.croydonairport.org.uk
- Cumbria's Museum of Military Life, Carlisle www.cumbriasmuseumofmilitarylife.org
- D-Day Museum, Portsmouth www.ddaymuseum.co.uk
- Davidstow Airfield and Cornwall at War Museum www.davidstowmemorialmuseum.co.uk
- De Havilland Aircraft Museum, London Colney www.dehavillandmuseum.co.uk
- Duke of Wellington's Regiment (West Riding) Museum, Halifax 01422 354823
- Dumfries and Galloway Aviation Museum, Dumfries www.dumfriesaviationmuseum.com
- Durham Light Infantry Museum, Durham www.dlidurham.org.uk
- East Essex Aviation Museum, Clacton www.eastessexaviationsociety.org
- Essex Regiment Museum, Chelmsford www.chelmsford.gov.uk
- Essex Yeomanry Museum Collection, Chelmsford www.essex-yeomanry.org.uk
- Fenland and West Norfolk Aviation Museum www.fawnaps.webs.com
- Fife and Forfar Yeomanry Collection, Cupar 01334 656155
- Firepower! Royal Artillery Museum, Woolwich www.firepower.org.uk
- Firing Line, Cardiff www.cardiffcastlemuseum.org.uk
- Fleet Air Arm Museum, Yeovilton www.fleetairarm.com

- Fort Paull Armouries, Paull www.fortpaull.com
- Fusiliers London Volunteer Museum (The London Regiment), Balham www.army.mod.uk
- Gatwick Aviation Museum, Charlwood www.gatwick-aviation-museum.co.uk
- Green Howards Regimental Museum, Richmond www.greenhowards.org.uk
- Guards Museum, London www.theguardsmuseum.com
- Herefordshire Light Infantry Museum, Hereford www.herefordshirelightinfantrymuseum.com
- Heritage Motor Centre, Gaydon, Warks www.heritage-motor-centre.co.uk
- Hertfordshire Regiment Museum Collection, Hertford www.hertfordmuseum.org
- Hertfordshire Yeomanry & Artillery Collection, Hitchin www.north-herts.gov.uk
- Highland Aviation Museum, Inverness www.highlandaviationmuseum.org.uk
- Honourable Artillery Company, London www.hac.org.uk
- Horsepower, the Museum of The King's Royal Hussars in Winchester www.horsepowermuseum.co.uk
- Household Cavalry Museum, London www.householdcavalrymuseum.co.uk
- Imperial War Museums www.iwm.org.uk
- Infantry & Small Arms School Corps Weapons Collection, Warminster www.infantry-weapons.org
- Inns of Court and City Yeomanry Museum, London www.iccy.org.uk
- Jersey Militia Museum Collection, St Helier www.jerseyheritagetrust.org
- Jet Age Museum, Staverton, Glos www.jetagemuseum.org
- Kent and Sharpshooters Yeomanry Museum, Edenbridge www.ksymuseum.org.uk

TANK MUSEUM

Barely in need of any introduction, if you want to see tanks and armoured vehicles in big numbers, make Bovington in Dorset top of your list when it comes to museums to visit. It's huge, and if you haven't been for a while you will notice the changes – the Tank Factory exhibition hall being the latest in a number of new attractions. There are seven exhibition halls brimmed full of fighting vehicles and the story of the tank is told from 1915 through to the present day. There's the *Fury Sherman* in a special display of its own as well as a



huge number of rarities. If you coincide your visit with a school holiday, you can see tanks in action in the arena a 1pm every weekday. Visit www.tankmuseum.org for full details.

exhibits and read the information boards. Sir Michael explained that he is in the process of introducing special 'QR' Code Logos to these boards which will allow visitors to download onto their smart phones details of the exhibit and, in the case of a vehicle, will also include a film clip showing it in action. This innovative use of technology will allow several people to see the same thing at the same time and make the presentation more accessible and informative.

Another aspect of the MMC, which sets it apart from other collections, and museums especially, is the fact that all the vehicles are fully functioning and capable of being driven under their own power. Visitors will see the familiar types, such as the Scorpion CVR(T), and not so familiar, such as the Swiss-built Panzer 61/ 68, displayed alongside one another. Post-war Armoured Vehicle Launch Bridge (AVLB)

missiles, and the collection is, to sum it up in one word, superb.

The MMC attracts visitors from around the world keen to view its range of vehicles which span several conflicts from WW2 to the Falklands and Operation Desert Storm, with the displays laid out in

chronological order, beginning with a brief history of the site.

The buildings are well lit and there is ample space to move between the larger



Above: French AMX13 on a Rogers M9 trailer. Right: Swiss Panzer 61/68 which is used for displays.



- Kent Battle of Britain Museum, Hawkinge www.kbobm.org
- King's Own Royal Regiment Museum, Lancaster www.kingsownmuseum.com
- King's Own Yorkshire Light Infantry Museum Collection, Doncaster www.doncaster.gov.uk/museums
- King's Regiment Museum Collection, Liverpool www.liverpoolmuseums.org.uk
- Kohima Museum, York www.kohimamuseum.com
- Lancashire Infantry Museum, Preston www.lancashireinfantrymuseum.org.uk
- Lashenden Air Warfare Museum www.lashendenairwarfaremuseum.co.uk
- Leicestershire Yeomanry Museum Collection, Loughborough 01509 231667
- Lincolnshire Aviation Heritage Centre, East Kirkby www.lincnaviation.co.uk
- Liverpool Scottish Regimental Museum, Liverpool www.liverpoolscottish.org.uk
- London Irish Rifles Museum, London www.londonirishrifles.com
- London Scottish Regiment Museum, London www.londonscottishregt.org
- Manchester Regiment Museum, Ashton-under-Lyne www.tameside.gov.uk/museumsgalleries
- Manx Aviation and Military Museum, Ronaldsway www.maps.org.im
- Medway Aircraft Preservation Society, Rochester www.mapsl.co.uk
- Metheringham Airfield Visitor Centre www.metheringhamairfield.com
- Middlesex Regiment Collection, London www.national-army-museum.ac.uk
- Midland Air Museum, Coventry airport www.midlandairmuseum.co.uk
- Military Intelligence Museum, Shefford www.militaryintelligencemuseum.org
- Military Vehicle Museum, Sunderland www.nelsam.org.uk
- Montgomeryshire Yeomanry Museum Collection, Welshpool 01938 554656
- Montrose Air Station Heritage Centre, Montrose www.rafmontrose.org.uk

- Museum of Army Chaplaincy, Andover www.army.mod.uk
- Museum of Army Flying, Middle Wallop, Stockbridge www.armyflying.com
- Museum of Army Flying, Stockbridge www.armyflying.com
- Museum of Army Music, Twickenham www.armymusicfriends.co.uk
- Museum of Berkshire Aviation, Woodley www.museumofberkshireaviation.co.uk
- Museum of Science and Industry, Manchester www.mosi.org.uk
- Museum of the King's Royal Hussars in Lancashire, Preston www.lancashire.gov.uk
- Museum of the Manx Regiment, Ballasalla www.maps.org.im/museum
- Museum of the Mercian Regiment (WFR Collection) Nottingham www.stand-firm-strike-hard.org.uk
- Museum of The Royal Regiment of Scotland, Edinburgh www.theroyalregimentofscotland.org
- National Army Museum, Royal Hospital Road, Chelsea, London www.nam.ac.uk
- National Motorcycle Museum, Solihull www.nationalmotorcyclemuseum.co.uk
- National Museum of Flight Scotland, East Fortune www.nms.ac.uk
- National Museum of Ireland, Dublin www.museum.ie
- National Museum of Scotland, Edinburgh www.nms.ac.uk
- Newark Air Museum, Drove Land, Winthorpe, Newark www.newarkairmuseum.org
- Norfolk and Suffolk Aviation Museum, Halesworth www.halesworthairfieldmuseum.org.uk
- Norfolk Tank Museum www.norfolktankmuseum.co.uk



Above: Daimler Armoured Car Mk 1 looking very smart. Right: Soviet-built BTR-40 APC.



layers are on display and an M47 'Patton' along with a Soviet-built T34/85, to be examined in close detail as it is a very nice example of an M16 mounting quadruple .50in calibre machine guns.

There are some rarities in the un-armoured display, including a

Leyland Hippo heavy truck used to tow artillery during the war. Just over 1000 were built and the vehicle remained in service with the British Army until the 1970s. In the wheeled armoured section is displayed an unusual Belgian-built Landsverk Unimog scout car, based on the S404 truck.

Weighing five tons it had an operational range of 180 miles and could reach speeds up to 50mph (80km/h). A small number of this design was used by the Army of the Republic of Ireland from 1971 until they were withdrawn from service in 1984.

Another unusual wheeled armoured vehicle is the Soviet-built BTR-40 4X4 APC armed with a 14.5mm heavy machine gun.

The whole collection is truly international with vehicles from all around the world

range covers over 70 years of military service from WW2 to the Cold War. The

"The whole collection is truly international"

including France, Germany, America, the Soviet Union (Russia) and Britain. The

same applies to the artillery display with a 17-pounder anti-tank gun and 25-pounder Field Gun from WW2 and the M56 105mm

NATIONAL TREASURES

Gaydon's Heritage Motor Centre has a good selection of military vehicles on display, including a unique Nuffield Mechanizations Guty and a twin-engined Moke. The collection also includes a rare Land Rover Llama prototype which will hopefully form part of a new display in 2016. Visit www.heritage-motor-centre.co.uk for full details.



- North East Land, Sea and Air Museums, Sunderland www.nelsam.org.uk
- North Weald Airfield Museum www.northwealdairfieldmuseum.com
- Northamptonshire Regiment and Northamptonshire Yeomanry Collections, Northampton www.northampton.gov.uk
- Northumberland Hussars Museum Collection, Newcastle-upon-Tyne 0191 239 6789
- Pembroke Dock Sunderland Trust www.sunderlandtrust.org.uk
- Pembroke Yeomanry Collection, Haverfordwest 01437 731328
- Prince Louise's Kensington Regiment Museum, Coulsdon www.plk.org.uk
- Princess of Wales's Royal Regiment & Queen's Regiment Museum, Dover www.army.mod.uk
- Purfleet Heritage and Military Centre www.purfleet-heritage.com
- Queen's Own Yorkshire Yeomanry Museum, York 01482 881974
- Queen's Royal Irish Hussars Museum Collection, Eastbourne www.eastbournemuseums.co.uk
- Queen's Royal Lancers Museum, Perlethorpe www.qrnymuseum.co.uk
- RAF Air Defence Radar Museum, Neatishead www.radarmuseum.co.uk
- RAF Burtonwood Heritage Centre www.burtonwoodbase.org
- RAF Digby World War Two Sector Operations Room, Digby www.raf.mod.uk
- RAF Manston History Museum, Manston www.rafmanston.co.uk
- RAF Scampton Heritage Centre, Lincs www.raf.mod.uk
- Redoubt Fortress Military Museum (Royal Sussex Regiment), Eastbourne www.eastbournemuseums.co.uk
- REME Museum of Technology, Wiltshire www.rememuseum.org.uk
- Ridgewell Airfield Commemorative Museum www.381st.com

- Romney Marsh Wartime Collection, Brenzett www.brenzettaero.co.uk
- Royal Air Force Museum, Cosford www.rafmuseum.org
- Royal Air Force Museum, Hendon www.rafmuseum.org
- Royal Anglian Regiment Museum, Duxford www.royalanglianmuseum.org.uk
- Royal Army Physical Training Corps Museum, Aldershot www.army.mod.uk
- Royal Devon Yeomanry Museum Collection, Barnstaple www.devonmuseums.net
- Royal Dragoon Guards Museum – York Army Museum, York www.rdgmmuseum.org.uk
- Royal Engineers Museum, Library & Archive, Gillingham www.re-museum.co.uk
- Royal Green Jackets (Rifles) Museum, Winchester www.rgjmmuseum.co.uk
- Royal Guernsey Light Infantry & Militia Museums, St Peter Port www.museum.guernsey.net
- Royal Hampshire Regiment Museum, Winchester www.serleshouse.co.uk
- Royal Highland Fusiliers Museum, Glasgow www.rhf.org.uk
- Royal Hospital Museum, London www.chelsea-pensioners.org.uk
- Royal Irish Fusiliers Regimental Museum, Armagh www.royalirishfusiliersmuseum.com
- Royal Leicestershire Regimental Museum, Leicester www.royalleicestershireregiment.org.uk
- Royal Lincolnshire Regimental and Lincolnshire Yeomanry Collections, Lincoln www.lincolnshire.gov.uk
- Royal Logistics Corps Museum, Camberley www.richmuseum.co.uk



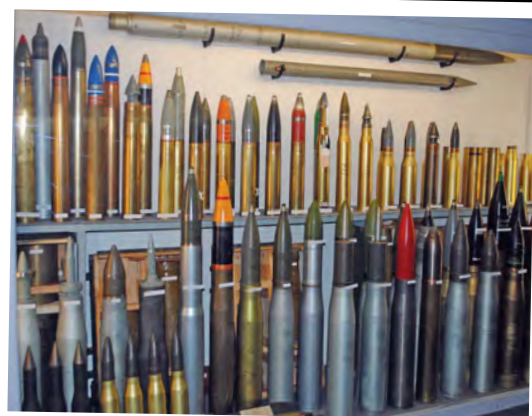
Pair of Canadian vehicles: The M4A1 'Grizzly' and the Sexton SPG. The name 'Fury' comes from the Savory family dog 30 years ago and it stuck.

and Argentine CITEFA M77 155mm field guns as used during the Falklands. There is also the legendary German 88 PAK, although the example exhibited is believed to have

been used in Spain at one time. However, the highlight in the artillery section has to be the Canadian-built Chevrolet C8 truck with a 2-pounder anti-tank gun mounted,

DRIVE TIME

Where can you drive a tank, take part in a tank battle and take in an excellent collection of military vehicles? Try Leicestershire-based Armouredgeddon (www.armouredgeddon.co.uk). Probably the rarest vehicle in the museum is a M4 105mm Sherman; it came from Holland and was used by the Dutch Army for Molotov Cocktail target practice. Their pristine Ford Script is also worth a look.



Part of the ammunition collection including tank shells of all calibres.

facing forward as it should be, in Portee. Dating from 1941 this combination is in pristine condition and shows perfectly how this method of transportation was used to move guns across the harsh terrain of the North African desert.

Missiles include both anti-tank and anti-aircraft types ranging from the Soviet AT-3 'Sagger' to the heavyweight British 'Thunderbird' and 'Bloodhound' missiles. Outside, by the entrance, is a replica Fiesler Fi 103 (V-1 Doodlebug) mounted on part of the original launch ramp taken from Peenemunde test site. The well-proven Rapier anti-aircraft missile is included in the line-up and there is even an example of the M74B tracked version to show the evolution of missiles across the decades. There are many dozens of small arms, from pistols to machine guns, with rifles and sub-machine guns in between. This is an international display and all weapons are deactivated.

Not all of the original buildings were demolished during the preparation phase, some were kept and are today used as

- Royal Military Academy Sandhurst Collection, Camberley www.sandhurstcollection.org.uk
- Royal Military Police Museum, Southwick www.army.mod.uk
- Royal Monmouthshire Royal Engineers (Militia) Museum Collection, Monmouth www.monmouthcastlemuseum.org.uk
- Royal Norfolk Regimental Museum, Norwich www.nrrm.org.uk
- Royal Regiment of Fusiliers (Royal Warwickshire) Museum, Warwick www.warwickfusiliers.co.uk
- Royal Scots Dragoon Guards Museum, Edinburgh www.scotsdgmuseum.com
- Royal Signals Museum, Blandford Forum www.royalsignalsmuseum.co.uk
- Royal Ulster Rifles Museum www.royal-irish.com
- Royal Wiltshire Yeomanry Collection, Swindon www.swindon.gov.uk
- Science Museum, London www.sciencemuseum.org.uk
- Sherwood Rangers Yeomanry Museum, Carlton www.sherwood-rangers.org
- Shoreham Aircraft Museum, Kent www.shoreham-aircraft-museum.co.uk
- Shropshire Regimental Museum, Shrewsbury www.shropshireregimentalmuseum.co.uk
- Shuttleworth Collection, Old Warden Aerodrome, Biggleswade www.shuttleworth.org
- Snibston Discovery Museum, Coalville www.snibston.com
- Soldiers of Gloucestershire Museum, Gloucester www.soldierofglos.com
- Soldiers of Oxfordshire Museum, Woodstock www.sofa.org.uk
- Solway Aviation Museum, Carlisle www.solway-aviation-museum.co.uk
- Somerset Military Museum, Taunton www.somerset.gov.uk
- South Nottinghamshire Hussars Yeomanry Museum, Nottingham 0115 9272251
- South Yorkshire Aircraft Museum, Doncaster www.southyorkshireaircraftmuseum.org.uk
- Speke Aerodrome Heritage Group, Liverpool www.spekaero.org
- Staffordshire Regiment Museum, Lichfield www.staffordshireregimentmuseum.com
- Staffordshire Yeomanry Museum, Stafford www.staffordbc.gov.uk
- Stow Maries Great War Aerodrome www.stowmaries.com
- Suffolk & Norfolk Yeomanry Collection, Holt www.muckleburgh.co.uk
- Suffolk Aviation Heritage Centre, Foxhall www.suffolkaviationheritage.co.uk
- Suffolk Regiment Museum, Bury St Edmunds www.suffolkregimentmuseum.co.uk
- Sussex & Surrey Yeomanry Museum Collection, Newhaven www.newhavenfort.org.uk
- Sywell Aviation Museum, Sywell www.sywellaerodrome.co.uk
- Tangmere Military Aviation Museum, Tangmere, Chichester www.tangmere-museum.org.uk
- Thameside Aviation Museum, East Tilbury www.aviationmuseum.co.uk
- The Bentley Priory Museum, Stanmore www.bentleypriory.org
- The Black Watch Castle & Museum, Perth www.theblackwatch.co.uk
- The Fusilier Museum London www.fusiliermuseumlondon.org
- The Fusilier Museum, Bury www.fusiliermuseum.com
- The Fusiliers Museum of Northumberland, Alnwick www.northumberlandfusiliers.org.uk
- The Gordon Highlanders Museum, Aberdeen www.gordonhighlanders.com

FUN ON TWO WHEELS

If you're in the West Midlands, why not drop in at the National Motorcycle Museum in Solihull (www.nationalmotorcyclemuseum.co.uk). Among the superb two-wheeled machines, there are some interesting military motorcycles – including a very nice 1942 Norton 16H and a Great War Clyno with Vickers MG sidecar.



Right: The Belgian Landsverk Unimog Scout Car.

garage space for vehicles and maintenance workshops where refurbishment is carried out. Indeed there is a continuous programme of renovation with at least 25 more vehicles to go at the last count. The MMC organises special events with tank displays and there is also the chance to drive a tank which is a great gift. Details of all these facilities, including opening times, can be found at www.muckleburgh.co.uk



Above: The most dreaded anti-tank gun of all time, the fearsome 88mm. Right: Newly restored Comet tank looking factory-fresh.



- The Gurkha Museum, Winchester www.thegurkhamuseum.co.uk
- The Helicopter Museum, Weston-super-Mare www.helicoptermuseum.co.uk
- The Highlanders Museum, Fort George, Ardersier, Inverness www.thehighlandersmuseum.com
- The Highlanders' Museum, Ardersier www.thehighlandersmuseum.com
- The Inniskillings Museum www.inniskillingsmuseum.com
- The Keep Military Museum, Dorchester www.keepmilitarymuseum.org
- The King's Own Scottish Borderers Regimental Museum, Berwick-upon-Tweed www.kosb.co.uk/museum.htm
- The Light Dragoons (15th/19th King's Royal Hussars) Museum Collection, Newcastle-upon-Tyne www.lightdragoons.org.uk
- The Mercian Regiment Museum (Worcestershire), Worcester www.worcestershiresoldier.org
- The Middlesex Regiment (Territorial) Collection, Edgware www.army.mod.uk
- The Muckleburgh Collection, Weybourne, Holt www.muckleburgh.co.uk
- The Prince of Wales's Own Regiment of Yorkshire Museum, York www.pwo-yorkshire.museum
- The Queen's Own Hussars Museum, Warwick www.quhmuseum.org.uk
- The Red Feather Club, 95th Bomb Group Heritage, Horham www.95thbg-horham.com
- The Regimental Museum of the Royal Welsh, Brecon www.royalwelsh.org.uk
- The Rifles (Berkshire and Wiltshire) Museum, Salisbury www.thewardrobe.org.uk
- The Rifles Collection, Winchester www.riflesmuseum.co.uk
- The Royal Logistics Corps Museum, Surrey www.royallogisticcorps.co.uk

- The Royal Scots Regimental Museum, Edinburgh www.theroyalscots.co.uk
- The Royal Welch Fusiliers Regimental Museum, Caernarfon www.rwfmuseum.org.uk
- The Surrey Infantry Museum, Guildford www.queensroyalsurreys.org.uk
- The Tank Museum, Bovington, Dorset www.tankmuseum.org
- Thinktank Birmingham Science Museum www.thinktank.ac
- Thorpe Camp Visitor Centre, Woodhall Spa www.thorpecamp.org.uk
- Ulster Folk and Transport Museum www.nmni.com
- Wagoners Special Reserve Museum, Driffild www.sledmerehouse/wagoners-museum.html
- Wartime Aircraft Recovery Group Aviation Museum, Sleaf 01630672969
- Warwickshire Yeomanry Museum, Warwick www.warwickshire-yeomanry-museum.co.uk
- Wellesbourne Wartime Museum, Wellesbourne Mountford 01789778816
- Wellington Aviation Museum, Moreton-in-Marsh www.wellingtonaviation.org
- Welsh Guards Collection, Oswestry www.welshguardscollection.com
- Westminster Dragoons, Fulham www.westminsterdragoons.co.uk
- Westmorland & Cumberland Yeomanry Museum, Penrith www.dalemain.com
- Wings World War Two Remembrance Museum, Balcombe www.wingsmuseum.co.uk
- Worcestershire Yeomanry Museum Collection, Worcester www.worcestercitymuseum.org.uk
- York & Lancaster Regiment Museum, Rotherham www.rotherham.gov.uk
- Yorkshire Air Museum, Elvington www.yorkshireairmuseum.org

ONE OF A KIND!

It is extremely rare that a television series becomes so popular that it inspires the creation of its own unique museum; the perennially popular *Dad's Army* has led to the creation of its own dedicated museum located at The Old Fire Station, The Guildhall, Cage Lane, Thetford, Norfolk, IP24 2DS. We'll be featuring it soon...



This magnificent ZSU-23-4 'Shilka' makes an excellent gate guardian for the MMC.

GOING FURTHER AFIELD

KUBLINKA TANK MUSEUM, KUBLINKA, RUSSIAN FEDERATION

Located near Moscow, the museum's collection primarily focuses on the tanks of WW2, including, of course, the talented T-34. With in excess of 300 vehicles, it's in direct competition with Bovington in terms of sheer tank numbers, and there's a unique collection of Japanese military vehicles which in itself would make a visit worthwhile. Get more info at www.tankmuseum.ru

DEUTSCHES PANZERMUSEUM, MUNSTER, GERMANY

Includes more than 100 tanks and armoured vehicles, including some rare Great War tanks. It's the obvious place to see iconic WW2 tanks such as the Panzer and Tiger as well a variety of Cold War military machinery. There's also a special exhibition dedicated to Rommel. Find out more at www.deutsches-panzermuseum.de

THE GENERAL GEORGE PATTON MUSEUM, FORT KNOX, KENTUCKY, USA

Dedicated to the memory of, yes you guessed it, General George Patton, the collection in Fort Knox celebrates the development of the American tank, which is why the WW2 display is so impressive. There are also some excellent cutaway tanks, Patton's 1942 GMC 6x5 camper van and a brilliant café! Visit www.generalpatton.org for full details.

ROYAL MUSEUM OF THE ARMED FORCES AND OF MILITARY HISTORY, BRUSSELS, BELGIUM

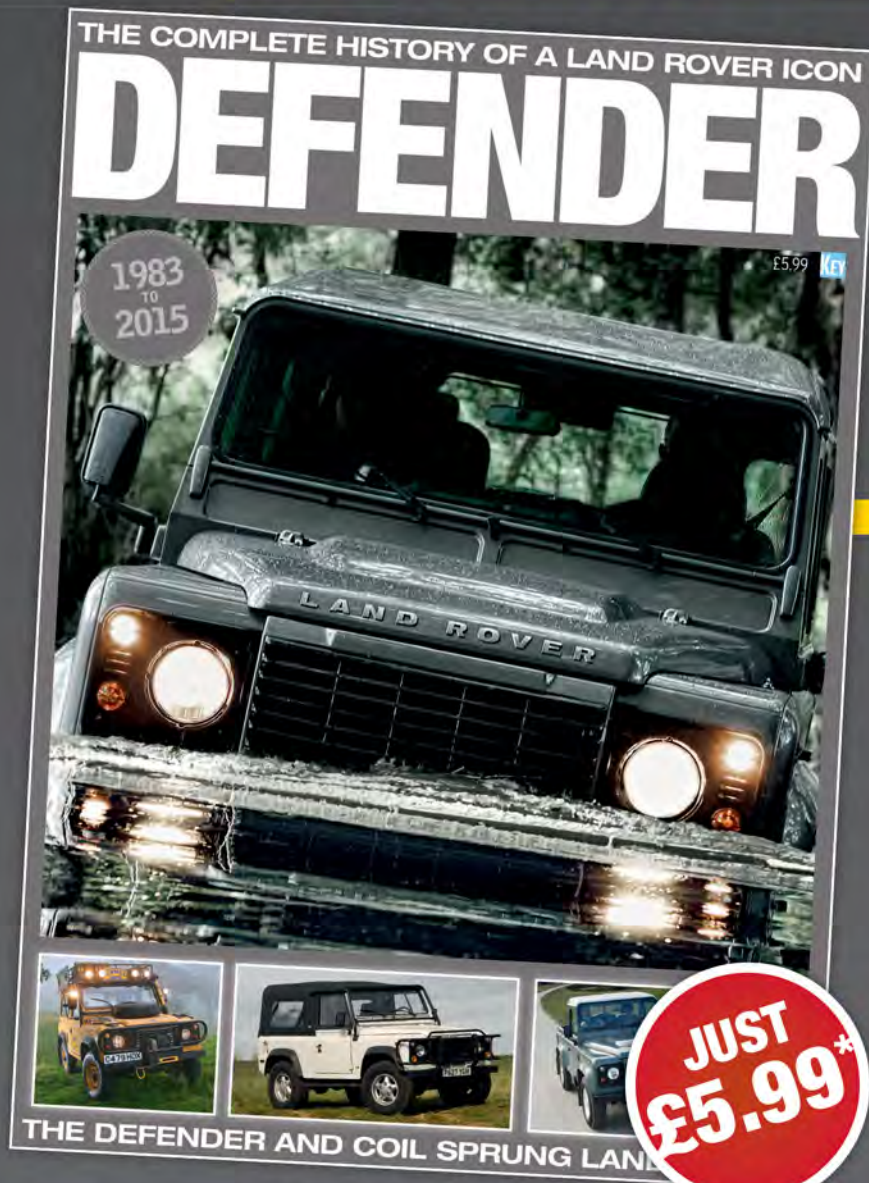
The museum's vast collection halls contain everything from uniforms to trucks, aeroplanes, tanks and Great War cannons. There are exhibitions covering various conflicts right through from mediaeval times and because it's recently undergone a full refurbishment, the arrangement and presentation of displays is bang up to date. Find out more at www.klm-mra.be

LE MUSÉE DES BLINDÉS, SAUMUR, FRANCE

A must-see for anyone hopping across the Channel, the museum tells the history of French tanks among a collection that exceeds 200 in number. Many of the exhibits are fully working, so time your visit for their annual outing. In short there's lots to see, including some real rarities. More information is available by visiting www.museedesblindes.fr.



THE COMPLETE HISTORY OF A LAND ROVER ICON



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

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

Features include:

Make Mine a Ninety

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

Islands Dream

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

Lights, Camera, Action

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

Happy Anniversary

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

Means of Survival

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

AND MUCH MORE!

Order Direct

JUST £5.99[†] FREE P&P*

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

1174/15

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



Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

DOOR KNOCK

John G Teasdale charts the origins and assesses the effectiveness of the German 3.7cm Pak anti-tank gun



When the British first attacked with tanks on the Western Front on 15 September 1916, the initial result on the German side was panic and confusion. This was understandable, as the bulk of the infantry had no weapons to hand which they could use to destroy the tanks. Those tanks that were destroyed by German fire were engaged by field guns. Henceforth, German infantry would be issued with tungsten carbide-cored K bullets (already issued to snipers for use against targets such as armour-plated sentry posts), newly-developed 13 mm anti-tank rifles and specially-modified light trench mortars that could fire at a low angle directly at an attacking tank. To augment the anti-tank capabilities of the infantry, small numbers of 7.7 cm FK 96 field guns would be deployed in the front line in order to engage British tanks before they broke through; the guns had to be in the front line, as only a direct hit would knock out a tank, and a direct hit could only be obtained on a moving target if the gunner had a direct line of sight.

However, a field gun was by no means ideal for use in the front line against tanks. It was rather large, and thus took some concealing from the attention of enemy snipers and artillerymen. In order to keep it hidden it could not be used for routine fire tasks, thus reducing the quantity of artillery support available. In the 1920s, when the Great War was over and German officers were planning how to wage the next one, specifications for a gun that would perform solely in the anti-tank role were drawn up.

The result was the 3.7cm Tankabwehrkanone L/45 made in secret by Rheinmetall-Borsig AG (the manufacture of anti-tank guns being forbidden by the Treaty of Versailles) and issued to troops from 1928. The gun was built to a low profile in order that it could be easily concealed; overall height to the top of the gun shield was 1.17m, a height that could

be reduced if the upper portion of the shield was folded down. However, this does not seem to have been done in action very often because being exposed in the front line, the gun crew were very vulnerable. The gun shield, 5mm thick, was an important aspect of the gun. In order that it could be deployed over rough ground, the bottom of the shield was well above ground level. In action, this vulnerable gap was closed by an armoured flap.

The gun was horse-drawn, and was fitted with the traditional steel-tyred wooden artillery wheels. It was soon realised though that horses were not compatible with a gun that would be deployed in the front line. The design was amended, magnesium-alloy wheels fitted with pneumatic tyres being substituted for the wooden wheels. The magnesium-alloy kept the gun's overall weight down to 450kg, allowing

easy man-handling into the most suitable firing position. The pneumatic tyres allowed fast traction by a motor vehicle, which meant that the gun could be despatched to whatever part of the front appeared to be most threatened by tank attack much more quickly than would have been the case with horse traction. A motor vehicle was also much less vulnerable to enemy fire than a six-horse gun team. The revised gun, designated 3.7cm Panzerabwehrkanone, was issued to troops from 1934.

GUN TRACTORS

Initially, the vehicle chosen as the gun tractor was that designated Kraftfahrzeug 12 (abbreviated to Kfz 12, Motor Vehicle 12): the medium cross-country car fitted with a towing hook (mittlerer geländegängiger Personenkraftwagen mit Zugvorrichtung). Kfz 12 was based on passenger car chassis built by Adler, Horch, Mercedes-Benz, Phänomen, Stoewer and Wanderer. Bucket seats were fitted in the military-pattern bodywork, hence the generic nickname Kübelwagen. Although the car was described as cross-country, it had rear wheel drive only, and had nothing in the way of sophistication such as a limited-slip differential. The fitting of cross-country tyres did not do much to overcome this deficiency. The car also had only four seats, which were insufficient to accommodate a driver and a gun crew of

ERS!

of the ground-breaking



Left: A 3.7cm Pak on exercise in the field behind an unidentified gun tractor. Note that the medical NCO facing the camera in the foreground has spurs on his boots – evidently, he is issued with a horse as personal transport. It was standard practice that the anti-tank element of a unit was motorised even if the rest of the transport was horse-powered. Right: Part of a Gebirgs-Panzerabwehr-Abteilung (mountain anti-tank battalion) is seen here at the beginning of April 1940 en route to the invasion of Norway. The 3.7cm Pak are being towed by Kfz 12 Kübelwagen based on the Adler Typ 3 Gd chassis. Note too the saloon car and the two-seater tourer, both recently requisitioned from civilian owners in order to bring the battalion up to its intended allocation of vehicles. Below: A 3.7cm Pak outside a barracks' gun sheds. The anti-tank gun had a low profile, being only 1.17m high to the top of the gun shield. However, that profile could be reduced further by folding down the upper portion of the gun shield (in three parts) as seen here.





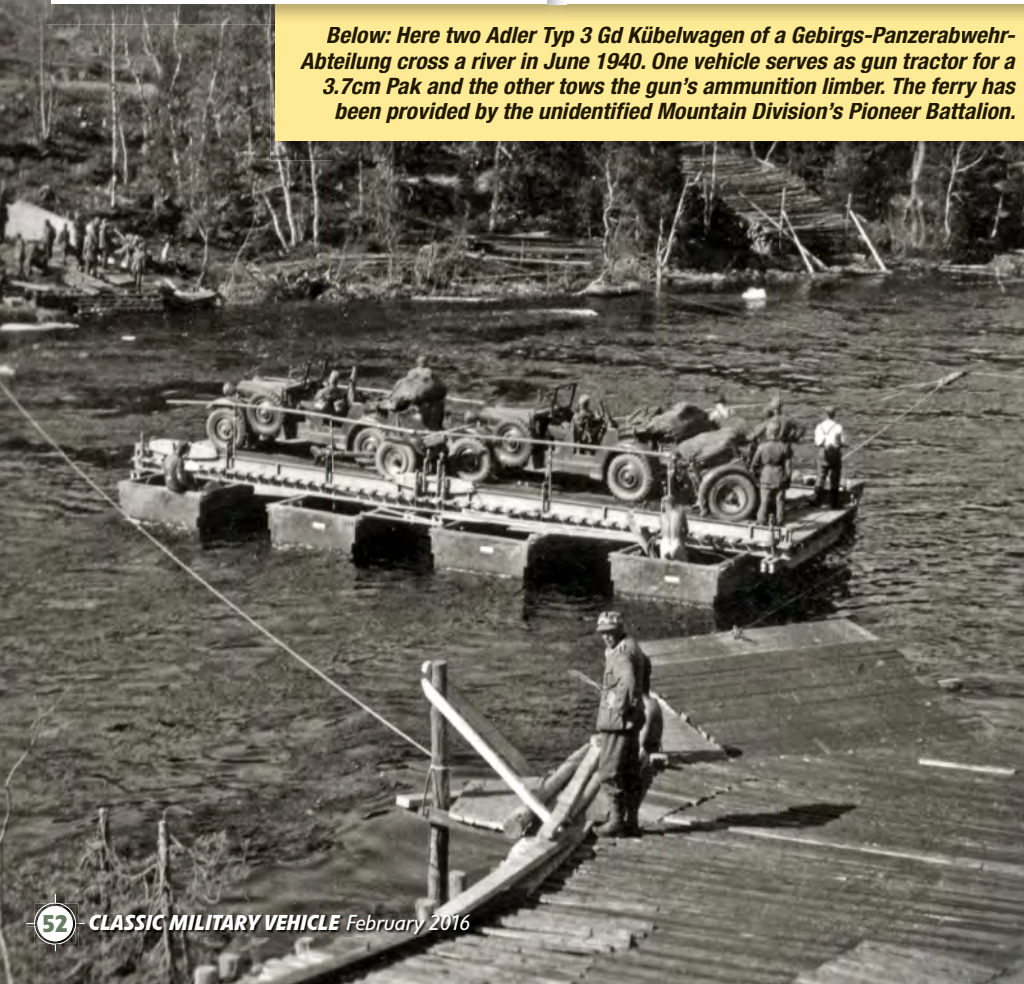
An anti-tank platoon rests by the roadside, almost certainly on pre-war manoeuvres. (The steel helmet worn by the soldier in the rear of the lead vehicle is the model issued during the Great War, which would be replaced by the lighter Model 1935 helmet prior to the outbreak of war in 1939.) The gun tractors are the Krupp L 2 H 43, known informally as the Krupp-Protze. The flat-four air-cooled engine allows the bonnet to taper sharply downwards to the front, giving the driver good visibility of the terrain ahead.

commander, gunner, loader, two ammunition numbers. Nor was there space for ready-use ammunition. Therefore, two cars had to be provided for each gun: one as gun tractor, and the other to tow a limber.

For the precise allocation of guns and vehicles to units, we can look at the War Strength Establishment Tables (Kriegsstärkenachweisungen, abbreviated to KStN). KStN 184 dated 1 October 1937 was for an Infantry Anti-tank Company (Infanteriepanzerabwehrkompanie). The

fighting element of the company was formed by four platoons, each of which was allocated three 3.7cm Pak and three limbers. Each platoon was allocated a total of eight Kfz 12 Kübelwagen: six to tow the guns and limbers, one for the platoon commander, one for the machine gunners (an NCO, two soldiers and a belt-fed MG34). Since all of the platoon's Kübelwagen were Kfz 12, all had a tow hook and could thus be used to tow a gun or a limber as required. (The platoon was

Below: Here two Adler Typ 3 Gd Kübelwagen of a Gebirgs-Panzerabwehr-Abteilung cross a river in June 1940. One vehicle serves as gun tractor for a 3.7cm Pak and the other tows the gun's ammunition limber. The ferry has been provided by the unidentified Mountain Division's Pioneer Battalion.



also allocated two solo motorcycles and one motorcycle combination.)

Despite the disadvantage of using two vehicles to tow a gun and its limber, KStN 184c dated 31 January 1941 still included platoons allocated Kfz 12. (By this time, however, the company included a vehicle maintenance troop, comprising an NCO, three men, a motorcycle combination and a Kübelwagen.) KStN 184c did though provide two alternative vehicle allocations. A platoon Type B included the same allocation of three 3.7cm Pak, but the vehicles comprised four Kfz 69 as well as one Kfz 12 for the platoon commander and another for the machine gunners. Kfz 69 was a vehicle specially adapted as a gun tractor (Protzkraftwagen). There were several types. The first into service was the 6x4 Krupp L 2 H 43, mass-produced from 1934 to 1936 (replaced by the bigger-engined L 2 H 143 until production ceased in 1942). It had sufficient seats for a driver and a full gun crew as well as locker space for ready-use ammunition. Three vehicles only were required for towing the guns; the fourth was used to carry additional ammunition and could act as a spare towing vehicle if required.

In 1937, a standard 4x4 heavy passenger car chassis (Einheitsfahrgestell) was introduced into service to replace the multitude of commercial chassis used for the Kübelwagen. When fitted with a tow hook, the vehicle based on the standard heavy chassis was designated Kfz 69, and was an alternative issue to the Krupp 6x4.

The platoon Type C described in KStN 184c was allocated three 3.7cm Pak and three 1-tonne half-tracks (Sd Kfz 10) to tow them. However, space in the half-track was limited compared with Kfz 69, so a Kfz 12 and a limber were issued to transport ammunition. The usual two vehicles of Kfz 12 were issued for the platoon commander and the machine gunners.

Other vehicles served as gun tractors too: Kettenkrad (three 3.7cm Pak per platoon, 10 Kettenkrad and six limbers), lorries such as the Mercedes-Benz Typ G 3a 6x4 and the Opel Blitz 4x2. The 3.7cm Pak was also deployed mounted on such as the Renault UE tracked infantry supply carrier (captured during the Battle of France) and subsequently on half-tracks, both armoured Sd Kfz 251/10 and unarmoured Sd Kfz 10. It was even deployed mounted on the Krupp 6x4 gun tractor.

INTO ACTION

On going into action, the platoon commander – the only officer in the platoon – with the assistance of his NCO observer, indicated broadly to his three gun commanders where the guns were to be positioned. Each gun commander, from the front seat of his gun tractor, then guided the driver to the nearest place that it was possible, or indeed prudent, to drive. The ideal position for a gun was one that gave the most effective field of fire, which was not necessarily that giving the maximum range. Enfiladed positions, and ones on

Below: An anti-tank platoon gets ready to leave the barracks at the Grafenwöhr training area and practice gunnery out on the range. The 3.7cm Pak is hauled by the 6x4 Krupp L 2 H 43. A prototype 6x6 was built, but the cost was not deemed worthwhile as the cross-country performance of the 6x4 was satisfactory.



reverse slopes, were particularly effective. When the gun tractor was as close as it could get, the gun crew dismounted and detached the gun. The gunner and the loader both wore broad leather cross-belts that clipped to tow ropes attached to the split trail. With these belts, they hauled the gun into position. If the ground was favourable, the two ammunition numbers would push the gun from the rear. If the going was heavy, they too would put on cross-belts and help with the towing; the driver and other members of the platoon

would push from the rear. Once in position, the ammunition numbers would open the split trail and lock it into position before fetching cases of ammunition. (Though some guns had brackets on the gun shield from which cases could be hung.)

degrees to right and to left, elevation was -8 degrees to +25 degrees.

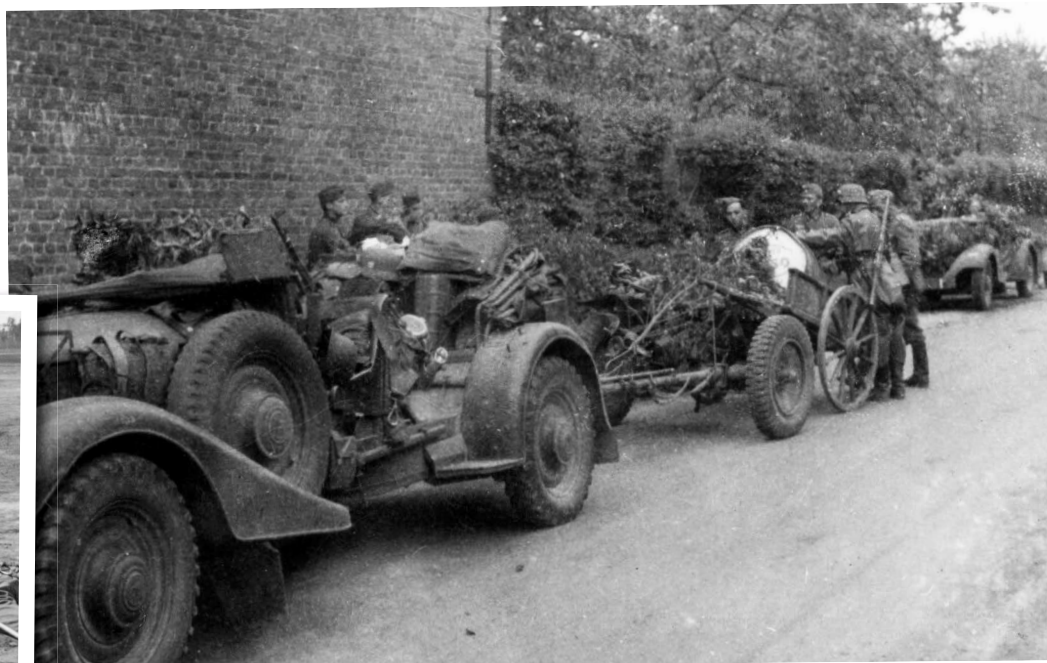
When war broke out in September 1939, the Heer had a total of 11,250 3.7cm Pak. (It was the only dedicated anti-tank gun, though the 8.8cm Flak 36 was deployed in the anti-tank as well as the anti-aircraft role.) Ammunition comprised the

“The gun was built to a low profile in order that it could be easily concealed.”

Meanwhile, the gunner and loader would prepare the gun for action, camouflaging it as necessary. The gun could cover a wide area of ground in front of it without re-positioning: barrel traverse was 30

Panzergranate 39 anti-tank round and the Sprenggranate high-explosive round for use against soft-skin vehicles and strongpoints. The gun, and indeed its crews, performed well in Poland, as it had done in Spain

Right: Thought to have been taken during the Battle of France, this photograph shows two Kfz 12 Kübelwagen, both based on the Horch 830 chassis; the front vehicle tows a 3.7cm Pak and the rear an ammunition limber. The handcart tied to the well-camouflaged Pak is loaded with an Esso oil drum, which may indeed contain oil, or, perhaps more likely, petrol. Below: A 3.7cm Pak and crew on the range at Grafenwöhr, Bavaria, in 1939.





French POWs are escorted to the rear between two 3.7cm Pak. The tractor for the gun on the right-hand side of the road is a Kfz 12 Kübelwagen, parked just in front of and to the right of the gun under a generous covering of branches.


during the civil war there. However, during the Battle of France, the Panzergranate 39 failed to penetrate the heavily-armoured British Matilda II and the French Char B1 and Somua S35 tanks. A new anti-tank round was therefore hurriedly developed: the Panzergranate 40. Lighter than the previous round (350g as opposed to 680g) it ripped through the air faster (1030m per second as opposed to 762m per second). The increased velocity did not quite compensate for the reduced weight in terms of the new round's kinetic energy, but the crucial point was that it had a tungsten carbide core. The new round penetrated 61mm of armour at a range of 180m, whereas the Panzergranate 39 could penetrate only 42mm of armour at the same range. However, Panzergranate 40 failed to penetrate the frontal armour of the T-34 and the KV-1 when they were encountered during the invasion of the Soviet Union in 1941. (The round could penetrate the side

and rear armour, but only at point-blank range.) Despairing of their ability to take on the Red Army's heavy tanks, the 3.7cm Pak crews began to refer to their guns as door knockers (Panzeranklopfkanone) as an incoming round would alert a Soviet tank crew to the presence of the anti-tank gun, but no more than that.

By this time, a new anti-tank gun was

of the shaft was inserted into the muzzle of the gun barrel, and the round was fired by a blank charge inserted into the breech. The new round was designated Stielgranate 41. Initial velocity was low, 110m per second, which did not make it easy to hit fast-moving targets, and accuracy was low beyond a range of 200m. But any tank that the round hit would be knocked out.

It became standard practice that a gun loaded with a Stielgranate 41 ready to fire was manned always by night and usually by day too.

The 3.7cm Pak remained in service, especially with infantry divisions, until 1944. Its high-explosive round was useful in knocking out strongpoints, and the shaped-charge anti-tank round was a useful back-up to the more potent anti-tank guns that were introduced from 1941: 5cm Pak 38, 7.5cm Pak 40, 8.8cm Pak 43. 

“Crews began to refer to their guns as door knockers.”

ready to enter service with the Heer: the 5cm Pak 38. This gun could take on the Soviet heavy tanks, but it would take time for sufficient to be produced that they could replace entirely the 3.7cm Pak. A new anti-tank round was therefore developed for the 3.7cm Pak. This comprised a shaped-charge mounted on a shaft. The free end



The gun shield only offered protection to fire from the front. Note the gunner's handwheels. The upper wheel, with the firing button in its centre, controls the barrel's elevation; the lower wheel controls the traverse. The shrapnel-perforated guard protects the gunner from the barrel's recoil.



An advancing tank crew would be unlikely to spot this camouflaged Pak until it's too late...

FlyPast
SPECIAL

SALUTING THE WORLD'S MOST POWERFUL WARBIIRD

FREE INSIDE: VULCAN XH558 LARGE DOUBLE SIDED POSTER

VULCAN FAREWELL

CELEBRATING THE WORLD'S
MOST POWERFUL WARBIIRD

XH558's BOW-OUT TOUR

Emotional
marathon to
end an era

CROWD PLEASER

The 'Vulcan Effect'

COLD WAR WARRIOR

XH558's RAF career

RESTORATION TO FLY

Looking back on an epic project

WHAT NEXT FOR XH558?

Plans for the future revealed

PLUS - Units, Weapons and Survivors

Special **FlyPast**

JUST
£5.99

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

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

FEATURES INCLUDE:

Cold War Warrior

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

Restoration to Fly

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

Crowd Pleaser

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

PLUS!

FREE Poster

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

AND MUCH MORE!



Available until 4th February from **WHSmith** and all other leading newsagents

ALTERNATIVELY, ORDER DIRECT:

JUST £5.99[†] FREE P&P*

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

1448/15

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



Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

BEACH WORKHORSE

Ian Young profiles one of the longest serving variants of the Centurion tank



There aren't that many opportunities to see a Centurion Beach Armoured Recovery Vehicle on the move these days, but the Tank Museum's example does come out for special events from time to time.

Despite arriving too late to be of any consequence in the latter stages of WW2, the British-built Centurion tank would go on to prove itself as an excellent all round tank and would ultimately become one of the longest serving armoured vehicles in the British Army, being built in more than 20 variants over its long service life. Unlike the Chieftain tank that eventually superseded it, the Centurion was battle proven, seeing plenty of action on the battlefield right across the world, from Korea, Suez, Vietnam and the Falklands to Northern Ireland, the first Gulf War and the various Middle East wars.

In addition to the British, the Centurion saw military service in various forms with Australia, Austria, Canada, Denmark, Egypt, India, Israel, Jordan, Kuwait, Lebanon, Libya, Netherlands, New Zealand, Singapore, Somalia, South Africa, Sweden and Switzerland, but it is the Israeli Defence Force that has arguably been the largest user of the Centurion for many years, having started off with standard British specification vehicles before going on to develop new variants to accept a new, more powerful diesel engine that enabled them to carry heavier armour and armament.

In IDF (Israeli Defence Force) service the Centurion has also been the basis of a number of specialist vehicles such as heavily armoured personnel carriers that

have evolved over the years with some, such as the Nakpadon remaining in service today, not to mention the fact that the Israeli's highly successful homegrown Merkava main battle tank owes its heritage to the venerable Centurion.

BRITISH VEHICLES

In the case of the British Army it too used a number of variants of the Centurion, including the standard gun tank in Marks 1 to 13, the Armoured Vehicle Royal Engineers (AVRE), Armoured Recovery Vehicle (ARV) and the Beach Armoured Recovery Vehicle (BARV) featured here, and while the gun tank variant of the Centurion was largely sidelined with the introduction of the Chieftain, the more specialised variants

would go on to serve late into the 20th Century and in the case of the BARV, into the early part of the 21st Century.

One of the longest serving variants was the BARV. It was a vehicle specifically designed to work in a beach environment during amphibious operations, either dragging vehicles and landing craft onto the beach, or pushing them back into the sea if they've become stranded. This type of vehicle first came to prominence during WW2, with a Sherman tank-based BARV being developed and used successfully during the D-Day landings to supplement the bulldozers previously tasked to perform this role. And as an important tactical asset for amphibious operations after the war, the development of a newer vehicle to replace the ageing Sherman became inevitable as larger tanks and landing craft began to enter service.

The then new Centurion tank was the obvious platform and development of the Sherman's replacement began at the MTDE Technical Group REME Fording Trials located at Instow in North Devon (subsequently



Above: Photographed at Witham, here we see the wooden nosing block used to push landing craft and vehicles off the beach.
Right: Photographed in 2007, this was one of the vehicles that turned up at Witham Specialist Vehicles for disposal.



Above: The prototype Centurion BARV underwent trials at Instow, but the construction method was quite different to production vehicles, being riveted plate over a girder frame rather than welded armoured plate. **Left:** The Centurion BARV took over the role first performed during WW2 by the Sherman BARV and the similarities in the design are clear to see.

known as the Forging Trials Branch (FTB) and currently known as ATTURM or the Amphibious Trials and Testing Unit Royal Marines). An initial prototype constructed from mild steel plate bolted to a girder frame attached to the running chassis of a Centurion underwent trials at Instow in June 1957, and even at that early stage in the design process the overall appearance and form of the Centurion BARV was starting to take shape and bore a remarkable resemblance to what would become the production variant of the Centurion BARV. Following a succession of trials a contract

for 12 final production variants based around a conversion of the hull and running gear of a Centurion Mk3 gun tank was issued to Royal Ordnance Factory (ROF) Barnbow in Leeds in 1960, with the contract being completed by 1963. The vehicles entered service as the Centurion Beach Armoured Recovery Vehicle FV 4018 and would go on to serve for the best part of 40 years.

DESIGN & LAYOUT

The BARV was based on the Centurion Mk3 gun tank with the turret and much of the upper hull removed and replaced by a tall

armoured structure, bringing the overall height of the vehicle to 11 ft 4in (3.4m). Though similar in appearance it differed from the prototype in one key way; it was constructed of armoured steel, which enabled it to wade in deep water and effect rescue and recovery work during amphibious operations under fire if necessary.

The 27-litre Rolls-Royce Meteor engine, which was derived from the Merlin aircraft engine, and running gear remained largely the same, with the entire vehicle extensively waterproofed, though a rigorous maintenance programme was implemented to ensure the



Below right: Line up of three of the Centurion BARVs awaiting disposal at the Lincolnshire-based Witham. **Left:** The Tank Museum's example is normally displayed within the museum, offering visitors the opportunity to take a closer look at this unusual armoured vehicle.





Above: The prevention of water ingress was key to the success of the BARV and a curved coaming was fitted around the top of the superstructure to prevent water washing over on to the roof. Left: The large door in the rear of the superstructure is normally sealed, but can be unbolted to facilitate an engine or gearbox change. Routine maintenance can normally be undertaken from inside the vehicle.

vehicles remained in tip top condition. As the engine was located in the same position within the hull, extensions were needed for the exhaust and air intakes to raise them well above the water level and so they were

revised and relocated to exit on the roof.

A small fixed cupola at the forward end of the roof was provided for the vehicle commander, but the only vision for the driver was via an enclosed armoured

structure to the right of the hull with a thick armoured glass vision port. Once submerged during wading operations all directions had to be relayed by the vehicle commander via intercom.

Ordinarily the BARV operated a crew of four, with the driver and commander remaining within the vehicle at all times. All crew members would wear full dry suits and at least one was a qualified diver to enable him to perform operations under water. Ordinarily the remaining crew members stayed on or within the vehicle, but when attaching tow ropes and

WORTHY SUCCESSOR

After a 45-year service life the Centurion BARV was finally pensioned off with the introduction of the Centurion BARV's replacement in 2005. The Hippo Beach Recovery Vehicle was developed under the project name of Future Beach Recovery Vehicle (FBRV), the name reflecting the fact that unlike previous vehicles used in this role, the Hippo is not fully armoured.

A conversion of the Leopard 1A5 tank, the Hippo was developed by Alvis Moelv, but a protracted development period meant that Alvis Vickers was subsequently incorporated into BAE Systems resulting in elements of the work being allocated to BAE Land Systems, Sweden, formerly known as Hägglunds. As with earlier generations of BARV, the main changes involved the replacement of the turret of the original vehicle with a raised superstructure that on the Hippo resembles the bridge or wheelhouse of a small ship!

The original 830hp (620 kW) diesel engine was retained but the gearing was lowered to increase towing ability. However, this had the effect of reducing the vehicle's road speed from 40mph to 12mph (65 to 20km/h). Other modifications followed a similar pattern to the Centurion BARV it replaced with the addition of working platforms, a pushing block and raised air intakes, all of which had the effect of raising the weight of the vehicle from 42.5 tons to 50 tons. The Hippo has a fording depth of 9ft 8in (2.95m) and can pull vehicles up to 50 tons weight or push off from the beach a 240 tons displacement landing craft.



The successor to the Centurion BARV is the Leopard-based Hippo Beach Recovery Vehicle developed by Hägglunds Moelv.



Above: Centurion BARV 02 BA 62 kicks up the sand and surf as it heads out to sea on the beach at Instow, North Devon.

Right: Taken during a training exercise at Instow, this BARV wades ashore in relatively shallow water. Note the crew are wearing dry suits.



TECHNICAL SPECIFICATION

OVERALL LENGTH:	8.076m
OVERALL HEIGHT:	3.453m
OVERALL WIDTH:	3.402m
COMBAT WEIGHT:	40 tons
GROUND CLEARANCE:	0.5m
MAX ROAD SPEED:	21.6mph (34.6km/h)
ENGINE:	Rolls-Royce Meteor Mk IVB of 27-litre capacity
FUEL CAPACITY:	550 litres
GEARBOX:	5-speed Merritt-Brown
RANGE (ROADS):	39m (63km)
NORMAL OPERATING DEPTH:	2.895m
ELECTRICAL SYSTEM:	24V



One of the landing craft used for the training exercise at Instow, home of the Amphibious Trials and Testing Unit Royal Marines, is visible behind the BARV.



Above left and right: This BARV wears a very distinctive camouflage pattern. I was told that it was one of the last of the type to see active service during the second Gulf War, hence the allied 'V' identification mark on the side. Despite being a modern application of a camouflage pattern, it's not dissimilar to that used on the two BARVs that served in the Falklands War.

obstructions they would be called upon to operate outside of the vehicle. To aid their orientation whilst in the sea, some hand rails and key attachment points around the vehicle would be painted white to make them more visible when submerged.

A large, hinged waterproofed door to the rear of the main upper superstructure provided access to the engine compartment for routine maintenance or engine pack changes. A pair of bolt-on gantry units could be attached to brackets on the rear roof to allow lifting tackle to be used while removing the engine or gearbox, but ordinarily these were not left in place and the rear door was normally bolted shut and sealed against the ingress of water.

The steel track guards fitted to the gun tank variant of the Centurion were replaced on the BARV by newly designed walkways comprising open mesh over a steel framework, with the only solid panels with an anti-slip finish at the front and rear of the walkways. The reason for this was to allow the water to flow freely through the walkway and therefore minimise the buoyancy effect, which could affect the handling of the vehicle in the water.

Despite its size the BARV variant of the Centurion was considerably lighter than the gun tank with a combat weight of just 37 tons as compared to 55 tons for the gun tank. As such it was the fastest variant of the Centurion with some 'tweaked' examples reporting top speeds on land of nearly 30mph (48km/h)! The vehicle was

capable of wading in to water to a depth of 9ft 6in (2.85m) and will stand in still water of 11ft (3.3m). However, I know from personal experience in rough water it can be moved around by waves while wading at maximum depth despite the 37-ton weight, which can be quite unnerving to the uninitiated!

Typically the BARV would be used to clear

“In rough water it can be moved around by waves while wading at maximum depth.”

beaches during amphibious operations, be that from vehicles that have become disabled or damaged whilst leaving landing craft, or to drag landing craft closer inshore to allow them to drop off their payload. Additionally a large wooden pushing block

mounted on the front of the vehicle enables the BARV to push vessels back out to sea if they became beached, or alternatively they could wade out into the water and tow them off the sand if pushing is not an option. Interestingly, the first prototype was also fitted with a pushing block to the rear of the hull, but this was not followed up on production vehicles.

If you ever wondered why the recorded mileage on examples of the Centurion BARV is lower than might be expected, this is due to the fact that they spent much of their time operating in reverse and while travelling in reverse the mileage is not recorded on the odometer!

END OF DAYS

I was fortunate enough to be invited down to Instow to cover a training exercise involving a Centurion BARV shortly before they were taken out of service,

and some of those images are featured here. With dwindling spares and increasing reliability issues the Centurion BARV's days were numbered and the introduction of the replacement Hippo Beach Recovery Vehicle saw them being pensioned off.

Below: BARV 02 BA 62 takes up the strain as it prepares to pull a landing craft off the beach as part of the training exercise.






Above: Another view of the Centurion BARV in the dip tank, which coincidentally shows the normal depth at which it can operate in the sea. The open mesh walkways allow the free movement of water and reduce unwanted buoyancy when entering the water. Above right: Salt water can play havoc with the BARV so the vehicles are washed off in a dip tank (shown here) to remove the potentially corrosive salt water. This view offers a good look at the layout of the roof area on the BARV, including the open commander's cupola at the front.

Despite a very long and distinguished career with the British military the last remaining Centurion BARVs have now been disposed of, with most being sold via the MoD disposal agents Witham in Lincolnshire. Having regularly attended

the disposal sales I came across several batches of BARVs over the years and those encounters provided me with the opportunity to photograph them before they disappeared for good.

Some of the vehicles went to private

collectors, others to museums, and today the Tank Museum, Bovington has a running example that participates in various events from time to time, including Tankfest. AeroVenture in Doncaster also has a BARV on display as part of its Falklands War display and this particular vehicle, Army registration 02 ZR 77 is the longest serving armoured vehicle in the British forces, leaving service in 2005 after taking part in both Gulf conflicts. In fact it was one of the two Centurion BARVs that took part in amphibious operations at San Carlos during the Falklands War. Further afield you will find examples at the IDF tank museum in Latrun and at the Israel Defense Forces History Museum in Tel-Aviv. 



Above left: Looking down into the interior we see the air filter units in grey and the door through into the engine compartment. Above right: To the rear of the commander's cupola are the two raised air intakes with an aerial mount between them. The fishtail exhaust outlets aren't normally there, having been removed from the exhaust silencers at the rear.



Above: Viewed from the engine compartment we see the massive Meteor petrol engine and the twin exhaust stacks running up to the rooftop. Left: A spare armoured glass vision block is carried inside the vehicle.





Above: The interior is surprisingly roomy with the turret basket removed and the increase in height with the new superstructure. **Right:** Driver controls are pretty much as per the standard Centurion gun tank, but vision is limited to the one small glass panel and directions from the vehicle commander via the intercom system.



Above left: A drop down access ladder is provided at the rear of the track guard. **Middle:** Everything has to be exceptionally well sealed against the ingress of water, including the fuel filler at the rear of the vehicle shown here. **Above right:** A large wooden pushing block was mounted at the front of the vehicle, which was sometimes covered in rope (as shown here) or latterly in plastic blocks.

MODEL STORY

I've always found the Centurion BARV to be a fascinating military vehicle and as a keen model maker I took it upon myself to build a model some years ago. At the time no models of the Centurion BARV existed, and models of the Centurion gun tank were a bit thin on the ground too, but undeterred I elected to scratchbuild a conversion based on the Tamiya 1/25 scale Centurion Mk3.



Left: I built this 1/25 scale model of the BARV based on the Tamiya kit and the white plastic gives a good indication of all the new parts fitted to the original chassis shown in green. **Middle:** View of the finished model. The open mesh walkways above the tracks are clear to see. **Right:** Even at 1/25 scale the model is surprisingly big and currently sits in a display cabinet in my office.

OUT AND ABOUT WITH CMV...

COMBINED OPS MILITARY SHOW, - SAT / SUN 15-16 AUGUST 2015

Dave Gilbert reports from one of the biggest military gatherings seen at Headcorn



The weekend of 15th August saw the seventh year of the Combined Ops military show at Headcorn airfield open its gates to the public under extremely favourable weather conditions, something that had been noticeably absent over the previous few days.

Following a well-rehearsed and successful format from the previous years, Combined Ops again offered a diversity of viewing options not always seen at other events of this nature. The ability to offer the public a platform with which to watch aircraft as well as vehicle parades and battle re-enactments

has to be a major contributor to this show's continued success. Because the show is held on a working airfield it is possible to get very close to the aircraft as they take off and land as well as get close to the action as the displays pass overhead. This is a feature that certainly appeals to many of



Left: Originally built as an M16 the French Army converted this AA half-track into an M3 variant. Other than its French connection, there is no known war service history. Mick Wilson has owned it since 2005 and he does have the relevant AA turret parts to convert back to an M16. Built by White in 1941 it is powered by a 6.6-litre straight-six petrol engine. Returning 2mpg that equates to an average of £6 per mile to run. Below: This 1942 Fordson WOT2H (owned by Ian Wheatley since 2003) originally served with the British Army, although its war service is unknown. It is currently in 11Group Fighter Command colours and took part in the film Dam Busters.



HEADCORN



Above and left: This Sherman M4A2 dates from 1942. It was converted into a BARV and served in the Pacific theatre. It was then converted back to a Sherman M4A2 after the conclusion of WW2. It is currently owned by Daryl Coapman who has had it since 2005 and it recently starred in the film Fury.

the show's attendees as can be qualified by the number of groups that headed straight to the flight line barrier to stake their spot out as soon as the gates opened at around 9.30am.

BEST YEAR EVER

Now all the figures are in and have been analysed by the show's wash up team, as expected this year's event proved to be the most successful to date. The increase in footfall was immediately evident on the previous year's numbers and I suspect in part is attributable to the weather, but more

significantly the highly anticipated showing of the Avro Vulcan at the top of the flying display list. I think it can be fairly stated that for Combined Ops to secure the presence of the Vulcan in its flying line-up was no small coup on the part of the organisers. Of course no event lives by one attraction alone, and Combined Ops is no different; the line-up for the ground vehicles included a fine solo performance in the arena from Saucy Sue, one of the star Sherman tanks from the recent film *Fury*.

This was ably supported by displays from numerous Jeeps, armoured cars and heavy

recovery vehicles including both Foden and Scammell examples. Amongst these displays were a few standout moments which included a line-up of no fewer than nine armoured cars including both Dingo and Ferret variants. In addition the armoured car section also produced a rare Russian built BA64 light armoured car of 1942 vintage. The heavy recovery vehicles are always a favourite with the public and again this year they gave a superlative performance demonstrating their pulling power and versatility to the watching crowd.

Finishing the day's events in the arena a

Right: This Russian Ural built in 1969 was used as a generator truck for their ultra high AA systems. It has selectable six- or eight-wheel drive and was used in the film Hellfire. It saw service with the Soviet Army before being transferred to the Czech forces. It is owned by James Stewart who's had it since 2005.



Left: This Sdkfz251 Hanomag armoured troop carrier is in fact a Czech OT810 with an original 251 chassis. The vehicle is collectively owned by the Second Battle Group who have had it since 1999. It currently has a Russian version of the Pak36 gun mounted just behind the driver's cab and in this formation is a 251/10 variant. It starred in the films Band of Brothers and Saving Private Ryan.



This M762 mobile missile launcher served with the British Army and was operational as a launcher for the Lance missile delivery system. Built in the US during the 1970s they were deployed in Germany and in the UK and were built on the iconic M133 chassis. Currently owned by a film prop company it is under restoration assessment by Mick Wilson.

rather unusual battle re-enactment scenario unfolded whereby the German forces were surrounded and advanced on by both Russian and US troops. The advancing Russian infantry was readily dispatched by the German armour and infantry but the

firefight between the German and US forces dissipated into what can only be termed a score draw at best. However, with plenty of pyro, armour and machine guns on hand to add to the noise and atmosphere the public certainly didn't leave disappointed.



This Scammell Explorer, built in 1955, originally saw service with the RAF before being transferred to the Army where it served with the TA in Glasgow, before its final decommissioning in 1970. It is powered by a Meadows 10.6-litre petrol engine and is owned by Neil Turner who has had it since 2008.

FLYING HIGH

Top billing in the flying display undoubtedly belonged to the Vulcan bomber, coming in low and hidden from some onlookers by the fairground attractions the first quietly announced arrival and flypast left everybody



Above: The war service history of this 1944 Airtransportable GMC truck remains a mystery. However, post-war it served with the Norwegian army until 1971. It was then left to rot in a barn from 1971 until 2008 when the current owner John Brunton purchased the vehicle and restored it.



Above and below: The C8 MKII field artillery tractor is based on the Morris Commercial and has been extensively restored since leaving service with the British Army. The 25 pound field gun is an Ordnance QF Mk2 on a Mk1 carriage. The gun is in RA colours and is of the 1938-1960 pattern. Current owner is Andy Thomas who's had it since 2014 and it forms part of the FRS collection.





Above and left: Members of the Second Battle Group fighting the allied forces during the final event of the day, the battle re-enactment.



present in no doubt that the Vulcan had arrived on site. The entire show at that single moment stopped and all eyes turned skyward to see this aircraft deliver an absolutely stunning display for the crowd below. Flypasts with undercarriage down, followed by bomb doors open then steep climbs and banks with the engines pouring out its deafening tones had the crowd below transfixed for the entirety of the display. If we are unfortunate enough never to see this aircraft in the skies again this has to be one of the most memorable displays to remember her by.

However, the Vulcan was not the only displaying aircraft to be seen overhead. We were in addition treated to displays from the BBMF's Spitfire and Hurricane, a Harvard advanced training aircraft, a second Spitfire and a Tiger Moth amongst others. Flypasts included a show opener by the Red Arrows followed by a Strikemaster and Typhoon.

Leaving both the arena and airfield behind the bulk of the show's area is dominated by both static vehicles and living history set-ups.

As one walks the show it is apparent that compared to previous years the number of vehicles attending the show is gradually

Below: Scammell Explorer being driven around the show arena during the Scammell demonstration show.





Above: Replica German Stug tank taking part in the re-enactor's battle between the Second Battle Group and a mixed outfit of US and Russian troops.

increasing. This is obviously great for the public as there is more to see and combined with the fact that the event area is of a nice size that one can walk around comfortably in a single day it makes for a nice unrushed day out.

So can Combined Ops continue to deliver? The 2014 show had two Lancasters flying with some marvellous displays in the ground warfare sections. 2015 boasted the Avro Vulcan and again delivered some interesting and exciting arena displays. Footfall for the

Saturday was visibly up in 2015 from 2014. So all these factors combined can only lead one to the conclusion that yes Combined Ops does continue to deliver so far, however it is going to take something absolutely stunning in 2016 to top the shows from 2014 and 15. [www.photoblog.com](#)



Above and right: We featured this Russian BA64 light armoured car in our July 2015 issue. It was built in 1944 and post-war it was used as a tractor before being converted back to its original configuration by the current owner James Stewart. It was based on the GAZ 67 Russian Jeep and only two known original examples exist in Western Europe, this being one. The exact war history is not known but it is very likely it saw service with the Russian Army during the push into Berlin.



Left: This 1945 Daimler Dingo Mk III scout car took part in the victory parade along the Mall at the end of WW2. It is currently owned by Andrew Honchurch who has had it since 1975. The vehicle is known to have served post-war in Singapore where it was demobbed in 1968.



Below: Universal Bren carrier being shown around the arena during a tracked and medium sized vehicles display.



Above: This 1940 Bedford MW GS lorry served in Normandy as part of an AA battery. It is currently in the colour scheme of the 2nd Allied Tactical Air Force and is currently owned by Martin Nunn who has had it since 2008. Right: This is a replica of a South African Marmon Herrington MkIII recon armoured scout car. It's built on a Land Rover 110 chassis and features custom formed steel plates for the upper bodywork. The gun turret ring is from a FV432 commander's hatch. It is owned by Andy Booth who has had it since 2010. Below: A large line-up of ex-British Army Daimler Ferret armoured cars in various configurations and colour schemes were on shown in the main arena during the medium sized vehicle and tracks display.



SUBSCRIBE ANY

when you take
out a 2 year
or Direct Debit
subscription to



3 EASY WAYS TO ORDER THIS FANTASTIC SUBSCRIPTION OFFER!



ONLINE

SIMPLY REGISTER
ONLINE AT:

WWW.CVMAG.CO.UK



TELEPHONE

UK 01780 480404
OVERSEAS +44 1780 480404

FAX UK 01780 757812
OVERSEAS +44 1780 757812



POST

COMPLETE THE FORM AND POST TO:

CLASSIC MILITARY VEHICLE

KEY PUBLISHING LTD

PO BOX 300, STAMFORD

LINCS, PE9 1NA, UNITED KINGDOM

PARTS

CHRIS MORTER
BEDFORD SPARES
 MW, OY, QL, K M O, A D & J type,
 S type, RL, early TK.
 28hp & 214 reconditioned engines.
 Brake, clutch, engine, electrical & service parts.
 Transfer/gearboxes, exhausts, water pumps,
 petrol pumps, carburettors, gaskets, etc.
 Windscreen & Cab Rubbers.
 J type Cab Panels.
 Many other original parts available
VINTAGE MILITARY VEHICLE SPARES
01953 602581
 morter766@btinternet.com
 www.vintagebedfordspares.com



RESTORATION

Steering Wheel Restoration



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

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

VEHICLE PARTS

Whitedell engineering ltd

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

Tel: Barry 07747 466 296 or

Email:

Whitedellengineering@icloud.com

Fareham, Hampshire

http://www.facebook.com/militaryvehiclerepairs



MARCH ISSUE

COPY DEADLINE: 28TH JANUARY
 ON-SALE: 18TH FEBRUARY

GREEN MACHINE SURPLUS

*Specialising in military and commercial
 vehicle spares and manuals*

Tel: **01782 729112**

Email: Enquiries@greenmachinesurplus.com

Visit our online shops:

www.greenmachinesurplus.com

www.vintagemvmanuals.co.uk

Find
us on



To advertise in this section
 please call

SARAH GARROD

01780 755131

Email: sarah.garrod@keypublishing.com

EXCLUSIVE: FULL 2016 RANGE PREVIEW!



Beginners guides

Prototype history

Model construction



**JUST
£7.99***

NG • PROJECTS www.hornby.com

HORNBY 2016 HANDBOOK

NEW!

New for 2016 is the first Hornby Handbook.
 Bringing together full details on Hornby's 2016
 range together with practical guides to railway
 modelling this new 140 page special is a great way
 to start out in railway modelling.

HORNBY 2016 RANGE PREVIEW Full listings for new
 locomotives, carriages, wagons, buildings and more.

ALSO FEATURING:

Model development

Planning your first railway

Laying down the line

Prototype surveys

How to make tunnel

Building a Skaledale station

AVAILABLE NOW from [WHSmith](http://www.whsmith.com) and all other leading newsagents

ALTERNATIVELY, ORDER DIRECT

JUST £7.99+ FREE P&P*

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

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



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

14/12/15

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT! SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

COMING IN NEXT MONTH'S ISSUE...



Watch out for the following features in the March issue of CMV, on sale 18 February 2016

FERRETING AROUND

We discover why the wartime Ferret is such a hit with classic military vehicle enthusiasts.

AMPHIBIOUS LIGHT TANKS

Tank expert David Fletcher talks about tanks that can jump into water and swim, after a fashion, without any preparation at all.

ROADS TO SUCCESS

Alain Henry de Frahan tells the story of the American 1880th Engineer Aviation Battalion's road-building activities in the China, Burma and India theatre of operations.

COBBATON ROAD RUN

John Norris brightens up the dull winter doldrums with a report from the sunny Devon coastline.



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.

At the beginning of 2016, it's back to the serious business of the military vehicle trade. Stoneleigh's fast approaching (31 January) and organiser Amanda Lycett tells us that there are more

vehicle related traders booking in this year. For many in the hobby, whatever their interest, Stoneleigh is an unmissable event, even in bad weather (it's indoor). It kickstarts the year for us all.

Last year was certainly notable for the number of Shermans that changed hands – and that looks to continue into this year as the first major auction includes the M4(105) HVSS Sherman being sold when the Jaap de Groot collection goes under the hammer on 20 January. It's been cleaned up, of course, since its appearance in *Fury* and the starting price is €250,000. It should easily make a little more than that number in pounds sterling. This sale will release some high quality vehicles into our community plus a huge amount of manuals and spares – there are 45 separate lots of engines and a further 85 lots of spare parts so it's a very big sale.

We know of several more Shermans that are being rescued from ranges and depots in Europe so this year could yield just as many examples as 2015.

COLD WAR COOLING

As we noted last month, the vehicles conspicuous by their absence last year were ex-Soviet trucks and to a



Up for auction on 20 January is this HVSS Sherman.



Big Wheel Daimler Ferret Mk 4 scout car is a rarity and could be a worthwhile investment.

lesser degree Soviet armour. There is no longer a specialist dealer in the UK offering heavyweight Zils, Krabs and Gazs – though the Cold War Collection offers service and specialist restoration for this sector of the market. That means what comes up for sale are privately owned vehicles, plus the occasional expedition vehicle converted from a former Russian military truck. But potential buyers need not be put off; spares are available through established dealers like TDM Electronics and Eco Bio Energy in Bulgaria – who ship parts for Soviet Bloc armour and softskins worldwide.

MARKET FIRSTS

A pair of Uro Vamtac S3s – an armoured clone of the Humvee built in Spain – came onto Milweb – a first for us. At €100,000 for the pair they won't appeal to every collector and at that sort of money don't compete with the Humvee. But new they are in excess of €220,000 each and are only just finding their way into the end of life market. And a first for Witham was a 'Big Wheel' Daimler Ferret Mk 4 Scout Car, a restoration project that had languished for many years as a training aid for REME at Borden. As I write it has a few days to run but should make around £5000. Based on the Mk2/3 scout car, only a handful were ever produced and the last one we saw for sale (restored) was £22,000, so this could be highly investable.

And the new year's rarest vehicle to come up for sale so far has to be the 1943 Federal 2G Tipper from Ian Hughes at £4750. This is an incredibly rare truck, and only around 1300 were built in 1943-44. Just three or four are known to survive and this is certainly the only one in the UK. So, where would the new owner go to for spares? First port of call has to be Jaap Rietveld in Belgium. The constantly globetrotting Jaap (www.milweb.net/go/rietveld) is certainly the man who finds parts for obscure US vehicles because time and time again he has come up with the parts when nobody else





Humvee lookalike – Spanish built Uro Vamtac S3 is one of the first of its kind to be sold in the UK.

can. And he imports a lot of restoration project vehicles too, many of which end up in the UK. Well worth a visit

active enthusiast too – he notably sunk his Ford GPA at Tanks in Town last year. And as we go to press, the late Peter

“The last one we saw for sale (restored) was £22,000, so this could be highly investable.”

Gray's last 'chassis up' Jeep, which was completed a few months before he died, is coming up for sale. Enquiries to the editor who will pass them on to Peter's son Dominic. 

coming up for sale. Enquiries to the editor who will pass them on to Peter's son Dominic. 



One of the new year's rarest vehicles to come up for sale is this 1943 Federal 2G Tipper – it's up at £4750.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			TREND
					LOW	HIGH	AVERAGE	
SOFT-SKIN VEHICLES								
M General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£15,000	£45,000	£26,000	—
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£1700	£6200	£4020	▼
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£2000	£4000	£3165	▲
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£4750	£4625	—
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£6500	£9995	£8605	▲
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£6300	£11,650	£9300	▼
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£9500	£19,500	£14,960	▲
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£9500	£15,665	£14,800	▲
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£4350	£12,000	£7300	▲
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£6500	£10,500	£8260	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£2000	£10,500	£8050	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£6500	£13,500	£10,875	▲
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£7500	£19,900	£11,475	▼
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£4199	£7250	£5659	▼
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£6000	£9750	£8437	—
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£4500	£6995	£5373	—
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	—	£8000	£12,500	£9825	—
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£4500	£6995	£5199	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£850	£5950	£3935	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£5500	£9000	£8125	—
WHEELED ARMoured VEHICLES								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£5000	£11,500	£7650	▼
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£4095	£19,000	£15,238	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£5000	£12,500	£8663	▼
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£16,500	£16,500	£16,500	▼
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£10,450	£15,000	£12,300	▼
TRAILERS								
¼-ton (for WW2 Jeep)	—	—	—	—	£850	£850	£850	—
¾-ton British (for Land Rover)	—	—	—	—	£375	£500	£414	—

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

** Includes civilian production.

Note

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

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

REDUCED

THE ARMOUR, THE WEAPONS, THE CREWS AND THE HISTORY

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

TANKS

★ **OF THE WORLD** ★

1926
1936

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

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

RUSSIAN T-34
A THORN IN HITLER'S SIDE

BRITISH CHALLENGER
THE LATEST TECHNOLOGY

JUST £3.99

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

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

BRITISH MARK V TANK

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

FRENCH RENAULT FT17 TANK

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

AMERICAN SHERMAN

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

GERMAN TIGER 1

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

BRITISH CHALLENGER

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

AND MORE!



ORDER DIRECT!

JUST £3.99 FREE P&P*

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

465/14

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



Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

MILITARY / MISC

COLLECTION OF MILITARY MODEL CARS



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

BOOKS / MANUALS

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

RACCOLTA CMV

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

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

TOOLS/MISC.

PANTAGRAPH £375



Located Rochester Kent
07734757477

GUILLOTINE 4FT £295



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

JEEPS / LAND ROVERS

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

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

HOTCHKISS WILLYS 1960 £15,000



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

MILITARY / MISC

COLLECTION OF MILITARY MODEL CARS



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



www.keypublishing.com

To advertise email: cmvads@keypublishing.com

MILITARY / MISC

MILITARY / MISC

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

GERMAN SIGNAL AND TORCH



as seen in above picture. All complete but without battery, working condition. I think this is the same model as WW2 (dated 1965). £65 plus postage & packing.
Tel: 01255 812148 Essex

SPARE

STEERING WHEEL, 4 spoke, 19 3/4" diameter, 2 5/16" dish, 1 1/8" straight column hole, 1/4" key slot. 1/4" clamp bolt. £75 posted. Tel: 01939 250 670. Shropshire



www.keypublishing.com

MESS TINS



US & British all dated WW2, very good condition £30 plus postage & packing,
Tel: 01255 812148
Essex

MILITARY SHOVELS



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



www.keypublishing.com

WILLYS JEEP RADIO SET



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

TOWER OFFICERS FUSIL 1860 £795



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

ANY MADE OR UNMADE PLASTIC MODEL KITS WANTED. Also Military

diecast, books, toys. Write: 27a The Grove, Biggin Hill, Kent TN16 3TA.
Contact Number: 07973 885754.
Email: davidsutton16@aol.com.

FOR SALE

MILITARY / MISC

COLD WAR RELIC £750 PLUS VAT



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

ENFIELD 3 BAND RIFLE 1853 PATT £850 ONO



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

unusual maker. 1860

Phone: 07711 956049

S. Yorks

ONAN GENERATORS £850



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

Good working order.

Phone 07774 420 364

richard@littlefagoters.wandoo.co.uk

Essex

TRAILERS/TOWING

EX G.P.O. LINESMAN'S TRAILER



Painted in R.A.F. markings (10 Group Fighter Command).

Price £440.

E-mail

cliverunnalls@virginmedia.com

EXCELSIOR WELBIKE 1942, £10,000, MK 1



All original, matching engine to frame numbers.

Present owner for 25 years.

Tel: 01252 321103

Surrey

COLLECTION OF MILITARY MODEL CARS



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

Dodge T214-WC57,

Dodge T214-WC54

Dodge T223-WC63

Price £26 + Post

01280 701266

gradusm@aol.com Northamptonshire

HUMBER AMBULANCE, 1939, OFFERS INVITED



Humber light field Ambulance 4 x 4, 1939, only one left out of 1,044 made. No. 55 made, we have owned it for over 30 years, not moved for

3 years, offers invited.

Tel: 01733 810 103

Mob: 07718 247454

SOFT SKIN VEHICLES

BEDFORD MW DROPPDOWN SIDES.

Cupola in cab, very rare and original. Been to Normandy twice, good mechanics, oil pressure, good brakes overhauled, ready to use.

Tel: 01865 874 534. Oxford



www.keypublishing.com

VEHICLES AND PARTS

SPRINGER FOR SALE



Hinged 1 tonne carrying capacity platform, meaty front mounted winch, loading ramps, compressor, hi lift jack, spare wheel, phenomenal rough terrain capability with extreme suspension.

£7800+VAT.

Tel: 07973 152952

FOR SALE AND WANTED WILLYS FORD JEEP



Jeeps, Willys Ford and Hotchkiss,

sale and wanted, Rob U'Ren.

www.reuseablematerials.net

Phone: 01548 521278.

HUMBER 1 TON FV1600V £1100 COULD BREAK.



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

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

07951547510

CHEVROLET-C15A-4X4 1943 8000 euros



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

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

Email: herve.denis.42@gmail.com

BEDFORD R 1960 £3500



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

Phone 07774 420 364

richard@littlefagoters.wandoo.co.uk

Essex

WILLYS/FORD JEEP



5x restored combat wheels with new tyres £475.

Phone 01474 708586

Mob: 07719 779597

Dartford, Kent.

BEDFORD MJ DEFENDER 90/110

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

Phone for free list. £1000 worth of parts.

Looking to sell for £250 the lot.

Tel: 07858784713 SE London



www.keypublishing.com

SCAMMELL EXPLORER, 1955, £18,250



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

Tel: 07836 579872.

Email: jacknobbs@aol.com Lancashire

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

WANTED

BOOKS / MANUALS

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

Models

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

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

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



www.keypublishing.com

VEHICLES AND PARTS

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

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

BOOKS / MANUALS

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



www.keypublishing.com

To advertise email:

cmvads@keypublishing.com

VEHICLES AND PARTS

THORNYCROFT NUBIAN 1964



Thornycroft aux. gearbox

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

TFB/B80 Nubian

Phone 07849761177

email anthony.mills73@ntlworld.com

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



PANHARD VBL SCOUT CAR. Wanted, Panhard vehicle Blinde Legere (VBL) "ULTRAV" short wheel base model. Must be in good condition. Phone: 0786 7780484 Hants.

FORD GP JEEP 1942



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

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



CLASSIFIED COUPON

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

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

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

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

HEADING (Please tick one below)

For Sale Wanted

SUB HEADING (Please tick one below)

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

YOUR DETAILS

Name: _____

Address: _____

Town: _____ County: _____

Postcode: _____ Country: _____

Tel.* _____

(*Please include international dialling code if outside UK)

Email: _____

ADVERTISEMENT DETAILS

(PLEASE WRITE IN CAPITAL LETTERS)

Make & Model: _____

Year: _____ Price: _____

Main text (30 words max.): _____

County: _____ Country: _____

Ad contact number: _____

Email: _____

CONDITIONS OF ACCEPTANCE

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

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

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

AN ILLUSTRATED HISTORY OF THE THIRD YEAR OF THE GREAT WAR

A HISTORY OF CONFLICT
BRITAIN AT WAR SPECIAL

AN ILLUSTRATED HISTORY OF THE
THIRD YEAR OF THE GREAT WAR

1916



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

The First Day of the Somme

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

The Lochnagar Mine

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

The Battle of Delville Wood

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

Largest Zeppelin Raid of the War

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

AND MUCH MORE!



ORDER DIRECT

JUST £5.99 + FREE P&P*

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

1445/15

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



Call UK: 01780 480404
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!

CLASSIC
MILITARY
VEHICLE

BINDERS

NOW AVAILABLE



Kee your Classic Military Vehicle collection in pristine condition with these stylish binders. Embossed with the magazine logo, each binder will hold up to 12 editions of your favourite magazine.

HOW TO ORDER NOW



ONLINE

www.keypublishing.com/shop

OR
PHONE

UK 01780 480404 Overseas +44 1780 480404

*FREE 2nd Class P&P on UK and BFPO orders. Overseas charges apply. Postage charges may vary depending on total order value. 144315



Join the

INVICTA MILITARY VEHICLE PRESERVATION SOCIETY

...and receive these benefits!

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



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



For lots more information either visit:

www.imps.org.uk

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

Tel: 01795 510022 today!

CLASSIC **LAND ROVER**
ISSUE NO 33 £4.30
PAGES OF LAND ROVERS FOR SALE
GUIDED MISSILE Trident Green 1984 Ninety
CLASSIC COILERS

THE WORLD'S BEST SELLING CLASSIC LAND ROVER MAGAZINE www.classiclandrover.com
Straight
8
4x4x8: One Man's Spectacular Collection
100% CLASSIC



CLASSIC WELSH GREEN
TECH AND TOOLBOX
• Rear PTO identification
• Rover's Venerable VB
• Winter Driving Preparation

JUST
£4.30

For Classic Land Rover Enthusiasts

February issue **OUT NOW**

FEATURING:

IN THE FOOTSTEPS OF THE MASTER
One man's spectacular collection of classic Series Land Rovers

CHILD OF THE EIGHTIES
A nicely original 1984 diesel Ninety hard-top

GOOD TO GO
A Series III 109in with a Nissan diesel conversion

BARGAIN BASEMENT

This is what can be achieved with an eBay bargain Series III

LOWLAND RANGER

The all-action military Minerva

OUR LAND ROVERS

An 80in fire engine and a barn find One Ten

AND MUCH MORE!

February issue available now from **WHSmith** and other newsagents then on sale every first Wednesday of the month

ALTERNATIVELY, ORDER DIRECT:

Order online with FREE P&P* at www.keypublishing.com/shop

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



OR



Call (UK) **01780 480404**
(Overseas) **+44 1780 480404**
Lines open 9.00am - 5.30pm



Also available on



also available for PC & MAC from **pocketmags.com**

Search: **Classic Land Rover**

*App prices subject to change.



The Club for all types of Military Enthusiast

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

Join the
Big One

visit us online
www.mvt.org.uk

Registered under the Charities Act 1960 No. 327768

The Club for Collectors of Military Vehicles

Tel: 0333 321 8977

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

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



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

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



MILITARY VEHICLE
PRESERVATION ASSOCIATION

HISTORY IN MOTION

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

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

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

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

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

Discounts on ad rates and at the international convention.

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

Join today and keep history in motion!



Echoes of war...

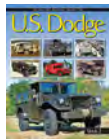
TANK TAILBACKS

It's 50 years since the introduction of the 70mph motorway speed limit here, but German autobahns have always been something of an enigma for historically having no particular maximum. Not that the Leopards here would have had to worry too much given the tailback they've created. Where they were going on this typically Teutonic and impressively straight section of road remains a mystery, but we assume they weren't in too much of a hurry... [photo: Tank Museum 3127-B2]



Bookworld Wholesale Limited

Incorporating Avid Reader Mail Order Books
UK Distributors of Tankograd

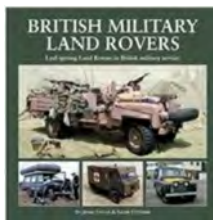


U.S. DODGE The Development and Deployment of Dodge Military Trucks 1940-1970. U.S. Dodge will be presented in a two-book set packaged in an attractive, matching slipcase. Book 1 of the set is 496 pages and contains over 850 images. Book 2 of the set is 522 pages and contains nearly 900 images. Although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

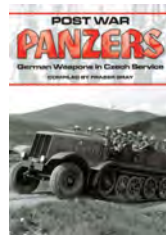
NUTS & BOLTS 35



Nuts & Bolts Vol.35: B. ssing's schwere Pz.Sp%swagen Part 1: schw. Pz.Sp%swagen (SdKfz.231) & schw. Pz.Sp%swagen (Fu) (SdKfz.232) (8-Rad) 192 pages, approx. 300 photos, 110 colour photos of the surviving vehicles in public and private collections, 45 colour, 24 pages of scale drawings **£25.15**



British Military Land Rovers. This hugely comprehensive book looks at the story of the leaf-sprung Land Rovers used by all three of Britain's armed services in the Army, the Royal Navy and the Royal Air Force. It lists and describes the different types, setting them in their context both as products of the Rover (and later, Land Rover) companies and as military equipment designed to meet a particular need at a particular time. Hardback, 208 pages, over 350 illustrations. **£35.00**



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

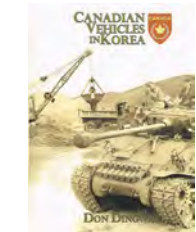
SALADIN MK.2



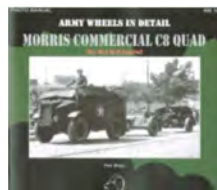
Red 78 Saladin Mk.2 in Detail. Saladin Mk.2 in detail by Frantisek Koran, Kevin Browne, Jan Mostrk. 188 colour photos 60 pages, soft cover. Saladin in the Belgian royal army and military history museum and in British private collections Photo manual for modellers. **£17.99**



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



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



Army wheels in Detail Morris Commercial C8 Quad. The new edition - This publication contains detailed historical photos, scale drawings, detailed drawings from the instruction manual and colour profiles. English and Czech language. 44 pages **£13.99**



Tankograd 6036 U.S. WWII & Korea. M36, M36B1, M36B2 U.S. WWII & Korea M36, M36B1, M36B2 HOW TO USE MORTAR CARRIERS AS TANK DESTROYERS



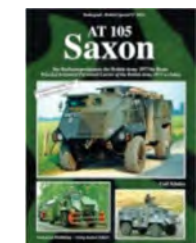
Tankograd In Detail: Fast Track 17 Leopard 2A4M Canadian Main Battle Tank - In action photographs and a detailed walk-around, English text. - Limited print-run 999 copies. Paperback, 40 pages, 75 colour photographs. **£10.99**



Fast Track in Detail 16. San-Boxer GTK Boxer Wheeled Armoured Ambulance - In action photographs and a detailed walk-around, English text. - Limited print-run 999 copies. Paperback, 48 pages, 68 colour photographs. **£10.99**



Panzer Wrecks 19 Yugoslavia. How did partisans improve the firepower of the Somua S35? And where did it end up? Why did a German Panzer unit pose as Allied tankers? The answers to these and other questions are to be found here in Panzerwrecks 19, with 151 rare and unpublished large format photographs sourced from around the world. **£16.99**



Tankograd 9024. AT 105 Saxon Wheeled Armoured Personnel Carrier of the British Army 1977 to Today The AT 105 Saxon is a wheeled armoured personnel carrier (APC) operated by infantry battalions and elements of supporting arms of the British Army from the mid-1980s right into the new millennium. This publication describes the complicated development history, the technology and all variants of the Saxon in great detail. Illustrated with 126 colour photographs, 10 black & white photographs. **£13.99**



Tankograd 5058. Kampfpanzer Leopard 2A7. The World's Best Tank - Development History and Technology By experts considered as the best main battle tank in the world, the Leopard 2 now reaches its most recent stage of modernisation: the 2A7. This publication covers the introduction and the many technical improvements of the new 2A7-variant of the Leopard family in great detail. 56 pages, 125 colour photograph's. **£13.99**



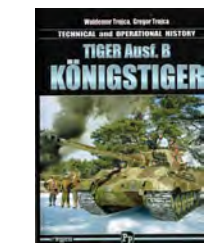
Militär Fahrzeug 1/2016. Fahrschulpanzer PUMA Verlasteter Panzertransport - Teil 2 Wings&Wheels 2015 / Revuegehnd 2015 Schmidtenh' 2015 Belgischer Leopard 1A5 (BE) WH San-Beute-Fuhrpark British QUARTER FINAL 85 HS 3 - 1970 bis 1980 Letzter Einsatz "sterreichischer M60A3- Leopard 2 von L93 in Grafenw"hr Waffenschau in Taiwan Anti-Terror UNIMOG **£9.99**



FAT in Detail. WWII Allied Field Artillery Tractors in Detail written by James Baxter and Frantisek Koran. Photo Manual for modellers. Vehicles covered. CMP Chevrolet Cab 12. CMP Ford Cab 13. Morris C8 Mk 1/2/3, 25 pounder howitzer. Paperback, 143 pages, full colour. **£25.99**



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



Tiger Ausf. B Königstiger - TECHNICAL and OPERATIONAL HISTORY The enquiries from readers have at last resulted in the preparation of a new edition of Waldemar Trojca's K'nigstiger book. The new book contains 720 pages, approximately 650 photographs, approximately 200 2D and 3D color drawings, 40 maps and 30 color organigrams. The technical section has been enriched with new photographic material from the production process and with technical drawings. The section on camouflage has been produced in color. The color drawings show all possible variants from the combat units. Additionally, all dangerous opponents of the K'nigstiger (Eastern and Western fronts) have been presented. **£95.00**



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



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



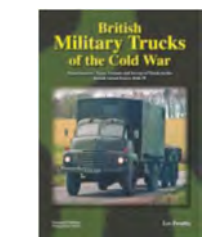
Rare Wheels: Volume 1: A Pictorial Journey of Lesser-Known Soft-Skins 1934-45. The book will take the reader on a journey starting with pre-war preparations and then across the early campaigns in France and Poland, through Ukraine, Russia and North Africa. A variety of cars, trucks, buses and other soft-skins are presented. Manufacturers such as Krupp, B. ssing-Nag, Horch, Adler, Mercedes, BMW, Styr, Opel, Henschel, ZIS, GAZ, Praga, Ford, Citroen and Mafford are all represented **£21.99**



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



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



British Military Trucks of the Cold War. Manufacturers, Types, Variants and Service of Trucks in the British Armed Forces 1945-79. This book aims at illustrating this amazing story for the very first time in one comprehensive publication. 184 pages ñ Illustrated throughout with 333 black & white photographs and 55 colour photographs ñ English Text. **£34.99**

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

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



GRAHAM SYKES

Military Vehicle Insurance

THE GSI - TEAM



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

01395 255 100

WE LOVE IT WHEN A POLICY COMES TOGETHER

www.graham-sykes.co.uk

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