

ISSUE 181
JUNE 2016

£4.40

CLASSIC MILITARY VEHICLE

KEY

incorporating

**MILITARY
MACHINES**
INTERNATIONAL



**The Russian
parade that
wasn't!**

AMERICAN MUSCLE

*Celebrating the best
of US military
vehicle might*



Dodge APT/WP

Transporting MVs

Kleiner Panzer

Top 10 US Gems



Kaiser-Jeep M715



US WW2 Tanks



9 771473 777126



Cherished Vehicle Insurance

Classic Military Vehicle Insurance for your pride & joy



- 30%** **30% discount** for members of **MVT, IMPS, HMVF** or any other **recognised** military vehicle club*
- Member to Member Driving** of other vehicles cover**
- £ Nil excess** - Accidental Damage Fire & Theft
- 3.5%** **Heavy Military Vehicle Breakdown** policies available
- 90 days** **Free 90 days** Comprehensive EU driving cover
- ✓ Free and simple** agreed value option
- ✓ Multi vehicle** 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 02/16

EDITORIAL

Editor: Ian Cushway ian.cushway@keypublishing.com

Contributors: Aleksandr Koshavtsev, 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: Kay Townsin
kay.townsin@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 rather rare Dodge VC3.

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

12 KEEP THEM ROLLING
 We rummage through the relics at a recent Dutch militaria fair.

14 DODGING THE ISSUE
 ★ **COVER STORY** ★
 CMV reader Jez Clark tells us about his Dodge APT/WP.

16 FORGOTTEN HEROES
 ★ **COVER STORY** ★
 Jon Hickman picks 10 of the least known US military gems from the WW2 era.



28 AMERICAN ARMOUR
 ★ **COVER STORY** ★
 David Fletcher guides us through the military might represented by US tanks.



34 THE FIVE QUARTER
 ★ **COVER STORY** ★
 John Blackman chats to Gerv Durran about his iconic Kaiser-Jeep M715.

40 DIAMOND FIND
 ★ **COVER STORY** ★
 This big, brash and brutishly thirsty 1943 Diamond T 968A must be one of the most original we've seen.



FRONT COVER
 Page 40, Kevin Abraham's 1943 Diamond T 968A is just one of the Stateside gems which features in our US Vehicle Special this issue.



44 KLEINER PANZERBEFEHLSWAGEN
 ★ **COVER STORY** ★
 John G Teasdale picks some photographs from his collection to explain the role of Germany's WW2 radio equipped small armoured command vehicle.

48 TAKING THE LOAD
 ★ **COVER STORY** ★
 Scott Smith visits one of the country's foremost military vehicle haulage companies.

55 THE MILITARY PARADE (THAT WASN'T)
 ★ **COVER STORY** ★
 Jim Kinnear remembers his time in Moscow during the fateful events of October 1993.



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

69 SHOWTIME
 A round up of forthcoming events and military fairs.

72 THE MILITARY VEHICLE MARKET
 Milweb's Nigel Hay charts the ups and downs of the military vehicle marketplace.

74 MV PRICES
 Our listing of current vehicle values.

82 ECHOES OF WAR
 Extolling the many values of the Mighty Mite.

SUBSCRIBE AND SAVE – PAGE 62
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

DODGE VC3

We're kicking off our US Vehicle Special issue with a real rarity. It's a 1940 Dodge VC3, just one of 816 ordered by the US Army. It's basically a ½-ton civvy pickup with four-wheel drive, an impressive brush guard and a straight military bumper at the front featuring a pair of extra towing hooks. It's a rare beast in the US and an even rarer sight here. In fact, this example, owned by Derek Evans, is thought to be the only one in the UK.





NEWS & REVIEW

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

Despatches



While some see Eastern Bloc equipment as interesting, British vehicles cosily nostalgic, German stuff beautifully engineered and anything in between rare and fascinatingly obscure, there's no doubting what lies behind the appeal of US military metal. It's their sheer presence. That and all the emotion they stir among the general public. After all, it's usually the imposing US equipment that features in the most memorable blockbuster war films. So, in our US Vehicle Special this time we've tried to cover all the bases by featuring tanks, pickups, half-tracks, amphibians and trucks. We've made a crucial exclusion in our quest to pick out some of the less common choices – namely the Jeep. That's because we've got a Jeep special coming up later in the year. So in the meantime, start whistling the Star-Spangled Banner and enjoy our pick of the best, most brash military vehicles from across the pond...

Ian Cushway



LET'S ALL SUPPORT THE MFM SHOW



In less than ten years the Military & Flying Machines show has gone from being a humble 'annual camp' for a local branch of the Military Vehicle Trust to one of the biggest military vehicle, re-enactor and air display events in the region. Yet it hasn't been an easy ride for organisers Essex Historic Military Vehicle Association (Essex HMVA) and the small army of volunteers who've worked hard to make the show such a success. Following last year's event, many of the team's quad bikes were stolen, along with generators, tents and all manner of other equipment, and the cost of replacing the stolen items left a big hole in the funds for 2016. Not only that but the tragic events at Shoreham in 2015 have also resulted in higher costs to put on the air display at this year's event. In short, starting from pretty much scratch again and relying on gate income and donations, Essex HMVA is calling on enthusiasts to offer their support, so make a date in your diary now for the 6/7 August 2016 and head across to Damyns Hall Aerodrome in Upminster. Find out more by visiting www.mfmshow.org.uk

EARLY DAYS OF MILITARY VEHICLE RESTORATION...

Nigel Hay sent in this picture of an M22 Locust airborne tank undergoing field repairs. Judging by their attire, they look like civilians so it's obviously just been demobbed post-war. True to form there's always a sleepy dog watching over proceedings when old vehicles are being worked on!





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.

MATILDA GETS FUNDING



The Tank Museum has been successful in securing nearly £20,000 worth of funding from the Art's Council's PRISM fund to support the overhaul of its Matilda II.

Matilda II dominated during WW2 in the North African campaign and was regarded as a superb tank in its day. The museum's example has been part of its historic running fleet, a group of vehicles specially chosen to tell a specific story in tank

history and displayed to the public.

Said head of collections, Chris Van Schaardenburgh: "The Tank Museum's Matilda II has operated as part the fleet for many years and is now in need of major renovation. This funding will assist in the purchase of materials and specialist services necessary to overhaul a tank of this kind."

The PRISM (Preservation of Industrial

and Scientific Material) fund was established to further the preservation of items or collections important in the history and development of science, technology, industry and related fields.

Paula Brikci, PRISM fund manager said, "We are delighted to be able to support this important project which will ensure that such an iconic vehicle is cared for and enjoyed for many years to come."

READ ALL ABOUT IT...

TIGER TANK

by Marcus Cowper. £6.99, ISBN 978-1-4728-1294-0, Osprey (www.ospreypublishing.com)

The monster machine that is the Tiger dominated the battlefields of Europe, becoming perhaps the most famous tank of WW2. Drawing from a wealth of research and featuring detailed artwork and contemporary images, this book provides a complete guide to this iconic tank and the author extensively documents its strengths, weaknesses and successes on the battlefield as it duelled against the best the Allies had to throw at it.

GHOST RIDERS OF BAGHDAD

by Daniel A Sjursen. £20.99, ISBN 978-1-61168-781-1, ForeEdge (www.foreedgebooks.com)

Former US Army lieutenant Sjursen led a scout platoon across Baghdad in late 2006 and here he provides a soldier's-eye view of the incredible complexities of modern warfare, peacekeeping and counterinsurgency in one of the world's most ancient cities. Part battlefield chronicle, part critique of the American military

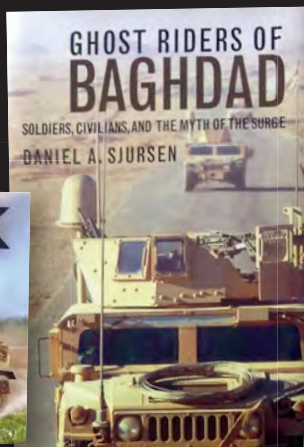
strategy and policy, and part appreciation of Iraq and its people – it's certainly a compelling read.

BRITISH CRUISER TANK A13 MKI & MKII

by Arkadiusz Wrobel and Peter Brown. £28.95, ISBN 978-83-60672-23-5, Casemate (www.casematepublishing.co.uk)

The first British Cruiser tank to use the Christie suspension, the A13 MkI set the style for all subsequent Cruisers built during WW2. Along with the improved MkII and MkIIA, it

played an important role in France in 1940 and North Africa in 1941 and this book covers its development, production and service, filling a long-neglected gap in the history of British armoured vehicles. It includes over 140 period black and white photos, many previously unseen, as well as plans, technical drawings and full colour plates. A must for any British tank enthusiast.



“The Best Classic Car Insurance”

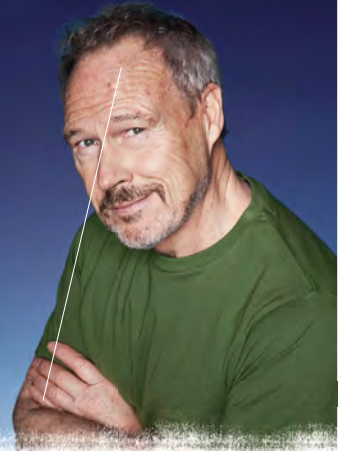
RICHARD, HANTS - JAN 2016

YOUR CLASSIC MILITARY VEHICLE INSURANCE POLICY INCLUDES:

- ▶ Free Agreed Value¹
- ▶ Salvage Retention²
- ▶ UK & EU breakdown worth over £100 - includes Homestart
- ▶ Up to £100,000 Legal Expenses cover in the event of an accident that's not your fault
- ▶ Club member discounts²



YOU COULD
SAVE 41%
WITH A MULTI-CLASSIC POLICY†



Carole Nash, a name you can trust
0800 804 7963

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



CAROLE NASH
The care it deserves

96% reevoo[®] of customers would recommend Carole Nash
Based on reviews from July 2015 - December 2015

Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. ¹Based on an average customer, saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. ²Terms and conditions apply - cherished.carolenash.com/terms-and-conditions.aspx [†]Terms and conditions apply - call for details 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.

Specialist Insurance for Military Vehicles

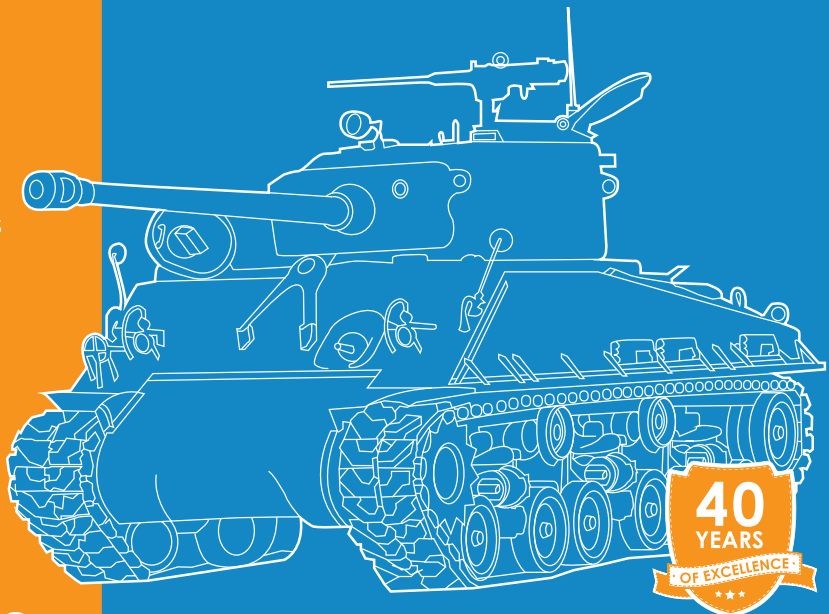
Adrian Flux Insurance Services know how much your classic military vehicle means to you. That's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



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!

FIT FOR PURPOSE

It was good to see Mike John's GHAN 2CV replica in your May issue. His many creative projects are well known in 2CV circles.

Despite its flimsy appearance the 2CV is actually rugged and reliable with good cross country performance; it was the car of choice for many round-the-world trips in the 1950s. The French Army used variants of the 2CV, the Mehari, FAF and Loehr. Comments on the French Marine Veterans' website say that development of the GHAN 2CV was stopped because with the 75mm rifle fitted it was too unstable to be safely airlifted. Trials with the machine gun mounted were also unsuccessful because the very soft suspension meant it was not stable

enough to be used as a gun platform. Why they needed trials is a mystery, any 2CV owner could have told them that.

Air-portability was the only reason for the 2CV Ghan's creation. Contemporary helicopters were not powerful enough to lift a Jeep. Our own Royal Marines 2CV was more successful. 2CVs with the rifle fitted were air lifted and the type served on two helicopter carriers, which suggests that Captain John E Chatfield's design was superior. Philip Chatfield told me that his father was also the designer of the Snow Trac, another triumph of shoestring engineering, put together from parts of DAF Variomatic, VW and Steyr Puch.

Mike Good (2CVGB archivist)



MORE PANZER INFO

The Panzer on page 82 of your April issue (Echoes of War) also appeared in *Panzerkampfwagen IV auf G,H,J 1942-45* by Hilary Doyle and Tom Jentz. They give the factory number as Fgst Nr 83072 which means it was constructed in September 1942 so it was new after all. It was captured and shipped to England in 1943 (ie long before the 1st Armored Division Italian campaigns in May-November 1944) and that is probably why the Tank Museum has the photo and why Intelligence was interested in it. The photo in the book has the painted writing censored out, and a very large charging rhino painted on the turret bin has been partially censored. I don't know what became of it after it arrived in England but it looks as if it could have been in running condition. Just a hunch, but it could have been bundled with the Tank Museum's Tiger in late 1943. Incidentally, the painted 1st Armored Division dedication on the side is in the space where the two spare road wheels and bin would have been.

I think the location may well be Cairo or perhaps even Tunis as the soldiers in the photograph all look very relaxed.

David O'Brien, via email

A REAL GRAPPLE

Enclosed are three photos taken between June 1959 and March 1960 when my father, Flight Lieutenant Fred Penny, was pilot and O/C of the Auster flight on Christmas Island as part of Task Force Grapple. The Auster flight consisted of a pair of Auster Mk9 aircraft modified to spray insecticide over the island.

Apart from Fred, there was a sergeant, a corporal and four airman on the Auster flight. The pilot was always referred to as 'Captain Flit' after a popular commercial fly spray on sale in the UK at the time.

As for vehicles, the flight had access to Land Rovers, one possibly dedicated to the small unit, and Fred had personal use of a James Comet 98cc motorcycle.

Des Penny, Tyne & Wear





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



Classic benefits included*:

- + Salvage retention
- + Shows and events
- + Spare parts (up to a limit of £250)
- + European motoring (up to 35 days per trip)



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. 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

KEEP THEM ROLLING! - 20 MARCH 2016, HOLLAND

This Dutch militaria fair isn't just for the die hard enthusiasts...



Dutch show organisers Keep Them Rolling (KTR) have tried to move away from simply catering for 'men searching for vehicle parts, tools and manuals' to a complete experience for the whole family. And as a result, with music from the forties, a display of uniforms and vintage clothes, hairdressers and a barber shop this military extravaganza has become an important date on the calendar for everyone interested in anything to do with WW2.

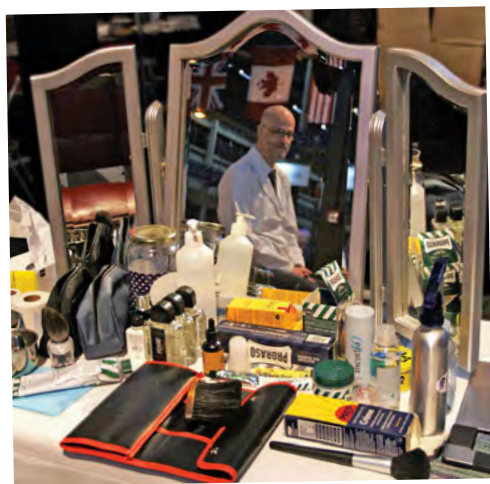
In 2014 the fair moved to an exhibition hall in the southern part of Holland, the new location making it possible to house the entire event indoors which obviously helps at this time of the year. And because it's not far from Rotterdam, it attracts people from surrounding countries which swelled the

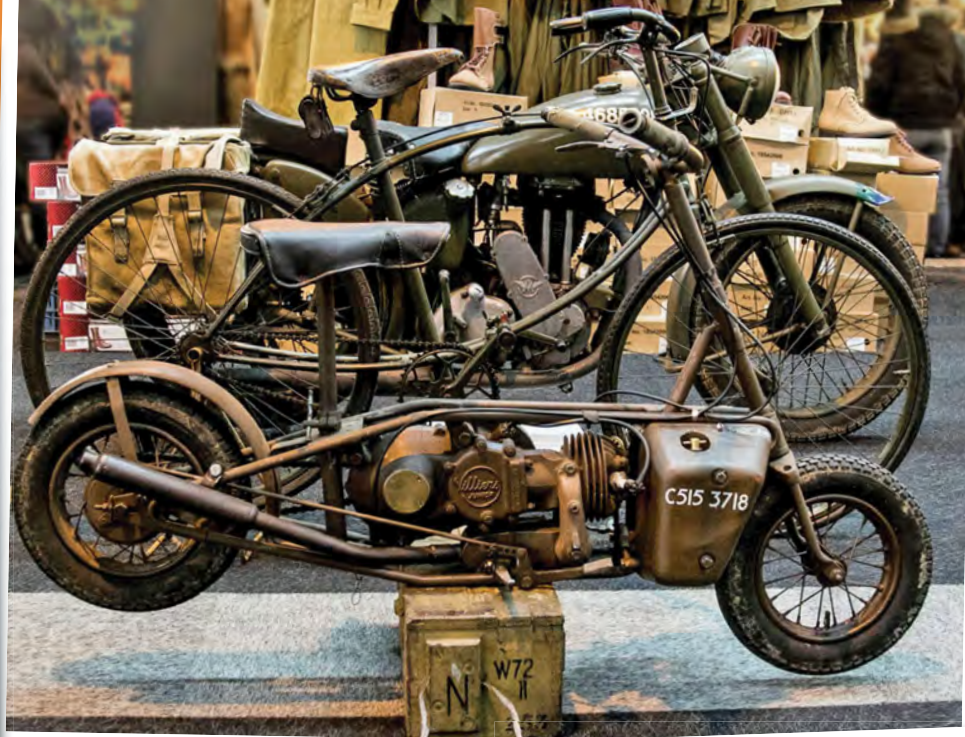
number of visitors to in excess of 3000 in 2016, with the numbers expected to grow further in years to come.

EUROPE-WIDE

This year's event included over 130 different trade stands from Holland, Belgium, France

and Germany offering a wide variety of goods and services. Needless to say, all the big European retailers and renovators were present. Alongside the various vehicle parts, manuals, tools, military and personal equipment, uniforms, tents and WW2 collectibles the Dutch Company BAIV from Maarheeze was present with a nice collection of freshly restored vehicles, including two half-tracks and an early Ford GPW. The vehicles were on show just prior to being shipped to their new owners in the South of France and the USA.





BACK TO THE FORTIES

The whole show was drenched in a forties atmosphere, and not only courtesy of music from that time. A vintage shop with all kinds of civil clothes for men, women and children was swamped with visitors throughout the

duration. Meanwhile, in the hairdressing salon women had their hair done in a forties style and the barber shaved many beards in the old-fashioned way.

On the large terrace friends and acquaintances sat together and enjoyed their lunch or a drink, and were given the opportunity to watch the show of uniforms and vintage civil clothes on the catwalk,

which was held three times that day.

If you'd like to join in, the next fair takes place on 2 October so make a date in your diary now. You can find out more by visiting www.ktr.nl/en





READER STORY

DODGING THE ISSUE

MV enthusiast Jez Clark tells CMV about his experience buying and doing up a WW2 Dodge

I had been after a Dodge weapons carrier ever since I saw an example at a show many years ago. Due to a lack of storage space it was impractical to buy one at the time but a change in circumstances suddenly gave me the green light to start my search.

I trawled the usual sites and found one located in Gloucester. After a brief telephone conversation with the seller, I arranged to go and view it along with Martin Hammond from Allied Forces, who very kindly agreed to appraise the vehicle.

On arrival though, to be honest I was a bit disappointed. It was a tired, bodged

example that had been outside for some time. However, after a drive and a chat with Martin, a price was agreed and I returned home as happy as a dog with two tails. My euphoria was short lived though as the following morning I got a phone call from the vendor explaining he had changed his mind, he didn't want to sell

and he was going to return my deposit.

Feeling totally deflated I started my search again and by sheer luck found an advert among the Military Vehicle Trust's Greensheet classifieds (www.mvt.org.uk) for a 1945 Canadian Dodge APT/WP which, at the time, I hadn't even heard of.


The vehicle was located in Yorkshire and the owner had had it for 35 years having rescued it from Threshfields quarry where the poor old girl had toiled away as



a general runabout. It was delivered to the British Army in February 1945 and at the war's end was put into storage and disposed of in 1957. When rescued from the quarry many years later, although tatty, it was mechanically pretty good and on receipt of the vehicle, the previous owner embarked on the restoration.

I managed to view it just after Christmas 2011 – and it was a real gem. It was very original and the seller was one of the nicest chaps I have ever met. After a drive, a price was agreed and the Dodge was mine. It was in great condition overall and had already had a repaint and a mechanical overhaul.

I changed a few things, kitted it out, and after a bit of research began to recognise its rarity. The Canadian APT/WP, (air-portable, wade proof), differed from its American counterpart in many ways. It was built by the Chrysler Corporation of Canada and being one of 11,750 manufactured for the British Army it was destined for the Far East. It could be transported via a Dakota and was 5in narrower and 2in longer than the US version and incorporated Chrysler's own engine, which looked similar to the American T214. The Canadian version was designated T236 and had a slightly bigger bore and a 2in longer block, which gave 92hp. It has a cutout on the engine cowl to facilitate the fitting of a snorkel and with the inclusion of an exhaust extension and a waterproofed distributor, could ford depths of 5ft. It worked on 12V electrics to facilitate radio operation and whilst the data plates are all Canadian, there is also a 'Dole Primer' next to the steering wheel to help with cold starting in Arctic conditions.

The Dodge, like so many owner's vehicles, is my pride and joy and is a pleasure to own. So did it live up to my expectations, was it worth the money? If you could see the grin on my face, you'd know the answer... 



FORGOTTEN HEROES

Jon Hickman picks out 10 often overlooked US military vehicle gems from the WW2 era

It is estimated that in WW2 the US war machine produced around 102,500 tanks and self-propelled guns. The USSR made slightly more (an estimated 106,000 units) but where the Americans excelled is when it came to its 'other vehicles' where production reached a staggering 2,382,000. The USSR built just 197,000.

So much was the demand for these other vehicles that some were produced in incomprehensible numbers. For example 647,000 Jeeps were produced between 1940-45. Likewise, the GMC CCKW series was also manufactured in big numbers, the total

production across all models being 562,000.

Whilst many collectors look to own a Jeep or GMC, there are also those who prefer to go for something a bit different, and luckily there's a wide choice available. Firstly there are those vehicles that were produced in

low numbers and are sought after for their rarity. Then there are those produced by other manufacturers, often to boost the main production of a vehicle type, and these offer collectors another option when it comes to owning something slightly more unusual.

In no particular order, this is our top 10 selection along with an insight into what inspired their owners to buy them in the first place.

M20 ARMoured UTILITY

The M20 Armoured Utility is the slightly lesser known sister vehicle of the M8 Armoured Car. Produced in much lower numbers (around 3600 vehicles compared to 8500 M8s),

they are rarely seen by comparison. There was a demand from tank destroyer units for a command and control vehicle and it was recognised that the quickest way to provide

such a vehicle was to adapt an existing one. The lightweight 6x6 design of the M8 Armoured Car was recognised as having good off-road capabilities as well as the



James Stancombe



benefit of speed, therefore it was considered very suitable for conversion into a command and control variant. Originally designated the M10 it was then changed to M20 to avoid confusion with the M10 tank destroyer.

Internally the M20 is fitted with an arrangement of bench seats and can accommodate a crew of seven. Its main armament is in the form of its ring mount 50 cal and an M1 bazooka mounted on the front wall of the crew compartment. Probably due to its lack of main armament and limited service the M20 has never been considered as popular with collectors as the M8. However, due to its configuration and its ability to carry a number of crew, it makes a very practical armoured vehicle for the collector who likes to tour. Good examples are currently changing hands between £35,000-£55,000.

I OWN ONE!

"My M20 came into my possession in around 2003 and it took me around seven years to restore it. This was my first major restoration and it taught me so many invaluable lessons, not only in regard to mechanicals but also techniques for restoration. Parts that are unique to the M20 can be hard to come by and the benefit, if any, of a seven

year restoration was that I managed to source all the original parts I was missing. As a consequence of such a long restoration, whatever the vehicle you are restoring, I guess you grow to love it. But overall it is a superb vehicle to own, easy to work on, easy to drive, and highly recommended to anyone who was thinking of purchasing one."

Jon Hickman

M29 STUDEBAKER WEASEL

During WW2 the US Army quickly realised that to have any real chance of successfully liberating Norway from the grasp of the Germans, it would require a small highly capable vehicle to assist in the quick movement of troops across snow. The main interest for the Allied Forces in Norway was the storage facilities containing stocks of 'heavy water', a key ingredient in an atomic bomb. During the planning of a mission named Project Plough, British inventor Geoffrey Pyke recognised this need and the early T15 version of the Weasel is considered very much to be of his making, and as a product of his work on the overall mission plan. The resulting production vehicle was the early version of the M29 Weasel. The weasel appeared as the M28, M29 and M29C, all a development of the previous model. In total just over 10,000 vehicles were produced.

The final production vehicle, known as the M29C, was a fully floating version, although having seen a number of images of water Weasels afloat, the free board is worryingly low!

Weasels are popular with collectors but rarely seen. With many members of the public fascinated with the appearance of a 'little tank', the Weasel offers collectors the opportunity to own a WW2 tracked vehicle

without the hassle associated with a tank. Tracks have historically been an issue but in recent times things have changed and there are now several options available. Weasels were used well into the late 1970s by various countries around the world and also in civilian commercial applications. Their watertight design, including the fact they hold water in as well as out, has meant that many have suffered from serious rust issues and become unrestorable, therefore reducing the number of surviving examples.

A good, solid vehicle in the current market



is likely to set a purchaser back somewhere in the region of £10,000-£15,000 – or perhaps a little more if remanufactured tracks have been fitted.



I OWN ONE!

"Having owned many tanks and other large vehicles I wanted something small that I could tow behind a car and take a good distance. I was after something a little different that wasn't a Jeep, so a Weasel was my choice. Still with the attraction of tracks like the tanks I own, but small and light it fitted the bill perfectly. Then there

is also the fact it has three good seats in the rear, not just to carry my family but importantly to carry my family in a safe way. The Weasel involves the minimum of hassle to own and goes down well both at shows and at home. It's a vehicle that was used widely during WW2 for many different roles. In short, it's an import historical vehicle that is a little different and a whole lot of fun."

Gavin Copeman, Tey Restorations

STUDEBAKER US6



While GMC was busily producing the CCKW General Service truck it is widely forgotten that several other manufacturers

were also producing similar vehicles. Studebaker was one such company and its offering came in the form of the US6.

Utilising the very reliable Hercules six-cylinder petrol engine, which also featured in White Scout Cars and Ford M8 and M20 armoured vehicles, the US6 was widely seen as being a very reliable vehicle.

The majority of the 220,000 produced were supplied to the USSR under the lend lease programme, but a number also ended up in Australia. To see a US6 on the show circuit in the UK or indeed Europe is rare and therefore they make a very appealing prospect for any collector looking for a 2.5-ton truck that is a little different from the norm. Most of the vehicles that did find their way to the UK came via the late Ken Chapman, whose collection included some 25 examples of the type.

The US6 came in approximately five different variants, with both long and short wheel base versions. Perhaps the most appealing was the fifth wheel tractor unit version which was not really covered by the GMC range.

A nice example in Europe could set a collector back as much as £15,000, but if you are willing to look at options further afield then there may be opportunities to purchase a vehicle down under.

I OWN ONE!

"Before I owned my Studebaker I was not particularly interested in military vehicles. I have always preferred early civilian lorries, such as the Leyland and AEC – and have always enjoyed owning the more unusual models. I was searching for parts in a scrap yard in the Midlands in the early 1990s and came across my US6. Once I had found out a bit about it and discovered how rare they were,

I decided to buy and have a go at restoring it. I think the fact that it was a bit unusual was my main driver for the restoration. I still don't have any other military vehicles, but the Studebaker does hold a special place in my collection of trucks, and offers a nice alternative to a GMC at shows."

James Neill

M14 INTERNATIONAL HALF-TRACK

Early in the production of the iconic US half-track it was decided that the majority of the vehicles produced by the International Harvester Corporation would be supplied to other nations under the lend lease programme. The principle models produced by IHC were the M5, M9 and finally the M14. They all roughly match the models being produced for the US Army by the remaining manufacturers White and Diamond T. Britain received by far the largest majority of the IHC half-tracks produced and that is perhaps why they are a relatively common sight on the UK show circuit. They are also particularly popular with our Dutch friends who seem to gravitate towards collecting British vehicles. Whilst it is not uncommon to see M5 and M9 variants, the M14 is undoubtedly far rarer.

The M14 carried a Maxon turret in the rear and was basically the IHC version of the more commonly seen M16 White half-track. Its primary role was in anti-aircraft defence, but unlike the US-used M16 version it was only fitted with a pair of 50





cal machine guns rather than the commonly seen four gun set up. I cannot imagine this made it particularly popular over the M16. The US Army did in fact produce a twin gun example known as the M13, but after only three months of production it was quickly established that the twin gun set-up was woefully inadequate and production was switched to the M16 version. Only 1500 examples of the M13 were ever built and only about 200 vehicles made it out of the USA, the majority later being converted to M16s.

The M14 makes an interesting prospect for a collector who fancies owning a half-track. They are probably the least common of all the mainstream models and so finding one to purchase in the first place could prove tricky. But if you want a half-track where you are unlikely to run into another at a show, it's ideal. Examples that have recently come to market have achieved prices between £45,000-£55,000. An interesting fact about the M14 is that if you watch *Saving Private Ryan* very carefully, you will see an M14 makes several appearances. It must have been one of the examples the US Army held on to!



I OWN ONE!

Said Dave: "I have always wanted to own a half-track. Having started with the likes of a Jeep I have always had to sell one vehicle to purchase the next one. This year I turned 70 and woke up one morning feeling that it was now or never. I am very fortunate that both my sons are also keen enthusiasts, so the task of owning, running and maintaining a half-track is extremely enjoyable as we

can do it as a family. I set out looking for a troop carrying version but when I was alerted to the fact that an M14 was potentially coming onto the market, I simply could not resist going to take a look. Inevitably, a deal was done and now I am its proud owner. Whilst the half-track is undoubtedly an iconic WW2 vehicle it is nice to own a model that you don't see every day and creates a nice talking point."

Dave, Adam and Andy Pershall

ALLIS CHALMERS MW



During WW2 the requirement for plant equipment was as important as the vehicles that were required on the front line.

Military plant has enjoyed something of a renaissance over the past five years. One of the first vehicles we

recall seeing being actively shown at military shows was Pip Biddlecome's Caterpillar D8 and scraper box, which made regular appearances at War and Peace. In terms of the crawler/dozer category Caterpillar definitely cornered the market. However, manufacturers such as International and Allis Chalmers also produced similar

vehicles. These lesser known makers are often overlooked in favour of the mega brand that is Caterpillar and that is why the

“Even in civilian guise there are relatively few survivors and genuine military examples are even rarer.”

Allis Chalmers MW features here.

Allis Chalmers produced around 14,500 of its Model M crawler tractor between 1932-42. It came in two models, the standard M

and then also the MW, as featured here. The MW had a slightly wider track and one presumes the 'W' in MW stands for wide. A number were purchased by the US Air Force primarily for use on airfields. Even in civilian guise there are relatively few survivors and genuine military

examples are even rarer. Despite their scarcity, however, these crawlers represent excellent value for collectors with examples starting from around £2000.



I OWN ONE!

Said Jamie: "Ours is a 1942 Allis Chalmers MW. We purchased it from ebay as a project. I have been brought up with plant and thought it would be nice to link my military and plant interests together. I didn't want a Caterpillar as they are widely available

so when the Allis came up, we just had to have it. It was purchased with a mechanical fault, namely a bearing gone in the gearbox, so we quickly replaced the bearing and restored it back to working, driving order."

John and Jamie Meachin

CHEVROLET CIVILIAN PICKUP



In the late 1930s Chevrolet, like many other US car producers, was happily working away producing cars and pickups for the domestic market. Then Pearl Harbour occurred and the requirement for vehicles in the US armed forces was suddenly increased. A direct result of the attack on Pearl Harbour was that in the United States itself all of the coastal ports were brought under the control of the US

Navy. To deal with this sudden increase in requirements a large number of civilian Chevrolet 1/2-tonne pickup trucks were supplied to the US Navy. As these vehicles were unlikely to see overseas service, items such as the chrome grills and mirrors were left in place, although they were often painted mat grey.

Early American pickups have always attracted a large following, but they are not

a vehicle you often seen in the UK. There has been somewhat of a resurgence in the popularity of both these early pickups and staff cars. They offer collectors the opportunity to attend both military and civilian car events and are relatively easy to drive and maintain. A nice example in the UK will currently set you back anywhere between £10,000-£25,000.



I OWN ONE!

"My pickup is actually an International not a Chevy although most pickups from the '40s era are very similar in most respects. The reason I opted for the International D2 is that it's a very rare truck that was only made for two years so it is quite scarce in the US, not to mention the UK. It was extremely difficult to get parts for so I ended up customising it a little. I am extremely happy with

the outcome because it really was a lot of work and an enormous amount of calculating measurements to make it all work. We took it to Normandy the day after we finished it. In fact, the first run it had was from Shrewsbury to Portsmouth then onto the ferry and she ran like a dream, so we were able to enjoy a very pleasant week in Normandy!"

Graham Lycett of Jeeparts

MACK NO-6



Jim Clark

The most common wheeled prime mover built by the US was the Diamond T, but the Mack NO-6 provided an alternative. While not quite capable of hauling a Rogers trailer loaded with a Sherman tank, it was perfectly capable of towing large artillery pieces such as the massive 'Long Tom'. It proved much faster than the

more commonly photographed M4 High Speed Tractor and Long Tom combination. Only 2000 examples were built which

by a massive 11.6-litre overhead-valve six-cylinder petrol engine producing 170hp, for the engine size alone it is a fascinating machine,

“For the engine size alone it is a fascinating machine, particularly for those who enjoy burning fossil fuels!”

particularly for those who enjoy burning fossil fuels!

There are a number of rare

is very low for any truck and as a result survivors are few and far between. Powered

WW2 trucks, some also produced by White, however both this example of the Mack and others such as the NR series are considered the most desirable. All models of Mack trucks have a following from both military collectors and Mack enthusiasts. Mack NO-6 trucks rarely come on to the open market and so what a collector would have to pay for one is anyone's guess.



I OWN ONE!

“I have always bought vehicles that were slightly unusual – for some reason they have just always appealed to me. I also like things that are big and the Mack No-6 definitely fitted into that category. My original intention was to pull my Sherman tank on a Rogers trailer behind it but once the Mack was fully restored and usable it became

apparent that despite having plenty of power, there are not enough gears to keep the whole thing moving. In hindsight a Mack NR may have been more suitable for this but they don't have the same presence. Despite this I decided to keep the Mack to feed my love of all things large!”

Jim Clark of Allied Forces

Meet the 'miracle workers' of Team BAIV



Experts in restoring military armoured vehicles and tanks



Team BAIV B.V.

Serving Military History

*at
The War And Peace
Revival*

**Row A0-A14
July 19th till 23rd 2016**

WWW.BAIV.NL

Phone BAIV B.V.

+31 6 518 22 502

Workshop Maarheeze

+31 6 365 73 612

T17E1 STAGHOUND



The T17E1 Staghound was produced by Chevrolet Motors in 1942. It was developed to compete with the M3/M5 series of light tank and provide a wheeled alternative. During the trials at the Aberdeen Proving Ground it was quickly established that a light tank was more suited to the requirements of the US Army. It therefore restricted the development of armoured cars to the lighter version that would eventually become the M8. The conundrum was that an order for 1500 units had already been placed by the US Army, along with an order for 300 units from the UK. In the end the British Army received all 3800 units produced, although many were subsequently

handed over to other allied forces such as Canada and Australia.

Although for its size and weight the Staghound was very poorly armed – the 37mm gun was more or less obsolete before it ever saw a German tank – it is a marvel of engineering. The standard turret from the M3 Lee/Grant tank was utilised, and provided for a crew of five. For its day

gearboxes and twin engines set it apart. Had it not have been for its size, in our opinion, it would have been hugely successful. Its performance off-road was poor and at nearly 9ft wide its best use according to the memories of one British soldier was removing French gate posts. Whilst it was accepted that it was a far superior machine to the likes of the Daimler and the Humber armoured cars, its lack of manoeuvrability was the eventual thorn in its side and the Staghound was mainly retained for HQ roles.

Staghounds rarely come on to the open market but for a collector who wants something used by the British and who longs for the appeal that a US manufactured

vehicle has, then the Staghound surely has to be the ultimate choice. Unrestored examples are available, most

specifically in Australia. That said, you could easily be looking at anything from £25,000 for a wreck and up to £150,000 for a fully restored example.

“Features such as power steering, automatic gearboxes and twin engines set it apart.”

the Staghound incorporated some features not seen in many other vehicles and was for its time very technologically advanced. Features such as power steering, automatic

I OWN ONE!

“I love owning the Staghound as it is a big, sophisticated, challenging, willing teenager of a vehicle. I did not bring it into this life but I gave it its second life. It is the first piece of large armour that I restored and I learned a lot. It caused me to meet some fantastic people, travel all over the world, make some very good

friends, swear, cuss and blind as well as on several occasions spend far more than I wanted to. The Stag is fast, thirsty, reliable, impressive and a bit bigger than it thinks it is (that’s the teenager bit) but it has given me a massive amount of personal satisfaction to find, restore, operate and run. It’s nowhere near as much hassle as a tank but has all its advantages. A lovely vehicle!”

Tobin Jones

FORD GPA



Not surprisingly, when designers were asked to design a ¼-tonne light amphibian, what was eventually produced looked pretty much like a miniature DUKW. However, the 'Seep', as the Ford GPA became known, was not nearly as successful as its bigger brother, and only about half as many were produced. Production finished at around 12,500 units although due to financial quibbles between the US Government and Ford over the contract, it is not fully known if that many vehicles were actually produced.

By far the biggest downfall of the GPA was its extremely low freeboard and inability to swim in water with much more than a light

On land they were slightly cumbersome and were often out performed by the fording capabilities of the standard Jeep in shallow inland waterways. As a result, many were given away through the lend lease programme to the USSR. So impressed were the Russians with the little 'Seep' that it later formed the basis for their own amphibious GAZ whose design ironed out many of the flaws of the GPA.

"The GPA has become a rather rare vehicle and particularly desirable to those who like to get their feet wet but cannot contemplate the size of a DUKW."

chop. Its original purpose was to quickly and efficiently carry soldiers from ship to shore and when this could not be achieved they quickly fell out of favour with troops.



Due to their relatively unsuccessful time in active service the GPA has become a rather rare vehicle and particularly desirable to those who like to get their feet wet but cannot contemplate the size of a DUKW. The prices of existing examples very much reflect their popularity with unrestored vehicles fetching roughly £55,000 and fully restored ones quickly approaching over £100,000.



I OWN ONE!

"There is something very disconcerting about driving your car into a river. Once you get over the question, 'Did I remember to put all the drain plugs back in?' what you notice the most is the bumpiness of driving on land giving way to the rolling motion of being in a boat. I've been hooked ever since I read Ben Carlin's book *Half Safe* in which he describes sailing his GPA across the Atlantic in 1950. As he says in the book, a DUKW can carry two GPAs whereas a GPA can barely

carry itself. What better vessel to sail across the ocean in! The GPA is the baby sister of the DUKW and both were designed in 1942 by Roderick Stephens Jr of Sparkman & Stephens Inc who were yacht designers. As with any amphib, there is plenty of maintenance, but at the end of the day, it's only a Ford GPW with a bath shaped hull and a few extra levers. And I don't know of any vehicle that makes people smile so much."

Nigel Stoate

LVT-4

The Landing Vehicle Tracked, or LVT, was without doubt one of the oddest vehicles produced by the US during WW2. It was developed for civilian use in around 1935 and was known as the Alligator. It was used primarily in states such as Florida where there are numerous swamp areas which cars and boats could not reach. The first prototypes were delivered in late 1940 and in total around 18,000 vehicles were supplied across all the variants. The LVT utilised the same 250hp seven-

cylinder radial engine that had been used in the M3 Stuart. And whilst it is slightly underpowered on land, once in the water the vehicle did prove to be fairly successful. The LVT-4 was by far the most commonly produced variant with 8351 vehicles being produced, the first seeing action in Saipan in June 1944.

Being rare in private hands and even less common in Europe as a whole, unsurprisingly the LVT is often overlooked by many collectors, probably because of

its large size and the need to have plenty of water to play in. But if large unconventional vehicles take your fancy then this is one for you. The best thing about owning an LVT surely has to be the fact that you can put another one of your toys inside it and sail down the river to get to an event! There are a higher number of vehicles available in the US and Australia and if you want to own one you have to expect to pay around £100,000 and perhaps be willing to do some travelling to find it!



I OWN ONE!

"I am not 100% sure why I wanted to own an LVT, it was definitely an impulse buy! I just happened to be in the right place at the right time and it looked to be a very unusual vehicle to own. When I purchased

it I cannot say I had a real passion to own one, but it has certainly grown on me. I have to say it is not the most practical piece of kit, but I think everyone would agree, it is very impressive!"

Charles Brittan Jones



SAT 2ND - SUN 3RD JULY 2016

at BICESTER HERITAGE

Principal Partner



A FESTIVAL OF HISTORIC MOTORING, AVIATION AND MILITARY ENDEAVOUR

**TAKING PLACE AT THE UK'S BEST PRESERVED
SECOND WORLD WAR BOMBER STATION -
BICESTER HERITAGE IN OXFORDSHIRE**

FEATURING

the very best in heritage action to create a weekend of nostalgia and excitement

- ▶ Spectacular displays and flypasts from historic aircraft
- ▶ Thrilling demonstrations by historic road and racing cars
- ▶ Dramatic military vehicle displays and re-enactors
- ▶ Hundreds of classic cars and bikes on show
- ▶ Vintage trade fair and retro shopping
- ▶ Traditional fun fair rides
- ▶ Period music performances and entertainment

TICKETS

Advance discounted tickets are available now online. For more details and the latest updates please visit:

www.flywheelfestival.com

General enquiries: 01728 684 410

DAILY DISPLAYS FROM:

- ▶ The iconic Supermarine Spitfire
- ▶ The mighty P-51 Mustang
- ▶ Great War Display Team WW1 'dogfights'
- ▶ Battle of Britain Memorial Flight flypasts
- ▶ 100 hand-picked historic racing cars and bikes
- ▶ Tanks and military vehicles



Flywheel Festival

@flywheelfest

flywheelfestival



ROBERT GLOVER LTD.

The Telegraph

OUR PARTNERS

Octane

BICESTER VILLAGE

HISTORIC PROMOTIONS

BICESTER HERITAGE

Details correct at time of going to print. The organisers reserve the right to change plans and timing. Please check the website for the latest updates.

AMERICAN ARMY

Tank historian David Fletcher guides us through the military might



In the years between the wars America only indulged in tank production in a small way and most of what they did produce was hardly known abroad. There was a lot of arguing going on between the various factions, which didn't help, while American faith in the efficacy of the machine gun as a tank weapon tended to dominate, even to the point of arming some medium tanks with machine guns only. Marmon-Herrington of Indianapolis, an American commercial company, built some Light Tanks that saw service with American forces during the war, but since they were only ever armed with machine guns they hardly count.

Two things opened American eyes, the use of tanks in the Spanish Civil War and events in France in 1940. As a result of the first the 37mm gun was adopted, even in Medium Tanks, and out of the latter came a demand for a heavier gun capable of firing armour piercing and high explosive rounds.

FIRST OF A KIND

The first American Light Tank to be mass produced and armed with a 37mm gun was the M2A4, a total of 375 of which were delivered by March 1941. Thirty six tanks

were supplied to the British, four of which went direct to the desert. They do not appear to have been very popular, despite being more reliable and having a gun only slightly inferior to that fitted in most British tanks. How much of this was due to national bias and a belief that no foreign tank could match a British machine, how much was down to the fact that being foreign it took time to get used to – or whether it simply wasn't any good remains unclear. But when tank crews in the desert heard that they would be getting American tanks they groaned

inwardly, remembering their first exposure to the type. In fact Britain took such a long time to decide it wanted more American light tanks that by the time they ordered more the M2A4 was no longer available. It had been replaced by the M3 which was taken into service, then by the M3A1 and ultimately the M3A3. There never was an M3A2. All this while various improvements had been introduced but the 37mm gun remained the same and an air-cooled Continental radial engine was normally fitted. In fact, it was the engine that forced the next change.

Such was the demand for air-cooled radial engines that an alternative was sought and a pair of Cadillac water-cooled V8s were selected instead. The new tank was classified M5 and was later joined by the M5A1 with an extended turret. Both continued to use the 37mm gun, although in addition to firing armour piercing, solid shot,

MOUR

of WW2 US armour



Left: An M2A4, the first American tank to be sent to Britain and only ever used for evaluation. Above: The M5A1 was the next in line, identified by the radio bustle on the back of the turret. The Stuart VI in British service as shown here.



Above: The version of the M3 for British service was known as the Grant. Seen here on a test drive in the rain, before any turret guns were fitted.

Left: Said to be the first M3 Medium, known as the Lee in British service, the turret machine gun cupola was unpopular.

high explosive and even canister rounds were available.

HAPPY MEDIUM

Next we switch to the Medium Tank; the M3 was the first to be built with a dual purpose 75mm gun. It was mounted in the hull, offset to the right, partly because the Americans were much influenced by French practice and rather admired the Char B, which had a hull mounted 75mm gun, and partly because at the time the Americans had no facility to produce a cast armoured turret large enough to take such a weapon. Only a small

cast turret could be produced and that was mounted on top of the tank and equipped with a 37mm gun. As a result the M3 was not an ideal tank, it could not adopt a true hull down position and still use its 75mm gun and it needed a crew of at least six to

“Two things opened American eyes, the use of tanks in the Spanish Civil War and events in France in 1940.”

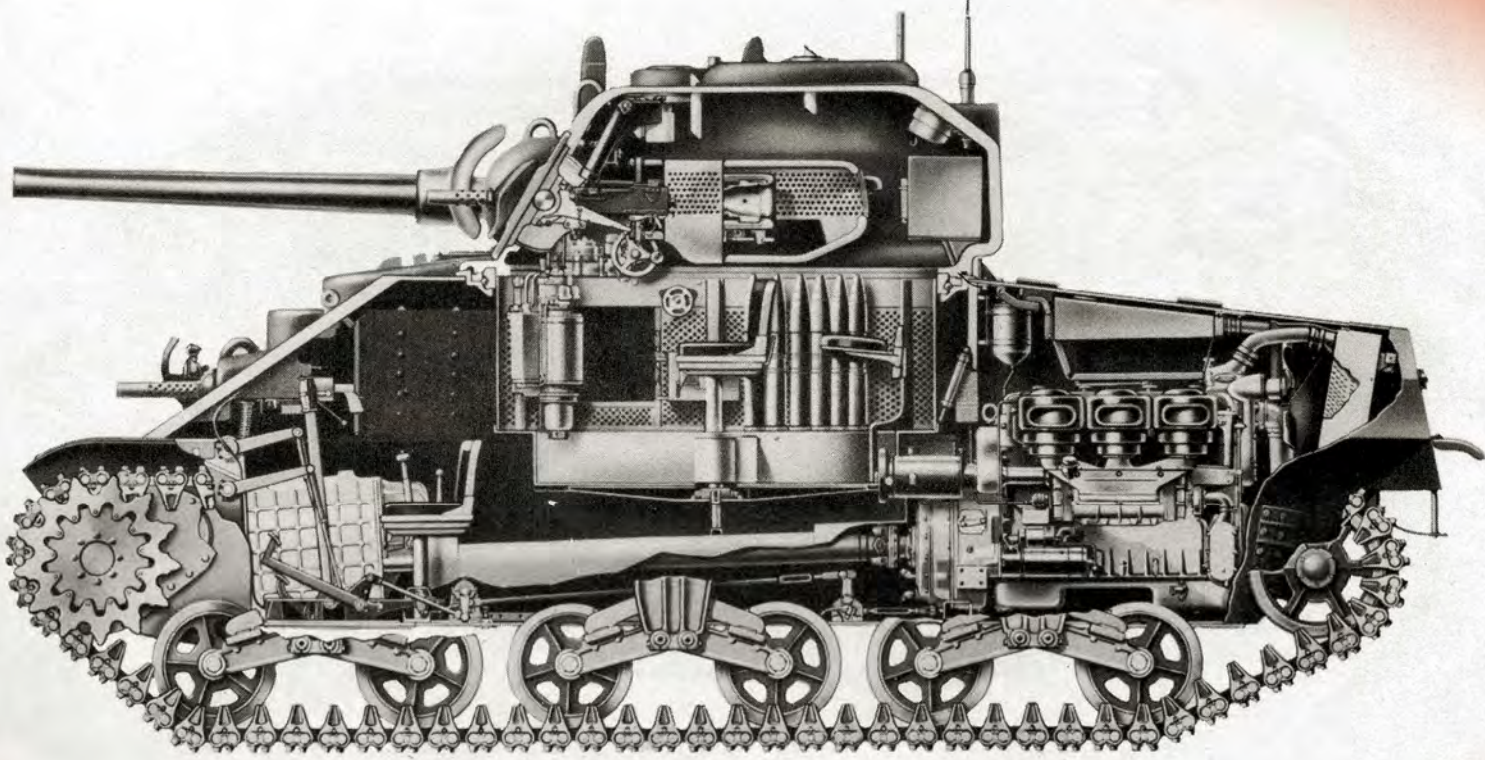
handle both guns and provide a driver and commander. At first, and for the majority of tanks produced, a nine-cylinder version of the air-cooled radial engine was adopted, although later, as more companies were

drawn into the programme, other engines were tried. A version of the M3 with a different turret to meet British requirements also appeared, known as the Grant,

While speed of production was a pressing problem the new tanks were required in massive quantities so production had to be expanded into the commercial field. As more companies got involved it became clear that for this rather specialised form of heavy engineering most firms would have to undergo a steep learning curve to deal with

these complexities. So, in addition to being America's first mass produced Medium Tank the M3 was also the training ground on which

many civilian engineers learned their new trade. The M3 saw service with the US Army in Tunisia and briefly in the Pacific during the landings on the Gilbert Islands. It was Britain and Commonwealth countries that made most



Cross section drawing of the diesel powered M4A2 shows the typical internal layout of a Sherman tank.

use of it but its reign was mercifully short. First introduced in June 1941 a year later the first M4 tanks appeared and although M3 production continued for a while its replacement was already becoming available.

Before looking at the M4, mention should be made of its rival; Major General Jacob Devers, head of the Armored Force from the summer of 1941 through to May 1943, was a great advocate of the M7 tank. Designed as a Light Tank and armed with a 57mm gun it developed into a Medium Tank, armed with a 75mm gun. That meant it had all the failings of a compromise; the M4 was so

much better and as such the M7 was rapidly eclipsed and dropped.

RISE OF THE SHERMAN

The M4, popularly known as the Sherman, first entered service in June 1942. In fact with its different engines and different hull

produced between 1942 and 1945. Enough tanks to equip the US Army and Marine Corps and other Armies throughout the world, notably the British, Commonwealth, Free French, Russian and Chinese.

All Shermans featured a rear mounted engine with gearbox and final drive at

the front, linked by a propeller shaft. The steering system, although unsophisticated by some standards, was tough and simple, as was the suspension which was a development of that

“The Sherman was not the greatest tank in the world but it was available in such numbers that it was bound to win in the end.”

forms the Sherman can be seen as four different tanks. Collectively it was built in massive quantities and nearly 50,000 were

fitted to the M3, a vertical volute system devised at Rock Island Arsenal by the engineer Harry Knox. The larger cast turret, mounting a dual purpose 75mm gun, was built with advice from a British engineer, Ted Carr, who had originally been sent over to Canada to help with the design of their version of the M3, known as the RAM tank.

First there was the M4A1 distinguished by its cast hull and powered by an air-cooled radial engine. It was used by the US Army in Tunisia, the Pacific and North West Europe, by British forces in North Africa, Italy and North West Europe and by South African and Polish forces in Italy. There was also the basic M4, with a welded hull and the same engine, used by almost everyone.

The M4A2 was powered by twin General Motors diesels, again with a welded hull. This type was rarely used by the US Army which had virtually standardised on petrol (gasoline) engines for its tanks and transport, but was used by the Marine Corps in the Pacific, by British troops, starting in North Africa and particularly by the Russians who favoured diesel fuelled tanks.

The M4A3 also had a welded hull and with the excellent Ford GAA engine, was



An early M4A1 alongside an M3 Lee. Notice the early pattern suspension.



Above: The Heavy Tank M6, seen here in the mile of tanks at Fort Knox, was reckoned to be on a par with the Tiger but was regarded as a bit dated and never went overseas during the war.

Right: The M4A3, powered by a Ford petrol engine, was probably the best of the series. It saw most wartime service with the US Army.

Below: The M7 as a Medium Tank, a rival to the Sherman. It was designed as a Light Tank and could have been a good one but it was an inadequate Medium.



widely used by the Americans, once they had ironed the bugs out of the power unit. A version of the M4A3, designated M4A3E2, was built as an Assault Tank with thicker armour. The slightly longer M4A4, another version with a welded hull, sporting the complex Chrysler multi-bank engine, was only used by the Americans as a training machine although the British rather liked it and even the Chinese had some. The M4A4 ceased production in September 1943 but Britain was supplied with American training tanks to keep them going. Chrysler Motors then undertook production of a tank which ultimately became the M4A6. This used a composite cast/welded version of the M4A4 hull but fitted with a diesel radial engine adapted from the original Continental unit by the Caterpillar Tractor Company. In fact it was a multi-fuel engine but although the tank performed well it was late in arriving and used a non-standard fuel so the few that were built were relegated to training. Those Shermans that remained in production developed further, first with a longer, high velocity 76mm gun in a new turret and later with a revised horizontal volute suspension.

The Sherman was not the greatest tank in the world but it was available in such numbers that it was bound to win in the end.

The Germans may have had heavier, more powerful tanks like the Tiger, or better ones like the Panther, but never enough of them to make any real difference.

OTHER US TANKS

The Americans did build other tanks. They developed a Heavy Tank, the M6, weighing around 63 tons (American) in December 1941 which was regarded as out of date by the time it was needed. It used to be said that the Americans would rather ship two Shermans across the Atlantic than one M6, but it also turns out that the Armored Force saw no need for such a heavy tank and in any case felt that the design of the M6 was somewhat archaic. Neither in firepower or protection was it much of an improvement on the Sherman. In the midst of all this a requirement was raised by the British for a Heavy Assault Tank. The British proposal was to build two tanks in Britain and two in America, the latter emerged as the T14, which the US Army did not want while Britain built the singularly useless A33. T14 was, in a sense, an enlarged Sherman built by the

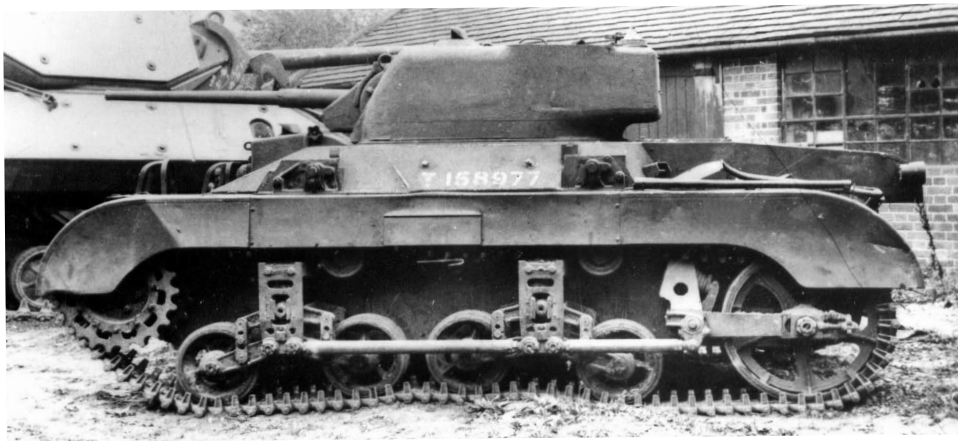


The combination of a long 76mm gun in the new turret with horizontal volute suspension, seen here on an M4A1, was the most up-to-date version of the Sherman to see service. That was towards the end of WW2.



Above: The M24, otherwise known as the Chaffee, was a new generation Light Tank, seen here in a rare photograph taking part in the 1945 Victory Parade in Berlin in service with the British 7th Armoured Division.

Left: Last and least the little M22 by Marmon-Herrington, only used once as a glider-borne tank during the Rhine Crossing by the British who called it the Locust for some reason.




American Locomotive Company (ALCO). It was powered by a Ford V8 engine driving through a Sherman transmission and double width Sherman tracks and suspension. Although one T14 was sent to Britain and is now in the Tank Museum the type was not adopted in either country, nor was the A33. Even so the Americans later found they needed an Assault Tank, which they adapted from a Sherman while the British continued to use infantry tanks for the same purpose. From about the summer of 1943 they began work on a series of prototypes which, after many had been eliminated, emerged as the M26 in 1945. This was an entirely new tank, with torsion bar suspension and a 90mm gun but driven by a version of the excellent Ford V8 engine which was not really man enough for the job, but now driving through

a rear mounted transmission to drive sprockets at the back. The M26 saw service in North West Europe at the very end of the war, and even in the Pacific.

Wartime Light Tank development culminated in the M24, again with torsion bar suspension but powered by two Cadillac V8 engines linked to a Hydramatic transmission. It was armed with a 75mm gun and was seen as a modern replacement for the M5 series. It started to enter service with the US Army from December 1944 and was a popular and successful tank. Britain received a few and used them in the Berlin Victory Parade.

And finally we need to look at an ultra-light airborne tank that never saw active service with the US Army at all. This was the M22 which the British called the Locust. It was built by the Marmon-Herrington Corporation. It weighed just over eight tons (American) was powered by a six-cylinder Lycoming engine and was armed with a 37mm gun. Some were used by the British Army as part of the invasion force hoping to capitalise on the Rhine Crossing operation. Airlifted in Hamilcar gliders they made the journey okay but proved almost useless when they got there.

American tank production during WW2 was perhaps not as adventurous as it might have been but they took full advantage of their mass production facilities and produced a serviceable tank which did the business, and given the short time they had to get this up and running it was quite a creditable performance. 



T14 was a Heavy Assault Tank, based on the Sherman which arrived in Britain for evaluation but was never adopted. The only survivor is still at Bovington.



The M26, otherwise known as the Pershing, saw service with the US Army in Germany, and later in Korea. A few, like this one, were supplied to Britain but were never used. It was armed with a 90mm gun.



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

Machine Mart

HEAVY DUTY INSTANT GARAGES

UP TO 24' (7.3M) LONG

Great for use as a garage, workshop or storage area

LENGTH UP TO 24'

MODEL SHOWN CIG1220 (20'x12'3")

"Really impressed with this garage. Its very heavy duty and stood up to high winds very well. Easy to construct and locks good as well. I used mine as a spray booth and it was perfect"

See www.machinemart.co.uk

MODEL	SIZE (LxWxH)	EXC.VAT	INC.VAT
CIG1015	4.6 x 3 x 2.4M	£229.00	£274.80
CIG1216	4.9 x 3.7 x 2.6M	£259.00	£310.80
CIG1020	6.1 x 3 x 2.4M	£279.00	£334.80
CIG1220	6.1 x 3.7 x 2.5M	£299.00	£358.80
CIG1224	7.3 x 3.7 x 2.5M	£379.00	£454.80

4 EASY WAYS TO BUY...

IN-STORE 65 SUPERSTORES

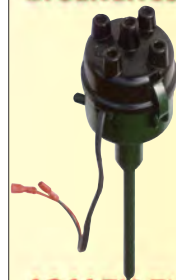
MAIL ORDER 0115 956 5555

ONLINE machinemart.co.uk

CLICK & COLLECT

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

2 year guarantee

JOLLEY ENGINEERING Tel 01886 880101

Unit 4 Millbank, Storridge, Nr Malvern, Worcestershire WR13 5EN

Website: www.classicheads.com Email: sales@classicheads.com

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)**



Alvis CVRT Shielder, Tracked Armoured load carrier with flat bed platform. The flat bed can be adopted for a wide range of roles such as logistic carrier, bridge layer repair / recovery and towing. Built to a high specification the vehicle hull is composed of aluminium armour to protect the crew, etc. Mileage from 500, Excellent condition, **Guide price from 12,500 (4 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 £13,750 (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

f FOLLOW US On Facebook



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



US VEHICLE SPECIAL

THE FIVE QUAR

John Blackman photographs Gerv Durran's Kaiser-Jeep M715 and briefly profiles the type's evolution

There is nothing new about the military utilising or adapting civilian motor vehicles for its own purposes. Examples are legion; for instance the good-old Tilly types that served with all arms of the services during WW2 and the Chevrolet WA trucks utilised by the Long Range Desert Group when first formed are but two random examples that spring to mind. In both of those cases, availability would have played a major part in the decision to acquire and alter the vehicles in question for military use, but the over-riding factor when it came to the US government's purchase of the Kaiser-Jeep M715 was cost.

In the mid-sixties the US Army was looking to augment and replace the Dodge M37/G-741 series of ¾-ton 4x4s that had entered service in the early fifties as direct descendants of the ubiquitous wartime WC/G-502 types. With an eye on the bottom

line the decision was taken to adapt Kaiser-Jeep's existing 1¼-ton Gladiator pickup for the role rather than to either design and manufacture something from scratch or to continue the Dodge lineage with something akin to an updated M37. That cost-based

decision resulted in the first 'M' series tactical vehicle to be based upon a civilian design already in mass production.

LIMITED EDITION

The Kaiser-Jeep Corporation commenced design and development work on what became the M715/G-890 series in 1965 and trialled the prototype XM715 in late 1966. The company was rewarded with its first contract in March 1966 for 20,680 vehicles which were to be delivered within 10 months and include both M715 cargo trucks and M725 ambulances. The very



first examples rolled off Kaiser-Jeep's Toledo production line in January 1967 and were subjected to comprehensive testing to ensure compliance with the contracted performance specification prior to being passed to their end user.

When compared with the M37 series of trucks of which in excess of 115,000 were procured between 1951 and 1968, production of the M715 family was relatively short-lived since it ceased in 1969 after 30,500 had been produced in four variants:

- M715 – Cargo/troop carrier, produced both with and without winch.
- M724 – Cab/chassis, often fitted with a maintenance body made by Stewart Avionics and a combination welder/generator.
- M725 – Ambulance, featuring a panel body with a sliding door between it and the cab. Four stretcher racks were provided along with ventilators and a gas heater.
- M726 – Telephone maintenance, fitted with a box-body with an open cargo area and outward-facing storage lockers.

All variants were on a common 126in wheelbase chassis and powered by the Jeep Tornado engine, a six-cylinder 3772cc unit which developed 132bhp at 4000rpm and was, coincidentally, the first post-WW2 US-designed, mass-produced, overhead-cam automobile engine.

MADE TO LAST?

It has been suggested that a lack of experience with overhead cam engines



Left: Gerv Durran at the wheel of his Kaiser-Jeep M715 together with a group of his fellow Rolling Thunder members.

Below: The Rolling Thunder Vietnam War living-history group is massively popular with both enthusiasts and the general public.

TER





Above: It has been reported that the six-cylinder 3772cc Tornado powerplant was somewhat underpowered and unreliable, perhaps because of a lack of experience when it came to maintaining overhead camshaft engines. Left: Note the enormous hood-mounted Donaldson dry air cleaner. Below: The M715 retained much of the civilian Gladiator's cab panels but note how the front wheel arches have been radiused and lipped to accommodate military tyres. The cab roof and door tops were also removed and replaced by canvas.





Gerv Durran has dressed his M715 with plenty of kit, including smoke canisters.

and a general lack of maintenance led to unreliability. What is certain is that the Tornado was dropped pretty quickly from the civilian Gladiator option list and replaced by V8 alternatives by AMC and then Buick.

Gladiator tooling was used to produce much of the M715's cab although the wings were cut out and lipped to clear military 9.00x16 tyres, and the cab roof and door uppers removed so that a canvas top could be installed. A fold-down windscreen was

also introduced. The Spartan cargo bed was entirely new. Unlike the Gladiator, the M715 had a 24V electrical system and was equipped for deep-water fording.

M715 1¼-ton (sometimes known as 'five quarter') trucks served in Vietnam, the Korean Demilitarized Zone (DMZ) and across Europe.

Balancing whatever cost savings were attached to the use of off-the-shelf civilian components is the verdict by


some commentators that the type was both underpowered and not as rugged as the purpose-built M37 it replaced. Interestingly, it was succeeded – albeit only in a non-tactical role – by Dodge's M880 and then Chevrolet's CUCV ranges, which were based even closer on mass-produced civilian vehicles.

INTO PRESERVATION

Gerv Durran of the Rolling Thunder Vietnam >>>



The M715's utilitarian cab interior. A large battery box sits between the two seats.

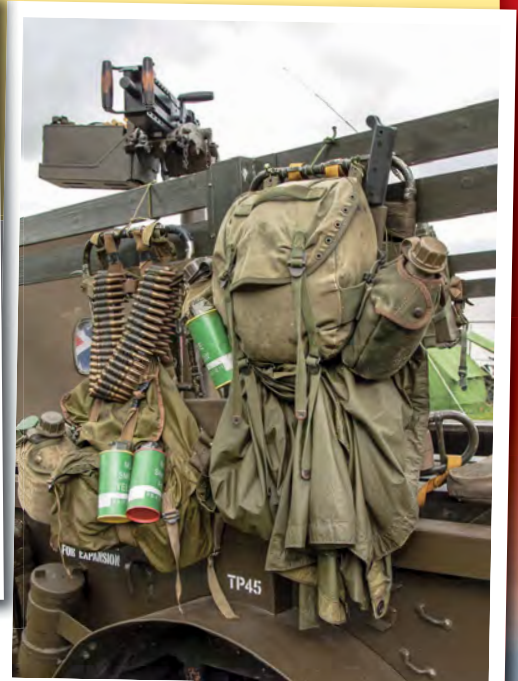
War living-history group acquired his 1968-built M715 a year or so ago. He's a committed re-enactor having started some 25 years ago with a group portraying the Iron Age, gradually working his way up through history via the Viking and War of the Roses periods to the Vietnam War era and Rolling Thunder around 10 years ago. The M715 is Gerv's first military vehicle. It had been laid up for a while and was owned by an ex-member of Rolling Thunder who was getting married and needed funds. Having parted with his cash, Gerv recommissioned the truck, fitted a .50cal machine gun and subjected it to a full paint job including markings for Charlie Company 2/7 1st Cavalry Division. Although popular in their land of origin, M715s are relatively rare on the European MV rally scene, which is a shame because it is arguably a handsome and imposing beast. 



Above: In 1974 the Aberdeen Proving Ground tested an M715 fitted with a UNA-Track Kit consisting of four independent track assemblies which replaced the wheels on a one-for-one basis. It was hoped that it might prove useful in Alaska but it was found that power steering and other steering system modifications would be required and the idea was shelved.



Above: The M725 ambulance featured a panel body containing four stretcher racks. (Photo courtesy Roberto Ferrari)



Bookworld Wholesale Limited

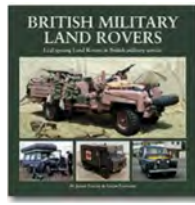
Incorporating Avid Reader Mail Order Books
UK Distributors of Tankograd



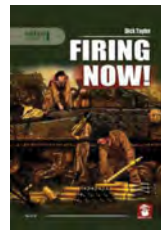
U.K and U.S Armored Vehicles in CIABG and Czechoslovak Army 1940.AEC, G.M.C, Humber, International Harvester, Loyd Carrier, Morris, Universal Carrier, White A4 format, soft cover, 108 pages.English and Czech language contains more than 160 historical photographs. The publication contains an overview of identification numbers for all armored vehicles, which CIABG received in England. **£18.99**



Tankograd 9059 UNIMOG U4000/U5000 The Unimog Series 437 4 - Development, Technology, Variants, Service.This publication tells the development history, technology and variants of the U4000/U5000 in modern German Army service. Among the variants covered are the U4000 box body types, U5000 Cargo, U5000 UAV Recovery Vehicle and the US000 Forest Firefighting Vehicle. Illustrated with 114 colour photographs and 10 graphics.64 pages **£13.99**



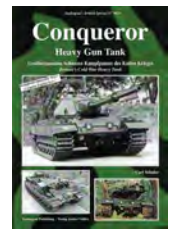
British Military Land Rovers. This hugely comprehensive book looks at the story of the leaf-sprung Land Rovers used by all three of Britain's armed services in the Army, the Royal Navy and the Royal Air Force. It lists and describes the different types, setting them in their context both as products 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**



Firing Now.This book explores the fascinating history of tank, anti-tank and self-propelled artillery ammunition used by the British and Americans in World War 2. As well as examining the major ammunition types in detail, the work also explains, for the first time in a book of this type, how ammunition functions and is made to be accurate. The guns and weapons used to fire the ammunition are also covered, as is a comprehensive lexicon of terminology and an extensive list of references. **£25.00**



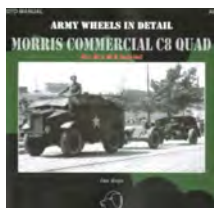
Red 78 Saladin Mk.2 in Detail.Saladin Mk.2 in detail by Frantisek Koran, Kevin Brovne, Jan Mostrk.188 colour photos 60 pages, soft cover. Saladin in the Belgian royal army and military history museum and in British private collections Photo manual for modellers. **£17.99**



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**



Railway Guns of World War II.World War II marked the zenith of railway gun development. This book provides an overview of the types of railway guns in service during World War II, with a special focus on the German railway artillery used in France, Italy and on the Eastern Front, and analyzes why railway guns largely disappeared from use following the end of the war. **£10.00**



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 3025 Operation BIG LIFT 63 Cold War Airbridge from Texas to Germany.This publication shows the vehicles of Operation Big Lift of 1963 in fantastic depth and comprehensively tells the story of one of the largest and most interesting NATO exercises ever held in Central Europe.Illustrated with 8 colour photographs, 109 b&w photographs and 5 graphics. **£13.99**



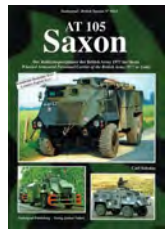
Tankograd In Detail : Fast Track 17 Leopard 2A4M Canadian Main Battle Tank - In action photographs and a detailed walkaround, English text. - Limited print-run 999 copies. Paperback.40 pages.75 colour photographs. **£10.99**



Tankograd 3026 M1 ABRAMS BREACHER The M1 Assault Breacher Vehicle (ABV) - Technology and Service.This publication explains the development history and technology of the M1 Abrams Breacher in great detail. An extensive photographic walkaround allows to see all details of the assault breacher vehicle when compared to the main battle tank and shows the specialised engineer equipment.Illustrated with 153 colour photographs.64 pages. **£13.99**



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.AT105 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**



US Half Tracks Part Two.The development and deployment of the U.S. Army's half-track based multiple gun motor carriages and gun motor carriages.Illustrated with 700 period photos and described in detail in the 448 hard-bound pages of this volume are the myriad of half-track based mortar, howitzer and gun motor carriages ranging from the ubiquitous but uncelebrated M4 Mortar Carrier to the obscure twin-40mm Bofors-armed T68 to the acclaimed M16 antiaircraft vehicle, which armed with four .50 caliber machine guns remained in the US arsenal until the late 1950s. **£39.99**



German Panzer 1.A Visual History of the German Army's WWII Early Light Tank Clandestinely developed during the post WWI-era during which Germany was forbidden from developing, producing or owning armored combat vehicles, the Panzer I served as a proof of concept.168 hardbound pages, over 200 photos.As a special bonus, this title includes a 16-page-color walk around section featuring very rare examples of the Panzer IA, B and F. **£22.99**



AFV Photo Album Volume 2.STEEL CARNAGE In the second volume in our series we continue the journey through the Czech lands, were a tremendous number of vehicles were knocked out, blown-up or simply left behind by retreating German forces during the final momentous weeks of World War 2. Among them were also vast amounts of Red Army machines, knocked out in the many tank battles that raged along the retreat route. **£27.99**



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



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



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



Gun Trucks.A Visual History of the U.S. Army's Vietnam-Era Wheeled Escort Platforms Born out of the need for convoy protection during the escalation of combat in 1967, the Vietnam-era gun trucks are some of the most interesting military vehicles fielded during the 20th century. Noted military truck historian David Doyle has created an extensive and vivid portrait of these unique trucks. **£20.99**



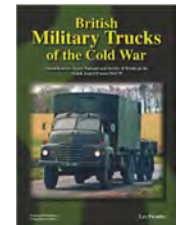
Rare Wheels: Volume 1: A Pictorial Journey of Lesser-Known Soft-Skins 1934-45. The book will take the reader on a journey starting with pre-war preparations and then across the early campaigns in France and Poland, through Ukraine, Russia and North Africa.A variety of cars, trucks, buses and other soft-skis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



251 Half-Track.A Visual History of the German Army's Sd.Kfz. 251 Armored Half-tracks The very first in an exciting new series of value-priced hard cover horizontal format books on German armor in the Second World War.This 168 page book is packed with large, clear images of Germany's well-known and most widely-used armored troop transport and weapons platform.Hardcover, 168 pages. Over 200 black and white images. **£26.99**



Tanker Techniques Magazine.We now introduce to you our latest publication, @tanker/, 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 it illustrated throughout with 333 black & white photographs and 55 colour photographs in 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

DIAMOND F

Where big, American kit is involved few vehicles impress as much. We chatted to the owner of this recently rescued, very original 1941

If you agree that big is beautiful and brash is brilliant then you will naturally be drawn to the gargantuan Diamond T range of trucks. The series started in early 1941 with the 967 powered by the virtually unstoppable 8216cc Hercules RXB, distinguishable by its one-piece brush guard which extended across the headlights. The Model 968 introduced later that year was fitted with the upgraded 8676cc Hercules RXC which produced a useful 106bhp against the RXB's 98bhp. The model you see here, though, belonging to lifelong military vehicle enthusiast Kevin Abrahams, is the one after this – the 968A, which began production in November 1941. You can tell it apart from its predecessors by the fact that it featured military style instruments instead of the civilian style used previously. That said, much to Kevin's amusement, it still retains the chrome finished civilian type door handles!

The 49 year old from Ramsgate runs his own haulage company and drives artics for a living, so is no stranger to driving large vehicles – but his love of military trucks runs deeper than just enjoying the thrill of piloting something that makes a modern MINI look like a Tonka Toy.

"I first went to War and Peace with a friend back in the nineties and was hooked," explained Kevin. "He bought a Leyland Martian in 1997 and I helped him

restore it, then I bought my first MV, a GMC (a 352 short wheelbase) two years later. That was bought as a wreck, so I had to embark on a steep learning



IND

as the Diamond T.
43 968A



The 8676cc Hercules RXC delivers 106bhp and is virtually unburstable.



Logo comes from Diamond T company founder CA Tilt – the diamond signified quality.



The vehicle is well preserved and still sports its original body plates.



15,000lb (6818kg) capacity Gar Wood winch is mounted behind the front bumper.

curve because I didn't know what I was doing. I bought a £99 socket set, joined the Invicta Military-Vehicle Preservation Society (IMPS) and off I went."

From that moment on, as Kevin's skillset expanded, his confidence – and his

collection of military metal – grew. He went on to restore another GMC with a workshop body in 2004 which he took to Normandy, then in 2006 he purchased a cargo bodied 'Jimmy' as well as a Chevy tractor unit which he then swapped for a

THE RESTORATION

Photographs courtesy
of Kevin Abrahams



Dodge WC63 which his son now drives.

Then out of the blue came a call from Mick Wilson of 514th Q.M. Truck Regiment (Red Ball Express) asking if anyone fancied a Diamond T – and yes, you guessed it, Kevin raised an eager hand.

LONG, WINDING ROAD

The vehicle had been rescued from the scrapman Olof Anderson. It was ex-Norwegian Army and had sat in a barn

in Norway for the last 30 years. He'd already got it going, but with no paperwork it was going to be a mammoth task getting it back to the UK. Thankfully, IMPS's verification officer Tony Lawrence was on hand to help get all the necessary documentation in order and after a three-day expedition, the very original Diamond T was being unloaded at Tilbury docks. "In the end the whole purchase process and shipping wasn't as much as a nightmare as I first imagined,"

remarks Kevin. "It was shipped from Helsingborg in Sweden to Tilbury and the total cost to buy and ship to the UK was just over £3,000."

Having been kept in such a good state of preservation, the first job for Kevin was to take off the fuel tank and give the whole vehicle a coat of fresh paint. "I enlisted my son to help and he arrived with a group of friends who all assisted with the rub-down," explained Kevin. It was during this process



Kevin likes big trucks and the fact that the Diamond T is built like a brick outhouse.



Despite its obvious military heritage, the Diamond T still utilises civilian door handles. But what car were these taken from we wonder?

that they discovered some yellow paint which perhaps hints at the possibility that it was used on an airfield at some point. When refitting the fuel tank and filling it full of fresh fuel, Kevin came to the stark realisation of just how big it was. "It cost £250 to fill it!"

FIRST OUTING

When we met up with Kevin at last year's War and Peace Revival he was delighted that he had made his maiden trip from Ramsgate without mishap, although again the reality that this wouldn't exactly be an inexpensive vehicle to run had already hit home. "This was its first outing and it's all gone well and there's lots of power, but I reckon I've only managed about 3mpg."

On his trip across Kent he also noticed that the steering was heavier than it should have been, but puts this down to the time it's spent standing. After all, if the



Despite featuring an open cab, everything has been well preserved. The 968A featured military style instruments instead of the civilian style used previously.

odometer reading of just 8000 miles is true, it hasn't exactly had a lot of use in the last 70 years. "I'll take the steering box off and give it an overhaul which should sort it out," said Kevin.

When we met up last summer he planned

968A not only proved a bit kinder on Kevin's wallet by returning 4.5mpg overall, but also came in handy with the rescue of a stricken vehicle. "We ended up using her to pull out a 40-ton artic unit at Souchez which was loaded and became stuck as the ground became wet."

Running costs aside, though, Kevin's naturally chuffed with the Diamond T and sees it as his ideal

vehicle. "I like the size, it's big and it's built like a brick outhouse. It's got real presence. I also like the fact that it's relatively rare, you don't see many of them".

"I like the size, it's big and it's built like a brick outhouse."

on giving it another coat of paint at some point and was about to take the Dizzy T to Souchez in France on an IMPS tour. That trip took place without drama and thankfully the

Below: Kevin drives artics for a living so isn't phased by the Diamond T's sheer size.



KLEINER PANZER

John G Teasdale picks some photographs from his collection to explain the role of Germany's WW2 radio equipped small armoured command vehicle



This Kleiner Panzerbefehlswagen, on exercise in Germany, is based on the Ausf B hull. Note that the vehicle has not yet been fitted with a commander's cupola.

We looked at the Panzerkampfwagen I gun tank in *CMV* issue 168 (May 2015). A variant on the gun tank was the Kleiner Panzerbefehlswagen – or small armoured command vehicle. Its role in the Panzerwaffe was to multiply the effectiveness of the gun tanks by giving regimental, battalion and company commanding officers powerful radio links with the tanks under their command. On campaign, current battlefield intelligence was received at divisional headquarters from such as the Luftwaffe and reconnaissance armoured cars. If this intelligence and any consequent orders could be passed down the chain of command instantly by radio, then the tanks could be campaigned much more effectively than if communicated via motorcycle despatch riders. Hence the provision of the radio-equipped Kleiner Panzerbefehlswagen, designated Sonder Kraftfahrzeug 265 (Special Vehicle 265).

The first version of the Kleiner Panzerbefehlswagen was based on the PzKpfw I Ausführung A. In place of the turret of the gun tank, a sloping-sided armoured box was bolted on the standard hull and superstructure. There was a hatch in the roof, and vision ports front and rear. Like the turret, the armoured box was offset to the right-hand side and accommodated only one man: the officer. He had precious little room – and even less when, after the first few vehicles were built without defensive armament, subsequent vehicles

had an MG34 fitted in a ball-mounting on the front face of the box. Ideally, there would have been space in the vehicle for a radio operator too. He would operate the radios, leaving the officer to concentrate on his primary tasks: overseeing the operations of his tanks, issuing orders via the radio operator as necessary, and thinking about what threats his tanks might face next and how he was going to deal with them. However, there was simply no room for a third man.

Fifteen vehicles were completed and

issued in time for the first tactical exercise of a Panzer division, held at Munsterlager in August 1935. The vehicles were displayed to the public for the first time in October at the Nazi Party's Reichserntedankfest (Reich Harvest Festival) held at Bückeberg; 1935 was the first year that the Army took part in this mass rally. Employment of the Kleiner Panzerbefehlswagen in the Munsterlager exercises proved both the soundness of the principle of having a radio-equipped command vehicle and the inadequacy of its execution. According to Jentz and Doyle (*Panzer Tracts 23: Panzer Production from 1933 to 1945*), only 25 Kleiner Panzerbefehlswagen were built on Ausf A hulls.

AUSFÜHRUNG B

In 1936, Daimler-Benz AG designed a full-width superstructure tall enough to accommodate both an officer and a radio operator. Overall height was the same as a PzKpfw I fitted with a turret. Fabricated by

BEFEHLSWAGEN

Deutsche Edelstahlwerke AG from 14.5mm armour plate, the new superstructure was built on the PzKpfw I Ausf B hull. (Ausf B had a longer hull to accommodate a larger engine than that powering Ausf A.) Access for the crew was via a pair of doors in the left-hand side. Crew comprised: a driver, sitting in the normal position low in the hull with vision ports forward, right and left; a radio operator sitting on the left in the superstructure; an officer sitting on the right. The latter had a twin-flap hatch above him in the flat roof and vision ports to his right and to the rear. There was also a vision port on the centre line, possibly so placed in order that either the officer or the radio operator could look out as required. The officer also operated the vehicle's defensive armament: an MG34 mounted in a ball-socket in the front face. (There was also a machine pistol clipped to the vehicle's inside wall.) Space within the superstructure was so tight that aiming the MG34 accurately was all but impossible if the intended target was at close range. From 1938, a retro-fitting programme was undertaken to replace the roof hatch with a square cupola. Built in two versions – early and late – the cupola had vision slits and a twin-flap hatch above. The vision slits markedly improved the officer's view, and the extra headroom made easier

the aiming of the machine gun.

Much more useful than the machine gun were, of course, the vehicle's radio sets. Attached to the underside of the front glacis plate in front of the officer's knees was an FuG 2 (Funkgerät 2, Radio Set 2) which could receive only on receiver type Ukw.E.e. The FuG 2 was the basic set as installed in radio-equipped PzKpfw I gun tanks. Messages intended for all the tanks of a unit would be received on the FuG 2. The main radio set was the FuG 6, which could both receive on receiver type Ukw.E.e and transmit on transmitter type 20 W.S.c; this set was attached to the engine firewall just inside the entry hatch. Messages intended specifically for the officer would be received

antenna, attached to the upper right-hand side of the superstructure. When not in use, the antenna could be rotated forward and down into a rack mounted on the track guard. Some early vehicles were fitted with a large frame aerial in order to extend the range of the radios. A dynamotor and 12V battery were fitted to power the radio sets.

Chassis numbers 15 001 to 15 200 were issued for the Kleiner Panzerbefehlswagen based on the Ausf B hull. However, according to Jentz and Doyle, only 159 examples were built. Production was completed in 1938.

TURRET NUMBERS

The ability to communicate orders and intelligence to all tanks in a unit was a great tactical benefit as was the ability to communicate specific orders and intelligence to an

“The extra headroom made easier the aiming of the machine gun”

individual tank. Therefore, by 1939 large white identifying numbers were painted on the sides and rears of gun tank turrets. There was no hard and fast rule, but the near universal practice was to use three digits to represent the company, the platoon and the tank's individual number within that platoon. A slightly different practice was adopted for the armoured command vehicles. At regimental level, the number was prefixed by the letter R. Typically, R02 identified the assistant

on this set. For example, he might receive orders from up the chain of command. He would decide how to implement those orders, and then transmit his own orders down the chain of command. Due to the need for speed, messages were sent in clear. As a warning against compromising security, the transmitter bore a plate saying 'Feind hört mit!' (The enemy is listening in!) Range of the FuG 6 was about 5km for speech and 8km for morse.

Both radios shared a common 2m

Below: On campaign; civilians are evicted from their village. The vehicle is based on the Ausf B hull, and is fitted with a commander's cupola.



regimental commander's vehicle, a Kleiner Panzerbefehlswagen. The regimental commander would, assuming that one had been issued, campaign in a Grosser Panzerbefehlswagen (large armoured command vehicle, based on the PzKpfw III), numbered R00 or R01. At battalion level, the number was prefixed by Roman numerals. Typically, I01 identified the commander of the first battalion.

On the eve of war, a Panzer regiment would be issued nine or 11 Kleiner Panzerbefehlswagen, depending upon the number of companies: one for the regimental HQ; two for the battalion HQs (one for each HQ); six or eight for the company HQs (depending on whether there were two or three light companies plus the medium company in each battalion). The regiment would also be issued four Grosser Panzerbefehlswagen: two for the regimental HQ; two for the battalion HQs.

With its radio sets under armour, the vehicle had a wider utility. For example, three were issued to the communications platoon of an independent Panzer brigade's staff. These vehicles, and the two Grosser Panzerbefehlswagen also issued, were commanded by senior NCOs rather than officers. Kleiner Panzerbefehlswagen were also issued to motorised artillery regiments.

ACTIVE SERVICE

Four Kleiner Panzerbefehlswagen were supplied to the Nationalists during the Spanish Civil War, and one also served with Panzergruppe Döhne. It may have been a result of experiences in the field in Spain that led to the programme to retro-fit a cupola to all of the vehicles serving with the German Army.

Thereafter, the vehicle served in Poland, Norway, France, North Africa and the Soviet Union. On campaign in Poland, the large white Balkan crosses used to identify German tanks and the large white turret numbers proved to be excellent

Grosser Panzerbefehlswagen. Even though gun tanks such as the PzKpfw III were fitted with radios that could both transmit and receive, there remained a role for the armoured command vehicle; the latter were always fitted with a more extensive suite of radios than the gun tanks.

After the Battle of France, the Kleiner Panzerbefehlswagen was withdrawn from company level in the Panzer regiments, though it remained in service at regimental and battalion level until 1942.

The vehicle remained modestly useful in various utility roles, however. Such roles included that of armoured ambulance and


control vehicle for remotely-controlled mine-clearance devices. These vehicles ran until they were

“The large white turret numbers proved to be excellent aiming points...”

aiming points for Polish anti-tank gunners. Crosses and numbers were therefore toned down by smearing them with mud or overpainting in yellow. When the campaign was over, they were re-painted as white outlines.

As the war ground on, it also became apparent that the regimental and battalion prefixes to the turret numbers marked the vehicles out as being tactically significant. The prefixes were therefore changed for code numbers which disguised the vehicles' role. However, this affected few Kleiner Panzerbefehlswagen as it was steadily replaced by larger vehicles such as the

knocked out or broke down, and there were no more spare parts to get them going again.

One Kleiner Panzerbefehlswagen remains in preservation, at the Tank Museum in Bovington. This example was tropicalised, and has improved engine air filtration and cooling; the cooling ducts fitted to the engine bay doors have armoured covers to keep out shrapnel. The vehicle also has a large stowage box behind the superstructure, a fairly common addition, and when captured in the north African desert it had jerry can racks on the rear trackguards. 



After the Polish campaign, during which many German tanks were lost to anti-tank fire, Kleiner Panzerbefehlswagen were fitted with additional armour on their front faces in the form of 15mm thick plates. This view shows how holes were cut in the plates to clear the gun mounting and the vision ports and slits. The view also shows a pistol port above the driver's left-hand vision port; this was paired with one on the right. Pistol ports were only fitted to late production vehicles.

**key
SHOP**

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



www.keypublishing.com/shop

823/14

ARMOURGEDDON

TANK DRIVING & TANK BATTLES

- TANK PAINTBALL BATTLES
- TANK DRIVING TASTER
- DADS & LADS TANK DRIVING
- MILITARY VEHICLE DRIVING
- WOODLAND PAINTBALL
- ARCHERY
- AIR RIFLE SHOOTING
- QUAD BIKES
- CLAY PIGEON SHOOTING

ENTRANCE ONLY £5pp

MILITARY MUSEUM

10-4pm DAILY APRIL-OCTOBER

VISIT WWW.ARMOURGEDDON.CO.UK
OR CALL 01858 880239 TO FIND OUT MORE
 HUSBANDS BOSWORTH, NR LUTTERWORTH, LEICESTERSHIRE LE17 6NW

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.



TAKING THE LOAD

Transporting large vehicles to shows or just going to collect one post-purchase is the thing that puts off most prospective military vehicle owners. Scott Smith spoke to someone who looks to solve that issue



Craig Keeble has always had an interest in the military vehicle world, no doubt prompted by the time he spent in the armed forces driving anything from motorbikes to Chieftain tanks.

After leaving the military Craig decided to utilise his various driving skills and start off a profession in the HGV world – something he has undertaken for over a quarter of a century now.

You're probably wondering where this is leading to, but stick with it a second. With Craig's interest in military vehicles and with him driving HGVs for a profession he decided that he could combine business with pleasure and start providing a service

Left: The ramps are lowered and the job of loading can begin.



Above and right: Although Craig is sometimes tasked with loading vehicles himself this wasn't the case this time and here he guides the owner up the ramps and onto the back of the HGV trailer.

Left: Craig never quite knows what challenges lie ahead when picking up vehicles. This job required an off road reverse into a tight driveway as the road outside was a busy main route. Metal tracked vehicles aren't allowed on tarmac.

Below and below right: Making sure the load is correctly secured is something which is of vital importance – with Craig undertaking numerous checks to make sure that they are.



for those vehicle owners looking to transport their prized possessions around the UK and further afield.

"I ended up working for Alan Hindle transport as a driver after leaving the armed forces and I was with him for 25 years on and off before becoming a director," explained Craig.

"He retired four years ago and I bought

the company from him. It was at this time that I started to move a few more military items about – I used to move stuff for Brian

"People do come up alongside you and want to take an extended look – so it is another thing to be wary of."

Boyes and as I got to know other people in the military world I started to specialise in military vehicles."

Craig obtained his driving licence when he was 18 during his time in the Army. "I was an Royal Ordnance Corps vehicle specialist, driving anything from motorbikes to Chieftain tanks at the time. We had a wide variety of stuff you could drive and service, so you had to be pretty useful with everything. I also ended up spending two years out in Canada at



Above and right: HGV and military vehicle safely arrive at the showground in plenty of time and without any problems being encountered. Left: This Marder tank, the latest job for the company, is secured and ready to move.

Batts, in which time I got attached to REME Chieftain Armoured Repair and Recovery stuff, so I have quite a wide knowledge.”

BIGGER THE BETTER

Craig has three HGVs in his fleet operating under Hindle Hire Limited based in Bolton in partnership with tanks4sale, moving various pieces of military kit as the movement continues to grow.

He explained further: “Militaria is booming at the moment, along with 40s weekends – and my own fleet of classic vehicles has also grown. I own a number of different vehicles, including a Bedford MWC, Bedford OY, Bedford QL, Austin K3, a Shielder and a Polston anti-aircraft gun among other items

so I know what it is like when people want to take their vehicles to shows.

It’s this understanding of the scene and the potential problems involved with anything big and heavy that has earned Craig’s enterprise trust among the military vehicle fraternity. Said Craig: “It is quite

“Negotiating tight country lanes and small villages, even when you have planned ahead and looked on the map, can also be fun at times.”

humbling that people trust me with their prized classic vehicles, but having my own collection helps as I treat them as my own whilst in my care. It is also a big help to customers that they don’t have to be there when I’m collecting or delivering and they

can leave me to get on with the job.”

So that’s the theory, but to see how it all works in practice we joined up with Craig at last year’s Yorkshire Wartime Experience showground to accompany him on what’s probably a pretty typical pick up job.

After meeting Craig at the showground at just after 7.30am it was straight off to a small village on the outskirts of Hull in order to collect a rare piece of German WW2 armour – a Marder tank.

Something that would prove to be no problem with Craig being able to haul most pieces of armour – bar some of the more heavier modern pieces – behind his DAF tractor unit.

Although Craig keeps in constant touch with those who he is going to collect vehicles from, and often has a route planned out in advance, when heading towards a pickup it can sometimes throw up unexpected problems.



The load makes its way out of the driveway on the way to the showground – all within the space of 30 minutes since arriving at the site.



“There are times when things don’t exactly go to plan when we encounter a non-starter or where access is difficult,” explained Craig. “Negotiating tight country lanes and small villages, even when you have planned ahead and looked on the map, can also be fun at times.”

Also, said Craig, when it comes to metal tracked vehicles you have to remember that they can’t go on tarmac as they will simply cut it up. These are all things he has to consider on the way to a job.

MISSION ACCOMPLISHED

Having arrived at 9.30am the Marder tank was soon loaded, this time by its owner under the guidance of Craig, with the lorry being back on the road half an hour later with its 11-tonne load on the rear.

“One thing that you always need to

pay attention to is that the chains are in order and that the load isn’t going to slide,” Craig explained. “Then, during the journey, you are constantly watching your

load to make sure it is okay – I always pull over after a few miles and check everything is good with the load before carrying on again.”



Right: Craig quickly gets underway in undoing the various chains and straps which have secured the load on its journey. Below: Before he once again guides the vehicle off the back of his trailer.





Obviously, when driving any type of HGV care is needed, but with something like a tank on the back there's an additional worry involved. "People do come up alongside you and want to take an extended look – so it is another thing to be wary of."

This was Craig's twelfth trip in the build-


up to last year's Yorkshire spectacular and he was expecting another three or four days work afterwards in order to return the various items to their owners.

SHOW BUSINESS

It isn't just shows that Hindle Hire caters

for though – the company has also been involved in a number of film productions in recent years.

As Craig explained, "We've been fortunate to do some big stuff recently having worked on the *Edge of Tomorrow* film, which featured Tom Cruise, where we helped move a BDRM 2 and BTR-60 along with another Russian armoured car. We also moved some items to *The Expendables 3* launch and took armoured vehicles to the Cannes film festival, with Sylvester Stallone and Arnold Schwarzenegger riding on top of the vehicles as we drove them. More recently we've started to get some TV work here along with a Bollywood film as well! The private functions are also getting quite big now – it is surprising what people want at their events when it comes to vehicles."

So now when you're flicking through the classifieds or see a vehicle that strikes your fancy but you feel you won't be able to get it to a showground – look no further than getting in touch with Craig in order to help you along the way. 

COSTS AND CONTACTS

Haulage costs depend on the type of vehicle, whether it's a runner or not and mileage. Some parts of the country can be more difficult to get to than others, and access also plays a factor. As a very rough guide, a trip of 150 miles could cost in excess of £400 for an armoured vehicle. At the moment Craig can carry about 28 tonnes, but heavier loads can be accommodated with a bit of notice.

Said Craig: "As a military enthusiast myself I try to keep cost as cheap as I can for other collectors. I have regular customers who book me early for the shows that they are doing throughout the year, which does make it easier to plan, but I also get calls for spot hire."

If you want to find out more, call Craig on 07730 766245 or visit www.hindlehire.net. Alternatively, drop him an email at craig@hindlehire.net.



Above: Craig prepares to undertake another trip as he brings in another load ready for the show that weekend. Left: Another happy customer.

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

DAVE ALLEN TRANSPORT



Collection and delivery to and from shows/sales, commercial and military vehicles, etc. Winch for non runners. Short notice, evenings, weekends no problem. Fully insured.

Website www.daveallentransport.co.uk

E mail info@daveallentransport.co.uk

Tel: 07798 845112 and 01308 868741.

To advertise in this section
please call

BRODIE BAXTER

on

01780 755131

brodie.baxter@keypublishing.com

HINDLEHIRE LTD



Classic Military Vehicle

Transportation • Hire • Sales • Film • TV • Private & Corporate Events

Waterside Business Park, Smiths Road, Bolton, BL3 2PP

T: 07730 766245 E: craig@hindlehire.net W: www.hindlehire.net

For **Classic Land Rover** Enthusiasts

CLASSIC LAND ROVER PAGES OF LAND ROVERS FOR SALE
 ISSUE NO 37 £4.30
PRE-PRODUCTION ONE TEN
 CLASSIC COILER

THE WORLD'S BEST SELLING CLASSIC LAND ROVER MAGAZINE www.classiclandrover.com

A GRAND Day Out North York Moors greenlaning
FATHER AND SON The 80in with 50 years of trials history

SERIES IIIs:
 109in Station Wagon
 FFR Lightweight
 88in Winch
 109in Hard-Top

2,286cc ENGINE REBUILD
 Part 1: stripping and checking the engine

TECH AND TOOLBOX

- Replace wheelbearings
- Classic Wheels and Tyres
- Replace a bulkhead out

JUST £4.30

JUNE 2016 £4.30

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

June issue includes:

THE SUM OF ITS PARTS

A Series III 109in Station Wagon bought as an unfinished project and finished to a high standard

HEAVY LOAD

A Series III 109in hard-top restored in Northern Ireland

RADIO GA GA

A former Army of officer's labour of love, a fully working radio-equipped Series III Lightweight

FIVE DECADES OF FUN

The 80in that a father and son trialed for almost 50 years

KEEPING THE FAITH

Classic coiler; a youngster's 1989 Ninety project

AGRICULTURAL EVOLUTION

An agricultural engineer's 200Tdi-powered 86in pick-up

AND MUCH MORE

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



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



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



LIKE US ON FACEBOOK
 Search Classic Land Rover Magazine



FIND US ON TWITTER
 @CLReditor

ALSO AVAILABLE TO DOWNLOAD



SEARCH CLASSIC LAND ROVER

FREE APP
 IN APP ISSUES £3.99



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

Visit pocketmags.com for more information

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, 6, 6s, iPod Touch or iPad 1, 2 or 3, iPad Air, iPad Mini. 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. *UK on sale date.

www.classiclandrover.com



Above: BMD-1 airborne forces MICVs parked outside the Russian Parliament (the 'White House') on 4 October 1993 (Aleksei Mikheev).

MOSCOW, OCTOBER 1993 – THE MILITARY PARADE THAT WASN'T!

Jim Kinnear recalls first hand the fateful and rather chilling events during the 1990s in Moscow's Red Square

Throughout the Soviet era, the population of Moscow and other large cities in the former Soviet Union were treated to an annual 7 November military display of military might on Red Square, including tanks, secondary tracked and wheeled armoured vehicles and all manner of air defence and strategic rocket systems.

After the break-up of the Soviet Union in 1991 the military parades came to an abrupt halt; and with the single exception of a parade held on 9 May 1995 celebrating the 50th anniversary of the Victory in Europe in 1945 (VE Day) there were no post-Soviet parades involving military vehicles. This situation was to hold true in Moscow for almost two decades. Annual military parades including military equipment were re-instated by Russian President Putin in 2008, with these parades now being nominally held as VE Day commemorative parades on 9 May annually, rather than celebrating the Great October Revolution on 7 November as before.

There was, however, one other 'parade' of Russian armour in the streets of Moscow during the 1990s. Tanks and various armoured vehicles were deployed on the streets of Moscow in October 1993, but their purpose was far from ceremonial. History would record the events that unfolded in the autumn of that year as the 1993 Russian constitutional crisis, and it would give

of the Soviet Union, the fledgling Russian Federation was on the brink of civil war.

ON THE BRINK

The early 1990s was a tumultuous time in the newly constituted Russian Federation. After an attempted military coup in August

some great photo opportunities for the AFV enthusiast, but not in the most benign of circumstances. Two years after the break-up



Above: BMD-1s parked by the steps of the Russian Parliament building, blocking the slip road to the Moscow embankment and the river. (Aleksei Mikheev).



Above: BMD-1 and BTR-D based command vehicles outside the Russian Parliament building. (Aleksei Mikheev) Right: BMP-2 MICVs with their track guards removed patrolling near the city centre.

1991, premier Mikhail Gorbachov was forced to abdicate his leadership and the Soviet Union was dissolved in December of the same year. Boris Yeltsin assumed the mantle of president during what was for the country an economically and politically uncertain time. Armoured vehicles had been deployed on the streets of Moscow in 1991 when Yeltsin came to prominence, and were to be so again two years later. As tensions mounted between President Yeltsin and the Russian Congress of People's Deputies and its Supreme Soviet (i.e. the Russian parliament), Yeltsin on 21 September 1993 made the decision to dissolve parliament and announced that new and free elections would be held a few weeks later, on 12 December.

All of the above, and what followed had some personal significance for the author, who was at the time based in Moscow and lived directly opposite the Russian parliament building. The apartment phone rang early in the morning of Yeltsin's announcement, and my American boss informed me that as we now appeared to have either two governments or none, the days to follow might be 'interesting'.

All remained calm and normal for a



few days, and then it wasn't. The stand-off between President Yeltsin and the Russian 'rebel' parliament became increasingly acrimonious, with the latter, in retaliation for being dissolved, impeaching Yeltsin and declaring Russian Vice President Aleksandr Rutskoi as acting president of the Russian Federation. In the meantime foreign embassies and international companies

began to evacuate non-essential staff and families from the country. Anyone who has interacted with diplomatic missions abroad knows that when the trouble starts the staff of foreign embassies will be the first to bail and one need not expect anything of them,



Above: The BMP-2 MICV was introduced during the war in Afghanistan. These later production vehicles feature upgraded turret armour and new polyurethane filled track guards, providing increased stability in water.

then or for the most part at any other time.

On 3 October, fighting broke out in and around the Moscow mayor's office and the Ostankino Television Centre with its famous concrete tower that can be seen from most of the city. Television screens went blank as Moscow based transmissions stopped, shortly after the television complex had been stormed, pre-empted by a BTR-80 ramming through the glass entrance to the administration buildings. Looking back it is interesting to reflect how something as simple as television screens going blank can affect the psyche. That night in Moscow, news transmissions were replaced by silence bar for a few musical interludes. A few hours later the silence in central Moscow was broken by the rumble and vibration of approaching tank columns.

Below: BMP-2s during 'otboi' (breaking off from combat) and return to base.



RIDING OUT THE STORM

Embassies and foreign companies began their evacuations in earnest and random killings started in the streets as snipers appeared around the city, and in some cases scores were settled, a situation that was to repeat in Kiev in more recent years. One enduring memory is of one of our American personnel, instructed by security advisors based in offices safe in the US to assemble with the Moscow staff scheduled for evacuation by driving his car to the office. He replied sensibly enough that he was not about to drive a new Volvo with yellow '04' plates (denoting a foreign organisation owned vehicle and an American one at that) through streets lined with rooftop snipers and



Above: The T-80U tanks deployed in Moscow – military might solving what the politicians could not. Left: A BMP-2 on parade in Moscow on 9 May 1995, only 18 months after they were operationally deployed to put down an attempted coup.

with the potential additional inconvenience of meeting an armoured column coming the other way. He would, he insisted, dress down and walk to the office, which would take a bit longer but would be rather safer in the circumstances. My American boss, a Vietnam veteran, was of the opinion that staying put was infinitely more sensible than making for the airport. Besides, we had many personnel in other cities around the country that were effectively trapped. They, and some of the more seasoned Moscow based staff stayed on to ride out the storm that was not directed at foreigners, others fled the country in panic while of course letting the local staff go to work as usual. All of our personnel in country were kept safe and cared for by their Russian hosts.

The following day, on 4 October, units of the Russian Army, which had to this point remained neutral, sided with President Yeltsin, and Russian armour moved into the city to suppress the rebellion. Armoured columns led by T-80U MBTs and airborne forces BMD vehicles moved into Moscow along Kutuzovsky Prospekt from the west of Moscow where the famous ‘tank’ towns of Alabino, Naro-Fominsk and Kubinka are to be found. To this day there are conflicting versions as to the exact events which unfolded and who exactly operated the tanks (as the Army had resolutely refused to be deployed against the population). The overriding received wisdom was and remains that the Army was in 1993 deployed as an instrument to restore order to protect the people and not the State, and that the Russian Army was not about to go against the population, then or now.

MOVING IN

The T-80 tank columns moved in before daylight and took up position on the bridge over the Moskva river at the beginning of Kutuzovsky Prospekt, directly facing the Russian ‘White House’ parliament building, and as it happens also facing our apartment located in the block on the other side of the road. After a couple of hours stand-off during which the news of the military deployment

spread around the city, and the anti-Yeltsin forces located in the White House were given the opportunity to consider their changing circumstances, the first rounds were fired into the upper floors of the White House, which was soon engulfed in flames. The tanks continued firing live ammunition into the upper floors of the Russian parliament building over a period of several hours, and the country not for the first time teetered on the brink of civil war. The White House was ultimately stormed,

the city dispersed and returned to base as quickly as they had appeared. As the Wehrmacht at the gates of Moscow in the autumn of 1941 had not actually breached the city perimeters, the disorder of October 1993 went down in history as the deadliest street fighting within Moscow city limits since the Russian Revolution of 1917.

The events of October 1993 are as might be expected etched on the author’s memory and that of his family. On her way to work during the days of fighting (Russian stoicism

in the face of adversity has to be witnessed to be believed) my wife stepped over one unfortunate individual who had been shot dead by a sniper on exiting the metro to street level. Our apartment opposite the White House lost some of its windows due to the shooting, and

a single stray 7.62mm round was duly extracted from my older daughter’s bedroom wall. Some days later I phoned my wife who was for obvious reasons staying at her parent’s apartment elsewhere in Moscow at the time and asked her if everything was back to normal there. “Oh yes,” she said “if you consider having tanks sitting in the park as normal.”

Order returned to the city as instantly

“The disorder of October 1993 went down in history as the deadliest street fighting within Moscow city limits since the Russian Revolution of 1917.”

and the occupants surrendered in the late afternoon of the same day. Meanwhile, teams of Russian VDV (airborne) and Special Operations Troops (Spetsnaz) had been moving round the city hunting down and eliminating the snipers that had been terrorising the civilian population.

The situation was brought under control within hours rather than days, and the Russian military units deployed around



Above: T-80U tanks moving past the Russian Parliament Building that was reduced to a burned out shell by tank fire. (Praroslavie.ru)



Above: A T-80U moves past the historic Comecon building from which the former Soviet Union controlled the Warsaw Pact and its economies.



Above: The tank gun in this photograph is pointing directly at what was at the time the author's apartment. During the fighting all access to Moscow city centre was blocked by armoured columns; yet much of the rest of the city functioned as normal.

as it had disintegrated a few days before. Official figures cite that perhaps as many as 187 civilians were killed in street fighting and over 1000 injured, the real numbers will never be known. Yeltsin's multi-party elections were duly held on 12 December 1993, and ironically were won by the opposition. The streets of Moscow were once again back to being clogged with commuter traffic rather than tanks.

In May 1995, Russian tanks and armoured vehicles again moved down Kutuzovskiy Prospekt, along the same route by which they had been operationally deployed less than two years previously. This time the event was entirely ceremonial, celebrating the 50th Anniversary VE Day parade, and as such the tank columns did not proceed to shell the seat of government at the end of the parade....

With regard to the tanks, vehicles and equipment deployed during the short but bitter Moscow fighting in 1993, they included the then current T-80U MBTs which destroyed the White House (latterly humorously designated as the 'Black White House' by the local Moscow population for obvious reasons) and a range of secondary vehicles. VDV airborne forces equipment included BMD-1 airborne MICVs,

BTR-D tracked APCs and command and communications variants. BMP-2s formed the bulk of the MICVs that operated in the city. All manner of command and communications vehicles were deployed – including the aforementioned airborne chassis mounted systems and older vehicles such as BTR-60PU-12 vehicles based on the venerable BTR-60, the APC version of which had left service as a wheeled APC many years before the events described.

Though a depiction of events rather

that given a political vacuum or political weakness it could happen anywhere, a sobering thought in current times.

One final endearing memory of the events described is that during most of the fighting, even when the Russian Parliament building was being pounded by tank rounds, the local population would, often with family in tow, saunter down close to the action to take in the view. This peculiarly Russian mentality often comes to mind when Western press correspondents – usually based far from the scene of activity – mention that Russians for some reason or other are 'panicked'. In all the years the author lived in Russia he never once saw any

“BMP-2s formed the bulk of the MICVs that operated in the city.”

than a detailed description of the vehicle types involved, the situation described provides some context with regard to the actual purpose of armoured vehicles and their psychological effect when deployed in a civilian environment. For the author, the events of October 1993 were a sharp reminder that the veneer of civilisation that is taken for granted by most people most of the time is in reality wafer thin. If a country with a strict government regime where people are for good reason not inclined to take on the State can go from normality to the brink of civil war in a week, then one can imagine

Russian, male or female, young or old, panic about anything, it is just not programmed into Russian DNA, though patriotism certainly is.

Looking back, the events of October 1993 are distant and almost surreal, but the deployment of tanks in a capital city is something that is not easily dismissed from the memory. To this day the vibration of tank columns on the move during the now once more annual Moscow military parades brings a cold shudder to the author's spine.

The author would like to thank Aleksei Mikheev who kindly provided some of the photographs used in this article.



Above: The same T-80U MBTs back in Moscow 18 months later, this time for the 9 May 1995 VE Day parade. Left: The 9 May 1995 VE Day parade was held along Kutuzovskiy Prospekt, the very same road along which the tanks were operationally deployed in October 1993, the difference being that in 1993 they opened fire when they reached the city centre.

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

FREE APP
with sample issue
IN APP ISSUES £3.99

FREE Specials App



IN APP ISSUES
£3.99

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!

SEARCH:
Aviation Specials

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.



Available on iTunes



Available on the App Store



Available on Google play



Available on BlackBerry



Available on kindle fire



Available on PC, Mac & Windows 8

Available on PC, Mac, Blackberry and Windows 8 from



Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, 6, 6s, iPod Touch or iPad 1, 2, 3 or 4, iPad Air, iPad Mini. 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. 412/16

COMING IN NEXT MONTH'S ISSUE...



Watch out for these exciting features in next month's issue, on sale 16 June 2016

FAT BUSTER

John Blackman chats to the owner of this 1941 Chevy FAT and discovers what can be achieved where teamwork is involved

DOING THINGS BY HALF

Jim Kinnear looks at the evolution of Soviet half-tracks.

ON RECONNAISSANCE

David Fletcher profiles the historic wartime Morris that lasted longer than it should have done.

TALKING SHOP

John Norris visits the Shopland Collection.



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.

I can honestly say I would recommend the experience to anyone who has a good sense of humour. The experience was relatively painless and quite a lot of fun. In case anyone is considering shipping from the US west coast, a 40ft container will set you back around £5k door to door, it is slightly cheaper from the east coast. One factor I did not have to consider in this situation was the proximity of the vehicle to the port, America is such a vast country and whilst there are plenty of ports, just getting it from the middle of the country to the port could be a costly experience.

BEEN CHARGED £5,000 TO SHIP YOUR CONTAINER ??



Competitive tariffs for shipment of your automotive products worldwide.

Ro-Ro, containers, full or part loads by land, sea and air.

Ex-MOD shipments under licence ? We take care of HMRC formalities !

Chimera Agencies Limited, Stansted Airport, UK
 Tel + 44 1279 681460
 sales@chimera-agencies.ltd.uk



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

MILITARY MUCKABOUTS



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

Browning 50 cals	£325
Browning 30 cals	£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

Tanks, Trucks & Firepower Show



August Bank Holiday
 27th, 28th, 29th 10am – 5pm



An exciting day out for the whole family!

- Tank driving & firing display
- Tank & mini tank rides
- Pyrotechnic displays
- Over 150 military vehicles on display
- Armoury and gun firing demonstration
- Car crushing
- Children's rides
- Food & beer tent
- Arena events
- Stalls & much more

Dunchurch, Rugby, CV22 6NR - Camping available Tel: 07885 115341 or email: sallybaker@hotmail.com

DISCOUNTED TICKETS ONLINE
 tankstrucksandfirepower.co.uk



PlasmaPart ALL PRICES INCLUDE VAT & UK DELIVERY
 www.PlasmaPart.com

PlasmaOne 40 Pilot 40A
 Single phase
 Pilot arc 4m torch
 14mm clean cut in steel
 17mm severance in steel

NEW! 1 Year RTB Warranty
Only £439

NEW Range 50A Pilot Only
£499

115- x 1- x 22-
 4 1/2" slitting discs from
 66p each with free delivery!

We stock most abrasives and will beat any quote for equivalent quality discs call us for a deal

PilotPro Plasma Cutters

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

Only £589

60% duty cycle at full power
 2 Year Warranty

Pilot Pro 50A
 Single phase
 Pilot arc 6m torch
 21mm clean cut in steel
 25mm severance in steel

Only £729

We are a plasma cutter specialist, if you need advice, spares, parts & information or would like to see our full range please call us

PlasmaPart Inverter MMA Welders

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

Only £279 2 Year Warranty

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

Only £399 5 Year Warranty

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

Only £2179 3 Year Warranty

Plasma cutters from £389 including VAT
 we now stock a huge range of quality abrasives including superb Simasa Diamond blades Unico Cutting, Grinding, Flap & Slitting Discs

REALLY BIG MACHINES...

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

Many more products online or call us

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

Sat Nav
0844 822 80 40 0844 822 80 48 Unit 1, NG12 5HN

FREE GIFT

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

FREE!

TANK SPOTTER'S GUIDE BOOK

WORTH £4.99



Invented during World War I to break the grim deadlock of the Western Front trenches, tanks have gone on to revolutionise warfare. This pocket guide gives the reader all of the essential information on 40 of history's premiere tanks, including the Tiger, Sherman, Panther and M1A1 Abrams. Each tank is presented with a detailed drawing to aid recognition. **128 pages, softback.**

OR

CLASSIC MILITARY VEHICLE MUG

WORTH £4.99

This high-quality plastic travel mug allows you to take your favourite magazine on the road with you!



395/16

AMERICAN READERS



Readers in the USA may place orders by telephone toll-free 800-428-3003 or fax 757-428-6253 or by writing to:

Classic Military Vehicle, 3330 Pacific Ave, Ste 500, Virginia Beach, VA 23451-9828

Alternatively, order online at:

www.imsnews.com/cmV

quoting/entering code CMV516

MAKE HUGE SAVINGS

when you pay by easy Direct Debit – just **£11.99** every quarter or **£46.44** per year plus **FREE Tank Spotter's Guide or CMV Mug!**

Free gift is only available on Direct Debit with a minimum 2 year subscription.

YES, I would like to subscribe to

PAYER'S DETAILS

Title _____ First name _____ Surname _____
Address _____
Postcode _____ Country _____
Email address _____
Please complete to receive news updates and offers from us by email.

DELIVERY DETAILS (IF DIFFERENT)

Title _____ First name _____ Surname _____
Address _____
Postcode _____ Country _____
Email address _____

Please send gift card tick here Tank Spotter's Guide CMV Travel Mug

SPECIAL OFFER (PLEASE TICK)

	12 FOR THE PRICE OF 10	24 ISSUES FOR THE PRICE OF 21 - PLUS FREE GIFT
UK	12 issues <input type="checkbox"/> £47.30	24 issues <input type="checkbox"/> £89.99
Europe	12 issues <input type="checkbox"/> £55.00	24 issues <input type="checkbox"/> £99.99
USA	12 issues <input type="checkbox"/> \$79.99	24 issues <input type="checkbox"/> \$137.50
Rest of the World	12 issues <input type="checkbox"/> £59.99	24 issues <input type="checkbox"/> £99.99

PAYMENT DETAILS

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

Please debit my Mastercard Visa for £ / \$

Expiry date _____ Security Code (3 digit code on reverse of card) _____

MMYY _____

OFFER CLOSE DATE: 30 JUNE 2016 PLEASE QUOTE: CMV616

Signature Today's date

INSTRUCTION TO YOUR BANK OR BUILDING SOCIETY TO PAY BY DIRECT DEBIT

Please tick: UK Direct Debit Quarterly £11.99 Annual £46.44

Key Instruction to your bank or building society to pay by Direct Debit **DIRECT Debit**

Please fill in the form and send to:
Key Publishing Ltd, PO Box 300, Stamford, Lincolnshire, PE9 1NA, UK
Name and full postal address of your bank or building society

To: The Manager Bank/building society
Address _____
Postcode _____

Name(s) of account holder(s) _____
Branch sort code _____
Bank/building society account number _____

Service user number: 6 5 8 9 6 0
Reference: _____

Instruction to your bank or building society
Please pay Key Publishing Ltd. Company Direct Debits from the account detailed in this Instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this Instruction may remain with Key Publishing Ltd. and, if so, details will be passed electronically to my bank/building society.

Signature(s) _____
Date: _____

Banks and building societies may not accept Direct Debit Instructions for some types of account.

Direct Debit UK only. If paying by Direct Debit please send in form. Payments are accepted by Direct Debit, cheque, Postal Order, Credit Card and US Dollar check. Payments by credit or debit card will be shown on your statement as Key Publishing Ltd. Key Publishing will hold your details to process and fulfil your subscription order. Occasionally we may wish to contact you to notify you of special offers on products or events. If you do not wish to receive this information please tick here or mention when calling. Gift subject to change. Any alternative gift will be of equal or higher value. Should you cancel your subscription earlier than an invoice will be raised for the full price of the gift.

The War And Peace Revival

19th - 23rd
July 2016



The greatest celebration of military vehicles and vintage lifestyle in the world

5 Day Spectacular!

- Tanks & Heavy Armour
- WW-2 Motorcycles
- Historic Battle Re-Enactments
- Arena Events
- Classic Cars
- Steam Engines
- Vintage Tractors
- Living History
- Vintage Dining
- Home Front & Animal Farm
- Camping With Day And Night Entertainment
- Model Displays



Folkestone Racecourse, Kent, CT21 4HX

Email: info@warandpeacerevival.com or speak to the team on: +44 (0) 1258 857 700

www.warandpeacerevival.com





With just two months to go the programme for this year's TANKFEST, including special guests, has been confirmed.

The event will start at 9am when visitors can explore the Living History encampments and traders village, with militaria and TANKFEST souvenirs on sale.

At 10.30am a day of displays will begin with the Museum Director arriving in style, followed by the 'Shock and Awe' of a pack of Leopard tanks. The morning will also see the modern British Army display, an array of post 1950's recovery vehicles and the competitive Tank Pull Challenge.

Historian David Fletcher will be delivering a live Tank Chat from



The World War Two mock battle will make an explosive finale.

INSIDE...

- MEET CLEMENT ARNOLD
- 'TANK MEN' NOW OPEN
- BUY A TIGER
- TANK 100
- WHAT'S ON



the middle of the arena, looking at the First World War Mark IV tank and the current British Army Challenger 2.

There will be an unparalleled display of historic armour in the afternoon; Shermans, Stuarts, the Panzer III, Tiger 131, T-34 and the Matilda I are just some of the tanks that will be on show.

The afternoon's displays will also see a Leopard 2A4 taking to the arena, kindly lent by the Historic Collection of the Royal Dutch Army, in cooperation with the National Military Museum of The Netherlands.

Off the arena, an original Second World War Douglas C-47 Dakota from the RAF Battle of Britain Memorial Flight will be flying over Tankfest on both days. Inside the Museum the FBI and SWAT team will be landing at TANKFEST, with a talk on Armour in the FBI.

Don't forget to visit the Tank Park, where many of the shows vehicles are parked before entering the arena, and the World of Tanks gaming stations in the Vehicle Conservation Centre.

Last year's event was sold out and visitors are strongly advised to book their TANKFEST tickets well in advance to avoid disappointment. **T**

At the time of going to print there are still TANKFEST tickets available.



The Dutch Leopard 2A4 will be making its TANKFEST debut.

FROM THE EXHIBITIONS MANAGER



Sarah Lambert

My role as Exhibitions Manager is to oversee the research, design and installation of all The Tank Museum's gallery displays – including our latest exhibition, *Tank Men*.

In recent years, a number of new exhibitions including *Warhorse to Horsepower*, *Fury* and *Tank Factory* have opened to visitors. This year, of course, marks a special anniversary: 100 years since the first use of tanks and our newest exhibition, *Tank Men: The Story of the First Crews* has been launched to mark this.

The exhibition focuses on personal stories and eight crewmen in particular. Their stories have been researched over the last 18 months using a variety of sources including the museum's own archive, and other organisations ranging from the Western Front Association, University of Southampton and the Royal College of Surgeons. Of most use however, has been the fantastic level of support from the families of the eight crewmen who have provided photographs, documents and recollections of their tank ancestor. Their input has made a real difference to the way the crewmen's experiences have been presented and has undoubtedly resulted in an emotionally powerful exhibition that puts the story of people firmly at its centre.

'Powerful and moving, really

Continued on page 2...

FROM THE EXHIBITIONS MANAGER

CONTINUED...



Relatives presented to Princess Anne at the opening of Tank Men

helps gain a perspective on the bravery of all involved.'

-Visitor book entry, March 2016

'I loved reading the history of the first tank regiment and seeing all the pieces donated by the families of these men. Makes it all the more real and not just something you read about.'

-TripAdvisor comment

This approach will be something we look to repeat in future exhibitions. The Second World War Hall will undergo redevelopment over the next five years and we will be looking to include personal accounts from the 1939-45 generation of tank men to feature with our unique collection of Second World War vehicles.

Before that project begins I can now announce that our 2017 exhibition, which be installed next spring, will consist of a unique line-up of German Tiger tanks. For the first time ever, Tiger 131 and the Museum's two King Tigers will be joined by at least one loan vehicle: an Elephant from the U.S Army Centre of Military History. Discussions are ongoing about the loan of further vehicles to make a more complete line up of the Tiger family of vehicles which will tell the story of those who faced these legendary and mythical machines in action.

With these projects in the pipeline, in addition to smaller-scale displays and continual maintenance and upgrades, the exhibitions programme continues to be a challenging but rewarding area of the museum's operation to work in. T

S. Lambert
Sarah Lambert
Exhibitions Manager

TANK MEN

EXHIBITION OPENED BY HRH THE PRINCESS ROYAL



HRH The Princess Royal has opened a new exhibition at The Tank Museum marking the centenary year of the first tank attack in history.

Tank Men: The Story of the First Crews focuses on the stories of eight men who crewed tanks during the First World War. The exhibition features Elliot Hotblack, Sydney Hadley, Archie Smith, Basil Henriques, Walter Ratcliffe, Albert Baker, Clement Arnold and Dorset born Cyril Coles - examining their wartime exploits and the impact the conflict had on their lives through accounts and personal artefacts held in the Museum collection.

Alongside the personal stories, the Museum is redisplaying what is the finest collection of First World War tanks in the world - including the world's only surviving example of the Mark I tank.

On opening the exhibition, HRH The Princess Royal said; "I hope all of you will find something in it which is different, interesting and makes you want to come back." T



TAKE HOME THE TIGER

The Tank Museum's most famous exhibit has been immortalised in a limited edition Lego-style model.

Fans of the infamous Tiger 131, which features in countless YouTube videos combining millions of views, can now buy, unbox and build their very own version of the iconic Second World War tank to keep forever.



The 500 piece kit, which is ideal for younger and older enthusiasts alike, was specially produced for The Tank Museum by Polish manufacturers Cobi, who have created a range of historic tanks using their Lego compatible building block system.



The model will be sold all over the world, with revenue from the specially licensed creation supporting the continued preservation of Tiger 131.

The limited edition Tiger 131 models are now available from The Tank Museum's online shop or at in-house at The Museum's Gift Shop. T

IN BRIEF

The Tank Museum has been successful in securing nearly £20,000 worth of funding from the Art's Council's PRISM fund to support the overhaul of its Second World War tank, Matilda II.



Matilda II dominated the battlefield in the early stages of the North African campaign, during the Second World War, and was regarded as a superb tank in its day. Its appearance on the battlefield prompted the German's to start the Tiger programme.

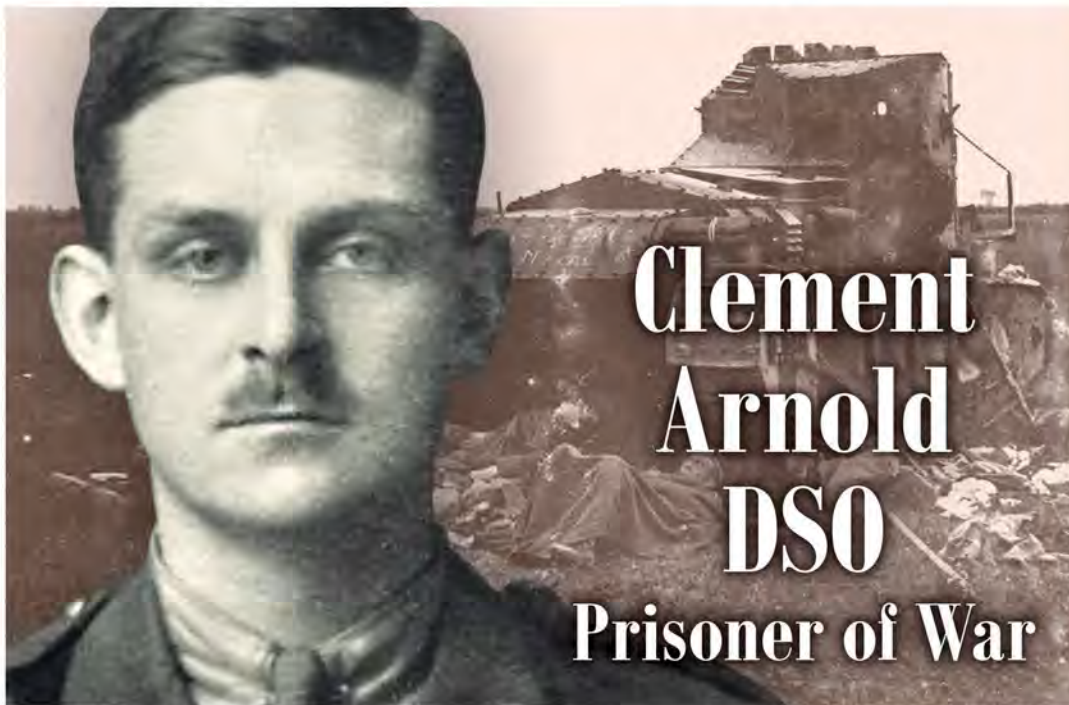


The Museum's Matilda II had been part of the Museum's historic running fleet and displayed to the public for many years. This funding will assist in the purchase of materials and specialist services necessary for this kind of overhaul. To follow the progress of the restoration, see our website and follow our social media channels.



The Tank Museum and Armortek are record breakers!

TankMOD, which took place at The Tank Museum in October 2015, saw the setting of a new World Record for the largest gathering of 1:6 scale tanks. 81 Armortek models were assembled for display by their owners at the event, all martialled by the Armortek team. TankMOD returns on 8 October. T



Clement Arnold DSO Prisoner of War

Clement Arnold was one of four brothers from a Llandudno family who volunteered to fight on the outbreak of war. All were commissioned, decorated and survived the First World War. His story features in the new exhibition, Tank Story: The Story of the First Crews.

Arnold's most notable action of the First World War came during the Battle of Amiens, a battle which marked a major turning point for the Allies on the road to victory. On the first day of the battle, 8th August 1918, Arnold was in command of

The fresh air revived us and we all got up and made a short rush to get away from the burning petrol. We were all on fire. We rolled over and over to try and extinguish the flames!

hit my shoulder and neck, and knocked me down. When I came to, there were dozens all round me, and anyone who could reach me did so and I was well kicked!

On escaping from the burning tank, Arnold and his crew were met by a mob of furious German soldiers, seeking revenge for the death of their numerous comrades. Arnold's driver was shot and killed and he and his gunner were savagely attacked.

A German officer, Ritter Ernst von Maravic, intervened to stop the attack and saved the life of Arnold and his gunner, who were taken prisoner. Arnold showed his gratitude by gifting von Maravic his watch, given to him by his father for his 21st birthday.

The two made contact again in 1931, and formed a close, unlikely friendship. During one of their visits von Maravic returned the watch to Arnold.

Arnold was awarded the Distinguished Service Order medal for his actions in Musical Box.

The Museum holds a number of Arnold's personal possessions including his medals, the rear door key to Musical Box, his wrist watch, and cigarette box bearing his initials. All of these personal items are now on display in the new exhibition. **II**



Von Maravic and Arnold reunited in the 1930s. Von Maravic returned the watch that Arnold had given him in 1918 to show gratitude for saving his life.

The watch Arnold's father gave him for his 21st birthday.

his Whippet tank 'Musical Box'. As the other tanks in their troop were knocked out, Musical Box became the lead tank.

Arnold ordered his crew to drive across the German lines of fire whilst engaging a German artillery battery with machine gun fire, causing considerable damage. Inevitably the tank attracted machine-gun fire which punctured the spare fuel cans on the roof and caused petrol to run down inside the cab. Two shells then hit the tank, causing the petrol to ignite.

After the war Arnold recalled;

'Petrol was running down the inside of the back door. Fumes and heat combined were very bad. I was shouting to driver Carney to turn about when the cab burst into flames. I managed to get the door open and drag out the other two men.

'I saw numbers of the enemy approaching from all round. The first arrival came for me with a rifle and bayonet. I got hold of this and the point of the bayonet entered my right fore-arm. The second man struck at my head with the butt end of his rifle,



The key to Arnolds Whippet Tank, which he named 'Musical Box'.

WHIPPET

FACT FILE



While heavy tanks were designed for direct attacks against enemy trenches the Tank Corps also wanted a lighter, faster tank to work with the cavalry over open country.

Designed by Sir William Tritton and built by Fosters of Lincoln the Medium A, or Whippet, was first proposed in September 1916. A prototype was ready in March 1917 and it made its way on to the battlefield a year later.

The Whippet was a difficult tank to drive; it had two engines, two clutches and two gearboxes but it was fast at 8mph (by 1918 standards) and very manoeuvrable in skilled hands.

Despite being conceived to work alongside the cavalry, in practice it wasn't a feasible solution. When the going was good, the horsemen galloped on ahead leaving the Whippets behind. When German machine guns starting firing, the Whippets could go ahead ignoring the bullets while the cavalry had to dismount and take cover.

200 Whippets were built. However high loss rates of the tanks meant that equipping more than two battalions wasn't possible. Inside, the tank was very hot and uncomfortable with fumes wafting back from the engines. Indeed it became so unpleasant inside that both battalions arranged to operate each tank with two crews on an alternate day basis.



LET'S TALK TANKS: Tank Chat #9, presented by David Fletcher, features the Whippet Tank. You can find this and other Tank Chats on our YouTube channel. **T**

FROM THE EDITOR



Nik Wyness

The Tank Museum is involved in a range of activities marking centenaries relating to the introduction of tanks in the First World War.

The launch of our new exhibition was followed by the launch of the Tank 100 blog (tank100.com), which will become a unique resource for content related to the tank in the First World War. Why not contribute yourself? We're particularly looking to collect stories and recollections of tank men. Perhaps you have information on the service of a relative? We would be very interested to hear about them and the stories they told. You can submit articles and images to tank100@tankmuseum.org.

A day after its appearance at TANKFEST, our Mark IV replica will be travelling to Thiepval where it will feature in the multi-national commemorations marking the first day of the Battle of the Somme. The 'tank' is also a key feature of a plan being devised to mark the centenary of the first tank attack on 15 September with a special appearance in London. Keep an eye on our website and social channels for details, which will be published when confirmed. Two days later, on Saturday 17 September, we will be hosting Tank 100 - our commemorative event held in association with The Royal Tank Regiment.

Finally, TANKFEST is on course to sell out again ahead of the event. Tickets are still available at the time of writing, but there are less than half remaining. Please ensure you buy now to avoid missing out - and if hoping to pick up a ticket on the day please check our website for information before you set off. Sadly if old out in advance, there will not be any tickets available on the gate. T

Nik Wyness

Nik Wyness
Editor



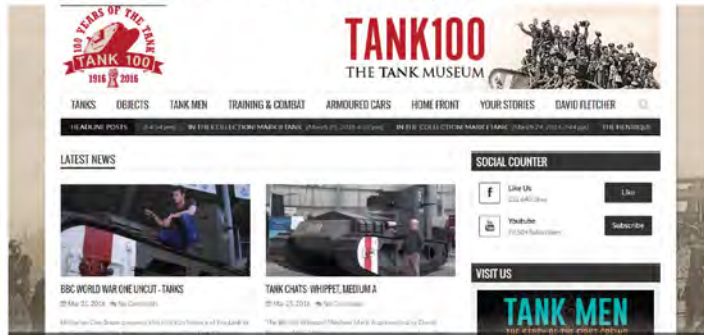
September 2016, will mark 100 years since the first tank attack in history, which took place at The Battle of Flers, on 15 September 1916.

On 17 September 2016, in partnership with the Royal Tank Regiment, The Tank Museum will be commemorating this historic anniversary with a full day commemorative event.

A vehicle display in the Museum arena will feature the British Army's latest

equipment, as well as a demonstration of the vehicles used during the history of the Royal Tank Regiment. Visitors will also have the opportunity to see a First World War battle re-enactment, featuring infantry, replica First World War tanks and an aircraft display from the Great War Display Team.

The day will end with a short commemorative service, to remember those who fell on that historic day a century before. T



TANK100.com The Tank Museum has launched a commemorative blog to mark the 100th anniversary of the tank's introduction during the First World War. With contributions from experts including David Fletcher, the site is a deal for researchers or tank enthusiasts wishing to find out more about the tanks, tank crews and tank battles of First World War. Visit tank100.com for find out more.



Warfare Through the Ages returns to The Tank Museum for two days of action packed historical re-enactment.

See some of the country's finest re-enactors performing drills, recreating battles and sieges in the Kuwait Arena, all with accurate period dress and weaponry. Then explore their encampments, taking you back to the Medieval, Napoleonic and Civil War era as well as the two World Wars. For more information see tankmuseum.org. T

SUBSCRIBE FOR FREE!

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



WHAT'S ON



28 May - 5 June 2016

May Half-Term

Get hands on with a series of demonstrations, trails, talks and tours.



25 - 26 June 2016

TANKFEST 2016

The world's best display of moving armour returns for 2016! Tickets available to book online now.



23 - 24 July 2016

Attack of the Daleks

A special visit from Doctor Who's arch enemies, with talks, demonstrations and sci-fi stalls.



21 July - 4 September 2016

Summer Holidays

Don't miss Tanks in Action displays every weekday at 1pm, as well as craft activities and tours.

IT'S SHOWTIME!

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

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

accept no liability for errors or omissions in this list.

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



MILITARY-VEHICLE EVENTS

2016

May

CHIPPING STEAM FAIR

Date: Sat/Mon 28-30 May 2016

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

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

OVERLORD MILITARY SPECTACULAR

Date: Sat/Mon 28-30 May 2016

Location: The Lawns, Forest Road, Denmead, Hants P07 6HS

Contact: www.solentoverlord.co.uk

DEBACH AIRFIELD MUSEUM ROAD RUN

Date: Sun 29 May 2016

Location: Grove Farm, Clopton, Woodbridge, Suffolk, IP13 6QS

Contact: Richard 07850 078432, www.493bgdebach.co.uk

PENDLE POWERFEST

Date: Sun 29 May 2016

Location: Nelson & Colne College, Nelson, Lancs BB9 7YT

Contact: Chris Walker pendlepowerfest@gmail.com

June

WICKSTEED AT WAR

Date: Fri/Sun 10-12 June 2016

Location: Wicksteed Park, Barton Road, Ketering NN15 6NJ

Contact: Tim Hawks, tim@wicksteedatwar.co.uk, www.wicksteedatwar.co.uk

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: 0789 90 25 091, amy@ashdowncamp.com, www.ashdowncamp.com

KEIGHLEY ARMED FORCES DAY

Date: Sun 19 June 2016

Location: Victoria Park, Keighley

Contact: Andrew Spence chair.kafa@gmail.com

ARMED FORCES DAY – CONSETT

Date: Sat 25 June 2016

Location: Laburnham Avenue, Consett DH8 5T

Contact: George McKay consett.chairman@bl.community

BLACKPOOL ARMED FORCES WEEK

Date: Mon/Sun 20-26 June 2016

Location: various Blackpool

Contact: Ian Carr ian.carr@blackpool.gov.uk

TANKFEST

Date: Sat/Sun 25-26 June 2016

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

Contact: www.tankmuseum.org



July

BUCKFASTLEIGH STEAM RAILWAY MILITARY WEEKEND 40s FESTIVAL

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

FLYWHEEL FESTIVAL

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

1940s EXPERIENCE

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

HOLLOWELL STEAM & HEAVY HORSE SHOW

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

CAPEL MILITARY VEHICLE SHOW

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

YORKSHIRE WARTIME EXPERIENCE

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

THORPE CAMP 'WE'LL MEET AGAIN' EVENT

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

OWESTRY CLASSIC & VINTAGE TRANSPORT RALLY

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

ACKWORTH STEAM RALLY

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

WOODHALL SPA '40s FESTIVAL

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

OLD FORD RALLY

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

WAR AND PEACE REVIVAL

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

WELLAND STEAM FAIR

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

August

BASTON IN THE BLITZ

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

MILITARY & FLYING MACHINES SHOW

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

YANKS ARE BACK IN SADDLEWORTH

Date: Sat/Sun 6-7 Aug 2016
Location: Saddleworth School, Uppermill OI3 6BU
Contact: Paul Smith 07480 117685, www.wv2events.co.uk

COBBATON VJ WEEKEND

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

COMBINED OPS MILITARY AND AVIATION SHOW

Date: Sat/Sun 13-14 Aug 2016
Location: Headcorn Aerodrome, nr Maidstone, Kent
Contact: www.headcornevents.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 Edgcombe Country Park, Cremyll, Cornwall
Contact: Gwen Jenkins 07807 497819

TANKS IN TOWN

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

WINGS & WHEELS

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

MILITARY ODYSSEY

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

TANKS, TRUCKS & FIREPOWER SHOW

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

September

THE VICTORY SHOW

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

TANK EXPERIENCE DAY

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

November

BROOKLANDS MILITARY VEHICLE DAY

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

MILITARIA EVENTS, AUCTIONS, ETC

**Government surplus sales
Witham Specialist Vehicles**

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

Ramco UK

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

FORTHCOMING MILITARIA EVENTS 2016

May

NORFOLK MILITARIA FAIRS – THETFORD

Date: Sun 22 May 2016

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

Contact: 07596 436260, www.norfolkfairs.com

June

STRATFORD UPON AVON MILITARIA & MEDAL FAIR

Date: Sun 12 June 2016

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

Contact: Mark Carter 01753 534777

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 12 June 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chathammilitariafairs.co.uk

July

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 10 July 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chathammilitariafairs.co.uk

GHQ MILITARIA FAIRS

Date: Sun 17 July 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

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

August

YATE MILITARIA FAIR

Date: Sun 7 Aug 2016

Location: Yate Leisure Centre, Kennedy Way, Yate nr Chipping Sodbury, Bristol BS37 4DQ

Contact: Mark Carter 01753 534777

GHQ MILITARIA FAIRS

Date: Sun 14 Aug 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 14 Aug 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chathammilitariafairs.co.uk

September

WOKING MILITARIA FAIR

Date: Sun 4 Sept 2016

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

Contact: Mark Carter 01753 534777

GHQ MILITARIA FAIRS

Date: Sun 11 Sept 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 11 Sept 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chathammilitariafairs.co.uk

CHELMSFORD MILITARIA FAIRS

Date: Sun 25 Sept 2016

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

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

NORFOLK MILITARIA FAIRS – THETFORD

Date: Sun 25 Sept 2016

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

Contact: 07596 436260, www.norfolkfairs.com

October

GHQ MILITARIA FAIRS

Date: Sun 2 Oct 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

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

HACK GREEN HANGAR SALE

Date: Sun 9 Oct 2016

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

Contact: Lucy Siebert lucy@hackgreen.co.uk

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 9 Oct 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chathammilitariafairs.co.uk

STRATFORD UPON AVON MILITARIA & MEDAL FAIR

Date: Sun 30 Oct 2016

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

Contact: Mark Carter 01753 534777

CHELMSFORD MILITARIA FAIRS

Date: Sun 30 Oct 2016

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

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

November

NORTHERN MILITARY EXPO

Date: Sun 6 Nov 2016

Location: Newark County Showground NG24 2NY

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

ALDERSHOT MILITARIA & MEDAL FAIR

Date: Sun 6 Nov 2016

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

Contact: Mark Carter 01753 534777

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 13 Nov 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chathammilitariafairs.co.uk

MALVERN MILITARIA FAIR

Date: Sun 20 Nov 2016

Location: Three Counties Showground, Wye Hall, Malvern

Contact: 01743 762266, www.militaryconvention.com

YATE MILITARIA FAIR

Date: Sun 27 Nov 2016

Location: Yate Leisure Centre, Kennedy Way, Yate nr Chipping Sodbury, Bristol BS37 4DQ

Contact: Mark Carter 01753 534777

December

CHELMSFORD MILITARIA FAIRS

Date: Sun 4 Dec 2016

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

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 11 Dec 2016

Location: Historic Dockyard, Chatham, Kent

Contact: James 07595 511981, www.chathammilitariafairs.co.uk

GHQ MILITARIA FAIRS

Date: Sun 18 Dec 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

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



After 17 years of processing Milweb's classified adverts, it was a fairly safe bet that April would see an upturn in the number of vehicles coming to market. Right across the board, there has been frenetic activity from sellers and

plenty of eager buyers too. We had five BSA M20s come up for sale – all by private sellers and not ones we had seen before. Other motorcycles up for grabs this month included a 16 Air Assault Honda XR250 R, a very nice and 100% original 1936 DKW SB 200

from Michel Clements, a fully restored 1943 Zundapp KS750 and an Excelsior Welbike Mk2 from Airborne Garage.

JEEPERS CREEPERS

The American economy, it is said by wiser men than Trump, is judged by the level of pickup sales. In our hobby though, inevitably it is judged by Jeep sales. And it's been Jeeps-a-plenty in April, ranging from projects at just £3750 to a high end restoration Ford GPW at £23,500. So all tastes and budgets are catered for. The influx of Jeeps from the USA is continuing, which is great news for the spares sellers. An American dealer who supplies UK resellers told me he is still finding at least one Jeep a week in California – where, of course, the climate doesn't rust them as fast as other regions. But we haven't had any Hotchkiss projects this month.

This month's entry level GMC came in at £4250 for a short wheelbase model complete with Set 7 making it a very viable proposition. And there are far fewer restoration project GMCs around now; only a handful of those 1970s surplused GMCs in Europe that were for a long time prime candidates for collectors, have been kept in anything other than outdoor



Andrew Butler's superbly restored 1940 BSA M20 offered at €8,500.



Czech-built T54 – yours for around £55,000 in the UK.

conditions. The vast majority have been cut up for scrap and most of the ones on the market are older restorations needing another revamp. It is sad to see these old trucks disappear, but there was never going to be a big enough hobby to save them all.

SCORING A CENTURY

Understandably this year, the Great War is undergoing a renaissance of interest, with an active market in genuine WW1 vehicles. Several GMC trucks and a Pierce Arrow ambulance that came on the market were snapped up within days and we look forward to seeing them on the show circuit.

At 100 years old or more, collectors and restorers of Great War vehicles often have little to start with when they embark on a project, so anything vehicular from that era is of interest.

That said, they are not necessarily all that valuable as it is still a very small market. In recent years it seems that more Great War vehicles (and aircraft) have emerged from their obscure hiding places than since the hobby began.

In fact it's our vintage tractor and farm machinery collecting friends who it seems have saved many

of these from the elements, waiting for the right and committed Great War collector to come along.

DODGING THE ISSUE

Half-ton Dodges are certainly getting more attention than a few years ago and a lovely early VC3 Pickup at £15,250 ready to rally with a host of spares, reflects their true value (see Opening Shot on page 4). Though it is certain a half-ton Dodge didn't land on D-Day, they did see action in WW2, both with the Americans and also the Allies.

There are not many T54s running in the UK so when one came in at £55,000 fully equipped, it created a lot of interest – and it's about as big a Soviet tank as you would want.

I should thank the meddling bureaucrats at the EU for seriously damaging the UK Deactivated Weapons market and hurting all the traders who relied on this previously buoyant industry. This 8 April brought in the almost unworkable EU standard for deactivation – it is a lower spec than



Nice GMC at £4250.

the current UK one, but as usual the EU knows best. The UK lawmakers cowed down and accepted it, despite serious concerns from the Home Office and Proof Houses – who currently cannot certificate

as we understand it, it is not currently an offence to own one. We advise readers with deactivated weapons to join the DWA (www.dwa.org.uk). The organisation is working tirelessly to protect our rights and

“An American dealer who supplies UK resellers told me he is still finding at least one Jeep a week in California.”

limit the damage of this draconian and badly worded legislation.

The show season is now fully under way,

to EU standards! To add to the misery, it seems the offence of ‘selling a defectively deactivated weapon’ (in other words, one without an EU certificate) looks like it will be on our statute books in time for War and Peace. But though selling or gifting UK certificated deactivateds is now illegal

with War and Peace Revival, Wartime in the Vale, Yorkshire Wartime Experience and Combined Ops leading the list of ‘must do’ military vehicle events in the coming months. All of these shows have a tangible positive effect on the military vehicle market – so go support them!



1940 Dodge VC3 Pickup for £15,250.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			TREND
					LOW	HIGH	AVERAGE	
SOFT-SKIN VEHICLES								
AM General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£29,000	£45,000	£37,000	–
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£5400	£6000	£5700	▲
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£2250	£3250	£2783	–
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£4750	£4625	–
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£7000	£12,995	£10,165	▼
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£4500	£6115	£5575	▼
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£29,000	£45,000	£37,000	▲
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£5950	£10,500	£8335	–
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£4250	£7995	£5992	▲
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£3000	£8900	£5633	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£10,500	£16,000	£13,436	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£8500	£8250	£8333	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£3750	£23,500	£14,815	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	–	£3500	£7450	£5440	▼
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£9000	£6500	▼
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£5000	£6995	£5997	–
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£8500	£15,500	£10,890	▲
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3500	£5499	£4198	–
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£2500	£14,500	£4513	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£3350	£9000	£6700	–
WHEELED ARMoured VEHICLES								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£10,000	£18,450	£14,727	▲
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£9500	£21,000	£15,415	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£12,750	£14,000	£13,333	–
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£10,000	£26,000	£18,000	–
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£11,500	£16,500	£13,687	▲
TRAILERS								
¼-ton (for WW2 Jeep)	–	–	–	–	£350	£1000	£675	▲
¾-ton British (for Land Rover)	–	–	–	–	£345	£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.



**WARTIME
IN THE VALLE**

**BBMF
Flypast**

400+
Military
Vehicles

Meet the cast of
Allo Allo



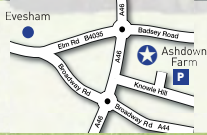
ASHDOWN WW2 CAMP
18 & 19 JUNE 2016

Cherished
Vehicle
Insurance
Classic Military
Vehicle Insurance

Organised by Ashdown, sponsored by the MVT & Cherished Vehicle Insurance



- ⊕ Re-enactors ⊕
- ⊕ Tanks ⊕
- ⊕ Classic Cars ⊕
- ⊕ Children's Fair ⊕
- ⊕ Food & Bar ⊕
- ⊕ 40's Entertainment ⊕
- ⊕ Arena Events ⊕
- ⊕ Armoury ⊕
- ⊕ Battle (Sun.) ⊕
- ⊕ Militaria Stalls & Vintage Stalls ⊕



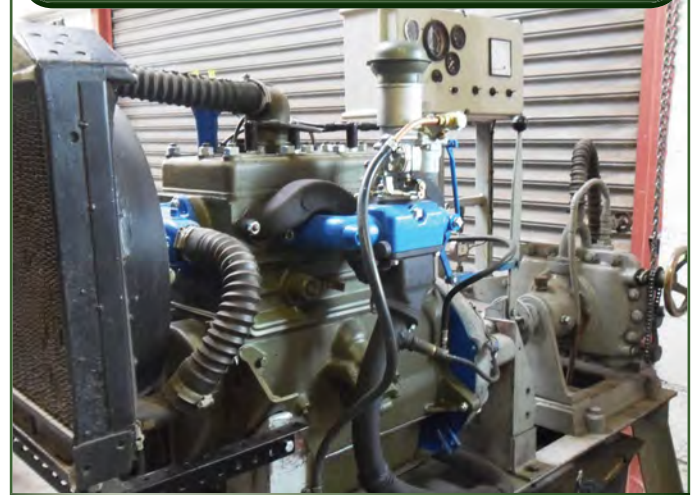
⊕ Adults £10 ⊕ Children £5 ⊕ Family £25 ⊕ Concessions £5 ⊕
Call Amy 0789 9025091, email alj78@msn.com or visit

WWW.ASHDOWNCAMP.COM

Ashdown Farm, Badsey, Nr. Evesham, Worcestershire, WR11 7EL
Just 200yds off A46, AA signposted, gates open 10.00am daily

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

WICKSTEED AT WAR

10-12 JUNE 2016
9AM - 5PM

**FREE ENTRANCE
TO THE SHOW.**
(CAR PARKING CHARGES APPLY)

U.S. ARMY CHECKPOINT

**RE-ENACTORS
WELCOME**

BEST IN SHOW AWARD
SPONSORED BY:

Checkpoint Charlie Re-enactment • Military Vehicles • Tanks
Re-enactor Groups • Arena Displays • Tank Display Team
Stands and Trade Stalls • Mini Tank Rides • Victory Ball (Sat.)
Vehicle Restoration Demonstrations • Full size Spitfire (Static Display)
BBMF Fly Past (Spitfire/Hurricane Sat, Lancaster Sun)

COLD WAR RE-ENACTORS AND VEHICLES BOTH
US, UK & EASTERN BLOCK REQUIRED

Follow us on Facebook:
Wicksteed at War

Wicksteed Park, Barton Road, Kettering, Northants NN15 6NJ
Military and non military camping available.
Car Parking for Wicksteed Park from **£6.00**
For exhibitor, re-enactor and stallholder information go to www.wicksteedatwar.co.uk

BADGES

BRITISH AUTO CLUB Hamburg british motoring club Rhineland force of occupation Germany 1946-1950 car badges enamel finish £100 pair post free 0208 3997541 SB54429

BRITISH AUTO CLUB



Hamburg british motoring club Rhineland force of occupation Germany 1946-1950 car badges enamel finish £100 pair post free 0208 3997541 SB54429

BOOKS AND MANUALS

WHEELS AND TRACKS MAGAZINE, the complete set 1-75, most in hardbound volumes, mint condition £100 Tel 0114 236 1124 (Sheffield) SB4431

432 MK1 APC Servicing schedule in binder, user handbook also in binder £20 both post paid. Janes military vehicles and ground support equipment £15. Convoy pennants Blue, Yellow, 2 Green Å£10. Tel: 07711 956049, S Yorks. SB54212

JEeps / LAND ROVERS

JEEP GRAND CHEROKEE LIMITED V8 5.9 AUTO 4X4 1998 PETROL, 95% full leather interior, American import, left hand drive, needs battery and a good clean up, MOT Feb 2017 £950 ono Sheffield 01142 686354 SB54469

WILLY CJ2A, EARLY 1946, 95% complete. Needs hood, seat, swabs, column change rear PTO, 5 new tyres, 12 volt M38 engine. F.U.H unregistered. Have pre-nova paperwork, £9000 OVNO, Tel: 07771 658136, Email: HNK967@googlemail.com West Midlands SB53940

MILITARIA / MISC

THE SMALL-BOOK FOR CYRIL HUDSON



The Queens Reg RW Surrey, No 11035 1914, £30 post free, Tel: 0208 3997541 Surrey AS111245

MASCOTS

GUY BUS TRUCK MASCOT



in polished all finish, excellent condition £85 post free. Tel: 0208 3997541 SB53734

MILITARIA / MISC

VINTAGE ROSS LONDON MONOSCOPE SPOTTING SCOPE



Monocular 1st World War marked with arrow, 5 inch long No 73930, no case, £80 free postage Tel: 07398015688 West Sussex SB54400

BRITISH AMMO BOX



1954, WW2 303 Ball Ammo Box. Ply wood sides, top, metal reinforced. Has later date 17-5-54 on side. £25.00 Tel: 07526 715335 West Sussex SB53742

MOTORCYCLES AND CYCLES

HARLEY DAVIDSON, WLC 42, Restoration project, engine and gearbox rebuilt by Fred Warr. New saddle bags, fenders and crash bars. Need some additional work, Contact for price, Tel: 01760 755053, Email: grant.jukes@btinternet.com. Norfolk SB53990

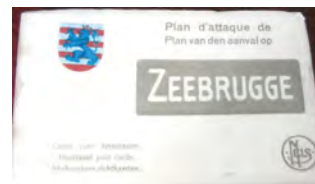
MILITARIA / MISC

TANK TRANSPORTER



Thornycroft Mighty Antar with centurion tank, no 660/651 Dinky supertoy, no damage £75 post free Tel: 07398 015688 West Sussex SB53938

ZEEBRUGGE ATTACKED



1st World War 22/23 April 1918 20 post card in original uniform pack 1-20 numbers on card £60 post free. Tel: 07968 659967 Surrey SB53937

To advertise email: cmvads@keypublishing.com

SOLDIERS OWN DIARY, 1919



with original pen. Nice condition unused £25 post free. Tel: 07534 431198, Surrey SB54217

CLANSMAN EQUIPMENT



Large batch sold as one lot: 2 working radios, 3 vehicle harnesses, cables, headsets, handsets, amplifiers, backpack frames, antennas etc. Can read full list over phone, good stock for stallholder etc. £425 Tel: 07711 956049 S Yorks AS111231

US NORDLAC



1970's American black leather shoulder holster complete with all straps. Vietnam bra as used by Helicopter crew and Tankers. COLT NOT INCLUDED. £55 Tel: 07526 715335 West Sussex SB53741

DROP BASKET, 1944, BRITISH AIRBORNE WICKER PANNIER



Marked S.C.W.B on webbing. In excellent condition, no wood worm. £1100 Tel: 01206 212019 Email: pew.kz@btinternet.com Essex SB54215

CLASSIC MILITARY VEHICLE To advertise in the **FREE ADS** just fill in the form and send to:
CMV Free Ads, Key Publishing, PO Box 100, Stamford, Lincs PE9 1XQ
 Call: **01780 755131** Fax: **01780 757261**
 Email: cmvads@keypublishing.com
 Visit our website: www.keypublishing.com

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

FOR SALE

MILITARIA / MISC

DROP CONTAINER



Drop Container, Repro drop container with original parachute (Red). Ideal for re-inactment £800

Tel: 01206 212019

Email: pew.kz@btinternet.com
Essex

SBS4213

MODELS

COLLECTION OF MILITARY MODELS



Selling my models 1 /43 scale GMC 353 Towing Truck, £26 + postage, GMC 353 Petrol Tanker, GMC 353 Box Van £35 + postage, Studebaker Truck £65 + postage. Please contact after 5pm on 01280 701266,

Email: gradusm@aol.com,
Northamptonshire

AS110612

TRAILERS/TOWING

SANKEYWIDE BODIED TRAILER,

1980, £200. Also Royal Navy 1/2 Ton Trailer, NATO and Jeep type hitches £75.

Tel: 01420 23484 Evenings only, Surrey

SB54209

SANKEYWIDE TRACK TRAILER 1980

£175.00. also royal navy trailer made by R.M Trailers £75.00 1973

Tel: 01420 23484

SB54435

2 WHEEL TRAILER WHEEL FOR SALE



Spare wheel, 2 ramps, payload

1300 kg, ideal for Jeep Transport, registration documents.

Email: herve.denis.42@gmail.com

Ciney, Belgium

AS109518

SOFT SKIN VEHICLES

FANTUZZI SIDE LOADING FORK LIFT FORD HD DIESEL FOUR LITRE.

weighs seven ton, lifts four ton, power steering £2750 ono, exchange antique car or truck in any condition, Sheffield 01142 686354 SB54469

To advertise email:
cmvads@keypublishing.com

VEHICLES AND PARTS

JEEP REBUILD PROJECT, GPW Chassis

frame with original transmission and running gear, fitted later bodysell with serial no prefixed H, 12 volt conversion, some spares. Dry storage, buyer collects, £6000 Gtr Manchester 01204 593218

SB54436

G.M.C TAVERN



£2950, Ex MOD, chassis CAB rebodied with box. 6 1/2 Litre turbo diesel as fitted to humvee. Auto 4WD. Low miles, drives well. Ideal farm or shoot vehicle.

Tel: 07774 420364

Harlow, Essex

AS111005

CHEVROLET - C15A



1943, 8000 Euros, Very good condition, good tyres, new tarpaulin, ready to use. All registration documents, price by arrangements, Pire, 156, Rue Du Commerce, 5590 Coney, Belgium.

Email: herve.denis.42@gmail.com

SBS3716

WANTED JEEPS



Willys, Ford and Hotchkiss

Any condition Considered

www.willysjeepuk.co.uk

Phone: 01548 521278.

AS109193

1960'S DKW AUTO UNION MUNGA,



Full set of 8 new cushions (for 2 front & 2 back seats). Upholstered in Nato Green Canvas. £395 + P&P,

Tel: 01253 762262

Lancashire

SBS3672

VEHICLES AND PARTS

FIVE HOTCHKISS WHEELS AND TYRES



Loads of tread left on road tyres, spares not so good. All good condition, road legal. £250.

Possible delivery.

Tel: 01243 697539,

Email: martin.fayling.uk@gmail.com

Bognor Regis

SBS3672

ALVIS MK1



Good condition throughout, no rust or rot, also many spares 2x wheel stations & 4 x wheels & tyres, 2x bevel boxes, 1 radiator, good example of a stalwart, Kent

07818471980

SBS4604

To advertise email: cmvads@keypublishing.com

WHEELS FOR TILLY TRAILER



These wheels are used on

Tilly's & trailers used by the para's.

Very good condition. £140.00

Contact Trevor Cox on 01234 822006

or e-mail: coxaerials@gmail.com

SBS4505

DODGE WC52, £9,500



Ful maintenance records since purchased in 1997. Low mileage since engine rebuild in 2004. Imported from Norway in 1994, originally used as a fire truck on airfield. Would consider exchange for 40's ex- military staff car. Please contact Bob on 01902 850021, Email: bobliz@fsmail.net.

AS110763

SPARES

BEDFORD MJ, DEFENDER 90/110,

Series 3 spares. Sorry no engines.

Gearboxes axles panels but spares thereof. Phone for free list. £1,000 of new spares will sell for £250 the lot. Tel: 07858

784713, SE London

SB53737

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

BOOKS / MANUALS

WORKSHOP MANUAL / DRIVERS MANUAL for Humber 1 Ton FV1600 Series. Wanted: 1 Ton Radio or GS Truck. Tel: 07779 470957. Notts. SB53838



www.keypublishing.com

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

MILITARIA/MISC

ANY UNMADE OR MADE PLASTIC MODEL KITS WANTED. Also diecast tank, AFV & aircraft models, uniform military books and de-activated weapons. Write 27A The Grove, Biggin Hill, Kent TN16 3TA. Contact Number 07973 885754 AS109608

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.

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

VEHICLES AND PARTS

SCAMMELL PIONEER, 1943. Wanted complete front windows or brackets to open windows. Side indicator or drawings of same. Front rollers for winch rope. Tel: 07740 042079, N Ireland SB53839

Wanted for 1942 Willys Jeep, tool box lid and trailer light cable, female socket that fits to rear body panel. Tel: 0776601360136 SB54434

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

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 will only run free of charge adverts for weapons etc if proof of deactivation can be supplied. 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

25th & 26th JUNE

TANKFEST


WORLD OF TANKS
IN ASSOCIATION WITH



THE WORLD'S BEST
DISPLAY OF MOVING
ARMOUR

TANKFEST IS A SPECIAL EVENT - ANNUAL PASSES ARE NOT VALID OVER THE WEEKEND



Registered Charity no: 1102661

THE TANK MUSEUM
tankmuseum.org | Bovington | Dorset

Classified



SERVICES

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



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>

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



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!

MALVERN LAND ROVER SHOW & 4x4 SPARES WEEKEND



THE THREE COUNTIES SHOWGROUND • MALVERN • WORCS • WR13 6NW

on SAT/SUN 4th & 5th JUNE 2016

OUTDOOR CLUB DISPLAYS & TRADE STANDS plus

indoors in the excellent Severn Exhibition Hall!

Arena, winch displays & commentary • Bar and catering

Family weekend camping from only £40, single camping from £25.



TWO DAY TRADE & AUTOJUMBLE PLOTS
ONLY £50 OR £25
SUNDAY ONLY

Electric hook ups available,
proper onsite showground facilities,
toilets and showers etc.



LOTS of clubs and trade already booked
in! Show admission:

Advance Adult £7.50, u15's free.

Well behaved dogs on leads welcome.

Show tickets, camping and traders book online www.4x4sparesday.co.uk

or call our office **016974 51882**

Event Organised By The Newbury Spares Day Team • Europe's Biggest Land Rover Autojumble



Commercial, Personal & Household
0121 422 2282
Specialist Vehicle & Multi Vehicle
0121 506 6040



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...

FOUR OF A KIND

The jeep-like 'Mighty Mite' was powered initially by a Porsche-sourced air-cooled engine and was praised for its light weight and versatility. Indeed, it was one of the first vehicles of its kind to feature an aluminium body. Other unique features include a front and rear limited slip diff, chromium cylinder liners and inboard drum brakes (which must have been a nightmare to service). It was used exclusively by the Marine Corps and here it's seen as a 105mm recoilless rifle carrier, an ambulance, a passenger vehicle and a regulation 'jeep'. Reportedly, its maker, American Motors, got into trouble with the US government for sourcing a 'foreign' engine and subsequently developed its own air-cooled V4 (the AMC-V 108). The photograph, kindly sent in by Alby Anderson, is dated 24 March 1953 and was taken in Quantico, Virginia. 



MILITARY ODYSSEY

KENT SHOWGROUND

27th, 28th & 29th
August 2016

Open 9:30AM- 5:30PM
Arena Events
Start At
10:00AM

Detling, Nr Maidstone
Kent ME14 3JF
On A249
Accessible From
M20 Jn7 or M2 Jn 5



2016

August Bank Holiday Weekend

Free parking

Pure Family Entertainment

Living History

Come and see the whole showground brought to life
with history!

More to see and do than you can cover in one day

With all types of historical
goods, collectibles and crafts

For further information and advanced tickets visit

WWW.MILITARY-ODYSSEY.COM

TEL: 01268 772448

Tickets can also be purchased
at any of the days at the gate

Strictly Limited Edition

**1/6th
SCALE**

ARMORTEK

Made in England

**Morris Commercial
C8 Quad – MkII/III**



- Prototypical C8 dual chassis
- Moulded rubber tyres on split rims
- Leaf springs
- Ball bearing wheels
- Fully de-mountable body shell
- Glazed windows
- Crew cab with seats
- Working winch*
- Fully enclosed gear box
- Space for batteries to be housed in body
- Supplied with canvas to make roof and seat covers
- Designed for 4 wheel drive

* motor supplied as part of motion pack



Radio Controlled

* Supplied as a detailed all metal kit, with motors/electronics and special effects as optional extras.

£1,980* +P&P
ORDER NOW
for delivery Summer 2016!

Measurements:

Length - 750mm (29 1/2")
Height - 380 high (15")

Width - 360 wide (14")
Weight - 27 kilos (60lbs)



Kompact Kit

EASY TO ASSEMBLE SCALE ALL METAL KITS

Superb Metal Models *By Armortek*

IN STOCK

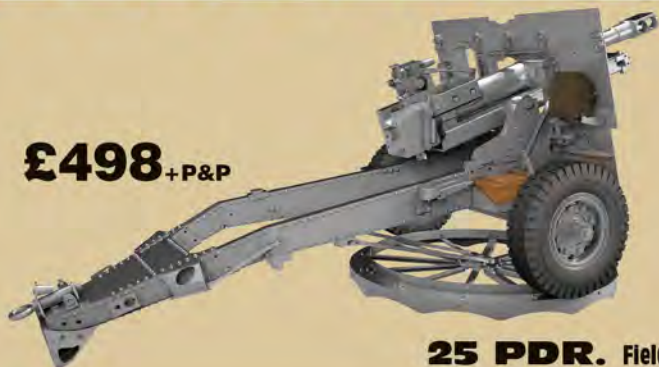
FAST DELIVERY

£768 +P&P



17 PDR. Anti-Tank Gun

£498 +P&P



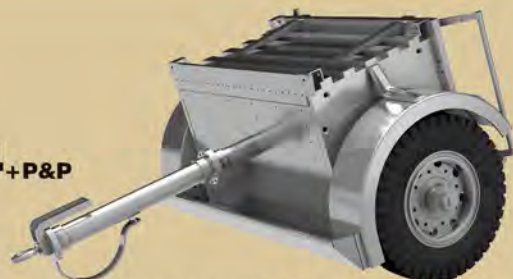
25 PDR. Field Gun

£996 +P&P



**Pak 43/41
8.8cm Anti-Tank Gun**

£294 +P&P



Ammunition Limber

For more information and detailed pricing visit our website

www.armortek.co.uk | e-mail: sales@armortek.co.uk | Tel: +44 (0) 1404 892956



Illustration and graphic design by www.studiomitchell.co.uk