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Contents

04 OPENING SHOT!
 Starting with the ever popular WW2 Dodge G502 ¾-ton weapons carrier.

06 REVIEW
 A round-up of current military-vehicle news, views and correspondence.

12 INDIAN WARS
 ★ **COVER STORY** ★
 Assembled from a pile of bits this Indian 741B is testament to the determination of its owner. But, as John Blackman explains, the manufacturer itself didn't enjoy such a successful outcome.



19 BUILT FOR THE BUSH
 ★ **COVER STORY** ★
 David Fletcher looks at the somewhat bizarre LVT-3 Bushmaster.

24 PLAYING THE WAITING GAME
 ★ **COVER STORY** ★
 Scott Smith meets the owner who took a painstaking 18 years to restore this glorious Humber 1-ton GS truck.



32 GUNNING FOR IT!
 ★ **COVER STORY** ★
 John G Teasdale explains the importance of the Panzerkampfwagen I Ausführung A and B gun tanks.



39 BELGIUM'S LAND ROVER
 ★ **COVER STORY** ★
 Alain Henry de Frahan looks at the 'Belgian made' Minerva.

FRONT COVER

Page 24, Scott Smith sees the fruit of an 18-year Humber restoration.



44 RUNNING REPAIRS
 ★ **COVER STORY** ★
 Tim Gosling looks at the specialist vehicles used by the US Army Mobile Ordnance Repair Shops during WW1.



51 SWEET AS A NUT
 ★ **COVER STORY** ★
 John Norris cracks open the history of the Alvis Acorn fast scout vehicle.



56 LATIN LOVELY
 Reader Peter Leslie tells us about the restoration of a twenties Lancia armoured personnel carrier.

58 OUT & ABOUT WITH CMV
 Dave Hardway reports for *CMV* on New Zealand's Wings Over Wairarapa show.

68 COMING NEXT
 Find out what's in store in the next issue.

70 IT'S SHOWTIME
 The 2015 military vehicle event calendar.

72 THE MILITARY VEHICLE MARKET
 Latest insider news from the MV marketplace.

74 MV PRICES
 Our very own military vehicle price guide.

82 ECHOES OF WAR
 Swampy – the longest serving Scammel Pioneer in military vehicle history.

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OPENING SHOT

DODGE WC-51 WEAPONS CARRIER

Probably second only to the Jeep in the 'WW2 military-vehicle to rally' popularity stakes is Dodge's G502 ¾-ton weapons carrier, either in its without winch (WC-51) or winch equipped (WC-52) forms. By the way, you can't convert a WC-51 into a WC-52 by simply bolting on a chassis extension and a Braden winch; the WC-52 had a different, longer frame.

This vehicle is, obviously, a WC-51, one of 123,541 manufactured. A couple of changes were made during production mainly aimed at making it easier for the driver to get in and out despite the position of the spare wheel. It isn't visible in this photo of a particularly nice example on the beach at Weymouth in Dorset, close to where thousands of US troops embarked for the Normandy beaches, but from August 1943 a storage compartment on the left-hand side was deleted to give the driver a few more inches wriggle room.

Photograph by John Blackman





NEWS & REVIEW

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

Despatches



I like oddities and was particularly enamoured by the ultra rare GAZ BA-64 two-man scout car that I spotted at War and Peace Revival last year. With its peculiar sloping armoured body, it looked pretty menacing but must have been even more scary for the driver, cocooned in semi darkness with almost zero visibility and sat, legs akimbo each side of the gearbox on a makeshift chair perched rather precariously above the propshaft.

Just imagine the thrill I got then when opening a stiff backed brown envelope from *CMV* reader Peter Leslie from Staffordshire containing pictures of an equally bizarre vehicle from the twenties. I didn't know what it was at first, but reading Peter's accompanying letter soon convinced me of its rarity. It's actually a Lancia armoured personnel carrier and it looks every bit as terrifying as the GAZ with its slab-like design, pillbox front visor and rather strange metal fence 'pen' on top. You can read more about it on pages 56-57, but in the meantime, if you've stumbled upon anything just a bit different, I'd love to hear about it. You can email me at the usual address, namely ian.cushway@keypublishing.com

I hope you enjoy the issue.

Ian Cushway



NEW SHOW AT BICESTER



Pictures: Amy Shore



Following on from the success of various military gatherings last year – and indeed January's Sunday Brunch Scramble, dubbed Icicle Run in our March 2015 issue report – Bicester Heritage is to host its very first major public access event this 20-21 June.

Flywheel is a brand new show celebrating British endeavour and the unique location at Bicester aerodrome in Oxfordshire, now under the care of Bicester Heritage, is likely to attract a host of historic road and racing cars, aircraft and, of course, classic military vehicles.

Said a spokesperson: "Of course one of the biggest attractions of this event is its actual setting – held at the UK's best preserved WW2 bomber station complete with original wartime buildings, hangars, air-raid shelters and a 300 acre flying site with no marked runways, it provides the perfect backdrop to proceedings. Celebrating three parallel themes of motoring, aviation and military endeavour the event promises to take the best elements of air shows and historic motoring to create something new in a very special location."

Meanwhile, for classic car aficionados, Flywheel will offer the spectacle of peerless machines being driven on Bicester Heritage's wartime loop, unfettered by grandstands or Armco barriers.

In addition there will be live period music as well as various other attractions about which we'll be able to provide more details nearer the time. It's also worth keeping an eye out for more information on the official show website at www.flywheelfestival.com.

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RARE SCHWIMMWAGEN UP FOR SALE

A 1943 KDF 166 described as being in original condition and having been owned by the same family since the late sixties has been spotted for sale in Poland.

The amphibious version of the Type 86 Kübelwagen, known as the Schwimmwagen, first appeared in 1940 and was fitted with a five-speed gearbox, four-wheel drive and a sealed, doorless body which was capable of carrying four soldiers. A speed of 50mph (80km/h) was possible on land and 6.2mph (10km/h) in water. In its aquatic role, a retractable gear-driven propeller was lowered manually to engage with a dog clutch attached to a power take-off from the engine.

The Type 166, which broke cover in 1942, featured a shorter wheelbase and was lighter than its predecessor, and its 1131cc engine used a Solex 26 VFJ carburettor fed by twin front-mounted petrol tanks which contained 24 and 26 litres of fuel. In this guise it was a relatively sophisticated and well-equipped vehicle compared with the land-based

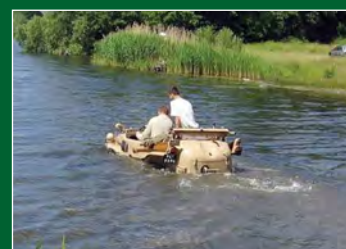


Kübelwagen. As such it was much sought after during WW2 and because supplies were very limited most went to the SS, initially on the Russian front. Only 14,283 had been made at the KfF-Stadt factory and by Porsche at Stuttgart when production ceased in 1944.

Inevitably, many of the ones seen at

shows, like the example being enjoyed here at War and Peace Revival last year, are replicas but the vehicle featured below, according to the seller, is an original. In the description, the vendor adds that all the metal is original and almost no rust was found during the restoration.

And the price? A cool £72,500...



BACK TO SCHOOL!

In 2014 over 2500 local school kids visited The War and Peace Revival Schools' Day, and this year even more youngsters will take part with the 2015 programme covering all eras from the Great War to the current conflict in Afghanistan.

Of course 2015 is a particularly significant year, with the 75th anniversaries of the Dunkirk evacuation and the Battle of Britain, and the 70th anniversary of the end of WW2 all being celebrated. This year War and Peace will also be marking the 200th

anniversary of the Gurkhas' service to the British crown.

Said organiser Rex Cadman: "We are looking forward to welcoming back pupils from Kent schools to our fifth annual Schools' Day. Many schools return year after year underlining just how much importance they place on our Schools' Day as part of their learning curriculum. Last year we unveiled the WW1 trench systems, which proved to be very popular with pupils and this will be on display again this year."

As we all know, thousands of military vehicles including tanks, artillery, armoured and amphibious vehicles, cars, Jeeps, bicycles and motorbikes – as well as emergency vehicles and commercials – will gather from around the world to enjoy the five day energy sapping extravaganza at Folkstone Racecourse this 22-26 July (www.thewarandpeacerevival.co.uk). Don't forget, day tickets are undated and if you buy before 12 April you'll save 20% on ticket prices!



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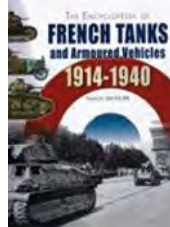
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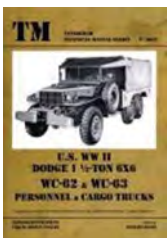
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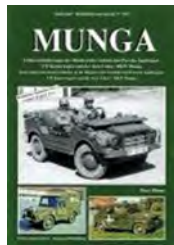
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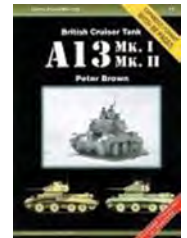
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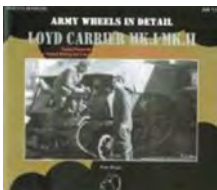
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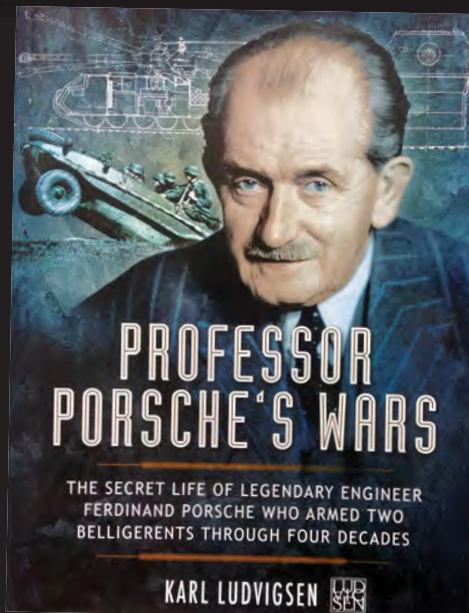
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Renowned military author Karl Ludvigsen provided *CMV* readers with a fascinating insight into Porsche's input into early German tank design last issue but now you can read the full story in his latest tome, *Professor Porsche's Wars*.

We all associate the Porsche name with fast cars and the VW Beetle, of course, yet there is another side of his extraordinary career – namely his innovative influences in the design of military vehicles and machinery. In this field too he excelled and his vision and versatility is examined in Karl Ludvigsen's definitive history of the man and his many works.

Porsche's work for the military spanned the first half of the twentieth century, from the early 1900s and through the Great War, when he was managing director of Austro Daimler, and the 1920s and '30s when he was deeply involved in military engineering projects for Mercedes-Benz and others. Throughout WW2 he was one of the key designers to whom Adolf Hitler turned for a decisive technical advantage on the battlefield.

In this new book Karl Ludvigsen tells the complete story, detailing Porsche's relations with the Third Reich and the stream of advanced creations that



resulted, including the Kübelwagen, Schwimmwagen, the Type 100 Leopard tank, the controversial Ferdinand tank destroyer and the colossal Type 205 Maus tank. He also includes Porsche's involvement in the development of tank and aero engines and even his work on the V-1 flying bomb, for which he designed a turbojet engine.

Crammed with information, original photographs, illustrations and drawings, we reckon it's an essential addition to any military vehicle enthusiast's reference library.

WW2 BMW MOTORCYCLE AT AUCTION

As we commented on a few issues ago, lots of military motorcycles get a civvy street makeover – and that seems to be the case with this 1942 era BMW R75 motorcycle with sidecar which goes under the hammer at the Hermann Historica spring sale which takes place in Munich on 12 May 2015 (www.hermann-historica.com). Apart from the fact that it was registered as a military machine originally, nothing is known of its service history – but maybe the prospect of doing a bit of detective work might add to its appeal. The starting price is a very humble 18,000 Euros (roughly £13,000), and given the excellent exchange rate at the moment, it might well be worth a punt.



JEEPERS CREEPERS!

Who said restoring old Jeeps was a new phenomenon? Well, according to this picture, fettling of this much-loved military vehicle classic started back in the late forties...The shot of this refurbished G503, is likely to have been taken at NAS, Agaña, Guam circa 1947. The restoration work would have been performed by the Naval Construction Battalion Detachment 1506. We wonder how much they were selling them for...



HAVE CAR, WILL TRAVEL...



Men from Headquarters 10th Air Force use an open cab GMC 2½-ton CCKW to load a staff car into a Curtiss C-46 Commando at Piardoba airfield in India (near the Burmese border) on 15 July 1945.

We believe the staff car is a Ford. Note that the wings have been removed for clearance into the C-46.

Piardoba airfield was built in 1942 and

handed over to the British colonial government in September 1945 at the conclusion of WW2. During its tenure as a US base, Piardoba hosted the 462nd Bomb Group and then several groups from the 10th Air Force. The airfield was originally built as a B-24 base but changed to a B-29 base in 1943. Interestingly, the 462nd initially had problems operating the B-29 out of Piardoba due to the extreme ambient temperatures and overheating problems with the bomber's radial engines. These problems were resolved and in 1944, B-29s from Piardoba were used in the first bombing campaigns against the Japanese mainland since the Doolittle raid.

In this photograph, the Headquarters 10th Air Force was being relocated to Wujiaba airfield near Kumming, China.
Nigel Hay



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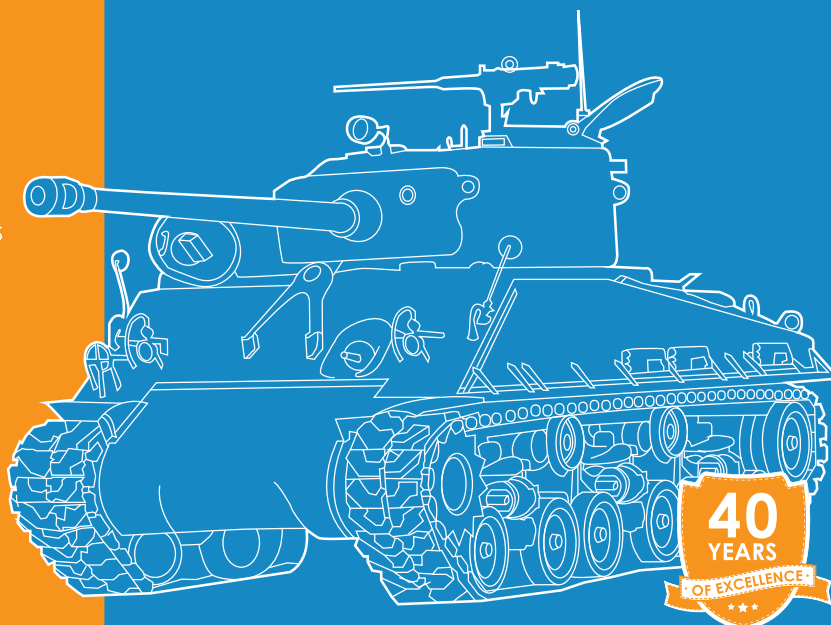
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INDIAN WARS

John Blackman takes a close look at Mike Pickett's Indian 741B and outlines the company's troubled history



Looking at the photos of Mike Pickett's Indian 741B it's hard to appreciate that when he first clapped eyes on the rare motorcycle it was no more than a mound of bits and pieces stored in crates, plastic boxes and ice-cream cartons. "I bought it about three years ago from Andy Tiernan Classics (www.andybuysbikes.com) at Framlingham in Suffolk," he explains. "I'd actually gone there intending to buy a BSA M20 but ended up buying the Indian instead. Andy told me that it had come from a chap who'd had nine motorbikes that were all in pieces; everything that could be taken apart had been! So it was very much a case of what you see is what you get. On the way home I kept looking in my rear-view mirror at all the boxes of bits and thinking I must be mad. What had I bought?"

RISKY BUSINESS

Buying a 'basket case' that is virtually impossible to inventory is one of the most dangerous things you can do. But, fortunately for Mike, most of the required components were there. Unfortunately, however, it wasn't always immediately apparent what was missing. "It took about a year to get it to run properly," Mike recalls, "but there were a lot of little fiddly parts



Mike Pickett's Indian 741B is one of 4900 covered by contract S/M2220 dated 1 October 1942. When he acquired the machine it was an assortment of bits stored in crates and plastic boxes.

absent that I didn't realise were missing. It only became obvious, for instance, when I went to start it and petrol started to come out of various holes in the carburettor that I didn't have the part that was supposed to go in there."

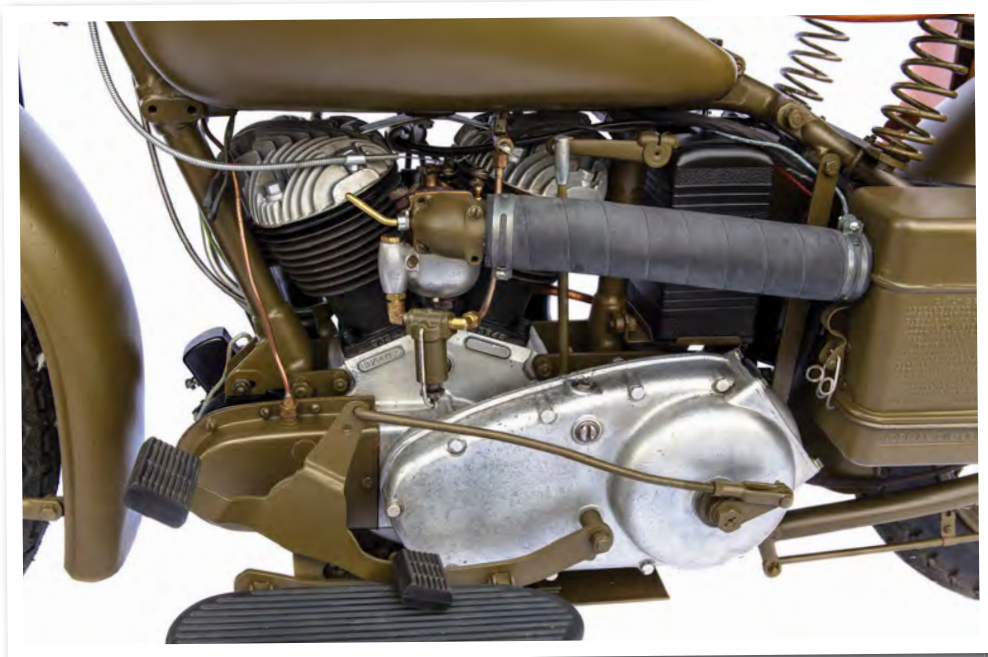
Although Indian motorcycles are nothing like as common as Harley-Davidsons, the marque has a staunch and loyal following so Mike was able to source the

components he needed. "Ziggys Motorworks (www.ziggysmotorworks.com) in the States was very helpful," he says. "It supplied a lot of the parts including the saddle, while the saddlebags came from Juergen Mattern at Indian Parts (www.indianteile.com) in Germany."

THINKING OUT OF THE BOX

When it came to applying a finish, Mike hit

upon a very simple but ingenious idea bearing in mind that – inevitably – he knew virtually nothing of the machine's history. A previous owner had sandblasted any markings off of the machine's tank, so the only reference he had was the contract plate riveted to the rear mudguard which shows that the 'bike was part of the 1 October 1942 contract S/M2220 for 4900 Indian 741Bs which was completed on



*Above: Apparently, to comply with the UK's blackout regulations the bottom rear light was frequently either removed or disconnected.
Above left: Note that the clutch pedal is 'toe to go', the opposite way round to that on a Harley-Davidson.*



Most of the missing parts were sourced in the States but the smart saddlebags came from Indian Parts in Germany.



Above: Mike suggests that the air cleaner should be the earlier round type but he was unable to source one so has used the late-model rectangular type instead.

19 June 1943. "I've finished the 'bike as it would have looked as it came out of the crate," he explains. "There are no markings on it whatsoever so it looks as if it's just been assembled and is waiting to be issued."

As a matter of interest, the first

Lend-Lease Indians to hit these shores came fully assembled but

by the time Mike's arrived it seems they came semi-assembled to make packing and shipping easier. Once in the UK they were fully assembled and allocated. Records suggest that of the 4900 machines covered by contract S/M2220 only 1888 were allocated to British forces with the balance going to Commonwealth units.

RIDER UNFRIENDLY

Particularly interesting is the fact that 50 of the contract were fitted with Norton handlebars in an attempt (or experiment?) to make the Indian more user-friendly for riders nonplussed by the unusual control layout. Something that even an

experienced rider like Mike still has to come to terms with.

"...the Indian 741B had its idiosyncrasies..."


"The 'bike runs very well although it's a bit of a handful to ride because of the control layout. The throttle is on the left-hand side and the advance and retard on the right. Even the clutch is the opposite way round to that on a Harley... it's 'toe to go' whereas the Harley is 'heel to go'."

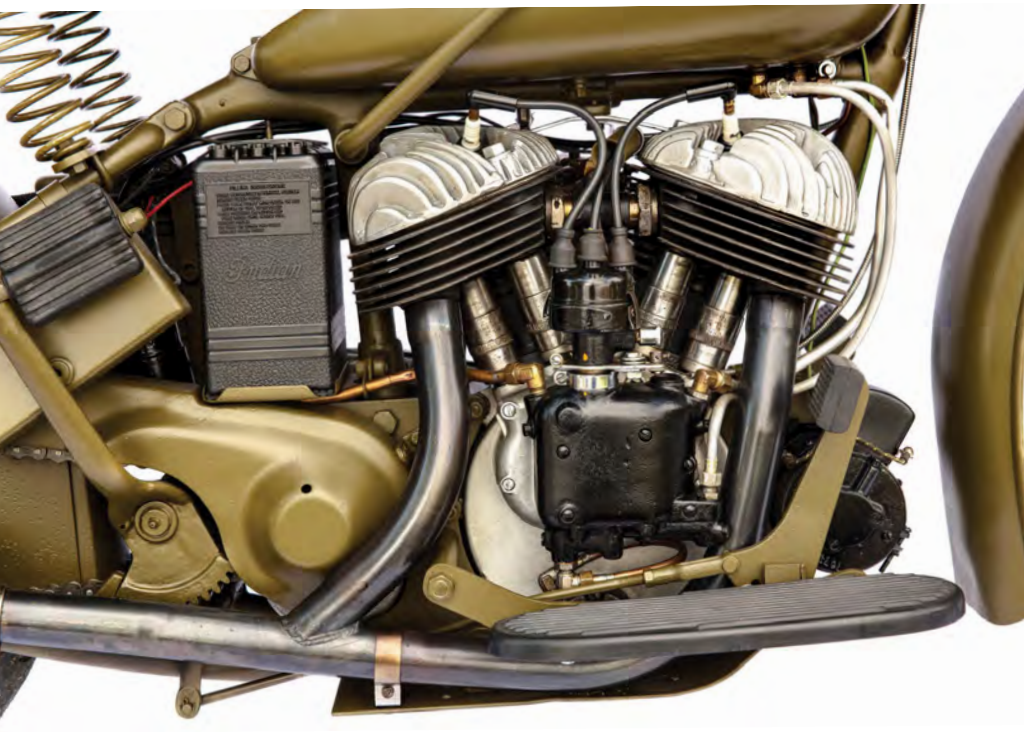


Lacking any information whatsoever about the Indian's history, Mike finished it as it would have been following final assembly in the UK prior to being allocated to a unit – clean and devoid of markings.

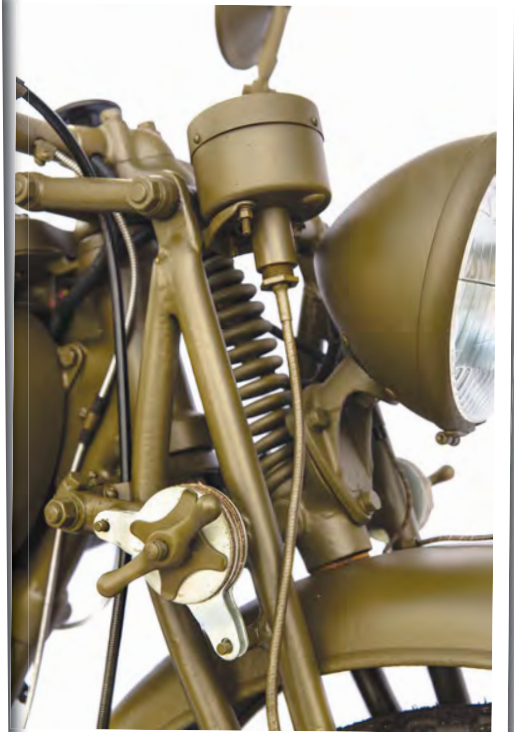
Okay, so the Indian 741B had its idiosyncrasies and, it is said, was none too popular with riders used to lighter 'bikes with a different control layout. Further,

with less than 500cc to draw upon, it was underpowered. But times change, and it is now a desirable rarity with an interesting, not to say, troubled back story. And – shallow

though it may be to say it – it is incredibly handsome in that big, low-revving, mile-munching American style. It's a pity there aren't more on the MV scene. 



At only 493cc in capacity, the Indian's V-twin engine lacked the power of Harley's 737cc equivalent even though the 741B and WLA were similar in size and weight.



The 741B's conventional girder parallelogram front fork with a single coil spring.

INDIAN - FROM BICYCLES TO BANKRUPTCY

In 1895, following his retirement from cycle racing, George M Hendee, America's first national cycling champion, established the Hendee & Nelson Manufacturing Company in Springfield, Massachusetts, to produce bicycles known as the Silver King for men and Silver Queen for women. When, in 1898, the company went bankrupt, Hendee purchased the remaining assets at auction and promptly set up the Hendee Manufacturing Company, choosing the brand name American Indian subsequently shortened to just Indian for his company's new product line.

Two years later Hendee hired Oscar Hedstrom, another former bicycle racer, as his chief engineer and designer and the result was that in 1901 Hendee Manufacturing produced the first Indian motorcycle. The company went from strength to strength until, in 1913, motorcycle production peaked at 32,000 units making Hendee the world's largest motorcycle manufacturer. Oscar Hedstrom left Indian in the same year after disagreements with the board of directors and Hendee severed his connections in 1916 following which things started to go awry. America's entry into the Great War in 1917 led to large numbers of Indian motorbikes being sold to the military but that resulted in domestic dealers being starved of stock. The company struggled to resolve that situation even as the war ended, so leaving a vacuum in the market which other companies, Harley-Davidson in particular, were quick to exploit.

HARLEY RIVAL

It was in 1928 that the company name changed to Indian Motorcycle Manufacturing Company (note the archaic spelling of 'moto' not motorcycle) and in 1930 merged with Du Pont Motors. Production of Du Pont automobiles ceased and everything was concentrated on the Indian range of motorbikes, however the Du Pont's interests in the paint industry led to as many as 24 colour options being offered for the Indian line by 1934.

Such was the Indian's popularity that by 1940 the company was selling nearly as many motorcycles as its major rival, Harley-Davidson, and some might argue that Indian's trademark large, skirted mudguards coupled with the company's new sprung frame made the Indian product an altogether more handsome and comfortable proposition. However, come WW2 and things started to go downhill again. Although a few Indian machines were used by the US military during WW2, they clearly favoured Harley-Davidsons and the WLA in particular. However, Indians did make up the bulk of motorcycles supplied to Britain under the Lend-Lease Agreement of March 1941.

First to arrive on British shores was the Indian Chief 340B sidecar outfit, 5000 of which had been ordered by the French government in 1940 prior to the country falling to the Germans. But it was the Indian 741B (the 'B' denoting battery ignition) that made up the bulk of Lend-Lease machines. Indeed the type did not attract a US military contract, probably because – despite being of a similar size and weight to Harley-Davidson's WLA – it was only powered by a 493cc V-twin engine whereas the Harley equivalent was of 737cc capacity. The Indian 741B was a large and handsome machine but, frankly, underpowered. Couple that with an unconventional control layout by British standards – the throttle on the left-hand twist grip, a foot-operated clutch and a hand-change gearbox – and it will probably come as no surprise to learn that the 741B ended up being allocated to second-line units, Commonwealth units and the RAF etc.

THE END IS NIGH

Come 1943, as British motorcycle production started to catch up with demand, there was no requirement for the Indian 741B and contracts were cancelled after almost 18,900 had been supplied to British and Commonwealth and various other forces. The US government then sold off to civilian dealers the substantial stocks left in the States at a price less than Indian could either supply or even manufacture machines for, effectively sabotaging the company's potential civilian market.

On top of that, in 1945 Paul Du Pont lost control of the company after a group headed by Ralph B Rogers purchased a controlling interest and, while other more prudent companies re-entered the civilian market with pre-war designs, set about launching a range of new 'bikes. The European-inspired designs were rushed into production and were a disaster. As one commentator put it: 'When they didn't blow up, they broke down.' Suffice it to say that the money eventually ran out and in 1953 the Indian Motorcycle Manufacturing Company declared bankruptcy and discontinued production of all its models.

The Indian name has been resurrected several times since with mixed results, but in 2011 Polaris Industries took the marque under its wing and is producing a fine range of handsome 'bikes that, stylistically at least, draw heavily on the company's heritage.

Once again, Indian is on the warpath... for sales.



The Indian's left-hand throttle and hand-change gearbox were none too popular with British riders and the 'bike was largely relegated to second-line units prior to contracts being cancelled in 1943 as British motorcycle manufacturers caught up with demand.



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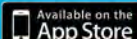
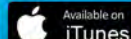
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BUILT FOR THE BUSH

David Fletcher takes a closer look at the impressive-looking and highly effective LVT-3 Bushmaster



One of the original Borg Warner amphibians, looking very modern and streamlined. This was the Model B of 1943 which was considered unsatisfactory at the time, although it paved the way for the very effective LVT-3. Unlike those machines issued for service, this prototype was armoured and had its power pack at the front.

The LVT-3 was designed and built by the Borg Warner Corporation, more specifically by the Ingersoll Steel & Disc Division in Kalamazoo, Michigan. It was not the first amphibian developed or built by Borg Warner; the firm had been involved in the construction of the earlier LVT-2 but that vehicle had certain problems which soon revealed themselves in action. Because the engine was located in the back of the hull cargo had to be hoisted over the sides and naturally, infantry passengers had to do the same, climbing up and over to get in or out. Moreover, the fact that the driveshaft ran along the hold floor, effectively splitting it down the middle, wasn't ideal. Clearly a vehicle with a hinged ramp at the stern would be a more practical proposition.

Borg Warner attempted this with its Model B in August 1943 (the Model A mounted an M3 light tank turret in one version and is often cited as the origin of the Amtrak amphibious tank). However, both Borg Warner designs suffered from an unfortunate choice of suspension (or lack of it) based upon the original Roebing system. Thus it was an alternative design, the LVT-4 – which we know in Britain as the Buffalo – which got into production first, even though it was essentially the LVT-2, designed by the Food Machinery Corporation, with the engine shifted forwards and a ramp added at the back.

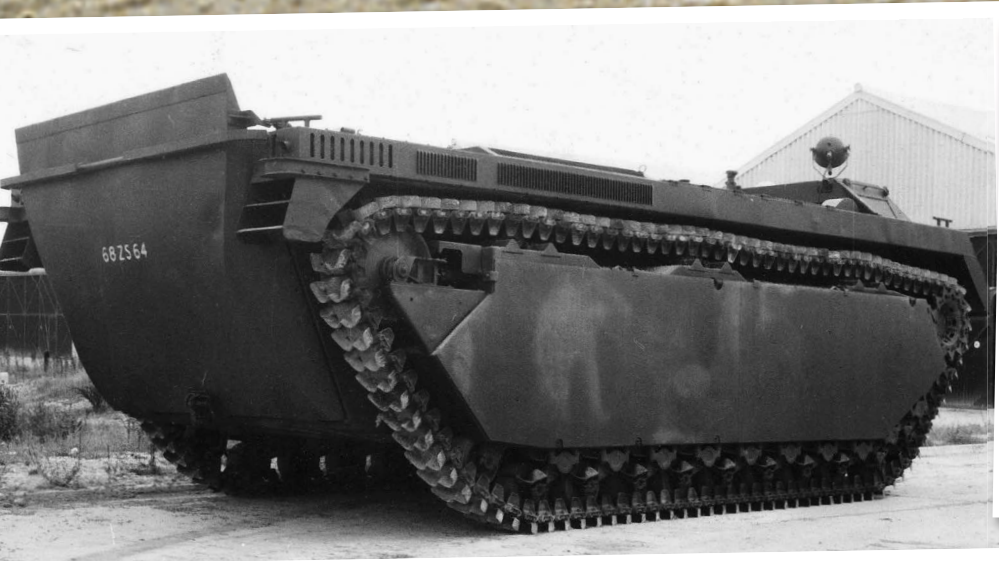
FIRST USE

The LVT-3 made its debut during the Okinawa landings of April 1945, mainly in the resupply role for both the United States Army and Marine Corps. Surviving LVTs were later used in the direct assault role as well. The LVT-3 was powered by a pair of Cadillac V8 petrol engines, each of 110hp driving through a Hydramatic, automatic gearbox. Each engine, with its attendant gearbox was located within an enclosed sponson at the side. The gearbox was mounted in front of the engine and drove from both sides into a single controlled differential steering unit at the nose of the

vehicle and from there to front mounted drive sprockets. The driver had access to a selector lever which gave him the option of 'DR' (for drive) which meant that all four forward speeds were available or 'LO' (presumably for low) which limited drive to first and second gear. There was also a selector lever, in effect activating a transfer box, which gave the driver the choice of operating through high or low ratio or indeed selecting neutral if he wished to remain stationary. It is said that these engines and transmission units became available due to the demise of the M5A1 light tank programme, but since the same engines and automatic gearboxes were then used in the M24 light tank series this cannot be the entire story.

RIGHT ON TRACK

Intriguingly, a British Combined Operations Headquarters report on amphibians, mostly of American origin, states that the original suspension on the LVT-3 proved to be unsatisfactory and had to be remodelled



This vehicle is photographed from the rear with the ramp up. Notice the device behind each track which is intended to direct the flow of water astern when afloat.



A partially armoured LVT III in British service, normally operated by the Royal Army Service Corps. This one mounts a spotlamp on top of the cab.

on that of the LVT-4. Of course you won't find that in any American publication and sadly it doesn't explain the exact nature of the problems. Originally the Borg-Warner design had suspension based upon the original Roebling amphibians which wasn't particularly successful – but it seems it only featured on prototypes. As a result they were replaced by a setup already in use on the LVT-2 and LVT-4, known as the Torsilastic system. This featured two concentric tubes working either side of a tubular rubber sleeve, which slipped over one and was surrounded by the other. In effect it was a variation on the torsion bar theme, which worked particularly well in water, and this may be the origin of the British story. However, there were differences in the type of track used and since this is in essence a key component of the suspension it does make a difference. LVT-2 and LVT-4 amphibians had dry pin tracks 14.5in wide. On the LVT-3 the width of the track links was reduced to 12in and they were secured, one to another, by a double pin arrangement with each pin working through rubber bushes which reduced the wear compared with the dry pin system. It is also said that despite being narrower the tracks on LVT-3 worked

just as well, if not better, than the wider tracks fitted to earlier models. This may have something to do with the fact that track links on the LVT-3 were each a bit longer than on the earlier models and there were more of them, 103 per side as opposed to 73 on LVT-2 and LVT-4. However, each track link on LVT-3 had a 'W' shaped scoop attached, which effectively acted as paddles in the water but did not enhance the amphibian's

“Not being armoured they suffered heavily from rifle and machine gun fire.”

movements on dry land. If you have ever seen one of these vehicles trying to steer on grassland you will know what I mean.

CABIN FEVER

The cab on LVT-3 was well forward and contained seats for two men, the driver and his assistant. A third crew member was also carried who could operate the .50 calibre machine gun fitted on top of the cab. A step was provided in order that he could reach

this, something that was conspicuously missing on the LVT-4 and normally resulted in the gunner having to stand on a box. Most sources also explain that two Browning .30 calibre machine guns were fitted, one each side. But despite the mountings being visible, they are rarely, if ever, seen in photographs and it is not clear who operated them.

The LVT-3 was about a foot taller than the LVT-4, although when seen up close it looks a lot bigger. With the engines fitted into side sponsons it was possible to fit the LVT-3 with a hinged ramp at the stern. This was operated by a manual winch and had a thick rubber sealing flange fitted around the edge to seal the hull when it was closed. The cargo compartment was also longer and a bit wider than on the LVT-4 and is said to have been able to accommodate a Jeep and trailer.

Equipped for an assault role the LVT-3 could carry 24 armed men. At such times layers of appliqué armour were fitted over the front and sides, and since this covered the windows the driver was provided with a periscope. But apart from Okinawa, where they were used by the US Army and Marine



An LVT III of No. 1 Landing Vehicle Tank Troop passing Woolworths in Port Said. The crew member looks very relaxed, so presumably the fighting is over.



The vehicles lined up on a beach in Malta, looking rather incongruous among the holidaymakers.

Corps in a supply role they were not used again until the Korean War – most notably for the assault landing at Inchon on 15 September 1950.

LVT-3C

By that time an improved version of the LVT-3 appeared, designated LVT-3C. This had an armoured cover that fitted over the cargo compartment, designed to deflect spray or water that might splash into the body of the vehicle and to protect the cargo and crew from shell splinters. Although it was fitted with hatches that could be easily opened it was no longer possible for the gunner to reach up and fire the exposed machine-gun, instead a small turret for a .30 calibre Browning was fitted above the cab and another .30 was provided in a ball mounting at the front of the hull. The LVT-3C was deployed in the Korean War along with surviving examples of the regular LVT-3C.

On the face of it Inchon appeared to be an almost impossible location for an amphibious landing with tricky navigation and an extreme tidal range. It was behind enemy lines and was reminiscent of some of the less than successful Anzio landings of the Italian Campaign during WW2. That said, once ashore it gave the attackers a direct route to Seoul, the occupied South Korean capital. It was mounted as a joint US Army and Marine Corps action and, despite the difficulties, came off very well indeed, thanks perhaps to modest opposition. The same could not be said of Seoul, where the enemy put up a tough fight, although the city was liberated by 26 September 1950.

SERVICE IN SUEZ

Although the British had received some LVT-3s by the end of WW2 they had no real opportunity to use them, and in any case they were issued to the Royal Army Service Corps for use in the amphibious resupply role. They were only ever used once by the Royal Armoured Corps as far as I have been able to discover for what is euphemistically

referred to as the Suez Crisis of November 1956. Sixteen LVT-3, known as LVT Mark IIIs in British service, were formed into No. 1 Landing Vehicle Tank Troop Royal Armoured Corps, manned by personnel from the 7th Royal Tank Regiment (RTR), 5th Royal Inniskilling Dragoon Guards and 65th Training Regiment from Catterick. First they had to be taught how to handle the amphibians, along with some rudiments of seamanship at the School of Amphibious Warfare at Instow, North Devon, then they were flown out to Malta where they joined up with 45th Royal Marine Commando who were to provide the assault troops their infantry passengers.

The RTR regimental history says that when they arrived in Malta their LVTs had just been unloaded, and if that was from ships sent out from England they must have travelled remarkably quickly. On the other hand, it may well be that the Bushmasters were already

out there. The Royal Army Service Corps on Malta had a detachment of LVT Mark IIIs which, although not often used, were held in readiness should they be needed. We do not know how many of these vehicles the detachment comprised but under the circumstances it would make more sense to use vehicles already out there than to ship more from Britain. Since these LVTs were of the unarmoured variety, improvised armour comprising spare track links and baulks of timber attached to the sides are said to have been fitted.

Launching from 2.5 miles (4km) out to sea, early in the morning of 6 November the LVT troop swam towards the shoreline, carrying the Royal Marines. Coming ashore over the beaches the amphibians carried their passengers inland to their first objective and there waited for tank support. Later that morning the LVTs, in company with Centurion



Above: Another LVT III sits in the middle of the road while men of the Parachute Regiment look over their war trophy, an Egyptian (ex-Soviet) SU100 self-propelled gun.

Below: A regular LVT-3 and a covered LVT-3C parked alongside one another on a beach. This suggests that the British must have had at least one LVT-3C.

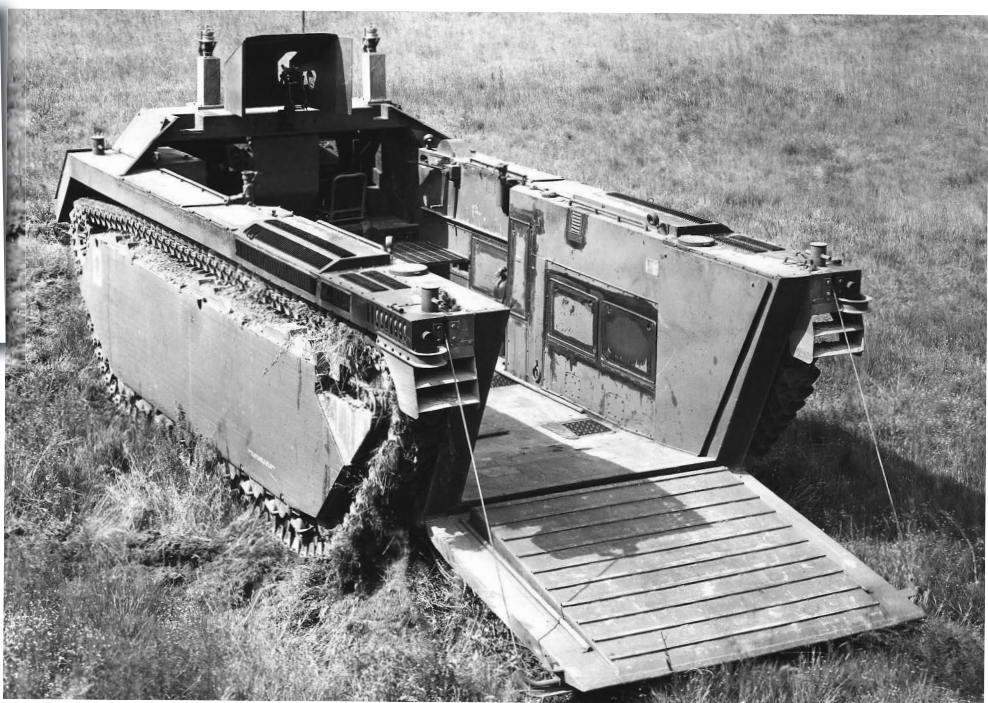




Above: A fully armed LVT-3C in service with US forces. Behind the engine air intakes are the ventilation louvres for the covered passenger compartment, but notice in particular the armoured crew cab at the front and the superimposed machine gun turret.




Above: The armoured version of the LVT-3 showing the frontal machine gun position, blanked off on this vehicle. The LVT-3C also had folding panels to cover the cargo space, although the extra weight reduced its effective carrying capacity.



Above: A view showing the LVT-3 from the rear with the ramp down. It also has a protective shield added to the machine gun position on top of the cab. Plus, it has what appears to be a pair of beacons on pillars either side of the machine gun position. Below: An LVT-3C abandoned in the Florida Everglades. It's still there if it hasn't been recovered, but if you want it – watch out for the snakes and alligators!

tanks of B Squadron, 6th RTR, formed into a mechanised column for an attack on the city of Port Said itself. This revealed the limitations of the LVT Mark III in the armoured personnel carrier role. Not being armoured they suffered heavily from rifle and machine gun fire while the Commandos, travelling in the back came under fire from Egyptian soldiers in the upper stories of buildings, firing down into the open topped vehicles.

The French also used LVT-3s during the Suez landings but by midnight orders had been received from London and Paris that the fighting should cease, after which it was mostly a matter of consolidating and tidying up. For the LVT Mark III in British service it was the end of their combat career, after just one day of action. Even so the LVT-3 was an impressive looking vehicle and at least one has survived in the UK. There are probably a few more in the USA and at least one LVT-3C has been found, almost drowned, in the Florida everglades. Let's hope that one day soon we can actually see an LVT-3 up close. 



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PLAYING THE W

It took Tony Smith some 18 years to rebuild his Humber 1-ton GS to the specification he wanted and now he has one of the best examples around. Scott Smith went along for CMV to take a look

Every vehicle restoration can be a labour of love. However, when Tony Smith embarked on this 1953 Humber 1-ton project, he never imagined it would take him almost two decades to complete.

What it has meant though is that Tony is now the owner of one of the most original looking Humber trucks around, something which he could have only dreamt of when he first decided to purchase the decrepit classic truck from the 1950s.

And like many such exploits, the original idea came about over a mug of steaming coffee with a fellow enthusiast. "I used to chat with a friend of mine with the same passion for military vehicles as me

while thumbing through *Wheels & Tracks* magazine," smiled Tony, "and one day we came across an advert for the Humber and decided to go and buy it."

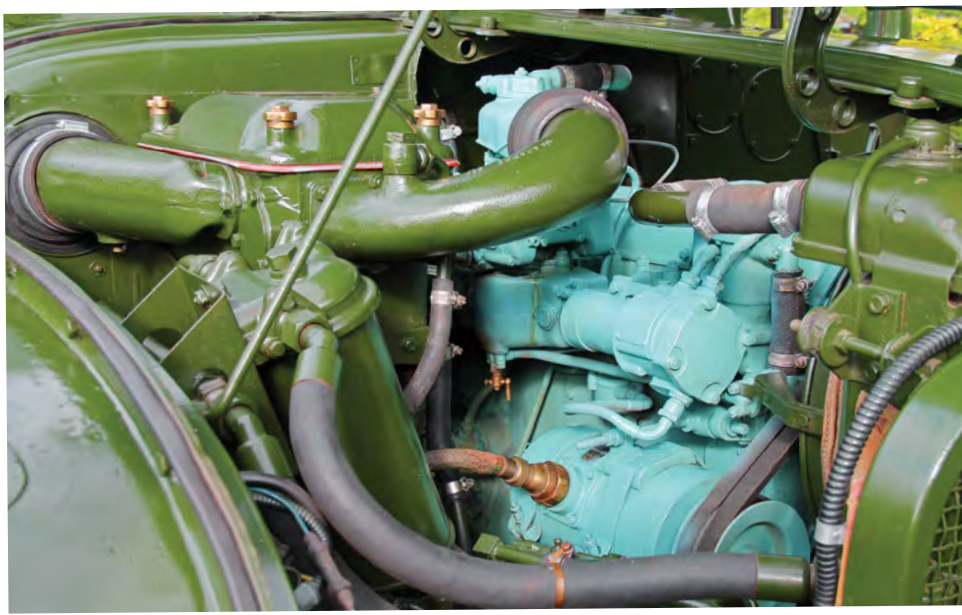
They made space for it at the back of his friend's house and parked it up – and that is where it sat for a couple of years. Then, out of the blue, he got a call. "He phoned me and said he probably wasn't going to be in a position to carry on with the project, so I bought his half and it turned up here."

Below: When Tony Smith first set sights on this Humber 1-ton in the early 1990s little did he know that it would take nearly 20 years before it would hit the road again.



WAITING GAME





Above: The 4.2-litre B60 petrol engine was something which Tony hasn't messed too much with over the years. It actually runs well, although he admits it's pretty thirsty. **Right:** It wasn't just an external restoration – everything inside also had to be sourced over a number of years in order to make it correct. Humber parts are rare, and Tony stumbled by chance on many of the bits he needed at autojumbles.



'Here' being Tony's house only a matter of yards away from the living quarters of RAF Cosford in Shropshire. However, as he had not long moved into his new abode the Humber once again sat undercover in the garden until the time was right to start the restoration.

ON A PROMISE

We all make promises, and some are harder to keep than others. But, in 1995,

when Tony told everyone that he would have the vehicle finished by the time he was 60, some 18 years in the future, you'd think it would be a pretty safe bet that he would be able to keep to his side of the bargain and get it done.

As Tony states though it was clear from the start that it would be a long process. "The vehicle had obviously been used in a garage after it had been demobbed and they had cut the sides down to make it into

a chariot and obviously welded the crane to the chassis. And it sure was bad. The roof was separate to the rest of the body and it had a lot of rot. At first glance it looked okay, but when you started opening doors more rust appeared. In fact, there was rust everywhere and I got to a point where I took everything to be sandblasted so I could lie underneath and not get showered in the stuff. It's probably the best £110 I've ever spent."

It was at this stage that Tony changed tact and went from doing a simple spruce up to a full-blown restoration. Obviously, with no previous experience, and being a bricklayer by trade, this would turn out to be very much a learning curve. Yet, he was determined that this would be all his own work.



The Humber dates from 1953, but it certainly looked very different when Tony first clocked eyes on it. Only a meticulous restoration has brought the vehicle back to its present condition.

HUMBER 1-TON GS RESTORATION

Photographs courtesy of Tony Smith



Tony stripped the Humber right the way back to its chassis when the restoration first started.



The vehicle was plagued by rust having spent its life outside when working in the recovery industry.



Pieces of the vehicle were literally everywhere in Tony's shed which he had built at the top of his garden.



Described as the best £110 he has ever spent, shotblasting the chassis and cab meant that any bits of rust and dirt built up over the previous 50 years were blasted away.




UP FOR A CHALLENGE

There were a number of things which tested him along the way as he spent night after night tinkering away in the shed, while trying to earn a living at the same time. Thankfully though he had friends on hand both in and out of the military vehicle world to call upon when he hit a stumbling block, one such occasion being the fabrication of a new rear body. "We didn't have a back body, so one of my friends, John, drew up some plans. I took them to an engineering firm which cut out all out all the necessary metalwork with a laser and I bolted it all together."

The hardest part of the rebuild, says Tony, was putting the gators on. "That was a right pain as you have to drop the hub off on the bottom hanger, put it out then pull out the pins, being careful not to turn

it to ensure it goes back on in the same position so you can put the pin back in. You then have to pull out the driveshaft before

you can get the rubber gator on! Once I did one, I did another and whilst the going was good I did another." 

Right: Owner Tony Smith stands proudly by his 1953 Humber 1-ton, a vehicle which he worked on for nearly twenty years to get to this state.





Above left: Shotblasting revealed where repairs were needed. Above right: Taking the gators off the hubs was certainly the hardest job which Tony faced.



With the engine back in the rebuild of the Humber continues to take shape.



Above: The roof hatches were another tricky job which required the help of friends to sort.

Right: Despite looking something like the completed machine that Tony now has it would be some years still before the Humber made a return to the road.



The roof hatches also proved a bit of a headache. "They're just so difficult to get at," moaned Tony. "Despite being double skinned they just disintegrate like you wouldn't believe. I had to get those remade and if you look at mine the edges are square whereas on the original they are more rounded. I even

contemplated getting a metal dustbin lid to modify but I couldn't so a mate of mine took them to his engineering works and repaired it for me."

STRONG ENGINE

One thing which he didn't have to worry about was the Humber's 4.2-litre B60

petrol engine, which, despite being over 40 years old, still ran and after a quick check over Tony felt that it was good



Above: The spare wheel carrier as well as all the hatches had to be rebuilt and refitted to the vehicle. It was tasks like this which led to the restoration taking so long with Tony wanting to make it correct in every way.





Above: The Humber carried a General Service body. Above right: Every little item which the Humber should have on it has been painstakingly sourced and fitted to the vehicle. Right: The multi-coloured wheelnuts took an agonising three weeks to paint and refit to the vehicle. It was jobs like this that led to the restoration spanning two decades.

enough to last some time before it would require any attention.

Although it was mechanically sound, some of the hardest decisions came when trying to make it road legal while still keeping the look of a 1950s vehicle. This Tony was able to do by adding subtle indicator and brake lights at the rear of

the Humber, but not making it obvious that they are modern additions.

It has to be said, the main reason why it's taken so long to bring back to life can be explained by the extreme detail which Tony exacted during the rebuild.

As he explained about one particular task, "I've got a very good friend who

was in the REME in the fifties and he told me what colour the wheelnuts should be painted and what the different colours meant. He told me that back then, if you got paint on the threads you would have been on a charge!"

Below: From whichever angle you look at the Humber, it really is a credit to its owner.





You can see here how Tony has managed to fit indicator and brake lights to the Humber without detracting from that 1950s look.

Having spent time as a recovery vehicle in Leicestershire following its demob, most of the rear body was missing.

With a bit of friendly rivalry existing between the two, Tony was on a mission to do things right. "I cleaned the nuts then sprayed them but then thought, how am I going to tighten them without marking the paint? So I wrapped them up in masking tape, put some rag on the thread and used an oversize socket to tighten them up. Even then you nudge the paint over. That must have taken me the best part of three weeks to do."

LINK WITH THE PAST

Sadly despite extensive searches he wasn't able to find out any specific details about the vehicle's military history, other than that the original army number, chassis and engine all matched up.

On a more satisfying note, and representing one of the last jobs to do, Tony fitted the canvas – of original 1962 vintage – which he had managed to source many years earlier.

Right: One of Tony's friends was able to draw up plans for the rear body – a local engineering firm cut out the metal panels so Tony could fit them.

With that completed and with his brother-in-law helping with the final bits of wiring, the big day of its first test run – and the first time the Humber had been out on the road for over two decades – was virtually upon him.

"When I started I was set on being able to drive it to a show before I was 60. I was determined not to be one of the huge number of people who still have an unfinished project on their hands. Thankfully I managed it, and was four months within my deadline! I would never have thought that it would take

that long to do it, though," Tony admitted. Its first outing was on 25 August 2013 to nearby RAF Cosford, a short journey just in case anything went wrong. "After a few teething problems were sorted out, it was time for its first proper show – so I took it to a show at Malpas in September 2013 and it travelled there and back without any problems with me being able to complete the task that I set."

This milestone day two years ago was certainly a day to remember and Tony now has a classic British vehicle of post-war vintage that although he admits is by no means perfect, was a joy to work on over the previous two decades.

"At the end of the day, I'd say that a good chunk of the enjoyment is actually finding stuff to put on and actually bolting it back together. I absolutely loved doing that part and getting it back on the road again."



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GUNNING FOR IT...

John G Teasdale delves into his collection to describe the many exploits of the Panzerkampfwagen I Ausführung A and B gun tanks



Factory employees test drive a brand new PzKpfw I Ausf A prior to final delivery.

Visibility for the driver of a driving school Panzerkampfwagen I tank (PzKpfw I) as featured in the November 2014 issue of *Classic Military Vehicles* was, of course, unobstructed. However, the gun tanks had an armoured superstructure attached to the hull and the driver had to use vision ports. Flaps covered all of these but the hull included a vision slit; the rear flap was solid, and the driver could only see out when it was open. The driver's access hatch was cut into the hull side and roof.

Because of the location of the driver's access hatch in the hull roof, the turret was located to the right-hand side of the roof. It accommodated one man only, who gained access via a large hatch in the turret roof.

He served as tank commander, gunner and, on radio-equipped tanks, radio operator as well. Multitasking is nothing new, it seems. He communicated with the driver by way of a voice tube.

Burdened with so many different tasks the commander was no doubt grateful that he had a seat; this traversed with the turret. Rapid turret traverse was achieved by the commander pushing with his feet on the hull floor; fine control was achieved by engaging the turret traverse gear and winding the operating wheel with his right hand. This wheel included the trigger for the right-hand 7.92mm MG13 machine gun and its twin was housed in a mantlet, elevated by the





Soldiers pose in front of a PzKpfw I Ausf A. Given that they are not wearing the black uniforms of the Panzerwaffe, they may be instructors or technical staff.

commander turning the elevating wheel with his left hand; this wheel included the trigger for the left-hand MG13. Ammunition for the machine guns was contained in 25-round clips, and spare clips were accommodated in bins in both turret and hull.

FIGHTING BLIND

When closed down, the commander's vision was very restricted. The turret had four vision ports distributed round the sides and rear,

but only the two rear-facing flaps had a vision slit; the commander could see forwards only through the gun sight, which looked out via a tiny hole in the centre of the mantlet.

Maximum speed on a hard surface was 23mph (37km/h) for the PzKpfw I Ausf A fitted with the Krupp 3460cc four-cylinder horizontally-opposed petrol engine, and 25mph (40km/h) for the PzKpfw I Ausf B fitted with the Maybach 3791cc six-cylinder in-line petrol engine.

Although building of the PzKpfw I was contracted to a number of firms, all of the hulls, superstructures and turrets were fabricated by Deutsche Edelstahlwerke AG. Maximum thickness of armour was 13mm; during WW2, some tanks received appliqué armour plates 15mm thick to beef up the protection. Production figures given by Spielberger and Doyle in *Panzer I und II und ihre Abarten* (Motorbuch Verlag, 2014) indicate that 1493 turrets were made. It would appear then that there were this number of gun tanks, of both Ausf A and Ausf B. Not all went to the Panzerwaffe – 15 were sold to the Republic of China, and a handful went to European armies.

SPANISH CIVIL WAR

Gun tanks began to roll off production lines in 1934 and serious training of the Panzerwaffe

began. Two years later, in July 1936, Spanish Army officers staged a coup and this led to civil war in Spain. Hitler decided to support the Nationalist side in the war, and to that end despatched the Legion Condor to take an active part in the fighting. In due course, the Legion would receive about 100 PzKpfw I gun tanks. War in Spain allowed lessons learned in training to be put into practice, though the PzKpfw I did not earn itself much of a reputation as a fighting vehicle and in most instances it was totally outclassed by the T26 tanks which the Soviet Union supplied to the Republican side.

The T26 was armed with a 45mm high-velocity gun as well as a co-axial 7.62mm machine gun; the officer commanding the Legion Condor's tank unit offered a reward of 500 pesetas for every one captured and handed over to him.

During the course of the war, a small number of PzKpfw I would have a flamethrower substituted for one of the machine guns, and a few others would have their turrets modified to mount a 20mm cannon in place of the twin machine guns.

And had long term plans come to fruition, that might have been it for the significant fighting career of the PzKpfw I, at least in



Above: A PzKpfw I Ausf A as seen in a contemporary cigarette card. Note the signalling flag for communicating with tanks not fitted with radio. (Eckstein-Halpaus)

Left: In their distinctive black uniforms, these are definitely members of the Panzerwaffe; they almost certainly trained on the PzKpfw I. The black uniform was practical – it did not show oil stains – but it was also good for the esprit de corps of those who wore it, inspired as it was by the black uniforms and death's head badge of the Prussian 1 Leib-Husaren-Regiment (1st Life Hussar Regiment). The oversized beret covered a thick felt bump cap intended to protect the wearer's head when it was thrown against the inside of the tank by vigorous off-road driving; it would be withdrawn from use during the winter of 1939-40. The nearest soldier wears the civilian Reichs Sports Badge on his left breast.

its Ausf A and Ausf B versions. As the plans were developed, they called for the bulk of the Panzerwaffe to be made up of the sophisticated and well-armed PzKpfw III and IV; the light tank role would be fulfilled primarily by the PzKpfw II, slightly better armoured than PzKpfw I and armed with a 20mm cannon. War was planned to begin, on terms dictated by the

Panzerwaffe, in the mid-1940s. Well, war did break out, and it was indeed on terms dictated by the Panzerwaffe, but it broke out inconveniently early, on 1 September 1939.

CALLED TO ACTION

In 1939, the official allocation of tanks to a Panzer Division was 562 tanks. However, by 1 September even 1 Panzer Division – the

senior formation – had been supplied with only 309 tanks. About a third of these were PzKpfw I gun tanks – a much bigger fraction than plans had envisaged. The situation was even worse in the other Panzer Divisions, where PzKpfw I comprised an even larger fraction of the tank strength. Fortunately for the Panzerwaffe, in Poland in 1939 and in the West in 1940, Polish, French and



Above: A PzKpfw I Ausf A on manoeuvre in the woods – such wanton destruction of a tree wouldn't be allowed on exercise in Germany today...

Left: This PzKpfw I Ausf A is seemingly bogged down while on manoeuvres – the sandy soil may indicate the large training area on the Lüneburg Heath established in 1935. Note the numbers on the tank turrets. These allowed a unit commander to identify on the battlefield an individual tank, and thus pass orders and warnings by radio specific to that tank; this made the tank much more effective, as it could respond to opportunities and dangers that were otherwise not apparent to the tank commander. Tank 313 shows clearly the revised design for engine cooling required to correct overheating – a raised shield covers a large grille at the rear of the engine compartment decking. The original design comprised a pair of small vertical grilles at the rear of the hull.

British tank tactics were much inferior to the Germans'. The Panzerwaffe dictated the terms of the fighting and prevailed in it, though at a high cost.

At between 5.4 and 6 tonnes depending upon Mark (Ausf A or Ausf B) and the weight of stores loaded, the PzKpfw I was light enough to be conveyed on the back

of a lorry, which allowed engine and track life to be conserved; Büssing-NAG and Faun 6x4 lorries were bought specifically for this purpose. However, once over the start line and into battle, wear and tear was considerable. The older tanks in particular had already seen intensive use for training, and during the campaign in

Poland mechanical breakdowns led to about 25% of the PzKpfw I gun tanks being out of service at any one time.

Breakdowns could usually be repaired (though provision of spares would be notoriously poor throughout the war). Some battle damage could be repaired too. However, it appears that of the 973 PzKpfw

Below: This ditched PzKpfw I Ausf A is also possibly on the Lüneburg Heath. Presumably neither tank commanders or drivers saw the ditch until it was too late. Furthest from the camera is a Fahrschulpanzer, and it may be significant that its driver – with an unobstructed view ahead – has stopped short of the ditch. Clearly visible on the front of the nearest tank is the national marking: a white Balkan cross with its centre painted out in black or dark grey. This painting out was undertaken after the Polish Campaign, during which the solid white Balkan crosses had proved to be perfect aiming points for Polish anti-tank gunners.





This PzKpfw I Ausf A was photographed during the Polish Campaign – note the solid white Balkan cross. This tank may have broken down as the engine covers are open. Note that the machine guns have been salvaged.

I deployed for the attack on Poland, 89 were damaged beyond repair on the battlefield. Many more required extensive repairs in base workshops.

SERVING ON ALL FRONTS

A small number of PzKpfw Is were deployed for the invasion of Denmark and Norway on 9 April 1940. A month later, on 10 May

when the campaign in the West began, the Panzerwaffe deployed 583 PzKpfw Is. The reduction in number as compared with those used in Poland was partly due to the need to garrison the newly-conquered territory, but also due to the increasing numbers of PzKpfw III, IV and PzKpfw 38 (t) tanks being turned out of the factories; this latter tank, and the older PzKpfw 35 (t), were Czechoslovak light tanks armed with a 37mm gun. Redundant PzKpfw I gun tanks were converted into self-propelled guns. These used the Ausf B tanks as a basis, and comprised the 4.7cm anti-tank gun (4.7cm Pak (t) auf Panzerkampfwagen I (SdKfz 101) ohne Turm) and the 15cm Type 33 heavy infantry gun (Geschützwagen I für 15cm sIG 33).

For the campaign in the West, it was decided to allocate 10 modified gun tanks to the engineer companies attached to each Panzer Division; the modification comprised the addition of a pair of arms mounted above the engine compartment and cantilevered over the rear end of the tank. The intention was that a box at the end of the arms be loaded with a 75kg explosive charge, which could be placed on top of a pillbox targeted for destruction. Designation was PzKpfw I (MG) (SdKfz 101) mit Abwurfvorrichtung. It was a development of an earlier modification comprising a ramp at the rear of the tank down which an explosive charge could be slid. Only two examples of this latter tank, designated Ladungsleger I, were produced.

There were 54 PzKpfw I gun tanks amongst those sent to North Africa for use by the Deutsche Afrika Korps – a larger capacity air filter was fitted to these tanks. Despite this, and despite losses in the West and the subsequent need to maintain a garrison there, the Panzerwaffe deployed



This PzKpfw I Ausf A has been knocked out on active service, but it is not known where. The white Balkan cross on the hull side with its centre painted out indicates either the campaign in the West in 1940 or, less likely, that in the East in 1941. The photograph clearly shows the hatch in the nose of the hull used by mechanics to service the steering brakes.



Left: 38 examples of the 15cm Type 33 heavy infantry gun were mounted on PzKpfw I Ausf B chassis after the Polish campaign showed that the towed version of the gun could not keep up with the tanks. Weight of the self-propelled gun went up from the gun tank's 6 tonnes to a massive 8.5 tonnes, which overloaded the chassis and over-strained the engine and transmission. The six companies equipped with this gun were attached to six Panzer Divisions for the campaigns in both the West and the East. The last of these self-propelled guns seem to have been struck off strength in mid-1943. The one photographed here is gun C 'Cambrai', the nickname perhaps indicating that it is serving with 705 schwere Infanteriegeschütz-Kompanie (mot S) attached to 7th Panzer Division.


Below: This PzKpfw I bears the sign of the 12th Panzer Division (the circle with spokes like a steering wheel). The tank was knocked out during the invasion of the Soviet Union in 1941. (The problem seems to be more serious than a mere thrown track, as the machine guns have been salvaged and the tank apparently abandoned.) Note the smoke grenade launchers at the rear – a common modification to the Division's light tanks.

181 gun tanks for the invasion of the Soviet Union on 22 June 1941. Incidentally, deployment figures are a contentious subject – because sources differ. However, the trend is clear; in each succeeding campaign, the Panzerwaffe deployed fewer PzKpfw I tanks.

The PzKpfw I performed a modestly useful role supporting the infantry during the early stages of the invasion – and found another role when the rains came and dissolved unsurfaced roads, hooking up tow ropes and dragging trains of lorries through the mire.

PZKPFW I SURVIVORS

In late 1941, the PzKpfw I tanks were withdrawn from combat duties on the front line. However, some Ausf B gun tanks remained in service as command tanks for self-propelled 47mm anti-tank gun units (using the PzKpfw I Ausf B chassis) until 1943. Some of the gun tanks were handed to police units for anti-partisan duties. Most though were converted into self-propelled guns, mobile anti-aircraft guns or utility vehicles for tasks such as ammunition supply, tank maintenance and driver training. Large numbers of the turrets removed during the conversions were mounted on concrete bunkers for use as strong points throughout occupied Europe.

A number of PzKpfw I gun tanks survive in museums today. Unfortunately, Bovington does not have one, though it does have a command tank version (Kleiner Panzerbefehlswagen) built on the PzKpfw I chassis. Remarkably, some of the turrets mounted on concrete bunkers are still in situ. There is one in L'Albère in southern France, for example. Looking for it sounds like a good excuse for an expedition... 



FURTHER READING

- *German Light Panzers 1939-42*, B Perrett, Osprey Publishing Limited, 1998.
- *Panzer I und II und ihre Abarten*, WJ Spielberger and HL Doyle, Motorbuch Verlag, 2014.
- *Panzertruppen: the Complete Guide to the Creation and Combat Employment of Germany's Tank Force, 1933-1942*, TL Jentz, Schiffer Publishing Limited, 2004.

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Minerva bogged down during a test with the Belgian Army in the mid-1980s.

BELGIUM'S LAND ROVER

Alain Henry de Frahan looks at the 'Belgian made' Minerva

In line with what was happening in the US and the rest of Europe, the 1929 crash massively increased the number of bankruptcies in the Belgian automotive industry – and sadly Minerva was one of the casualties. However, in 1939 Mathieu Van Roggen bought the name and assets and created at Herselt, near Antwerp, the Société Nouvelle Minerva SA. However, the timing couldn't have been much worse – the start of WW2 immediately stopped all civilian production and the Minerva company once again became dormant.

At the end of the conflict, Minerva didn't have the resources to revive the production of civilian vehicles which prompted it to

contact the Standard Motor Company in the UK and a trade agreement led to the assembly of the Vanguard model in Belgium.

At that time, the Belgian army was equipped with British and American vehicles, namely Jeeps with Willys MBs and Ford GPWs being used in large numbers. With production of these models ending in August 1945, and existing vehicles being destroyed or removed from service, a replacement had to be found. That said, the Belgian contingent of the UN in Korea was equipped exclusively with MBs and GPWs, and when returning to Belgium they had more Jeeps than when they left, thanks to the recovery of vehicles abandoned by the American contingent.

URGE TO BUILD

With the need to replenish its stock of vehicles Willys Overland and Land Rover



Left: The late King Baudouin aboard a Minerva.

TECHNICAL SPECIFICATION

ENGINE: four-cylinder 1997cc petrol
POWER: 52hp
WHEELBASE: 2030mm
TRANSMISSION: four forward and one reverse
TRANSFER CASE: low and high speeds
TYRES: 6.00x16
DIMENSIONS: length 3580mm, width 1550mm, height 1870mm (1420mm without canvas)
EMPTY WEIGHT: 1370kg
GROSS WEIGHT: 1820kg

Left: A Minerva during manoeuvres in the south of Belgium. The windscreen was lowered to allow the use of a FN MAG machine gun.



Chassis and axles viewed from the front to the rear of the vehicle. You can see the hole destined for the crank in case of manual start. The forward compartment – the Land Rover's central seat is replaced by a toolbox in the Minerva.



were invited to tender for the first batch of 2500 vehicles. However, with penalties imposed on the acquisition of foreign military equipment and Willys Overland reticent about licensing production, a window of opportunity opened for Mathieu Van Roggen. Minerva having demonstrated its abilities as a licensed builder, he contacted Land Rover regarding production of its Series 1 model under licence. An agreement was signed in October 1951 and the technical file was

completed on 7 May 1952, with a pledge being made for adequate support from the British manufacturer. The plant in Solihull delivered Completely Knocked Down (CKD) kits, including the the 80in (2.03m) chassis, axles, engines, transmissions and transfer cases. Everything else – including the steering mechanism for driving on the left – would be delivered by Belgian manufacturers who already supplied other major manufacturers like Opel and Ford.

The technical documentation indicates that the Belgian contribution represented 63% of the vehicle which, unsurprisingly, impressed the Ministry of National Defence.

There was, of course, a major difference between the Land Rover Series 1 manufactured in Britain and the Minerva built under licence in Belgium: while the former had an aluminum body (stocks of which were available after the war, unlike steel), the latter had a steel body. The shape of the front wings was also different, being angled on the Minerva.

TESTING TIMES

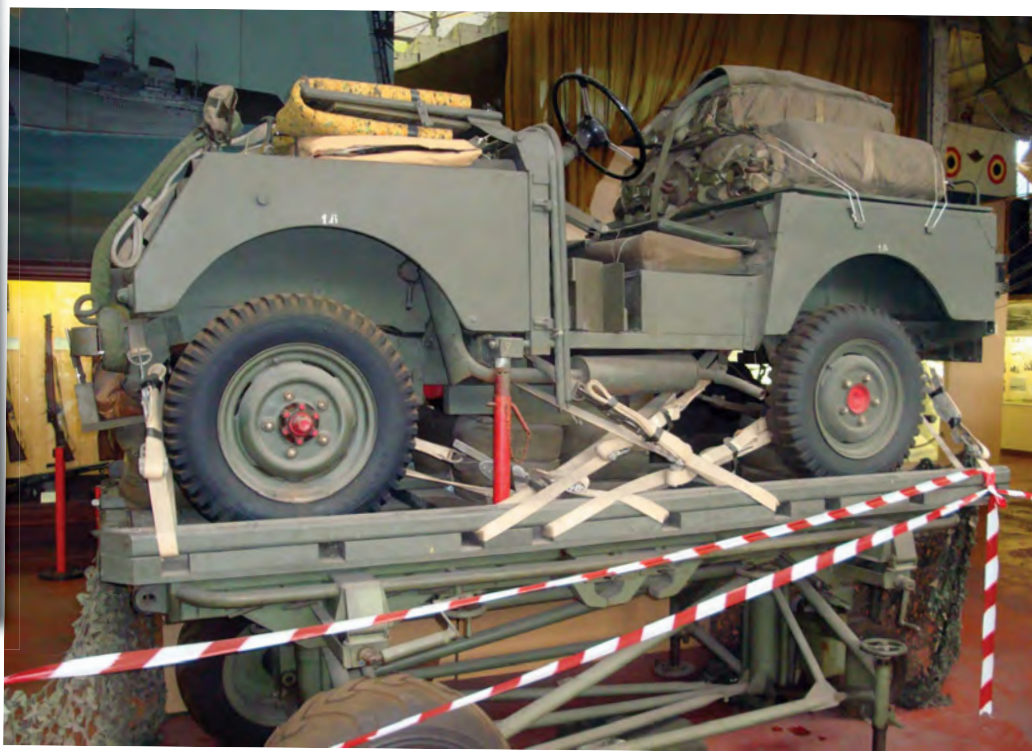
Meanwhile, the Belgian Ministry of National Defence launched a tendering process for the delivery of the first 2500 vehicles. Starting in June 1951, while the war raged in Korea, a team of Belgian military technicians carried out a formidable battery of tests on both competing selected vehicles, the Willys M38 (the recently militarised version of the CJ3A) and the Land Rover Series 1. Following the usual procedure, each vehicle was completely dismantled at the end of testing to scrutinize the condition of each part and find potential weaknesses in design and/or manufacturing. The news wasn't good and the Land Rover didn't fair as well as it



Minerva with trailer along with Unimog S404, used by the Para-Commando Regiment, Belgium.



Above and right: A Minerva of the Para-Commando Regiment prepared for an air dropping, photographed at the Royal Army Museum in Brussels.



was hoped. However, the reviewers were ruthless and in truth it wasn't a particularly fair contest pitching the beefy Willys against the more humble Land Rover.

In August 1951, the technical defence team performed a second series of tests. With the lessons learned from the first trials and a supporting economic dossier outlining the benefits of manufacturing under licence in Belgium, the Minerva/Land Rover finally won the tender. This allowed the order of 2500 Minervas to be placed, with manufacture starting in April 1952. The licence agreement only covered the years 1952 and 1953 – and consequently the chassis numbers delivered by Land Rover started with 2 for 1952 and 3 for 1953.

A proportion of the CKD kits delivered by the British manufacturer were immediately put into storage because the assembly of complete vehicles would span until 1955, the last year the vehicles would be delivered to the army (ABL: Armée Belge – Belgisch Leger). In total, the Belgian company delivered

SPECIFIC MILITARY VERSIONS

Some Minervas were converted into ambulances and these featured mounting brackets for two adjacent stretchers, covered by an extension to the canvas.

The spare wheel on such vehicles was mounted in a rather odd position forward of the front bumper.

Meanwhile, others were modified to receive a bracket for the French MILAN (Missile Léger

Antichar, or light anti-tank missile), with spare missiles.

Minervas dedicated to reconnaissance roles received a bracket for a machine gun, operated by the front passenger. Some Minervas were also adapted as radio vehicles.

“...the Belgian contribution represented 63% of the vehicle which, unsurprisingly, impressed the Ministry of National Defence.”

7859 vehicles to the army between 1952 and 1955: the initial 2500 plus 5359 (an intermediate order passed for 3421 vehicles). Another source suggests 8805 kits were supplied by Land Rover: 8440 for the army and the remaining 365 for the civilian market.



Below: This Minerva is armed with an FN MAG on a bracket, typical of a reconnaissance vehicle.



Above, left and below: Minerva in ambulance version, capable of transporting two juxtaposed stretchers.



The Para-Commando Regiment received a number of highly modified Minervas resembling the WW2 SAS model, of which they previously operated an unknown number (an authentic Belgian SAS Ford GPW is still exhibited in the Royal Museum of the Army, in Brussels). These vehicles received front, back and side armoured panels and two brackets for a twin 7.62mm FN MAG machine gun at the front (surmounted by a bullet-proof semi-elliptic

glass) and a single FN MAG at the back. The spare wheel was mounted in front of the radiator grille which itself was partially armoured. There was no windscreen or canvas.

UNDER POLICE ORDERS

At the end of 1951, Minerva also received an order for 350 vehicles for the Gendarmerie (now known as the Federal Police). It didn't have the same spec as the army supplied vehicles and featured an aluminium body – although the front wings were angled like the military version. The Gendarmerie would later inherit Minervas declared obsolete by the army and these vehicles remained in service until around 1973. A similar situation occurred with the former white M3A1 scout cars.

THE CIVILIAN MARKET

In October 1954 Minerva released the Tout-Terrain C20, an unrecognisable civilian version of the military Minerva with a number of technical differences. It featured a totally different body, the reintroduction of the central seat of the Land Rover, a tailgate instead of a simple fixed panel, and the gearbox (no transfer box) was equipped with an outlet for a PTO designed to drive a



Left: Minerva MILAN (anti-tank) of the Para-Commando Regiment photographed at the Royal Army Museum in Brussels.



Pictures above and right: Minerva of the Reconnaissance Squadron, Para-Commando Regiment, again at the Royal Army Museum in Brussels.

belt, etc. It was available in several colours and several versions: tarpaulin, hardtop, station wagon and pickup.

A former Belgian Army Minerva was acquired by the STIB (Société des Transports Intercommunaux Bruxellois, the Brussels public transport network), painted yellow like the trams and buses, and equipped with railway wheels adapted to operate on the tram tracks; the exhaust is moved to the front. This unique Minerva is on display in the Museum of the Tram, Brussels.

From 1954 to 1956, the standard 80in chassis was extended to 86in for civilian use only. An argument over the delivery or assignment of 200 86in CKD kits among the total of 1186 built by Land Rover is probably at the root of the subsequent ill feeling between Land Rover and Minerva.

MINERVA GOES INTO BATTLE

In September 1954, Minerva filed a lawsuit against Land Rover for breach of contract and alleged unpaid debt. A negotiation took place and an agreement was reached: Land Rover would supply 900 kits to Minerva at an advantageous price: 270 in 1955 and 630 in 1956. However, a lasting impact is that the licensing agreement between the two companies comes to an end.


In 1955, Minerva began marketing its Véhicules Tout-Terrain: the civilian C22 based on an evolution of its C20 86in (2.18m) chassis and the military M20 80in (2.03m), based on the kits supplied by Land Rover following the 1954 agreement. However, very few would be built. Both the C22 and M20 were equipped with a Continental four-cylinder side-valve engine instead of the 2.0-litre Rover. In 1957, the M20 would be exported to Australia.

In 1958, a victim of financial difficulties, the Société Nouvelle Minerva

SA went bankrupt, a legal settlement having been refused.

PRIZED BY COLLECTORS

The victim of a poor reputation unjustly gained by Belgian military users (although it still has a better reputation than the Land Rover 108 4x2, undoubtedly one of the stupidest military creations in Belgian military history!), Minervas are sought only by a minority of

amateurs, and even fewer real collectors – and this has influenced prices. However, the vehicle still performs well and looks good. Its sole participation in combat operations took place between 1960 and 1964 with the Belgian paratroopers and mercenaries, and in 1978 in Kolwezi, with the Para-Commando Regiment so it does have some kudos. Moreover, it's just a bit different from a stock British made Land Rover... 

THE SAME BUT DIFFERENT

Besides the use of steel instead of aluminum for the body and the shape of the front wings, various details distinguish the Land Rover Series 1 from the Minerva. For example, it features a narrower radiator grille, the presence of a single 'pigtail' tow hook at the front on the driver's side, the headlights are larger in diameter, and the small front side lights have been relocated to the lower part of the wings. The Minerva also has smaller stop lights, no central seat at the front (replaced by a toolbox), the fixation of one or two 6-volt batteries beneath the driver's seat (the second one being sometimes mounted in the engine compartment), and different door locking mechanisms. The rear panel (tail gate) is quite different too: it's a fixed panel up to three quarters of the height on the Minerva and the spare wheel bracket is mounted on the right and the jerrycan bracket on the left. As a final distinguishing feature, for some reason the Minerva's petrol tank is slightly smaller than that on the Land Rover.

Below: Since their decommissioning and sale by the Administration of Domains in the 1980s following the delivery of the new VW-Bombardier Iltis, many Minervas have fallen into the hands of collectors.



A rare image of a Heavy Mobile Ordnance Repair Shop on the move.



RUNNING REPAIRS

Tim Gosling looks at the specialist vehicles used by the US Army Mobile Ordnance Repair Shops during the Great War

The US Army Ordnance Department was formed in 1812 with the objective of “the manufacture, storage and distribution of arms and ammunition.” By the time the United States entered WW1 this task had been expanded to comprise “supplying the army with arms, equipment and ammunition... establishing and maintaining arsenals and depots for the manufacture, repair and safe keeping of ordnance.”

It became aware of the potential value of mobile ordnance repair shops following the difficulties which were encountered while repairing trucks, guns and equipment during the punitive expedition into Mexico in 1916. During this campaign American

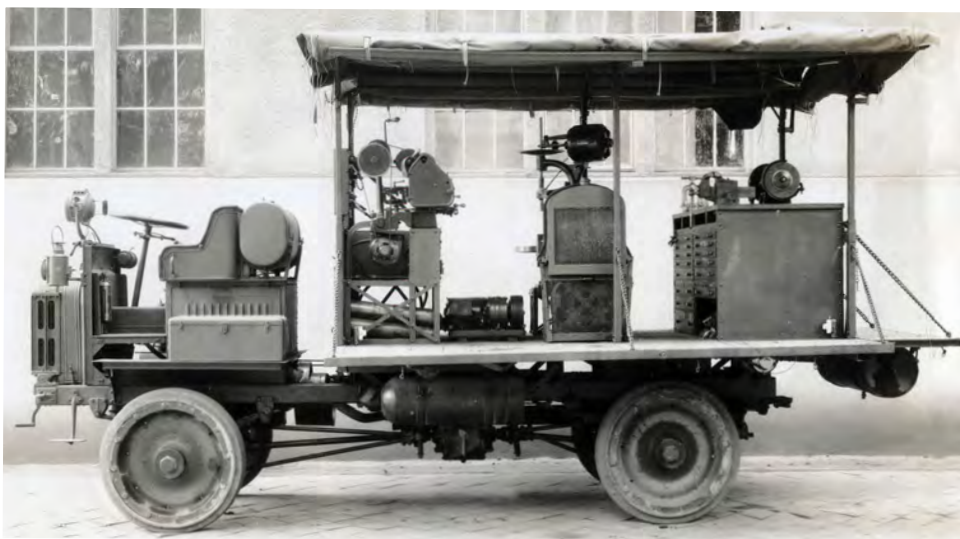
forces travelled great distances over very inhospitable terrain and had to improvise workshops and recovery trucks to keep equipment operational. Using the lessons learned in Mexico the US Ordnance Department developed a range of specialist

vehicles (these being predominantly on the chassis of the four-wheel drive 3-ton FWD truck although the four-wheel drive Nash Quad was also used) which working together in a group would form the Mobile Ordnance Repair Shops (MORS). The objective was always to repair guns and equipment as close to where they broke down as possible. This would prevent resources and valuable time being wasted in transporting unserviceable material long distances over rutted and busy roads to a base workshop where they would otherwise be repaired.

SHOP TALK

Each MORS had three officers and 45 enlisted men and was equipped with three artillery repair trucks, three equipment repair trucks, six artillery supply trucks, three ammunition trucks and two light repair trucks. The MORS were split in to two sections, the machinery section for repairing artillery and the equipment section for repairing small arms and all forms of other equipment.

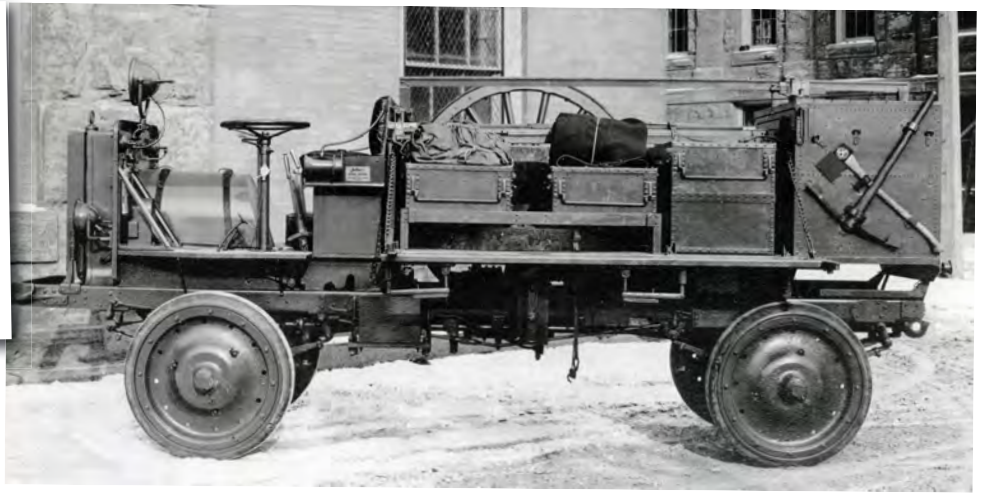
The artillery repair truck was a self-contained mobile workshop carrying a wide range of equipment including a 9in lathe, drill press, grinder, oxy-acetylene, compressor, pneumatic riveter, a blacksmith's forge and a complete set of hand tools. On the floor of the truck was a four-cylinder petrol engine and a generator



The artillery repair truck was a self-contained workshop able to undertake a variety of light tasks. One was attached to each artillery battalion as well as the three to each Mobile Ordnance Repair Shop.



Above: With a top speed of 60mph (96km/h) the light repair truck was a relatively fast machine and was used to make emergency repairs to guns in situ. Below: The steel ammunition body was used for carrying a variety of different cargos in its narrow body. The steel sides were supposed to provide an element of protection for the cargo but this benefit was negated by the canvas top.



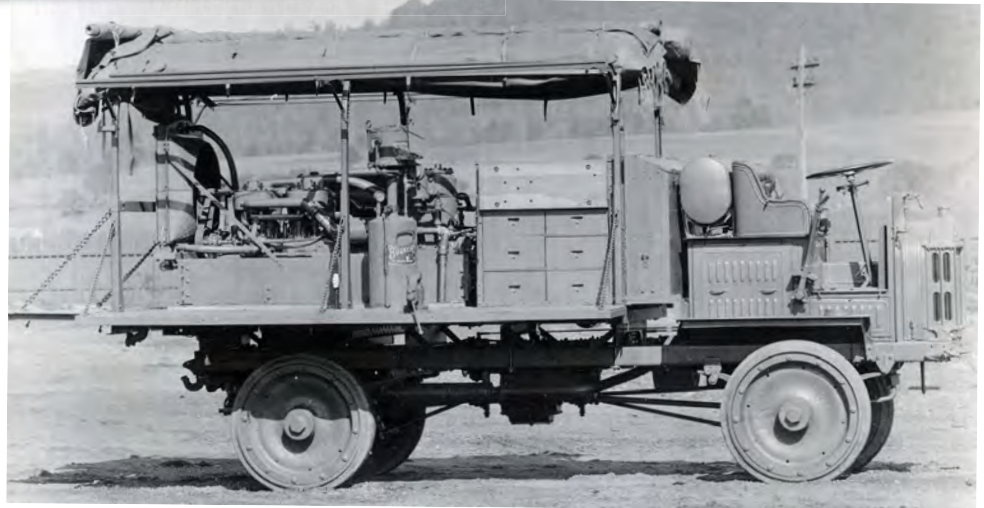
This Jeffery Quad has been fitted with an artillery supply truck body. The steel chests were used to carry a comprehensive selection of spares including (as can be seen here) a spare wheel for an artillery piece.



Above: The purpose of the equipment repair truck was to repair small arms and any other small items.

to provide power and lighting. Set with the task of repairing small arms, saddlery, and personal equipment the tools on the equipment repair truck were quite different. The majority of the space on this truck was taken up with cabinets containing spare parts and tools. Mounted on top of these cabinets were two sewing machines (one for leather, one for canvas), four vices and a grinder. Like the artillery repair truck the sides folded down to form a working platform. Accompanying each artillery repair truck was an artillery supply truck. The body on this truck comprised a range of different sized storage chests designed to take one of five different types of load. Each artillery supply truck which accompanied an artillery repair truck would carry raw materials and bar stock for use in making repairs to guns. Other loads comprised spare parts for artillery pieces, replacement truck parts, spares for optical and telephone equipment and finally tools and accessories for heavy guns.

The purpose of the light repair truck (two of which were assigned to each MORS) was to undertake minor repairs and general utility work at the location of the gun or vehicle. To undertake this the truck carried a range of automotive and machinist's tools and spare parts, oil and grease in a small steel pick-up type body mounted on the back of the truck. The chassis was that of a Dodge which, apart from stronger springs,



This interesting looking contraption is an FWD compressor truck. The compressor is powered (like the FWD) with a Wisconsin engine and is equipped with pneumatic grinders, hammers, drills and riveters.

was much the same as that of the civilian car it had been modelled on. Fitted with a 24hp engine the light repair truck could reach nearly 60mph (96km/h) and 362 of them reached Europe before the end of the war.

The final vehicle in the MORS was the ammunition truck. Fitted to either a FWD or a Nash Quad truck the ammunition body was made of steel plate and was supposedly able to carry ammunition boxes of every size with a minimum waste of space. This body

type has been criticised as being too heavy and with the only access through narrow steel doors at the back awkward to load. It was used by the MORS to carry a variety of heavy loads including five 55 gallon drums of fuel or water which would completely fill the back.

HEAVY METAL

For working on the larger artillery pieces and tanks the Heavy Mobile Ordnance



Equipped with a 24in circular saw this FWD was used for cutting through wood and would make short work of wooden beams up to 8in diameter. Also on the back of the trucks is a very heavy press.



Above: Looking rather spartan is the FWD baggage truck. This would be used for carrying large bulky items of equipment used by the workshop such as tents.

Below: The most common trailer was the parts storage trailer which had a great number of bins for organising the stock of spare parts.

Repair Shop (HMORS) was introduced from July 1918, although only the one HMORS out of the 24 which were built arrived in France before the armistice. The HMORS was able to undertake much more complicated repairs in the field on heavy equipment which would otherwise require the evacuation of the gun or tank to a base workshop. Staffed by three officers and 185 enlisted men the HMORS comprised two identical sections, each of which was split into a 'supply wing' and a 'repair wing'. Each HMORS was equipped with two compressor trucks (with pneumatic tools), two tool room trucks, two trucks each carrying a 24in circular saw and a press, two equipment repair trucks, two office trucks, four baggage trucks, two fuel tankers (carrying drums of oil and fuel in an ammunition body), two ammunition supply trucks and 12 trucks for carrying spare parts. Other vehicles not using the FWD chassis were a light delivery truck, nine motorcycles, two machine gun cars and a



staff car. Finally, came the trailers which had been designed by the engineering division of the Ordnance Department. There were 26 attached to each HMORS which were kitted out with a variety of tools and equipment enabling them to undertake a great variety of tasks.

ORDNANCE TRAILER

The chassis of the trailers were built to a common design with the companies of Sechler & Co, Trailmobile Co of America, Ohio Trailer Co and Grant Motor Car Co receiving contracts to manufacture all of the Ordnance Corps trailers. Weighing 4500lb

Below: This stock room trailer was designed for carrying the larger spare parts. This image shows that each trailer had a driver who was equipped with just a chair and a handbrake.





Probably the strangest use to which an FWD Model B truck has been put is fitting it with two desks and five chairs to turn it into a mobile office.

without any equipment, the inside of the body was 19ft 4in long and 7ft 1in wide. The sides of each trailer were made of steel and when opened they would be held in position with steel legs thereby enlarging the working area. Each HMORS section would have 13 trailers, three of which were fitted with lathes, drills and shapers of different sizes. The power for these tools would come from another trailer fitted with two Allis-Chalmers generators powered by Wisconsin engines. The fifth trailer was equipped for oxy-acetylene and arc welding and would also carry a blacksmith's forge. Spare parts for the HMORS would be carried in six further trailers one of which would be configured for carrying lengths of metal bar,

“Although at least one FWD machine shop truck was still in military service in 1938, actual survivors are few and far between.”

pipe and sheet metal and which was fitted with a power saw for cutting it. The twelfth trailer would be used for carrying heavy baggage (such as tents or boxes of rations) while the final trailer was a crane. The crane was designed to remove gun barrels from their carriage and could lift up to four tons

with a radius of eight feet. The crane trailer weighed a significant ten tons and had outriggers to prevent it from tipping over.

SURVIVORS

At a review of US Ordnance Department vehicles which was undertaken by

representatives of other allied governments it was reported that the guests were very impressed with the mobile workshops, stating that “the line of artillery repair trucks developed was the most complete and well worked out in detail that any army ever received.” Of 1332 artillery repair

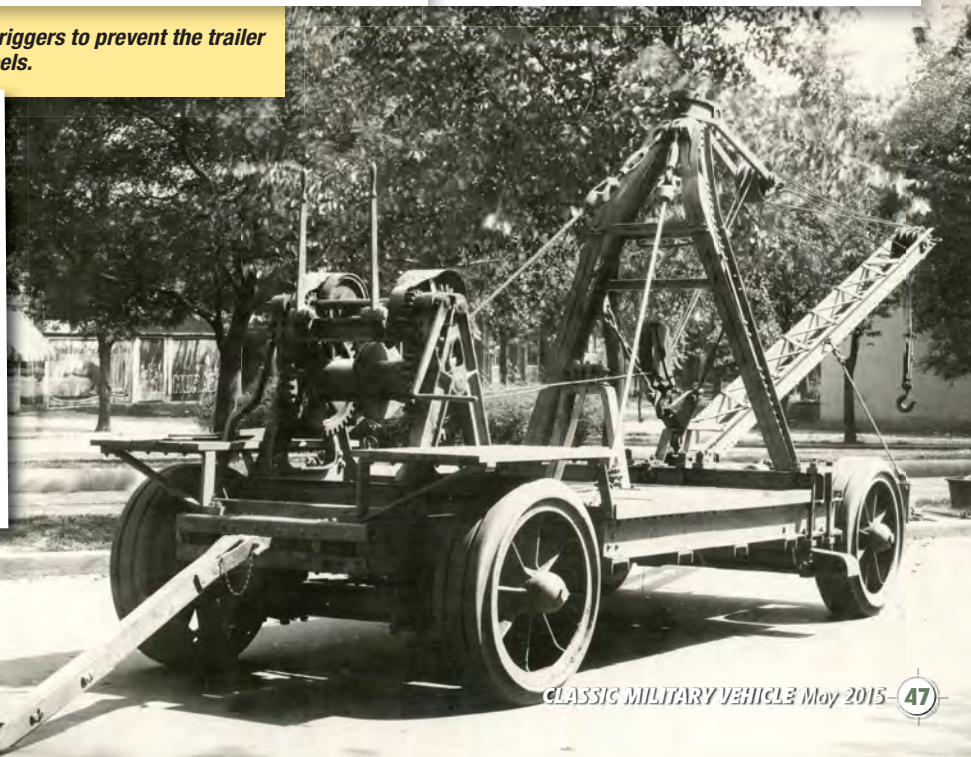
trucks received 350 arrived in Europe. Of the 310 equipment repair trucks received 121 went to Europe, but both of these type of truck were used not just by the MORS but by artillery battalions as well. Of the specialist HMORS trucks the record is not quite so impressive. Of 416 delivered to the Ordnance Corps just 12 arrived in Europe before the armistice and of the workshop trailers

trucks received 350 arrived in Europe. Of the 310 equipment repair trucks received 121 went to Europe,

Right: The crane trailer could lift up to four tons. The outriggers to prevent the trailer from tipping can be seen stowed in front of the rear wheels.




Above: The lathe is a vital tool in any workshop and this enormous one (probably manufactured by Lodge and Shipley) was the largest one that the HMORS were provided with.





Dave Lockard's HMORS trailer. The hood bows were cleverly designed so they would telescope down during transportation. Ideal for low garage doors.

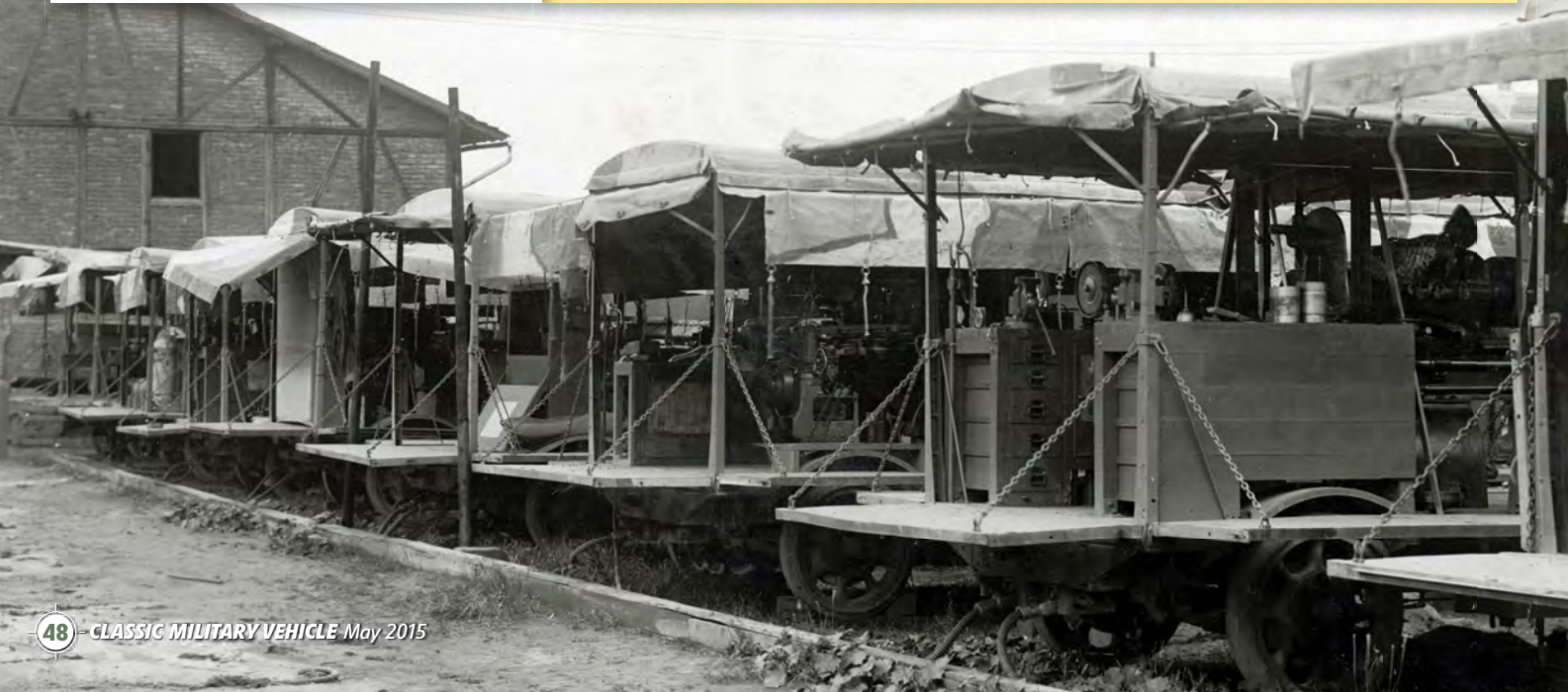
just 12 of the 384 which had been delivered.

At the end of the Great War most of these ordnance trucks and trailers were sold off to civilian operators with many going to government departments to undertake road building projects. Although at least one FWD machine shop truck was still in military service in 1938, actual survivors are few and far between. There are several surviving FWD trucks today but only one has the machine shop body, albeit without the machines. The light repair trucks are a bit more numerous with at least four survivors (one at Fort MacArthur, another at the Pennsylvania Military Museum and two in private ownership). I know of three surviving Ordnance trailers, one of which was recently gifted by Dave Lockard to the US Army Ordnance museum at Fort Lee in Virginia where it will be subject to a full restoration. As trailers go they are very large, heavy and awkward to manoeuvre, and as the special purpose for which they were designed is long gone, it is actually quite remarkable that any have survived at all. 



Above: An artillery repair truck FWD is assisting in the servicing of a line of 10-ton Holt artillery tractors. Facing the FWD is a Dodge light repair truck.

Below: In occupied Germany the trailers of the HMORS have been parked together to form one continuous workshop. Power cables linking the trailers together can be seen in front of the wheels.



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The Alvis Acorn on patrol passing a UN checkpoint in Croatia.

TOUGH AS A NUT

John Norris cracks open the history of the Alvis Acorn Fast Attack Scout Vehicle

Small, light armoured vehicles are versatile and in their own way just as important on the battlefield as battle tanks. Since WW2 compact armoured vehicle designs have shown how they can be adapted to serve in a variety of roles. There was a time when such vehicles were only used in reconnaissance roles, but technology has developed to allow even the smallest designs to serve in roles such as anti-tank weapon platforms and even fire support.

Before its takeover in 2004 by BAeSystems, the Coventry-based company Alvis had an enviable track record of producing some exceptional AFV designs, the most famous of which was the range



An Acorn alongside the larger Alvis 8 – both served in Croatia with the UN Peacekeeping Forces.



Above: The three-man crew operated as a comprehensive reconnaissance unit.

Above: Access was through hatches in the roof and personal kit could be carried outside.

of CVR(T)s, which included the Scorpion. A subsequent design from Alvis, produced as a result of being approached by an overseas country, was a 4X4 vehicle called the Acorn. The co-operative partner, referred to as being "a major national defence force" was never officially revealed but required a lightweight, fast and mobile vehicle capable of being deployed by air transport. Looking at the photographic evidence and comments in brochures from the 1990s, the country was almost certainly South Africa.

FLEXIBLE FRIEND

The Acorn was described as a Fast Attack Scout Vehicle and its versatility was shown by the range of weapons it could carry to suit various roles, including rocket artillery for fire support. It was developed at the same time as the Alvis 8 utility vehicle and, indeed, both designs shared the same common Unimog automotive components, which provided a payload capability beyond its size. For example, the Acorn could be equipped with a 106mm calibre recoilless

rifle or firing posts for guided anti-tank missiles such as HOT, TOW or MILAN which would allow the crew to engage tanks.

The Acorn measured 3.6m long, 2.1m wide and 1.74m to the top of the roof. The wheelbase length was 2.1m and track width 1.787m which gave the vehicle a turning radius of 8m. It had a ground clearance of 220mm and could negotiate vertical obstacles up to 520mm in height, ford water depths up to 1100mm and cope with gradients in excess of 70%. Powered by a six-cylinder Mercedes-Benz 352N diesel engine producing 85kW at 2800rpm the Acorn could reach speeds of up to 68.75mph (110km/h) on roads and had good cross-country capabilities. It was fitted with 18 ply R20 tubeless tyres and had an operational range of 312.5 miles (500km) on roads and 218.75 miles (350km) cross country, which was useful on convoy duties or patrolling areas.

The steering wheel was mounted in the middle which was an unusual position, but not an unknown layout, and the driver had



a crew member seated either side of him. This allowed one man to operate a roof-mounted machine gun for self-defence in an emergency and the third to operate the vehicle's radio. It also meant that when carrying anti-tank weapons two men could operate the weapon and the driver remain in readiness to move the vehicle. The Acorn had an unladen kerb weight of 5100kg and a maximum combat weight of 6500kg. Despite its compact size the vehicle was proven to be a versatile weapon platform capable of carrying a multiple rocket launching system for projectiles up to 107mm calibre. The engine was rear-mounted which meant that all weapons had to be positioned on the roof because the rear section could not be converted to a flat-bed style.

PARACHUTE LANDING

In keeping with a vehicle of this nature and military requirement the Acorn was fully air transportable and could be air-dropped at high altitude by parachute or deployed using the Low Altitude Parachute Extraction System, LAPES. This method had been developed in the late sixties and involved fitting the deployment vehicle to a specialised pallet to which a parachute is attached. The transport aircraft makes a low level approach with the rear ramp lowered and the parachute is released. As it inflates the forward motion of



The Acorn could carry surprisingly large calibre support weapons such as this multi-barrel rocket artillery system.

the aircraft permits the vehicle on its pallet to be pulled from the aircraft. It means the aircraft does not have to land, and once on

With such deployment capability and capacity to carry support weapons, including mortars, the Acorn could be

used as part of a rapid reaction force and perform reconnaissance duties to gather information. Its monocoque hull provided protection against small arms fire up to 7.62mm

“Service roles included deployment to Croatia with UN Peacekeeping Forces where it served with the larger Alvis 8 4X4.”

the ground the vehicle can be released from its retaining straps and the crew can have it prepared and ready for use in minutes.

calibre and the angled shape of the vehicle underside allowed it to survive a mine blast up to 7.5kg. Armoured glass was fitted to

Below: Field trials with the Acorn equipped with a .50in calibre heavy machine gun for self-defence.



the front and sides and roll bars could be added to the roof for survivability if the vehicle did roll over.

FULLY LOADED


The vehicle could be configured to a specified role and suitable communication equipment would be fitted according to user requirements. Spare ammunition could be carried internally for machine guns and anti-tank missiles, but reload ammunition for rocket artillery would have to be carried by a support vehicle. Although the Acorn was capable of being used in the role of rocket artillery, its primary function would have been as a fast scout vehicle and heavier weapons such as rockets would hamper its mobility. It could tow heavy weapons such as 120mm calibre mortars and even light field guns of 105mm calibre with additional crew and ammunition being transported in other vehicles.

The Acorn was used successfully and service roles included deployment to Croatia with UN Peacekeeping Forces where it served with the larger Alvis 8 4X4. Being a three-seater it could never be configured to ambulatory roles and it could not have been converted to recovery roles which left it to operate as a reconnaissance vehicle or as a weapon platform. It is a pity that more was not made of the design because it would have proved a very handy vehicle in smaller wars and paramilitary roles.



Proving a point in anti-tank capabilities this Acorn is fitted with a MILAN firing post and a 106mm RCL. This is almost certainly a configuration for test firing the weapons during field trials because only one of these weapons would have been used on an Acorn at a time.

Some are still operational and a couple are known to be in private ownership, such as the example owned by Dave Ineson of Marlborough, who is a member of the Alvis Fighting Vehicle Society (www.afvsociety.co.uk).

Nevertheless, the Acorn remains one of those lesser-known curiosities from the days when the Cold War was coming to an end and – and for that reason alone, it's something of an enigma. 

Below: Despite being so compact, the Acorn was capable of packing a heavy punch in weaponry.



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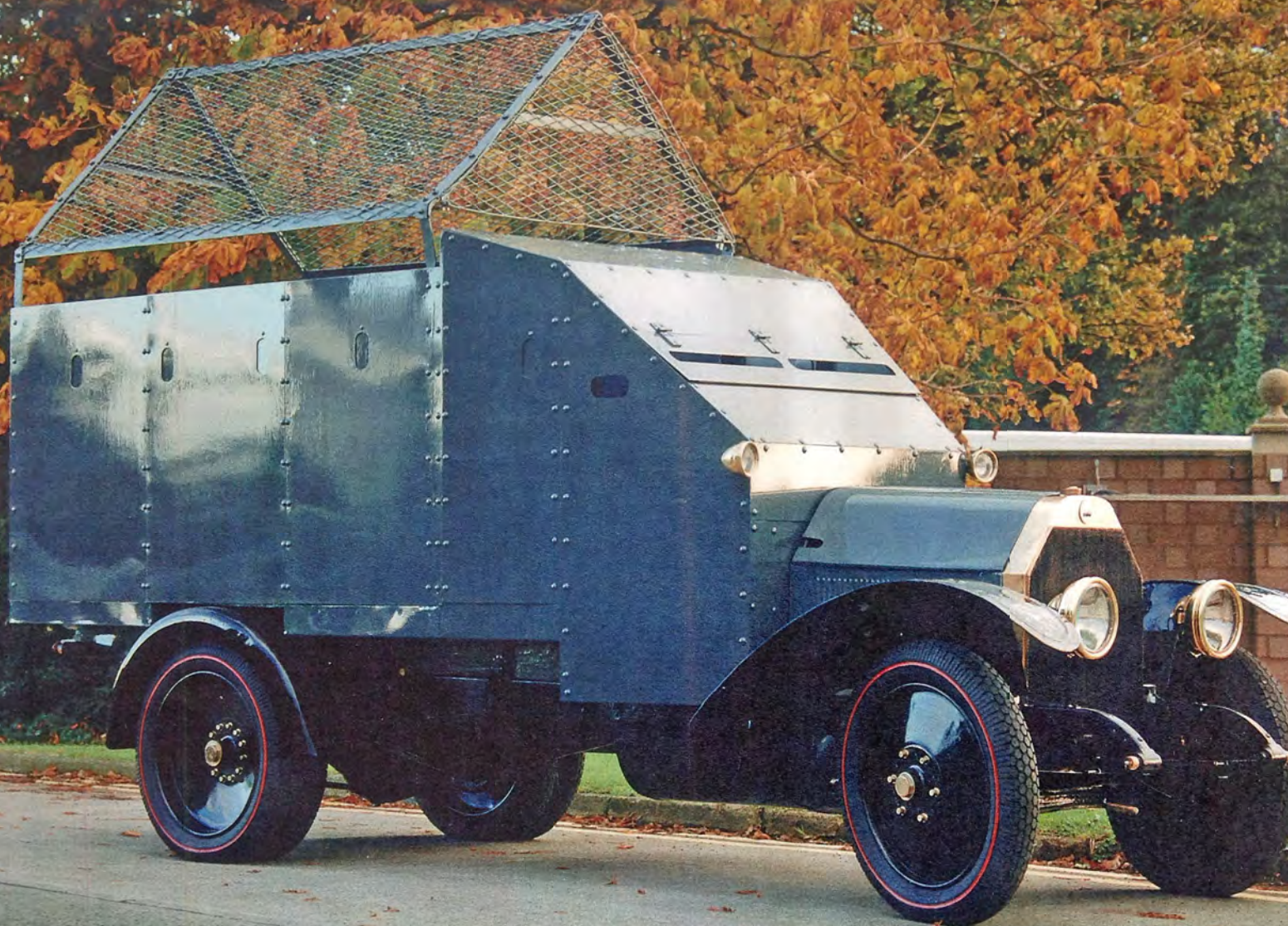
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LATIN LOVELY

Peter Leslie has details of a rare Lancia armoured personnel carrier restoration



In 1995 the Royal Ulster Constabulary, now the Police Service of Northern Ireland, decided to restore its Lancia Triota truck that had been in storage since 1964.

The vehicle had entered service with the force's predecessor, the Royal Ulster Constabulary (RUC), in 1921 as part of the enlargement of the police motor transport fleet. In 1918, after the general election, the Irish formed a provisional government that wished to form an independent Ireland and raised the Irish Republican Army which, by armed attacks on the Crown forces, attempted to implement this.

The Lancia company of Turin had provided open 2-ton trucks for the Italian

Army in 1912-17 for use in its desert campaigns and when the British Army was serving in Italy against the Austrians in the Great War, they made their own modifications to what was already seen as a highly suitable vehicle.

In 1920, a large number were retained as War Department stock and when the situation in Ireland became war-like, the Royal Irish Constabulary (RIC) purchased about 150, and after initially fitting them with upright metal plates in the rear, they

designed a fully armoured box-like body with a rear door and plating around the cab. An unsightly wire cage was fitted over the rear section to protect against grenades.

These vehicles were modified in 1922 on the establishment of the Irish Free State and alterations included changes to the front cab shield and the removal of the wire cage at the back. The Irish National Army took over a large number of Lancias and modified them by fitting roofs to some and to others railway wheels so they could be used as armoured trains. Subsequently, the RUC (1922) converted most of the fleet to open tenders for use as barrack transport.




After being withdrawn from service in 1963, the Lancia was kept in storage for over 30 years. As it had been used as an open tender, there was no original armour plate, but the cage had been retained.



The chassis and original engine exposed before refurbishment. It's a Lancia Tipo 64, four-cylinder side-valve petrol unit with a capacity of 4940cc. It produced 70bhp at 2200rpm.



Rear view during the enclosing of the rear compartment with aluminium prior to painting.

This Lancia Triota was made in 1921 and was issued with the registration number 01 1399 in Belfast in March 1923. Prior to this date, all the Lancias with the War Department carried the allocated WD number with the prefix 'L' (for lorry), a system of nomenclature that had been used in the Great War. Therefore, the RIC vehicles had either the WD number or the Belfast registration depending on when it was registered. The chassis and engine number of this vehicle was 165 – it served in Belfast, was converted to a tender in April 1926 and withdrawn from service in 1963. It was then stored in a garage until it was decided to restore it, with work being undertaken with great care and attention to detail by members of the Motor Transport Section Royal Ulster Constabulary George Cross, using scale drawings and photographs provided by the writer. 



Above: Members of the Royal Irish Constabulary operating a Triota in County Cork in the summer of 1921. The front radiator plates have been removed in this picture.



Left: The later pattern cab armour on a Triota with crew of the Ulster Special Constabulary (USC). The nickname 'Roaring Meg' appears beneath the driver's visor. The USC crest appears on the radiator plate and the red number 35 on the side indicates the vehicle's fleet number.

SEND US YOUR STORY!

If you've carried out a military vehicle restoration, why not tell us about it! Email words and pictures to ian.cushway@keypublishing.com

WINGS OVER WAIRARAPA – HOOD AERODROME, MASTERTON, NEW ZEALAND – 16/17/18 JANUARY 2015

The Carrier world record attempt was just one of the attractions at this year's airshow spectacular, as Dave Hardway's photo report confirms...



This English Mk1 3in mortar carrier was one of the show's many star attractions.

At the Wings over Wairarapa air show in 2003 we managed to gather together ten examples of Bren/Universal Carriers, which at the time was probably a record although we were not aware of it. As it turned out some of our Australian friends had attended the show and set about organising a proper record attempt managing to come up with 21 carriers in 2005, 17 of which completed a two-mile parade to set the world record. Since that time, we had looked at bettering this record which we knew was always achievable.

Following the 2013 Wings Over Wairarapa air show, the word went out to Carrier owners that an attempt on the Carrier world record would be made in 2015. The response was overwhelming to say the least. Carriers would be arriving from all

over the country – we even had a Carrier owner in the UK who was keen to join us but various taxes and other assorted costs made this completely impractical.

Two days before the show the carriers started arriving. First in were an LP2A six pounder gun tractor Carrier and a Loyd. So it went on until we had a total of 30 Carriers lined up. Four of these had travelled from the South Island, while the balance had arrived from nearly all regions of the North Island. From the Waikato to Bay of Plenty, Taranaki to Manawatu, Gisborne to Hawkes Bay, down to Wellington, the Carriers came from everywhere. Of the ten carriers that took part in 2003, nine of them were back for 2015.

STAR ATTRACTIONS

The standouts were a pair of Bren No2 Mk1s. These were two of the first six

Carriers to arrive in New Zealand in 1939 and are believed to be the sole running survivors of this model worldwide. In addition to these two, we had amassed a range of Carriers not seen together since the fifties. Included were a Canadian Mk1* Universal Carrier, English Mk III(W) AOP Carrier, English 3in mortar Carrier, Loyd Carrier, LP2 MG Carrier, LP2A MG Carrier, plus LP Carriers with post-war modifications the LP2A MMG Carrier and the LP2A six pounder gun tractor Carrier. We even had one LP Carrier that, when restoration is complete, will represent an example of the Carriers cut down for farm use post-war. All up we were missing only three models of Carrier used in New Zealand, the LP (or LP1 depending on your point of view) and two of the post-war models, the LP2A mortar Carrier and the LP2A flame Carrier (all of which are currently under restoration).



Above: Still undergoing restoration, this LP2 farm conversion was a real rarity.

Right: This beautifully prepared English Bren No2 Mk1 gained lots of interest.



Left: LP2A MG Carrier sported a delightful original patina. Below: LP2A Six pounder gun tractor also showed evidence of post-war influences.



RECORD BREAKER

The record attempt took place on Saturday where we needed to complete a 3.2km distance. This was duly completed by 27 out of the 29 taking part. On Sunday the Carriers took part in the afternoon battle sequence to conclude the air show. Of course the bad guys never stood a chance

with a mass attack of over 20 Carriers charging down the runway at speed!

Could we have had more Carriers? The simple answer is yes! At one point we had 42 Carriers lined up to attend but as with

any event, some were bound to fall by the wayside. If a future attempt is to be made, there are several more in the South Island, plus more still in the North Island already running and more still under restoration. Oh, and in case you're wondering, the sight and sound of 29 Carriers all under way at the same time is magnificent...



Above: LP2 MG Carrier was one of a vast haul of Carriers at the show to attempt to break the world record. Right: A LP2A six pounder gun tractor featured a variety of post-war modifications.





Above: Ford GTBS bomb service truck was an unusual sight. Right: M16 half-track provided an interesting distraction.



Left: Back to the Carriers and a LP2A MG.

While the Carrier record was the main focus of the weekend, we also had some other armour and a large range of soft skins on display. These included motorcycles in

the form of a Matchless G3L, an Indian 741B, Kawasaki KLR250, Honda XL250RC and a Condor. From these we move onto a selection of Willys MB and Ford GPW

Jeeps, as well as a range of Land Rovers from Series 1 80in to 110 Defender. We also had a pair of rare 13 Pattern C8AX Chevrolet GS trucks, Ford GTBS bomb service truck, Chevrolet Cargo, Lees RT25 rough terrain forklift, Kaiser M725 ambulance, a selection





Above: This Series 1 80in Land Rover was immaculate.



Above: A variety of Dodge WC trucks were in attendance, including this canvas topped example.



Above: Mk1 Ferret representative of the armoured presence at Masterton.



Above: Defender looked suitably at home in the hot New Zealand conditions.

of Dodge WC series 4x4s (a WC21, a WC52 and a pair of WC57s) and finally a M274 Mule, the only one of its type in New Zealand.

On the armour side, the Carriers were complemented by a Mk1 Ferret, M16 half-track and an M3 Stuart. Once again we had the MkIV replica from Peter

Jackson's collection with us. Something we had previously had very little of was artillery; this was put right with the attendance of a WW1 German Krupp 77mm FK16 gun and limber, plus a British 18

Below left: The presence of a Matchless instantly raised the bar at Wairarapa. Below right: Indian 74B1 was in lovely order, complete with panniers.





Above: This Canadian Mk1 universal was in nice order. Right: British Mk IV heavy tank replica came from Peter Jackson's collection

pounder and limber of a similar vintage. These early guns were complemented by a WW2 six pounder anti-tank gun and Bofors anti-aircraft gun.


FLYING HIGH

As in previous years the 'Have a Ride' arena proved to be extremely popular and ran constantly for three days. After some excess water was laid into a few hollows the owners seemed to take to it as well. Several Jeeps, a V8 Rover and a C8AX must have taken some cleaning later on!

For the first time we had Laurie Gudsell's trailer-mounted Allison V1710 engine at our end of the airfield, providing everyone with the sight and sound of the raw horsepower behind the Kittyhawk.

Strangely enough, being an air show, there were aircraft there as well. While it

didn't seem like it, the wind was a bit on the strong side for the WWI aircraft, effectively grounding them for the weekend. This left the bulk of the show to more modern machinery. The Harvards, Kittyhawks, Spitfires, Corsair Grumman Avenger and the Avro Anson wowed the crowds all weekend long, as did an excellent display by the DC3 (if only it was in military colours!) We were also treated to displays by the RNZAF's helicopter fleet, although the sight of an NH90 taxiing seemed to defeat the point of a helicopter and the A109 seemed very efficient at turning the airfield into a dust bowl while waiting to take off. It's a good thing the Iroquois never fails to impress; hopefully we will still see them in New Zealand after they have retired from service. For many of us it was the first opportunity to view the new Texan II trainer and watch what turned out to be an extremely short flight (something to do with entry into service of new aircraft).

So, if January 2017 should find you in New Zealand, come and join us for the next air show – it's only two years away and time will quite literally fly. Meanwhile, hopefully the selection of photos here will whet your appetite... 



Above: English AOP MkIII (W) looked at home among the other Carriers.



Above: Made to Swiss perfection, this Condor motorbike was a long way from home.





Above: British gun from Great War era attracted plenty of admirers. Below: Lacking in previous years, this WW2 six pounder anti-tank gun boosted the display of artillery.



Left: WW1 German Krupp 77mm FK16 gun and limber was a rare sight.



Left: LP2A MG Carrier helped make up the numbers. Below: Lees RT25 rough terrain forklift was just a bit different.





Above: A rare 13 Pattern C8AX Chevrolet GS truck.



Above: This Jeep looks suitably loaded up for the conditions.



Left: 'Have a Ride' arena proved as popular as ever with visitors and owners alike.



Above: You can imagine the noise this made!



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COMING IN NEXT MONTH'S ISSUE...



Watch out for these exciting features in next month's issue, on sale 15 May 2015...

A TALE OF TWO TIPPERS

John Blackman talks to Rob Warren about his matching pair of GMC 'Jimmies'... and Cat D4.

FIAT'S JEEP

Military versions of the Fiat Campagnola served the Italian armed forces well for half a century. James Taylor tells the story of their evolution...

SIX OF THE BEST

Moving troops at speed was a good way to make use of the limited German forces allowed by the Versailles Treaty – and 6x6 cars provided the ideal solution, explains Karl Ludvigsen.

DOWN TO THE BARE BONES

David Fletcher profiles the bizarre early American Skeleton tank.



REGULAR FEATURES

And don't miss our regular features, including product reviews, forthcoming events, pages and pages of classifieds, the very best in military-vehicle photography... and, as regular readers will be only too well aware, far more than we can list here!

These are just some of the features planned for the next issue, but circumstances outside our control may force last-minute changes. If this happens we will substitute items of equal or greater interest.

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accept no liability for errors or omissions in this list. Show organisers, please send details of your event to ian.cushway@keypublishing.com or to the editorial address at least eight weeks in advance. Unfortunately we have space only for shows with significant military-vehicle content.

TANKFEST – 27-28 JUNE 2015

Celebrate the 100th anniversary of the tank at Bovington's Tankfest on 27-28 June.



MILITARY-VEHICLE EVENTS 2015

May

FORTRESS WALES 2015

Date: Sun/Mon 3-4 May 2015

Location: Caldicot Castle Country Park NP26 4HU

Contact: Wendy Sidney 01495 774482, www.facebook.com/FortressWalesAtCaldicotCastle?fref=ts

GUERNSEY 2015

Date: Wed/Tues 6-12 May 2015

Location: Guernsey

Contact: Tracie Dyer 0044 (0)1481 240175, www.gmvq.co.uk

JERSEY MILITARY VEHICLE CLUB – MILITARY MANIA 2

Date: Fri/Sun 8-10 May 2015

Location: Jersey

Contact: Ricky Le Quesne, ricklequesne@gmail.com

BATTLERGROUP NORTH

Date: Sat/Sun 9-10 May 2015

Location: Yorkshire Air Museum, Elvington, York

Contact: www.wheelsandwings.co.uk

VE PLUS 70 WEEKEND

Date: Sat/Sun 9-10 May 2015

Location: Fisher's Meadow, Quedgeley, Gloucester

Contact: Stephen Smith, bulldog.smith@btinternet.com

SPRING VEHICLE FEST

Date: Sun 10 May 2015

Location: RAF Coltishall, Norfolk

Contact: 01603 626 668 or email events@str.gb.com

MYLOR D-DAY 71

Date: Sat/Mon 23-25 May 2015

Location: Mylor Bridge, Cornwall

Contact: Adrian Snell 07532 111161, www.cornwallmvt.co.uk

June

DEVON D-DAY 2015

Date: Fri/Sun 5-7 June 2015

Location: US Army Assault Training Centre, Saunton, N Devon

Contact: Richard Bass 01392 660882, www.assaulttrainingcenterfriends.co.uk

DUNSFOLD COLLECTION OPEN DAY 2015

Date: Sat/Sun 13-14 June 2015

Location: Dunsfold, Cranleigh GU6 8PR

Contact: 01483 200822, www.dunsfoldcollection.co.uk

THE DIG FOR VICTORY SHOW

Date: Sat/Sun 13-14 June 2015

Location: North Somerset Showground BS48 1NE

Contact: James Shopland 07968 274480, www.digforvictoryshow.com

WICKSTEED AT WAR

Date: Fri/Sun 12-14 June 2015
Location: Wicksteed Park, Kettering NN15 6NJ
Contact: Tim Hawkes 07990 574338, www.wicksteedatwar.co.uk

WARTIME IN THE VALE

Date: Sat/Sun 20-21 June 2015
Location: Ashdown WW2 Camp, Evesham, Worcestershire
Contact: Paul Valiadis 0779 1591528, www.ashdowncamp.webs.com

July

THE CAPEL SURREY MILITARY VEHICLE SHOW

Date: Sat/Sun 4-5 July 2015
Location: Aldhurst Farm, Capel, Surrey RH5 5HJ
Contact: Mike Sheehan 07870 231060, www.capel-military-vehicle-show.com

THE YORKSHIRE WARTIME EXPERIENCE SHOW

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

ROXBY HERITAGE WEEKEND

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

WOODHALL SPA 40s FESTIVAL

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

THE GARDENS OF EASTERN LODGE WW2 OPEN DAY

Date: Sun 19 June 2015
Location: Dunmow, Essex CM6 2BB
Contact: Chris Warne 07887 545908, www.eastonlodge.co.uk

THE WAR AND PEACE REVIVAL

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

August

THE MILITARY & FLYING MACHINES SHOW

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

COMBINED OPS SHOW

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

FORCES DAY

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

SUMMER VEHICLE FEST

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

MILITARY ODYSSEY

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

CORNWALL AREA MVT MOUNT EDGCUMBE AT WAR

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

September

JEEP & CHEERFUL DAY

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

WHEELS OF WAR

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

MILITARIA EVENTS, AUCTIONS, ETC

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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.

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FORTHCOMING MILITARIA EVENTS 2015

April

HILDENBOROUGH MILITARIA FAIR

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

NORTHERN MILITARY EXPO

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

DALLAS DIG OUT

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

May

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

CHELMSFORD MILITARIA FAIRS

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

June

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

TANKFEST

Date: Sat/Sun 27-28 June 2015
Location: Bovington Tank Museum, Dorset
Contact: www.tankmuseum.org

HILDENBOROUGH MILITARIA FAIR

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

July

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

HILDENBOROUGH MILITARIA FAIR

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

August

DALLAS DIG OUT

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

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

MILITARY ODYSSEY

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

September

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

CHELMSFORD MILITARIA FAIRS

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

HILDENBOROUGH MILITARIA FAIR

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

October

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

CHELMSFORD MILITARIA FAIRS

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

HILDENBOROUGH MILITARIA FAIR

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

DALLAS DIG OUT

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

November

NORTHERN MILITARY EXPO

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

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

HILDENBOROUGH MILITARIA FAIR

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

MALVERN MILITARIA FAIR

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

CHELMSFORD MILITARIA FAIRS

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

December

HILDENBOROUGH MILITARIA FAIR

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

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

You can never predict what is going to be advertised on Milweb and that's partly what makes my work so interesting. And March had some big surprises. Ford GPAs have become very popular in recent years, with rising prices really good examples sometimes fetch over £100,000. But 'Optimist of the Month' must go to a seller in India who wanted

\$82,000 USD (about £55,000) for probably the most challenging GPA we have seen in years. Realistically it was worth about £6000 tops as most of it needed replacing. As one prospective buyer said, anything can be restored if you throw enough money at it, but you have to be realistic. It really was in a poor state – and obviously you have to factor in the cost and stress of

actually getting it out of India (if you actually could). There are nightmare stories about exporting vintage aircraft and vehicles from India, such as wings being cut up so they fitted in a container – there is some treasure out there but for most of us it is just too much of a challenge.

DRIVING THE MARKET

In 16 years we have only had two WW2 Tiger adverts sent to Milweb. Both have been for a large quantity of bits dug up in Eastern Europe. The first advert some years ago, we soon rejected as the remains of that Tiger were already in the workshops of a major European museum. So we were interested to know a bit more when the latest advert came in for a Tiger 1 project, apparently from a genuine seller who had acquired a lot of parts from dug up remains of several Tigers. It was, he told us, for some years his intention to make one out of all the bits but the whole project was too big for him. He had no engine or transmission and wasn't likely to be able to get one. He felt it was all worth about €450,000. Doubtless, with help from a lawyer on such an important purchase, one of fewer than a handful of potential Tiger buyers will most likely manage to conclude a deal.



Way to go? FV432 Hearshe on hire from Tanks A Lot.



Fancy a Tiger? This is just a small selection of the parts on offer as a package totalling 30 tons of Tiger. For the high net worth buyer.

As France's only venue for tank rides, the excellent Normandy Tank Museum, near Utah beach, has just added one of the excellent Sindorf FV432s to its fleet, to serve alongside a M36 Jackson and its original 432. We hear the race is on to complete a M4A4 Sherman for this year's tanking season which starts at Easter. With their nextdoor neighbours, Military Classic Vehicles, refurbishing a seemingly endless list of Shermans and other AFVs for clients, it seems the tiny village of Catz has become the tank capital of Europe.

In the UK the tank driving experience market is buoyant with a wide range of players, including Tanks A Lot (yes, it was them who delivered the 'Save Clarkson' petition in an Abbot...). From time to time these driving experience centres dispose of their FV432s – though it isn't a tank that's the most practical vehicle for the job. However, such civilian careers probably put more of a strain on these poor GKNs than their military service ever did which means that you will pay a bit more for a 432 that hasn't been used for corporate fun days.

Incidentally, Nick Mead who runs Tanks A Lot offers some very unusual services with

tracked vehicles, including a FV432-based hearse – for the person who wants to leave in style, obviously.

Elsewhere, not that it's likely to be ready for waterborne pleasure trips anytime soon, we were pleased to hear that a reasonably complete VW Schwimmwagen for total restoration in Germany at €68,000 sold in just a few days of its advert going live.

GOING DUTCH

Czech military vehicle giants STV Group is in the middle of a premises move. The logistics of moving its vast stock of Soviet era armour, trucks and helicopters is on a scale akin to the British Army pulling out of Afghanistan.

Meanwhile, Dutch auctioneers Troostwijk continue to sell a selection of good quality M series trucks. These are predominantly 5-ton M923 derivatives from surplus stocks of US forces in Europe. Many trucks offered had incredibly low hours and looked to be very good value with opening bids around €5000.

In that same sale a very nice CJ2A Jeep fetched just under €12,000 –




Replica Goliath demolition vehicle – built to German standards, of course.

though built for the civilian market, armies such as the Swiss used these and they are now highly collectable.

on a roll and it all reaches a crescendo in July at War and Peace Revival. And we should have news of a forthcoming

“...you will pay a bit more for a 432 that hasn't been used for corporate fun days.”

So there is plenty to buy and plenty of buyers out there. The show season is now

vehicles both WW2 and modern go under the hammer. 

major UK military vehicle auction next month which will see some interesting



Lots of M923s are now being offered – will they ever be as popular as the M54 5-ton truck and the M35 Reo?

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			TREND
					LOW	HIGH	AVERAGE	
SOFT-SKIN VEHICLES								
M General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£32,000	£32,000	£32,000	▲
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£2350	£2800	£2575	▼
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£2350	£6000	£3950	▼
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£8500	£5999	–
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£8750	£9650	£9125	▲
Dodge WC54	USA	1942	3770cc; 6; petrol	26,000	£8400	£12,750	£10,905	–
Dodge WC56, WC57, WC58	USA	1942	3770cc; 6; petrol	37,000	£15,415	£19,100	£16,835	▼
Dodge WC62, WC63	USA	1942	3770cc; 6; petrol	43,000	£6925	£10,000	£8525	▲
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£4500	£9500	£7160	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£8000	£10,000	£9140	–
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£9800	£13,950	£11,585	▲
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£7450	£7750	£7565	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£4230	£18,000	£12,829	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£4250	£15,250	£8400	▲
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£6000	£5498	–
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£3750	£7100	£4995	▲
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£14,000	£21,000	£16,600	▲
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3495	£4895	£4195	▼
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£1850	£3750	£2300	–
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£6250	£9000	£7750	▼
WHEELED ARMoured VEHICLES								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£14,000	£25,500	£16,700	▲
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£14,750	£15,000	£14,873	▼
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£9500	£13,460	£11,935	▲
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£6750	£9000	£7750	▼
AMPHIBIOUS VEHICLES								
Alvis Stalwart, FV620 (etc)	UK	1959	6522cc; 8; petrol	1575	£6750	£9500	£7975	–
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£10,300	£11,750	£10,625	▼
TRAILERS								
¼-ton (for WW2 Jeep)	–	–	–	–	£825	£950	£855	▼
¾-ton British (for Land Rover)	–	–	–	–	£300	£650	£507	–

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

** Includes civilian production.

Note

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

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

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or visit: www.busesfestival.com

To exhibit your vehicle or trade, contact Michelle Withers on 01780 755 131, email: michelle.withers@keypublishing.com or visit www.busesfestival.com for more info.

066/15

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ENFIELD P14 .303 BY WINCHESTER



Stunning original example, probably unissued, old spec, deactivation (1990), Volley Sights, correct 08 pattern leather sling – first to see will buy £550. Phone: 07971 223707 South Yorkshire.

BOOKS / MANUALS

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

JEEPS / LAND ROVERS

AUSTIN CHAMP 4X4. Direct from the Army, dry stored for many years - £2,500.00. Phone: 07774 688715

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

FORD JEEP MODEL GPW 1942, £11,500



Good working order, canvas road & sides/doors etc. Only 100 miles average PA for last 35 years. Very good tyres, currently licensed. Phone: 01748 519179. E: nigelkent@hotmail.co.uk Richmond, North Yorkshire

MOTORCYCLES

CONDOR A580, very nice unrestored and original condition. 1953. Correct leather panniers, seats etc. A rare Swiss post war military bike. £5999. Email: dthomas409@hotmail.com Phone: 07798 866071 Middlesex.

WARTIME - BSA FOLDING PARA BIKE. £400+. Good condition, handle bars and 1 wheel non original. Ring for more information. Phone: 0121 7880969 / 07864 647838.

MILITARY / MISCELLANEOUS

BRITISH ARMY camo nets green 7x7m £25. British army camo net green 14x14m £50. 58 webbing all pouches £5. Land-rover Jerry can and holder £25. Clansman 23 pin main vehicle cable v.big £45. Phone: 07964 705487 Kent.

ENTRENCHING TOOL, WORLD WAR II. German name on canvas case (Kniphier) £45.00. British mk.2 Turtle Helmet, no liner £40.00. Russian Cap 1950's with badges £50.00. Phone: 0208 6414238 Surrey

FINNIGANS LTD – 1016 WW1. Original leather revolver holster with brass fittings and flat top, belt loop etc. Stamped Finnigans Ltd 1016. VGC. Offers. Phone: 07816 870052 Devon

1860 TOWER CARBINE MUZZLE LOADER .577 CALIBER £825



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

JERRY CANS X2 1943 £20.00 EACH.



In restored condition but for decor only as one has a pin hole in the bottom. Phone: 01548 521278 Devon

SPEEDO TAKEN FROM A FORDSON ARMY LORRY £80.



Phone: 01234 822006 Bedford

JERRY CANS X2. Ex. British Army, dated 1951, suit Daimler Dingo dated 1967, suit Ferret. Good condition. The pair £40 ONO. Phone: 01403 263137 West Sussex.

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

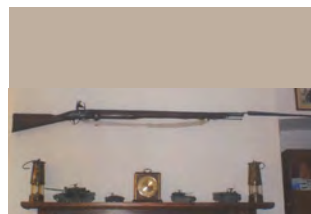
VARIOUS WW1 ITEMS £200, buyer collects. Camp bed, mattress, bed roll, 1942 winter padded coat 1944 lined 3/4 length coat Motor Transport Operations. Phone: 0784 0315627 Dover.

TOOLS FORM 1940'S £POA



Issued to diamond T. Far cast. collects. Phone: 07971 22370 South Yorkshire

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



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

WW2 AUXILLIARY SCAMMELL FIRE PUMP £225 - Pumps 40 Psi



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

WW2 RADIOS £520 EACH. 2 NO 19 Used on jeeps and armour etc. Also 60ft tent W.D. heater, new, £300. Also W.D. Turfa-puller £200. Phone: 07931 238911 Salop

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M1 GARAND RIFLE, 1943



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FOR SALE

MILITARY / MISCELLANEOUS

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Email: tsltank@gmail.com

Wiltshire

TELESCOPE, SCOUT. REG. T, MKII'S



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

SPARES

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



www.keypublishing.com

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

FERRET/SALADIN/SARACEN

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

TRAILERS / TOWING

JEEP TRAILER M100 1952, £1,300. ton. Bare metal rebuild & paint. 3 original I.D. plats. New wheel bearings. Fitted cover/tent addition. Modern electrics in original casings. 12/24v. Phone: 07789 531331 Somerset.

SANKY TRAILER EX. MILITARY. £300 ONO



In good condition. Buyer collects. Needs paintwork done.
Phone: 01689 825321.
Email: Kaz.y@live.co.uk
Kent, UK.

SOFT SKIN VEHICLES

CHEVROLET C15A, 1943, 8,000 EUROS.

very good condition, good tyres, new tarpaulin, ready to use, all registration documents. Price by arrangement. Pire, 156 Rue Du Commerce, B5590 Ciney, Belgium.
Email: herve.denis.42@gmail.com

GUY QUADANT F.A.T X 3. 1938 -1944.

25,000 euros, 2 running, 1 for spares or restoration. Enquiries please only by letter to 18 Rue De Thillot, 55210 Hannonville, Sous Les Cotes, France. Photos on demand.
Email: claude.jean.neel@luvinet.fr

GMC - CCKW 353, 1943, 8,000 EUROS.

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

RENAULT R2067 4X4, 3/4 TON, 1954, 2,500 EUROS.

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Email: herve.denis.42@gmail.com

VEHICLES AND PARTS

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Hants

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Phone: 01473 652632 Suffolk

SCAMMELL PIONEER 1943 £12,500



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Phone: 07710 765437 Worcestershire

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SCAMMELL S26 6X4 EX RAF HEAVY TRACTOR 1985, ORIGINAL BARFORD BODY, Rolls Royce 3056 eagle, 15 speed Eaton box. All good tyres. VGC as seen at GDSF and War & Peace last 5 years. Price £8,450. Phone: 07867 988311 or 01258 830245



WHEELED ARMOUR

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

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£2,500.00
Tel: 01474 703187

WILLYS/FORD JEEP



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Phone 01474 708586
Mob: 07719 779597
Dartford, Kent.

AUSTIN K2



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Phone: 07831 138408. Wokingham.

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BOOKS / MANUALS

OWNERS HANDBOOK/MANUAL for Mercedes 1.3 engined 'Passion' - 4 x seat, 4 x door hatch model car. If you have and don't want to sell, is it possible to borrow and copy some of contents? Phone: 01787 371618 Suffolk.

WANTED PLEASE, manual & spare parts list or photocopy for 1988 Freight Rover van, Sherpa 200. Phone: 01235 521774

MODEL KITS

ANY MADE/UNMADE PLASTIC MODEL KITS WANTED. AFV, tank, aircraft, figures etc. Also diecast tanks, military vehicles, Corgi, Solzdo, Armour, military books, 21st Century/Dragon dolls & vehicles, replica & deactivated weapons. Write to: 27a The Grove, Biggin Hill, Kent, TN16 3TA, Phone: 07973 885754.

VEHICLES AND PARTS

BEDFORD, QLB, 1942. Wanted, fairleads. Front & rear for QLB with wild Winch. Phone: 01768 898233 Cumbria.

DRUM WINCH, P-T-O driven. Must be working order or tractor mounted winch. Phone: 01208 812698

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.

GNC - CCKW 352 Shortened version Soft top - fitted with Winch banjo axles and wrecker device no 7. And :- Trailer "Ben Hur". New as possible and Military very complete please. Contact: carens.chris@online.be

GPA 1941 STEERING BELL CRANK. Must be in good condition. Phone: 01460 73775.

SERIES 3 DEFENDER 90/110 BEDFORD MJ PARTS. Sorry no engines, gearboxes, axles, panels but parts their of. Phone for freelist 07858 784713. S.E London

1WILLYS FORD OR HODGKISS JEEP WANTED



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

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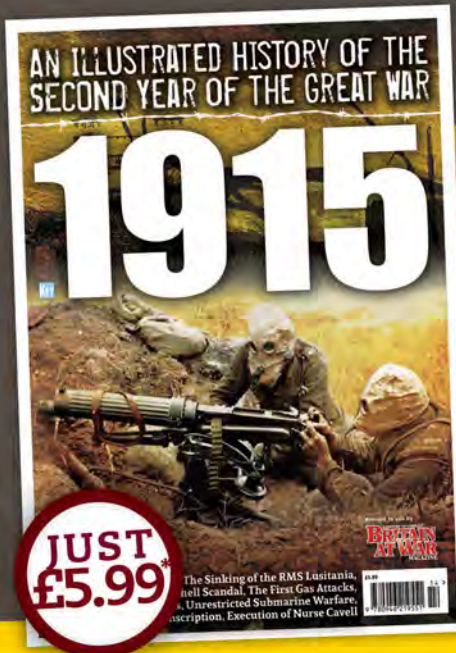
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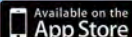
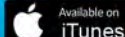
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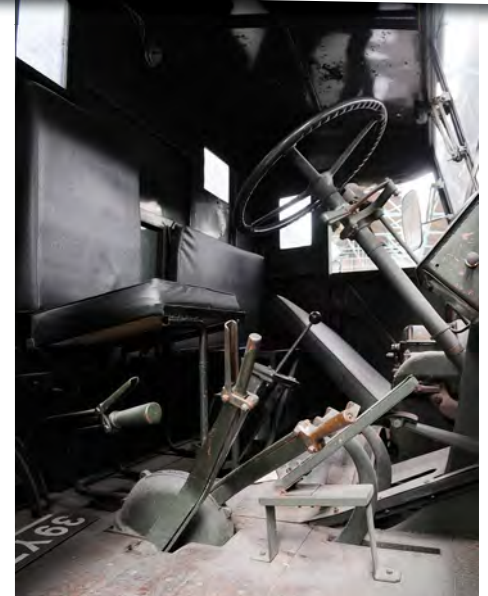
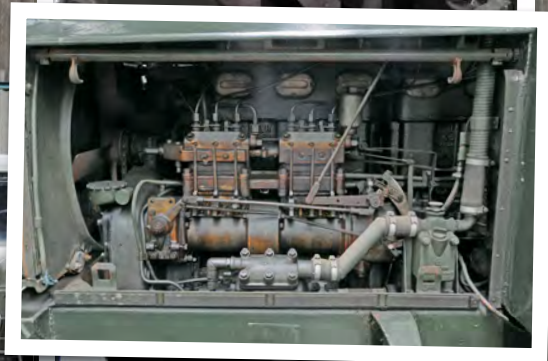
Probably one of the most famous Scammel Pioneers of all time, 'Swampy' was used in WW2 and later served in Belize, which is where it got its name. It was the last Pioneer to remain in service and was still in active use in the 1980s. Indeed, it only returned to the UK in 1985 and, having arrived as a heap of parts, was painstakingly rebuilt by the 43 District REME Workshop in Aldershot in 1987. It features the second and more common sliding jib crane.

The 6x4 Pioneer was developed in the late 1920s with off-road use in mind. Featuring a Gardner six-cylinder diesel, it was used as the basis for an artillery tractor and various other roles. Many Scammels

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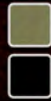
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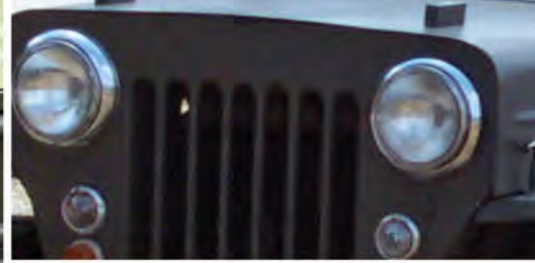


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