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OPENING SHOT

LET'S PLAY!

It's universally agreed that shows with plenty of action in an arena are always more fun than static displays. But why should softskins and tracked armour have all the fun? These Scammells have spent most of their working lives huffing and puffing, hauling virtually immovable objects at snail like speeds – so why shouldn't they be let off the leash every so often and be given their head of steam...





NEWS & REVIEW

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

Despatches



I was reminded this month via various bits of correspondence of the worldwide interest our hobby holds and the various age groups touched by the nostalgia surrounding Green Machines. The first came from Robert Cedars who was a convoy commander for Anglo America Corporation during the Rhodesian War. He'd managed to take several photos of the counter ambush and mine protected vehicles he drove during the conflict and has offered to write an account of his experiences. Then a letter arrived from Des Penny from Tyne & Wear which included a series of black and white images of his father, Fred, while serving on Christmas Island as part of task force Grapple in the late fifties. A bit closer to home but no less significant was another letter from Peter Davey who attached a photo of himself alongside a Karrier while doing his National Service in Germany. He's 82 now. To top it off, John Marchant from Milton Keynes got in touch telling us about his life saving military vehicles. He first drove a 'CMP' in 1944 and at the end of his letter revealed that he is now 89 and still enjoying driving them. How about that! I'd love to hear your story via the usual address, ian.cushway@keypublishing.com

Ian Cushway



TANK MEN EXHIBITION OPENS



The Tank Museum is marking the centenary year of the first tank attack in history with a new exhibition focussing on pioneering tank soldiers.

Tank Men: The Story of the First Crews focusses on the stories of eight men who crewed tanks during the First World War, and it was officially opened by HRH the Princess Royal on Monday 21 March 2016.

Exhibitions Officer Sarah Lambert said: "The new exhibition tells the stories of eight British tank soldiers who were among the pioneers of armoured warfare. These individuals were carefully chosen following extensive research in the Museums archives, allowing us to draw upon previously unseen materials – documents, images and supporting collections – to assemble their histories."

Researchers even traced surviving relatives of the featured soldiers, who were approached to provide a personal insight into the men.

Alongside the personal stories, the museum is redisplaying what is the finest collection of Great War tanks in the world – including the world's only surviving example of the Mark I tank that first saw action 100 years ago. The new exhibition is part of a range of activities and events The Tank Museum will be hosting and participating in to mark 100 years since the first tank attack in history. For more information visit www.tankmuseum.org.

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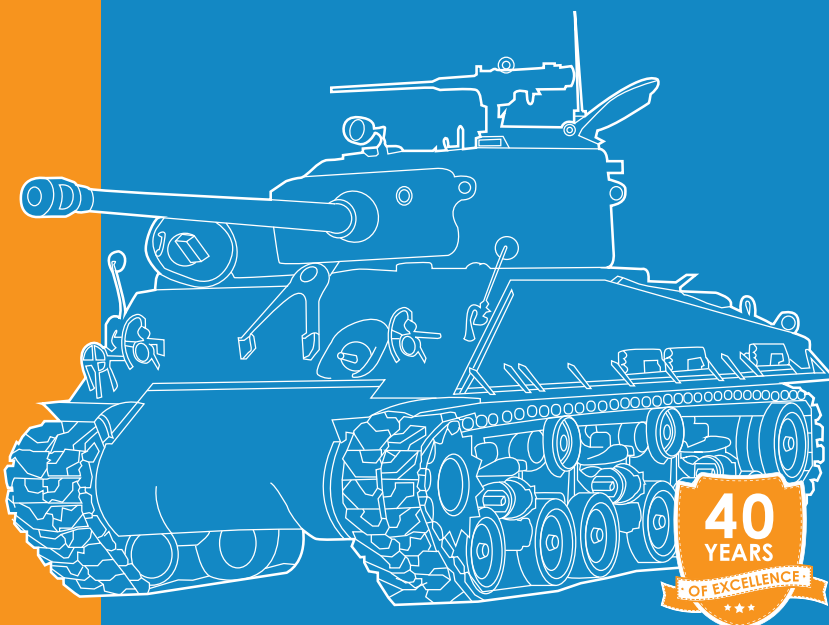
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BEDFORD OX UNDER THE HAMMER



This Bedford OX 'Queen Mary' aircraft transporter is to be auctioned at Cheffins (www.cheffins.co.uk) on 16 April with a provisional estimate of £10,000-£15,000. Recorded as first being road registered in 1953 it started life as a Bedford OY six-cylinder unit and has been skilfully converted to an OX tractor unit. According to the auctioneer's description, a full restoration has included new brakes, tyres, wiring loom, switches etc, windows, wipers and motors whilst the engine has been inspected and serviced and the cab and chassis have been repaired and painted. Meanwhile, the seats have had new canvases fitted.

With a four-speed gearbox it starts, stops and drives as it should. A 1971 Taskers trailer has been converted to



look like a Queen Mary wartime trailer as hauled by the OX truck, and this has been shot blasted, repaired as required with fresh paint, and had new lights, wiring loom and floor. The air system has also been checked. A unique outfit with V5C documentation, it's bound to attract a fair bit of interest.

NEW ORGANISER FOR COMBINED OPS

The joint organisers of this year's Combined Ops show have come to an agreement for Headcorn Special Events to take over the show. A press release stated: "With the continuing rise in popularity of the Combined Ops Military and Aviation Show held at Headcorn it has become increasingly difficult for The Invicta Military Preservations Society (IMPS) to be able to find sufficient volunteers who can devote the necessary time and resources to form an organising team. Therefore an agreement has been reached whereby Headcorn Special Events (HSE) will take over the IMPS side of the show. By bringing all the organising and running of the show under one roof it will make its operation more efficient and will ensure its success in the future."

Combined Ops takes place at Headcorn Aerodrome on the 13/14 August this year, with air displays and military attractions similar to the past Combined Ops Shows, and IMPS members will continue to receive all the benefits previously accorded to them. Contact Headcorn Special Events at www.headcornevents.co.uk for more info.



MAKE A DATE FOR DFVS

Make a date in your diary now for the 2016 Dig for Victory Show to be held on 11/12 June at the North Somerset Showground, just outside Bristol. The event's run entirely by volunteers and supports two charities: Walking with the Wounded and Weston Hospicecare. It's basically a 40s themed affair with re-enactors demonstrating what life was like in wartime Britain, accompanied by over 200 military vehicles. Find out more at www.digforvictoryshow.com

RAF REGIMENT REMEMBERED

If you're at a loose end this spring, why not take a trip to Suffolk and fit in a visit to the RAF Regiment Heritage Museum based at RAF Honington. It looks after the history of the RAF Regiment from the time it was formed in 1942 to protect the airfields around the world that the RAF would operate from. On display is a large collection of military vehicles and weapons accompanied by accounts of the many conflicts the Regiment has been involved with. The oldest vehicle is a 1922 Rolls-Royce armoured car and there are also a 1942 Otter armoured car, various Ferrets, a Saracen, several Land

Rover variants as used by the military and various CVRT armoured vehicles. There is also a collection of guns and vehicles that were captured by the enemy forces. As the museum is based at RAF Honington which is an active base it is only open to the public one Saturday and Sunday each month. Booking can be arranged by contacting Rosita Salmon on 01359 237963 or book on line at www.rafregt.org.uk. Just bring photo identity for your pass – there is no charge to visit the museum but donations are gratefully received.





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WRITE TO REPLY!

I DROVE A KARRIER

Further to your piece last issue (April) on the Karrier, please find enclosed a photo of the one 'in my care' whilst in



Germany on National Service. It was a lovely vehicle, although I was always the last in convoy – tail end Charlie! I drove her for miles and miles and was based at Dortmund between 1956-57 in 14 Field Survey Squadron (FSS) at a former Luftwaffe barracks. I was in the Royal Engineers, Unit 194. We took over a farm at Wellerode, near Kassel and stayed there for a couple of weeks printing maps. Those were (almost) the best two years of my life. I am 82 now and am still driving restored Bristol double-deckers.

Peter Davey, (cpl Davey, PG, RE), Bristol

PANZER NOT TIGER

Your Echoes of War in April 2016 (page 82) just goes to show that we shouldn't rely on captions on the back



of photographs! The vehicle shown in this very interesting photograph is not a Tiger, but a Panzerkampfwagen IV Ausf F2, otherwise known as a Panzer IV F2 (recognition features are the long 75mm gun and the turret vision ports). The message on the side is probably addressed to Director Military Intelligence, Command Headquarters, Middle East Forces. This would have been the formation that controlled all British ground forces in Italy, including the Eighth Army, of which the 1st Armoured Division was in fact part.

Dave Berryman, via email

I am sure others have written to tell you it is a Panzer IV probably ausf F2 or G not a Tiger. Locked down in a tank and observing a camouflaged IV with schurzen at a distance it was probably a good idea to assume they were Tigers.

On the bottom row of writing, the Panzer IV has 1st Armoured division (*1st ARMD DIV*) painted (not chalked) on the side and the white charging Rhino badge of the British 1st Armoured Division on the front track guard. They were in Tunisia and Italy so that ties in as well. The Canadian 1st Armoured Division had a different badge and never came up to full strength, but the Canadian 1st Armoured Brigade was in Italy and also had a different badge – a maple leaf gold on red. The CO bit on the bottom row would be Commanding Officer, of course.

The painted legend on the top row is probably:

DMI – Director of Military Intelligence

GHQ – General Headquarters

MEI or MEF – Middle East Forces (most likely) or Mediterranean Italy

My guess is the Christmas present has arrived as they look like Staff Officers in HQ garb. In contrast the chap in the overalls is probably REME who always looked like garage mechanics wherever they were.

The sadly not visible muzzle brake on the Panzer IV gives a clue to the type either F2 or G. The G would be of interest to Intelligence in Tunisia but not sure about Italy. However, one should never look a gift horse in the mouth – and it is in very good condition with one careful owner. If anybody says it is Cairo or Tunisia December 1942 I wouldn't disagree. It is a nicely posed photo and looks as if it could be for an Army in-house mag or newspaper and is certainly not a snapshot.

David O'Brien, Exeter

HISTORY LESSON

Finding WW2 military history today is almost impossible. I started buying ex-military vehicles in 1946 for work when insignia and WD numbers were genuine. Today you are lucky to find any insignia – and even if you do, it's hard to assess whether it is genuine or not because, for example, it may have been applied for a film, the previous owner may have copied it from a photo or reproduced a copy of his father's wartime vehicle. Tracing the original driver is obviously an advantage, but having rebuilt/saved over 100 vehicles, I've only ever managed to trace two WW2 drivers. One was a Canadian who drove my HUW radio truck who served with the Toronto Scottish 2nd Infantry Division. This is now in Holland. The other was the driver of a Daimler Dingo 'Horatio' which served with the Royal Horse Guards and served in 1944/5 in Germany. To find insignia/numbers, first spray with diesel or WD40 then wipe with a rag and chip away the top coat of paint with a small sharp chisel. Record each layer and keep wiping with an oily rag. Up to about 1945/6 each workshop or field unit had a sign writer, so any hand painted insignia should be WW2.

As a postscript, and in reply to Glenn Middleton's letter in issue 178 (March 2016) titled 'Office Briefing' concerning changing gears in Canadian military pattern vehicles (CMP) I first drove one of these in 1944. In fact, I am still driving one, aged 89. I would say, without a size 19 boot, it is not possible to do a toe and heel gear change on the Ford and on a Chevrolet the steering column is in the way. The art of non-synchro gears is to double de-clutch and to get the revs right which takes some practice. Incidentally, I bought my first CMP in 1947 and I've saved from scrap 72 CMPs which have been restored, or sold on to new owners around the world.

John Marchant, Milton Keynes





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Wolf 130 Battlefield Ambulance RHD, Fitted 300Tdi engine, 5 speed R380 gearbox, Hi/Low transfer box with centre diff lock, PAS, front and rear disc brakes, heavy duty chassis and axles, Goodyear G90 tyres, spare wheel, low mileage, Year from 1997, runs and drives well, Very good condition, **Guide price from £13,750 (5 Available)**



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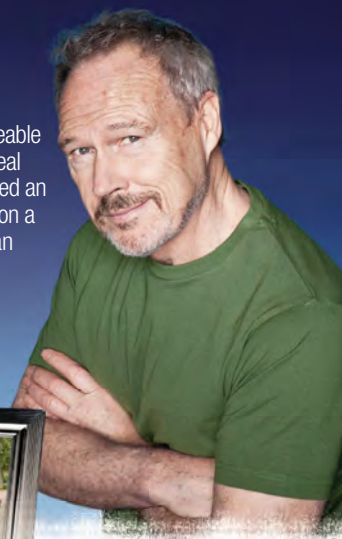
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VERA LYNN'S 'GIN PALACE'

Dutch enthusiast Jaap de Wit tells the story of his Chevrolet C15 restoration



I've always been interested in WW2 and in particular the Long Range Desert Group (LRDG) and have been a collector of Arnhem militaria for over 30 years now. I have owned a Willy's and a Ford Jeep in airborne trim with airborne trailer and a Matchless GL3. The vehicles have gone but I still have the trailer.

With my military fleet looking a bit depleted, I started my search for something a bit different – and that's when the Chevrolet truck appeared on my radar. I like American vehicles and fortunately in Holland we have Dirk Leegwater who is a big CMP expert/dealer and he just

happened to have this nice 1940 Chevrolet C15 truck for sale.

Before I took the plunge and bought it, though, I decided to do a bit of homework first, read through some manuals and do a lot of thinking. Because I have never carried out a ground up restoration, it was a big

gamble for me. Could I do it, I asked myself?

After much deliberation I decided to go for it and bought it as a Christmas present for myself in December 2007. At that point I was still serving with the Dutch Navy, so I had to wait a year until I could start on the project.

EARLY EXAMPLE

The truck is number 940 off the production line, according to the chassis number –



Cab area was largely complete but needed an awful lot of work.

like new condition when I took them apart. This makes the work much easier and that's always nice.

PART PERFECT

For parts and advice I went back to Dirk Leegwater and after some searching in his big pile of bits we always managed to find the thing I was after. If he doesn't have it – I doubt anyone would, so thanks Dirk.

Once I had got the chassis rolling again I started work on the engine. The main bearings were not good so a machine shop solved this problem and some new bearings were fitted. They also flattened the head before I began the rebuild.

So, after a lot of work the engine was done and the transmission too. I also found a compressor that fitted on the side of the gearbox. It doesn't belong on this type cab 11, but is very handy to have.

The engine was installed on the chassis and in May 2010 it started for the first time. That was a very special moment for me as it

which means it was made on or around 14/15 May 1940. In other words, it's a very early one as they only started building them during the second half of April 1940.

The engine dates from 3 August 1942 and the radio body was made in early 1943 by Morris Commercial.

I took the truck totally apart in just three weeks and was amazed that I only had to cut 10 bolts during the entire strip down process.

The whole vehicle was covered with brown surface rust and some people said I was nuts to start on this build. Whether they were wrong or not only time would tell.

A tip that I was given early on was to

take pictures of everything as I went along, and I am very happy that I did because after a year or so it's easy to forget where everything went and how it attached.

Because it was too big to tackle myself, I sent the chassis to be sandblasted by a sandblasting company. However, I bought a

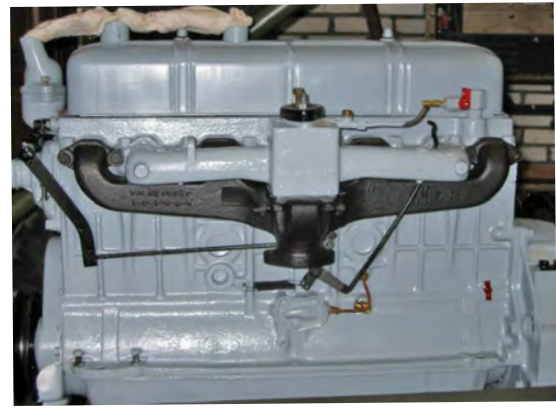
“It was a big gamble for me. Could I do it, I asked myself?”

sandblasting box for myself so I could do all the smaller parts at home which was well worth it.

It was very good to see that many parts, such as bearings and gears etc, where in



Jaap was apprehensive about taking on a ground up resto as he would have to do much of the work himself.



Engine work had to be done before Jaap could carry out the rebuild.



A quick run celebrated the fact that the engine was back on the chassis.

coincided with the 70th anniversary of the truck coming out of the factory which was good timing.

To celebrate I thought it was time for the first few metres on the road. I installed a chair and a battery, and filled the petrol tank with some fuel and took off!

Next the cab needed some sanding and paint before it could be installed. This took some fiddling to get the bolts in place as did getting the roof and the windscreen in the right position. After all of this was done it was time

for the radio body. As you can see in the pictures it was only a wooden frame.

All the sheet metal had rusted away which meant that I had to make it all myself. Fortunately there is a blacksmith near my home and he agreed to help with this. He had the correct sheet metal, but I still had to bend it and install it myself. It took a total of three months to get all the metal on the outside body fitted on the wooden frame.

INSIDE JOB

Having had to custom make various other parts, such as the vents in the roof, the body was ready to put back on the chassis. However, by November 2010 it was time to go to the register office to get it registered.

This involved an hour of tests but the final verdict of the inspecting officer sounded like music to my ears. "Yes, the truck passed all the tests!"

"The final verdict of the inspecting officer sounded like music to my ears."

After this happy day I started installing the side windows but in order to do this I had to make new window frames first. Luckily, the glass was with the truck when I bought it.

I managed to find lots of pictures of the outside of the vehicle, but none of the inside. However, after a lot of searching, Michael

Sparkes from England replied to my post on the Maple Leaf Up forum ([www.maple](http://www.mapleleafup.net)

www.mapleleafup.net). He had a Morris with the same wireless body to restore and it had all the fittings on the inside so he took lots of pictures and sent them to me for reference which was very kind. Thanks again, Michael.



Looking good! Despite being Jaap's first proper project, from what we can see the fit and finish is excellent.



THE RESTORATION

Photographs courtesy of Jaap de Wit



All pictures: Only the wooden frame remained of the wireless back end so with help from a local blacksmith, Jaap managed to create all the necessary panels.



Armed with an idea of how it should look I made some parts myself and managed to source others elsewhere. I also made a conversion which would enable me to sleep inside at shows while all the time trying to make it look as original as I could.

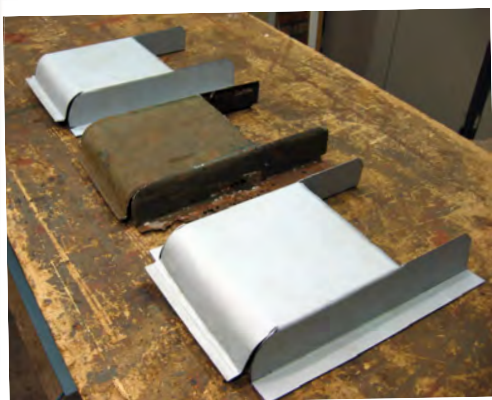
Dirk Leegwater helped me find a charging board that belonged under the desk, so I could switch to different batteries. I also made some storage boxes which I made to look like battery boxes and placed them

on both sides of the radio table near the battery switchboard.

There is a box on the right hand wing, but I don't know what it is for. Maybe

someone who is reading this knows?

I converted the generator box in the back of the body into two storage lockers, and I can access one from the outside and one



Above: Jaap had to fabricate new roof vents based on the rusty original. Right: Truck has been given the markings of the 49th West Riding Division (Polar Bears).





Thanks to fellow enthusiast Michael Sparkes, Jaap was able to fit out the interior.



Charging panel enables Jaap to switch between different batteries.

from the inside for convenience. I am only missing the antenna poles on the left side – there are 14 in total.

FINISHING TOUCHES

To finish things off I have added all sorts of details like WW2 posters of Dame Vera Lynn, Churchill, etc. I had some Number 19 radio parts to put in and the 19 set from my airborne collection. At a fair I found a cheap



CMP folding chair to be mounted in front of the desk.

There is supposed to be a tarp on each side of the radio body, but these are on my 'to do next' list.

When it came to deciding on what markings to paint on I decided to mark it as the signal section of the recce squadron from the 49th West Riding Division (Polar Bears) as it liberated Roosendaal city near

where I live and stayed in Holland until the war ended.

I have named the truck 'Vera Lynn's Gin Palace' and have already had some good feedback from veterans during my first event at Arnhem in 2011 which was nice.

During this restoration I learned that this model of truck (cab 11) used a lot of civilian truck parts. I think this was because it was developed in only five months or so, so they needed to use existing components.

Although daunting at first, it was a great experience to do a ground up restoration and I hope to take on another project one day. At the moment I am dreaming of doing a replica LRDG Chevrolet WA. I have seen an ideal truck for this in the US, but I don't know how to get it home yet!



Above and left: Having made an excellent job of the Chevrolet, avid Dutch collector Jaap is now on the hunt for another project.



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EARLY CARRIERS

The Tank Museum's David Fletcher charts the evolution of the tracked carrier.



The remains of a British Bren Gun Carrier recovered for preservation in New Zealand, a rare find at the best of times.

The idea of a tracked machine-gun carrier dates back to 1926 and the appearance of the tiny but influential Carden-Loyd. However, our story starts in 1934 with the production of the Vickers-Armstrongs D50 which set the pattern for the huge development that was to come. The D50 was powered by the eminently reliable 85hp Ford V8 linked to a typical Ford four-speed gearbox and driving the rear sprockets via a pretty standard back axle from a Ford truck.

The suspension was a version of the Horstman 'slow-motion' system much favoured by Vickers-Armstrongs but the most original feature has got to be the steering arrangement. This relied on a cross tube, connecting the two main suspension units and activated from the steering wheel. At first it seems to have been designed to counter the effect of camber on the road and it could be adjusted so that it worked whether one was driving on the left, as in Britain, or on the right, as elsewhere. It was achieved by making the cross tube moveable, from side to side, thus pushing out the suspension unit to counter the effect of the cambered road and curving the tracks in the process. It also proved very useful for steering when negotiating a gentle curve although track brakes could be brought into play if a tighter, skid turn, was required. The superstructure was limited to a low section at the front enclosing the

driver and machine gunner, but only to head height. Incidentally, in this vehicle the driver sat on the left, as in Carden-Loyd Carriers. In all later versions he was always seated on the right, with the machine-gunner to his left. Behind them the engine was enclosed by a sloping cover, effectively dividing the rear half of the vehicle in two, but there was no other fixed superstructure at all. VAD50 was later rebuilt to carry a 40mm anti-tank gun although it was never accepted for military service in either form.

FIRST INTO SERVICE

The first such vehicle actually ordered by the Army was the Experimental Machine Gun Carrier of 1934. It was identical to D50 except that the layout of the suspension was altered and positions of the driver and gunner were transposed, putting the former on the right side and at the back folding rests were fitted over each track guard

which, when raised, created seats for four men, two on each side. Later on, probably in 1936, it was converted into the prototype General Scout Vehicle, with an enlarged gunner's section. It was fitted with a Bren Gun and a Boys .55in calibre anti-tank rifle on a sliding mount, fitted to a rail around the top.

Production got underway with a batch of 13 vehicles, designated Carrier Machine Gun No. 1 Mk I, ordered from Vickers-Armstrongs in 1934. Seven of these were subsequently converted into other roles but only two need concern us now. T1833 and T1835 became prototype Mortar and Equipment Carriers but were never developed, although a version of the Universal Carrier to transport the 3in mortar did appear later. The Equipment Carrier then seems to have been a complete dead end. Perhaps we should also mention the two-pounder Anti-Tank Gun Carrier, T2335, a most impressive little vehicle built around the same time. That wasn't developed either.

MORE THE MERRIER

After this, production really got into its stride. In keeping with government policy,



Above: Vickers-Armstrongs D50, the very first vehicle in the Carrier family. Note that the driver is seated on the left, and that the leading suspension unit is reversed.



Left: The prototype Machine Gun Carrier with the driver now moved to the right and the front bogie turned around. There are folding seat backs on the track guards, as there were on D50 but the centre of the vehicle is taken up by the Ford V8 engine.

and with the war clouds gathering, production was expanded by bringing in more companies. Vickers-Armstrongs still did its share but many other firms, among them Thornycrofts, Morris Motors, Nuffield Mechanisation and Aero, Aveling-Barford and the Sentinel Waggon Company joined the team. The vehicle built was the Carrier Machine Gun No. 2 Marks I and II. They all

featured an enlarged bay for the gunner, which became a standard feature of all carriers from now on and were armed with the water-cooled .303 Vickers machine gun. In excess of 1000 were built although from about 1937 most were modified to accept the Bren gun, instead of the Vickers or made into Scout Carriers with slightly more drastic modification and

armed with the Boys anti-tank rifle.

Two vehicles out of that original batch of 13 were later altered into prototypes of the so-called Cavalry Carrier, a most peculiar little vehicle. Fifty of the production version were built in 1937 by Nuffield Mechanisation and Aero, part of the Morris Group. The Cavalry Carrier had the same front end as most carriers, but the rear featured six seats, three each side, facing the engine. They date from a time when the idea was to mechanise the cavalry by having them ride into action in motor vehicles but dismount to fight. The trouble was that the



Below: One of the first batch of carriers was modified into a mortar carrier although there was no further development at this stage.



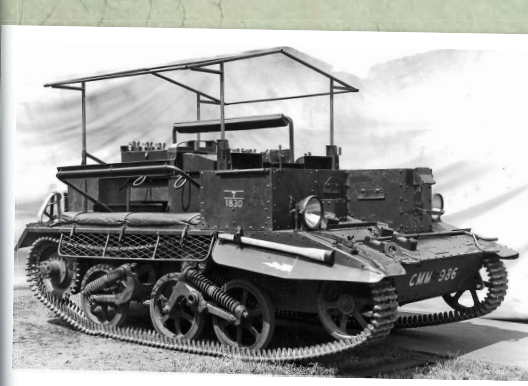
This vehicle was called the prototype Equipment Carrier although what equipment it was supposed to carry isn't revealed; maybe mortar ammunition.

men were woefully exposed, with nothing more to protect them than a canvas hood to keep the rain off. The seats must have been dreadfully uncomfortable while heat and fumes off the engine affected the passengers. It was a daft idea that had thankfully gone out of fashion before the war, by which time the cavalry had been equipped as proper armoured regiments with tanks or armoured cars as fully pledged members of the Royal Armoured Corps. The vehicles were relegated to driver training but went to war once with 1st Army Tank Brigade in France in 1940. They were then styled as Spare Crew Carriers (tank crews, that is) but even this role is hard to understand. Normally, when a tank is disabled in action, if they have not been

killed or injured, the crew get out – so what the regiment really needs is spare tanks, not spare crews. And in any case riding around on the battlefield in an unarmoured vehicle with shot and shell flying about is simply asking for trouble.

BREN GUN CARRIER

For some reason the term Bren Gun Carrier has been used as popular terminology for every vehicle in the Carrier family, but true Bren Gun Carriers were relatively rare. Indeed, fewer than 800 were built, including some that began life as Machine Gun Carriers. The reason for this was a change agreed by the War Office, with the adoption of the Bren Gun in 1935, as the infantry weapon for immediate use. The



The Cavalry Carrier was another oddity. This is the prototype although a production batch of 50 was built. There was cover from the rain, but nothing else.

venerable water-cooled Vickers machine gun of .303in calibre was relegated to Independent Machine-Gun Battalions equipped with 15cwt trucks. As a result, many machine gun carriers were adapted to transport the lighter Bren gun instead. All this meant as far as the vehicle was concerned was a reduction in the size of the weapon port at the front and in some cases a slight increase in armour thickness (from 10mm to 12mm) in this compartment. Since it was normal practice to dismount the Bren gun for firing the driver was ordered to stay with his vehicle and on no account to leave it, but to wait in it, under cover, while the Bren was in action. Since a Bren gun required a team of two men the third man was seated in a compartment behind the gunner which featured a two-piece folding panel at the back. This not only allowed the third man to



Cavalry Carriers on active service in France in 1940, but with 4th RTR who don't consider themselves to be cavalry. In this case they were styled Spare Crew Carriers which seems equally pointless.



A Machine Gun Carrier No. 2 in service with 2nd Battalion the Cheshire Regiment with the third man seated in the back.

dismount easily, it also formed the back rest for his seat when the Carrier was moving. According to the official instruction book published in 1939, the Bren Carrier No. 1 was made from mild steel and therefore not armoured. It also lacked the hinged rear panels behind the third man whereas the No. 2 Bren Carrier, the most numerous type, was armoured with plate about 12mm thick. Bren Carriers were issued, ten each, to every infantry battalion and formed the Carrier Platoon (No. 4 Platoon) in each Battalion.

“The trouble was that the men were woefully exposed, with nothing more to protect them than a canvas hood to keep the rain off.”

SCOUT CARRIER

The Scout Carrier was the only true fighting vehicle of the group and was equipped with a Boys anti-tank rifle in the front, with a Bren gun on an anti-aircraft mounting further back. It also usually had a 3in smoke discharger attached to the right side of the hull. Although otherwise identical to the Bren Gun Carrier at the front, the rear section was effectively a mirror image of the other vehicle. There was a compartment for a third man on the right side at the back, but the side plate was continued at full height to the very back and finished off with a vertical back plate to create an enclosed compartment. This was because this third man was the radio operator in some vehicles and needed more room. He was provided with a No. 11 wireless set although when first used, with the British Expeditionary Force in 1940, only enough sets were available to equip every third Carrier. Since Scout Carriers were regarded as assault vehicles on account of the weapon they carried, they were issued to Divisional Cavalry Regiments in the BEF.

Each regiment, of which there were seven in the BEF, consisted of 28 Light Tanks and 44 Carriers although none of them carried a gun powerful enough to deal with an enemy tank and they had to rely on manoeuvrability and skilful use of ground to survive for

as long as they did. Both Bren and Scout Carriers remained in service for some time, notably in the Western Desert, until they were replaced by Universal Carriers.

ARMoured OBSERVATION POST

The final type of Carrier to be featured in this brief review of the early vehicles, was the Armoured Observation Post Mark I, of which 95 were built by Aveling-Barford Ltd to a contract dated 23 March 1939. To

all outward appearances they were identical to Scout Carriers, the only

differences being that there was no weapon port at the front, instead there was a horizontal slot which would take a pair of binoculars and a cable reel fitted at the



Scout Carriers of the Royal Gloucestershire Hussars of the Yeomanry Armoured Detachment serving in Britain after the Fall of France. They are essentially a mirror image of the Bren Gun Carriers at the back, with the stowage locker on the left and a compartment for a third man on the right.



Bren Gun Carriers on an exercise in England and the crews all wearing gas masks. Notice the stowage lockers on the right side and the crew position for the third man on the left. Carriers like this saw service in France in 1940 and in the Western Desert.


rear. They were issued to the Royal Artillery and provided mobility, and some protection for a Forward Observation Officer whose job it was to watch the fall of shot of his battery and report back corrections either by wireless, or land line and telephone. Since the function of artillery observation had reached such a high standard in the Great War and did not progress a lot further in the years that followed, except in terms of transportation, the history of the Royal Artillery has very little to say about it.

When it was first developed between the wars the Carrier, whatever its role, appeared to be a remarkable vehicle with plenty of scope for development. Early experience during WW2 revealed its shortcomings, particularly when it was used in specific roles for which it was unsuited. Later on, particularly in the Western Desert, it was used in a variety of roles more suited to its peculiar virtues although this in turn tended to emphasise its versatility and the need for a multi-purpose Universal Carrier which could be adapted to do anything. Which is why, by the time of the campaign in North West Europe, the Carrier had developed in so many ways and was indeed Universal.

MADE DOWN UNDER

Carriers based on the Bren Gun Carrier were also manufactured in Australia and New Zealand. Australia had one of the British pattern and New Zealand six. Known as LP1 (LP for Local Pattern) the Australian version was somewhat different at the front, with a long sloping glacis plate that reached right up to the vertical plate in front of the driver.

This modification was made because this batch of vehicles (around 158) featured lever instead of steering by wheel and track displacement. The levers acted on a braked differential at the rear and it seems the system didn't work very well. The Australian version can also be identified by a much

larger stowage box on the right of the engine. The New Zealand LP1 (of which 40 were built) looked very similar to its British counterpart but was made from mild steel since proper armour was not available and was powered by a Ford Mercury V8, a 95hp engine imported from the USA. 



A New Zealand LP (Local Pattern) 2 Carrier. Much roomier than its British counterpart but almost identical to the Australian version and quite different from its LP1 which was essentially a mild steel copy of the British Bren Gun Carrier.

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BEST OF BRITISH

Guy Labbe may well be a true Belgian at heart but he very much has a soft spot for British vehicles – especially those of WW2 vintage. Scott Smith looks at the restoration of his 1944 Bedford QL



It was very much a case of falling into the military vehicle scene by chance for Guy Labbe. After seeing a convoy of WW2 vintage machines passing through Normandy, he knew one day he wanted to be a part of it.

"We went to a classic motorbike rally in Brittany and passed through Normandy on the morning of the 6 June," explains Guy. "I spotted a military bike and decided that I'd like to get one and the correct kit that goes with it."

FROM TWO TO FOUR

That was back in 2009; a suitable motorbike was purchased, and now Guy's two-wheeled military collection has swelled

to 10 – all of which follow a common theme. In short, they all originate from these shores. "Most of them are Triumphs but I've also got a BSA Gold Star, it is all about the British stuff for me though," he confesses.

But it was while returning to Normandy in subsequent years with his bikes that his appetite was whetted for taking things a step further and buying a military vehicle. As it happened, though, his original thoughts on what to get were thwarted by practicalities.



Above: Guy Labbe (above) transformed his 1944 Bedford QL from a wreck to a prize winner in just over 18 months.





Although it now carries QLD type bodywork, this Bedford actually started out life as a QLR before losing the rear body soon after being demobbed.

Said Guy: "I wanted a Humber Box but they are expensive and difficult to restore so I had to look elsewhere."

After seeing an advert late on in 2011 for a 1944 Bedford QL which wasn't located too far away in Tournai, Guy knew that he

had to make it his own – even though it wasn't the Humber that he had craved.

The fact that he was able to snap it up at close to scrap value, however, pretty much summed up the sorry state of the vehicle at the time.

As Guy recalls: "It was completely messed up! There was only the cab left and the chassis, although there was nothing on it. There must have been a crane fitted at some point though, but when I bought it the crane was already gone and they had burnt it off. The chassis was also cut at the back."

Sadly, the condition of the rest of the historic Bedford wasn't any better. "The engine was also completely seized, largely because the copula was open and the engine cover was off," says Guy.

Guy reckons that to start it up the previous owner used to spray fuel directly into the carburettor and then place a petrol tank on top as the petrol pump was also broken.



Guy was lucky enough to find the base of a QLT being used by builders as a base on sites around Belgium. He immediately snapped it up and started to make it into a QLD.

The vehicle inherited the name Mousetrap due to the large number of mice that had made the Bedford their home.



This Bedford may well have started out life as a QLR but it looks at home as a QLD and Guy can be rightly proud of his work.

LET WORK COMMENCE

Undaunted, by December 2011 the Bedford had been moved from the yard which it had

resided in for a number of years and taken to a friend's farmyard in order to begin the mammoth task of bringing the vehicle back to life.

With Guy having set a target of it being finished in time for the 2014 Normandy tour so it could take part in the 70th anniversary commemorations, the pressure was on. "We took it to a friend's family farm, as they had a lot of space, and took it completely apart

– taking the cab and everything off with just the chassis staying at the farm," he recalls.

Bit by bit he painstakingly embarked on the rebuild, starting first with the cab, followed by the doors and the roof. He then got the chassis back to his workshop so he could slowly put the various restored items back on.

"At the beginning of a project like this, you never know what's in store, or quite



Below: Although Guy originally wanted a Humber Box, the Bedford QL makes an excellent alternative.



THE RESTORATION

Photographs courtesy
of Guy Labbe



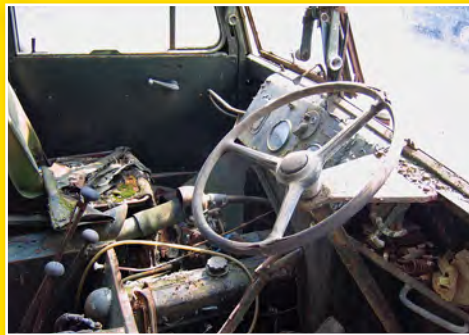
The Bedford 'as found' in 2011.



Above: Guy moved the vehicle to a friend's farm in order to start the restoration.



The copula on the vehicle had been left off, leaving the engine open to the elements.



The Bedford slowly starting to take shape.





The famous British 'Mickey Mouse' camouflage was applied to the canvas tilt after.

what you've got involved in. However, as you get going you often make contact with other owners who have similar vehicles. You meet up, chat, take pictures and this always helps when doing a restoration. With organisations like Bygone Bedfords you soon discover that there are people out there who are facing the same challenges."

AHEAD OF SCHEDULE

It is believed that the Bedford, which originally started out as a QLR, has been on the continent since the end of hostilities in WW2. Unfortunately Guy hasn't been able to unearth much history beyond the fact that it was once used at a saw mill and a depot in Antwerp previously. Guy reckons it must have lost its original body soon after being demobbed. "Originally it had a radio box but unfortunately we couldn't find out what happened to it. I still have the regulator and the extra take-off from the dynamo on the gearbox. Somebody I know has the same vehicle so I made a copy of the QLD, otherwise I would

have had to do it just using pictures without taking measurements."

The floor, says Guy, is from a QLT. "I found an old box on a building site in Belgium. The floor fittings are the same as a QLT and it meant that I could modify it to a QLD from

the floor up as I built it up making the sides and the roof."

Incredibly, and this has got to be a first as far as we are concerned, the project came to a conclusion ahead of schedule. "Despite doing virtually all the work myself, with



Sadly Guy wasn't able to find any real military history of his Bedford but he has applied Royal Marines markings.

The QLD body provides plenty of room to carry supplies when travelling to events all across Europe. It can also facilitate the transport of Guy's motorbike collection!



The spare wheel on the Bedford is carried behind the cab on the driver's side.



The Bedford remained in Belgium after WW2.

help from a neighbour lifting some of the heavy bits, I made good progress and got it finished by mid-2013," he explains.

As such Guy decided to make its first outing War and Peace Revival 2013, albeit with just the copula cover being fitted. That said, he scooped first prize in the British vehicle over 5cwt category.

"Since then we have returned several times to smaller shows in the UK and then Normandy – that was a really nice trip but

order to continue his appreciation of all things British. A canvas tilt with mickey-mouse markings, and framework were also

constructed ahead of the 2014 trip.

And the name Mousetrap? Well that comes from the amount of rodents who had

decided to make the Bedford their home in the intervening years when it had been laid up!

"At the beginning of a project like this, you never know what's in store, or quite what you've got involved in."

also a challenge," he recalls.

The finishing touches included Guy adding markings of the Royal Marines in

Below: The Bedford attended the 2013 War and Peace Revival Show in a different guise, without tilt and framework. It picked up first prize in its category.



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FRENCH CON

We get to meet Mike John and his Groupement d'Helicoptères Ae

You're probably familiar with the converted Citroën 2CV pickups operated aboard HMS Bulwark and its sister ship HMS Albion by the 42nd Commando regiment of the Royal Marines. Robust and air portable vehicles were needed to deal with rebels in the Malaysian jungle and the first batch of 35 were delivered in time to sail on the Bulwark's third commission during late 1959 and 1960.

A second batch of 30 were to serve a similar function when loaded aboard the Albion in 1961. Well, a lesser known fact is that the French copied the Royal Navy concept and produced a version of their own intended as a cheap mobile gun platform. The history of the original is patchy but it seems a civilian van was converted at Base AeroNaval Lartique for use by helicopter Squadron 1 with the Demi-Brigade des Fusiliers Marins (France) in Algeria in the early sixties to defend the oil installations there. Approximately 30 were to be made in two different configurations, some with a 75mm rifle and others a 20mm cannon but alas, it didn't get beyond prototype stage. Fascinated by period pictures he'd uncovered, having already built a RN pickup replica, Citroën

enthusiast Mike John from Bristol decided to reproduce a copy of the Groupement d'Helicoptères Aeronaval prototype (G.H.A.N.1) as well...

SUBTLY DIFFERENT

While the G.H.A.N.1 followed the RN's ship to shore principle of air portability (with underslung movement by Sikorsky helicopter) the main difference was that the RN version featured a load member bolted under the pickup's chassis. Rope was attached to this each side, as well as to the front and rear of the vehicle (via a slot in the tailgate) to enable it to be lifted. Dropping the pickup from 2ft to the ground by releasing the lifting hook ensured rapid deployment. While the hooks on the wheel centres were really meant for strapping the pickup down



NECTION

ronaval (G.H.A.N.1) replica Citroën 2CV

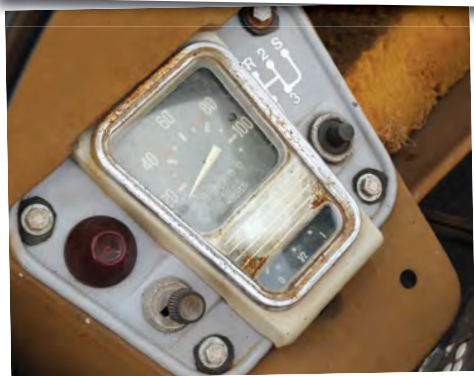


Above: Mike John drew on his engineering background to mastermind the project.





Above: Mike's added various extra kit based on archive photos. Right: Instrumentation is suitably rustic.



while on the aircraft carrier deck, the French put them to use for lifting – adding a spreader bar with short ropes instead.

Trials of the G.H.A.N.1 prototype were conducted with North Africa in mind under the supervision of General Jules using a modified naval anti-aircraft mount carrying a Browning universal gun mount. This enabled them to experiment with a variety of weapons including a 20mm cannon and machine guns of 30 and 50 calibre. The only snag was the recoil on the cannon which meant that it had to be used as a single shot

weapon. A better bet, possibly, would have been a rifle calibre 0.30in Browning machine gun, but that's another matter.

BUILDING A REPLICA

Pondering this himself, obviously, rather

boxes, which he bought from a weapons dealer. The 71 year-old former design engineer initially placed it on the back of an earlier creation of his – a replica RN truck which made an appearance on James May's *Cars of the People* TV series. But quickly he

decided to take a different approach and snapped up a 1962 Fourgonette – or what remained of it – which he acquired via a contact he had made at the

“A lesser known fact is that the French copied the Royal Navy concept and produced a version of their own intended as a cheap mobile gun platform.”

than start with sourcing a suitable 2CV, Mike decided first to buy the gun. In this case a genuine deactivated M20 75mm recoilless rifle with shells and transport

Winchester National Citroën meet.

“Doing it this way I could create the G.H.A.N.1 in the same way as the French by taking the top off a van at bulkhead

Below: Mike made a replica of France's take on the original Royal Navy pickup from a dilapidated 1962 Citroën Fourgonette.





The original prototype would have had a rather feeble 425cc engine fitted, but Mike's fitted a more practical 602cc unit.



The Demi-Brigade des Fusiliers Marins (DBFM) wanted to utilise the 2CV to protect oil installations in Algiers.

level, removing the doors and filling in the openings," explained Mike.

Due to the poor condition of the main body it was rebuilt from scratch on a reinforced floorpan mounted on a galvanised chassis. Here Mike's engineering background (he served an apprenticeship with Rolls-Royce) allowed him to solve many of the issues that can arise when undertaking this type of bespoke work. Whilst Mike retained the original 425cc engine and gearbox he decided to use a later somewhat less

flaccid 602cc unit with disc brakes. "It would be more practical and allow me to travel to military shows carrying the weapons, ammunition and towing a matching lightweight period military trailer containing exhibition equipment."

While keeping to the original layout he decided to add the 30 calibre machine gun as the backup weapon. "After all, slinging 75mm shells around could upset the natives and your response would be otherwise limited."

On the original, being a prototype, no provision was made for ammunition or equipment so the final touch for Mike was to build his own and add all the kit that he reckons would have been carried.

The end result is a vehicle that not only turns heads but because the original prototype hasn't survived, also represents an interesting part of French military vehicle history. The next stage for Mike is to reconfigure with a recently purchased 20mm cannon! [View photo](#)



Right: A fork lift demonstrates how the vehicle would have originally been lifted. The hooks on the wheels, contrary to what the French thought, were only meant as tie-downs for when the original pickup was on deck.

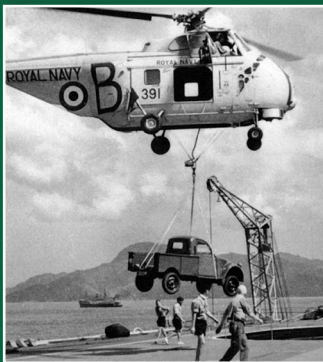


MIKE'S RN PICKUP REPLICA

Mike's always had a bit of a soft spot for 2CVs so when he saw photographs of a military version, he thought he'd have a go at creating one himself. He bought a van, gave it a military look and started taking it to shows. It was while at an event that he was approached by Philip Chatfield, the son of Captain John Chatfield who was responsible for evaluating vehicles for the Royal Marine Commandos, who told him about the air portable pickup versions. Mike's interest was suitably aroused, but with so few examples of civilian pickups remaining, it would mean having to make his own as a base vehicle to begin with.

Said Mike: "Initially I bought an AK400 van but soon realised

I needed an earlier AX model with the ripple bonnet." He eventually got hold of a car which had been fitted with a new chassis and chopped it down to size, fitting newly manufactured body panels and a fibreglass tailboard. A cab was made from Land Rover corner panels a bit like the original, Butler style headlamps fitted and military-style hammock seats installed. Mike made the lifting frame and bolted it to the chassis before adding Royal Marines Commando markings, an early 1950s BSA engine powered ex-WD charging set, some British Army jerry cans, a period brass fire extinguisher, Canadian field radio and a length of manila rope complete with test load tag data.



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TOO LITTLE, TOO LATE

Borgward-owned Goliath put in a contender for the Bundeswehr's new light 4x4 in 1955, but it proved little short of a disaster. James Taylor tells its story.



This early Type 31 prototype appears to have been pictured on test by Goliath. The civilian test driver looks far from happy....

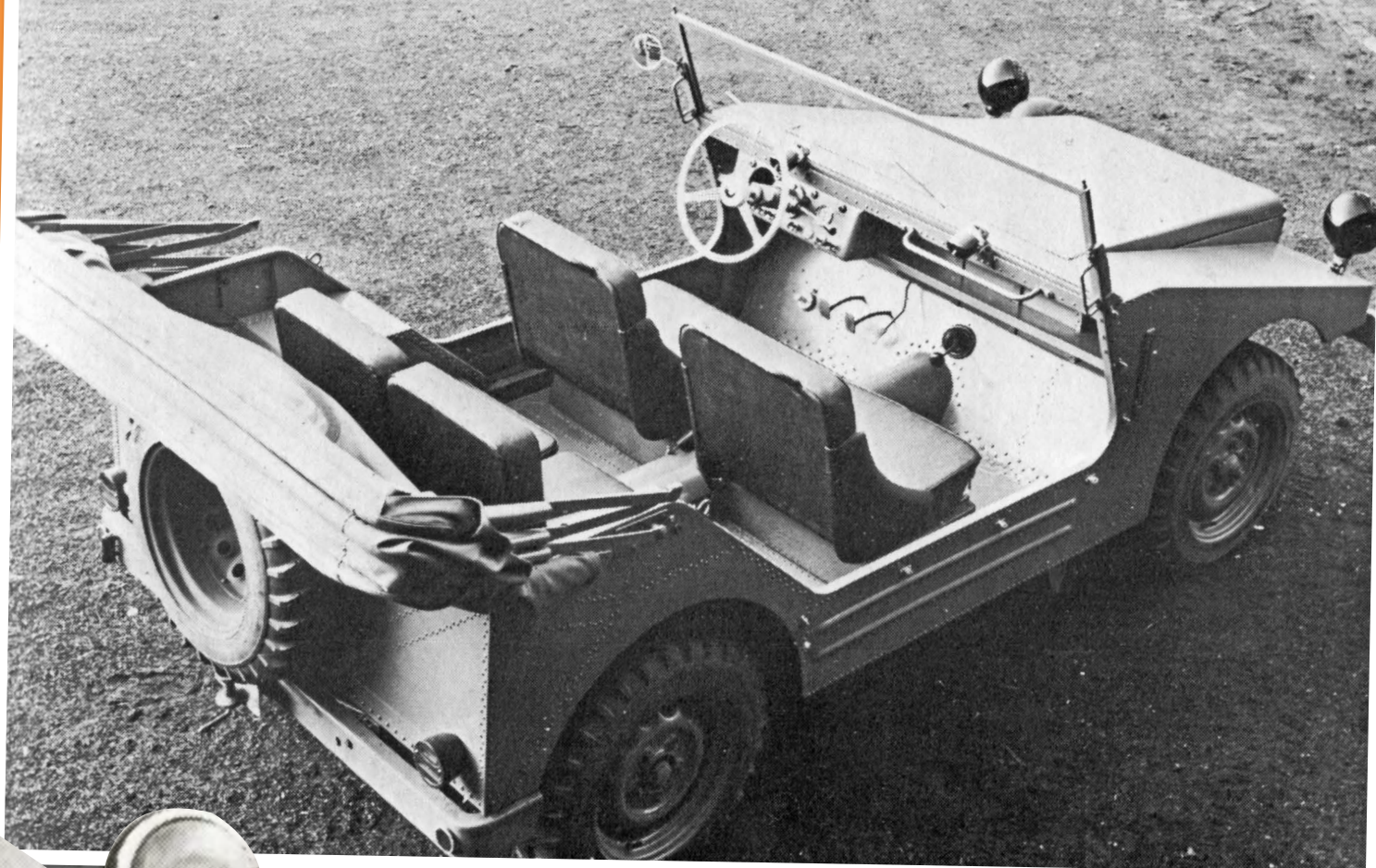
When West Germany was permitted once again to have a standing army, there was something of a scramble among the country's motor vehicle makers to produce designs that would meet the new military requirements. It was in January 1953 that the state department in Koblenz run by Theodor Blank (who would later become Minister for Defence) put out its first feelers to see which companies were interested in putting forward vehicles in the various categories required. One of those categories called for a quarter-ton runabout that could do the job of the Kübelwagen and replace the motorcycle and sidecar combinations that had once been a staple of the German Army.

Three companies came forward with offers. One was Auto Union, whose Munga eventually won the volume contract. We

looked at that vehicle in the August 2015 issue. The second was Porsche, whose Type 597 we looked at in the April 2016 issue. The

third, and probably the least well known of the three, was Goliath.

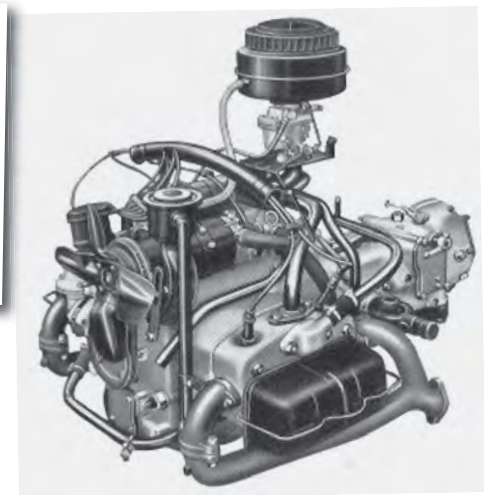
Although Goliath was a giant in the Bible, Goliath in 1950s Germany was a maker of small cars. Owned by the Borgward group since 1931, the company had focussed on building light vans after 1933 but in 1950 introduced a new small car to meet German demand for affordable transport. Even though the powerplant – a 688cc two-cylinder two-stroke – was a concession to the difficult economic times, Goliath made the very best



Above: The spare wheel was carried vertically on the tail. Space for passengers was generous.



Above: This is another factory photograph, showing the overall layout of the Type 31 model. Note the two swages on the sill panel; Type 34 models had three. Right: The Type 31's two-stroke, twin-cylinder engine was borrowed from Goliath cars of the period. This is the GP700 model, introduced in 1950.



drivetrain elements already in production. So it drew up what became known as its Type 31 model. It's key feature was its injected two-cylinder, two-stroke 889cc engine from the GP900 car. This had a power output of just 42PS, which meant that a fairly lightweight vehicle would be needed if performance was not to be compromised.

The Goliath engineers started with a specially designed steel ladder-frame chassis and a wheelbase of 2200mm (86.6in), which gave enough room for the four seats required in the body. The two-stroke engine was mounted north-south at the front, and directly behind it was the gearbox. This was a new design for Goliath, with five forward speeds. To avoid the complication of a transfer box to give low gearing for off-road work, the engineers fitted an ultra-low first gear. So for road work, second gear in effect became the

bottom ratio and first gear was ignored.

Drive was taken to the rear wheels by a simple propshaft, and the live rear axle was suspended on semi-elliptic leaf springs. At the front, however, there was independent suspension with lower wishbones and a transverse leaf spring that also acted as an upper wishbone. Steering was by rack and pinion. Drive to the front wheels could be selected or deselected by the driver, and the electrical system was a 24-volt type, with a 300-watt alternator.

The body itself was built up as a doorless open type in the Kübelwagen style, with a folding fabric hood attached to the rear and a single-pane windscreen. The bonnet and especially the front wings sloped sharply downwards towards the nose of the vehicle, as indeed they would on the competitor vehicles from Auto Union and Porsche. This design feature seems to have been

of it. The initial GP700 model was followed by an 889cc GP 900, and in each case the engine was fuel-injected. Though the basic models were saloons, there were also small numbers of sports coupé models. Goliath's main rival was Auto Union, whose DKW cars were slightly less expensive.

RAIDING THE PARTS BIN

Just like Auto Union, Goliath realised that it could readily put together a light 4x4 to meet the Bundeswehr requirement around



The Type 31 was improved to become the Type 34. Some obvious differences visible in this picture are the headlamp guards, the front bumper with its NATO hitch, and the three strengthening swages along the body sill. The side screens are also different from the simple canvas 'door' seen on the Type 31 prototype, and the shovel mounted on the wing gives an authentic military air to the vehicle.

embedded in the military requirement, presumably to improve the driver's view ahead of the vehicle in rough-terrain work.

By July 1954, a first prototype was ready for testing. This one almost certainly had an all-steel body, although later vehicles would use aluminium alloy panels. Perhaps weight proved a problem early on. Early bodies were certainly riveted together; welded

construction came later. In January 1955, the Goliath Type 31 faced up to its rivals for the first time at a demonstration held at the Hangelar airfield near Bonn, by now

“The Goliath was subjected to the ultimate humiliation – being towed out of trouble by a rival Auto Union prototype.”

boasting an increase in engine power to a heady 45PS. Maximum on-road speed was said to be around 56.25mph (90km/h).

PROBLEMS SHOW UP

The Goliath engineers no doubt congratulated themselves on the low cost of developing their Type 31, but it looks very much as if the development programme had not included enough test work. At demonstrations and elsewhere, the Type 31's low ground clearance of 235mm and its poor departure angle led to it getting stuck more than once, and to sections of exhaust being ripped off as well.

So by the time of the comparative trials at the army's test ground in Lübeck during autumn 1955, the ground clearance had been significantly increased. The body had been widened, too. Unfortunately the Type 31 still displayed some serious failings. The steering proved to be a problem (possibly because the rack and pinion system was too direct to suit off-road work), and both the suspension and the transmission suffered damage.

Some further redesign work followed. On 20 January 1956, Goliath delivered 12 improved Type 31 prototypes, only just in time for the Bundeswehr trials at Andernach. Bodywork had been reinforced, and more visibly there were protective grilles for the headlights and differences in the direction indicator lights. Sadly, all was still not well. It is said that the Goliath was subjected to the ultimate humiliation – being towed out of



As German prosperity improved, so Goliath felt able to move on to a larger four-cylinder boxer engine, still of two-stroke design. This is what it looked like in the Goliath GP1100 car of 1957. The same engine was also used in the Type 34; the carburettor is a Zenith.

trouble by a rival Auto Union prototype. Other stories from this time speak of wind-up problems between the front and rear axles: as there was no centre differential to accommodate rotational differences between the front and rear pairs of wheels, the shock loadings smashed teeth off the crown wheel and pinion in the rear differential.

It was an unimpressive performance, and Goliath can hardly have been surprised in May 1956 when the German government awarded Auto Union a contract for 5000 vehicles, while Porsche and Goliath were asked for only 50 each. Whether all 50 were ever delivered seems to be open to question: the Goliath club in Germany (www.goliath-veteranen-club.de) reckons that no more than 15 Type 31s were ever built.


TRYING (YET) AGAIN

Nothing if not determined, the Goliath engineers refused to give up. Already under development for a planned 1957 upgrade of the Goliath GP900 saloon was a 1093cc four-cylinder, four-stroke boxer engine, and with 50PS at 5000rpm and 80Nm (59lb ft) of torque at 4000rpm this would provide the grunt that was clearly lacking from the Type 31 military vehicle as well. So during 1957, Goliath began to build an improved model called the Type 34. It may well be that this replaced the Type 31 before the 50 vehicles for the Bundeswehr had been delivered and that the final Bundeswehr deliveries were in fact Type 34 models.

Although the two vehicles were very similar, the Type 34 had a shorter wheelbase

of 2000mm (78.7in) and was 100mm (3.9in) longer overall to suit the bigger engine. A ready recognition feature was the three swages on the deep sills below the door apertures; the Type 31 models had only two swages. These models had a different gearbox with just four forward speeds, and they also had an alternator with double the output (600W) of that on the Type 31. Their maximum on-road speed was claimed to be nearly 62.5mph (100km/h).

The Bundeswehr, already committed to

the Auto Union Munga, agreed to take a look at the new Goliath Type 34. The first vehicle (with chassis number 34.0100 01) was delivered for testing in April 1958, but a valve spring broke just 600km into the trial and disabled the vehicle. A further failure during testing in the second week of May was severe enough for the vehicle to be returned to the factory. The test was never resumed, and production of the Type 34 ended in 1959 after a claimed 90 examples had been built. 



Above: There are slightly different lighting arrangements on this Type 34, pictured in a museum collection. The headlamp guards are still in place and, like the 1959 example, this one carries the Goliath name across the leading edge of its bonnet. Below: Seen in preservation, this 1959 Type 34 has some differences from the earlier example. Note in particular the metal doors. The light guards have probably been modified to improve the headlights' ability to light the road ahead; there are also additional driving lights. (WikiMedia Commons/Spurzem)





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WAR BOOTY

To mark the 25th anniversary of the land warfare phase of the first Gulf War, Ian Young takes a look at the various pieces of ex-Iraqi Army kit that found their way to the UK

At 2.00am on the morning of Sunday 24 February 1991 the land warfare phase of the first Gulf War swung into action with hundreds of thousands of troops and more than 3000 tanks of the massed coalition forces moving towards the Iraqi lines in an attempt to oust the occupying Iraqi forces that had invaded Kuwait just a few months earlier. In reality, the liberation of Kuwait had started well before the tanks began to roll across the desert, with hundreds of air operations pounding the Iraqi forces with the intention of weakening their defences in readiness for the land assault.

Despite all the preparation the land battle phase of the operation was not expected to be a walkover by any means, with the

occupying forces having more than 4000 tanks, many thousands of armoured fighting vehicles and over 3000 artillery pieces at their

disposal, not to mention the fact that in many places they were well dug in and protected by large minefields.

This was to be one of the largest and most sophisticated wars in many decades, and in truth it would also provide the military planners, and indeed the arms manufacturers, with the opportunity to test their latest weaponry in the field, with many weapons that have now become commonplace being





Above: Duxford has a running example of the SA-8 Gecko, which used to perform during the annual military vehicle show. Here it is seen during the cavalcade on the airfield's runway. Left and below: Duxford has a number of ex-Iraqi vehicles, this is the 2S3 152mm self-propelled howitzer M1973, seen performing in the off-road arena beside the Land Warfare Hall as part of the annual military vehicle show.



Above: The Tank Museum, Bovington has a number of ex-Gulf War vehicles within its collection including this Chinese-built Norinco YW 701 Command Post. It is a derivative of YW 531C and was used in large numbers by the Iraqi Army.

tested for the first time in combat missions. The American F-117 Nighthawk stealth fighter was undoubtedly one of the stars of the skies, while the British Challenger tanks and American M1 Abrams tanks dominated the desert, and while cruise missiles and laser-guided missiles and bombs were not especially new, being able to watch CCTV footage of them homing in on their target on film was, especially for the general public.

CAPTURED TREASURE

The coalition spent many months planning the ground assault phase of the operation and the impending attack by the massed ground forces was to be clinical, with no room for improvisation. Each and every aspect of the attacks by the coalition forces was planned and on the whole carried out to the letter. The strategy was for each Iraqi target to be logged, analysed and destroyed in order of priority in a hi-tech war the likes of which had never been seen before. But alongside the destruction of the enemy forces, intelligence analysts were scouring the enemy's equipment, supplying 'wish lists' of vehicles and equipment they wanted for evaluation, and by the end of the first Gulf War they found themselves in possession of hundreds of pieces of Iraqi equipment, widely referred to as 'War Booty'.

Given that 2016 marks the 25th anniversary of the land warfare phase of the first Gulf War, we thought it timely to take a look at some of the many war booty vehicles to be brought back to the UK. With the exception of a relatively small number of museum exhibits and privately owned vehicles, original British vehicles used during the first Gulf War are few and far between, but examples of ex-Iraqi equipment do survive. During what was a relatively short phase of the war, many thousands of Iraqi vehicles were destroyed and captured during hundreds of operations involving

the coalition forces. At the time this was seen as testament to the superiority of the weaponry being fielded by the Western forces, and certainly helped shorten what could very easily have turned into a long and drawn out war. However, a move away from massed armies to small groups of insurgents operating covertly and the use of IEDs (Improvised Explosive Devices) in later conflicts in the region would see a dramatic switch in the way land forces would operate,

and as a result the first Gulf War would be one of the last mass engagements of tanks and armoured vehicles in recent history.

PUT TO GOOD USE

Of the thousands of vehicles captured and taken home, many would ultimately end up as gate guardians and museum exhibits, with just as many taken away for evaluation to enable the military boffins to better assess the capabilities of the vehicles and weapons



Above and below: The curious looking ACRV M1974 was offered for sale at an MoD tender sale held at Witham back in September 2007. The paintwork is, as you can see, original to the vehicle. The ACRV stands for Armoured Command and Reconnaissance Vehicle. It was based on the same basic chassis and running gear as the 2S1 122mm self-propelled howitzer.





Above: A fully running example of the ACRV M1974 appeared at the 2014 Tankfest show at the Tank Museum. The vehicle had spent many years lying in the storage compound before being restored. **Above right:** This BRDM-2 scout car was alongside two BMP-1 APCs and a Type-59 tank during the tender sale at Witham in October 2011. The condition suggested it had been previously used as a running vehicle, probably for evaluation.

they had been fighting against. The fact that the vast majority of them were of Russian origin was no coincidence, especially when Russia was still widely regarded as a potential threat.

The evaluation of these vehicles in terms of mechanical construction, performance and protection levels would aid the development of new weapons and increased levels of vehicle protection and as such they played an important role, but once the vehicles had served their purpose and been fully evaluated, those that had not been dismantled, destroyed or retained for future use were disposed of. Of these many were gifted to various regimental and private museums around the country, while others were sold off via various outlets, including some that found their way onto

the open market via the MoD tender sales held at Witham Specialist Vehicles. I myself once owned an ex-Iraqi BRDM-2 Scout Car, which still sported the original sand and green camouflage it wore while fighting in the desert, and during the restoration I even came across a variety of spent cartridges deep within the hull.

recovery vehicles. In most respects they were relatively crude when compared to the tanks and AFVs fielded by the coalition forces. The British Challenger 1 Mk3 with its Chobham armour and suite of add-on armour protection combined with a deadly 120mm gun and the American M1A1 Abrams, clothed in steel encased depleted uranium armour

and powered by a gas turbine, were significantly more advanced than the older Russian-built tanks and equipment used

“On the whole the Iraqi equipment was no match for the coalition equipment and the wrecks that littered the desert were testament to their failings.”

ARMoured FIGHTING VEHICLES

While some softskin vehicles were brought back to the UK (and the USA), the vast majority of vehicles taken as war booty were armoured fighting vehicles, be they tanks, armoured personnel carriers or armoured

by the Iraqi Army. Some specialist units, such as the Republican Guard, were equipped with the newer T-72 tanks and up-armoured T-55 tanks, but on the whole the Iraqi equipment was no match for the coalition equipment and the wrecks that littered the desert were testament to their failings.



Above and right: Two views of a Chinese Type 653 armoured recovery vehicle that turned up for sale at a MoD tender sale held in September 2007. Once again it appears to retain the original Iraqi Army desert sand paintwork. Do the painted letters and numbers on the rear refer to the ATOs (Ammunition Technical Officer) that checked the vehicle for booby traps after capture?





Above and right: Although this particular tank was identified in the catalogue for the sale in which it was appearing as a Russian T-62 tank, it is in fact an ex-Iraqi Army, Chinese-built Type 59, which was itself a copy of the Russian T-54 and in widespread use with the Iraqis during the Gulf War.



Left and below: Another ex-Iraqi vehicle brought back to the UK as war booty. This time it's an MT-LB tracked armoured personnel carrier, seen here during viewing for the September 2007 MoD tender sale at Witham.



Back here in the UK you will find a number of these former Iraqi vehicles in museums. The Imperial War Museum at Duxford for instance has several examples on display, along with various British Army vehicles that

also saw service during the Gulf War, not to mention restored and running examples of rare Russian equipment. Likewise the Tank Museum, Bovington has a number of ex-Gulf War vehicles within its Gulf War

Left: A number of ex-Iraqi vehicles turned up in the compound beside the workshops at the Tank Museum, including this SA-9 Gaskin (Russian name 9K31 Strela-1), which is a derivative of the BRDM-2. Below: This pair of BMP-1 amphibious armoured personnel carriers also appeared in the October 2011 MoD tender sale held at Witham. The paintwork would suggest these are war booty, the green vehicle having been over painted at some point, presumably during evaluations.





Above: Ian Young's own BRDM-2, which was purchased from Pounds scrap yard in Portsmouth. The paint was unusual for having the green disruptive camouflage stripes, but examples of this scheme are to be found in photos taken during the Gulf War.



Above: Another BRDM-2 scout car at the Tank Museum, this time a standard scout car variant. It was one of a great many ex-Iraqi vehicles to be found at the museum.



Above: Given the air superiority of the coalition forces during the run up to the ground assault, the Iraqis employed over 3000 artillery pieces in a bid to keep coalition aircraft at bay. This ex-Iraqi Russian S-60 57mm Anti-Aircraft Towed Gun was spotted at a show in Worcestershire and is part of a private collection.

display, though in truth there were once a lot more vehicles to be found there, which have since been moved or disposed of.

Over the past years I have attended the MoD Tender Sales at Witham Specialist Vehicles in Lincolnshire and on occasions various items of former war booty have appeared alongside the more traditional



The T-55 Enigma was an attempt to increase the protection of the ageing T-55 tank with the addition of an add-on armour package. This rare example is to be found in the Tank Museum.

The Iraqis placed great importance on anti-aircraft cover and this ZSU-Shilka SPAAG (Self-Propelled Anti-Aircraft Gun) was amongst the most numerous type to be deployed during the Gulf War. This preserved example was photographed at IWM Duxford.



Above: This ZPU-4 anti-aircraft gun was photographed inside the Land Warfare Hall at IWM Duxford where it was on display as part of a Gulf War diorama.




Above: This ex-Iraqi Army, Chinese-built Type 59, itself a copy of the Russian T-54, was photographed some years ago at the Tank Museum, it was part of its Gulf War display, which included a number of other captured vehicles.



Above left: This ex-Iraqi 2S3 152mm self-propelled howitzer was parked at the side of the road leading to the Tank Museum for many years. Many of these captured vehicles went unloved for many years. Above: Photographed many years ago at the Muckleburgh Collection, this is the anti-tank missile variant of the BRDM-2 known as the 9P122, which fired the Sagger missile. Below: Sadly this was the fate of many captured Iraqi tanks and vehicles brought back after the Gulf War, acting as hard targets on the various military training areas around the country. This one was photographed at Sennybridge in the FIBUA.

British equipment being offered for sale. Some were clearly brought to the sales direct from storage or having served as gate guardians, while others, judging by their condition, had seen some use, presumably for evaluation purposes. As to where these vehicles ended up following the sales is largely unknown as they haven't been sighted since. We can only guess that they were either sold into museums or private collections. It is unlikely that they would have been exported.

Gathered on these pages are just a few examples of the many items of war booty to have come to these shores following the Gulf War, and while some of the vehicles have since disappeared from sight, others remain on view. In some cases they offer an insight into the camouflage and markings adopted at the time, retaining original paintwork rather than being stripped of paint and restored, which to my mind strips away some of the history of the vehicle. 





RED SQUARE PARADE

Jim Kinnear was there for the display of historic vehicles which

As in recent years, the Russian Federation on 7 November 2015 celebrated the now defunct October Revolution on Red Square, not with the traditional parade of modern technology (now shown annually on 9 May – Victory Day) but with a mobile display of restored historical military vehicles.

The historical Red Square parade has now become a fixture on the Russian calendar, with displays of marching infantry, cavalry, and horse drawn tachanki (machine gun carts) followed by immaculately restored military vehicles. This year there were around 60 tanks and vehicles on display; from M-72 motorcycle combinations and military trucks to armoured cars, light tanks and T-34 and T-34-85 medium tanks.

HEALTHY STATE OF AFFAIRS

The parade acts as an interesting barometer as to the state of military vehicle restoration, and no small element of patriotism, in the Russian Federation. Each year, new vehicles appear on display, and this year was no exception, with old Red Army military vehicles being brought back into the public arena years after the originals were in many cases

believed extinct – Jurassic Park meets Red Square.

This year two restored T-70 light tanks made their debuts. The T-70 light tank was introduced into service in mid-1942 when the Soviet Union was still on the defensive and combat losses were atrocious. In consequence few T-70 tanks survived to 1945, such that the T-70 was never demonstrated on Red Square during contemporary service, or at any time since, until this year.

The usual T-34-85 and SU-100 participants were joined this year by a genuine wartime T-34 M-1943 which, as



Above: An SU-76 self-propelled gun, as last seen on Red Square in the late 1940s. The SU-76 was second only to the T-34 in terms of wartime production output. Left: A T-34 M-1943 production model with commander's cupola. The Soviets never designated the early 76.2mm F-34 armed T-34 as 'T-34-76', only generically as 'T-34' followed by the year of production.



Above: The T-70 (right) was the production replacement for the T-60 (left) with only one year separating their respective service acceptances. The T-70 (actually two of them) was making its public debut on Red Square. Left: An FAI armoured car escapes the consequences of T-34 engine-start-ups! The FAI-M consisted of the earlier FAI hull and turret mounted on the later (and longer) GAZ-M1 chassis, hence the curious notch rear. Right: A BA-10A medium armoured car leads an FAI light armoured car across Red Square.



- 7 NOVEMBER 2015

featured even more military rarities...

with all T-34s, made more of an impression on the general public than the light tanks, in part due to national fame, and in part due to the sheer levels of exhaust smoke involved. Other tracked vehicles included an SU-76 demonstrated last year for the first time since the late 1940s.

The BA-64 armoured car which appeared in 2014 was joined by three even more rare armoured cars, the FAI and the FAI-M light armoured cars, both rebuilt from recovered parts at the Vadim Zadorozhny Museum, the Muzei Tekhnika at

Krasnogorsk near Moscow, and a BA-10A medium armoured car.

The FAI was developed on the chassis of the GAZ-A light car, in turn derived from the Ford-A, and was from 1933 used by the Red Army as a reconnaissance vehicle. The FAI served with the Red Army for several years but was mounted on an outdated chassis even as it entered production, such that when the GAZ-M1 became available in the mid-1930s, some FAI hull and turret sets were remounted on the latter chassis. The foreshortened hull rear

armour arrangement resulting from mounting the FAI hull and turret on the longer GAZ-M1 chassis, stopping short of the rear axle, was the defining feature of the FAI-M. Both the FAI and FAI-M served during the Battles of the Khalkin Gol against Japan in 1939 and in the 1939-40 Russo-Finnish Winter War, but were being replaced in service by the BA-20 series when war with Germany broke out in 1941. Most were destroyed or abandoned due to lack of spare parts in the early months of the war.



Below: T-38s (right) lead T-37s (left) passing through Red Square in front of the Lenin Mausoleum.





Above: SU-100 tank destroyer passing a parked GAZ-MM-V 1.5 tonne truck.



Above: Early and late T-37As, one with balsa wood floats mounted on the track guards. In fact all series production T-37s were designated T-37A.



A T-60 approaches Red Square. T-60s participated in the 7 November 1941 parade from which the participants moved directly to the front line, which was at the time only a few kilometres away.




Another rarity, the GAZ-M-415 (GAZ-415) was a pickup version of the GAZ-M intended for civilian use, but later pressed into military service.

CHILD'S PLAY

As with last year the end of the parade was marked with the tanks, armoured vehicles and military transport vehicles being parked up on Red Square and made available for the general public – for which read ‘small children’ – to admire and explore. Children were perched on tank turrets for family photographs, scrambled through armoured cars and played ‘driver’ with the oversize wooden rimmed steering wheels, and generally prevented the middle aged author from doing any such thing...

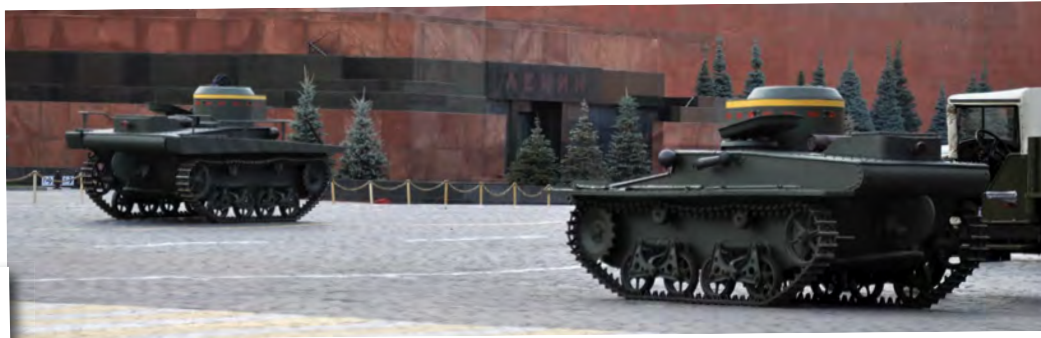
In 2015 the parade was, as in recent years, a purely historical military event,

fascinating for foreign observers (most of whom were Chinese tourists) but with rather deeper meaning for the locals present, both from historical and current perspectives. The Red Square parade was as always a superb

display of immaculately restored military vehicles, all in perfect running order. And a more spectacular setting for a display of historic military vehicles is hard to imagine in any country. 



Above: A Studebaker US6 with BM-13 Katyusha rocket launcher passes the Lenin Mausoleum, which has witnessed thousands of military vehicles passing under its balcony where the Soviet leadership stood.



Above: T-37s near the Lenin Mausoleum on Red Square. Not a bad setting for a parade of rebuilt Soviet historical military vehicles. Below: Russian girl power directing tank traffic on Red Square.

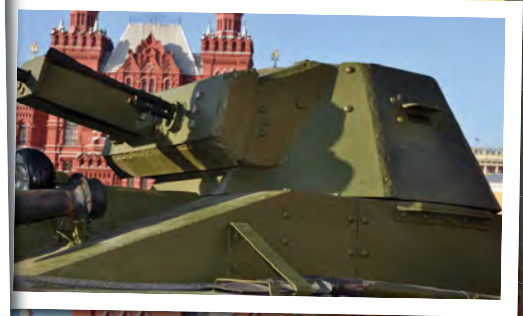




Above: Red Army vehicles on the move – with the exception of the T-34-85 all these tanks and vehicles were rebuilt from scratch.



Above: The 4M anti-aircraft gun system. The quadruple 7.62mm water-cooled Maxim machine gun system was truck mounted and by all accounts rather effective.



Above: Several T-60s built by different plants were paraded through Red Square. Compare the very different turrets on these restored tanks. Right: After the parade the public was given unlimited access to the military vehicles, which were parked up on Red Square for the rest of the day. Below: A T-37 turret with 7.62mm DT machine gun – hopelessly outclassed by the time it entered combat in 1941.



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This 1939 Austin 8 'Military Tourer' looked very smart and sporty.

LIFE BEGINS AT FORTIES!

John Norris was there for the fun and frolics to be had at the North Norfolk Railway 1940s weekend



Beautifully restored 1940 Ford Staff Car from Canada was superbly turned out.

Each year in mid-September the North Norfolk Railway turns the clock back to affectionately remember the war years and the contribution the county made to the British war effort. The railway runs a full service daily using steam trains which operate between the three stations on the line. At the platforms of Holt, Weybourne and Sheringham, splendid shows were put on with displays of the Home Front and a range of vehicles from the period, including civilian types.

In 2015 the event was held over the weekend of 19/20 September, with the nearby towns of Holt and Sheringham joining in with the spirit of the occasion as owners decorated their shops, pubs, houses and hotels. Having heard about the event *Classic Military Vehicle* decided to drop by for an impromptu visit and we were pleasantly surprised at what we saw.



QUALITY, NOT QUANTITY

The weekend was supported by a turnout of soft-skinned vehicles from the Norfolk Military Vehicle Group which assembled at Holt. On Saturday evening they were driven

to Sheringham to take part in a convoy run around the town, returning to Holt ready for Sunday and further inspection by a highly appreciative audience.

This was not a large turnout, but the

vehicles on show each had a story behind them, such as 'Witchcraft', a fine Willys-Overland MB built in 1944. It has been restored and is named after the wartime vehicle driven by Sergeant Vincent La Russa who flew as crew in a B-24 Liberator of the 467th Bomb Group operating out of USAAF Station 145 Rackheath in Norfolk. The name



Above: Some saucy artwork decorated a few of the vehicles. Left: A G3L Matchless motorcycle from 1943 as used by the emergency service, including the police, during the war.



Above: Ford WOT2 15cwt 4X2 GS truck which had been on display in Myreton Motor Museum for 30 years prior to being restored. **Left:** Line up of soft-skinned vehicles at Holt, headed by the Dodge WC54 in the unusual markings of Military Police.

Witchcraft came from his aircraft which completed an incredible 130 missions without any loss of life and this restoration is a tribute to that fact.

There were no armoured vehicles due to lack of space but the quality of the soft-skinned vehicles was impressive. Another highlight was the Canadian-built Ford staff

car which had been driven from Suffolk by its owner Ian McCallum who had restored it to its original number and markings for 1940/41. Another good looking vehicle was a Heavy Humber Utility in very fine condition which attracted a lot of attention in its 8th Army colours for North Africa. Next to it was a Ford WOT2 15cwt 4X2 GS truck in the

Below: Paul Lincoln of the LRDG looking ready for North Africa but in the centre of Holt town.





colours of the 7th Armoured Division. Dodge WC54 vehicles are more commonly seen as ambulances, but at Holt an example was seen in the markings of the US Army Military Police.

A most original display was shown by Paul Hemmings who had faithfully recreated an authentic replica of Field Marshal Montgomery's campaign caravan. Paul had built it on a 14ft Ivor Williams trailer using the wooden side panels from a 1950s Bedford truck. He had fitted it out with all manner of items including a bed and prints of Monty's adversary, Rommel. Maps, equipment and personal items made it appear as though Monty had just stepped outside to issue orders.

All in all, the weekend was a treat and it was good to see local vehicle owners gathering to support what has become a runaway success in 1940s weekends organised by a vintage railway. The weekend

Above and below: The Jeep 'Witchcraft' commemorates the B-24 of the same name.



Right: These regular readers of CMV had driven up from Essex to take part in the weekend. Below: This Hotchkiss M201 Jeep was built in 1966 but it was used during the filming of the series Band of Brothers.





Above: More soft-skinned vehicles on display which drew lots of attention.



Above: Monty's recreated caravan looking ready for the great man himself.
Left: Humber Heavy Utility in the markings of the 8th Mechanical Equipment Platoon Royal Engineers (X Corps) part of the 8th Army which served in North Africa and Italy.



Above: Very smart lady with a 1938 Austin 10 Cambridge showing the type of vehicle used in the car pool system to deliver items in an emergency. Right: 'Southern Comfort' commemorated the USAAF 44th Bomb Group based at Shipdham in Norfolk.






Above: The WC54 heading out on the convoy. Right: Everyone on this GMC was having a great time.



Above: Ladies wrapped up warmly and very smartly for the Saturday evening convoy run around Sheringham.

had a terrific atmosphere with lively displays and is certainly an event to put into your diaries to visit this year (it's on 17/18 September 2016). You can keep up to date by visiting the website at www.nnrailway.co.uk. 

Below: The ladies enjoyed the convoy run in style.



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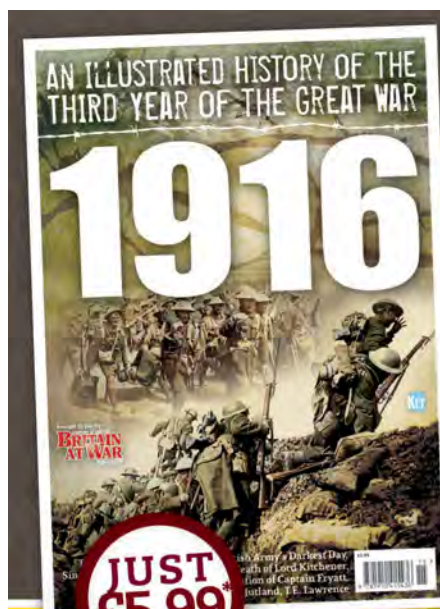
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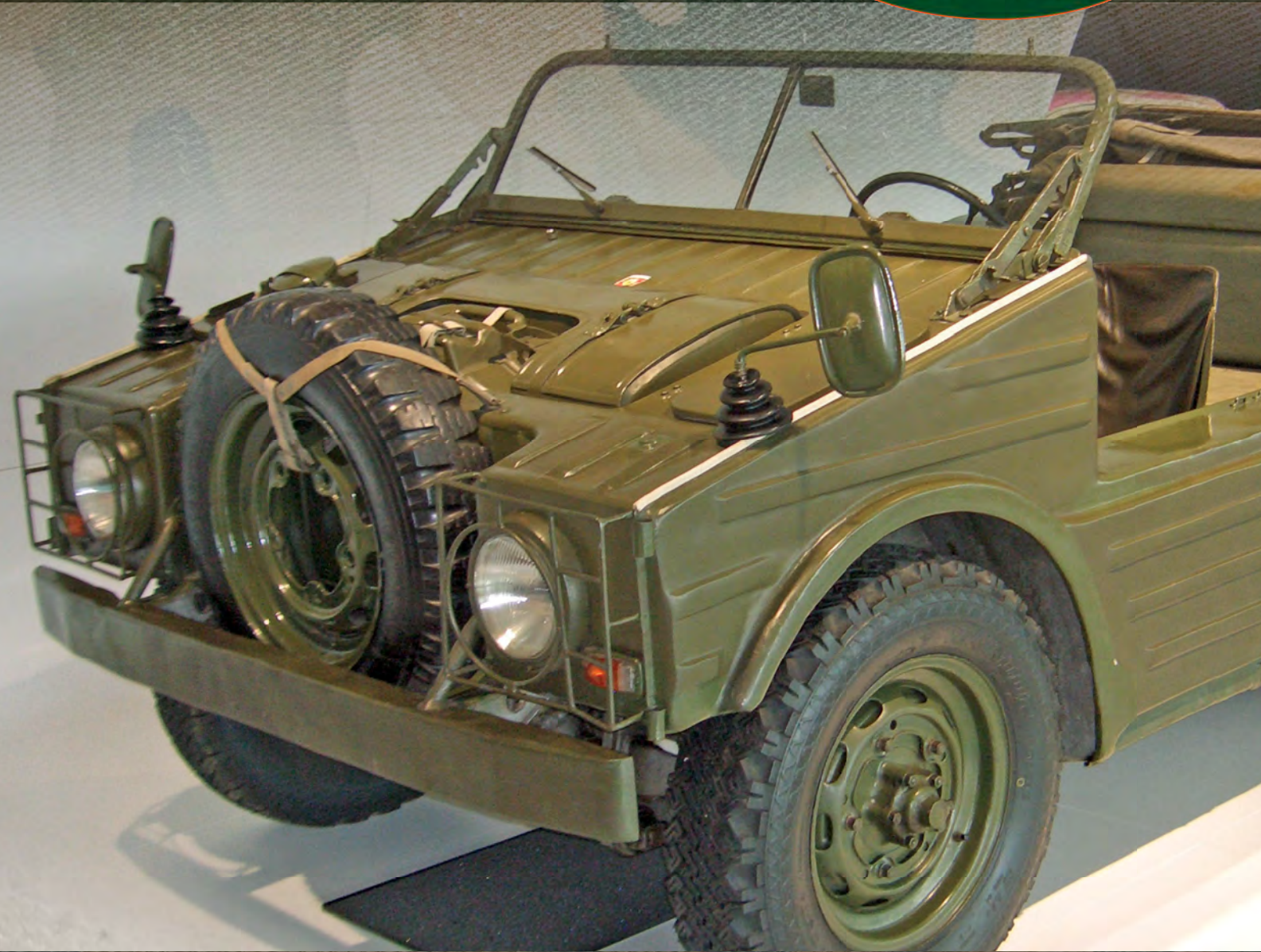
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David Fletcher profiles the historic wartime Morris that lasted longer than it should have done.

THE RUSSIAN MILITARY PARADE – THAT WASN'T!

Jim Kinnear remembers the dramatic events of October 1993...

KLEINER PANZERBEFEHLSWAGEN

John Teasdale takes a brief look at the evolution of the small armoured command vehicle.



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

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

accept no liability for errors or omissions in this list.

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



MILITARY-VEHICLE EVENTS 2016

April

WINGS & WHEELS
Date: Sun 17 April 2016
Location: Old Buckingham Airfield, Bucks
Contact: www.oldbuck.com

WARTIME IN THE COTSWOLDS

Date: Sat/Sun 23-24 April 2016
Location: Gloucestershire Warwickshire Steam Railway
Contact: Sue Harbron wartime@gwsr.com, www.gwsr.com

TIGER DAY

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

FOUR ASHES IN THE FORTIES WEEKEND

Date: Sat/Sun 30 April-1 May 2016
Location: Willenhall RUFC, Bognop Road, Essington, Staffs WV11 2BA
Contact: Sarah, 07813823533, sarah.brady@ngbailey.co.uk

May

TANK EXPERIENCE DAY

Date: Fri/Sat 13-14 May 2016
Location: The Tank Museum, Bovington, Dorset BH20 6JG
Contact: www.tankmuseum.org

TEMPLE AT WAR

Date: Sat/Sun 14-15 May 2016
Location: Cressing Temple Barns, Braintree, Essex
Contact: Nicola info@templeatwar.co.uk, www.templeatwar.co.uk

1940s WEEKEND – SUFFOLK

Date: Sat/Sun 14-15 May 2016
Location: Bridge Farm Barns, Monks Eleigh, Suffolk IP7 7AY
Contact: Norman Newbould n.newbould1234@outlook.com

MERRIST WOOD SHOW

Date: Sun 15 May 2016
Location: Merrist Wood College, Guildford, Surrey GU3 3PE
Contact: Annette Smith asmith@guildfor.ac.uk

CHIPPING STEAM FAIR

Date: Sat/Mon 28-30 May 2016
Location: Green Lane Showground, Chipping, Preston, Lancs PR3 2TQ
Contact: 01995 61866, www.chippingsteamfair.co.uk

OVERLORD MILITARY SPECTACULAR

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

DEBACH AIRFIELD MUSEUM ROAD RUN

Date: Sun 29 May 2016
Location: Grove Farm, Clopton, Woodbridge, Suffolk, IP13 6QS
Contact: Richard 07850 078432, www.493bgdebach.co.uk

PENDLE POWERFEST

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

June

WICKSTEED AT WAR

Date: Fri/Sun 10-12 June 2016
Location: Wicksteed Park, Barton Road, Ketering NN15 6NJ
Contact: Tim Hawks, tim@wicksteedatwar.co.uk, www.wicksteedatwar.co.uk

DIG FOR VICTORY SHOW

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

THE GREAT NORTH FLY IN 2016

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

WOODVALE RALLY

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

WARTIME IN THE VALE

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

KEIGHLEY ARMED FORCES DAY

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

ARMED FORCES DAY – CONSETT

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

BLACKPOOL ARMED FORCES WEEK

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

TANKFEST

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

July

BUCKFASTLEIGH STEAM RAILWAY MILITARY WEEKEND 40s FESTIVAL

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

FLYWHEEL FESTIVAL

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

1940s EXPERIENCE

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

HOLLOWELL STEAM & HEAVY HORSE SHOW

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

CAPEL MILITARY VEHICLE SHOW

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

YORKSHIRE WARTIME EXPERIENCE

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

THORPE CAMP 'WE'LL MEET AGAIN' EVENT

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

OWESTRY CLASSIC & VINTAGE TRANSPORT RALLY

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

ACKWORTH STEAM RALLY

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

WOODHALL SPA '40s FESTIVAL

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

OLD FORD RALLY

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

WAR AND PEACE REVIVAL

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

WELLAND STEAM FAIR

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

August

BASTON IN THE BLITZ

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

MILITARY & FLYING MACHINES SHOW

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

YANKS ARE BACK IN SADDLEWORTH

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

COBBATON VJ WEEKEND

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

COMBINED OPS MILITARY AND AVIATION SHOW

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

DRIFFIELD STEAM RALLY

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

NORFOLK TANK MUSEUM MV WEEKEND

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

MOUNT EDGCUMBE AT WAR

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

TANKS IN TOWN

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

WINGS & WHEELS

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

MILITARY ODYSSEY

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

TANKS, TRUCKS & FIREPOWER SHOW

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

September

THE VICTORY SHOW

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

TANK EXPERIENCE DAY

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

November

BROOKLANDS MILITARY VEHICLE DAY

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

MILITARIA EVENTS, AUCTIONS, ETC

Government surplus sales

Witham Specialist Vehicles

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

Ramco UK

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

FORTHCOMING MILITARIA EVENTS 2016

April

CHELMSFORD MILITARIA FAIRS

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

NORTHERN MILITARY EXPO

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

ALDERSHOT MILITARIA & MEDAL FAIR

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

May

COBBATON CLEAROUT

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

MARK CARTER MILITARIA & MEDAL FAIRS

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



THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

GHQ MILITARIA FAIRS

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

NORFOLK MILITARIA FAIRS – THETFORD

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

June

STRATFORD UPON AVON MILITARIA & MEDAL FAIR

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

July

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

GHQ MILITARIA FAIRS

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

August

MARK CARTER MILITARIA & MEDAL FAIRS

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

GHQ MILITARIA FAIRS

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

September

MARK CARTER MILITARIA & MEDAL FAIRS

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

GHQ MILITARIA FAIRS

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

CHELMSFORD MILITARIA FAIRS

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

NORFOLK MILITARIA FAIRS – THETFORD

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

October

GHQ MILITARIA FAIRS

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

HACK GREEN HANGAR SALE

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

STRATFORD UPON AVON MILITARIA & MEDAL FAIR

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

CHELMSFORD MILITARIA FAIRS

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

November

NORTHERN MILITARY EXPO

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

ALDERSHOT MILITARIA & MEDAL FAIR

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

MALVERN MILITARIA FAIR

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

MARK CARTER MILITARIA & MEDAL FAIRS

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

December

CHELMSFORD MILITARIA FAIRS

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

THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

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

GHQ MILITARIA FAIRS

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



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www.warandpeacerevival.com



The batch of restoration project Jeeps imported from the US by East Coast Jeeps has now come onto the market. Add to that some nice projects from AMD Four Wheel Drive, plus some nice Hotchkisses from

Dallas Autos and Robert U'Uren and we now have a vibrant Jeep market full of new blood as we burst into the season.

We have often bemoaned the lack of 'new' Jeeps for restoration, since the European armies, notably the French, had

no more to release into the community. The vast majority of Jeeps we see advertised on Milweb are now older restorations and often it isn't the first time we have sold them in the last 17 years. There are still decent numbers of Jeeps lying dormant – hopefully in dry storage, where their owners have grown out of the hobby or lost interest and these do come on the market from time to time. A seller recently said he had had his Jeep since 1955 and hadn't touched it for the last 30 years so he felt that made it worth right up at the top of the price range. For a buyer, one owner for 60 years doesn't automatically mean it is going to be the best Jeep they could buy. Unless you are very lucky, it is going to need re-restoring or more likely just restoring. In the early days restoration standards were in the main lower than they currently are – despite the fact that there were more original parts around if you knew where to find them. We also advertised a Jeep that had spent 25 years in a container – and during that storage the condensation had done it a lot of harm. Without a doubt the project Jeeps from dry states in the USA (and arctic regions of Norway) generally offer a more solid basis with much less



£4500 for this project GPW from AMD Four Wheel Drive looks a viable choice.



A really nice Hotchkiss M201 from Dallas Auto Parts.

corrosion. But so often at the very least the front bumpers have been butchered and the combat wheels replaced with wider replacements. If you are buying a project Jeep at under £8000 you should come out a little ahead, depending on the level of restoration you do.

DEACTIVATED MARKET

With perhaps the worst photo we have had on Milweb in years, a WW2 German Hummel hull in a very poor state was offered by a seller in Romania and sold in days. Not for the faint hearted, it is the first we have ever had advertised.

There have been a lot of rapid vehicle sales on Milweb this month and unsurprisingly a lot of collectors buying and selling deactivated weapons before the almost inevitable changes in the law. The ever meddling EU is trying to change the law from 8 April and forcing adherence to the new and as yet not finally defined EU standard of deactivation, which falls well below the UK standard which is the highest by far in Europe.

The new act, which we all pray will grant the UK exemption, will effectively make it illegal to buy sell or swap any deactivated weapon without an EU certificate of deactivation. Please take the time to get the latest info from the trade body; the Association's website is at: <http://www.ukdwa.org/>. Make sure you don't fall foul of the law.

QUESTIONS IN THE HOUSE?

Following on from our auction special last month, we managed to find a historic Hansard entry, dated 15 July 1946, recording an MP's interest in the disposal of DUKWS. Mr Osborne MP asked the Minister of Supply whether he was aware that at the recent sale of surplus government vehicles at Ruddington, Nottinghamshire, 25 amphibious ducks were taken out of the public auction and sold privately for about 5 per cent of their original cost; and on whose authority and on what grounds was this action taken.

The Minister of Supply (Mr John Wilmot) replied: *It was decided to sell a number of amphibious vehicles at Ruddington by competitive tender before the auction was arranged and they were never, in*



For serious restoration a Hummel offered in Romania sold in days.

fact, included among the vehicles to be sold by auction. I have given instructions for some amphibians to be included in future auctions.


like £50 a day profit, and it is a scandal which ought to be investigated.

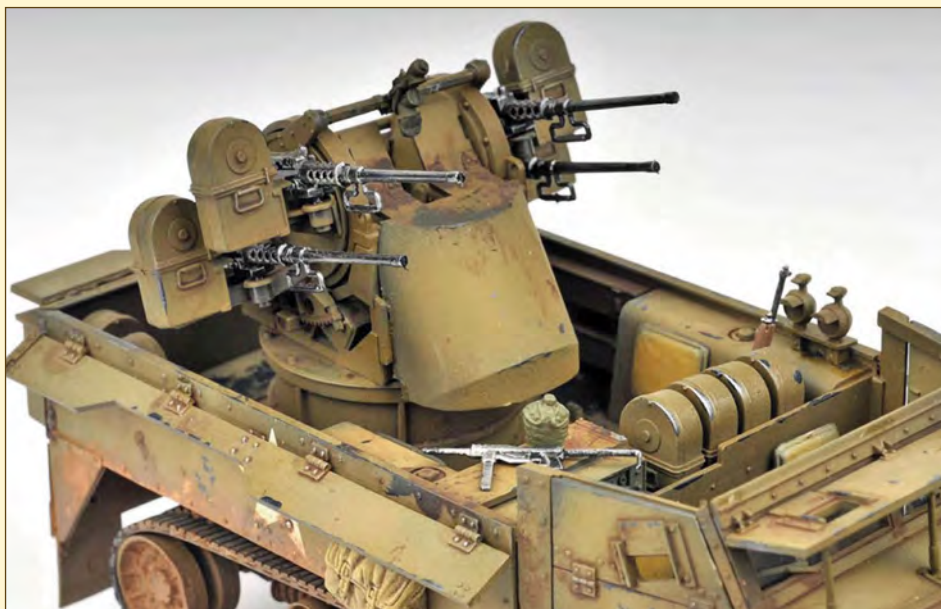
Sir William Darling MP: *Is it the best business method of which this government can think, to sell vehicles which cost £4000 for £150? If not, would they*

"Project Jeeps from dry states in the USA (and arctic regions of Norway) generally offer a more solid basis with much less corrosion."

Mr Osborne MP: *Is it not a fact that these ducks, which cost £4000 each, were sold for £150 by private treaty? It is believed in the locality that it is a grave scandal. These ducks are at the present time earning, on the South coast, something*

not set up a working party of business men to advise them in this matter?

Scandal – what scandal? DUKWS for £150 each – and only five years old. Those were the days! 



New EU laws on deactivated weapons will impact on the military vehicle hobby from 8 April.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			TREND
					LOW	HIGH	AVERAGE	
SOFT-SKIN VEHICLES								
AM General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£29,000	£45,000	£37,000	▲
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£3500	£6200	£5066	▲
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£2250	£3250	£2783	▼
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£4750	£4625	–
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£7000	£13,000	£11,000	▲
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£6115	£9200	£12,115	▼
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£20,000	£25,000	£22,500	▲
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£5950	£10,500	£8335	▼
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£2000	£7995	£5523	▼
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£3000	£5000	£4335	▼
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£10,500	£16,000	£14,250	▲
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£12,500	£13,500	£12,990	▲
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£4500	£21,150	£12,715	▼
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	–	£3500	£7450	£5445	▼
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£9000	£6500	▼
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£5000	£6995	£5997	▼
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£8950	£9000	£8975	▼
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3500	£5499	£4198	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£2995	£3500	£3123	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£3350	£9000	£6700	▼
WHEELED ARMoured VEHICLES								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£10,000	£18,460	£13,555	▲
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£4750	£15,000	£9875	▼
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£12,750	£14,000	£13,333	▲
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£10,000	£26,000	£18,000	▲
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£3000	£11,000	£7425	▼
TRAILERS								
¼-ton (for WW2 Jeep)	–	–	–	–	£350	£850	£600	▼
¾-ton British (for Land Rover)	–	–	–	–	£375	£500	£414	–

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

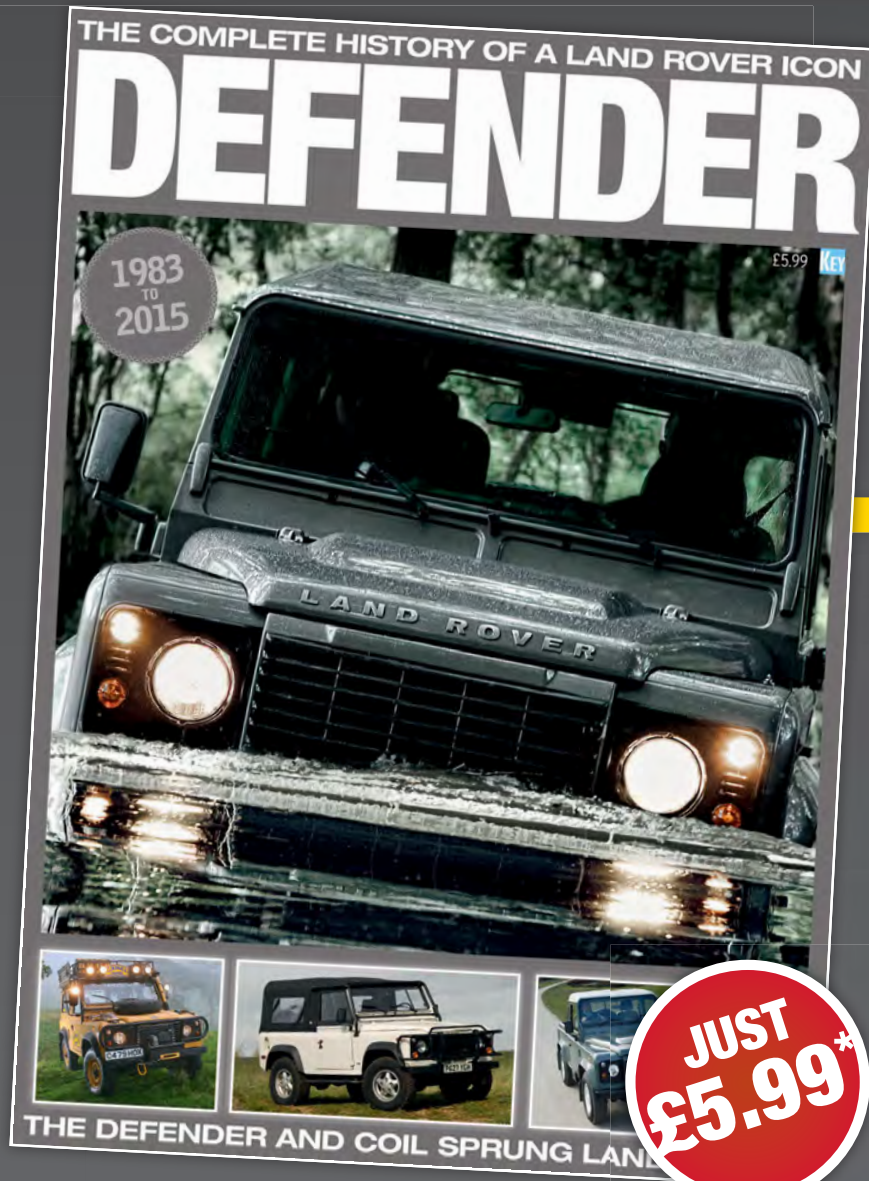
** Includes civilian production.

Note

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

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

THE COMPLETE HISTORY OF A LAND ROVER ICON



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

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

Features include:

Make Mine a Ninety

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

Islands Dream

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

Lights, Camera, Action

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

Happy Anniversary

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

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

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

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Direct from The Australian Armed Forces, Choice of vehicles in The UK, excellent condition, 6x6, Isuzu 3.9 diesel, PAS, rust free. Including UK registration, MOT & service

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MILITARIA / MISC

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in polished all finish,
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Tel: 0208 3997541

SB53734

MILITARIA / MISC

TANK TRANSPORTER



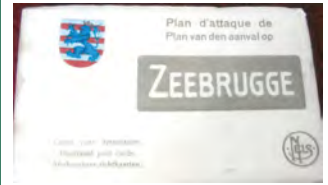
Thornycroft Mighty Antar
with centurion tank,
no 660/651 Dinky supertoy, no damage
£75 post free

Tel: 07398 015688

West Sussex

SB53938

ZEEBRUGGE ATTACKED



1st World War 22/23 April 1918 20
post card in original uniform pack 1-20
numbers on card £60 post free.

Tel: 07968 659967

Surrey

SB53937

MILITARIA / MISC

AERO ENGINE FLAT 4



2nd World War Drone MNF, Mcullock
USA with prop. Weight 70lb 1940-1950,
Buyer collects £350,

Tel: 07968 659967

Surrey

AS11224

ORIGINAL WAR TIME MORSE CODE SENDER



with code on in Bakelite
4 inch x 3 inch
£48

Tel: 07968 659967

Surrey

AS11219

CLANSMAN EQUIPMENT



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

Tel: 07711 956049

S Yorks

AS11231

BRITISH AMMO BOX



1954, WW2 303 Ball Ammo Box. Ply
wood sides, top, metal reinforced. Has
later date 17-5-54 on side. £25.00

Tel: 07526 715335

West Sussex

SB53742

US NORDLAC



1970's Americal black leather shoulder
holster complete with all straps. Vietnam
bra as used by Helicopter crew and
Tankers. COLT NOT INCLUDED. £55

Tel: 07526 715335

West Sussex

SB53741

MILITARY SHOVELS



1 jeep shovel stamped USA, 44 unissued
£60, 2nd shovel 1956 £20, 3rd shovel
1952 £20, 4th shovel 1960 £20 all plus
p&p, all good condition

Tel 01255 812148

Essex

AS110440

MOTORCYCLES AND CYCLES

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

SB53990



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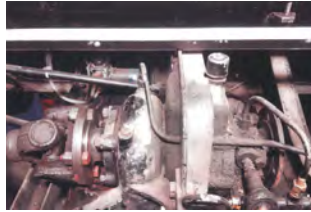
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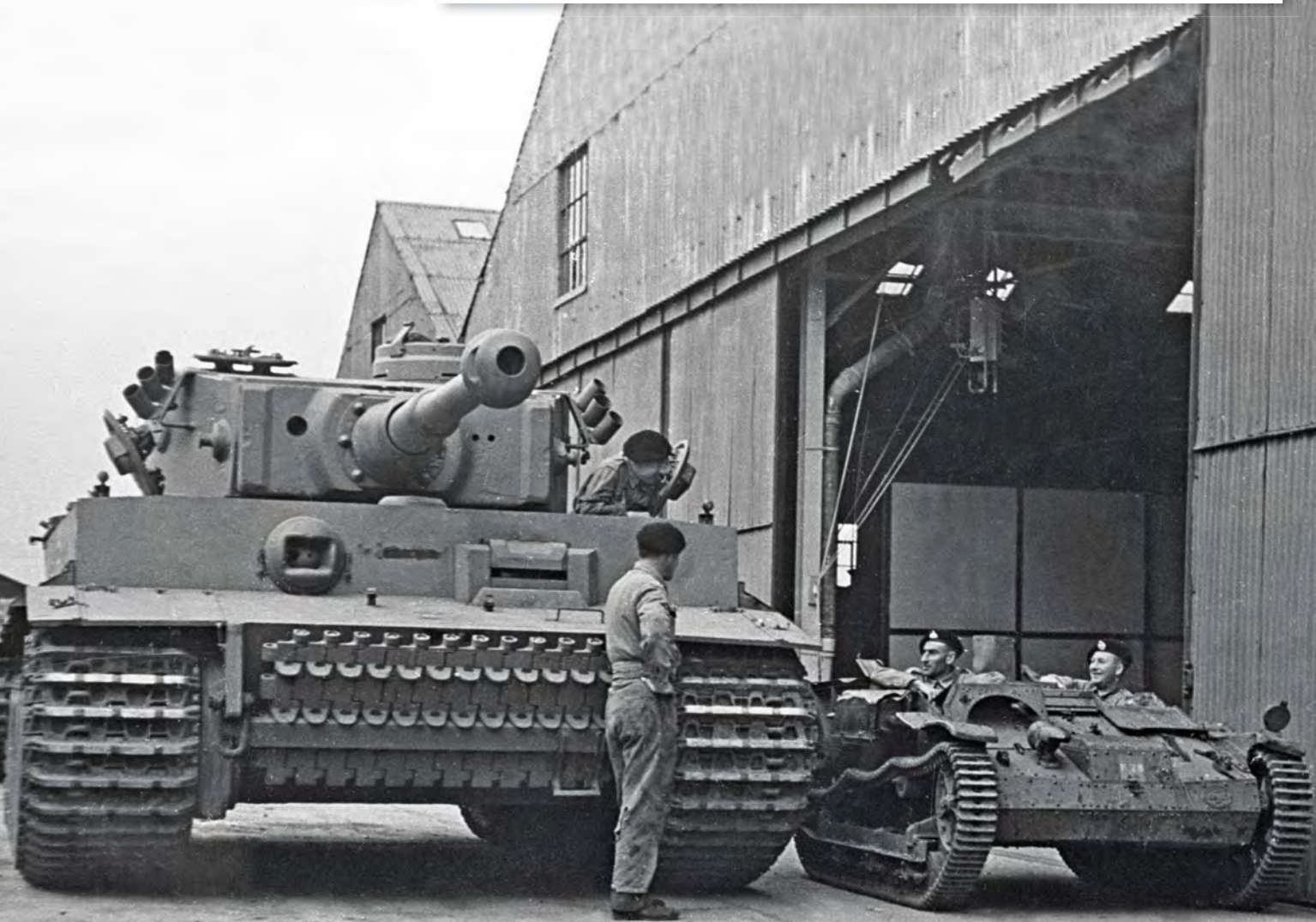
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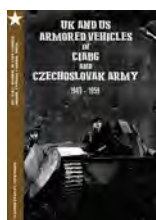
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We've already talked about war booty in this issue, but there's nothing approaching the fame of the rescued piece of WW2 metal on the left. Of course it's 'our' Tiger, turret number 131, while it was being tested during the war. The titch alongside it is identified as a Lorraine on the back of the photo but regular *CMV* contributor and worldwide tank expert David Fletcher reckons it's a bit on the small side for that. "Yes, it's French, but it's a Renault UE Chenillette – their version of the Carden-Loyd Carrier," explains David. "We might assume the picture was taken at Chertsey where the Tiger was being tested but since both 'crews' are RTR it could be outside a hangar at Lulworth." (*Tank Museum 0472-G4*)



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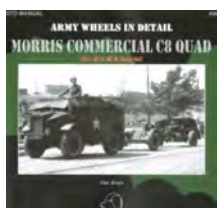
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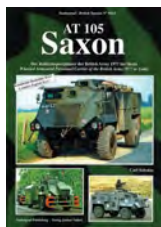
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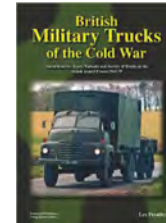
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