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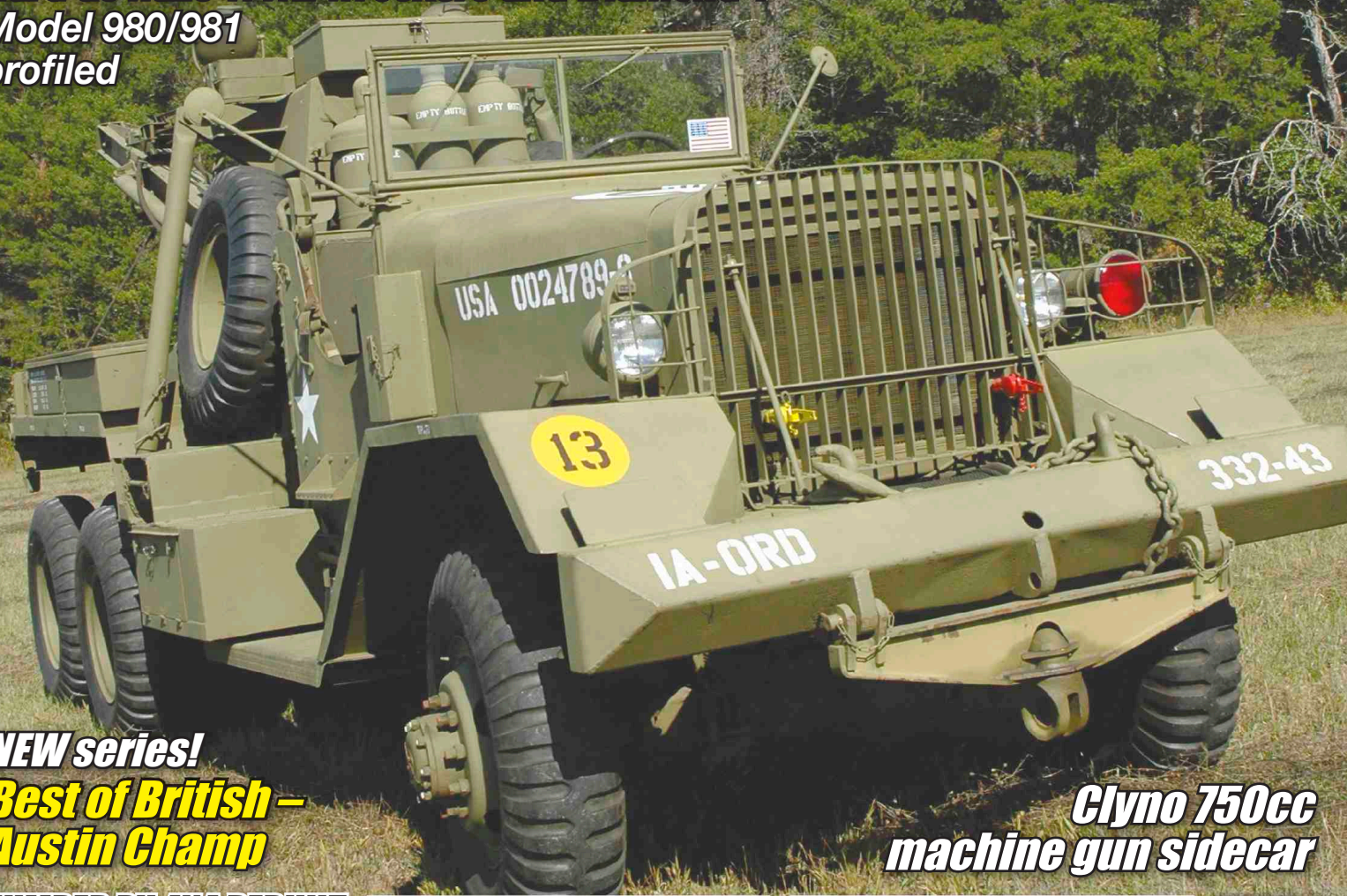
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JULY 2014**

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EDITORIAL

Editor: Ian Cushway cmv.ed@kelsey.co.uk

Regular contributors: Pat Ware, David Doyle, David Fletcher, Geoffrey Fletcher, Scott Smith, Ian Stead, Andy Stead, Nigel Hay, Les Freathy, Diana Hawkins, Paul Hazell, Designer: Sean Phillips, AT Graphics Limited

ADVERTISEMENT SALES

Advertisement sales manager: Julia Johnston tel: 01733 353353; cmv.adsales@kelsey.co.uk

Agencies Sales: 01959 543720; agency.team@kelsey.co.uk

Group Sales Director: Sally Barton

sally.barton@kelsey.co.uk

PRODUCTION

Design and colour repro: AT Graphics Ltd, Peterborough.

Production Supervisor: Deborah Stokoe

E-mail: deborah.stokoe@kelsey.co.uk; tel: 01733 353396

Production Manager: Karen Wayman

Karen.wayman@kelsey.co.uk

DIGITAL

Digital Publisher: Vicky Ophield

Digital Marketing Manager: Rebecca Gibson

MANAGEMENT

Managing Director: Phil Weeden

Chairman: Steve Annetts

Chief Executive: Steve Wright

Finance Director: Joyce Parker-Sarioglu

Head of Audience Development: Andy Cotton

Subscriptions Marketing Manager: Daniel Webb

Newstrade Circulation: Eleanor Brown

CIRCULATION DEPARTMENT

Subscriptions

UK new subscriptions orderline: 0845 872 7385

UK new subscriptions renewals: 0845 450 1019

UK customer services: 0845 872 7388

UK Fax: 01858 469 804

UK postal address:

Freepost RSXY-XXGK-EUYS

Kelsey Media, Market Harborough LE16 9EF

Overseas order hotline: +44 (0) 1858 438856

Overseas customer services: +44 (0) 1858 438857

International Fax: +44 (0) 1858 469804

Overseas postal address: Kelsey Media, Unit 4, Tower House, Sovereign Park, Market Harborough LE16 9EF, UK

SUBSCRIPTIONS

UK, £51.60; (12 issues)

Europe/USA/Canada £65.49, Rest of world £70.99.

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Books: 0845 450 4920

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Kelsey Classifieds, PO Box 13, Cudham, Westerham TN16 3WT

Fax: 020 7216 8557

DISTRIBUTION

Marketforce, Bluefin Building, London

Call 020 3148 3333 for details of your nearest stockist

PRINTING

Precision Colour Printing Ltd, Haldane,

Halesfield 1, Telford, Shropshire, TF7 4QQ

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Contents

04 OPENING SHOT!
Say hello to the always affordable Reynolds-Boughton RB-44.

06 REVIEW
A round up of current military vehicle news, gossip and products.

12 COMING NEXT
Find out what's in store in next month's issue which goes on sale on 18 July.

15 WAR GAMES
★ **COVER STORY** ★
Where else can you drive a tank, engage in a full-scale tank paintball battle and get to look round an interesting collection of military memorabilia? We pay a visit to Leicestershire-based Armourgeddon.



22 BEST OF BRITISH – AUSTIN CHAMP
★ **COVER STORY** ★
In the first of a new series, Pat Ware looks at Britain's answer to the Jeep and explains why its complexity (and unreliability) proved its undoing.

30 FIRST ASHORE
★ **COVER STORY** ★
The Duplex Drive tanks promised much but in the end delivered very little on the beaches of France and suffered heavy losses. David Fletcher explains what happened on 6 June.

35 AMERICA'S HEAVY WRECKERS
★ **COVER STORY** ★
David Doyle looks at the evolution of US WW2 recovery vehicles and the tough as nails Ward LaFrance models that became synonymous with this era.



40 SECOND COMING
★ **COVER STORY** ★
Scott Smith tells the story of a Humber PU 4x4 owner who wasn't about to settle for second best.



FRONT COVER

Page 35, the M1A1 was America's heavy wrecker during WW2. Its chisel-shaped bumper and towering grille display a down-to-business styling typical of heavy vehicles of the era. This restored example is from the collection of the late Kevin Kronlund, Spooner, WI, USA. (David Doyle)



46 CLYNO 750
★ **COVER STORY** ★
We delve into the history of this evocative WW1 three-wheeled fighting machine.

50 DIAMOND GEEZER
★ **COVER STORY** ★
Was the Diamond T Model 980/981 really one of the best looking military vehicle of all time? Pat Ware certainly thinks so.



55 THE SOUNDS OF THUNDER
Andy Stead reports from this spectacular show in Eastern Free State, South Africa.



60 THE WAR ARCHIVES – BOOK EXTRACT
An extract from Pat Ware's fabulous collection of images and contemporary drawings which provide an account of allied tanks, trucks and weapons of WW1.

66 IT'S SHOWTIME
A listing of major military vehicle and militaria events in the UK and around the world.

68 THE MILITARY VEHICLE MARKET
Nigel Hay, in collaboration with MILWEB, charts the ups and downs of the market.

78 ECHOES OF WAR
Pat Ware looks at the elegant and torquey Thornycroft Antar MK3.

SUBSCRIBE AND SAVE – PAGE 64

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

OPENING SHOT

REYNOLDS-BOUGHTON RB-44

As the price of WW2 vehicles continues to rise, and with even some post-war machinery becoming too expensive for many, newcomers to the hobby are forced to look elsewhere for an affordable vehicle.

Consider the Reynolds-Boughton RB-44, a 2.25-tonne 4x4 truck powered by a Perkins Phaser 110T diesel engine. Developed as a private venture by the Boughton Group back in the eighties, the RB-44 was purchased by the British Army under the designation 'truck, universal, heavy' (TUH). The first of around 2000 examples, most of which were bodied as cargo vehicles, entered service in 1990 and many are currently being disposed of through MoD contractors Withams Specialist Vehicles (www.mod-sales.com).

Photograph from the Warehouse Collection





NEWS & REVIEW



A round-up of military-vehicle related news and products.
Send news items to cmv.ed@kelsey.co.uk



Despatches



There's been a change in the guard here at *CMV*. As John announced last issue, he's decided to hang up his boots and enjoy the finer things of life – and I am the new boy who's taken over. So I'd like to start by saying a big thanks to John for all his hard work and excellent photos during his not inconsiderable time at the helm.

My background is in classic vehicles, so I am on a steep learning curve as far as military machinery is concerned – so be gentle. However, I've already had a valuable initiation by touring the REME Museum of Technology at Aborfield and visiting more of its collection at Bordon, as well as driving a tank courtesy of Armouredgeddon. You can read about that visit on pages 15-20.

Living in France there's quite a bit of military vehicle interest, and I know the Musée de la Résistance in Malestroit has a collection of military vehicles – because I've already paid it a visit. This year its commemorations start on 18th June, the date when parachutists descended on the area to aid the local resistance and divert attention away from Normandy.

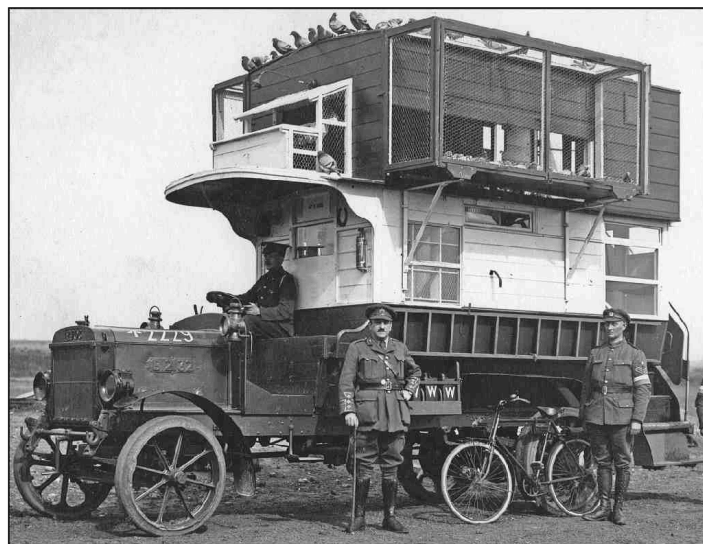
Talking of which, I am sure as I write this, the ports will be busy with British-based MVs waiting to board ferries to France – and I wish everyone an enjoyable and uneventful trip. I'd love to hear how you got on via the usual email (cmv.ed@kelsey.co.uk) so send me your pictures and stories.

After that I will be at the War and Peace Revival which I am sure will be an initiation of fire if ever there was one – so if I am not too battle scarred by my introduction to the world of militaria, I'll hopefully see you there...

Ian Cushway



FROM HOME FRONT TO WESTERN FRONT



Above: Restored B-type bus (B2132) that was converted into a pigeon loft during WW1 will be on display.

A major exhibition entitled 'Goodbye Piccadilly – from Home Front to Western Front' opened at the London Transport Museum on 16 May 2014 and runs until 8 March 2015. It will reveal the untold story of London's Home Front during the First World War; how drivers took their buses to the Front to support the war effort, how women advanced into the transport workforce for the first time and how Londoners came under deadly attack from the air as total war came to the capital.

The exhibition will bring together objects from several collections for the first time, at the heart of which will be 'Ole' Bill', a 1911 B-type bus No. B43 on loan from the Imperial War Museum. It was one of over 1000 B-type buses to be requisitioned by the War Department in 1914 for use on the Western Front. After the war it was refurbished as a permanent memorial to the role played by London buses in WW1. Named after 'Ole Bill', Bruce Bairnsfather's popular wartime cartoon character, it became a symbol of the military and civilian struggle endured by men and women of the London General Omnibus Company and it appeared regularly in the Armistice Day parades until the 1960s.

Adult tickets cost £15.00 (£11.50 concessions) which allows unlimited entry to the museum for a whole year. Children and young people aged 17 and under go free. The museum is open Saturday to Thursday 10.00 to 18.00 and Friday 11.00 to 18.00 (last admissions 17.15). Event ticket prices and times vary and can be booked in advance at www.ltmuseum.co.uk or by calling 020 7565 7298.

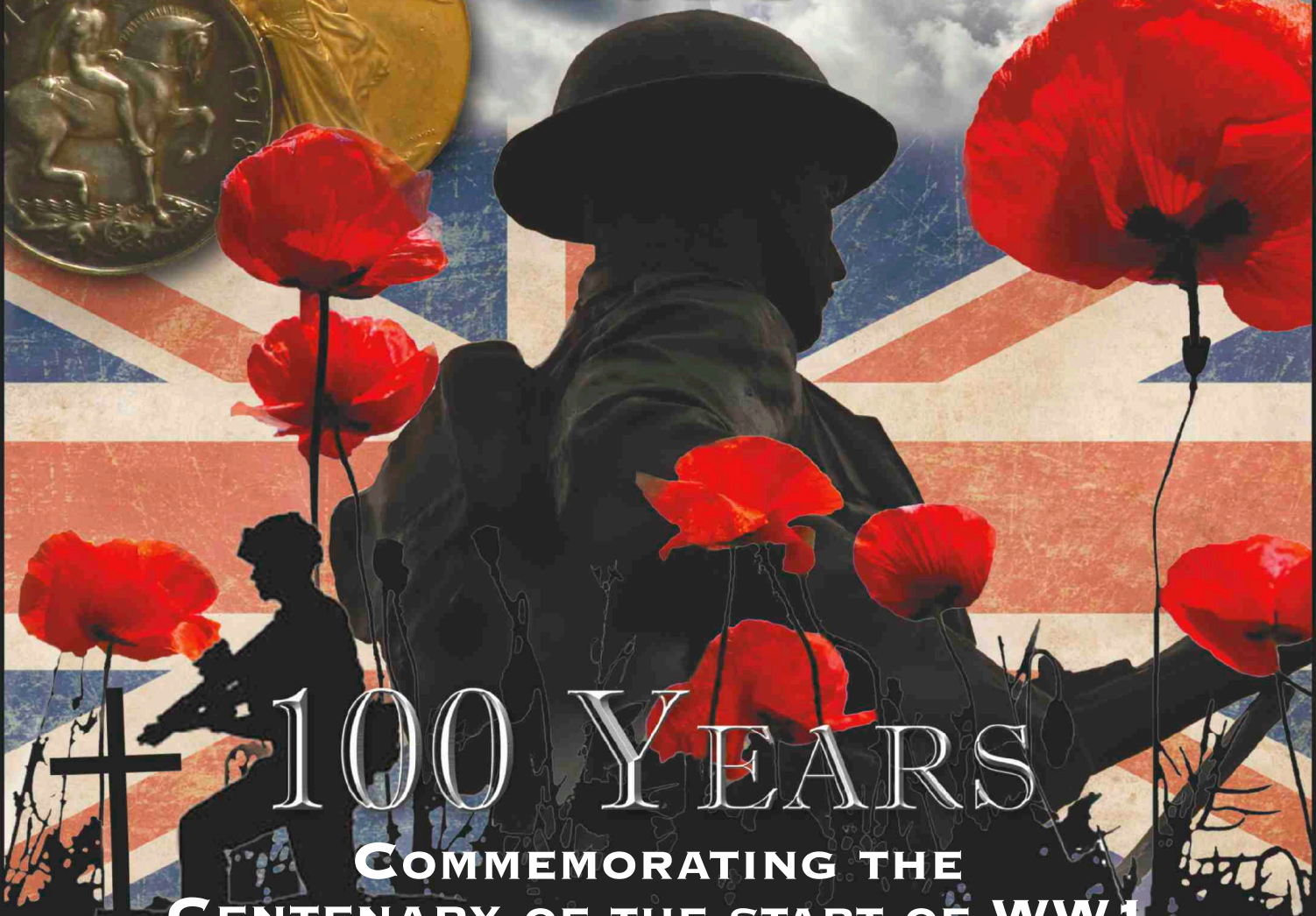
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WAR AND PEACE REVIVAL

16-20 July, Folkestone Racecourse, Kent

What a year it was last year at the first War and Peace Revival at Folkestone Racecourse, with hot sunshine and record breaking crowds from across the globe flocking in to enjoy the military themed extravaganza. Can 2014 be any better, we ask?



Of course, as we all know, 2014 will be a bit special, being the centenary of the start of WW1, the 75th anniversary of the start of WW2 and the 70th anniversaries of D-Day and Arnhem – and lots has been planned to mark these events. So the answer's likely to be an emphatic – yes! Obviously there's just too much happening to list every attraction, but here are just some of the highlights in store...

WW1 BROUGHT BACK TO LIFE

For 2014, the WW1 displays will be featured in two locations. In the Living History field, visitors will be able to watch the Queen's Own Royal West Kent Regiment re-enactors in their trenches, taking on the Germans from the Kaiser's storm troopers. As a focal point for the static displays, the WW1 Experience marquee will host collections of WW1 uniforms, personal equipment and lots more. A timeline will help visitors understand precisely how the events of the Great War unfolded, with trench maps and original official photos bringing the whole thing back to life.

Outside a further trench system will portray life in the trenches and there will also be a WW1 train delivering supplies to the troops. On Saturday there will be the usual Veterans' Parade and Service of Commemoration – along with a site-wide one minute silence.

FLYING ALONG IN 2014

Exciting news. Five minutes away from Folkestone Racecourse is Postling Airfield, home to Vintage Aero, and this year for the first time

the organisers will be introducing pleasure flights in a Tiger Moth and a T6 Harvard, taking people along the Kent coast and iconic White Cliffs, culminating in a fly-by of the Racecourse. See the site (www.thewarandpeacerevival.co.uk) for more details nearer the date.

HARDSHIPS OF WW2

The Home Front section proved hugely popular last year, and it's going to be bigger and better in 2014. Again, re-enactors will show what life was like during WW2, while in the Home Front Marquee chef Jude Knight will be giving cooking demonstrations based on wartime rationing. Also in the Vintage Village will be the usual collection of beautiful classic cars – part of another expanding new area for the Revival!

EASIER TO NAVIGATE

One slight niggle from last year's show was the distance visitors had to walk between attractions, but this issue has been rather creatively addressed. This year Port Lympne Wild

Animal Park will be bringing along two of their safari trucks and a trailer to transport visitors around the racecourse, allowing you to hop on and hop off all day – in exchange for a donation to The Aspinall Foundation.

FUN FOR ALL

Meanwhile, of course, you can spend time wandering through the Vintage Market Place, packed full of stalls selling genuine vintage or retro clothes, homewares and memorabilia, then drop into the Jazz Bar for a bit of swing! In the V Marquee there will be an exciting programme of entertainment, with singers, entertainers, big bands and dancers, book signing and lots more! You can even get to meet the original cast of *Allo Allo* and listen to a special performance by the famed Military Wives Choir.

On Friday 18 and Saturday 19 July there are the usual ticketed evening events; Friday sees the return of the fabulous Jive Aces, while Saturday welcomes the John Miller Orchestra in a dine and dance spectacular! Tickets for these two events can be booked through: 01304 813337 or 813945!

Thankfully, travel is very simple with Folkestone Racecourse being just a couple of minutes off J11 of the M20 and the mainline Westenhanger station immediately next door with direct access from London stations. The High Speed train will stop just for War and Peace on Saturday 19 and Sunday 20 July, making journeys even more straightforward. For those travelling from the continent, the Channel Tunnel terminus is just five minutes away while Dover ferry port is just a 15-minute drive.

See you there!



TANKS A LOT

Tanks-A-Lot plan to become Russian Military Tank Importer. This will be financed by the sale of many British Military Vehicles in stock, choice of 130 from Challengers, Stalwart, Ferret to Snow mobiles.



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BOOKS ROUND-UP

OVERLAND – D-DAY AND THE BATTLE FOR NORMANDY

Obviously there will be a few books published this year about the D-Day landings, but this is surely likely to be one of the most accomplished and most prestigious. Published by the Military Gallery, the 128-page tome has been assembled from the archives of the Military Gallery to tell the story of that fateful

day and the battle for Normandy that followed. Together with specially commissioned pieces from the likes of Robert Taylor, Anthony Saunders, Simon Smith and Chris Collingwood, they form the backbone of an anthology of artistic work portraying the events leading up to the invasion, the landings themselves and the events that followed.

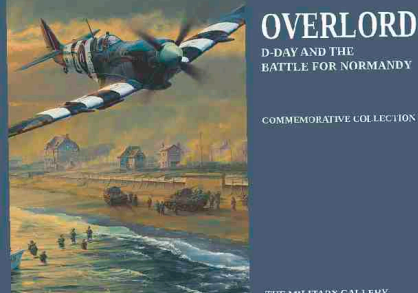
The illustrations and artwork are skillfully accompanied by informative text, compiled with the help of the D-Day Museum, Portsmouth.

It's a beautiful thing in itself – evocative, lovingly presented and full of previously unseen and unique imagery; the 157gsm matt art paper and the fact that it's case-bound adding to the overall feeling of opulence.

In addition to the book, the Military Gallery is also offering a number of limited edition signed books and prints – see the website for details. ISBN: 978 0 9549970 3 8

Price: £19.99

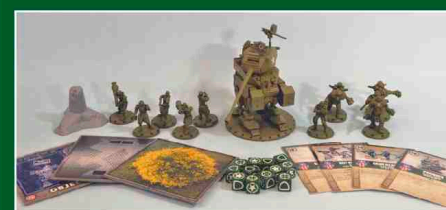
Website: www.militarygallery.com



GAME REVIEW

Dust Tactics: Allied Taskforce Joe

(published by Battlefront)



The year is 1947. The discovery of a crashed alien spacecraft in the Antarctic has led to old alliances fragmenting and new ones being born as three major blocs, the Allies, the Axis and the Sino-Soviet Union (SSU). These mighty powers fight the world over as WW2 has raged for nearly a decade and its grip spreads to every continent on the planet. This is a world where tanks have evolved into powerful combat walkers, where rocket troops take to the skies and the latest laser cannon, phasers, and Tesla weapons rule.

Led by the charismatic 'Bazooka Joe', this Allied Taskforce Starter Set provides everything you need to get straight into the game of Dust Tactics. As well as Bazooka Joe himself, the starter set comes with five fully armed 'Bot Hunters' as well as three 'Grim Reaper' battle suits with rocket packs to propel them into (and out of) the more dangerous combat areas. Last but not least, is the mighty 'Pounder' – a fast walker armed with machine guns and a 17 lb anti-tank gun.

The models come with a good basic undercoat and are playable straight out of the box. Alternatively you can add your own paint schemes. Also included is a 44-page Dust Tactics Rulebook, four Unit Cards, a double-sided game board, three Terrain Tiles, a tank-trap and 12 dice. In fact, everything you need to start playing Dust Tactics and enter the world of Dust! Price £40 RRP (or £32 from Wayland Games, www.waylandgames.co.uk)

RIP REQUEST

I am sure there's lots of classic military metal sitting around the world unloved, languishing in a field or piece of undiscovered woodland – and we want you to grab a photo in the hope that maybe it can be saved. We shot this Ward LaFrance wrecker (just like the restored one on the cover, no less) sitting abandoned in a small Brittany village, a few kilometers from the home of our new editor, in fact! Email your Rust in Peace (RIP) images, telling us the make, model and where the picture was taken along with your name and location to cmv.ed@kelsey.co.uk



MAUDSLEY UPDATE

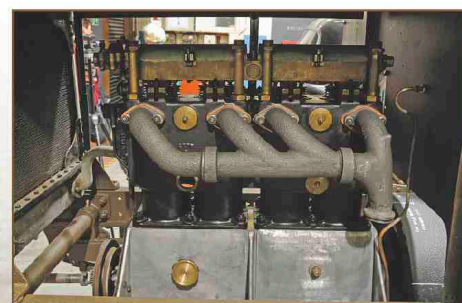
The Coventry Transport Museum (www.transport-museum.com) has been burning the midnight oil getting its Maudsley Subsidy chassis ready for the busy 2014 show season ahead, with the hope that it would be up and running in time for the various WW1 centenary events. The very latest news from the Museum's workshop is that the vehicle will make its first appearance on Saturday 21st June in Leamington Spa.

The vehicle is of 1916 vintage and was acquired by the museum in 2000 from a farm in Dundee for £10,000. The restoration started in 2007 with the Friends of Coventry Museum volunteer group working alongside museum staff to piece everything together.

CTM's curator of vehicles, Chris van Schaardenburgh, told *CMV*: "Most WW1 lorries

were left in France so this one's quite a rarity. This particular chassis would have been built by Maudsley at Parkside for the Royal Flying Corps during the First World War but it's unlikely that it ever saw active service. Instead, we think it was used by the War Department on an airfield in the Angus region of Scotland. Four identical Maudsley chassis were purchased by Coventry Corporation Tramways after the war in 1921 for conversion to buses."

The vehicle was mostly complete, but in a totally unrestored condition. The Model B three-tonner was last used in the mid-1970s as a holiday home at Crathy on Deeside, and before that it had been a showman's living van until 1932. It was stored for many years until being sold to the museum.





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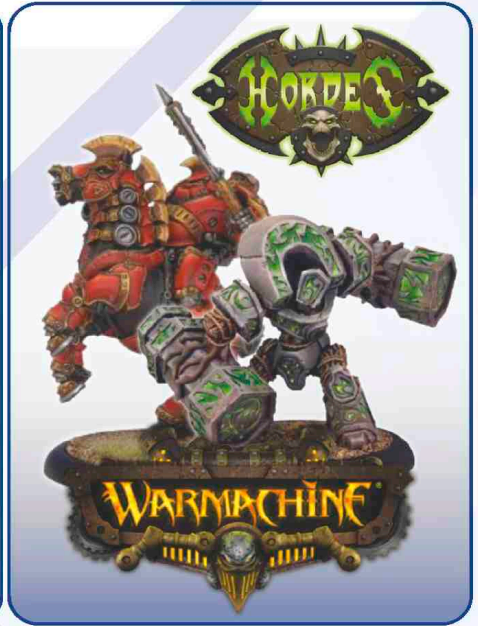
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COMING IN NEXT MONTH'S ISSUE...



Watch out for these exciting features in next month's action-packed, all-colour issue on sale 18 July 2014. Don't miss it!

NORMANDY REVISITED

Scott Smith reports from the D-Day coast and takes in some of the big anniversary commemorations...

FUNNIES ON SWORD

David Fletcher explains how the various AVREs, Sherman Crab flail tanks and armoured bulldozers helped clear the beach from Lion-sur-Mer in the west to La Brèche d'Hermanville in the east.

SPRINGER

Fun, affordable – and easy to make road legal. The agile Springer multi-purpose all-terrain vehicle was meant for Afghanistan but is available here in the UK for very little money. So should you buy one?

A JEEP BY ANY OTHER NAME

Designed by the Ford Motor Company in the fifties as a replacement for existing M38 and M38A1 Jeeps in US Army service, the M151 went into production in 1960. Although a total of 432,000 examples were produced, handling difficulties arising from the use of swing-axle suspension were never fully overcome, and the US Government's policy of destruction prior to sale, means that M151s remain comparatively rare in private ownership. Pat Ware has the story.



BRITISH MILITARY VEHICLES

Next month's spotlight falls on the 1-tonne forward control Land Rover, a rugged V8-powered beast that was designed exclusively for the British Army, covering the GS/gun tractor, ambulance and communications roles.

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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For more information, please contact us or visit our website:

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WAR GAMES

Where else can you drive a tank, take part in a tank battle and take in an excellent collection of military vehicles? We paid Leicestershire-based Armourgeddon a visit...



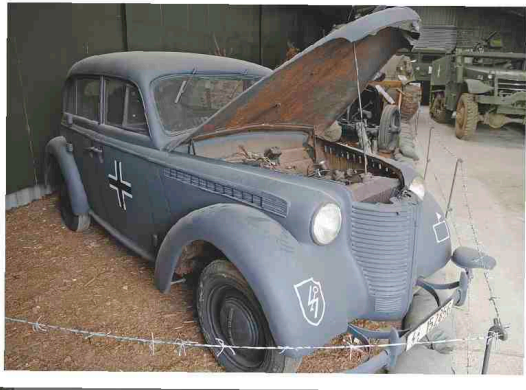
The T54 captured from Afghans parked outside sets the scene perfectly for Armourgeddon, located on the outskirts of the sleepy Leicestershire village of Husbands Bosworth. Based on a farm that once served as a WW2 bombing range, it's the last place you'd expect to find what has to be one of the biggest and most interesting collections of military vehicles in the region. The fact that, rather uniquely, you can drive a 17 and a half ton FV432 tank and engage in a full-on paintball tank battle only adds to the element of surprise.

TANKS A LOT

The enterprise was the brainchild of military enthusiast Stuart Garner who, having previously run a conventional paintball firm, thought it would be fun to mix business with pleasure and transfer the paintball theme to tanks. "We bought a FV432 from Witham then found someone who was able to come up with a way to fit a conventional paintball gun to the 432



Above: Much of the military memorabilia has come from the local community. Below: You're unlikely to miss this Hungarian FUG – it's basically a copy of the BRDM.



gun turret, something that we've since been able to licence and fabricate ourselves." Needless to say, once they had got a couple up and running their fleet quickly grew. "It's wise to have a spare and then with three you might as well have four, so you can have two battles, then you need another spare and it just went on from there... and before we knew it we'd got 15," smiles Stuart.

Soon after Stuart bought a Willy's Jeep then a halftrack, then a few more military bits and pieces, and it suddenly occurred to him that it would be a good idea to have them on display and open a museum. That was early 2013 and

the collection boasts over 50 vehicles. Since then the tank paintball and driving experience has blossomed with everyone from hen parties to business team building exercises coming along to have a go, with some travelling from as far afield as Australia and America to have a go. Said Stuart: "People are always a bit apprehensive at first when they get in a tank, but once we've put them at ease and they've got the hang of it they come out a different

person. When they actually get involved in a battle, the adrenalin rush they get is incredible." Armourgeddon even appeared on a Top Gear Christmas special DVD not long ago, as well as featuring on the Gadget Show and believe it or not even 'The Hoff' has paid them a visit!

WORK IN PROGRESS

Of course, as Stuart freely admits, it was a "baptism of fire" regarding driving and regular

Left: This early Ford Script Jeep came from the Philippines and only needed a respray and minor brake and gearbox work to bring it up to this condition. Below: An M8 Greyhound which was used by the Americans before being exported to Greece. Along with four others it was restored by Armourgeddon, the rest having since been sold.



Below: This Sherman was used for Molotov Cocktail target practice by the Dutch Army before Stuart rescued it. It's since undergone a full nut and bolt bare hull restoration – as well as appearing on the set of two wartime movies this year!



Humber Pig is the Mk2 version with the extra armour – those menacing bull bars came in useful when knocking through road blocks when in service in Northern Ireland.

maintenance when the first 432s arrived. “We called on the expertise of Bas Blakelock at Trackfix who taught us how to drive the tanks and check them over. Although we had good workshop skills, we were complete novices when it came to things like taking an engine out. The first one we did took two days, now we can get a 432 engine out in just over a couple of hours. The great thing about the tank is that the engines are designed to come out and be worked on outside of the vehicle.”

Now, of course, people come to them for servicing and restoration, as well as military vehicle sales with the workshops playing a big part in the business. Nick Simmons, resident workshop manager and head of restoration, explained: “I like bringing vehicles back to life – I see them come in as a wreck then go into the museum as an exhibit. Getting an engine going for the first time in 30-40 years gives me a huge amount of pride.”

Their latest project, in fact, is an early Sexton tank. “It’s a ’42. We got it from Marcus Glenn and it was imported from the US but had been used in Portugal – it’s in need of a complete restoration,” says Stuart.

Other new arrivals include a T55, which

needs just minor cosmetic work and when the Sexton’s finished in around 18 months the intention is to have a ‘big tank’ open day with the Centurion, T55, the Sherman and Sexton.

Armourededdon also sources and makes available military vehicles for sale, and this, says Stuart, is a rapidly changing market. “Much of the British Army stuff has dried up now, so there are very few Ferrets available.

recalls Stuart. Nine months later, however, it was still hanging around unsold and a deal was done. It came from Holland and was used by the Dutch Army for Molotov Cocktail target practice. “The inside was full of broken glass and it was all burnt out, so all the rubber had gone,” recalls Stuart. “The upside was that everything was covered in an oily substance, so there wasn’t much rust.” It took Nick and

Stuart 18 months to carry out a full bare hull nut and bolt restoration, which included fitting new suspension units, springs and tyres. Soon it’s likely to become something of a movie star, having been

used for filming in ‘Allies’ (2014) which tells the story of a team of British soldiers dropped behind enemy lines in France on a mission to shorten the war, and then, about a month later, it appeared on the set of a US blockbuster, alongside their M8, again due for release later this year.

Other interesting exhibits include a Ford Script – it’s one of the early ones that upset the US Government with ‘F’ appearing on all the bolts. It was imported from the Philippines and was in pretty good nick when Stuart got it, and apart from a respray only needed a little bit of work on the brakes and gearbox.

“People are turning to the former Eastern Bloc and we’re sourcing vehicles like the Russian BRDM”

Instead, people are turning to the former Eastern Bloc and we’re sourcing vehicles like the Russian BRDM.”

MUSEUM RARITIES

Back to the collection and probably the rarest vehicle in the museum is a M4 105mm Sherman, and there’s a rather interesting story attached to it. “We spotted it on Milweb so we put in an offer which was rejected,”



This Wickham Target Trolley always gets lots of attention. Made by D Wickham & Co of Ware, Hertfordshire the motorized trolley would have had a large wooden tank-shaped target on top of it and would travel around a railway circuit powered by a small JAP petrol engine. To prevent damage to the engine and axle/chain drive a heavy armoured steel body was fitted over it with hinged doors on one side allowing access to the engine.



Armourededdon – run by enthusiasts for enthusiasts, from L-R; Alan Bull, Stuart Garner and Nick Simmons.

CITRÖEN U23R AND OPEL



The Citroën Type 23 or U23 was introduced by the French company in 1936 and was named the U23 due to the fact that it was a utility vehicle (U) and the total weight when it was at maximum load was 2.3 tons.

Although looking very similar to the Traction Avant, the U23 runs a conventional rear wheel drive system rather than the Avant's front-wheel drive arrangement.

It is said that the U23 was the last car to be designed by Andre Citroën before his death in 1935.

Production lasted from the late 1930s to the early 1960s, with the French military ordering large quantities after the declaration of war. At the time of the German invasion, more than 12,000 Type 23s had been delivered in less

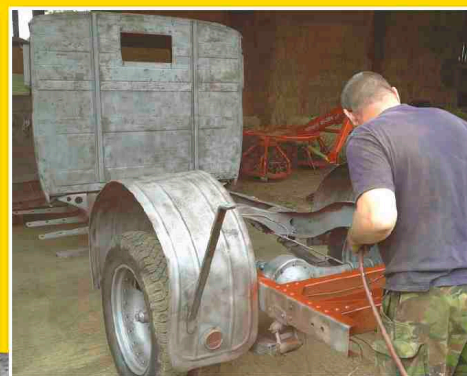
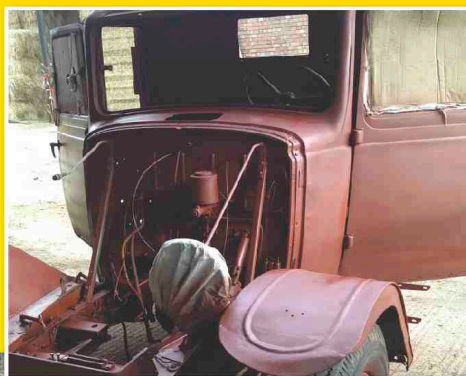


than 10 months, 6000 of which were then put into German service after June 1940.

This one, despite being a non-runner when they got it due to water from the radiator having got into the sump which had killed the head gasket, was reasonably complete

and tantalisingly original. "It even had some of the original German flecked camouflage when we got it, but sadly it was too far gone to rescue," confirmed Nick. Consequently it was taken back to bare metal while the engine was treated to a full rebuild.

CITRÖEN U23R RESTORATION



BLITZ



The Opel came from the same private collector as the Citroën and also had the original engine but the wooden cab was totally rotten and had to be completely remade, with Nick painstakingly making up all the new sections himself.

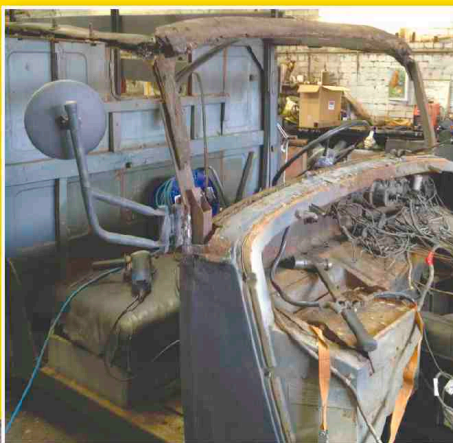
The Blitz was made from 1938 and served as a workhorse for the German Wehrmacht. Although a four-wheel drive version was offered, this is a two-wheel drive.

Most featured the 2.5-litre 55bhp Opel Super 6 engine.

Sadly, virtually nothing is known of its history, although it is thought that the previous owner used it for various filming duties.



OPEL BLITZ RESTORATION



TANK DRIVE

Of course, the biggest highlight at Armourgeddon – and we've been saving the best bit until last – is being able to actually drive a tank. And if you've never done it before, it's an experience of a lifetime – an absolute hoot...



Above: Driving a tank – it's verging on being a life-changing experience!



You can get to drive around a genuine WW2 bombing range, set in the heart of the Leicestershire countryside.

On arrival you will be issued with a uniform and helmet and after a briefing on the vehicle (there's 15 turreted FV422 tanks) – and all the necessary health and safety instructions – you get a chance to drive around the challenging former WW2 bombing range.

We did the first couple of laps with the hatch open to get used to the tracks and controls, then it's out of your comfort zone for the next lap as you lower your seat, close the hatch and peer through the periscope to simulate proper battle

conditions. With the noise of the engine and the sensation of being totally shut in, it's quite an experience. Incredibly though, according to Nick who was our instructor for the session, there's only been one incident of someone having a

panic attack and that wasn't actually anything to do with the confined space! "We had one lady who had a phobia about moths, and when one suddenly appeared from nowhere while she was driving she wanted out quick."

Of course there's lots of different options available – ranging from a 'taster' session to a full blown driving day and even a 'dad's and lads' tank experience. All the details are on the website.

Driving away, a lasting impression was left. Armourgeddon is a haven for military vehicle lovers – a place run by enthusiasts for enthusiasts. Driving a tank for the first time was one of the most memorable things I've done – an experience I am sure any military enthusiast would relish. And if you don't believe us, go along and try it for yourself. ARMOURGEDDON



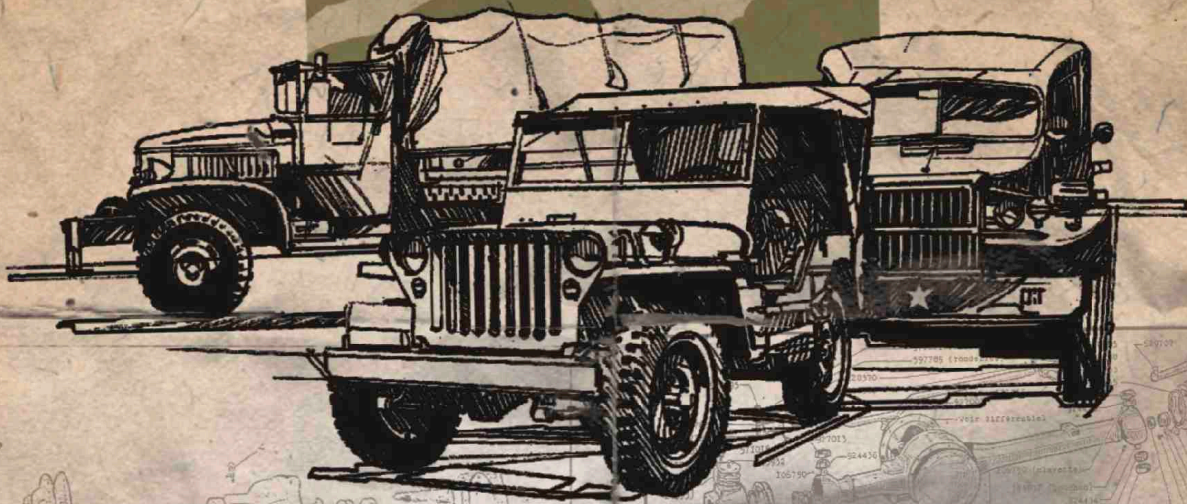
Left: Your chance to take to the driving seat of a FV432. Bottom right: It's a muddy business driving a tank! Bottom left: A ping pong ball filled with paint used for paintball tank battles is shot from a specially adapted gun.



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Best of British

AUSTIN CHAMP

In the first of a new series, Pat Ware looks at Britain's answer to the Jeep... and suggests that perhaps technical innovation is not always a good thing



Much as it might upset the purists, the story of the Austin Champ must make reference to both the Jeep and the Land Rover, albeit for different reasons. Without the Jeep it is unlikely that the Champ would have existed at all... but without the Land Rover, the Champ might have enjoyed a somewhat longer military career than was the case.

JEEP IMITATION

Based on a specification drawn up by the US Ordnance Department in 1940, the Jeep was a new concept in military vehicles. Prototypes were assembled by American Bantam, Willys-Overland and Ford, and the vehicle went into limited production in 1941, with the three companies each contracted to build 1500 examples. The design was standardised in early 1942, and Ford and Willys eventually produced a total of 639,245 vehicles between them. The Jeep proved to be both versatile and reliable, possessing a rugged dependability that ensured it was able to take almost anything that was thrown at

it. Production continued throughout the war years, and supplies reached all of the Allied Armies, with the British receiving something like 41,000. However, the War Office resolved that Britain would eventually build its own 'Jeep' and, at the same time, would take the opportunity to improve the design.

GUTTY LARK

By March 1945, the War Office was stating that "work is in hand on the development of vehicles on improved lines to take the place of those for which we are entirely dependent on the USA, especially at the end of each range, ie the Jeep and the heavy tank transporter," and initial design work on what was being

described as a 'British Jeep' was entrusted to Nuffield Mechanizations. The resulting machine, dubbed 'Gutty' for its apparent willingness to press on regardless, was far from pretty but featured technical innovation that was worlds away from the straightforward approach of the Jeep.

The Jeep's simple beam axles and cart springs were eschewed in favour of a sophisticated independent-suspension set-up using torsion bars and double wishbones. The body was of stressed-skin construction, obviating the need for a separate chassis, and the engine was a dry-sump flat-four of around 1800cc. The main gearbox and transfer gears were combined with the rear axle, with a long drive-shaft running to the front axle.

LARKING AROUND

Intensive testing highlighted an alarming



Below: The resemblance to the Jeep is clear but the Champ is an altogether bigger vehicle – and the distinctive rounded appearance is typical of the fifties. The glossy Deep Bronze Green finish was applied at the factory and, if necessary, would have been over-painted with a coat of matt green or sand to suit the vehicle's role. (Warehouse Collection)





Wearing a WW2 style census number which dates the photograph to 1948 or earlier, this head-on shot of a Wolseley Mudlark shows how the vehicle has evolved from the crude appearance of the Gully to more closely resemble the final form of the Champ. (Warehouse Collection)

number of faults and, by 1948, the project was back on the drawing board, subsequently emerging as the Wolseley Mudlark, following a fundamental redesign. Designated FV1801, the Mudlark retained the torsion-bar suspension of the earlier vehicle, and the unconventional drive-line configuration, at first using a six-speed gearbox. However, the stressed-skin construction was replaced by a cruciform frame incorporating a welded floor and structural scuttle panel, and the flat-four engine was replaced by the four-cylinder variant of the

Rolls-Royce B Series that had been developed as a standardised power unit for many of Britain's post-war military vehicles. Producing around 80bhp (gross) from a capacity of 2838cc, the four-cylinder B40 engine featured overhead inlet valves and side exhaust, and was factory-waterproofed for deep-water wading.

A dozen pre-production Mudlarks were built, and subjected to the usual punishing trials in Britain, Germany, the Middle East and the Far East. One was even despatched to Aberdeen Proving Ground in Maryland where it disgraced



Above: Under the bonnet, the massive proportions of the Rolls-Royce B40 engine are apparent. Note the air filter and the lowered snorkel, intended for deep-water wading. The photograph also shows the Solex side-draught carburettor, the curiously-placed coil, and the huge dynamo. All of the engine intakes are sealed below the waterline to allow wading; the electrical equipment is both radio-screened and waterproofed. (Warehouse Collection)

itself by suffering axle and transmission failures, and continual overheating. Many modifications were made in the light of experience gained during the trials stage, and, even whilst the trials were in progress, it was being stated that the 'production models will differ in many respects from the prototype vehicles'.

EMERGING CHAMP

The first specification for the production machine – designated FV1801A but soon dubbed 'Champ' after the now very rare civilian variant – was issued in August 1951. Tenders had been invited for the manufacturing contract earlier that same year, and it was subsequently announced that the Austin Motor Company was the successful bidder. The company was awarded a contract for 15,000 vehicles, of which 7500 were to be configured for the cargo role, and 7500 for communications. The first vehicle, one of around 24 pre-production vehicles, rolled off the production line at Austin's Cofton Hackett plant on 1 September 1951, and production continued until 1956. The total number of Champs never reached the planned 15,000 because the contract quantity was amended to 11,732 in 1954.

BETTER BY DESIGN

Although the Champ was intended as a replacement for the humble Jeep, it was a far more sophisticated machine. The independent torsion-bar suspension of the Gully and the Mudlark was retained, providing a comfortable ride regardless of terrain, albeit at the expense of clearance under the differential. The unconventional driveline arrangement was also retained, now featuring a five-speed gearbox that provided five speeds in both directions.

Left: While it would win no prizes for its handsome appearance, the Nuffield Mechanizations Gully was apparently more than capable of keeping going through rough terrain. (Warehouse Collection)



Early production Champ (chassis number 0249) with the vinyl-coated top, doors and side-screens in place – making the driving experience rather like that of piloting a large tent! (Warehouse Collection)

Rack-and-pinion steering was a revelation, and the Rolls-Royce engine provided a governed 60mph (98km/h) top speed on the road. Vehicles intended for the communications role were fitted with a two-speed generator that allowed radio sets to be operated with the engine idling without fear of running the batteries flat.

On the downside, it was heavy, weighing 3660 lb (1664kg) empty, compared to the Jeep's 2450 lb (1114kg), and it was expensive. But, worse still, despite the protracted development period, the vehicle was far from reliable, coming in for a considerable amount of criticism. By 1955, the user arms had reported a total of 102 separate criticisms, and the number of defects being recorded was apparently sufficient to affect operational readiness. Many of the defects were relatively minor, but the most serious affected the front and rear axles – the rear axle, particularly, being prone to failure of the crown wheel and pinion due to inadequate lubrication. There were also reported steering defects that could only be remedied by fitting redesigned components.

A total of 305 modifications were eventually made in an attempt at improving reliability. However, the user arms had started to believe that the Champ would never be satisfactory, and, at the same time, there was little enthusiasm at the War Office for further expenditure with no guarantee of success.

A ready-made solution was available... in the form of the Land Rover.

MOVE OVER FOR ROVER

The early Land Rover borrowed heavily from the Jeep – the first prototype was even assembled on a war surplus Jeep chassis. It was aimed at the agricultural market, and with no need for the technical innovation that had almost guaranteed the protracted development

of the Champ, the Land Rover was simple, straightforward, and cheap. Although it is often suggested that it was never intended to be a military vehicle, in 1949, the British Army purchased an initial batch of Land Rovers 'as an interim measure' while work on the Champ was concluded.

The Land Rover took very readily to a military career, and the initial trickle of vehicles quickly proved unstoppable. By 1958, the British services had received more than

12,000 Land Rovers and, by then it must have been obvious that insufficient development of the Champ was having serious consequences. Production was terminated before the planned 15,000 vehicles had been produced and, clearly, the writing was on the wall. With even the oldest Champs still scarcely five years old, the Army was now openly stating that the



The military number plate, the bonnet insignia, and the lack of a tax disc suggest that this is a genuine 'in-service' shot but the vehicle is glossy and tidy enough to enter a military vehicle show. Note, in this case, the lack of a snorkel – these were not fitted after chassis number 5439 and were subsequently removed from earlier vehicles. (Warehouse Collection)



With the snorkel erected, the Champ was equipped to wade to a depth of 72in (1830mm) with a minimum of preparation, requiring the driver to stand or kneel on the seat and operate the vehicle using the hand throttle. Holes in the floor allowed water to drain from the interior. The photograph was taken at the Exhibition of British Military Vehicles at Chertsey in 1956. (Soldier Magazine)

Land Rover had become 'the standard 0.25-ton tactical and utility vehicle'.

It is not hard to see why.

NOT BUILT TO REQUIREMENT

Although the Champ could out-perform the leaf-sprung Land Rover on almost every type of terrain, offering a better ride, more accurate steering, and considerably more power, sadly, most missions simply did not require built-in waterproofing and radio suppression, or the level of performance that the Champ could

offer. It all comes down to money. In the real world, the Champ's sophistication... or, if you like, its technical complexity, and the resulting lack of reliability... proved to be its undoing. The War Office reasoned that there was little point in using a vehicle that cost more than £1000 when the same task could usually be completed by one costing half that figure.


By 1966, virtually every single Champ had been disposed of, either sold at auction or passed to the Territorial Army. Today, more than 50 years since the first example



The driver's compartment showing the slight angle at which the steering wheel is presented to the driver, and the standardised instrument panel; although of the same period, the switch panel to the left of the instruments is not original. The windscreen wipers are vacuum operated. (Warehouse Collection)

entered service, the Land Rover continues to reign supreme as the British Army's utility vehicle of choice.

LASTING LEGACY

And what of the Champ in its later years? Well, there was little interest in the vehicle during the decades following its ignominious fall from grace but, since its fiftieth anniversary in 1952, the Champ has acquired a dedicated and enthusiastic following. The days of the £250 Champ, inevitably with a failed back axle, are long gone. These days a good Champ is appreciated for what it is – a technically-fascinating vehicle that, had it received sufficient development investment, should have been able to take on the world! 



Armed with a pintle-mounted Bren gun, and painted in matt Desert Sand, this Champ has been marked to resemble one of the vehicles used in the ill-fated Suez War in 1956. The Champ lacks a tailgate and a common modification for these vehicles during the Suez campaign (Operation Musketeer) was to cut away the back panel to simplify loading. (Warehouse Collection)



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FIRST ASHORE

The Duplex Drive (DD) were expected to be the first ashore on D-Day but many arrived later, and some didn't even make the beaches at all. David Fletcher describes what happened...



A Sherman DD launching in a training operation. This was the most risky time of all.

To begin with we need to dispel a recurring myth. When they went into action on D-Day, the three British regiments operating DD tanks had been divided between two armoured brigades and had no connection with 79th Armoured Division; the Sherwood Rangers Yeomanry and the 4th/7th Dragoon Guards formed part of the 8th Armoured Brigade which landed on Gold sector while the 13th/18th Hussars in 27th Armoured Brigade landed on Sword. Also, each DD regiment consisted of two squadrons of amphibious tanks (20 tanks each) while the remainder of the regiment, the Third Squadron and Regimental Headquarters, with 24 tanks between them, landed dry, not being equipped with DD tanks. Of course, regarded as specialised armour all of these regiments had been part of 79th Armoured Division while training in Britain but when they went into action they were seen as tanks with the ability to swim. Once that was done and they were ashore they became ordinary fighting tanks and as such formed part of a conventional armoured brigade. Even so, it is clear that the 79th Armoured Division found it hard to let them go and the divisional history often refers to the activities of the DD tanks when recounting events on 6 June 1944.

Additionally, we shouldn't forget that in addition to the British regiments there were two Canadian (1st Canadian Hussars and the Fort Garry Horse on Juno) and three American tank battalions (The 741st and 743rd on Omaha and the 70th (US) Tank Battalion on Utah) and all deserve mention.

WELL KEPT SECRET

The DD tank was regarded at the time as a highly secret weapon, although as Rear-Admiral Hall, US Navy commander off Omaha Beach said: "The so-called 'Secret Weapon' of the invasion, the 'DD' tank, was no secret at all, except possibly to our own personnel." A captured document by General

Rommel warned the defenders that when the invasion came the Allies would use all sorts of weapons, including an amphibious tank that actually would float with its body beneath the surface. How true this was we don't know but the fact is that when they swam in the defenders ignored them as insignificant small boats and were very surprised when they reared up out of the water and revealed themselves as tanks.

A TALE OF TWO TANKS

There were two types of tanks used on D-Day. The M4A1 (Sherman II DD) was used by two British regiments; the Sherwood Rangers and 4th/7th Dragoon Guards and by the

three American Battalions. These were all supplied, complete, by the Americans; they were to make up for a shortfall caused by the diesel powered M4A2 (Sherman IIIDD) which was still undergoing development. The other three regiments; the 13th/18th Hussars, 1st Canadian Hussars and Fort Garry Horse used the M4A4 (Sherman V DD) version. The former was shorter, had a cast hull and was powered by a nine cylinder radial, air-cooled engine while the latter was longer, with a welded hull and Chrysler Multibank 30 cylinder water-cooled engine.

Both were essentially the same as regards DD equipment. Each had a three tier canvas hull surrounding the entire tank, attached to a watertight deck at track level, which was raised by a system of air filled tubes and held in place by a series of horizontal metal tubes locked in place by upright struts. Drive in the water was affected by a pair of marine propellers, driven by a power take-off from the track idlers but hinged so that they could be disengaged and raised out of the way when not required. There were dozens of other details but those were the essentials. Using imperial measurements the M4A1 weighed nearly 30 tons fully loaded, while the M4A4 weighed just over 31 tons. All regular Shermans had a crew of five but when they were afloat only one man, the



Another training picture of an LCT preparing to launch its DD tanks.

driver, was obliged to remain in his seat. Unless he did the tank was going nowhere but it was an unenviable position because if the tank sank he was least likely to escape. The tank commander was provided with a special platform attached to the back of the turret from where he could see over the rim of the screen and steer the tank by means of a big tiller bar behind him. The other three crew members were also on deck, doing their best to brace the side of the screen against external water pressure but they had to resume their places inside the tank before it went into action.

SINK OR SWIM

Each man was equipped with a device known as the Amphibious Tank Escape Apparatus (ATEA) which provided a limited amount of buoyancy and air supply while he struggled to reach the surface. Each tank also carried a small, inflatable life raft which the crew could take to if their tank sank.

Of the American battalions the 70th, on Utah, had a fairly uneventful landing, albeit in the wrong place. The real problem encountered after landing was extensive flooding which meant that tanks were restricted to advancing along raised causeways that limited their scope for manoeuvre. On Omaha things were very different; sea conditions were so bad that the naval officer in charge elected to go right in and land the 743rd Battalion dry, which saved many lives. Meanwhile, the 741st decided to launch and swim in from 6000 yards (3.4 miles/5.6km). Pitching in

choppy seas and swept off course by tide and wind, 27 tanks were swamped and went to the bottom, two swam all the way in and three more were landed dry. Many crewmen from the sunken tanks took to their rubber dinghies and survived but it was a disastrous loss of fighting tanks.

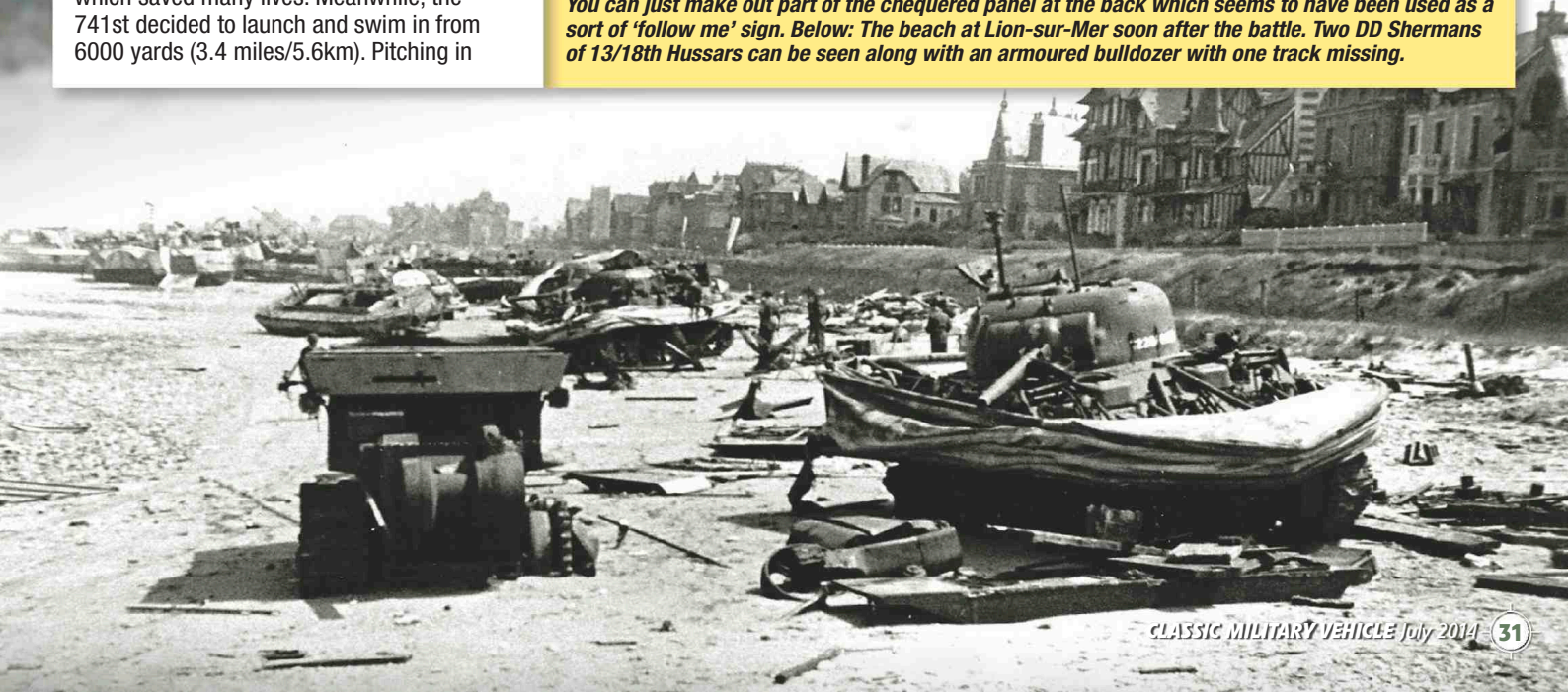
Even so, given the nature of Omaha with its high cliffs and easily defended draws there was not a lot the tanks could do once they got ashore, except try to batter their way through. Many Americans believed that the DD system was unsafe and advocated using deep wading tanks instead. An American

Battalion had two companies of DD tanks, one company of deep wading tanks and some tanks equipped with bulldozer blades.

Landing on Gold, with the sea conditions so bad, the Sherwood Rangers launched at 700 yards (0.4 miles/0.64km) and lost eight tanks in the process but were late in coming ashore so that in the meantime the infantry had to rely on Crab flail tanks for fire support. Meanwhile 4th/7th Dragoon Guards were taken closer in and were able to drive ashore, albeit with their screens raised to keep out water, only for a number of them to be trapped by patches of soft



Above: This DD tank of 13/18th Hussars was moving inland with infantry before it became ditched. You can just make out part of the chequered panel at the back which seems to have been used as a sort of 'follow me' sign. Below: The beach at Lion-sur-Mer soon after the battle. Two DD Shermans of 13/18th Hussars can be seen along with an armoured bulldozer with one track missing.





This M4A1 DD has had its screen cut off to clear away space ahead of the hull machine-gun and to reduce risk from enemy flame throwers but the lower portion has been retained as a useful space to carry stores.

sand and blue clay on the beach itself.

There is a short piece in 4th/7th Dragoon Guards history that makes a point which is applicable almost everywhere on D-Day. "There seems to be no official verdict on which armour was actually first ashore, so there are several claimants, ourselves

included." It can, however, only have been a matter of minutes between all the beaches. The Regiment was certainly part of the leading wave of the whole Invasion.

This highlights the difficulties of reporting on this historic day and indicates that there is a lot of research still to do.

POSTING LETTERS

The 4th/7th also mention the practice of "posting some letters" through the apertures or weapon slits in German fortifications. Many of these, made from reinforced concrete strong enough to withstand naval bombardment, were regarded as too strong to be seriously affected by the 75mm gun of a Sherman. Thus, while still in Britain, gunners were trained to achieve a degree of accuracy that enabled them to take out such fortifications by 'posting' high explosive rounds through such openings to take out the gun and crew, if not the strongpoint itself. B Squadron 4th/7th Dragoon Guards managed to knock out an unexpected strongpoint with an 88mm gun in it in this way.

All things considered 4th/7th Dragoon Guards had a difficult nut to crack, having landed at La Riviere in King sector, in support of the 69th Infantry Brigade. Those that did survive then had to make their way round, via St Gabriel, to the other side of the River Seulles before turning inland.

Next along, on Juno, the Canadians had mixed fortunes. B Squadron 1st Hussars launched at 4000 yards (2.3 miles/3.7km) but only lost five tanks on the way in, while A Squadron went further in, to about 1550 yards (0.9 miles/1.4km) from where 10 tanks were launched, of which three were lost while the remainder never found enough water to float in and had what was described as a wet wade ashore. The Fort Garry Horse landed even closer in and most simply waded ashore.

UNDER THE SWORD

On Juno it is interesting to note that although the surviving tanks of B Squadron 1st Hussars landed ahead of the other 79th Armoured Division's armour, A Squadron, which landed closer in, in shallower water, took so long to unload that to begin with its infantry, the Royal Winnipeg Rifles, had to rely on Crabs and AVREs for fire support. However there is evidence that a troop of tanks of C Squadron, 1st Hussars, penetrated about six miles inland, beyond the Canadian's first day objectives, without meeting any serious opposition on the way, and then returned. Accurate evidence is hard to come by but it seems that the DD tanks of the Fort Garry Horse came ashore behind the first AVREs and, of course, the Canadian infantry.

Finally Sword was the venue for 13th/18th Hussars. Undaunted by the high seas they launched 34 tanks at 10,000 yards (5.7 miles/9.2km) of which 31 made it ashore. Others were landed dry from an LCT whose ramp broke.

The idea was that as they came ashore the tanks should start firing from the shallows, keeping the rear end of the screen raised to keep out the water and advancing slowly with the incoming tide. In fact what seems to have happened in many cases was that they became so absorbed in what they were firing at that many failed to move and were ultimately swamped by the incoming tide.

Apart from 13th/18th Hussars, few of the relevant regimental histories have much to tell us about their use of DD tanks, which is a



Photographed from a roadside ditch, a Sherman DD goes by, watched by a signaller.

pity. For the 13th/18th Hussars, apart from one troop of tanks which wandered off on its own and became involved with Lord Lovat's commandos, the remainder had relatively little to do once they got clear of the beach, although later they were required to engage a series of strongpoints. The LCT of No. 2 Breaching Team of 79th Armoured Division had to heave to and wait while the DD tanks went ashore and while doing so it drifted a bit to the west. The LCT carrying No. 3 Breaching Team actually grounded on top of a sunken DD tank.

LANDING DIFFICULTIES

Indeed, of all the operations associated with operating DD tanks the most difficult by far seems to have been launching at sea, from a landing craft. The vessel used was the LCT (3), quite a big craft of its type at 190ft long and displacing around 625 tons with a crew of 12 and powered by two Davy Paxman diesels or Stirling petrol engines. An individual LCT (3) could carry ten tanks arranged along both sides of the tank deck but when acting as carriers for the DD tanks they only carried five. This was because launching was such a difficult business and required considerable accuracy on the part of the driver. The forward part of the craft, leading to the ramp, was very narrow and if a DD tank, when passing through the area was too close to the side there was always a risk of



DD tanks and infantry moving through a ruined village just inland of the beaches.

catching and tearing the canvas screen which would mean disaster for the tank. Water would pour in faster than the bilge pump could remove it and the tank would sink like a stone, soon after it entered the water.

too slow and once the tank was afloat you might not have enough velocity to move away from the end of the ramp, which you had to do in order to engage the propellers.

In his book, *Victory in Normandy*, Major General David Belchem describes the DD tanks as "difficult to control" which they were up to a point. Even so the author of the

"Pitching in choppy seas and swept off course by tide and wind, 27 tanks were swamped and went to the bottom..."

history of 13th/18th Royal Hussars, Major-General Charles Miller, remarks on how well they behaved in quite rough water, with a Force 5 wind on the beam – slower perhaps than the six knots they were credited with but well able to stay afloat in a choppy sea.

Even so, a report by the Allied Naval Commander-in-Chief, Expeditionary Force noted: "It has to be admitted that conditions could not have been less ideal for this novel weapon, but even so the consensus of naval opinion is that ordinary waterproofed tanks, landed on the beach in the normal manner, would have served the purpose equally well."

Thus launching required careful driving and concentration. Moving down the ramp and entering the water also had to be done with care; too fast and there was a risk of swamping the tank,

Left: A Sherman DD of 4th/7th Dragoon Guards which seems to have been caught in a patch of blue clay on Gold Beach. Below: Good views of tanks on Omaha are very hard to find but this one shows a DD Sherman on the shoreline and a deep wading Sherman in the shallows, with infantry clustered around it.



Left: A Sherman DD of 4th/7th Dragoon Guards which seems to have been caught in a patch of blue clay on Gold Beach.

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AMERICA'S HEAVY WRECKERS

David Doyle looks at the evolution of US WW2 recovery vehicles and the tough as nails Ward LaFrance models that became synonymous with this era...



The M1A1 was America's heavy wrecker during WW2. Its chisel-shaped bumper and towering grille display a down-to-business styling typical of heavy vehicles of the era. This restored example is from the collection of the late Kevin Kronlund, Spooner, WI, USA. (David Doyle)

As the US Army began its sometimes-slow transition toward motorization it faced a new challenge – specifically the recovery of mired or disabled motor vehicles. Initially other vehicles or even draft animals were used – just as they were in the civilian world – but Ernest Holmes's 1916 invention of the modern wrecker changed all that. Soon, the military tested one of Holmes's twin boom wrecker beds, apparently mounting it on a Standard B chassis, commonly known as the Liberty Truck, launching the way for a myriad rugged vehicles mounting a bewildering array of gear. Indeed, few vehicles are burdened with as much on-vehicle material as are wreckers and recovery vehicles.

THE EARLY YEARS

As the Army enlarged its vehicle fleet, both in numbers of vehicles and the size of the vehicles, larger and more refined wrecker trucks were needed. Wrecker equipment was installed in

the bed of the 1935 model Indiana (at the time a subsidiary of White Motor Company) Model 16x6 artillery prime mover. The resulting truck could be considered the first of the US Army's heavy wreckers.

However, the mechanization of the US army

included tanks, which presented a different array of challenges than those incurred recovering wheeled vehicles. Among the hurdles were often considerably greater weight, and a far greater likelihood of the vehicle being recovered having suffered combat damage.

To recover disabled combat tanks – at least the relatively light early war designs – a powerful wheeled wrecker was needed. The origin of the heavy wrecking truck can be traced back to three vehicles built by the Corbitt Truck Company during the late 1930s. The Corbitt wreckers in turn had been derived from a similar vehicle built by Marmon-Herrington. With



This is one of the two test examples of the famed Ward LaFrance M1 wrecker. Representing the earliest production, this photo was taken on March 18, 1941. The front-end sheet metal was an adaptation of Ward LaFrance's civilian product. The front winch is hidden between the front bumper and the radiator. One of the spare tyres, with directional tread, can be seen behind the cab. (National Archives)



The US military's Heavy Wrecking Truck was designed not only to tow wheeled vehicles, but also to recover and tow fully track laying vehicles. A robust chassis and a wrecker bed equipped with a crane, torch set and an array of tools made these trucks a go-anywhere repair shop. Here, a Series 2 Ward LaFrance tows a disabled M3A1 Stuart light tank down a dusty Tennessee road during the October 1942 manoeuvres. (National Archives via Jim Gilmore)

these vehicles evaluated, in 1940 the Ordnance Department drew up specification AXS-443. This specification outlined the requirements for a vehicle which was "...to be used in the combat zone by Ordnance Maintenance Companies, for the repair, maintenance and salvage of full track, half track and wheeled combat vehicles."

Subsequently an invitation to bid for vehicles complying with this specification was sent to the major American truck manufacturers and the Ward LaFrance Truck Company of Elmira, New York was the successful bidder. Ward LaFrance, founded in 1916 by Addison War LaFrance, was a noted manufacturer of fire apparatus (not to be confused with the similarly named and located fire truck builder American LaFrance) and truck chassis. Among many military vehicle enthusiasts, the name Ward LaFrance has become synonymous with the M1A1 – but as those who have undertaken the restoration of one of these beasts will know, it is much more complicated than that. With this article we will unravel some of the mysteries of various makes

and model numbers, and provide a guide to the US Army registration numbers.

WARD LAFRANCE M1

The firm assigned its designation Model 1000 to the massive wrecker, which the military assigned the cumbersome terminology Truck, Wrecking, Heavy, M1. The M1 was equipped with a power take off (PTO)-driven winch mounted behind the front bumper, and single-boom heavy-duty crane mounted behind the cab. A plethora of tools, repair and recovery equipment was carried on each vehicle.

The initial order, placed on contract W-740-ORD-6294, was for 69 vehicles. In time these would become known as the Model 1000 Series 1, the first two vehicles arriving at Aberdeen Proving Ground for acceptance testing in March 1941. A Continental Model 22R engine powered these trucks, as well as the subsequent vehicles in this range, even though initial testing revealed the trucks to be underpowered. The earliest production vehicles had the dual ignition system

(two spark plugs per cylinder) characteristic of fire apparatus, Ward LaFrance's primary business. The Series 1 trucks, all with the closed cab, had the two 11.25-20 spare tyres mounted behind the cab, crosswise on the truck. These were the only trucks of the series to use this size tyre. The Series 1 vehicles carried Ward LaFrance serial numbers: 411000-411068, with US Army Registration numbers: W001087-W001152, W001154, W001155 and W001603.

It should be pointed out that the Series 1 trucks lacked the rear drag winch that would prove so useful on the later models.

M1 SERIES 2

Despite some short comings revealed in the initial testing, the M1 was largely successful and because by late 1941 it was apparent that the US would soon be drawn into war, the War Department began placing numerous orders for additional equipment, including the heavy wreckers.

The next group of Ward LaFrance wreckers were the Series 2 trucks, now fitted with a 47,500 lb capacity rear drag winch, a Gar Wood 5M713K, with 350ft of rope. This winch was in addition to the 20,000 lb capacity Gar Wood 3U615 winch mounted behind the front bumper. The spare tyre mounting was changed to one diagonally behind the cab, the other on the passenger's side of the crane base.

Contract W-740-ORD-2126 was issued for 157 trucks being built with Ward LaFrance serial numbers 41200-422138, 422142-422144 and 422147-422161, the latter group representing a supplemental order. These trucks carried Army registration numbers W004864-004999, W008423-W008428 plus W008429-008443 for the vehicles on the supplemental order.

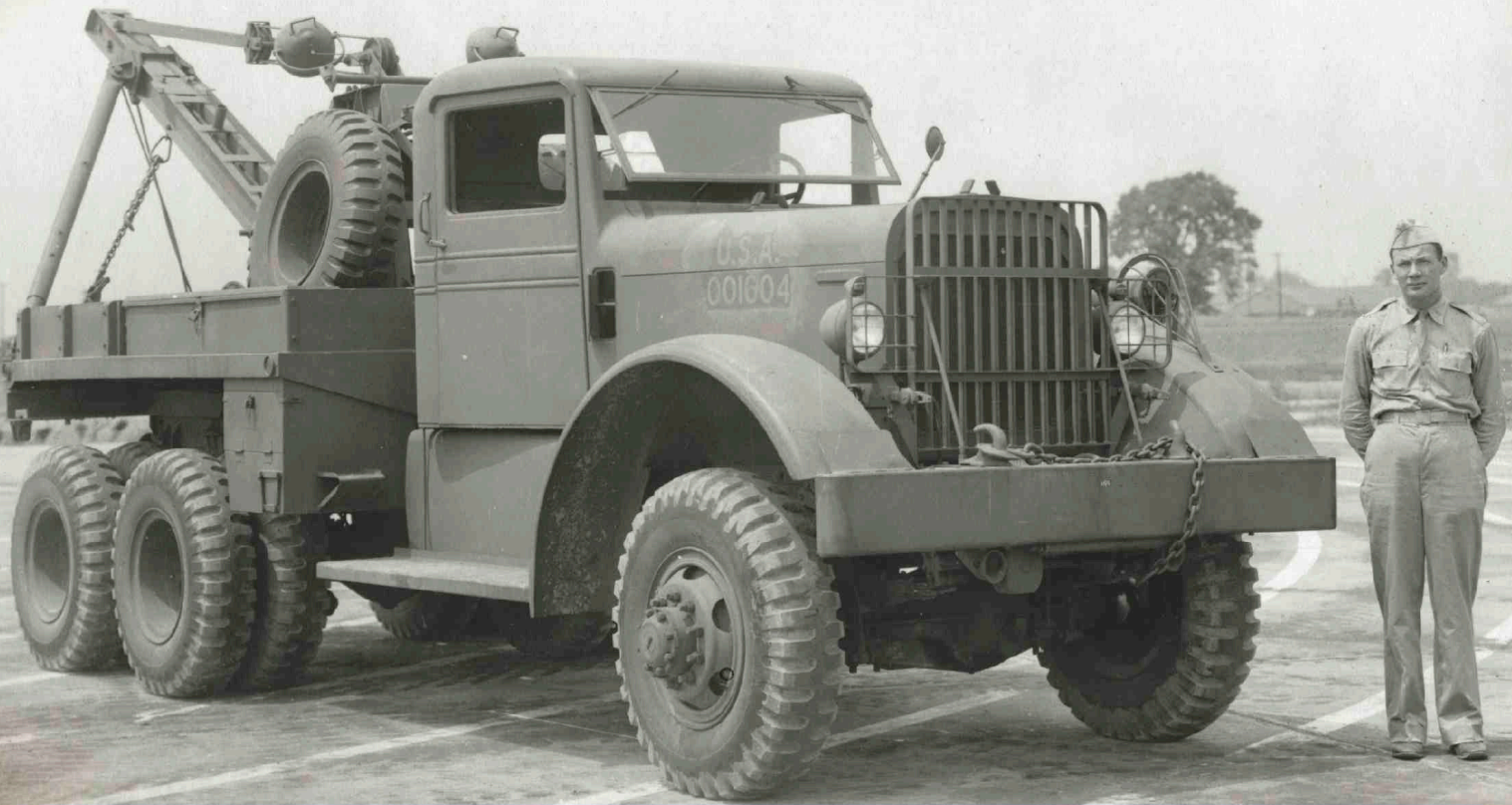
The next contract, issued in 1942, was for 61 (W-740-ORD-2147) wreckers, Ward LaFrance serial numbers: 422162-422223, registration numbers 0010945 through 0011005. Almost immediately an order (W-740-ORD-2208) for a further 300 wreckers was issued, taking the serial numbers and registration numbers up to 422523 and 0011305 respectively.

Next came 150 more trucks under contract. W-740-ORD-2722, Ward LaFrance serial numbers: 422276, 422575 through 422723, registration numbers 0015111 through 0015260.

The final batch of Series 2 wreckers were ordered on contract W-740-ORD-2358, for 51 wreckers serial numbers: 422524 through 422574, registration numbers 005086 plus 005089 through 005139, excluding 005092. Many of these trucks had the unusual chisel shaped bumper often seen on these trucks.

KENWORTH 570

To augment Ward LaFrance's production capacity, in March 1942 an additional contract was awarded to Kenworth. Kenworth, located in the US Pacific Northwest, was (and still is) a noted builder of heavy trucks. The contract specified that the Kenworth vehicles were to use identical essential serviceable parts, although the sheet metal work of the cab was different, as were the tool boxes and other minor components. Through the course of the vehicle's production, no less than eight major versions were built, resulting in a series of trucks with



This June 1942 Aberdeen Proving Ground photo shows the very first Kenworth-produced M1 wrecker. Known by Kenworth as the model 570, it was almost identical to the Ward LaFrance second series trucks, although there were some differences in control linkages. The flat top of the bonnet and radiator brush guard is another identifying feature of the Kenworth, as opposed to the curved item and pointed brush guard of the Ward LaFrance trucks. The large size of these vehicles is evidenced by the soldier standing near the bumper. (National Archives)

sometimes subtle, and sometimes dramatic, differences.

The Kenworth equivalent to the Ward LaFrance Series 2 was its Model 570. Kenworth production used levers, rods, and bellcranks to actuate the PTO, transfer case, and other components, whereas the Ward LaFrance used cable linkages.

An initial order for 300 units plus spares was augmented with an additional 30 purchased under contract W-883-ORD-2582 raising the value to \$8.332 million. The trucks on the initial order were given Kenworth serial numbers: 52001 through 52300, and registration numbers W-001604 through W-001903. Those on the

supplement were assigned serial numbers: 52301-52330 and registration numbers W-005140 through W-005169. Early military manuals called all these trucks 'Heavy Wrecking Truck, M1, Series 2, Kenworth.'

Regardless of who built the chassis, the recovery equipment was built by Gar Wood Industries, and included a US5 crane with 180-degree traverse. This versatile crane led to considerable use of these trucks beyond vehicle recovery.

M1 SERIES 3

The Kenworth production served to supplement, not supplant, the Ward LaFrance production. In

addition to being the primary supplier for the US military, Ward LaFrance also produced vehicles for foreign aid, these being the Model 1000 Series 3 trucks. These trucks lacked the front and rear trailer connections found on the earlier models, and although the entire run of 370 was supplied to the Commonwealth as Lend-Lease items under Defense Aid contract 28, for accounting purposes the trucks were assigned US Army Registration numbers 005000 through 005369.

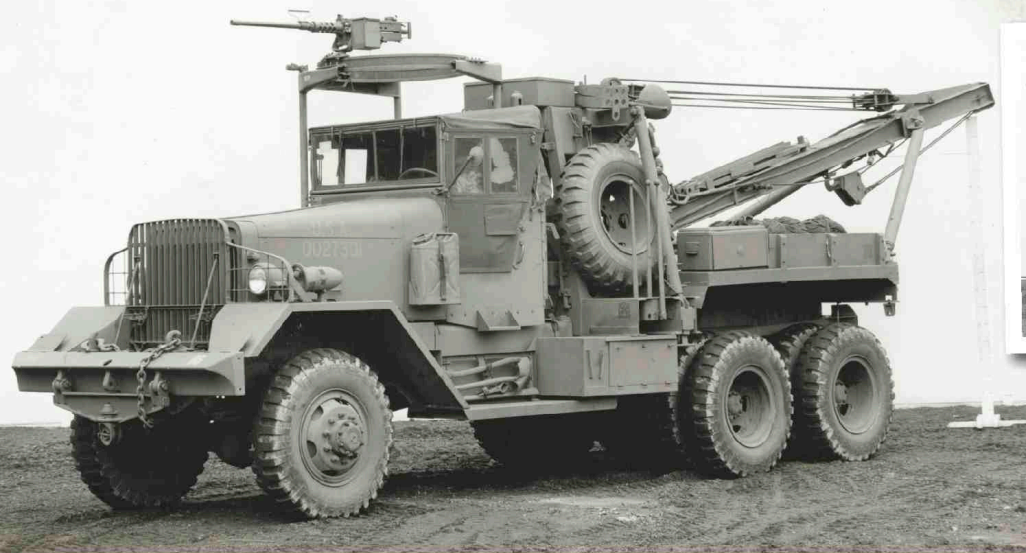
KENWORTH 571

These 100 trucks are practically indistinguishable from the model 570. The

Below: The Series 3 lacked the front and rear trailer connections found on the earlier models, and the entire run of 365 was supplied to the British as Lend-Lease items. These trucks also had the British style lighting, including the spotlight illuminating the white-painted rear differential cover, creating a blackout tail light.



The Series 2 wreckers incorporated a much needed drag winch (a Gar Wood 5M713K, 47,000 lb capacity) on the rear of the truck, as can be seen in this April 1942 photo. In addition to the outriggers on the rear of the chassis to stabilise the truck, these wreckers had boom jacks, shown in place here, to support the outer end of the Gar Wood US5 boom during heavy lifting operations. (National Archives)



The Ward LaFrance Series 5 were the first M1A1 heavy wreckers. The very business-like front end of the Series 5 trucks is evident. A whiffle tree is affixed to the chisel-shaped front bumper, and the two spares as well as the torch set are visible through the windshield. While this particular truck is equipped with a ring mount and .50 caliber machine gun, such armament was applied only to a portion of the wreckers produced. (National Archives)



The most obvious change brought about with the introduction of the Ward LaFrance series 5 was the military-style open cab introduced with this series. Also visible just behind the cab are the three levers that control the now power-operated crane. Just to the rear of them can be seen the stabiliser legs added to each side, and the vastly different tool box and bed arrangement. Compare this to photos of earlier vehicles to see how the wreckers became much more cluttered looking. The pioneer tool rack is also visible in this view, just above the step to the cab. (National Archives)

differences are primarily beneath the bonnet, in the form of air, fuel and oil filter changes. These trucks were built under contract W-883-ORD-2716, issued in November 1942. Production of the vehicles was completed in February 1943. Kenworth serial numbers: 52331 through 52430 were assigned to these vehicles, as were army registration numbers 0015261 through 0015360.

M1 SERIES 4

The fourth series of the heavy wrecker is readily identifiable by the curved boom of the Gar Wood US5G crane, in place of the US5 straight-boomed crane used previously. Although still manually operated, these trucks had a dual ratio swinger gear for the boom, the operating wheel being moved between shafts on the driver's side of the crane 'A' frame to select speed. Inside the

cab the obvious change was the introduction of individual military instruments in place of the civilian type used previously. Four hundred of these vehicles were built. With their chisel front design bumper, these trucks, built in 1943, also had the enlarged fuel filler to accommodate field refuelling with jerry cans.

Built on contract W-740-ORD-2723, Ward LaFrance serial numbers 434000 through

434399, and registration numbers 0027968 through 0028367 were used on the Series 4 wreckers.

KENWORTH 572

This truck retained the closed cab of the 570 and 571, but included the Gar Wood US6A full

power crane. This combination of closed cab and power crane is not found on any other M1 or M1A1, making these 100 trucks, from the collector/operator's standpoint the most desirable of the entire family of vehicles. The crane controls featured three levers beside the crane A-frame, just behind the driver's door. These were the first Kenworth wreckers with the distinctive chisel-shaped front bumper and

the military-style instruments. The contract for these trucks was W-883-ORD-2729, which

was awarded in July 1942. The Kenworth serial numbers: 52431-52530 were assigned to these vehicles, along with army registration numbers 0027557-0027656.

M1 SERIES 5

The final Ward LaFrance series was designated Heavy Wrecking Truck M1A1, and delivery began in May 1943. These are the trucks that most enthusiasts think of when they think of Ward LaFrance wreckers, and are the most common type. These trucks had a soft-top cab, and flat-topped front bumpers. At last the crane, a Gar Wood US6A, was fully power operated, with the three control levers located beside the A-frame just behind the driver's door. The crane boom on these trucks reverted to a straight design, rather than the curved boom found on the Series 4.

Production began in 1943, and continued throughout the war, with production finally coming to an end in August 1945. Eight contracts provided for the production of these trucks. The registration number groups used were 0026983 through 0027556 as well as the following lots: 0027968-0029232, 0076978-0077174; 0081171-0082046; 0091401-0091504; 0096475-0096943; 0098566-0098851; 00105511-00105691 and 0072642.

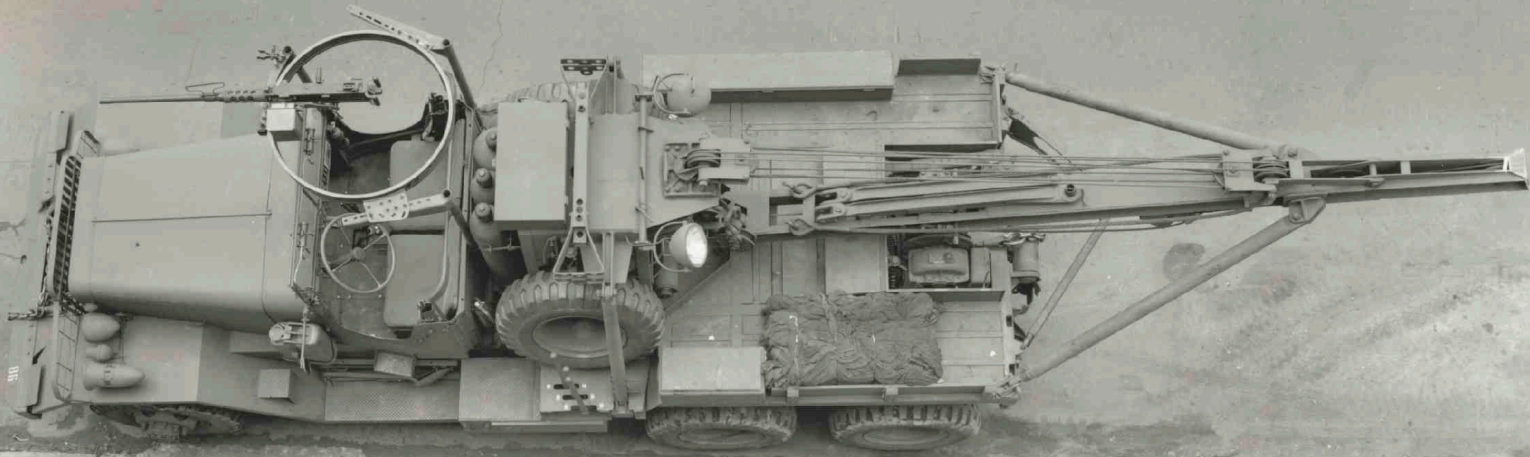
KENWORTH 573

These vehicles were the Kenworth equivalent to the Ward LaFrance Series 5, with the open military cab and flat wings. The whiffle tree and toolboxes are slightly different on these

"The crane controls featured three levers beside the crane A-frame, just behind the driver's door."



The Series 4 Ward LaFrance Model 1000 is readily identifiable by the curved boom of the Gar Wood US5G crane, in place of the US5 straight boomed crane used previously. Although the boom was still manually operated, these trucks had a dual-ratio swinger gear for the boom, the operating wheel being moved between shafts on the driver's side of the crane A-frame to select speed. Inside the cab the obvious change was the introduction of individual military instruments in place of the civilian type used previously. This example was photographed near Le Teilleul, France, on 16 August 1944. (National Archives)



Above: The crane controls of the M1A1 are visible next to the spare tyre on the driver's side. The inboard lever raised or lowered the boom; the centre lever controlled lateral movement, and the outboard lever controlled the lifting cable. Welding equipment was stored in the large box on top of the A-frame of the crane, just to the rear of the two oxygen and one acetylene bottles. The heavy duty tow bar was stored on top of the boom. (National Archives)



The interior of the cab of an M1A1. Partially hidden by the carbon tetrachloride fire extinguisher are, top, the cooling system draining instructions and, below, the vehicle's nomenclature plate. To the left of these plates is the shifting instructions plate. The levers are, left to right, the hand brake, transmission gearshift, front axle declutching lever, and transfer case shift lever. An M1903 Springfield rifle is in the universal bracket. (US Army)



Every available man is standing on the front end of an M1A1 to help it get more front-end traction while attempting to free a mired 6-ton 6x6 pontoon bridge truck. The whiffle tree is of the Ward LaFrance type with the raised flange around the edges. Note the chains on the rear set of tyres of the wrecker, and the telephone linemen in the trees, watching the proceedings. (National Archives)

trucks as well. Production began in 1943, and was projected at 60 trucks per month through April, jumping to 120 per month from May through November. Despite the ambitious plans, shortages of components and labour prevented the production from reaching these levels. In November production was terminated after only 310 had been produced. The remaining unused components and sub assemblies were shipped to Ward LaFrance, with the result being that some Ward LaFrance wreckers were equipped for the Kenworth style tool boxes.

The Kenworth serial numbers for these trucks were 52631 through 53954, while known registration numbers include 0027657-0027936 and 0076948-0076977 and 064527.

CONCLUSION

In their final form, the Series 5 Ward LaFrance

and the model 573 Kenworth parts were completely interchangeable. The G-116 series were to be the standard heavy wrecker of the US military throughout WW2, and into the 1950s. Even as the US Army began procuring its next generation of wrecker, the M62, in the early 1950s, tests were made of a variant of the M62 featuring a crane similar to that found on the M1A1.

As the US military transitioned to the newer M-series wreckers, the M1A1 soldiered on in the hands of Allied nations, continuing to serve for many years. Finally coming into the hands of enthusiasts, whose preservation efforts allow future generations to appreciate the technology of yesterday's soldiers.



Left: This is the Kenworth version of the M1A1, almost indistinguishable from a Ward LaFrance M1A1. The whiffle tree was slightly different: notice the Kenworth whiffle tree lacks the flange across the back present on the Ward LaFrance. The tool lockers varied with manufacturer as well, although a few Ward LaFrances were built with the Kenworth tool lockers, to use excess inventory after Kenworth stopped building the trucks. (US Army)

SECOND COMING

Scott Smith met the owner of a Humber PU 4x4 who wasn't content with it just looking like any old military vehicle. It had to be correct, and it took plenty of hard graft getting it there. Photos: Scott Smith

You're probably thinking, "Haven't I seen this Humber 8cwt PU 4x4 wireless truck somewhere before?"

Possibly, albeit in a very different guise, especially if you've been on the military show circuit for a while.

Current owner Julian Mitchell, no stranger to the pages of *CMV*, has owned the Humber for just over two years and having spent his first summer going to events, the arduous task of returning it to its correct configuration started.

Despite having an extensive collection of vehicles Julian had always been on the lookout for a Humber PU after casting admiring glances at a friend's vehicle for a number of years. Then, out of the blue, he just so happened to stumble across this example, "I saw it advertised for sale on an internet site in Northern Ireland. I went over to take a look and although it wasn't exactly brilliant, I just knew I had to have it."

With the necessary money having changed hands Julian decided to drive it back from Lisbon to its new home in Oxfordshire. Although he didn't know what the journey might involve it turned out to be a surprisingly stress-free experience with the PU 4x4 not missing a beat, despite the rigours of driving on modern motorways in somewhat unfavourable weather conditions.

THE REBIRTH

The eagle-eyed among you might well have noticed the Humber on the scene during the 2011 summer season with Julian attending Wartime in the Vale and the War and Peace Show before work started on a full rebuild.

It's fair to say some of you may well be thinking, if the Humber was drivable, workable and looked pretty much like a military vehicle of the time then why go to the heartache of having to pull it all apart to bring it back to life again. Well, as Julian explains, things just weren't quite how they should have been, "It was rebuilt in the early 1980s and I think it was a bit of a slapdash affair. So although it was the basis of what I wanted it was by no means exactly right. I was very lucky to have two friends who have got the same version truck and I spent many hours crawling all over theirs, taking pictures just to get it right."

So between the beginning of 2012 and June





Above: Julian acquired this 1942 Humber PU 4x4 back in 2011, although it looked very different to how it does now following an extensive restoration.



Having learnt his skills restoring WW2 aeroplanes Julian moved into the military vehicle world and has since acquired a growing collection of machines.

2013 the vehicle was stripped back to the chassis before the painstaking rebuild was able to commence. For 12 months Julian worked pretty much non-stop on the Humber in order to get it to a position where he felt it was not only correct but also something he was totally happy with.

Despite now being well and truly into the military vehicle scene Julian learnt most of his restoration skills working on WW2

aircraft in the 1980s with a colleague. Having recovered and restored a Spitfire to ground running condition before selling it on the pair moved onto a Mosquito before acquiring a Hawker Hunter Jet. However, after moving

where the vehicle side of things started.

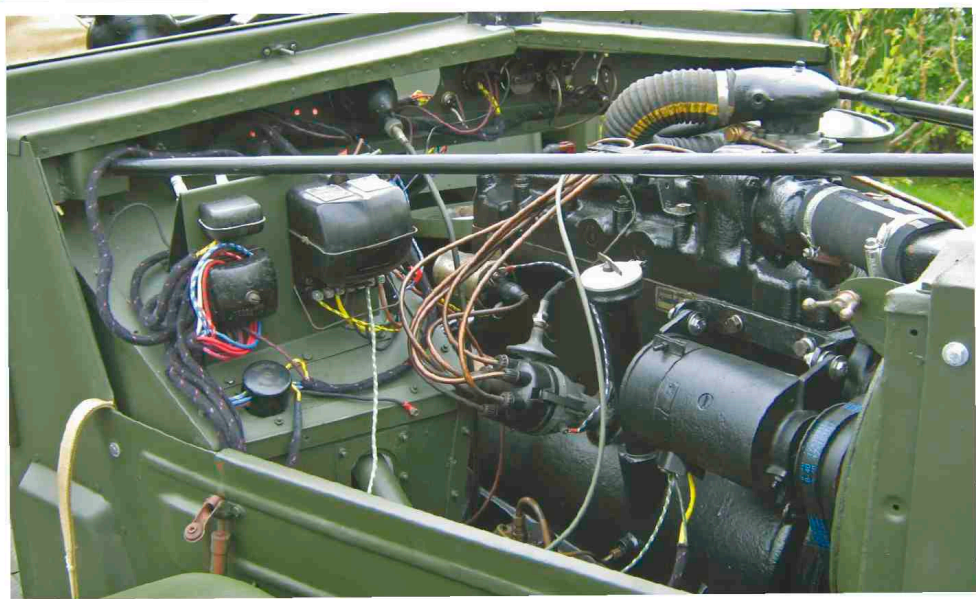
MADE TO MEASURE

Looking back, one of the most difficult jobs came when rebuilding the back body in order to give it the correct wireless hub and not the body it had originally

been purchased with. Julian picks up the story, "I quite enjoyed that side of it, however getting it right was really hard as I had to take numerous measurements and make sure it was all correct which turned into a really big job. I wanted to get every detail just right. It is all correct now as the legs fold down by undoing the nuts on the inside so you can lift

"Military vehicles are fun to restore because you can use them when they're finished."

house aeroplane projects were no longer viable and after seeing a friend's Jeep he decided he had to have one – and that is



A closer look at the engine bay showing the Humber's six-cylinder sidevalve engine.



The cab is a pretty primitive affair, although it does offer some comfort with padded seats. When it comes to drive the vehicle is powered by Humber's own four-speed six-cylinder sidevalve engine.

THE RESTORATION



This is how it looked, not long after Julian took possession. He drove it from Ireland back to his Oxfordshire home. After attending a handful of shows during the summer of 2011 the rebuild began in earnest that winter.



By early 2012 the Humber had been stripped back to the chassis so that the rebuild could begin.



The incorrect back body on the Humber is highlighted here. Despite being wrong, Julian felt that the rest of the vehicle was correct enough to warrant purchasing it.



With Rex Ward's restored engine back in place, the Humber was starting to come back to life.

the whole lot off to make it like a demountable tent."

While the body was being worked on new canvas was ordered from Classic Covers in Norwich and the Humber six-cylinder sidevalve engine was sent away to Rex Ward in Berkshire for a rebuild and to make it as correct as possible. Meanwhile close friends Tobin Jones and David Skinner provided valuable help as the rebuild progressed and Julian was grateful for their help, guidance and words of encouragement along the way.

Sadly, despite spending time researching the vehicle's history, nothing as yet has been forthcoming. In fact all that Julian has been able to uncover is that it rolled off the production line in March 1942. So this helped make his mind up that he would finish off the vehicle in the livery of that time, hence what you might think of as the strange camouflage scheme.

However, as Julian states, this is how vehicles at that time would have been painted. "It is correct for 1942. Camouflage schemes and colours are whole subjects in themselves but the green and brown is right for that period. Soon after this they ran out of

the green pigment and instead went to the two shades of brown."

NEVER ENDING STORY

Although the Humber is now back on the military vehicle scene there are still a couple of things which need to be finished to make

it 100 per cent complete. However as Julian puts it, "you never really finish restoring a military vehicle as there is always something left to do."

This is certainly true of the Humber with the next task being to fit out the rear body with the correct number 11 wireless kit, operators' **>>>**

Below: One of the hardest parts of the restoration was the rear body as Julian had to rebuild it to give the Humber the correct wireless hub which was missing when he bought it.





The colour scheme may well look a bit odd but it is correct for the date of manufacture.

seats and various tool boxes and other ancillary items in order to make it a correct Fitted For Wireless (FFW) variant. The markings of the Welsh Division, the Oxs and Bucks will be applied – simply because it's Julian's local regiment and no history can be found on the vehicle's past.

If the Humber wasn't enough Julian also has a number of other vehicles to keep him occupied, "I've got a 1942 GPW Jeep which I've had for around ten years now. That was my first military vehicle and I restored it from scratch. I've had a couple of Morris Commercial C8s, I've got a 1940 Morris Commercial CS8 which is in the barn waiting to be restored, a 1940 Norton Motorcycle and then my colleague and I between us have two Comet tanks which we are hopefully going to restore one day. So there is certainly plenty to keep me busy!"

Having spent hours tinkering on both aeroplanes and military vehicles Julian has now come to the conclusion that the latter seem to suit him best. "Military vehicle

restorations are more fun because you can use them when they are finished. Don't get me wrong, it was great fun restoring aeroplanes as I loved the mechanical side of things and the skills that you use when you are rebuilding

them. But to be able to get out onto the road and use the fruits of labour is fantastic."

With that in mind, and looking at the Humber in front of you, let's hope we get to see Julian's other projects sometime soon. [Click here](#)

Below: Military vehicle restorations are always ongoing and Julian still has to fit the number 11 wireless set, operators' seats and other ancillary items in order to bring the Humber back to how it would have been when operational.



Above: Sadly, Julian's not managed to find out much about the vehicle's past so he's applied a number he has seen while researching the vehicle and eventually intends to add unit markings of his local regiment.

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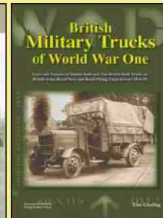
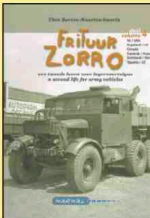
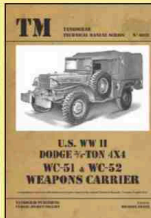
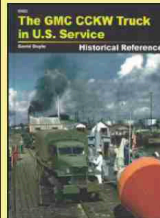
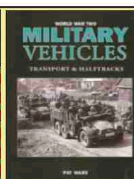
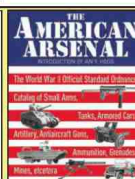
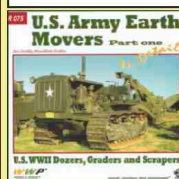
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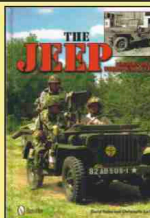
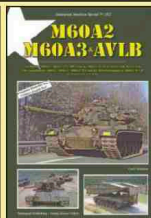
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Contrary to what you might have hoped, it's unlikely this sidecar mounted machine gun outfit would have stormed along, gun blazing – it just wasn't accurate enough while on the move. More likely it would have been manoeuvred into a suitable vantage point, the gunner able to swivel on the sidecar mounted saddle to get the best aim. Of course the advantage of a motorbike mounted gun was that it could be moved into positions over tricky terrain which heavier transport would be unable to negotiate. It would also allow the gunner to move rapidly from one location to another, making it hugely versatile.

Alternatively, the gun would have been lifted from the sidecar chassis and set up on its own tripod mount, hopefully behind some form of natural cover.

In battle conditions this outfit, used by Motor Machine Gun Corps during the Great War, would have normally been accompanied by two similar combos without machine guns, to provide a spare if the lead machine was put out of action. Also, the other machines would be used to carry reserves of ammunition, fuel,

oil and water for the water-cooled Vickers Maxim machine gun.

The military application was based on Clyno's 5-6hp motorcycle of 1910 with its 744cc V-twin sidevalve engine made by AJ Stevens (or JAP) of Wolverhampton. It was driven via a three-speed hand change transmission and an enclosed roller chain. The special sidecar was designed and built by Vickers and carried a .303in Vickers machine gun behind an armoured steel screen. There



was also provision for spare ammo, cooling water containers for the gun and a few necessary spares.

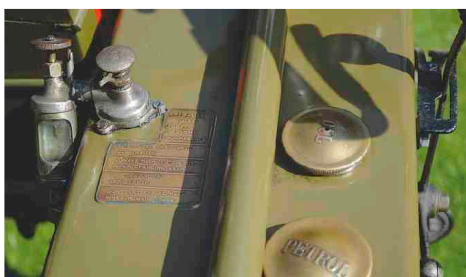
Top speed was thought to be in the region of 50mph (80kph).

It's estimated that around 1800 outfits had been supplied by 1918, with a further 1500 supplied to Russia, these being fitted with JAP engines, the orders helping to save Clyno from almost certain bankruptcy at the time.

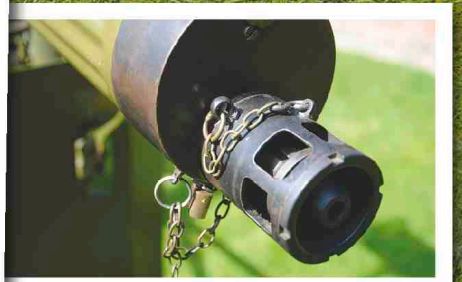
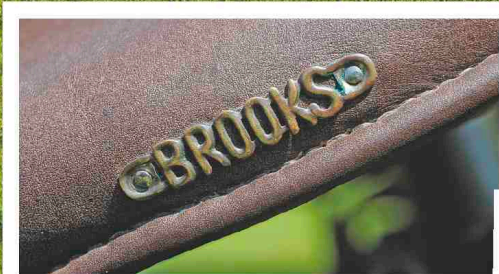
Solo machines were used during the Great War, as were machines fitted with a standard sidecar or with a stretcher sidecar to evacuate casualties from the front line.

Clyno abandoned motorcycle production soon after the war ended to concentrate on the production of motorcars instead.

You can see this rare and beautiful survivor at the National Motorcycle Museum in Solihull (www.nationalmotorcyclemuseum.co.uk).



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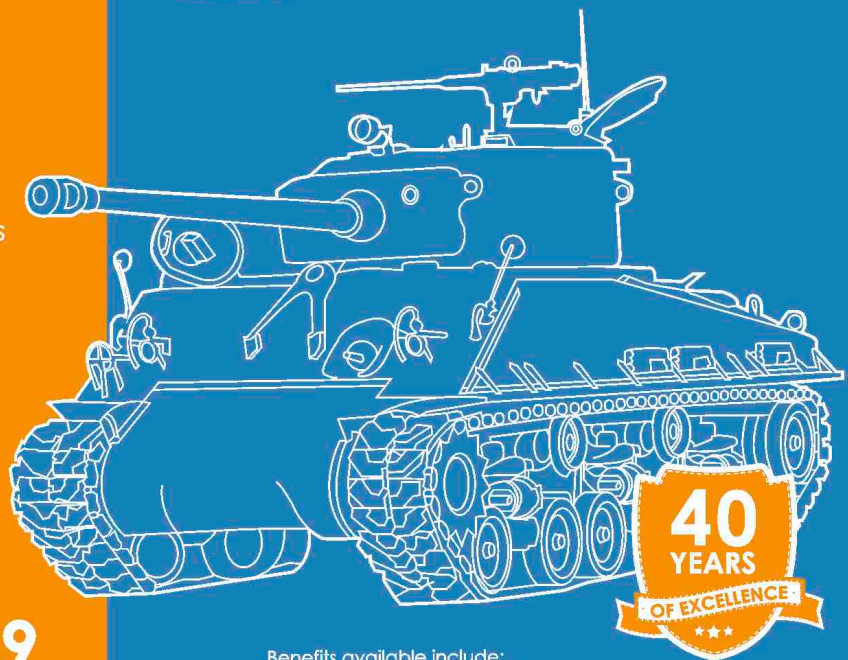
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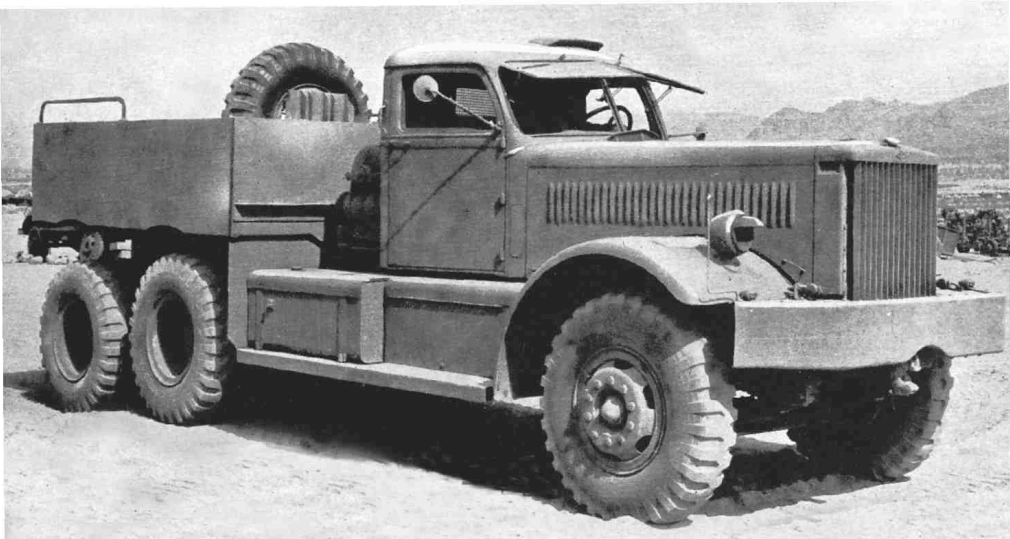
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BEAUTY QUEEN?

If prizes were awarded for the best-looking military vehicles, Pat Ware reckons that the Diamond T Model 980/981 would be at the top of everyone's shortlist...



Early closed-cab Model 980 photographed in the USA. The blackout masks on the headlamp would tend to indicate that this vehicle is destined for Britain. (Warehouse Collection)

In the military-vehicle beauty stakes, the Diamond T Model 980/981, in its original closed-cab configuration, has few rivals. Granted it wears nothing more sophisticated than the company's standard civilian cab, which has been married to a very functional military front end, but take a look at some of its similarly-equipped contemporaries and you will realise that this is not always an easy trick to pull off. The Studebaker US6, and even the GMC CCKW demonstrate how it can all go horribly wrong. Clearly, whoever married that outrageous art-deco cab, with its V-shaped windscreen, to a coffin-shaped bonnet and no-nonsense radiator grille at one end, and a simple rectangular ballast box at the other, knew what they were doing.

MEETING THE BRIEF

Work started on what became the Diamond T Model 980 in 1941. Representatives of

Left: Aesthetics do not generally appear high on the list of desirable attributes for any military vehicle. Given that the Diamond T was put together in something of a hurry the fact that it looks as good as it does is something of a surprise. (Warehouse Collection)



Here's a splendid example of 'hands across the sea'. Taken in 1961, the photograph shows US-built Diamond T tank transporters of the British Army photographed near Pembroke Dock, carrying American-built tanks of the 84th West German Panzer Battalion to the British training ranges at Castlemartin in Wales. (Warehouse Collection)

the British Purchasing Mission in Detroit had approached a number of US truck manufacturers with a view to supplementing Britain's meagre supplies of the Scammell Pioneer TRMU 30-ton tank transporters, which, anyway, were proving unequal to the task of carrying ever-larger tanks. A simple specification was drawn up covering factors such as weight, load-carrying capacity, and height when loaded. Power output from the engine was to be in the order of 175-200bhp and, for speed of development and reliability,

the truck was to be constructed around proven engine, transmission and axle components.

The Diamond T Motor Car Company secured the contract in the face of competition from the likes of Mack, FWD, Ward LaFrance and White, and a prototype, which it seems was based on the company's 12-ton Model 512, was delivered to the Inspection Board of the UK and Canada in September 1941. Production was due to start at the company's Chicago works during the following month!

Viewed from any angle, the company had

produced a handsome and purposeful machine, and one which offered a load-carrying capacity of 40 tons when coupled to a three-axle drawbar trailer. Under the long square nose was a six-cylinder Hercules DXFE diesel engine putting out 201bhp from a capacity of 14 litres, and giving a maximum torque figure of 660lb ft (928Nm). Engine power was transferred to a Timken-manufactured rear bogie via a unit-construction four-speed main gearbox, combined with a two-speed auxiliary gearbox, both supplied by Fuller. The choice of gear



Conceived as a road-going tractor, the Diamond T lacks all-wheel drive and can be defeated in soft and wet going. This open-cabbed example, which was coupled to a 45-ton Rogers drawbar trailer carrying the remains of a Sherman tank, found itself bogged down at what had been a very wet military-vehicle show, and had to be rescued by a Scammell Contractor. (Warehouse Collection)



Above: Many Diamond Ts remained in service with the British Army into the post-war years. This example, wearing a post-1948 registration number (25Y222), belongs to 312 Tank Transporter Company, MSO, which was based in Fallingbommel, West Germany from 1951. The abbreviation MSO indicated 'mixed service organisation', and meant that many of the personnel were civilian misplaced persons such as Poles and White Russians who had remained in the West after the end of WW2. The 40-ton four-axle Cranes trailer carries a Chieftain tank. (Richard Grevatte-Ball)



Side elevation showing the location of the winch between the cab and the ballast box; on this early example, the winch controls are inside the cab. (Diamond T Motor Car Company)

ratios apparently left something to be desired but, nevertheless, the truck was capable of a governed maximum speed on the road of 22mph (36km/h). Steering was not power-assisted but the Ross box offered a variable ratio that improved straight-line stability. The brakes were something of a revelation and, when compared to most British trucks of the period – particularly the old Scammell Pioneer which featured mechanically-operated brakes acting only on the rear wheels – this was a thoroughly modern piece of work, with air-pressure brakes operating on all six wheels.

CALLED INTO ACTION

Between the cab and the 7-ton ballast box, there was a Gar Wood 40,000lb (18 tonne) winch, flanked on either side by huge twin fuel tanks. Fairlead rollers at the rear allowed the tractor to load a disabled tank or armoured fighting vehicle (AFV) using the power of the engine. When the Model 981 appeared, the

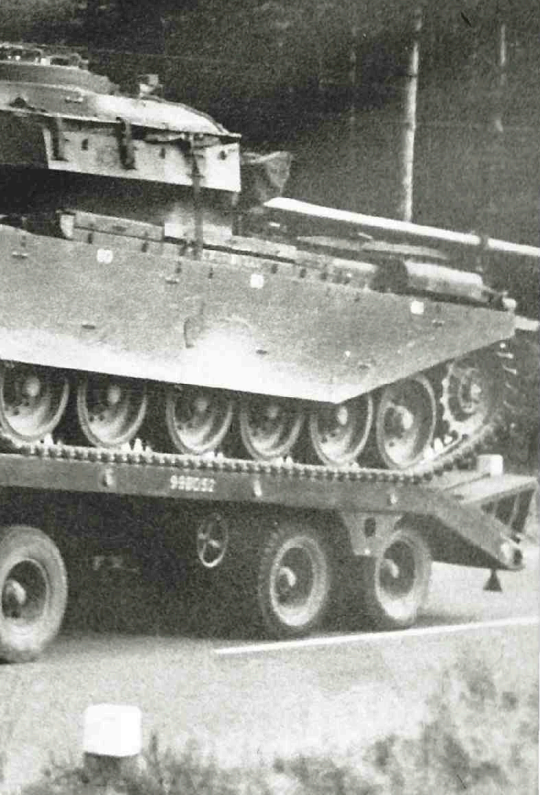
only difference of any significance was that the winch was arranged to also allow front pulls, meaning that the vehicle could also be used as a tank retriever.



Brand-new Model 981 photographed at the Chicago works of the Diamond T Motor Car Company. Note the M3 half-tracks in the background; these were made by Autocar, White and Diamond T from 1941 on. (Diamond T Motor Car Company)



Front elevation showing the Diamond T logo on the radiator grille; this was not present on late production vehicles. Note the winch fairlead rollers in the bumper indicating that this is a Model 981. (Diamond T Motor Car Company)



With no time for trials, the first Ministry of Supply (MoS) contract was placed, calling for 485 tractors and production continued until 1945, by which time Diamond T had received five MoS contracts covering 2095 tractors. The tractor saw its first active service in North Africa, and featured heavily during the campaign through north-west Europe.

Although never rated higher than 'limited standard' the US Army also used the Diamond T, at least until the M26 'Dragon Wagon' was available. One Diamond T tractor had been acquired for testing by the US Quartermaster Corps (QMC) in November 1941, and this led to four contracts subsequently being placed for a further 4000 vehicles. These machines were described as 'truck, 12 ton, 6x4, M20', with the tank-transporter train, complete with trailer, described as 'truck, trailer, 45 ton, tank transporter, M19'. The Canadian War Office also placed four contracts covering 677 vehicles.

Total production appears to have been in the order of 6500 which would suggest that either some of the British vehicles (probably once Lend-Lease was in place) were also covered by US QMC contracts, or that the Canadian vehicles were also covered by a British contract.



Closed cab Model 981, painted in the typical post-war Deep Bronze Green finish and photographed during a routine service. The twin air cleaners under the raised engine compartment cover indicate that this example has been fitted with the Rolls-Royce C6NFL diesel engine in place of the original Hercules. (Warehouse Collection)


IRONING OUT THE FLAWS

The truck was not without problems, the engine often proving hard to start as well as having a propensity for developing cracks in the cylinder head between the valves. However, during the period that the vehicle was in production there was little desire for fiddling with what was a basically sound design, and just two significant changes were made. Firstly, in early 1943, the winch controls were moved out of the cab and placed alongside the winch, and then, later that same year, the standard closed cab was superseded by a three-seat open cab, which included provision for a machine-gun ring mount.

Diamond Ts remained in regular service with the British Army until the sixties, with many having been given a second lease of life by being fitted with Rolls-Royce C6NFL six-cylinder diesel engines during 1956/57.

Rolls-Royce engine vehicles can be identified by the boxy addition to the right-hand engine compartment side cover, required to provide clearance for the air cleaners. The vehicle's military career finally fell victim to the increasing weight of tanks, and the last four Model 980/981 tractors in British military service were paraded for the final time on 29 June 1964.

However, the Army was not alone in finding the sheer power and dependability of the Diamond T to be an asset and demobbed vehicles were popular with heavy-haulage contractors, including Pickfords, Wynns, Annis, and others in Britain, with similar-minded operators across Europe.

These days, you are only likely to see a Diamond T on the rally field but a surprising number of these splendid machines have survived into preservation. 

Below: Rolls-Royce engine open-cabbed Model 981 carrying a Comet tank on the 40-ton Cranes trailer. The curious structure erected over the ballast box provided basic overnight accommodation for the crew when away from base for days at a time. (Richard Grevatte-Ball)



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Show report

THE SOUNDS OF THUNDER

Every year in April the hills around the sleepy hamlet of Ficksburg in the Eastern Free State, South Africa, reverberate with the sounds of tanks and military vehicles being put through their paces. Andy Stead reports on this year's proceedings...



The occasion is the 'Stars of Sandstone' which takes place at the Sandstone Estates just north east of the town. The product of a Heritage Trust, and passionately run by owner Wilfred Mole, the military display is a major attraction and must stand out as the only one of its kind in Africa. The collection is a combined mix of vehicles located both on the estate, and those owned by the SA Armour Museum in nearby Bloemfontein. This arrangement works to mutual benefit and maintenance workshops on the estate are well equipped to handle any contingency.

The event runs for 10 days and attracts over 2000 visitors from all over the world. "The intention is to ensure that visitors

have access to all the working exhibits," says Mole. "This includes riding in all the trains operating during the event as well as

tractors, machinery and the military vehicles. Imagine being able to ride in or on the Trust's WW2 Sherman tank – a unique and highly significant war machine."

ECLECTIC MIX

The list of vehicles is impressive and covers not only South African military vehicles but also those captured during The South African Border War, commonly referred to



This Russian T72 still looks pretty menacing as it does its stuff in front of a crowd of enthusiasts.

as the Angolan Bush War in South Africa. This conflict took place from 1966 to 1989 largely in South-West Africa (now Namibia) and Angola between South Africa and its allied forces (mainly the National Union for the Total Independence of Angola, UNITA) on the one side and the Angolan government, South-West Africa People's Organisation (SWAPO), and their allies (mainly Cuba) on the other. An example of one such vehicle is a restored Russian T72

main battle tank as well as a Russian Ural based Stalin's organ.

These are complimented by a state-of-the-art Olifant Mk 1A Main Battle Tank which uses the hull of the British Centurion tank

the French Panhard and is now driven by a 2.5-litre Chevrolet motor.

All in all there are over 35 vehicles all of which are active during the event. There is a daily military convoy which leaves the

railway station and offers visitors the opportunity to drive in

or on any of the vehicles. The choice of vehicles changes daily so there is always an opportunity to see and experience one's personal choice.

"The intention is to ensure that visitors have access to all the working exhibits."

but with a Continental V12 diesel as opposed to the original Rolls-Royce petrol engine. Another such hybrid is the locally built Eland with a 60mm mortar which originated from



The Buffel was developed in the 1970s under the auspices of ARMSCOR (Armaments Corporation of South Africa) to meet the operational requirements for a mine protected Armoured Personnel Carrier (APC) for the South African Army. It uses a German Mercedes-Benz UNIMOG Model 416/162 series 4x4 chassis and featured a Merc engine. Around 2400 were built for the home and export markets and some are still being used by the South African Army.



Above: Inevitably the SA Army received lots of British kit, including this Saracen M3.



A Canadian Ford transporter acts as a viewing platform.

Right: A Sherman chucks up the dust near the sleepy hamlet of Ficksburg. Below: Olifant Mk1A made from a British Centurion but with a Continental V12 diesel instead of the usual Rolls-Royce petrol engine.



This Rooicat Mk1 wheeled artillery vehicle has an experimental turret fitted, marking it out from the standard issue SA Army trucks.

EXPERTS ON TAP

A commander or his deputy is available on each run and a member of the Armour Museum is there to answer questions and talk to enthusiasts. A typical convoy would consist of the 6x6 Ratel 90 which was indigenously developed by Sandock-Austral and produced in volume for the South African Army in subsequent decades, a Saracen Mk111 SA original from the UK but locally fitted with larger wheels, an Eland 60 and a vintage Canadian Ford gun tractor.

As well as the Eland 60, which formed the mainstay of South African armoured units, other exhibits included a Rooicat MK 1 wheeled artillery vehicle fitted with an experimental turret, and therefore not as per those Rooicats used in the SA Army.

Apart from the daily convoy there is also a mock tank battle where several of the heavy

vehicles run an obstacle course to 'attack' a cannon placed a kilometre away.

The highlight of the event is a Military Salute which takes place towards the end of the 10 days. The General Officer

commanding the South African Army Armour formation, Brigadier General Andre Retief, under which the SA Armour Museum falls, took the salute at a special parade of all the military vehicles taking place on the airfield. >>>

Right: The 6x6 Ratel 90mm was developed by SA defence contractors Sandock-Austral and produced in volume for the South African Army. The name is taken from the Afrikaans for Honey Badger which has a ferocious reputation for fighting. With its impressive firepower, the vehicle usually carries a crew of two or three with a seven-man infantry squad – the commander doubles up as a gun loader in the 90mm version.



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Left and above: A Russian URAL based Stalin's organ represents a fair amount of firepower.



Above: The Eland 60mm mortar originated from the French Panhard but had a 2.5-litre Chevrolet engine and was assembled in South Africa during the Bush War. It formed the mainstay of South African armoured units.



Above: This Oshkosh eight-wheel M911 tank transporter is minus its trailer. Below left: A Saracen Mk111 SA originally from the UK but modified with bigger wheels for farm use.



Above: Jan and son Francois with the Sherman they maintain and drive.

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THE WAR ARCHIVE TRUCKS AND WEAPONS

In a fabulous collection of archive images and contemporary drawings, The War Archives provides an account of allied tanks, trucks and weapons. Here is just a taster...

Although tanks did not make their first appearance on the battlefield until 1916, experiments into producing iron-clad 'landships' had been going on since the turn of the century. Improvised armoured cars had started to appear during the early stages of the war, with boilerplate providing a measure of protection against small arms and machine-gun fire, but their usefulness was hampered by a lack of mobility. Winston Churchill, then First Lord of the Admiralty, established the 'Landship Committee' to investigate the development of a viable cross-country armoured vehicle.

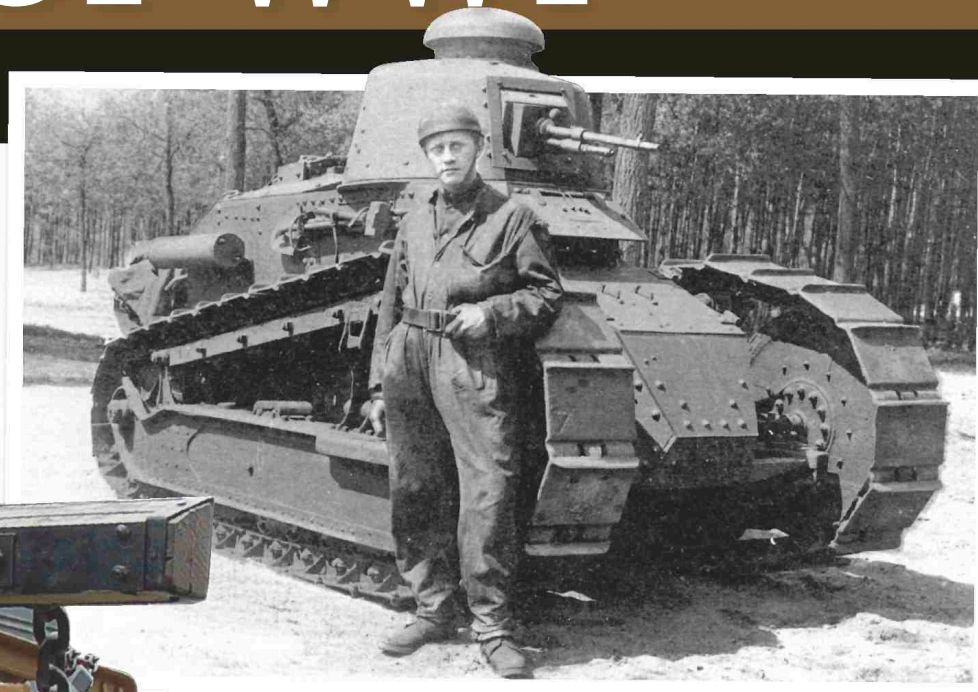
During October 1914, a specification for the first tanks was finalised – the name resulting from the cover story that these were 'water carriers for Mesopotamia' and, in September 1915, William Foster & Company constructed what became known as 'Little

Willie'. Consisting of a box-like hull, which was capable of mounting guns, the machine was propelled by the continuous caterpillar crawler track devised by the American Benjamin Holt.

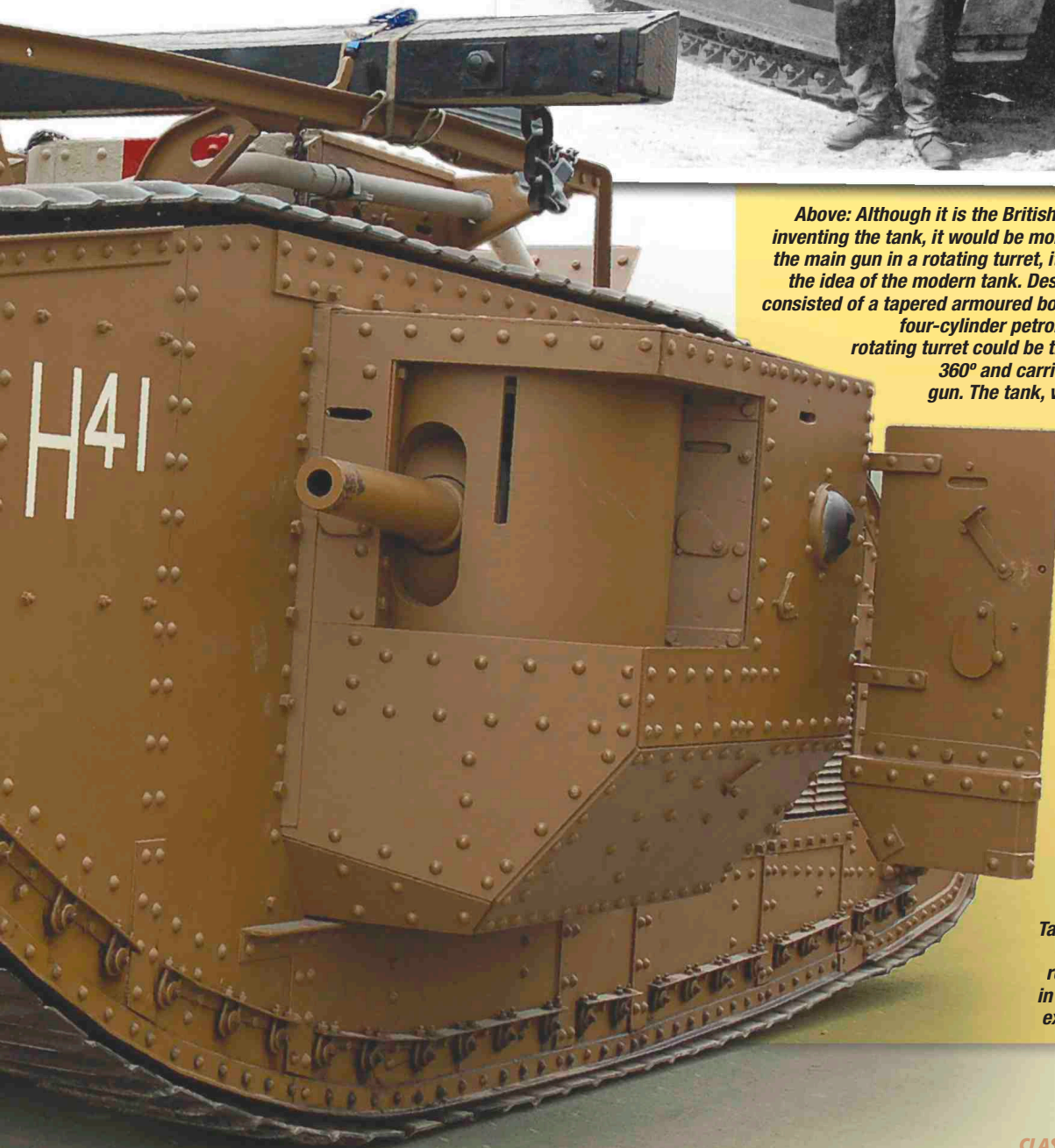


S: ALLIED TANKS, SPONS OF WW1

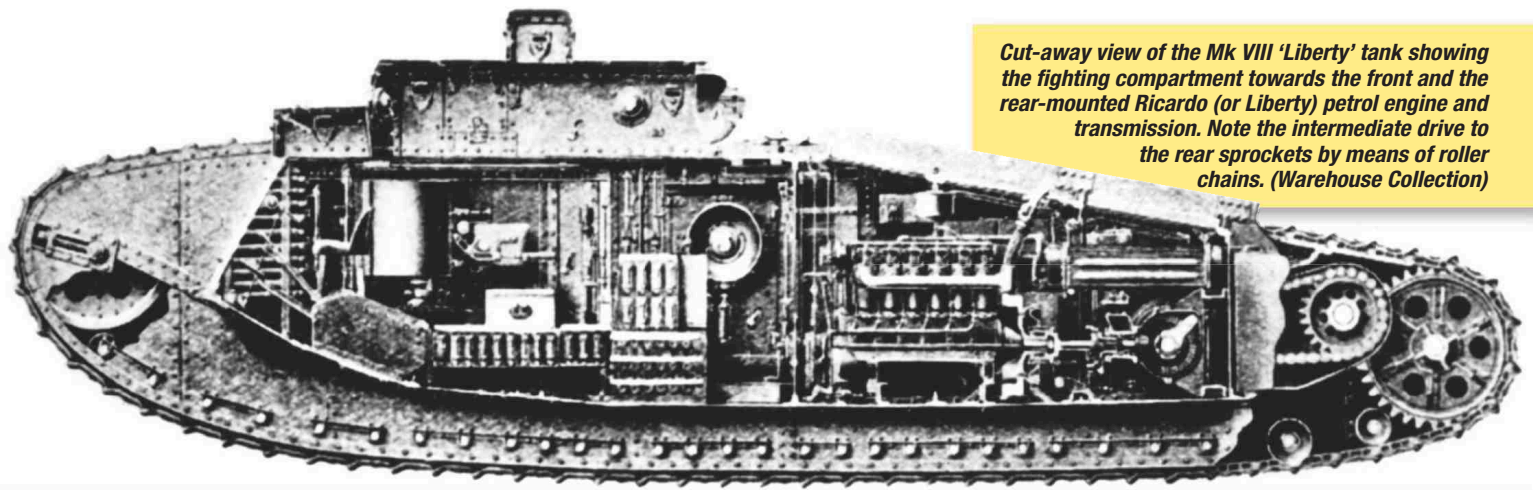
ings, The War
of the Great War.



Above: Although it is the British who are generally credited with inventing the tank, it would be more accurate to say that, by fitting the main gun in a rotating turret, it was Renault who came up with the idea of the modern tank. Designed in 1916, the Renault FT-17 consisted of a tapered armoured box, of riveted construction, with a four-cylinder petrol engine mounted in the rear; the rotating turret could be traversed manually through a full 360° and carried a 7.92mm Hotchkiss machine gun. The tank, which was operated by a crew of two, proved to have excellent cross-country abilities. (Warehouse Collection)



Left: Despite being operated by a crew of eight, the 'tank, Mark V' was the first heavy tank that could be driven by one man. The tank saw its first action at Hamel in France in July 1918. Weighing in at 29 tons, it was powered by a 150bhp Ricardo six-cylinder petrol engine driving through a Wilson epicyclic gearbox, and was armed with two 6-pounder guns in side sponsons, with four 0.303in Hotchkiss machine guns. A total of 400 were constructed, 200 in the 'male' configuration as seen here, and 200 'female', lacking the 6-pounder guns. This particular example was acquired by the Tank Museum at Bovington (www.tankmuseum.org) in 1949, and remains in running order, 'though in deference to its age it is seldom exercised. (Warehouse Collection)



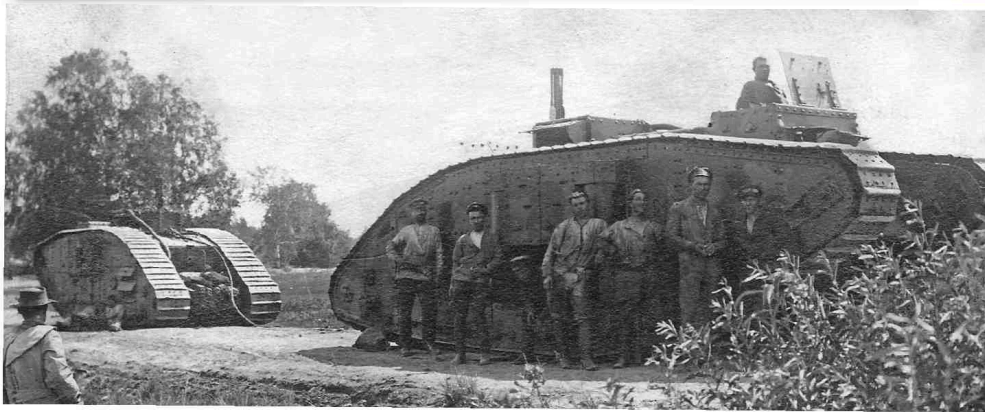
Cut-away view of the Mk VIII 'Liberty' tank showing the fighting compartment towards the front and the rear-mounted Ricardo (or Liberty) petrol engine and transmission. Note the intermediate drive to the rear sprockets by means of roller chains. (Warehouse Collection)



Left: Although their first appearance apparently struck terror into the enemy, unfortunately, the British tanks were far from unstoppable, and did not bring about the hoped-for breakthrough. This Mk V 'male' appears undamaged, but has clearly come to grief in a trench where it, and the cameraman, have become an object of curiosity for the gathered infantrymen. (Warehouse Collection)



Above: The US Army copied the Renault FT-17, fitting a Buda engine, and dubbing the result '6-ton tank, M1917'. It was planned that 4400 examples would be constructed, but, by November 1918, just 64 had been completed, with only 10 sent to Europe. Just 1100 or so were eventually constructed. The tracks were modified in 1931 and a new engine fitted, changing the designation to M1917A1. This fiercely-burning example was photographed as late as 1941, demonstrating the effects of the 'Molotov cocktail' at Atlanta, Georgia. (Warehouse Collection)
Below: The bicycle in the background would suggest that this is a post-war picture, but it does show how the rear skid of the Renault FT-17 supports the tank when crossing trenches and ditches. (Warehouse Collection)




So-called 'trophy tanks' photographed during the Russian Civil War in 1920 when the 'reds' (Bolsheviks) were struggling with the 'whites' (anti-Bolsheviks). The vehicle nearest the camera appears to be a British 'heavy tank, Mk V', female. (Warehouse Collection)

By the beginning of 1916, 'Little Willie' had been followed by a second prototype, 'Mother' or 'Big Willie', and Fosters were contracted to build 25 production examples of the 'tank, Mk I'.

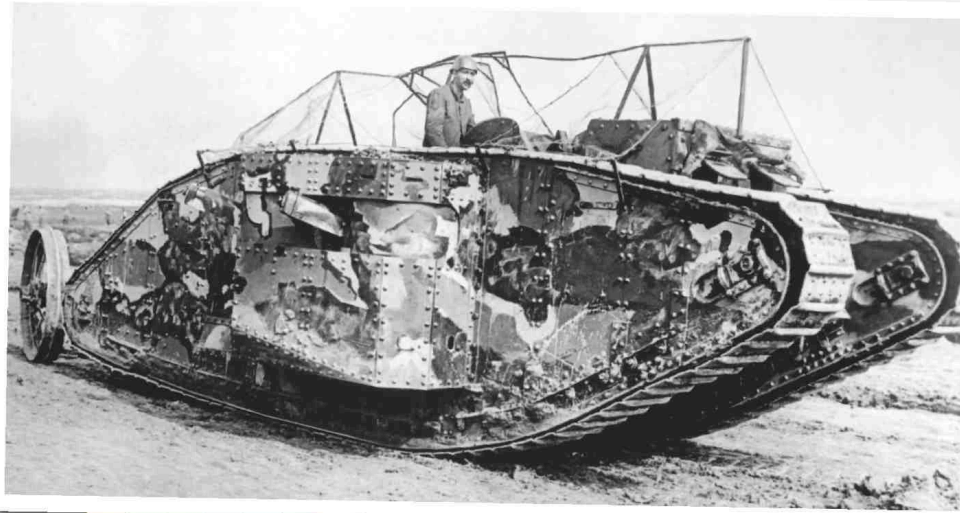
Tanks saw their first, not entirely successful, action on the Somme battlefield on 15 September 1916. The design evolved rapidly and, by 1918, the Mk V had appeared, the first tank capable of being driven by one man. During the same year, the much improved Mk VIII was being constructed to a standardised design in Britain and the USA.

Lighter and faster 'medium tanks' had started to appear at the beginning of 1917,

and the first of these, the twin-engined 'medium, Mk A' or 'Whippet' went into action in March 1918. This was followed by the Mk B, and then the Mk C, or 'Hornet', which remained in British service until about 1923.

The French produced their first tanks, the Schneider Char d'Assaut 1 (CA 1) and the Char St Chamond during 1916, although the most significant French tank design of the war was the Renault Char Canon FT-1, being the first machine to incorporate a revolving turret and track suspension. This design was also adopted by the US Army as the M1917. 





Left: Mk I 'female' tank, complete with the rear stabiliser wheels that were supposed to aid trench crossing. Of the first 100 ordered, 25 were constructed by William Foster, with the remainder coming from the Metropolitan Carriage, Wagon and Finance Company of Wednesbury. The Heavy Section, Machine Gun Corps was established to operate the tanks, which saw their first action on the Somme on 15 September 1916, when this tank was photographed. (Warehouse Collection)

Right: Just 107 Mk VIII 'Liberty' tanks were built during 1918 and, after the Armistice all outstanding orders for tanks were cancelled and production ceased. These Mk VIIIs are parked-up awaiting the scrapman's torch. (Warehouse Collection)



The diminutive size of the Renault FT-17 is apparent in this picture postcard view which shows the tank advancing at walking pace. Top speed of the Renault was almost 5mph (7.7km/h) and the range, on hard surfaces, was 21 miles (35km). The tail skids, clearly visible at the rear, were removable. (Warehouse Collection)



After the battle! This disabled British heavy tank has clearly been captured and operated by the German Army, and has subsequently been knocked-out by its former owners. The photograph was taken in the 1920s. (Warehouse Collection)

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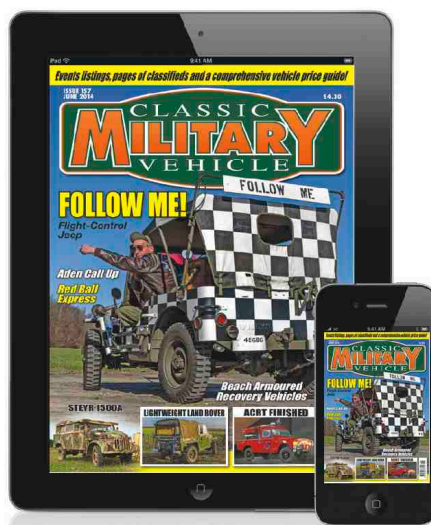


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Show organisers, please send details of your event to events@kelsey.co.uk or to the editorial address at least eight weeks in advance. Unfortunately we have space only for shows with significant military-vehicle content.

MILITARY-VEHICLE EVENTS

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WOODVALE TRANSPORT FESTIVAL
Date: Sat/Sun 21-22 June 2014
Location: RAF Woodvale, Formby, Merseyside, L37 7AD
Contact: Ryan Formby, 01704 573240; oc.611@aircadets.org

UPOTTERY D-DAY+70
Date: Sat/Sun 21-22 June 2014
Location: Cherry Hayes Farm, Smeatharp, Honiton, Devon
Contact: David Bunney, 01404 890174; www.southwestairfields.com

WARTIME IN THE VALE
Date: Sat/Sun 21-22 June 2014
Location: Ashdown Farm, Badsey, Nr. Evesham, Worcestershire, WR11 7EL
Contact: Paul Valiaidis, 0779 159 1528; www.ashdowncamp.webs.com

CHESHIRE WARTIME WEEKEND
Date: Sun 22 June 2014
Location: Chester Lakes, 2 miles from Chester city centre
Contact: Luke Riley, 0779 5057209; www.nwmill.co.uk

TARASCON LIBERATION COMMEMORATIONS

Date: Thu/Mon 26-30 June 2014
Location: Tarascon, France
Contact: www.sud-vehicules-libres.com

TANKFEST

Date: Sat/Sun 28-29 June 2014
Location: The Tank Museum, Bovington, Dorset
Contact: 01929 462359; www.tankmuseum.org

July YORKSHIRE WARTIME EXPERIENCE

Date: Fri/Sun 4-6 Jul 2014
Location: Cockleshaw Beck Farm, Hunsworth Lane, Hunsworth, West Yorks BD4 6RN
Contact: Stuart Wright, 07748 604461; www.ywe-event.info

THE DIG FOR VICTORY SHOW

Date: Sat/Sun 5-6 Jul 2014
Location: North Somerset Showground, Bathing Pond Fields, Wraxall, BS48 1NE
Contact: James Shopland, 07968 274480; www.digforvictoryshow.com

THORESBY – D-DAY+70

Date: Sat/Sun 5-6 Jul 2014
Location: Thoresby Hall, nr Ollerton, N Notts
Contact: Simon King, 07802 439324; simon_king@talktalk.net

COLCHESTER MILITARY TOURNAMENT

Date: Sat/Sun 5-6 Jul 2014
Location: Abbey Field, South Circular Road, Colchester, CO2 7NZ
Contact: Lindsay Smith, 01787 460236, lindsay46@bopenworld.com; www.colchestermilitarytournament.co.uk

CAPEL MILITARY VEHICLE SHOW

Date: Sat/Sun 5-6 Jul 2014
Location: Aldhurst Farm, Temple Lane, Capel, Surrey RH5 5HJ
Contact: garry@g_j_anstee.demon.co.uk, adenbjohn@virginmedia.com

THE WAR AND PEACE REVIVAL

Date: Wed/Sun 16-20 Jul 2014
Location: Folkestone Racecourse, Stone St, Westenhanger, nr Hythe, Kent CT21 4HX
Contact: 01304 813945, 01304 813337; www.thewarandpeacerevival.co.uk

WOODHALL SPA FORTIES FESTIVAL

Date: Sat/Sun 19-20 Jul 2014
Location: Jubilee Park, Stixwold Rd, Woodhall Spa, Lincs, LN10 6QH
Contact: Stuart Holmes, 01526 353215; www.woodhall-spa-40s-festival.com

ACKWORTH STEAM RALLY

Date: Sat/Sun 19-20 Jul 2014
Location: Ackworth Water Tower, A628 Ackworth Rd, nr Pontefract, W Yorks
Contact: 07816 018291, 01977 617327

August

THE YESTERYEAR FESTIVAL

Date: Sat/Sun 2-3 Aug 2014
Location: Collop Gate Farm, Manchester Road, Heywood, OL10 2PX
Contact: Alison McGuigan, 07850 850214; alisonmcguigan@hotmail.co.uk

MILITARY & FLYING MACHINES

Date: Sat/Sun 2-3 August 2014
Location: Damyns Hall Aerodrome, Avely Road, Upminster, Essex RM14 2TN
Contact: Barry Smith, 07934 402764; www.militaryandflyingmachines.org.uk

YANKS ARE BACK IN SADDLEWORTH

Date: Fri/Sun 8-10 August 2014
Location: Saddleworth, School Uppermill, OL3 6BU
Contact: Paul (Dogtags), 07790 052501; www.vw2events.co.uk

NORFOLK TANK MUSEUM MV WEEKEND

Date: Sat/Sun 16-17 Aug 2014
Location: Norfolk Tank Museum, Station Road, Fornsett St Peter, Norwich, Norfolk, NR16 1HZ
Contact: Stephen Machaye, 01508 532650, info@norfolktankmuseum.co.uk; www.norfolktankmuseum.co.uk

COMBINED OPS – IMPS MILITARY & AIR SHOW

Date: Sat/Sun 16-17 Aug 2014
Location: Headcorn Aerodrome, near Maidstone, Kent
Contact: Malcolm Dunlop, 01303 267271, 07780 993018; www.combinedops.co.uk

WINGS & WHEELS

Date: Sat/Sun 23-24 Aug 2014
Location: Dunkeswell Airfield Dunkeswell Nr Honiton, Devon
Contact: Dave Bunney, 01404 890174

TANKS, TRUCKS AND FIREPOWER

Date: Sat/Mon 23-25 Aug 2014
Location: A426 Dunchurch, nr Rugby CV22 6NR
Contact: 07803 080028 or 07885 115341; www.tankstrucksandfirepower.co.uk

CORNWALL AREA MVT MOUNT EDGCUMBE AT WAR

Date: Sat/Mon 23-25 August 2014
Location: Mount Edgcombe Estate, Cornwall
Contact: Gwen Jenkins, 01872 561653; www.cornwallmvt.co.uk

NEMVC's 41st ANNUAL DLI SHOW

Date: Sat/Mon 23-25 August 2014
Location: Durham Light Infantry Museum, Durham
Contact: Steve Driver, 07760 227504; www.nemvc.org.uk

RAUCEBY WAR WEEKEND

Date: Sat/Mon 23-25 Aug 2014
Location: South Rauceby, nr Sleaford, Lincs NG34 8PT
Contact: William Elkington, 01529 488354 or 07713074418; www.raucebywarweekend.co.uk

MILITARY ODYSSEY

Date: Sat/Mon 23-25 Aug 2014
Location: Kent Showground, Detling, Maidstone
Contact: James Aslett, 07595 511981; www.military-odyssey.com

ECHOES OF THE PAST VINTAGE WEEKEND

Date: Sat/Sun 30-31 Aug 2014
Location: Rougham Control Tower Museum, Rougham Industrial Estate, Bury St Edmunds, Suffolk, IP30 9XA
Contact: Shirley, 07976 670679, roughamcontroltowermuseum@gmail.com; www.rougham.org

September

TANKS IN TOWN

Date: Fri/Sun 5-7 Sep 2014
Location: Mons, Belgium
Contact: www.tanksintown.be

THE VICTORY SHOW

Date: Fri/Sun 5-7 Sep 2014
Location: Foxlands Farm, Cosby, Leicestershire, LE9 1SG
Contact: 07711 430472; www.thevictoryshow.co.uk

October

WARTIME WEEKEND AT PICKERING

Date: Fri/Sun 10-12 Oct 2014
Location: Pickering, N Yorks
Contact: www.nymr.co.uk, www.jeeppworld.co.uk/pickeringwartimeweekend.htm, www.pickering-warweekend.co.uk

November

NORTHERN MILITARY EXPO & 4x4 SHOW

Date: Sun 2 November 2014
Location: Newark County Showground, Notts
Contact: Mark Askew, 01302 739000; www.northernmilitaryexpo.co.uk

BROOKLANDS MILITARY VEHICLE DAY

Date: Sun 16 Nov 2014
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

July

CHATHAM FAIR

Date: Sun 6 Jul 2014
Location: Historic Dockyard, Chatham, Kent, ME4 4TZ
Contact: www.chathammilitariafairs.co.uk

August

CHATHAM FAIR

Date: Sun 10 Aug 2014
Location: Historic Dockyard, Chatham, Kent, ME4 4TZ
Contact: www.chathammilitariafairs.co.uk

DALLAS DIG OUT

Date: Sun 10 August 2014
Location: Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT
Contact: Liz, 01635 201124

September

CHATHAM FAIR

Date: Sun 14 Sep 2014
Location: Historic Dockyard, Chatham, Kent, ME4 4TZ
Contact: www.chathammilitariafairs.co.uk

CHELMSFORD MILITARIA FAIR

Date: Sun 21 Sep 2014
Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex, CM2 9RX
Contact: www.chelmsfordmilitaria.com

October

CHATHAM FAIR

Date: Sun 12 Oct 2014
Location: Historic Dockyard, Chatham, Kent, ME4 4TZ
Contact: www.chathammilitariafairs.co.uk

CHELMSFORD MILITARIA FAIR

Date: Sun 19 Oct 2014
Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex, CM2 9RX
Contact: www.chelmsfordmilitaria.com

November

NORTHERN MILITARY EXPO

Date: Sun 2 Nov 2014
Location: Newark County Showground, NG24 2NY
Contact: Jeep Promotions Ltd, 01302 739000; www.northernmilitaryexpo.co.uk

CHATHAM FAIR

Date: Sun 9 Nov 2014
Location: Historic Dockyard, Chatham, Kent, ME4 4TZ
Contact: www.chathammilitariafairs.co.uk

MALVERN MILITARIA FAIR

Date: Sun 16 Nov 2014
Location: Three Counties Showground, Wye Hall (Brown Gate), Malvern, Worcs
Contact: Amanda Lycett, 01743 762266; amanda@jeepparts.co.uk

December

CHELMSFORD MILITARIA FAIR

Date: Sun 7 Dec 2014
Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex, CM2 9RX
Contact: www.chelmsfordmilitaria.com

CHATHAM FAIR

Date: Sun 14 Dec 2014
Location: Historic Dockyard, Chatham, Kent, ME4 4TZ
Contact: www.chathammilitariafairs.co.uk



Dallas Dig Out near Newbury on 10 August, always a good source of hard-to-find military paraphernalia.



Don't miss the Military Odyssey in Detling, Kent – 23-25 August.



Rare Canadian C60 with twin Garwood booms.

Predictably in the run up to Normandy lots of vehicles changed hands, especially softskins, as people prepared to run the gauntlet of restrictions along the Invasion Coast on June 6th. Just when you thought it was getting bad enough with the absurd levels of security, the unpopular Mr Putin announced he was coming. It would be interesting to discover from our readers if his henchmen tried to wield the same level of menace as the American security guards.

We have seen a good selection of British and Commonwealth softskins up for sale, including a truly delightful 1941 Bedford QLR Command Post at £14,000 and a ready to rally Chevrolet C 60S Breakdown at £12,500. Wartime motorcycles have been selling well too, with nice examples of British, American and Axis vehicles attracting attention.

The Normandy Tank Museum near Carentan is taking delivery of a very nice and operational M36 Jackson Tank Destroyer and as well as being the first (and only) venue in France offering tank rides which they do currently in an FV432, they will be uniquely placed to offer rides in a real



£2,000 Hotchkiss – when was that then? May 2014!

WW2 tank – the open top turret making it far easier than a Sherman.

Jeeps have been selling quickly, especially in the £10-12,000 price bracket where we have seen a good selection of ready-to-use Jeeps coming onto Milweb then owners telling us within days they are sold. This month wartime models are certainly outnumbering Hotchkisses in the marketplace. But we had our all time low Hotchkiss price at £2,000 – and it really didn't look bad – though its engine was missing and it was needing a full rebuild. For a low level entry into Jeep ownership it has to be a winner.

SPECIAL ATTRACTIONS

But not all the action is WW2 orientated – a Ferret at £6,500 and a project M38A1 at £3,850 look very viable and won't hang around long. The mystique of Special Forces vehicles has a particular appeal to some collectors and we had for the first time a USMC Fast Attack Vehicle replica – this is based around a 1970s Mutt using some genuine FAV parts at £10,500. The same collector advertised his USMC Land Rover Defender 110 Ranger Special Operations Vehicle (RSOV) at £11,500. With the Marine's enthusiasm



Mutt with a raised profile – USMC Fast Attack Vehicle.



Take command with this fully restored Bedford QLR.

for the Humvee, this comes with the 50 cal ring mount from a Humvee rigidly mounted in its specially built roll over frame. Both will turn heads at this summer's shows for certain.

We have seen a good, broad range of more conventional Land Rovers this month to suit all budgets including a nice Lightweight at £2,400, a 127 Rapier ambulance at £5,500 and a Forward Control radio body 101 at £10,000 – all priced to sell.

Witham's held a special tender sale for what is in effect the last of the MoD Bedford spares and equipment – its Paul Southerington telling us that prices realised were much higher than ever anticipated and buyers from around the world were attracted. After all, you can arrive in any Third World country and find a Dakota and a Bedford – even if the latter has lost out in recent years to MAN trucks which are now the mainstay of many countries' transport industries.

GERMAN HIGH COMMAND

With the launch of Combat Dealers on TV we were treated to an audience with its star Bruce Crompton on BBC's the One Show with several of his vehicles up at the studio including his German Hetzer which he quite casually mentioned was "worth £500 grand..." This reflects the continuing high value of genuine WW2 German vehicles. In between Normandy and War and Peace sits the Jacques Littlefield auction and it will be very interesting to see how the market values the German vehicles included in that sale – such as the Panzerkampfwagen IV Ausf. H (Sd.Kfz. 161/2) which has a guide price of US \$2.4-2.6m which rules out all but the high net worth collectors. It really wasn't all that long ago that nobody wanted German armour... but when it's gone – it's really gone.



The US Marines don't just use Humvees...

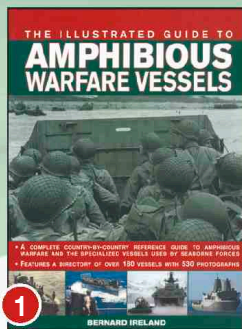
VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES: LOW	HIGH	AVERAGE	TREND
SOFT-SKIN VEHICLES								
AM General HMMVV	USA	1984	6200cc; V8; diesel	(on-going)	£32,500	£32,500	£32,500	–
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£4500	£5300	£4966	–
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£4999	£5250	£5124	▲
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£2000	£4000	£3165	▼
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£6500	£9995	£8605	▲
Dodge WC54	USA	1942	3770cc; 6; petrol	26,000	£6300	£11,650	£9300	▲
Dodge WC56, WC57, WC58	USA	1942	3770cc; 6; petrol	37,000	£9500	£19,500	£14,500	▼
Dodge WC62, WC63	USA	1942	3770cc; 6; petrol	43,000	£7085	£7035	£7035	–
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£4350	£12,000	£7300	▼
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£2000	£10,500	£8050	▼
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£6500	£10,500	£8260	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£3895	£7995	£5811	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£6950	£17,750	£11,575	▼
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£1850	£5500	£3622	▼
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£10,000	£10,000	£10,000	▲
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£2400	£3500	£2966	▼
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£4450	£16,500	£8658	–
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3500	£5500	£4665	–
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£600	£5900	£3270	–
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£7850	£10,000	£8600	–
WHEELED ARMoured VEHICLES								
Alvis Saracen, FV603 (etc)	UK	1952	5660cc; 8; petrol	1850	£3000	£9750	£7165	–
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£5000	£11,500	£7650	▼
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£4095	£19,000	£15,238	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£5000	£12,500	£8663	▲
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£16,500	£16,500	£16,500	–
AMPHIBIOUS VEHICLES								
Alvis Stalwart, FV620 (etc)	UK	1959	6522cc; 8; petrol	1575	£8950	£8950	£8950	–
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£10,450	£15,500	£12,300	▲
TRAILERS								
¼-ton (for WW2 Jeep)	–	–	–	–	£700	£1250	£881	▼
¾-ton British (for Land Rover)	–	–	–	–	£225	£450	£329	▲

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

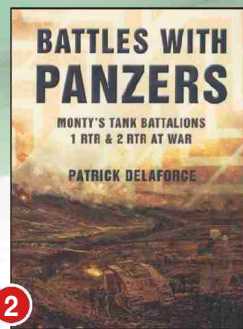
** Includes civilian production.

Note

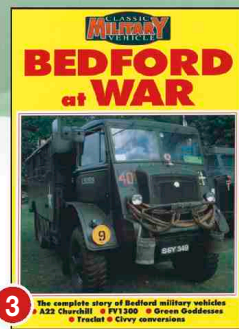
This guide is not intended to be comprehensive – at present it covers only the most popular collectors' vehicles. Similarly, the figures given are not valuations and do not necessarily reflect condition – they have been derived from the asking prices for vehicles recently advertised in Classic Military 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.



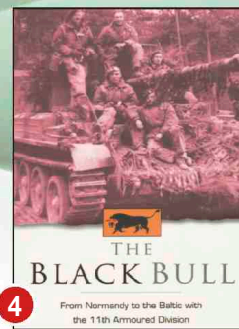
1 £13.49 RRP £17.99



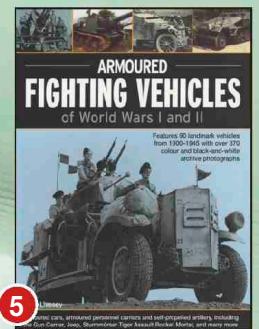
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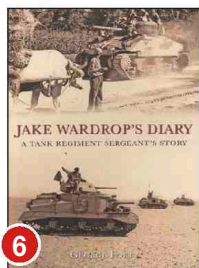
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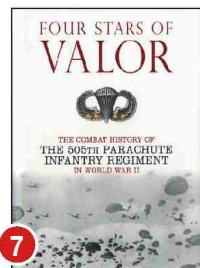
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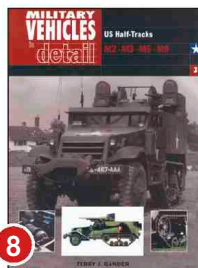
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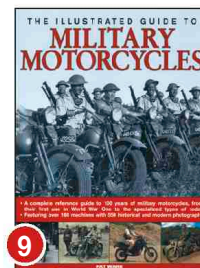
6 £13.49 RRP £17.99



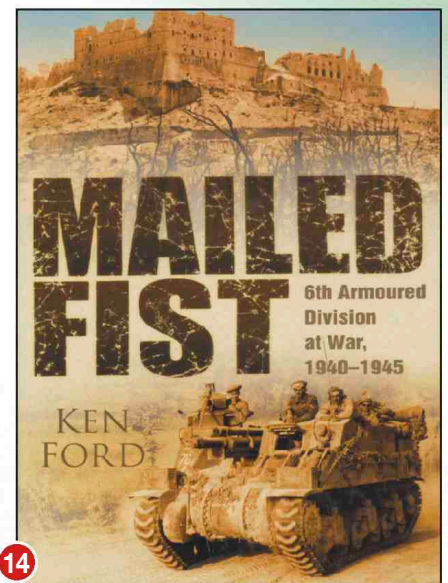
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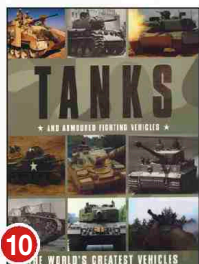
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9 £7.87 RRP £10.50



14 £14.99 RRP £19.99



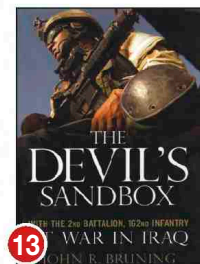
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1943 WILLYS MB JEEP

£POA. Recent new tub and complete re-paint. New bargrips. 07970 494258. matthew.thorne786@btinternet.com (SK)

1957 HOTCHKISS M201

£POA. Full engine, gear box and transfer box rebuild. New clutch, petrol tank & sump. New tyres. Summer canvas, axe & shovel - generally in decent condition (1 small rust area needs attention). A good Jeep only selling as now have 2 and no space. Located Petts Wood, Kent nr Jc 4 M25. £10,500. 07917 803727. russell.gilling@pncbusinesscredit.co.uk (SK)

1961 M201 HOTCHKISS JEEP

£POA. A runner-up in the 'War and Peace' show jeep category a few years ago 'Yankee Doodle' is in very good mechanical condition and has an MOT for the next few months. 01883 713663. rogermetcalf@hotmail.com (SK)

1986 LAND ROVER 90

£POA. Soft top. 2.5L diesel. MOT until March 2015. Taxed until February 2015. Sound chassis. 158,200km. Gearbox problem. £4250. 0117 985 0093. george.crowe@sky.com (SK)

AUSTIN CHAMP

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£POA. Unregistered in UK. Fitted with Perkins 4108 diesel, seized and parts missing. Good Peugeot Diesel engine & gearbox included in sale, tin work in reasonable condition, would make good replica war time jeep at fraction of cost of original. £2000. 07958 612414. markh.mhs@btinternet.com (SK)

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FORD M151A1 MUTT 1967

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JEEP FORD GPW

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JEEP TOYLANDER

£POA. This has a steel chasis instead a wooden mdf frame, making it more hardwearing. It has a variable speed accelerator and reverse with automatic braking. With speed control mounted on the dashboard. It works off a 24-volt motor and uses 2 x 12-volt mobility scooter batteries for power, these are stored under the seats and comes with a 24-volt battery charger. All the tyres are good and hold air, this can reach speeds of upto 4mph. Dimensions: 30" wide, 36" tall, 65" long. £475. 07788 133178. howlett.shop@virgin.net (SK)

JUST ARRIVED, MAY 2ND 2014, 10 JEEPS FOR RESTORATION PROJECTS

£4,800. Willys MB and Ford GPW from 1943 to 1944 stock changing all the time so please call or check out our website. www.jeepfinder.co.uk. 07876 680355. sales@jeepfinder.co.uk (SK)

LAND ROVER 101 FORWARD CONTROL

£POA. Great condition, no rust as ex NATO out of Cyprus. 12 months MoT, not Taxed though. 3.5 litre V8, runs well. Has bus seats in ambulance body. 07970 981594. tomspl@aol.com (SK)

LAND ROVER 101 RADIO BODY

£10,000 ono. Complete with trailer and internal radio equipment. 0238 032 4551 or 07837 789319. renault5tdi@gmail.com (SK)

LAND ROVER 109 SERIES 3

£3,250 ono. Fully serviced - All oils changed New battery & seats. Heavy duty suspension. Good chassis no Rot. Forward Control rims. Oversize tyres. Make ideal camper for shows. 0151 336 5287. vichillm35a2@gmail.com (SK)

LAND ROVER 101 AMBULANCE

1978, £5,600. Compressor, air receiver present, also compartment heater. Bar grip tyres good, many new mechanical parts. Needs a paint. Cams. 07538 621771 (BM)

LAND ROVER 110

1987, £3,500 no offers. Reconditioned 2.5 diesel. Michelin XZL's on Wolf rims, excellent chassis and bulkhead. MoT March 2015. All paperwork to register present. Some FFR fittings. Will register and tax for additional £500. Delivery available. 0191 3772902 or 07721 010633. john@suzukijohn.plus.com (SK)

LAND ROVER 90

£POA. This Fitted For Radio Land Rover is in excellent condition with its original 2.5 N/A engine. 103,305 km on clock, 12months MoT, 6 months road Tax. Only one owner since military service. d.m.sansom@btinternet.com (SK)

LAND ROVER 90 SOFT TOP

£5,000. FFR piggy back, genuine low miles 41000 kms. FSH, full MoT, waxoiled, pick and spade, radio equipment, bikini hood, excellent condition. 07533 091437. davidadams1961@hotmail.com (SK)

LAND ROVER DEFENDER 110 RANGER SPECIAL OPERATIONS VEHICLE

£POA. Ex Military left hand drive V8 110 used for platform with roll cage and genuine Humvee ring mount as on original. 07961 314856. mathayles@btinternet.com (SK)

LAND ROVER DEFENDER 90 MOD FFR

1986, 95,000 miles, £POA. NATO green, 2.5 non turbo manual, C reg with large MOD history, New MoT and service being carried out, Taxed, Very original and sound condition, Full of character with gun racks and MOD bits fitted, Very good drive and condition, Part exchange possible. 07967 245172. kalliszewski68@hotmail.co.uk (SK)

LAND ROVER LIGHTWEIGHT SERIES 3

1980, £2,400. 12 volt, some military history known. Used often for various military events. MoT jan 2015 Taxed Feb 2015. good canvas. Recent work done on brakes, exhaust & ignition. 07543 107950. Martin401@btinternet.com Martin401@btinternet.com (SK)

LAND ROVER SERIES 3 MILITARY AIR PORTABLE

£POA. Long MOT till Dec 22nd 2014, no Tax, its on a Q Plate, date of Reg is 1985. Fitted with Twin SU Carb modification. 3000cc Earlier petrol engine fitted. Restored with a brand new 12volt wiring Loom, new lights, new khaki canvas cover, new brakes & metal pipes all round including rubber hoses, fully painted & undersealed, chunky tyres fitted. Brush painted. Too many new parts to mention, thousands spent, dry stored in garage, starts & runs drive away. £3000. 07804 465920. mmilner123@tiscali.co.uk (SK)

LAND ROVER WOLF 110

£POA. Full ground up rebuild, fortune spent. Sell or trade for Fox, Sabre or Stalwart. 07752 746256. jheyworth@hotmail.co.uk (SK)

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LANDROVER 127 4X4 AMBULANCE

1988, £POA. Smooth 3.5 V8 Engine with 5 Speed Manual Gear Box. The engine has the 3.9 V8 Manifolds fitted. 01562 911021. steve.langer@surplusandoutdoors.com (SK)

LIGHTWEIGHT 1974

£POA. Registered 1981. Rebuilt gearbox, recent new carb, coil, cap, points, plugs. New canvas, new brake shoes and cylinders. Defender seats with new covers. New door tops and bottoms. New spring eye bushes. Full internal roll cage, fitted to chassis. New MoT. Great vehicle, runs and drives lovely. £3500 ono. 07768 007341. roly@supanet.com (SK)

M151 A2 AM GENERAL MUTT

£POA. USMC Fast Attack Vehicle replica. Full restoration last year with many hard to find genuine military FAV parts. 07961 314856. mathayles@btinternet.com (SK)

M151A1 PROJECT

£6,800. Running condition. New exhaust system. New manifold. Fully serviced carb (plus new carb). New M/cylinder. Usual rust but all panels to complete restoration (at cost of £2,600). 07889 061410. tomaslanian@o2.co.uk (SK)

M38A1

1953, £7,350. Fully restored excellent condition, drives well, winter canvas. 07899 895127 (BM)

RARE AND VERY ORIGINAL FORD GPW AND BANTAM TRAILER

1942, £POA. This is a very Rare jeep in as much as it has a genuine history. It was owned by a WW2 veteran who purchased the jeep straight from the Navy in late 1945 with the trailer. 07812 787931. dean@dhtuning.co.uk (SK)

SERIES III 6WD LHD



1983, £6,000. Conversion No19 Safir engineering. 2 berth versatile demountable camper. Reg new 1987. Used solely by single owner/driver since new for leisurely overseas touring. Full MoT/Reg. V8 petrol. Devon. 01398 351370 (BM)

SUPERB NEW RANGE OF JEEP PANELS AT DALLAS AUTOS

£POA. The items are UK manufactured to the highest standards. They have been reverse engineered from original samples, they quite simply set new standards for quality and workmanship. 01635 201124. admin@dallasautoparts.com (SK)

TWINS FOR SALE

£8,500 each. A matching pair of Willys MBs both built on 5 April 1945 and only 137 chassis numbers apart. These are both extremely solid jeeps for restoration which run and drive with correct engines, transmissions etc. Many more MB and GPW jeeps to suit all budgets in stock now. Please phone for a complete list. 01530 230023. amdfourwheeldrive@hotmail.co.uk (SK)

WILLYS CJ3A JEEP

£7,950 ovno. 2.2 litre Go Devil engine with an unleaded conversion. New 12 volt electrics 3 speed + overdrive gearbox. New wheels and 700x16 tyres. Much work done in the last 18 months. Bodywork could do with some tic but is solid as is the chassis. Located in Devon for more details telephone after 6pm please. 01271 324095. profwilliams@fsmail.net (SK)

WILLYS JEEP

£POA. Restored as Long Range Desert Group, excellent working order. +393 292 163110. gaia@fastmail.it (SK)

WILLYS JEEP MD M38A1 DUTCH ARMY

1950's, £POA. Starts and runs well. Registered in the UK November 1996. 07970 697257. bos.solutions@btinternet.com (SK)

WILLYS MB

1942, £POA. Just arrived from US. Completely restored by the previous owner (retired aircraft engineer), all mechanicals overhauled, new brakes/tyres etc etc. 07717 508388. tim@timhoggard.plus.com (SK)

WILLYS MB 6 VOLT

1943, £16,500. Original body and chassis with matching numbers. Comes with canvas top and British 'Humber' pattern doors and side-screens. Very good condition but not getting the use it deserves due to knee problem and to make room for staff car. Serious offers welcome. 01248 671964. montysdouble@gmail.com (SK)

WILLYS SLAT GRILL

1942, £POA. Full restoration. Open to sensible offers ring for full details. 0208 660 3907. Mickanddi@live.co.uk (SK)

SOFTSKIN VEHICLES

1941 PACKARD HENNEY AMBULANCE

£POA. One of only 300 hundred made for the US Army. 99% complete, original o/d paint and data plates under post war white, no rust absolutely solid, very rare only one other in Europe (navy). £7,450 or have a trade, Maidstone Kent area. 07956 543421 or 01689 812998. melvin.g@ntlworld.com (SK)

1944 DODGE M52 WEAPONS CARRIER

£POA. 1943-44 Fordson 7V and British Trailer. 07743 897005. gareth@pulselight.co.uk (SK)

1969 M715 KAISER JEEP

£POA. Straight 6 Perkins Diesel. New brake master cylinder, brake lines, wheel cylinders, shock absorbers, cab canvas, seat covers, batteries and repainted last winter. Rust-free. New tyres and troop seat brackets included. Electric requires attention. Featured in CMV last Autumn. South East Kent. £6500, space needed. 07817 545171. lightweight1@sky.com (SK)

AEC MILITANT MK 3 RECOVERY 1970 6X6

£8,950. Recently acquired as part exchange deal and recently advertised for £10,00 see original ad on 11th April on this website. 01162 792245. dave@crouchrecovery.co.uk (SK)

AM GENERAL M931A2

£POA. Tractor truck with Cummins turbo engine. Very good condition and ready to drive. Truck comes with release and Ub document. Special price. 0031 654990137. r.pleunis@tele2.nl (SK)

AUSTIN K9

1952, £4,995. Civilianised K9, Very clean, regularly driven, good chunky tyres, wooden back body built to high standard, ex show truck. Leicestershire. 07854 162261 (BM)

BEDFORD OYD

1943, £POA. In perfect working order, totally original. Five brand new tyres, with various spares. Mechanically sound. The back has been converted into a living area with a false load exterior panel. 07545 502631 or 01768 371802. kathy.beckwith@ksgs.cumbria.sch.uk (SK)

BEDFORD QLR - COMMAND POST 1941

£POA. This vehicle has had extensive work done over the last 12 months, including new windscreen frames and rubbers, new carb, lift pump, plus more. 07721 881251. tom@cummingsfencing.com (SK)

CHEVROLET C 60S BREAKDOWN

1943, £POA. Canadian Chevy with GarWood Crane in full working order. Cab nr.13 in restored condition. 0031-(0)345 501800. info@bramvanbuuren-jeeps.nl (SK)

CHEVROLET EARTH AUGER K-44

1944, £10,000. Signal Corps truck, drilling holes for telephone poles. Very good project. 0046 705 384888. prokpg@hotmail.com (SK)

CHEVROLET G506 4X4

1943, £POA. Runs great, no rust. This is a very clean Chevy truck. Just registered and gone through. +31 641 845859. info@airbomergarage.com (SK)

CHEVROLET M1008 CUCV

1986, 42,652 miles, £POA. 6.2 litre V8 diesel with 3-speed auto and selectable 4x4, free wheel hubs, power steering. 07835 431251. markstanford63@gmail.com (SK)

CMP PARTS AND VEHICLES

£POA. Chevrolet C8 and C15 plus spare parts for CMP vehicles from the specialist. 06-537 87132. cmp@lwdparts.com (SK)

CMP'S AND PARTS

£POA. Chevrolet C8 and C15 plus spare parts for CMP vehicles from the specialist. 06-537 87132. cmp@lwdparts.com (SK)

DAF 328



1955, £4,500 ono. 6x4, MoT and Tax exempt, road legal, nice looking vehicle. Midlothian. 01875 825542 (BM)

DIAMOND T 981

£POA. Volvo Diesel engine. With Belgian registration papers. Price £12500. 0595 412457. redballxpress@home.nl (SK)

DODGE M37

1951, £POA. Winch. Searchlight, heater wind up windows very comfy. Vice/benches in rear (workshop variant). 01904 400378. denismatthewman@hotmail.co.uk (SK)

DODGE WC 54 AMBULANCE

1942, £11,650 ovno. Very nice condition, correct inside and correct markings for year. Excellent mechanically and no rust. Much cheaper than equivalent Jeep and a lot more comfortable. 07790 685917. neillyyoung970@btinternet.com (SK)

DODGE WC54 AMBULANCE 1942

£11,250. A very original and totally rust free. Interior all as war time spec - stretchers, seats etc. Drop tow bar, all usual extras. Better than a Jeep - You can sleep in it. New battery, ready to rally - Normandy, War & Peace, Headcorn etc. A very reliable and easy to drive for ladies. 07831 117858. hannah@surveydesignservices.co.uk (SK)

DODGE WC56 COMMAND CAR

£19,500. In very nice unrestored condition. One of the best if I have ever seen. Very original in all details, no rust. ziro750@hotmail.com (SK)

DODGE WC57 COMMAND CAR

1943, £POA. Very good & original condition. Ready for rally, including radio, top & doors pionner rack& Tools siren. Ship anywhere. 0032 475 774768. a.witmeur@skynet.be (SK)

DODGE WC63

1944, £POA. For restoration, engine is turning, wood need to be replaced. French documents. 0031 654990137. r.pleunis@tele2.nl (SK)

EAGER BEAVER FORKLIFT

£POA. This one is very rare, possibly unique, as I believe it was made by ROF to try and secure the contract for the next generation of military forklifts. 07966 409960. gordy@wearybones.wanadoo.co.uk (SK)

EWK M2D AMPHIBIOUS BRIDGING AND FERRY UNIT

£POA. Ex British Amphibious Engineers. Twin 12.5 litre diesels on the button. 07721 412690 or 01942 718987. butchamphib@hotmail.co.uk (SK)

EX-MOD RANGE ROVER CARMICHAEL TACR2A CRASH RESCUE FIRE TRUCK

£POA. First Registered 1 July 2003, 3.5 litre petrol, 4x6 wheel layout. Manufactured 1985 and into service 12 December 1985. From 27 January 1987 it served at RAF Cottesmore and supported the Tri-National Training Programme there until de-mobbed on 18 May 2000. £6,499 ovno. Dry stored in Hawkhurst, Devon. 07711 553135. ianclangley@lineone.net (SK)

FIAT SPA PAVESI P4, ARTILLERY TRACTOR

£POA. WW2 Italian army, very rare piece of Italian technology. Needs complete restoration. +39 340 1845687. vestigiabelli@gmail.com (SK)

FINNISH KRAZ TMM 3 BRIDGE LAYER

£POA. Complete and with 2 bridges, 3 Support too. I sell the bridges also einzelt with the props. It's all in good condition. steffengracyk@yahoo.de (SK)

FODEN 8X6 HMLC

£12,500 + Vat. Just arrived as part exchange deal. Chassis Cab exceptional condition inside and out with very good tyres on (see picture) this truck is registered as private HGV. Hook loader equipment not on truck at this time but can be added if required within the price. Delivery can be arranged. 0116 279 2245. dave@crouchrecovery.co.uk (SK)

GAMA GOAT

£POA. Six-wheel-drive semi-amphibious off-road vehicle originally developed for use by the US Military in the Vietnam War. Articulated chassis, so that from distance it appears to be a four-wheel drive vehicle pulling a two-wheel trailer, but it is a single six-wheel vehicle with a four-wheel steering arrangement with the front and rear wheels turning in opposite directions. It was famous for its ability to travel over exceptionally rough and muddy terrain: Germany Paper -Deutschr Brief Oldtimer. Needs some TLC 7800 Euros. 0049 234 62344244. spiro.spero@gmx.de (SK)

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GMC 1945

EPOA. Open cab. Exc cond. From Norwegian Reserve. Just had new 6 volt battery, mechanically sound. All tyres 80%. Brakes brilliant, would benefit from respray but haven't done this as the vehicle can be checked that there is no filler any where. Located in Kent. £6950 ovno. 01233 720443. jemmettfarm@gmail.com (SK)

GMC 352 OPEN CAB SHORT WHEELBASE

1942, EPOA. Completely restored, new engine. Ex Norwegian Army. 01539 561293. judithhodgson44@gmail.com (SK)

GMC 353 AIR PORTABLE

EPOA. Owned for 7 years, no problems always got to shows. Double page spread in CMV taken at Duxford 2011. Lots of extras included, ready to go to shows £10,000 ono. All kitted out double bed, kitchen etc. 07572 943290. gaynorandmick@live.co.uk (SK)

GMC COMPRESSOR TRUCK 1942

EPOA. VGC complete and with all air tools. £8,500 or £7,000 without gun ring. 01258 472288 or 07977 936109. info@sturminsterstorage.co.uk (SK)

GMC DUKW

EPOA. With 6 Cylinder Perkins diesel engine. All accessories. More pics and details on request. 0031 (0) 653298033. info@slieker.nl (SK)

GREAT EXAMPLE OF A BEDFORD MJ 4X4 LORRY

EPOA. Great condition. It has been used for carrying around beaters on a commercial pheasant shoot. It will carry two in the cab including driver and around 20 people in the back with original army out facing bench seating. It includes steps and hand rail at the rear to enable people to board safely. It has been derated so a holder of a C1 driving license can drive with no additional driving test. Engine is sound as a pound 6 cylinder diesel. MoT'd till October this year, Tax till end of this month. V5 documents all in order. 07970 981594. tomspils@aol.com (SK)

HORCH 853A SPORTSCABRIOLET

EPOA. Perfect condition, delivered 08/1938 to the Reichskanzlei in Berlin, driven by a German General, after 08 May 1945 driven by a Russian General and brought to Russia, in 1996 brought back to Germany and complete restored. Frame, body interior and exterior original, the engine is a Russian. Drives perfect, German papers, (KFZ-Brief) Road registered. Located near Stuttgart/Germany. 0049 151 24123911. madmike3@web.de (SK)

HUMMER H1 MILITARY VERSION

EPOA. Very low original mileage, year of manufacture 1986 and 1989, choice of 2 Humvees, both very nice condition, modernized over the years by the military, new model exterior mirrors, improved seats and seat belt assembly, front head protection, 37 inch new model Wrangler military tyres, and many more, 6,2 litre Diesel engine, 2 new batteries, all fluids new, direct from the military agency, with proper paperwork for registration. Please specify full address and landline telephone numbers. 0033 665 234647. scout@gmx.fr (SK)

LANDING CRAFT LCVP

EPOA. V8 Baudouin motor (possibility Grey Marine n.o.s). Needs restoration. Trailer available, good project for museum or private collection. Exchange WW2 vehicle or offers. 0033(0)650 427801. brunogantois@aol.com (SK)

LWB GMC CCKW 353

EPOA. With winch, gun ring and early spec deac '50cal mounted, with 4 ammo boxes and approx. 50 deac rounds. Banjo axles. Top end engine rebuild this year including new water pump, slave cylinder, hydro vac, back brakes. New front tyres, new seat canvas. 500' winch cable. Comes with WW2 camo net, pioneer tools, jack, wheel brace, solid tow bar, workshop manual. . Also spare engine, 3 dynamo's, relay box, carb, water pump by separate negotiation. £12,000. 07836 374002. r.ayckboume@btinternet.com (SK)

M1A1 WARD LA FRANCE 10 TON WRECKER

EPOA. Powerdc by 6 cylinder Continental 22R at 501 Cu. In. vmmv1@aol.com (SK)

MILITARY CHEVROLET BLAZER M1009

£7,200 cash. All original, no camo on it. No rust or damage. You can drive it daily. Dutch registration. 6.2 V8 diesel engine. 83,000 miles on it. 0031 612 462280. tvoshaar@hotmail.com (SK)

NEW GENERATION 1990 TIES SERIES 4X4 MAN TACTICAL TRUCK

EPOA. Only a handful have been released, Turbo charged 6 cylinder Diesel engine, "ZF" automatic transmission, very low mileage and fuel consumption compared with the old series Man from the 1970 ties and 1980 ties, Michelin 14.00 tired, extreme off road performances, this truck drives like your car, just sit inside and have driving fun, super condition, aluminium rear cargo/ troop carrier bed with removable troop seats and canvas, removable drop sides as well. Please specify full address and landline telephone number. 0033 665234647. scout@gmx.fr (SK)

NEW GENERATION 1990S SERIES MAN 6X6 HEAVY TACTICAL TRUCK

EPOA. New generation 1990s series Man 6x6 Heavy Tactical Truck with "Atlas" container system roll on/off open top flatbed container, extremely reliable "ZF" automatic transmission fitted, Rtzler winch installed for recovery operations, front and rear operated, 6 cylinder new generation turbo charged Diesel engine fitted, all axles can be locked for extreme off road capabilities, very low mileage, fuel consumption very low. 14.00 Michelin tires, price on application. 0033 665 234647. scout@gmx.fr (SK)

NICE DODGE WC52 FROM 1942

£7,000. The vehicle is ready to use. +46 730 586563. ola_sjostedt@tella.com (SK)

ORIGINAL HUMVEE MILITARY VERSION

EPOA. Year of manufacture 1980's, low mileage, latest military upgrade standards, wing mirrors, seat belt assembly. 37 inch, Wrangler MT heavy duty 37 inch off road tyres, on request with European road registration as normal car passenger vehicle under 3,5 tons gross weight, different versions available from M998 soft top 4 seater to 2 seater version soft top troop carrier or on request slant back version or Helmet hard top version. Only very serious requests please. 0033 665234647. scout@gmx.fr (SK)

RARE GMC CCKW 353 CLOSED CAB TIPPER TRUCK

EPOA. No rust, dry as a bone. Original interior, gages and wooden steering wheel present. It runs and drives good, brakes are in good order as well. Original Hercules cargo bed. 10950 Euro/ £9150 GBP. +31 641 845859. info@airbornegarage.com (SK)

RENAULT SAVIEM LORRY EX FRENCH ARMY



£2,000 obo. Runs but has some rust patches on panels, door hinges etc nothing serious. Recently used as a beaters wagon with alteration to rear. Lincolnshire. 07834 980309

SUPACAT MK3 ATMP

£11,000 No VAT. 2000cc VW turbo 4 speed auto road registered. 07802 660883. sales@davidwatsonplantsales.co.uk (SK)

SUPACAT MK3 ATMP 2001 IN VGC

EPOA. Reg and taxed as ag vehicle. Alloy hardtop in 2 sections; cab only or whole vehicle, each part with roll down rear windshield. Plus self-loading trailer, all correct and working. 07729 259862. j.burdge@btinternet.com (SK)

UAZ 452T

£3,200 ono. Body work in superb condition (as these vehicle are usual found rotten), Fantastic Tyres all original fittings, seats and upholstery in first class condition new brake cylinders Engine need attention only done 11,000k. East Germany markings and paint scheme. 07808 795531. lewisbevans56@gmail.com (SK)

VW ILTIS JEEP 1.6L DIESEL

1987, £4,750. Rare vehicle, only approx 800 1.6L VW Golf engines ones built. Ex-German army 34mpg, new MoT and comes with original tool kit and snow chains, new batteries, waxoiled. 01780 720998. neilsplant@aol.com (SK)

VW TYPE 82 COMMUNICATION VEHICLE

1943, EPOA. Nicely patina'd, many og details. Og floorpan and body with its marks of being over 70 years old. Everything works and its fully drivable. Just in time for "D-Day 70 years". +31 641 845859. info@airbornegarage.com (SK)

ZIL 131 6X6 SOVIET ARMY TRUCK

EPOA. Currently for sale are available around 10 pcs. All are with equipped in metal container (radio box version) Produced in years: 1970-1983. Mileage: between 3000-10 000km. Vehicles are in perfect condition, fully mobile. Pictures show one of offered vehicle. IIC no required. The price: £2 500 GBP (excluding Vat tax). +48 51 9637545. ewa.stykowskiak@tdm-electronics.com (SK)

MOTORCYCLES & CYCLES

1943 JAMES ML MILITARY LIGHTWEIGHT

EPOA. Very original and good runner. Has v5 registration papers. Lots of pictures on website. See our Web Site for full details. 01323 488148 or 07979 906420. stuartbray.bsa@btopenworld.com (SK)

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1943 ROYAL ENFIELD FLYING FLEA ORIGINAL RESTORED

£POA. All rare parts. good runner and UK V5 registered. See our Web Site for full details. 01323 488148 or 07979 906420. stuartbray.bsa@btopenworld.com (SK)

1970 CJ750 750CC

£POA. 24hp side valve engine, reverse Gearbox. Immaculate, fully restored in 2013, electric and kick start 12volt, many accessories, MG mount, tool boxes, spare. WW2 BMW badges and tags, etc. Comes with trailer. Located in Ireland £3900 ono. 00353 868 241371. djhoward72@live.ie (SK)

350 CAGIVA

£POA. Ex French army, rides perfect, no papers, offers or have a trade. 07956 543421 or 01689 812998. melvin.g@ntlworld.com (SK)

ARMSTRONG MT 500

£1,200 ono. Taxed & mot'd, low mileage new carb, tyres. Ex BAOR bike comes with toolkit, pannier bags and REME manual. Have owned it four years. 07778 966602. irhodes@supanet.com (SK)

BICYCLE

1945, £60. New tyres and inner tubes, brand new very large wicker basket. Bedford. 01234 262601 (BM)

BSA WM20

1944, £6,500 or £5,500. The bike is in Running order fitted with new cylinder, valves and tyres etc. £1,000 has been spent on this bike. Comes with logbook correct numbers. 0031 655 885206. clements.trading@worldonline.nl (SK)

COLLECTION OF BSA PARABIKES

£POA. If you are looking for a genuine WW2 BSA folding airborne bike then I may have what you need. 01323 488148. stuartbray.bsa@btopenworld.com (SK)

EX FRENCH ARMY PEUGEOT SX80 AR



£950 ono. Excellent condition throughout, UK registered but also comes with original French number plate, runs & rides perfectly. 12 months MoT, currently SORN. Bordon. 07780 330776 (BM)

HARLEY DAVIDSON WLA

1942, £12,950. Only 2000km after full overhaul motor, gearbox, brakes, wheels etc. 0031 651 043104. leokelzer@ziggo.nl (SK)

HARLEY DAVIDSON XA 1942

£POA. Restored by RIE-Store in GB. Bike is located in Germany near Hamburg. 29,900 Euro. ziro750@hotmail.com (SK)

HARLEY WLC CMP WITH SIDECAR

1943, £POA. Canadian military spec WLC, all original. Handed over to Dutch government after WW2, since 1953 in civilian hands. Matching # frame and engine. All typical CMP specifications still present. +31 641 845859. info@airbornegarage.com (SK)

KMZ 750 YEAR MODEL

1962, £POA. Remodelled to look like the German BMW R71. 0046(0)703267710. petter@brm2m.com (SK)

MILITARY STYLED MZ ETZ 250 1989

£POA. It has been stripped and rebuilt to a good show standard. It has blue lights, siren and a radio phone. it rides brilliant and has 12 MoT but no Tax. its had a new battery and comes with a nearly full spare tin of paint. 07960 37886. stalin80@hotmail.co.uk (SK)

NORTON 16H 1940 500CC

£POA. Fully restored comes with trailer and some spares. 33 miles since complete engine rebuild. New tyres, fully rebuilt front forks. Excellent bike currently on SORN. £5500 ono. Located in Suffolk Including motorcycle trailer. 07774 654378. combinedheattd@me.com (SK)

NSU KETTENKRAD HK 101

£POA. Perfect condition, produced 1945 in Neckarsulm, original body, engine and gearbox, drives perfect. Restored, no work on it, German papers (KFZ-Brief) road registered. Located near of Stuttgart/Germany. 0049 151 24123911. madmike3@web.de (SK)

PEUGEOT 175 MOTORCYCLE

£2,250. Two stroke twin port, 1953 French Army, lovely sound condition, inc. spare engine barrels pistons etc. French Army Helmet, much documentation, this bike is beautifully engineered and built, real top quality, grease nipples every where, rare, I've never seen one before, in Macclesfield Cheshire. 01625 424757 or 07774 945193. denise.trueman@hotmail.co.uk (SK)

SOVIET M72

£POA. Model 1946, remodelled to original BMW R71 year model 1941. 0046 (0) 703267710. petter@brm2m.com (SK)

TRIUMPH 550CC ND

1933, £4,000. Ex WD 95% complete for restoration. Possible former royal signals display team. Restoration started, all mechanical work finished. Original log book and V5, interesting registration number. Hants. 01252 617682 (BM)

TWO HARLEY DAVIDSON MT350

£POA. Rebuilt with many new parts to much to list will split or sell as pair. £3000. 07970 601650. tonybullion@ntlworld.com (SK)

WELBIKE MK 2 SERIES 1

£POA. Original and unrestored. Lots of pictures and details on our website. 01323 488148 and 07979 906420. stuartbray.bsa@btopenworld.com (SK)

WW2 MOTORCYCLES, BICYCLES AND PARTS FROM STUART BRAY

£POA. WW2 motorcycles, BSA airborne parabike bicycles and NOS rare spares for both motorcycles and parabikes. Will post worldwide at cost. Visit our webpage link to site to find bikes and spares. 01323 488148 and 07979 906420. stuartbray.bsa@btopenworld.com (SK)

WHEELED ARMOUR

1942 VOLVO PANSAR TRUCK VKP 4X4

£POA. 100 of these were built to meet a German invasion, and only about a handful still exist. This one has civil registration (probably the only one that has). Price: 10000 Euros. 0046 705 384888. prokpg@hotmail.com (SK)

ALVIS SALADIN

£POA. Partially restored (around 80% finnished) minus reassembly. You will not find another Saladin in this restored condition. 07798 613222. ubarmour@gmail.com (SK)

FERRER ARMoured CAR

£POA. The machine is basically intact and complete and could be run as is but would benefit from cosmetic improvement. 01722 712621. info@terrafirmatiles.co.uk (SK)

HUMBER PIG

£POA. Released 1992, good engine starts easily, brakes, clutch and tyres OK. Needs drivers seat base, rear top hatch and n/s front floor panel. Includes front armoured hatches and 4 barrel bomb thrower. £3,800 no VAT. 01942 725868. ukbmvt@blueyonder.co.uk (SK)

LAND ROVER ARMoured PIGLET

£POA. Ex logistics support squadron of the Royal Logistics Corp England for storage and finally released from army service and sold at auction. 05-HH-05 was completely restored and ended up in a private museum before returning to Northern Ireland. 07876 653999. kylemurray234@aol.com (SK)

0T64 SKOT

£POA. RM3M and RM2M variants. Inspection and test drive is possible by arrangement. +420 774 565 571. sales@stvgroup.cz (SK)

SALADIN ARMoured CAR

£POA. Shotblasted primed ready to paint, lots of NOS spares brake pipes, cylinders, shocks, etc. Rebuild project. Offers may px. 07800 650522. daveperkstransport@hotmail.com (SK)

TRACKED VEHICLES

1941 UNIVERSAL CARRIER

£POA. Perfect condition. Still in use. Original painting from WW2. Steer and brakes perfectly. Ready to use. Imported in 2008 from Canada. Full documentation. Photos and video available by email. Price 59 000 Euros. +48 505 537 237. rafal.krajewski@br-tzlp.pl (SK)

1944 SHERMAN TANK RESTORATION PROJECT

£POA. Including battle damaged turret, 1 additional Sherman upper hull and many hard to find vital hull components, the tracks are not included in the sale for info, Sherman components, the tank is damaged on the right upper hull side and needs rewelding. Easy restoration project. 0033 665 234647. scout@gmx.fr (SK)

1945 WINDSOR CARRIER

£POA. Original and uncut. Runs, steers and brakes excellent. 001-647-883-1005. SiteSuper42@gmail.com (SK)

ALLIS CHALMERS M4 HIGH SPEED GUN TRACTOR

£POA. Full and methodical, 4 year restoration, full photographic record. Total rebuild of everything. Correct Waukesha engine and all correct running gear. 07815 081888. whitestargrp@aol.com (SK)

BREN CARRIER MK II

£POA. Being restored at the moment will be ready end of April 14The hull has been shot blasted, repaired and painted. 01204 702840. chris@jmatransport.co.uk (SK)

CVRT SPARTAN

£POA. Early release - not one of the recent batch, so in a good state originally. 07966 409960. gordy@wearybones.wanadoo.co.uk (SK)

DAIMLER FERRET

£5,000. Driven regularly on the road (Tax exempt) but could do with a little TLC. I'm retiring abroad so the toys have to go. 07734 169057. ormistonco@gmail.com (SK)

FORD T-16 UNIVERSAL CARRIER

1943, £POA. Full nut and bolt restoration. No expense spared. Starts, stops, runs and drives perfectly. This is one of the best carriers around. 07984 158145. crijen@blueyonder.co.uk (SK)

FV 439

£POA. All in great running order, track and pads very good. Road registered and ready to go. 07798 892435. alistair.afferty@yahoo.co.uk (SK)

HOTCHKISS SPZ 2-22 BEOBACHTUNG PANZER

1960, £POA. Tracks have been re-pinned, adjusters rebuilt. Has genuine SEM radio sets, map table with period correct cold war maps. 0061 (0)4 560 00112. ray14cross@gmail.com (SK)

INTERNATIONAL M3 HALFTRACK

£POA. Tulsa 18 G Winch, og Diamond engine still in place, many og parts and engine is not stuck. +31 641 845859. info@airbornegarage.com (SK)

KRUG 2K11 SA-4 GANEF

£POA. The offered assembly comprises: Launcher 2P24M on GM123 tracked chassis; 2psc. of guided missiles 3M8M3 (demilitarized) Vehicle is in perfect condition, fully mobile. Pictures show offered vehicle. IIC required. The price for Krug and missiles: £28 000 GBP (excluding Vat tax). +48 519 637545. ewa.stykowska@tdm-electronics.com (SK)

KRUG 2K11 SA-4 GANEF

£POA. The offered assembly comprises: launcher 2P24M on GM123 tracked chassis; Vehicle in good condition, not mobile. Pictures show offered vehicle. IIC required. The price for Krug: £9,000 GBP (excluding Vat tax). +48 519 637545. ewa.stykowska@tdm-electronics.com (SK)

M 114 ARMORED FIGHTING VEHICLE

£POA. Perhaps the last running one in Europe. Perfect running condition and is in great shape. Includes a lot of equipment. +49 170 3004132. Bernhard.Bausenwein@militaerbestaende.de (SK)

M113 PERSONNEL CARRIER

£POA. Demil German law. Very good condition and ready to start. Engine output: 154 kw. +49 170 3004132. Bernhard.Bausenwein@militaerbestaende.de (SK)

M4 HIGH SPEED TRACTOR FOR RESTORATION

£POA. Good transmission and gearbox. Price 3000 Euros. +49 172 6376711. m.keszycki@gmail.com

M4 HIGH SPEED TRACTOR

£POA. If you want a tracked vehicle that you can use regularly and is reliable and fuel efficient then you won't beat this M4 HST. 07860 173217. adrian@scottplanthire.com

M5 INTERNATIONAL HALFTRACK

£POA. Running and driving. Good wheels and tracks. Ideal for this show season or as re-enactor vehicle. . 01233 820 219. mike@rservices.co.uk (SK)

M75 FULLY TRACKED APC

£POA. Perfect running condition. According to military instructor this M75 drives better than those in the army. +32 473 637100. m75forsale@gmail.com (SK)

MT-LB SOVIET AMPHIBIOUS ARMORED TRACKED VEHICLE

£POA. Produced in 1981. Mileage: 4600km. Vehicle is in perfect condition, fully mobile. Pictures show offered vehicle. IIC required. The price: £10 000 GBP (excluding Vat tax). +48 519 637545. ewa.stykowska@tdm-electronics.com

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Please include your telephone number (including any international dialing code if outside the UK) and location in the text of your ad and attach your photo as a .jpg *FREE TO PRIVATE ADVERTISERS ONLY

REPLICA PLASTIC TANK

EPOA. Size; 28'x12'x10' approx. Fitted with a 7.5 T Iveco truck underneath running on the 4 wheels with a chain drive to turn the tracks. The truck is 2012, 154 km, 3.9 l, 130 hp semi auto engine. 2 bucket seats inside with driving controls of a 7.5T truck. Weighs 7.5 T approximately. For use as a prop? can remove truck to reduce price, options available. £9,950 ono. 07979 917178. shaun@shaun40.wanadoo.co.uk

SABRE FITTED WITH J60 PETROL ENGINE

EPOA. It has got a great history, serving with many of the armoured regiments of BOAR - QDG, 2 RTR, 15/19 Hussars, Life Guards, 16/5 Lancers, R.H. GDS. Runs and drives fine. Rear Bin is included but not shown on the photograph. Export to the USA and Europe can be arranged with Mr Bob Grundy. Dummy 30mm cannon fitted. Fully wired for Clansman Radios. Road registered and tax exempt. Very lively with the Jaguar petrol engine. Very original and complete. £18000. 07976 230425. Info@oeau.co.uk (SK)

SD.KFZ.250/5

EPOA. Armor body complete to each screw with door, visors and all small parts+both boxes and inner mount for big antenna box-that shows it was a radio vehicle. +420 608 352292. megaschrott1@gmail.com (SK)

SPARTAN CVRT DIESELISED APC

EPOA. 1st Release, direct from service dieselised CVRT (Combat Vehicle Reconnaissance Tracked) Spartan Armoured Personnel Carrier. This is the upgraded version with Cummins diesel engine and uprated gearbox. 01476 861361. david.gelley@mod-sales.com (SK)

STUDEBAKER M29C (WATER WEASEL)

1945, **EPOA.** Completely restored. Original tracks. 07967 398168. Ross.christophers@icloud.com (SK)

STUDEBAKER WEASEL M29 C

1944, 955 miles, **EPOA.** Miles on original speedometer. Unrestored, very complete, running condition. 0031-(0)345 501800. info@bramvanbuuren-jeeps.nl (SK)

TANK CHAFFEE M24, 1944

EPOA. Rare WW2 piece of history. All original and complete inside/ outside including all the hard to find accessories. Cadillac engines need rebuild, automatic transmissions are operational, deactivated original main gun 75 mm with certificate. In private hands since more than 30 years. Please specify full address and landline telephone number. 0033 665 234647. scout@gmx.fr

TANK T-55 (CHASSIS FROM BLG-67 BRIGADE)

£15,000. Mileage: 4,000km. Vehicle is in perfect condition, fully mobile. IIC required. Price excluding Vat Tax. +48 519 637545. ewa.stykowska@tdm-electronics.com (SK)

TANK T-72 AND RECOVERY TANK VT-72

EPOA. Vehicles are fully mobile and gun is deactivated according to Czech regulation. +420 774 565 571. sales@stvggroup.cz (SK)

TYRES 1120X20 MIXED PATTERNS

£90 + Vat each. Some tyres are on Bedford rims. Please contact us for other sizes. 01162792245. dave@crouchrecovery.co.uk (SK)

UNIVERSAL BREN CARRIER 1940

EPOA. Completely restored. Good Tracks, all new bearings. New brakes, redone steering many new parts (carburetor, fuel pump). New paint (voluntarily aged appearance) here in livery Bir Hakeim 1942. Rare engine, £40,000. 0033 603 565264. tourelles.guy@wanadoo.fr (SK)

WEASEL M29C

EPOA. Fully operational with professionally fitted Ford 302 straight six and autobox. Runs like a Swiss watch.. 07717 508388. tim@timhoggard.plus.com (SK)

WW2 HALFTRACK COLLECTION

EPOA. Due to reduction of my original 1943/1944 WW2 Halftrack collection bought some 25 years ago. All chassis and armour are uncut which is very rare today. 1 each M2/M4 mortar carrier with demilled 81mm mortar with original powerpack, 1 each M16 anti aircraft Halftrack without power pack, lovely condition, 1 each very rare troop carrier M3 from 1943, 1 each M16A1 anti aircraft Halftrack with overhauled engine, all others need some mechanical attention. 0033 665234647. scout@gmx.fr (SK)

ARTILLERY

AMERICAN 500LB BOMBS - REPLICAS

EPOA. Correct in every way. They are not airworthy but for static display only they can be supplied with or without arming fins, sprayed or not sprayed and with or without correct stencils. 01460 73775. terry@lotuscortinasparcs.com (SK)

BOFORS MOUNT

EPOA. Traverse operational via gearbox. 4 X stabiliser struts working. +61 434 985077. kamhuber@gmail.com (SK)

EXTREMELY RARE AMERICAN FIELD CANNON

\$42,500 US\$. United States World War I Model 1902 3 inch. This is an Original ATF Registered M1902 US Army Field Gun. It is in above average condition, original solid wheels, solid metal, good bore, no pitting on barrel, and recently painted. Some work is required prior to firing. Barrel has arsenal installed salute shell ring which can be removed. It can fire blanks "as is". It is complete with rear telescopic sight and front sight post. cannons@collector.org (SK)

GENUINE 1943 2CM FLAK 38 ON THE ORIGINAL SONDERHANGER 51 CARRIAGE

EPOA. Part of an order traded with Portugal and imported into the UK in the late 80's and hidden away since then. 01526 831302. nick@peg976.freestore.co.uk (SK)

LIMBER FOR 25LB FIELD GUN

EPOA. Has been kept outside for 10+ years. +642 782 50652. stevo443@wizbiz.net.nz (SK)

M1 CARBINE

1944, £450. VGC, woodworking good etc. New spec, deact but trigger and safety catch work, mag removable and cocking lever operates and locks back. Complete with sling, oil bottle double mag pouch. S.yorks. 07971 223707 (BM)

ORIGINAL WW2 155MM LONG TOM

EPOA. Very rare and impressive piece of history, deactivated main gun, weight 14 tons, towed by High Speed tractor or 7 ton truck, Price on application, this historic artillery is properly deactivated. Also available one each deactivated heavy howitzer 203mm version, WW2 manufactured, probably the only one's available in this good original condition. 0033 665234647. scout@gmx.fr (SK)

RUSSIAN GERMAN USED 152MM

£8,000. Nice order. 0031 681 378364. w.bot@chello.nl (SK)

RUSSIAN GERMAN USED 76.2CM RATSBOOM

£7,500. Nice order. 0031 681 378364. w.bot@chello.nl (SK)

VIERLINGSFLAK QUAD 50.CAL

£18,000. Demil German Law (KWKG). In very good condition and ready to start. +491 703 004132. Bernhard.Dausenwein@militaerbestaende.de (SK)

WANTED - BRITISH 25 POUNDER IN GOOD RESTORED CONDITION

EPOA. Able to fire blanks or one that can be made to do so. Sub-caliber blanks okay. Located anywhere. cannons@collector.org (SK)

WANTED- CZECH M53 DSHK QUAD MOUNT.

EPOA. Your terms accepted, any condition, any location. 001 608 365 5707. atrip3@yahoo.com (SK)

WANTED-FRENCH WWI 75MM FIELD GUN

EPOA. In any condition and any location. Also, looking for optical sight for the same cannon. cannons@collector.org (SK)

WORLD WAR 1 MOUNTAIN GUN

EPOA. 07734 829626. Faberretto@msn.com (SK)

TRAILERS AND TOWED EQUIPMENT

1/4TON JEEP TRAILER

£675. Ex Greek army. Lots of thick paint and no exposure to UK salted roads has helped preserve this trailer. Needs recommissioning; blast, paint, wiring, tyres etc. Light surface rust, all original panels. Front panel has older repair and would welcome some attention. Signs of use as you would expect from an old military trailer. Data plates present under layers and layers and layers of paint. 16 inch wheels, round arches, straight lunette. Easy project. Bristol. 07976 193340. benpenny@btinternet.com

1916 INFANTRY AND SMALL VEHICLE AND HORSE TRAILER, WW1

EPOA. Made in Thun, no 8065, in very good condition with newish canvas cover. £699. 07979 917178. shaun@shaun40.wanadoo.co.uk

AMERICAN JEEP TRAILER

EPOA. Refueller. used in good condition. +393 292 163110. gala@fastmail.it (SK)

EX MILITARY RADIO CABIN TRAILER

£1,000 each. Twin axle alloy insulated box with its own electrics, heating and ventilation systems box size L 8ft W 6ft H 6.25 ft 2 ins insulation only 3 left. 01226 710824 or 07950 734415. abarraclough@hotmail.co.uk (SK)

FIELD KITCHEN

EPOA. Feldkuche, gulashkanone, WW1, used also in ww2. German or Austrian, original condition, very rare. +39 3401845687. vestigiabelli@gmail.com (SK)

SANKEY NARROW TRACK TRAILER

£325 ono. Manufactured Roots Group, Bathgate mid 60's. Complete, Good Condition for age, some very minor rust, was refurbished 10 years ago. Deep bronze green colour. Nice item with a small amount of work. Item located in Worcestershire. 07710 392 257. gjamphlett@sky.com (SK)

TOWING DOLLY

1961, £1,000 ono no VAT. Period piece for Bedford MK/MJ TM sized truck. Rarely available in the UK. 0116 2792245. dave@crouchrecovery.co.uk (SK)

WILLYS 1942 JEEP TRAILER CHASSIS NUMBER 65176

EPOA. Recently restored and just needs finishing off with a coat of paint and lights. Original chassis, original axle, new tube, Combat rims, new brake cable with attachments. Trailer has Canadian conversion to half ton with gussets for draw hitch in rear chassis. £1250 or vno. 07740 741034. michael-spencer@tiscall.co.uk (SK)

VEHICLE PARTS

2.5 N/A DIESEL ENGINE IN CRATE

EPOA. Tested and working refurbished by ARBO April 2001, best offer secures. 01289 388431. bogaeN@aol.com (SK)

AIR COMPRESSOR TO BE INSTALLED ON THE TRANSMISSION OF BRITISH AND CANADIAN VEHICLES

£150. Collection possible in Normandy at Vierville's camp. 0033(0)608 30 14 10. philippe.jowyk@wanadoo.fr (SK)

AIR FILTER FOR BMW R-75

EPOA. Original canvas and paint. +34 629240186. info@signalcorps.es (SK)

ALTERNATOR CONVERSION KITS 12V OR 24V

EPOA. Convert from 6v to 12v. Lucas alternator conversion kits for Willys MB, Ford GPW, Hotchkiss 12V, Dodge, GMC, Hotchkiss 24V. Includes new reconditioned alternator, pulley, pulley fan, heavy duty bracket, fan belt, adjuster arm, wiring looms, warning light, nuts & bolts, full instructions, guaranteed. Jolley Engineering, Worcestershire, UK. www.classicheads.com. 01886 880101. frank@classicheads.com

ALVIS STALWART RUBBER SEALS

EPOA. Inner & outer sets for load bay sides & tailgate, if you have a swimmer these are quite rare to get hold of. Fits all Stollies Mk1's & Mk2's generous lengths fits all. Location Kent you can collect or delivery charge added. We can take to 'war & peace show' in July 2014 at folkstone for you to collect if paid price. £300 + delivery. 07909 737449. linda49k@yahoo.co.uk (SK)

ARDENNES BUSTLE

EPOA. If you are planning a trip to Normandy this year with your Jeep and you don't have a Trailer, then you might want a very strong, reliable, Bustle for that extra storage. This one is for sale. With Zinc mesh bottom tray, and painted in dark drab olive green. 07789 245808. noel1941@hotmail.com (SK)

BREAKERLESS ELECTRONIC IGNITION KITS FOR ALL MILITARY VEHICLES

EPOA. Including Willys MB, Ford GPW, M38A1, Mutt, Hotchkiss, GMC, Dodge, Bren Gun Carrier, Fordson, White, Daimler Dingo, Volvo, B40/B60/B80 series, Landrover, 6v, 12v, 24v, positive or negative earth. All kits guaranteed and with full instructions. Jolley Engineering, Worcestershire, UK. www.classicheads.com. 01886 880101. frank@classicheads.com (SK)

CHOICE OF R975 C1 RADIAL ENGINES

£22,500. Two Fully rebuilt C1 engines. Also one NOS with Chrome Cylinders £27,500. One rebuilt but requires final assembly £15,000, one main block with crank con rods pistons etc. £4,500. Located Near Preston Lancashire. 07764 793172. chris.till@sbbjv.co.uk (SK)

CLANSMAN RADIO HARNESS

£195. Complete, headsets (x3) to power radios (x3) with amp and loudspeaker for personnel compartment. All cables, junction boxes etc. Intercom system tested and working. Complete with set up diagram for vehicle okay for 432, Saracen, CVRT, can change to suit your application. S.yorks. 07971 223707 (BM)

CVRT SPARES

£85 each. 20 cvrt road wheels take offs pitted but still laminated. £20 each. 8x 430 series road wheels little wear and tear. 07979 917178. shaun@shaun40.wanadoo.co.uk (

CVRT SULTAN MAP BOARD

£POA. OK condition missing winding handle. £50. 07979 917178. shaun@shaun40.wanadoo.co.uk

ENGINE WHITE 160AX TAKE OUT ENGINE

£1,500. In running order. Need some work however a very good basis. Engine is in running order. Fixed price: (£1,250.-). Prices excl. costs for shipment. +31 651 822502. info@baiv.nl (SK)

EXMOOR TRIM KHAKI BODY FIT CANVAS HOOD

£POA. To Fit Defender 110 Truck Cab. Body Fit. Rope Down Type. Dark Green. Tight-Weave-Shrink-Resistant-Canvas. List Price is £336 (Incl.VAT and Delivery) Only £275 Including UK Delivery. 01326 280 593. erichpamaby@btinternet.com (SK)

FIVE MICHELIN 750 X 16 LAND ROVER SIZE TYRES

£POA. As new £250. 07813 895757. nickcomelius58@yahoo.co.uk (SK)

FOR CVR T

£POA. Dummy smoke grenade dischargers made in steel very good copies. Suitable for all variants. 01953 714958. sammy@arm-soft.com (SK)

HILLMAN TILLY BODYWORK

£POA. Bodywork consists of a pair of front wings, bonnet and lower bonnet frame/bulkhead. In good condition for age, still has the Hillman badge on the front of bonnet! There is some rot around headlight location on both wings. Sensible offers invited. Location is in the Durham area. 07980 346221. scoot65@onetel.com (SK)

LARGE VEHICLE AWNING

£200 ono. Comes in large bag 11ft long 7ft high 6ft wide heavy duty canvas all poles are wood. All spiders present. 07542 947501. davew5589@yahoo.co.uk (SK)

LEOPARD TRANSMISSION

£POA. Type AMP 250. Overhauled/Mod condition. +61 434 985077. kamhuber@gmail.com (SK)

M4 SHERMAN TRACK SPANNER

£200 each. M4 Sherman (and derivatives) reproduction track spanner. A really good reproduction of the difficult to find Sherman track spanner that both looks the part and works as well. Available for delivery now. Shipping (Delivery is not included in price but can be provided at cost or collected from Bicester, Oxfordshire, OX26). 07966 154585 or 01280 860605. tob@tj44.demon.co.uk (SK)

ORIGINAL M1 CARBINE RACK

£150. As fitted to Jeep and Halftrack, very good condition. 01748 818281. mixartillery@btinternet.com

POST WAR BRITISH SPARES

£POA. Chieftain: Gun control equipment(take off), steering discs and pads steering callipers, belts all filters, FIP solenoids main fuel pump take off bins, Centurion: engine parts. CVR T: Front head lamp protectors, all filters, belts, steering and brake pads, MBSGD, track sections, Carb rebuild Kits lots of take off parts. FV430 series: Track pads, sprocket rings, rebound pads, NOS fuel pump all filters, rear bins, some interior parts. Fv600 series: Stalwart brake and clutch master cylinders pads. belts filters air pak parts. Ferret: Carburettor. All parts NOS unless stated. 01953 714958. sammy@arm-soft.com (SK)

RADIO BOX

£POA. Empty, Warsaw Pact. 07518 840445. leodalog@googlemail.com

REPRODUCTION TRACKS FOR PANZER III AND IV

£POA. Made from investment-casting steel together with reamed-out, close tolerance bores, a real running item. To complete any Bulgarian trackless vehicle or to have a non-worn-out/geometrical correct set of tracks to run a vehicle on these to save mileage on the original track-set. 0049 739 29386632. op@piekenbrink.de (SK)

SPARES FOR GERMAN HOTCHKISS APC, SAN OR OBSERVER

£POA. From empty hulls to small accessories all are available, too much to list. 0049 739 29386632. op@piekenbrink.de (SK)

ROLLS ROYCE MERLIN 621 ENGINE

£POA. Installed on a twin axle braked towing trailer, with batteries, controls, and instrument panel. A fully working original, built in May 1945 as a Merlin 102 for Avro Lincoln Bomber, converted to 621 in December 1946 for Avro Tudor. 27 litres, 1770 bhp at 3000 rpm, with a four blade propeller. Fettled by well respected aero engineer, Peter Grieve, of Flight Engineering. Priced to sell at £38,500. 07871 826366. bon.cris72@gmail.com (SK)

SHERMAN TRACKS

£POA. One pair Sherman Grizzly tracks steel plus 1 track. 2 full sprockets. 12000 Euros. +33 611 501441. jmchamois06@wanadoo.fr

STUART TANK GUN MANTLET

£POA. New manufacture. The same as original. Price 2000 Euros. +48 602 171181. m.keszycski@gmail.com (SK)

STUG III OSTKETTEN TRACKS

£POA. I want to check the possibilities to produce new Tracks for German STUG III Ostketten. I have made a dozen of Pz. IV-tracks available for sale, but I know that the Ostketten needs some more careful work to create a successful project. Therefore I ask honestly if there would be interests in? Production starts 3 vehicle-sets on a pre-pay-basis. Technical details, see my advert of Pz. IV-tracks. Price on request/depending final quantity. Feel free to ask any question. 0049 739 29386632. op@piekenbrink.de

SUPER SHERMAN / EASY 8 RUBBER CHEVRON TRACK

£21,000 ovmo. Brand new / Nos Easy 8 rubber chevron track in fantastic condition still in delivery lengths, getting very hard to get hold of now, a few spare links available, Located West Sussex. 07860 173217. adrian@scottplanthire.com (SK)

SUPERB NEW RANGE OF JEEP PANELS AT DALLAS AUTOS

£POA. The items are UK manufactured to the highest standards. They have been reverse engineered from original samples, they quite simply set new standards for quality and workmanship. 01635 201124. admin@dallasautoparts.com

T-34 BRAKE BANDS NEW MANUFACTURE

£POA. Materials the same as original. Price for set 2000 Euros. With main screw which can't be seen in the Photo. Polski/ English 0048 602 171 181. Polski/ Deutsch 0048 601 222 668. 0048 602171181. m.keszycski@gmail.com

US WW2 TORPEDO

£2,000. Nice order. Free from explosives. 0031 681 378364. w.bot@chello.nl (SK)

THREE CRATES OF ORIGINAL, UNRESTORED KDF ENGINES AND PARTS

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Both variants were powered by a Rolls-Royce C8SFL supercharged straight-eight diesel engine, which produced 333bhp (gross) from a capacity of 16,200cc.

The new engine was considerably more

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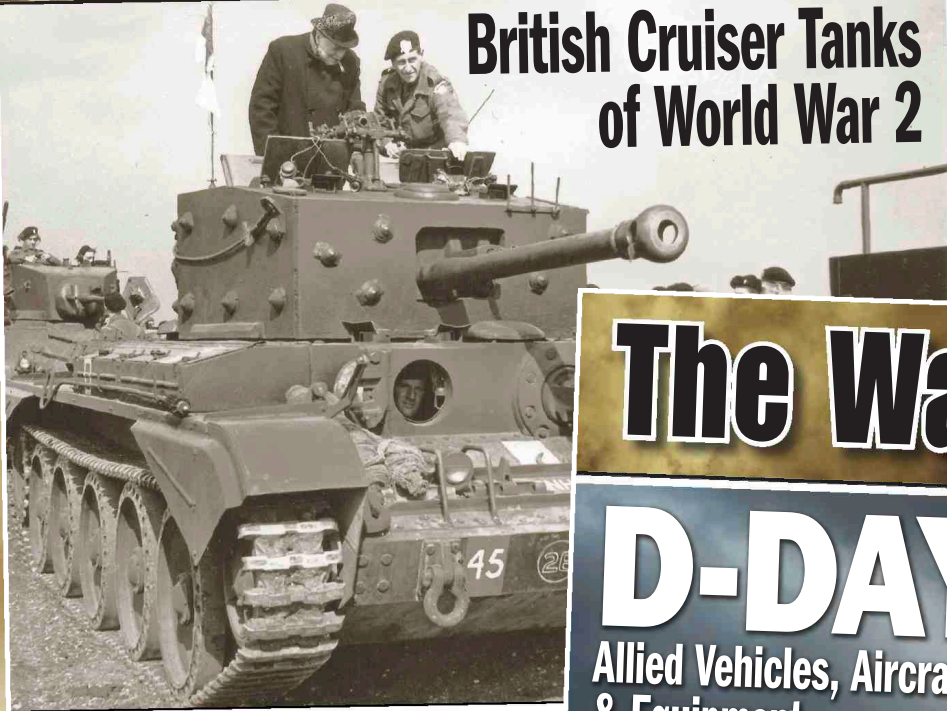
After more than 20 years' service in Britain and Germany, the Antar Mk 3 was eventually superseded by the Scammell Commander, deliveries of which started in 1984. The last Antar left the Ward Barracks of 414 Tank Transporter Regiment at Bulford Camp, Wiltshire on 30 January 1985.

The vehicle shown is number 44 from a batch of 150 supplied under contract KL/H/0763 in 1961. 



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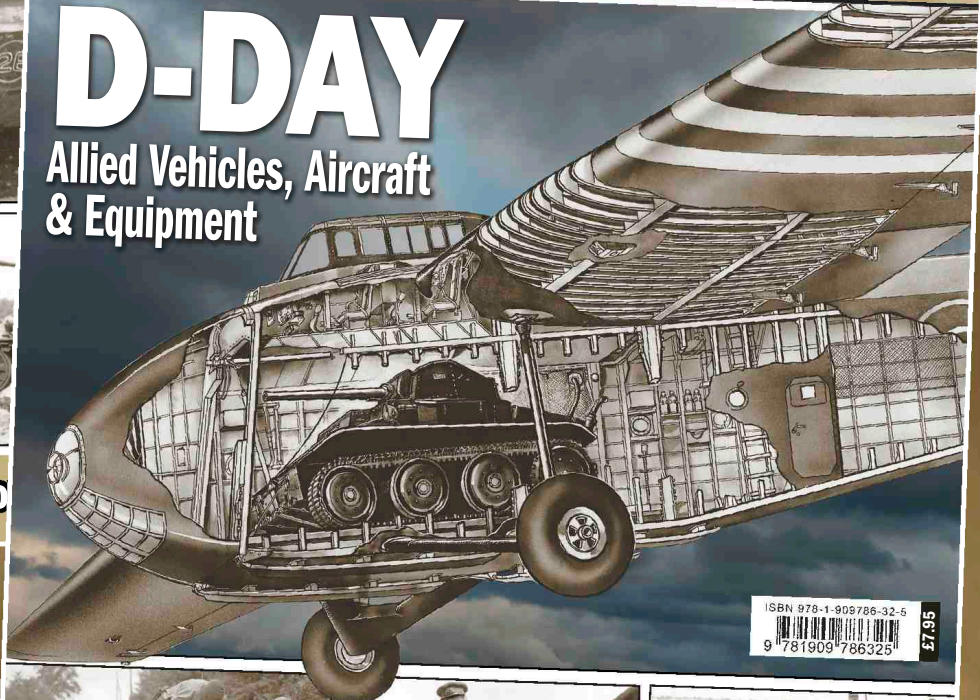


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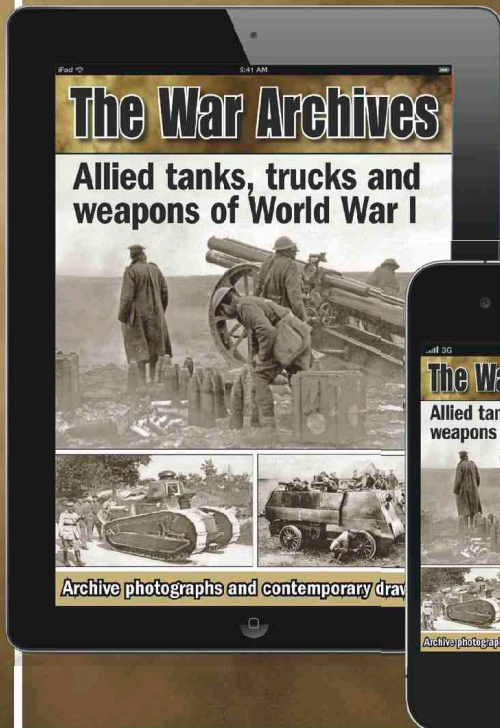
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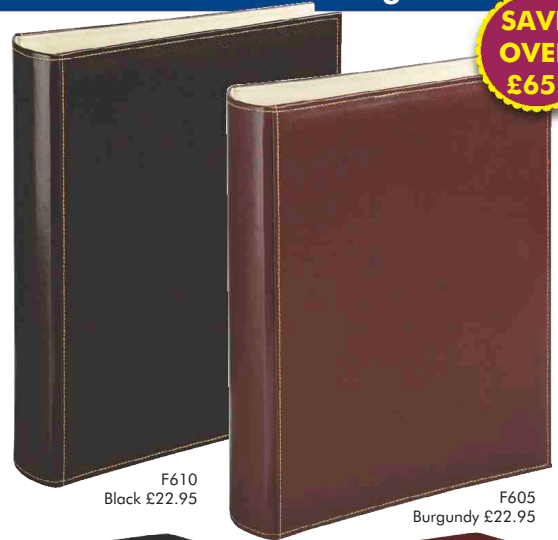
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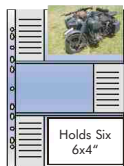


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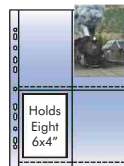


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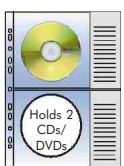
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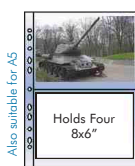
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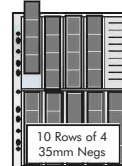
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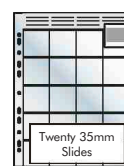
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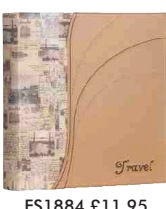
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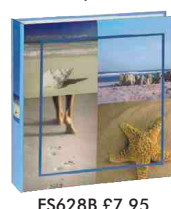


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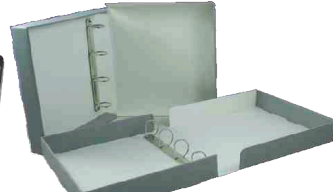
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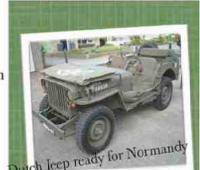
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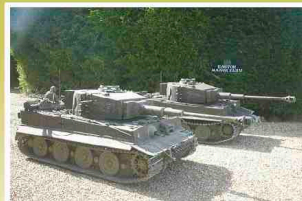
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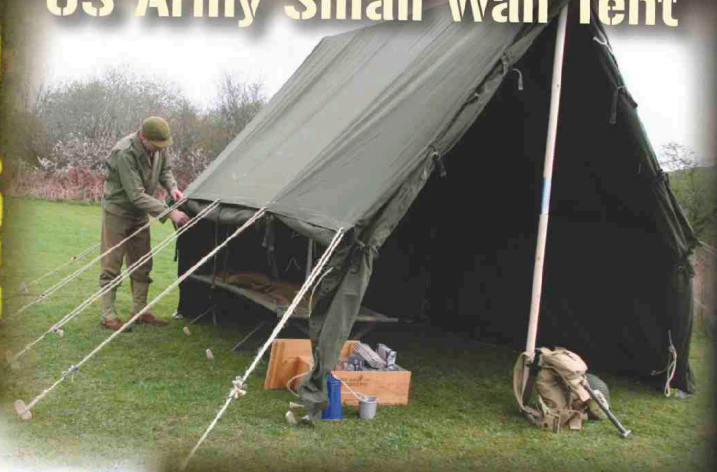
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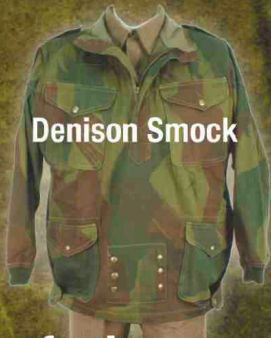
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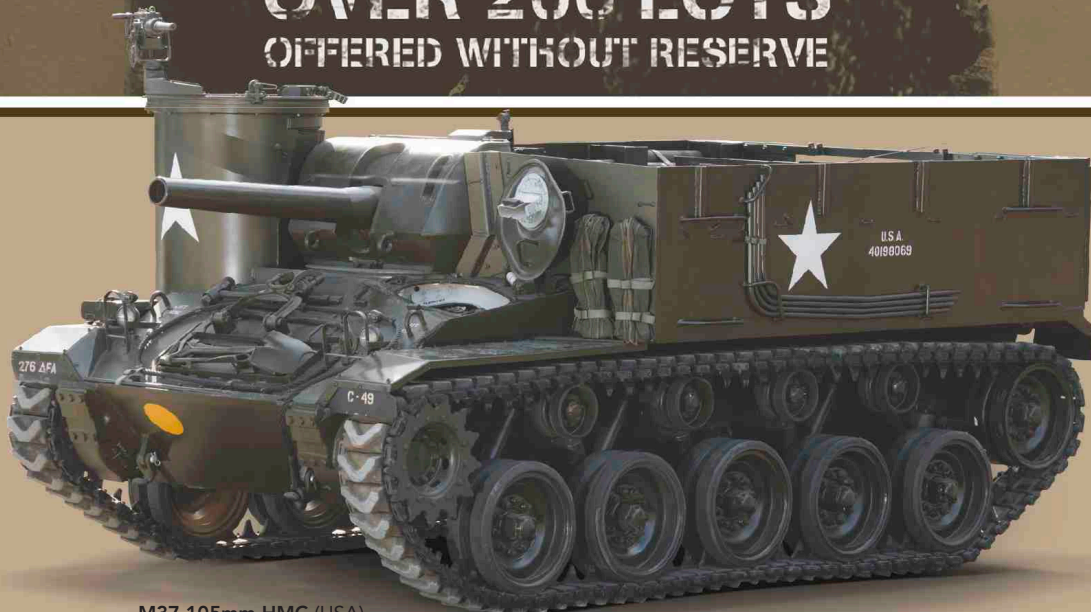
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