

Events listings, pages of classifieds and a comprehensive vehicle price guide!

ISSUE 159
AUGUST 2014

£4.30

CLASSIC **MILITARY** VEHICLE

D-DAY SPECIAL!

**8-page Normandy
extravaganza**

**Plus: Funnies
on Sword
and D-Day
vehicles**



**FH70 – the last
of the towed guns**

FERRET VS BRDM2



SPRINGER PROFILED



M151 DEVELOPMENT



Harrowing stuff!

Evolution of the Sherman Tankdozer



MILITARY & FLYING MACHINES

2 & 3 AUGUST 2014

The Premier Military
show for London and Essex



A Great Family Day Out

Illustration by Tim O'Brien GAVA
<http://www.timobrienart.co.uk>



www.militaryandflyingmachines.org.uk

DAMYNS HALL AERODROME, AVELEY ROAD, UPMINSTER, ESSEX RM14 2TN



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 Hazel, Peter McNeil, Duncan Nicholson, Geoff Fletcher, Designer: Sean Phillips, AT Graphics Limited

ADVERTISEMENT SALES

Advertisement sales manager: Julia Johnston tel: 01733 353353; cmv.adsales@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: 01858 438 857
UK Fax: 01858 469 804
UK postal address:
Freeport 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.

KELSEY SHOP

www.kelseyshop.co.uk
Back Issues: 0845 873 9270
Books: 0845 450 4920

FREE ADS

Tel: 0906 802 0279
(premium rate line, operated by Kelsey Media. Calls cost 61p per minute from a BT landline; other networks and mobiles may vary. Lines open Monday-Friday, 10am-4pm)
CMV@ccmediagroup.co.uk
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

Kelsey Media 2014 © all rights reserved. Reproduction in whole or in part is forbidden except with permission in writing from the publishers. Note to contributors: articles submitted for consideration by the editor must be the original work of the author and not previously published. Where photographs are included, which are not the property of the contributor, permission to reproduce them must have been obtained from the owner of the copyright. The editor cannot guarantee a personal response to all letters and emails received. The views expressed in the magazine are not necessarily those of the editor or the publisher. Kelsey Media accepts no liability for products and services offered by third parties.

Kelsey Media uses a multi-layered privacy notice, giving you brief details about how we would like to use your personal information. For full details, visit www.kelsey.co.uk, or call 01959 543524.

If you have any questions, please ask us submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email or SMS. You can opt out at ANY time via email: data.controller@kelsey.co.uk or 01959 543524.

Classic Military Vehicle is available for licensing worldwide. For more information, contact bruce@bruceawfordlicensing.com

ISSN 1473-7779



Contents

04 OPENING SHOT!
Starting with none other than the Reynolds-Boughton RB-44, a 2.25-tonne 4x4 truck.

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

10 COMING UP
Find out what's in store in next month's issue of CMV.

12 NORMANDY 70TH COMMEMORATIONS
★ **COVER STORY** ★
CMV's Scott Smith was on the French coast to experience the phenomenal 70th anniversary of the D-Day landings.



21 LAND ROVER 1 TONNE FC
Pat Ware looks at the 1-tonne forward control, Land Rover's first purpose-designed military vehicle.

26 HARROWING STUFF!
★ **COVER STORY** ★
David Doyle follows the evolution of the Sherman Tankdozer.

30 FIRE AND POWER!
★ **COVER STORY** ★
The FH70 was one of the last European towed guns made prior to the end of the Cold War and was unusual in that it could move under its own steam. Geoff Fletcher traces its history.

35 UNSAFE AT ANY SPEED?
★ **COVER STORY** ★
Was the M151 really as dangerous as everyone makes out? Pat Ware discovers the truth...

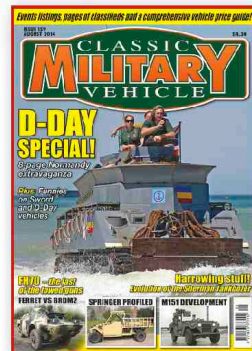


40 FUNNIES ON SWORD
★ **COVER STORY** ★
David Fletcher looks at the role of 'funnies' during the D-Day landings on Sword beach.

45 COLD WAR SHOOTOUT
★ **COVER STORY** ★
Duncan Nicholson engages the ever popular Ferret into battle with the newcomer BRDM2 to see which makes the most sense to the military vehicle enthusiast.

FRONT COVER

Page 12, Rex Cadman's Sherman BARV seen enjoying itself on the Arromanches sea front (Scott Smith)

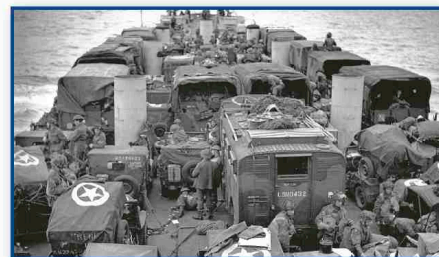


50 SPRINGER
★ **COVER STORY** ★
It cost millions to develop but was ultimately a flop. Here's what you should know about the fun and affordable Springer.

55 COROWA SHOW
Peter McNeil reports on Australia's biggest military vehicle event



60 D-DAY WAR ARCHIVES EXTRACT
★ **COVER STORY** ★
Just a snippet from the War Archives book looking at the military vehicles used during D-Day landings.



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
The Leyland Retriever comes under the spotlight.

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



COVENTRY ARMOURED CAR

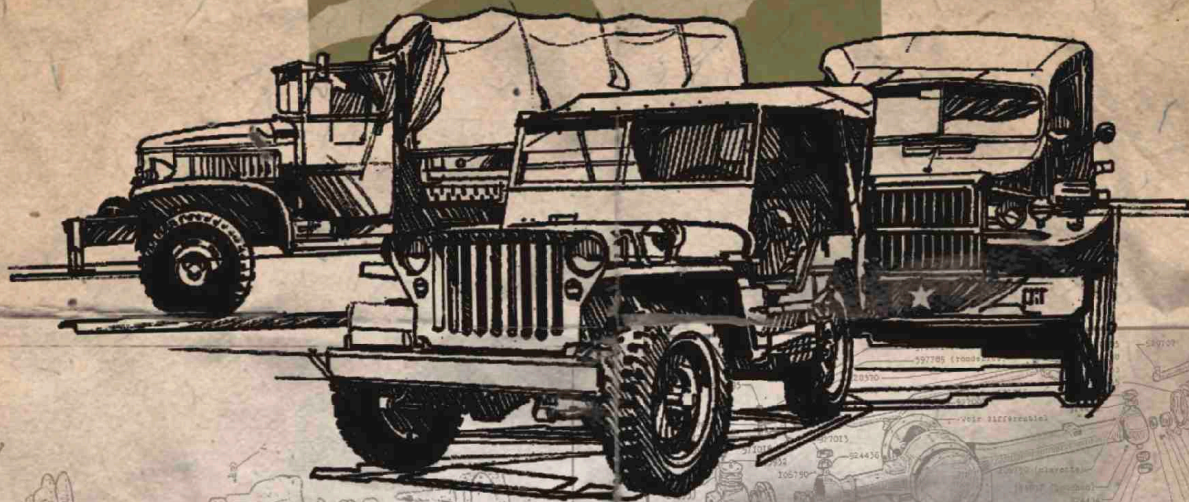
The Coventry armoured car was a joint development by Humber and Daimler intended to produce a standardised design that could replace existing vehicles. One pilot model was constructed by each company, with subsequent production amounting to just 220 examples of a planned 2600.

Constructed around an armoured monocoque hull, power came from a Hercules RXLD six-cylinder side-valve engine, driving all four wheels through a five-speed gearbox/transfer box. A separate forward/reverse facility provided all five speeds in either direction, and there were duplicate driving controls at front and rear. Suspension was by coil springs and wishbones in the Daimler style. The turret carried either a 2-pounder, 6-pounder (Coventry Mk 2), or 75mm gun (Coventry AFVW90).

Photograph from the Warehouse Collection



H.O. WILDENBERG B.V.



**THE BEST ADDRESS FOR
JEEP, DODGE AND GMC,
VEHICLES AND SPARE PARTS.**

See us at the following Events...

War and peace

Date : 16 July till 20 July 2014.

Address : RAF Westenhanger Folkstone, England

Link : <http://www.thewarandpeacerevival.co.uk/>

KTR Swapmarket 2014

Date : 12 October 2014 from 9.00 till 15.00 hours.

Address : Konijnenberg 56, Breda, Holland

Link : <http://www.ktrbeurs.nl/>

Wings and Wheels

Date : 8 August till 10 August 2014.

Address : Airfield Ursel, Belgium

Link : <http://www.wingsandwheels.be/>

Ciney Militaria 2014

Date : 26 October 2014 from 14.00 till 18.00 hours.

Address : Rue du Marché 3, 5590 Ciney, Belgium

Link : www.cineyexpo.be

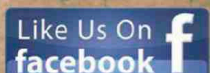
SPECIALIZED IN THE FOLLOWING BRANDS:



WWW.WILDENBERGPARTS.COM

WWW.FACEBOOK.COM/WILDENBERGPARTS

REMMERDEN 44, 3911TZ, RHENEN, HOLLAND, PHONE : 0031-317-618218



NEWS & REVIEW

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

Despatches



I make no apologies for the fact that this issue has its focus firmly set on Normandy and the 70th commemorations of operation Overlord. *CMV's* Scott Smith was on the beaches for the duration and obviously met some incredible people and captured some magnificent images, which is why I've dedicated a full eight pages to his report. You can find out what happened on pages 12-19. Continuing the theme, elsewhere in this issue tank expert David Fletcher talks about the 'funnies' on Sword and there's an extract from Pat Ware's War Archive book which looks at some of the vehicles employed during D-Day.

Last issue I mentioned that a fair amount of classic military activity was planned here in Brittany throughout June and indeed I made the 20 minute trip to Saint Marcel where they had three days of anniversary events, with a parachute drop, battle reconstructions and even a rock band on the Saturday night. It was brilliant and it was great seeing local school kids getting involved and learning about the events of 1944.



Ian Cushway

I have to say it's fascinating living in a country where there was conflict. Fascinating and tragic. The other evening there was a ceremony opposite my house commemorating the deaths of two young lads from the village who were shot in 1944, not far from where I live. La Marseillaise rang out from a makeshift speaker and a wreath was laid. Talk about having history on your doorstep.

On a brighter note, thanks to everyone who's emailed accounts of their trip to Normandy. And please, take heed of my plea for 'Rust in Peace' images. If you happen to see a derelict military vehicle on your travels, perhaps while holidaying even, take a shot and email it to me at cmv.ed@kelsey.co.uk.



A MILITARY ODYSSEY



As the Kent show enters its 14th year, Military Odyssey continues with re-enactment groups covering 2000 years of history and conflict as well as a whole host of new and exciting attractions for 2014. Said organiser James Aslett: "This year we have more groups than ever booked in and visitors and collectors will also have the opportunity to browse hundreds of trade stalls outside and indoors in the brand new purpose built conference centre."

There will be numerous multi period arena events and, of course, all the usual battlefield re-enactments. Visitors will even be able to see ancient history come alive with arena battles between Saxons and Vikings with lots of sword swinging shield bashing action. Groups representing Napoleonic and Victorian eras will also be there with various explosive and smoky arms displays.

Southern Skirmish will be bringing the American Civil War to the event with a major engagement on the main battlefield and Spearfish Creek will depict life in the Wild West with its spectacular gun fight.

Although the majority of WWI groups will be in France to commemorate the 100th anniversary of the start of the Great War, the 1914-21 Society will be present and Lest we Forget will be providing a MkIV WWI tank.

For this year The Battle of Britain Memorial Flight has confirmed it will be doing a flypast (weather permitting) and there will be plenty of WW2 displays and major battles with tanks, vehicles and aircraft – including a Spitfire! Certainly, there's always plenty of bangs and explosions on the battle field for this major skirmish.

For the second year running military vehicle owners will be invited to join the rolling display around the battlefield which started last year and proved a big hit with the public and vehicle owners alike. "This year we have a larger Vietnam contingent with attacks on their Firebase and a major explosive battle with napalm and blasts from the howitzer to be seen on the battlefield," confirmed James. "Then, bringing us up to date, CAM-O-LOT will have its modern desert bastion with weaponry and vehicles."

It all takes place on 23rd, 24th and 25th August 2014 at the Kent Showground, Detling, Maidstone ME14 3JF. See you there!

MILITARY ODYSSEY

KENT SHOWGROUND

23RD, 24TH & 25TH
AUGUST 2014

OPEN 9.30AM - 5.30PM
ARENA EVENTS
START AT
10.00AM

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



2014

AUGUST BANK HOLIDAY WEEKEND

Free Parking - Pure Family Entertainment - Living History

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

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

Large collectors market and fair, with all types of historical goods, collectibles and crafts

For further information and advanced tickets visit

WWW.MILITARY-ODYSSEY.COM

email: info@military-odyssey.com

tel: 01268 772448

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

STAR STRUCK!



There's likely to be a few high profile wartime movie launches this year, but we wonder if any can be quite as spectacular as this one for *Expendables 3* at the Cannes Film Festival recently. Duncan Nicholson of Tanks for Sale (www.tanksforsale.co.uk) supplied three tanks (and took another along as a spare) for the press launch at the Carlton Hotel, and describes it as the most stressful high profile event he's been to: "The BTR60 with new power train behaved itself, but the oil temperature was rising steadily as we got nearer to the hotel and the crowds started to press in," recalls Duncan. "The biggest worry was the photographers and motorcyclists. Due to the racket I wouldn't have even known if someone had tripped and fallen under the wheels."

The vehicles' role was to deliver the stars



from one end of the promenade to the Carlton Hotel along the seafront. The convoy set off at walking pace, but as they got near to the destination the paparazzi, fans and suicidal motorcycle photographers closed in, with bystanders diving in between the vehicles which were only 5m apart. Said a still trembling Duncan: "We had to do an interesting U-turn through a seething wall of humanity at one point and couldn't hear the engines such was the noise of the crowd. To be honest, I was glad when it was all over."



Thankfully, much to Duncan's relief, none of the big stars, who included Sylvester Stallone, Arnold Schwarzenegger, Mel Gibson or Harrison Ford, came to any harm during the event and seemed to genuinely enjoy the ride. "I was worried that it would go horribly wrong at one point and I don't think I would have stood a chance with the Hollywood lawyers if it had!" Duncan pays tribute to Craig Keeble from Alan Hindle Transport (01204 550330) for the logistics of getting him and his tanks to where they needed to be.



NMM DRIVE-IN

Following the 1936 Olympics in Berlin, the International Six Days Trial (ISDT) was seen by Hitler as another opportunity for Nazi dominance and the 1939 ISDT was unexpectedly held in Austria, riding through the mountains



surrounding Salzburg. Half way through the event, with the British teams once again doing very well, they received a telegram from the British Embassy telling them to get out immediately. WW2 started just a week later.

A new book telling the story of the British riders' escape via Switzerland called *The Six Day Affair* by John Bradshaw is being launched at the The National Motorcycle Museum on Saturday 2nd August.

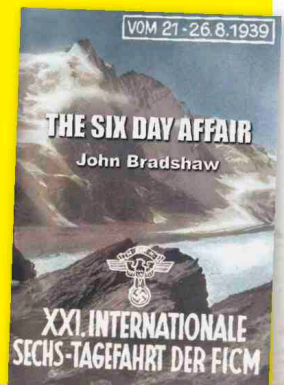
Costing £12 the book will be available to purchase from the museum shop or online via www.thenmmshop.co.uk following the event.

To coincide with the launch the museum is inviting owners of WD/military or ISDT/trials machines to ride in or bring them along to display in front of the museum entrance on the day.

Riders displaying machines will receive half price entry to the museum collection.

Said a museum spokesperson: "In keeping with both the anniversary of the start of WW1 as well as the 70th anniversary of the D-Day landings we will be delighted to see as many WD machines as possible to help commemorate the brave servicemen and women who made the ultimate sacrifice for their country."

The National Motorcycle Museum Supports the Pilgrim Bandits charity which helps ex-service personal. The museum will be making a donation to the organisation for each WD/military machine that is displayed on the day.



Springhill Hospice
The Yesteryear Festival
 At Collop Gate Farm, Heywood
 OL10 2PX

Saturday 2nd and Sunday 3rd August 2014

ALL PROCEEDS TO SPRINGHILL HOSPICE

The People's Hospice
 Collop Gate Farm, Heywood

Fairground
 Vintage Cars
 Military Vehicles
 Craft & Beer Tent
 Entertainment
 Dancing

10am - 5pm
 Call 01706 641790
 alison.mcguigan@nhs.net
 Adult -£4 Child-£2 Family-of 4 £10

Springhill Hospice, Broad Lane, Rochdale, OL16 4PZ - www.springhill.org.uk

Sun 24 & Bank Holiday Mon
 25 August. 10.30am - 4.00pm



41st Annual Military Vehicle Rally

The DLI Museum and Durham Art Gallery,
 Aykley Heads, Durham DH1 5TU



03000 266 590 • dli@durham.gov.uk • www.dludurham.org.uk



Entry to museum grounds is free, charges apply for entry to museum.



The Victory Show

70TH ANNIVERSARY
D-DAY & ARNHEM

Now a three Day Show

THE LARGEST WWII EXPERIENCE EXTRAVAGANZA IN THE UK

5TH, 6TH & 7TH SEPTEMBER 2014

GATES OPEN 9AM - 5PM

ADULTS £15.00 CHILDREN £5.00

FOXLANDS FARM, COSBY LEICESTERSHIRE LE9 1SG

For more information go to
www.thevictoryshow.co.uk

Follow us on facebook and twitter



Vintage Power Wagons

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

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



302 South 7th Street
 Fairfield, IA 52556 USA

Visit us at www.vintagepowerwagons.com

THE NORMANDY EXPERIENCE

Here's an account from two *CMV* readers of how they got on in Normandy...

"Hi Ian, my name is Mike Brennan and I am a member of the Red Ball Express group. For the 70th anniversary of D-Day I drove my Dodge WC 52 from my home in northern Italy to Normandy – a total of 1072 miles. After the celebrations finished I then continued on to the UK. I will be attending W&P. I attach two pictures, one of my Dodge at Dog Green Camp and another travelling from Italy to France via the Frejus Tunnel."



"My brother Rod and I took our Sherman BARV, the only running one in the world, back to the beaches after 70 years. We teamed up with Andrew Bettney



and his Caterpillar D8 that was also on the beaches 70 years ago. I suspect the two of them were among the very few genuine Normandy survivors on the beach this year. If you look on YouTube, I believe there is footage of it in the sea, we took it in to about 7ft of water at its deepest. Saumur Tank Museum also sent a Sherman, Valentine and a Panzer II. Both the Valentine and Panzer II were restored ourselves some years ago for the museum. I believe the Panzer II came out of the Trun scrap yard and the Valentine was a hull we acquired and then completely rebuilt." Rex Cadman

JEEPAS CREEPAS!

Right: Goodness knows what's happening here on Omaha beach! Nigel Hay from Milweb sent in this picture and we suspect the Jeep owner (presumably the one holding his head in shock!) went off in search of a suitable jack and something substantial to sit it on before attempting to elevate the front end of Matylda back on to level ground!



WRITE TO REPLY!

RAF AMBULANCE

I have a Morris 10 Series M under restoration and noticed John Miller's RAF ambulance article (pages 32-33) in the February 2014 issue of *CMV*. I would like to know where Mr Miller obtained the RAF colour paint from please. I prefer his paint colour over standard BS 633 RAF blue/grey which, to my mind, is too dark. I think Mr Miller's ambulance is a satin or gloss finish. Incidentally, I have been in contact with an elderly chap in Oz (thru the Tilly Register) who said civilian cars were converted simply by taking the rear seats out to accommodate a stretcher. Civilians would have a special fuel allowance for back-up ambulance services in Australia. Yours sincerely, Dudley Davies



COMING IN NEXT MONTH'S ISSUE...

Watch out for these exciting features in next month's action packed, all-colour issue on sale 15 August. Don't miss it!

DELAHAYE VLR-D

Like the contemporary Austin Champ, the French Army's Delahaye VLR-D was a brave attempt at producing a Jeep-like vehicle that incorporated technical innovation. Unfortunately, features such as dry-sump lubrication, lockable differentials and independent torsion-bar suspension meant that it proved to be rather too complex for its own good!

BRITISH MILITARY VEHICLES – SCAMMELL PIONEER R100

Scammell's Pioneer could rightly be accused of being obsolete almost before it entered service... but that same air of doggedness and plodding reliability that seemed to appeal to its crews back in the day also make it a firm favourite with today's enthusiasts. Pat Ware has the story.



REGULAR FEATURES

And don't miss our regular features, including the best news review pages in the hobby, David Ahl's stories from the other side of the 'pond', 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.

CLASSIC MILITARY VEHICLE



Working tanks & military vehicles

THE MUCKLEBURGH MILITARY COLLECTION

Weybourne, Norfolk, England NR25 7EH



Open April to November 2014
10.00am – 5.00pm daily

- All weather attraction • Exhibits & displays
- Children's play area • Vehicle demonstrations & rides
- Picnic area • Shop • Café
- Wheelchair access and dog kennels available




Admission
Adults £10 per day
Children £6 per day
(Under 5's FREE)
FREE parking

For more information – please contact:
events@muckleburgh.co.uk 01263 588210
www.muckleburgh.co.uk

CALL US ON 01543 577207
OVERSEAS CALLS +44 1543 577207
FAX 01543 460 160
e-mail: general@johncraddockltd.co.uk
Open Monday - Friday 8.30am - 5.30pm and Saturday 9.00am - 1.00pm

John CRADDOCK

www.johncraddock.co.uk - Access over 2.5 million parts on-line! Free UK Shipping!
on all internet orders of £50.00 or more excluding VAT Restrictions apply.

NEW PARTS * WHEELS & TYRES * MAIL ORDER SERVICE
SHOP * SALVAGE DEPARTMENT * EXPERIENCED STAFF
SERVICE CENTRE * WHEEL & TYRE FITTING BAY * VEHICLE SALES

John Craddock Ltd are unrivaled in the Land Rover market, all models from 1948 to date. What people don't know is the large quantity of Military Land Rover and Armoured Car parts we keep in stock. Call us for more information! 01543 577207.

<p>Nato Hitch 5 Ton £42.43 each</p> <p>3 Tonne Multi Jaw Nato Hitch with 50mm Tow Ball £62.29</p> <p>Also available Heavy Duty 15 Tonne £58.42</p>	<p>Champion spark plug RSL87Y for 24volt v8 101 forward Control £2.40 each £10.00 for a set of 8</p>	<p>LAND METERS CLASSIC LOOK £19.99 CARBON LOOK</p> <p>Battery Cover for 24 volt Airportable £36.00 each</p>
---	--	---

Can't Find What Your Looking For?
Give Us A Call 01543 577207

WE STOCK ALL MILITARY LAMPS & LENSES. CALL US FOR PRICES & INFORMATION!
01543 577207 OR VISIT OUR WEBSITE www.johncraddockltd.co.uk

Rear Cross Member Military Series 2/3.....£87.36
Rear Cross Member Military Series 2/3 with Extns.£106.08

Diff Guards £19.34
Quote AP002
Buy 2 Diff Guards for £25.00

Give Us A Call 01543 577207

All prices are inclusive of VAT and are correct at time of going to printers as of 02/11/11 This advert supercedes any previous offers. All photographs are owned by John Craddock Ltd any unauthorized reproduction may result in prosecution.

Flexible steel long with Breather pipe £8.68	Semi Flexible £8.68	20 Litre Jerry Can Green/Red/Black.....£18.71
Rigid Spout £7.43	Long flexible Steel Filler funnel £9.68	20 Litre Jerry Can Blue Water Can.....£20.94
Unleaded Non-spill £12.47	SPECIAL OFFER BEST VALUE Flexible Steel Spout £3.50	10 Litre Jerry Can Green/Red/Black.....£15.60
		20 Litre Jerry Can Silver.....£23.99
		5 Litre Jerry Can Green only.....£13.12
		20 Litre Jerry Can Holder.....£18.64
		10 Litre Jerry Can Holder.....£17.30

JOHN CRADDOCK LTD - NORTH STREET - BRIDGTOWN - CANNOCK - STAFFORDSHIRE - WS11 0AZ
<http://www.johncraddock.co.uk> - <http://www.johncraddock.co.uk> - <http://www.johncraddock.co.uk>

WINGS AND WHEELS!
AUGUST 9TH & 10TH 2014!
@URSEL AIRFIELD BELGIUM

MILITARIA FAIR
(2ND LARGEST OF BELGIUM)

WHEELS - MILITARY OLDTIMERS
RE-ENACTMENT
WINGS
HEAVY TRUCKSHOW....






www.wingsandwheels.be



Normandy celebrations

D-DAY 70 YEARS ON - The Last Big One?

In what would probably go down as the most memorable D-Day Commemorations ever, CMV's Scott Smith was in Normandy to capture all the action...

Ever since the Normandy Veterans Association (NVA) announced in the build up to D-Day70 that the 70th commemorations of operation Overlord would be its last as an organisation, the question had been – would this, in fact, be the last big remembrance?

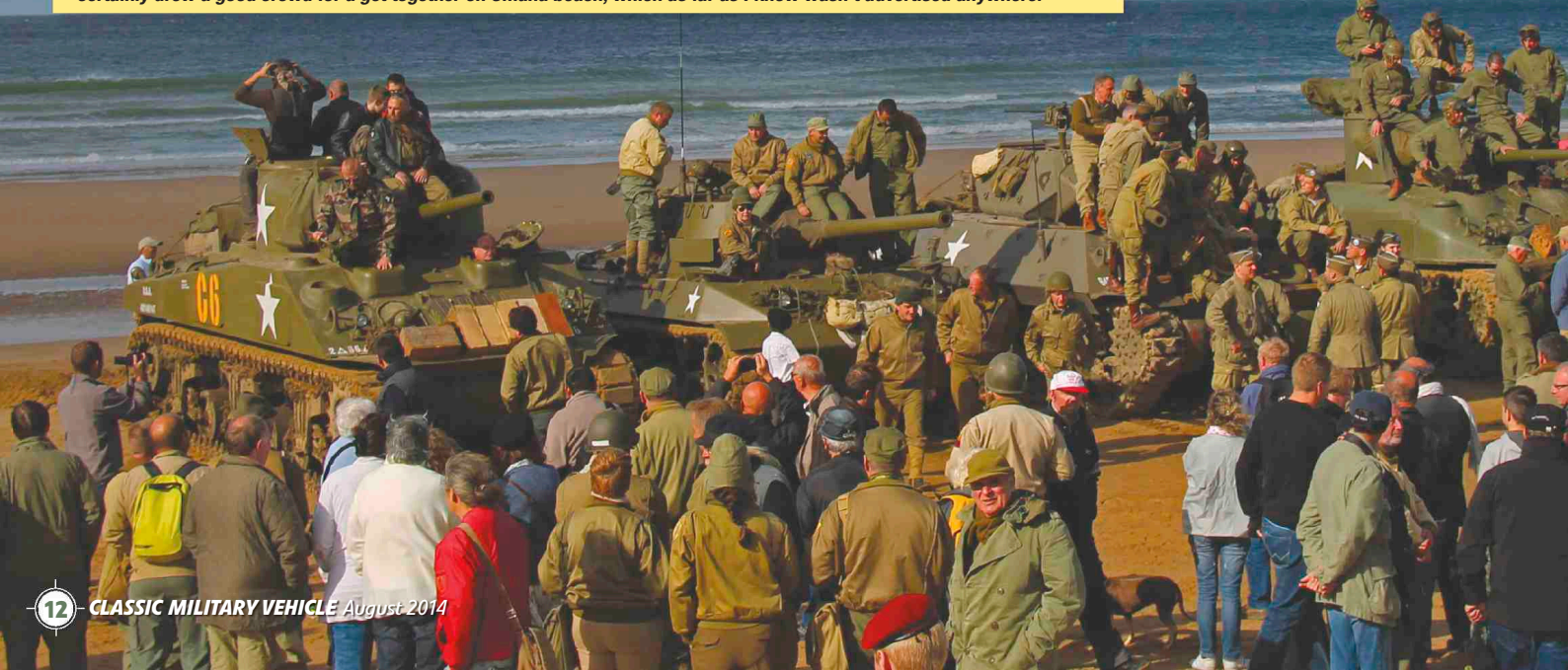
Well, if the classic military vehicle world has anything to do with it, then you would have to say most definitely no. Undoubtedly countless British, French, Dutch and Belgian military vehicle enthusiasts will continue to make their

pilgrimage to the Normandy battlefields for years to come. However, if the 70th commemorations were to be the final significant gathering of veterans and vehicles, then things certainly went out with a bang.

MEETING EN MASSE

Just like 70 years ago, the end of May and the start of June saw a large contingent of military vehicles gathering in ports along the south coast of England in order to start their own mini invasion of the Normandy coastline, while vehicle owners from all over the world had also already started making their way to

Below: It's not every day that you come across five pieces of WW2 armour on the beachfront! These French owned vehicles certainly drew a good crowd for a get together on Omaha beach, which as far as I know wasn't advertised anywhere.





Left: There was also a more modern feel to proceedings on the 6th June with the presence of these British Army Viking's (BvS10) and also two RCLs (Ramped Craft Logisitic). Right: There were just over 3000 M4A3E8s produced for the Allies from August 1944 onwards, being armed with the 76mm gun. This example was seen at Omaha Beach on the 4th June and although it carries the name 'Fury' it is not believed to be the example which has recently been used for filming ahead of the new Brad Pitt movie with the same name, due out later in 2014.



Left: This was a common sight across the south coast of England in the build up to the D-Day commemorations, as vehicle owners prepared to make the crossing to France once again. Pictured are four GMC CCKW 353s and a Dodge WC63 Weapons Carrier ready for the off. Below: This T-16 Ford built Universal Carrier was seen outside the Musée D-Day Omaha in Vierville-sur-Mer.



the Normandy area. Unlike 1944 though, these machines weren't going to war they were simply preparing to join thousands of others making the pilgrimage to remember what happened seven decades ago.

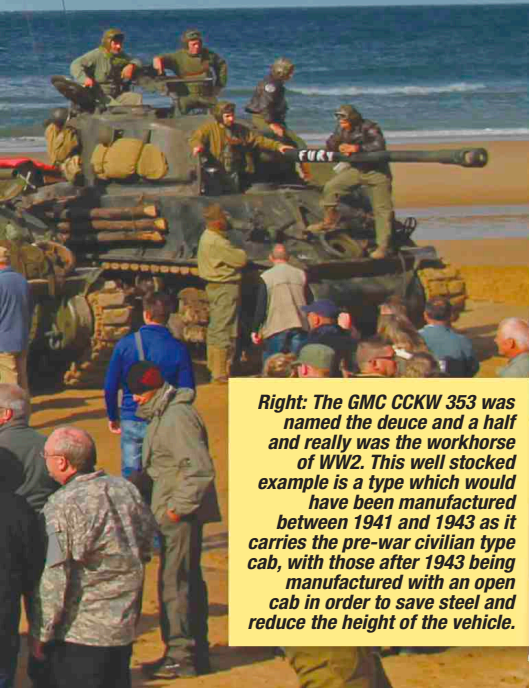
Also among those travelling from the UK were many of the remaining veterans of the NVA, some of whom would be making their final trip

to the beaches with most now in their late 80s or 90s. Meanwhile, many others outside of ratified organisations were making the journey in order to remember those who fought and also made the ultimate sacrifice during the whole of the Normandy campaign, while paying appreciation to those that were still around for quite possibly the last big one.

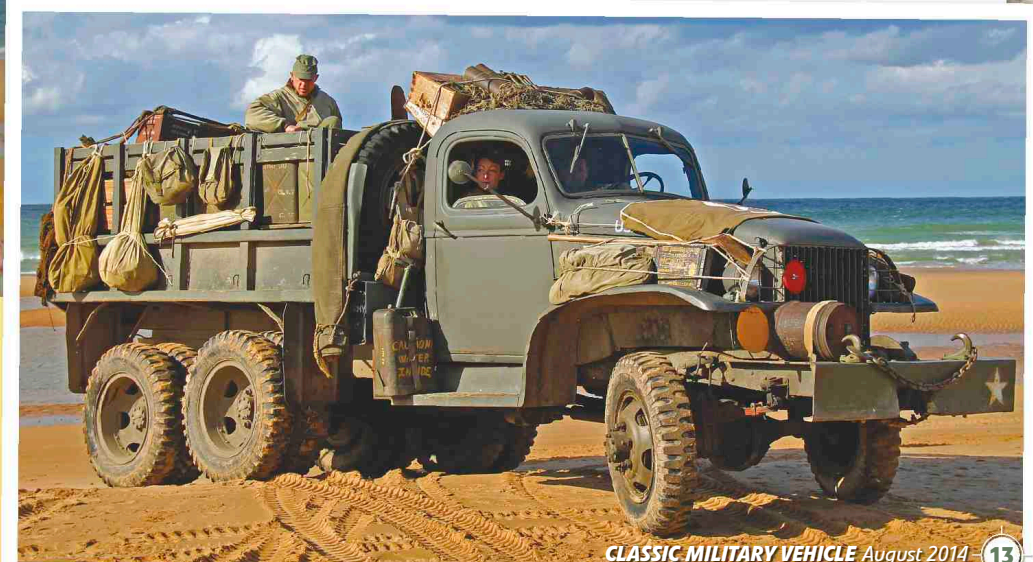
PASSING WORRY

Rewinding a few weeks though and just when it looked as if everything would be okay for the off,

a bombshell was dropped. In April 2014 a trickle of news was received via the Ministry of Defence (MoD) from French officials that everyone attending D-Day70 would require a pass if they were to be inside an exclusion zone during the period of remembrance. Forms were duly filled in but such was the clamour for 'passes' many people were still not exactly clear what would



Right: The GMC CCKW 353 was named the deuce and a half and really was the workhorse of WW2. This well stocked example is a type which would have been manufactured between 1941 and 1943 as it carries the pre-war civilian type cab, with those after 1943 being manufactured with an open cab in order to save steel and reduce the height of the vehicle.





Above: The Autocar U-7144-T Tractor, 4-ton, 4x4, such as this one pictured, was very similar to the Federal 94x43 tractor units, with them both serving their purpose during WW2 with great vigour. This fine example, despite the British Mickey Mouse colour scheme, is seen with a load which it would have been expected to haul during WW2.

Above: This shot highlights the small differences in early GMC CCKW 353s and later models with the one on the right-hand-side carrying a solid civilian style cab, whilst the vehicle on the left has an open soft-top variant which was carried by vehicles from 1943 onwards. Right: Nicknamed the Dragon Wagon this M26 Tank Transporter belonged to one of the members of the French MV owners Club L'UNIVEM and could be seen at the Dog Green camp in Vierville-sur-Mer. The M26 was an armoured tractor from the Pacific Car & Foundry Co and was designed as not only a tank transporter but also a tractor unit which could be used for light recovery work on the battlefield if required. Below: The Diamond T tank transporter was a workhorse of WW2 and continued to be used into post war. Many ended up being used by haulage companies all over Europe following the end of their time in the armed forces. This tidy T 980 example had made its way to Normandy all the way from Holland; I for one wouldn't have liked to have been paying the fuel costs! Below middle: With its open style cab this is either a Federal 94x43B or 94x43C which were both military versions of the standard civilian type 94x43A tractor unit which featured a hard top cab. It had a variety of roles during WW2 hauling many different types of loads as well as being used as a tractor for the Signal Corps. This lovingly restored example was seen at Saint Mere Eglise.



happen with just two months leading up to the events. Thankfully, due to hardworking MoD officers, nearly every veteran who applied got their passes in time. Meanwhile, hoteliers and campsite owners in Normandy offered to help out the thousands of international visitors by picking up the vehicle pass required to travel on the 6th June 2014 between the hours of

6am and 6pm, something which had been implemented in the weeks leading up to the event.

MILITARY PRESENCE

Despite this early hiccup, we couldn't fault the organisation that went into the event during what must have been one of the busiest periods

ever in peacetime Normandy. The majority of the Gendarmerie, brought in from across France, were hospitable and helpful, with 500 on duty in Arromanches alone on 6th June! Additional provision had also been made for the extra throngs of people who would be visiting memorials and events around the Normandy area throughout the week, with countless extra

Above right: The Chevrolet 1 1/2 ton 4x4 Bomb Service Truck was part of the G506 series of 1 1/2 ton trucks built by Chevrolet during WW2. This machine was referred to as the M6 Bomb Service Truck, normally used on airfields and ammunition dumps. The truck would tow the M5 bomb trailer, one of which can be seen here, in strings up to five at a time. Behind the soft-top driver's cab was a working area with troop seats. A monorail crane extended the full length plus an overhand. A hoist was provided to lift and move the ordnance. This tidy example was pictured at Gernimo Camp in Saint Mere Eglise. Below: Although the vehicle on the right is a post-war Hotchkiss M201 masquerading as a WW2 Jeep, to members of the public it certainly set the scene. They were part of a good set-up by French MV owners Club L'UNIVEM in the village of Vierville-sur-Mer which is where American troops landed on the now infamous Omaha Beach on the 6th June 1944.





Above: Mick Price's 1943 Scammell Pioneer Recovery Tractor is seen here flanked either side by the Kaye families 1940 Scammell Pioneer R100 on the left and their 1943 Scammell Pioneer Recovery Tractor on the right. Ironically the Recovery Tractors both came from the same batch of vehicles and now live just 30 miles apart from each other in the Midlands. Below left: This M4A1 Sherman is marked up as belonging to a French unit, and was seen at Camp Arizona, a reconstruction of a US camp near Carentan. The M4A1 was manufactured with a cast hull and armed with a 76mm gun. Some 6281 were manufactured between February 1942 and December 1943, seeing service on a variety of different battlefields.



Left: Many thousands of people probably walked right past this GMC AFKW 353 which was situated at the Dog Green Camp at Vierville-sur-Mer without even realising how rare a machine it was. Although production started in 1942, with it being manufactured alongside the more popular CCKV, there were only ever 7235 machines built, with this example being one of a handful to survive into preservation.



Left: The great thing during the D-Day commemorations is that you will quite literally stumble across vehicles while driving around. This Dodge D-19 Luxury Liner military staff car was spotted at a one off Dodge vehicle owners meet at the Pointe-du-Hoc memorial site.

fields opened up to hold the hundreds of cars, motorbikes and campervans, along with military vehicles, that descended upon the area.

Talking of military vehicles, there were, as to be expected, thousands of them buzzing all around the Normandy countryside. You could guarantee that in the days leading up to the

6th June every time you turned a corner it wouldn't be long before you would be greeted by a green machine coming in the opposite direction. Admittedly most of them were American, even in the British sector, there seemingly being more Jeeps (some

post-war Hotchkiss in disguise) in the Normandy area than during the actual invasion itself! However, if you knew where to look there were also some brilliant British and Commonwealth



Above: it was nice to see this Canadian built 1941 Ford V8 representing the British and Commonwealth vehicles. This example carries a radio body and had made its way across to Normandy from Guernsey for the commemorations. Right: On the 5th, in front of members of the Royal Family, some 300 parachutists filled the skies of Ranville where the British Airborne forces landed during the Normandy landings some 70 years earlier. Jumpers from Britain, America, Canada and France took part in the event which drew in thousands of spectators.



Above: A little like a scene out of a Red Ball Express wartime photo, these GMC CCKW 353s spotted on a campsite at Asnelles are ready for the journey home following the end of the main commemorations. Far left: The parade at Port-en-Bessin hosted a number of different military vehicles; here they make their way down to the dockside.



Left: This Humber 8cwt PU 4x4 takes the name of its owner Bernard Venners. Sadly due to ill health he was unable to bring his 1942 machine to Normandy himself; however his wife Marion and the rest of their family kept up the promise and enjoyed a week-long tour at the start of June. The couple from Reading have owned the Humber since the 1980s and it recently underwent a spruce up ready for the commemorations.

vehicles on offer, including Vaughan Roberts's excellent 1943 Humber Armoured Car which he finished tinkering with just hours before departure on the 3rd June. This was just one military vehicle which stood out amongst the masses in the vicinity during this period and I'm sure many vehicle owners had similar stories to that of Vaughan's, however there isn't enough space to mention them all here.

The great thing about the celebrations is the number of small military camps, both organised and spontaneous, which pop up during the week. Although I went with a list of places I'd planned to visit I often found myself stopping in

villages along the way to snap a group of military vehicles parked in a square or by the roadside. It sure added to the atmosphere leading up to the big day itself.

AIRBORN ATTRACTIONS

Of course, the celebrations weren't limited to the ground, with thousands of people, along with veterans, turning out for parachute drops on the 4th and 5th June in Carentan and Ranville respectively. Sadly the former had to be cancelled due to high winds but the sight of eight C-47s flying over Normandy was something to behold. In fact, for most of the

week the sky was full of aircraft of all vintages, with the Battle of Britain Memorial Flight doing its fair share of flypasts and displays both in the build-up and on the 6th June itself.

CHANGING HISTORY

Despite being an outstanding and thoroughly memorable spectacle, I am sorry to report that in my opinion the Normandy commemorations have steadily become more of a show with less and less substance. It was a little disappointing to see a French re-enactment group taking over places such as the Hillman Bunker site, famously taken by the Suffolk Regiment who



Left: The Musee des Blindes, a tank museum located in the Loire Valley of France, in the town of Saumur, brought along a handful of tracked machines to the beach front in Arromanches. This Valentine Mark III although carrying desert markings obviously has some relevance to the Normandy campaign with the famous Duplex Drive swimming tanks being based around Valentines.





Above: One of the smallest military vehicles on show but also one of the most interesting was this 1935 Morris C8 radio car. This is the only example known to exist, with many being lost during the retreat from Dunkirk in 1940. The strange set-up in the car sees there being no passenger seat with just one back seat for the operator of the radio set which can also be found behind the driver. **Right:** A nice selection of American built half tracks seen at Camp Arizona near Carentan. **Below:** This 1944 GMC CCKW Bolster Truck had made the trip to Normandy all the way from Leek in Staffordshire. Although the vehicle owner also has the Pontoon trailer to match it was decided that it would be best to leave it at home for this journey. Still the vehicle is certainly something different with this example being restored around six years ago now with the paintwork being taken all the way back to the bare metal.



Left: Sadly we didn't get the chance to see Brian Gibson's 1942 AEC Matorador Gun Tractor on the road but it was still great to see it in attendance. In fact Brian is led to believe that the machine served during the Normandy campaign with the 21st Army Group. Brian has owned this vehicle since 1992 and also brought it along to the 50th Commemorations in 1994.

landed on Sword Beach on D-Day, and filling it with American WW2 vehicles, which somewhat distorts history.

Meanwhile on the 6th June in Arromanches, which has traditionally been the veterans' home in France, as well as being where the Military Vehicle Trust has always placed

its vehicles on the beaches in-front of the main square, the latter was somewhat squeezed by numerous other groups of all nationalities flocking to the sandy beach where Mulberry B once stood.

Perhaps this is me being a patriotic Brit, however if we aren't careful then we are edging towards a real change in the historic perspective of what happened in Normandy, with Hollywood seemingly dictating the way in which this period of time is remembered. ➤➤



Left: Despite their large size there were a number of DUKW's which could be spotted all around Normandy during the Commemorations. **Far left:** Rex Cadman's Sherman BARV is seen here enjoying itself on the Arromanches sea front. **Below:** DUKW's played a vital role in ferrying casualties back to waiting vessels during D-Day and also taking supplies ashore in the days following the invasion whilst the Mulberry Harbours were being constructed. The 6th June saw various DUKW's, both from the UK and further afield, returning to the waters off Arromanches as they showed off their swimming capabilities.





Above: A Dakota makes a pass over Arromanches on the 6th June.

Above right: The jump on the 5th June at Ranville also saw two drops from Dakotas. **Right:** Vaughan Roberts's Humber Armoured Car and Ben Kaye's Scammell Pioneers draw the crowds during the Bayeux vehicle parade.



Right: With there only being around 50 different types of Bedford QL left in existence it was great to see a line-up of them following the parade in Port-en-Bessin. Despite there being well over 50,000 different examples produced they don't seem to have survived in great numbers with many being thrown into different roles once demobbed.



Above: The British and Commonwealth vehicle parade through Bayeux on the 8th June saw a number of different military vehicles taking to the roads. This was in complete change to five years ago when only one British or Commonwealth vehicle was able to take part in a French military vehicle group run parade. **Right:** This lovely Chevrolet CMP had made its way to Normandy all the way from Holland.



AFTER THE EVENT

That said, the British and Commonwealth vehicle owners would hit back in the British Sector of Normandy during the two days following the 6th with impressive parades through both Port-en-Bessin and Bayeux, both of which were taken by British forces on the 7th June 1944. The latter was of great relief as just five years ago the French MVCG had seen fit to include just one British and Commonwealth vehicle in its procession. Thankfully things were different this time around with the town of Bayeux coming out to cheer scores of British and Commonwealth vehicles through the main high street on the

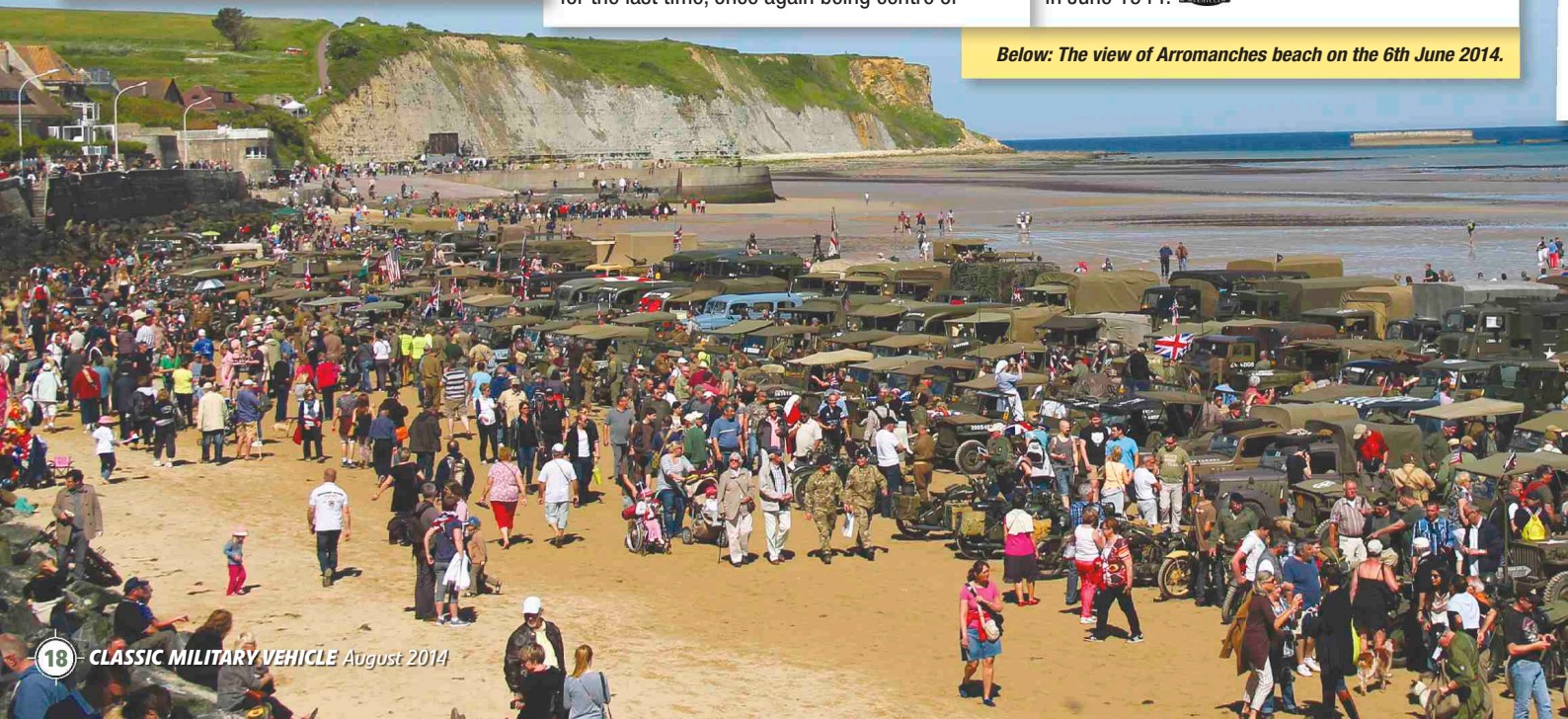
morning of the 8th June before moving off inland to Tilly-sur-Seulles.

This day would almost conclude the commemorations for D-Day70 with events and military vehicle gatherings somewhat dying down as everyone made their way home and back to everyday life, following what had been a very memorable week. Enormous praise should be given to those who bring their machines from all over Europe and even the world for these commemorations, as we look to remember what happened on that fateful day of 6th June 1944. While most importantly it was great to see the veterans, quite possibly for the last time, once again being centre of

attention for their actions some 70 years ago.

So looking back at the original statement, will it be the last big one? Well yes most definitely for the veterans, as although they will continue to return year-on-year the commemorations will not be on the same scale as they were in 2014. Thankfully their memory will live forevermore through people like those who continue to take their old soldiers, ie their military vehicles, back to the beaches of Normandy each year for hopefully the considerable future. We've no doubt that countless others will also continue to pay their respects and remember how the course of history was changed on that one day in June 1944. **MILITARY**

Below: The view of Arromanches beach on the 6th June 2014.





Far left: One of the last vehicles we saw still buzzing around the Normandy area when quite a few had gone home was Barry Ring's 1943 Ford GTB Cargo 'Burma Jeep' which was featured in CMV back in 2012. Left: There were some real heavyweight tracked vehicles in attendance, albeit all seemingly in the American sector of the Commemorations. One such machine was this 1942 M3 Lee which was armed with a 75mm cannon and also a 37mm cannon. This machine was to be found in Sainte-Marie-du-Mont.



Above: Ready for home! This quite rare Marmon Herrington H-542-11 also known as a M426 is certainly loaded up ready for the journey home back to Belgium, seen late on Sunday 8th June when most in the area decided that it was time to return back home. Left: Looking the part in-front of their 1940s Austin K2, this re-enactment group portrayed members of the British Army who were attached to the Dorset Regiment which landed on D-Day. Below: The Musee des Blindeg also supplied an M4 Sherman with cast hull which gave a great demonstration of its manoeuvrability on the beach during the afternoon of the 6th June, much to the joy of the many thousands of people who were in attendance.



JEFFREY ENGINEERING LTD

JEEPS - JEEP PARTS - SERVICE AND REPAIR

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

All major credit cards accepted. Call Nick Jeffrey



TEL: 01233 770007

MOBILE: 07770 836438 FAX: 01233 770670

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

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

WHEN QUALITY COUNTS

BADGER TAC

BADGER TAC AIRSOFT AND MILITARY

**"SEE US AT
THE WAR AND PEACE
SHOW STAND G23-26"**

- T** Tactical Equipment
From Sporks to Plate Carriers & everything in between
- A** Airsoft Realistic Imitation Firearms
Cost effective alternatives to a de-activated weapons.
- C** Corporate.
Why not try one of our experience days? From a fun filled airsoft skirmish day to an action packed team building adventure.

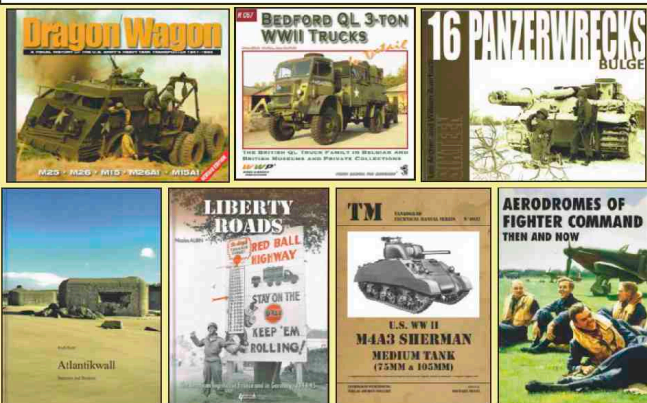
CONTACT US TODAY ON ANY OF THE FOLLOWING:

WWW.BADGERTAC.COM
01296 658 600 -
ENQUIRIES@BADGERTAC.CO.UK

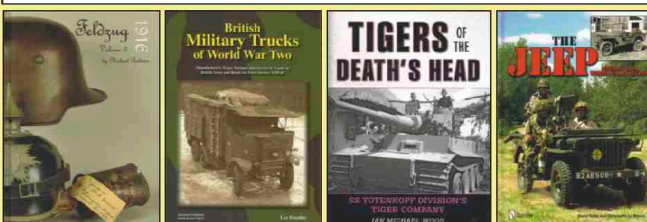
**BADGER TAC, BUILDING 350,
WESTCOTT VENTURE PARK,
WESTCOTT AYLESBURY, HP18 0XB**

Paul Meekins MILITARY & HISTORY BOOKS

www.paulmeekins.co.uk



Visit our bookstall at
War and Peace Revival (stall X8-X10)
~ Military Odyssey ~ The Victory Show ~



01789 722434

paul@paulmeekins.co.uk



ARMOURGEDDON RESTORATIONS

**BUYERS, SELLERS AND RESTORERS OF
ARMOUR & MILITARY VEHICLES**

A LITTLE MORE ABOUT US...

Our highly trained team of restorers are made up of experienced Panel Beaters, Paint Specialists, and mechanics to name but a few. We don't only restore our own projects, we also take on third party projects, ideal for those that have purchased a vehicle but either don't have the time or the know-how to complete their restoration.

We also have Tanks and Vintage Military Vehicles For Sale...
Plus Tanks and Vintage Military Vehicles For Hire... Procurement...

Armouredgon Restorations offer a procurement and consultation service for all your Armour and Vintage Military Vehicle needs.



VISIT WWW.TANKSALES.CO.UK
OR CALL 01858 880239 TO FIND OUT MORE.

LAND ROVER 1-TONNE FC

A Land Rover is a Land Rover is a Land Rover, right? Well not necessarily. Pat Ware looks at the 1-tonne forward control, Land Rover's first purpose-designed military vehicle



Rover showed the new 'forward control 101' to the public at the Commercial Motor Show at Earls Court in September 1972. At this stage, the Ministry of Defence was still keen on the powered trailer concept. (Rover)

You could be forgiven for thinking that, beyond the obvious military connection, the M561 Gama Goat, Steyr-Puch Pinzgauer, and Volvo Laplander have little in common. But, amongst others, all three were considered for the role eventually allocated to the Land Rover 1-tonne forward control... Land Rover's first 100% purpose-designed military vehicle production until the Wolf appeared in the early nineties.

Work on this project had started back in the sixties when the Ministry of Defence (MoD) identified what it described as a 'serious gap in the future vehicle range between the Land Rover, with a capacity of 0.5 to 0.75 ton, and the 4-ton Bedford MK/MJ trucks.' Most pressing was a specific and immediate need for a heli-portable artillery tractor and ammunition limber for the new L118 105mm light gun, which was too heavy to be towed by existing Land Rovers. It was also believed that a vehicle that could satisfy this particular role would also be suitable

for a range of other needs for which 'existing smaller vehicles were inadequate [but for which] larger ones were either too expensive or tactically unacceptable.'

PREPARING PROTOTYPES

In 1967 the Fighting Vehicle Research & Development Establishment (FVRDE) asked Rover to construct five forward-control (FC) prototypes rated for a 1-tonne carrying capacity. Although Rover had been building a 1.5-tonne civilian forward-control truck since 1962, in its original Series IIA form the design

was woefully underpowered and, even as the Series IIB which was fitted with a 2625cc six-cylinder engine and which was trialled by FVRDE in 1966, it was still not considered to offer sufficient carrying capacity for the military 1-tonne class.

It was obvious that a purpose-designed military vehicle would be required, and a General Statement of Requirements (GSR 3463) was issued in June 1968.

Describing what was initially intended as a 1-tonne gun tractor, the document stated that the vehicle should also be capable of towing a load of up to 3300 lb (1,500kg) in a powered-axle trailer, with the axle coupled to the tractor via a power take-off at the rear. Other possible roles included command post, Rapier and MILAN missile launcher,



Above: One of the five early prototypes was used as a trials vehicle for the BAC Beeswing battery missile system, deploying four Swingfire wire-guided anti-tank missiles in a rotating mount. (British Aircraft Corporation)
Right: Illustration taken from GSR 3463, dating from June 1968. The general appearance of the vehicle matches that of the early prototypes but note the front-mounted winch; when a winch was fitted to production vehicles it was mounted under the chassis. (Warehouse Collection)



Above: This early prototype communications vehicle, which forms part of the Dunsfold Collection, nicely illustrates the short boxy front extension, presumably required to accommodate the radiator for the six-cylinder Rover engine. (Warehouse Collection)



missile test/repair vehicle, signals office, radio repair vehicle, computer exchange unit, dry-air generator, power-supply vehicle, battery-charging truck, line layer, load carrier, and battlefield ambulance. It was also suggested that the truck might be used as a mount for the EMI Cymbeline mortar-locating radar system, and as a REME (Royal Electrical & Mechanical Engineers) welding shop, although these roles were eventually withdrawn.

The first of five prototypes for what was now being described as 'truck, 1-tonne, 4x4, cargo', appeared in 1969. It would have been immediately recognised by anyone used to the squared-off, utilitarian appearance of the production 1-tonne that eventually followed, although there was a short 'boxy' projection to the front panel, presumably to accommodate the radiator and the driving controls. Power came from a 2995cc straight-six petrol engine that had been 'borrowed' from the Rover P5 saloon car, with the engine coupled to a four-speed gearbox and two-speed transfer case, giving part-time four-wheel drive. The vehicle rode on the heavy-duty ENV axles and differentials of the Series IIB civilian forward-control chassis. As requested, a power take-off on the transmission allowed the truck to be coupled to the powered trailer, effectively creating an articulated 6x6 configuration.

FINE TUNING

Although the engine was of a larger capacity than that which had been fitted to the Series IIB civilian trucks, it was still not sufficient

and, when towing a gun or loaded trailer, the vehicle was felt to be underpowered. On the plus side, these prototypes did help to nail down the finer details of the brief, and one at least was used as a trials vehicle for the BAC Beeswing anti-tank battery missile system.

FVRDE issued a new specification to Rover and, with an admirably open-mind, also asked some 16 different motor companies to tender. Vehicles considered for the role, included the American M561 Condec 6x6 'Gama Goat', the Volvo-Ailsa 4140 series Laplander, and the Steyr-Puch 4x4 Pinzgauer 710. Vehicles produced by Austin, Chrysler, International, Kaiser-Jeep, and Toyota were

that was intended for the Range Rover. The Range Rover also donated its transmission, including the gearbox and integral permanent four-wheel drive transfer case, with its inter-axle lockable differential. The truck rode on 16in one-piece wheels mounted on heavy-duty Salisbury axles, incorporating strengthened half-shafts. Suspension was entirely conventional, with the axles hung from semi-elliptical tapered multi-leaf springs, with an anti-roll bar at the front, and double-acting telescopic hydraulic shock absorbers

all round. Wheels were shod with 9.00-16 bar-grip tyres.

"Under a design team led by Norman Busby, Rover went back to the drawing board."

also considered, albeit briefly, but, in the end only Rover and Volvo were really in the running.

Under a design team led by Norman Busby, Rover went back to the drawing board and reworked their original prototype with the intention of improving load-carrying capacity and providing more power, and the resulting vehicle borrowed little from existing models. The body was similar to that which had been used on the earlier prototypes, using demountable body panels, in the style of the 0.5-tonne 'lightweight', that allowed the gross vehicle weight to be reduced, but the heavy-duty chassis was completely new. The six-cylinder engine was ousted in favour of the 3528cc Buick-derived V8

TARMAC TERRORIST

On the road, the vehicle was no sluggard and, in prototype form, was apparently capable of a somewhat raucous 79mph (128km/h), although this was subsequently governed to 62mph (100km/h). With the low ratios selected, maximum tractive effort was sufficient to provide excellent low-speed performance in the rough stuff, while the short overhang at front and rear meant that the approach and departure angles were sufficient to prevent the vehicle getting hung up on rocks and ditches. Unladen weight was in the order of 4100 lb (1864kg), and the truck was light enough to be carried in Andover or Britannia aircraft, or to be lifted by a Wessex

helicopter with the body panels removed.

During 1970, a total of ten prototypes were constructed. Six went to FVRDE, to be subjected to arctic and tropical trials, while the remainder were allocated for user trials, including three to the School of Artillery for trials with the 105mm gun. Matching powered trailers were produced by Rubery Owen and Scottorn but, unfortunately, the powered trailer concept was not continued into production. It seems that the trailer could force the vehicle to overturn or jack-knife on tight downhill corners, and FVRDE also felt that, since the trailer could only be used with one vehicle type, it was not sufficiently cost-effective.

At the 1971 exhibition of military vehicles held at FVRDE's Chertsey site, the project was still being described as 'under assessment' but the trials were scheduled to end in early 1972, with the winning vehicle – remember, the Rover was still in competition with the Volvo – scheduled to go into production immediately. Eventually, the Land Rover emerged as the clear winner, and the company was awarded a production contract for what was being officially described as 'truck, GS, 1-tonne, 4x4, Rover; FV19009', but which is almost universally known as the 'forward control 101' or '101 FC', the designation being derived from the wheelbase dimension.

INTO SERVICE

Rover exhibited the '101 FC' at the Commercial Motor Show in September 1972, although the vehicle was never sold on the civilian market. With production underway, the first of 2129 vehicles destined for the British Army entered service in late 1975. By the time production ended in 1978, a total of 2669 vehicles had been produced, with additional contracts coming from Australia, Egypt, Iran and Luxembourg. It has subsequently been suggested that the British Army might have purchased a further 2000 vehicles over a period of ten years if Rover had been willing to continue producing at such a low level.

All of the vehicles intended for the British Army were manufactured as general service

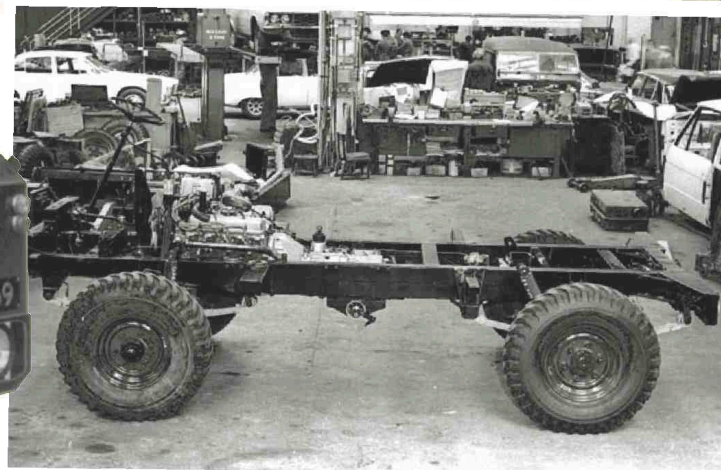


All of the 2129 vehicles intended for the British Army were initially fitted with the general service (GS) cargo body, not the flat front panel. Presumably made possible because the shorter length of the V8 engine when compared to the straight six allows the driving controls and radiator to be mounted slightly further back. (Warehouse Collection)

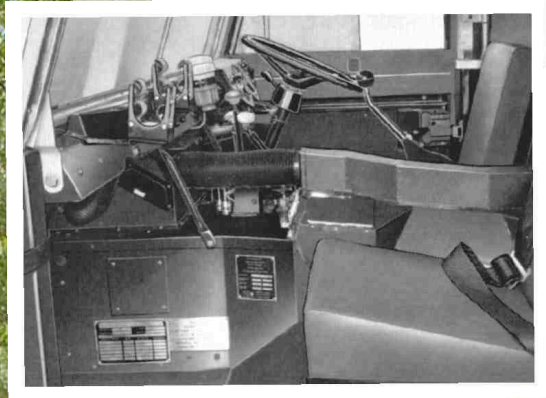
(GS) cargo vehicles, with both left- and right-hand drive examples produced. The GS variant also served as the tractor for the 105mm light gun, and was adapted as a prime mover and tracking unit for the British Aircraft Corporation's (BAC) Rapier surface-to-air anti-aircraft missile, in which form it was operated by the RAF. Other examples were equipped as a mortar carrier, and as a mount for the MILAN anti-tank missile, and REME converted at least one vehicle for the light recovery role with a small folding jib in the rear compartment.

Some 520 vehicles were subsequently converted by Marshalls of Cambridge for the field ambulance role (FV19010), with the enclosed body providing accommodation for four stretchers. There were also two types of fully-enclosed electronics/communications vehicles, which, similarly, were based on existing cargo vehicles. The most numerous of these was the signals and electronics repair variant, fitted with a similar body to that of the ambulance – known as the 'box utility' and designed by Lairds of Anglesey. >>>

Below: Like the Series II and IIA 'lightweight', the body of the 'forward control 101' was designed to allow it to be stripped to the minimum, thus reducing the weight of the vehicle to aid air portability. In this condition, the vehicle remains fully operational. (Rover)



Above: This photograph, taken during construction, shows the position of the V8 engine, behind the front axle. (Warehouse Collection)



View across the passenger seat towards the driving position; note the trunking and ductwork running across the centre of the cab. (Rover)


A number of these signals vehicles were converted to biological agent detection vans during the liberation of Kuwait. A second signals body variant, known as Vampire, was used in the signal-detection role, the vehicles operating in groups of three to triangulate the position of enemy communications operations.

Although the vehicle suffered initially from reliability issues, it was well liked and remained in service into the late nineties, with surplus examples being quickly snapped-up by off-road enthusiasts who



A total of 520 cargo vehicles were subsequently converted to the field ambulance role by Marshalls of Cambridge, with a fully-enclosed, heated body that provided accommodation for four stretchers. (Warehouse Collection)

recognised that the '101' offered exceptional off-road performance. The vehicle is also popular with military-vehicle collectors and

prices have remained high, with examples currently changing hands at anywhere between £4000 and £15,000. 

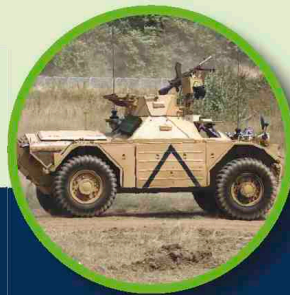


Below: The signals and electronics repair variant was fitted with a similar type of boxy enclosed body to the ambulance, but, in this case, constructed by Lairds of Anglesey. Note the additional access doors in the side of the vehicle; there is also a single door at the rear. The similar Vampire signals detection vehicle can be identified by the single side door. (Warehouse Collection)



Cherished Vehicle Insurance

Classic Military Vehicle Insurance for your pride & joy



- ✓ Up to **25%** military vehicle club membership **discount**.*
- ✓ **Multi-vehicle** policies to suit collectors both large & small.
- ✓ **Free** and simple agreed value service available.
- ✓ Cover for all types of vehicle including: **Jeeps** and **APC's**, **Tanks** or **Military Trailers**, **Gun Carriages** and **Limbers**.

*Subject to minimum premium and normal underwriting criteria. Terms and conditions may apply. Please ask for details.



0333 003 8162

www.cherishedvehicleinsurance.co.uk



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

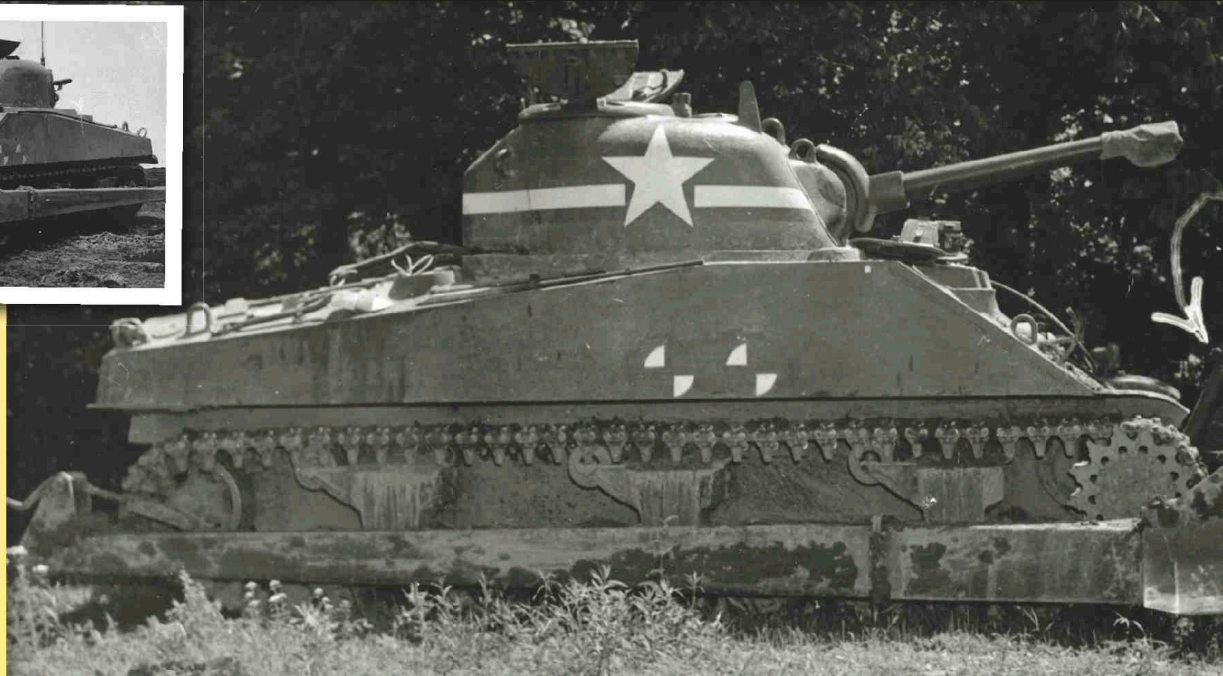
Cherished Vehicle Insurance is a trading name of K Drewe Insurance Brokers Limited who are authorised and regulated by the Financial Conduct Authority. Registered in England No. 00743268, Registered Office: 14 Load Street, Bewdley, Worcestershire DY12 2AE. CVI 086 02/14

HARROWING STUFF

David Doyle looks at the evolution of the Sherman Tankdozer and the many obstacles that stood in its way during production



Above and right: The initial efforts toward developing dozer attachments for tanks centered around their potential use removing land mines. Emphasis was placed on lifting the mine from the soil and pushing it aside, rather than detonating it in place. INSET: Both LeTourneau and La Plant-Choate developed such dozer attachments; this is the latter.



While the bulldozer and the tank share the common ancestor of the track-laying tractor, the concept of combining the dozer blade with the tank didn't exactly happen overnight. In fact, it wasn't until 28 January 1942 that the US Army first considered the idea of using specially equipped tanks to tackle obstacles. These would feature dozer blades, which could be used to fill antitank ditches, road craters, move obstructions, and most importantly, shove mines out of the way.

In order to move mines without detonating them, the dozer blade had to exert less than 300 lb of pressure and while a bulldozer could perform these functions, most lacked armour protection for the driver, and had no protection other than the driver's rifle. Effectively then, a tank, with its armour protection, machine guns

and heavy main gun seemed perfectly suited.

STARTING FROM SCRATCH

In early 1942 the tank-mounted dozer blade concept was batted around within the army, with the Armored Force feeling that mine-clearing was an engineer's function, and

handing development to the engineers.

On 23 April 1942 the Engineer Board presented the Chief of Engineers with the results of its preliminary investigation; not surprisingly it found that given the enclosed nature of the tank and the cable-operated dozer mechanisms prevalent at the time, a major hurdle would be the operation of the blade.

The Engineer Board, in the next phase of development, approached the Caterpillar Tractor Company for help designing a suitable blade and initially it was hoped that a standard tractor blade could be adapted for this use although it was quickly determined that this wasn't to be the case. As concurrently the Desert Warfare Board had been testing a V-type plow mounted on a M3 medium tank for rapid road construction, there was hope that this apparatus could be adapted for mine removal, but that too was unsuccessful. After some consideration, the board opted to start from scratch with the goal being to develop a blade specifically for mine removal, and then adapt this to enable it to remove other obstacles. At about the same time, the Chief of Engineers asked the board to investigate equipment for the negotiation of underwater and beach obstacles.

BLADE RUNNER

Arrangements were made with RG Le Tourneau, Inc. for a cable-operated blade with shallow moldboard and 50-degree V; and with the La Plant-Choate Manufacturing Company for a similar blade, albeit hydraulically operated, designated T5. It was hoped that these blades, following best practices of earth and snow removal blades, would give maximum earth-rolling and windrowing action. In this way, any



Further development work on the T5, in part to improve the hydraulic system, resulted in the T5E1, shown here. Like its predecessor, the pivot point for the blade assembly was near the rear of the tank.



Above: With the T5E2, the pivot point moved to the centre suspension bracket of the Sherman. A hydraulic pump, driven by the tank engine, actuated the lift cylinder, which by now was hidden behind a light armour shield at the centre of the blade. The 10,000 lb mechanism could be jettisoned from within the tank in five seconds – and remounted in 30 seconds.



The T5E3 continued the evolution of the dozer, which was still intended for mine removal. The outer ends of the moldboard were hinged, permitting the width to be reduced sufficiently to pass over standard engineer bridges or loading on an LCT. All the T5 models were intended for use at about 2mph (3.2km/h), but with the blade up the tank operated normally.



control unit, an air compressor, an A-frame for the front of the tank and a set of eight cable sheaves. The compressed air was used to operate a blade control unit clutch and brake.



In mid-1943 responsibility for mechanical mine clearance was shifted from the engineers to ordnance. Relieved of the need to clear mines, the engineers pursued a conventional dozer blade-type attachment, the result being the M1, shown here.

mines that may be activated during removal would explode against a cushion of soil rather than against the blade itself. Harrowing action would be the result of 13 teeth spaced along the 12ft 6in blade length.

The Le Tourneau blade, designated T6, was mounted on a M4A2 Sherman. It was found that the blade did not interfere with the tank's manoeuvrability, however a power control unit that would allow the crew to change that height of the blade was needed. The La Plante-Choate blade had a control, but the hydraulic system was inadequate – therefore this unit was found unsatisfactory.

The Le Tourneau blade was redesigned with a power control unit replacing the hand-operated winch and lifting shoe. The reconfigured blade, designated the T6E1, incorporated a single-drum

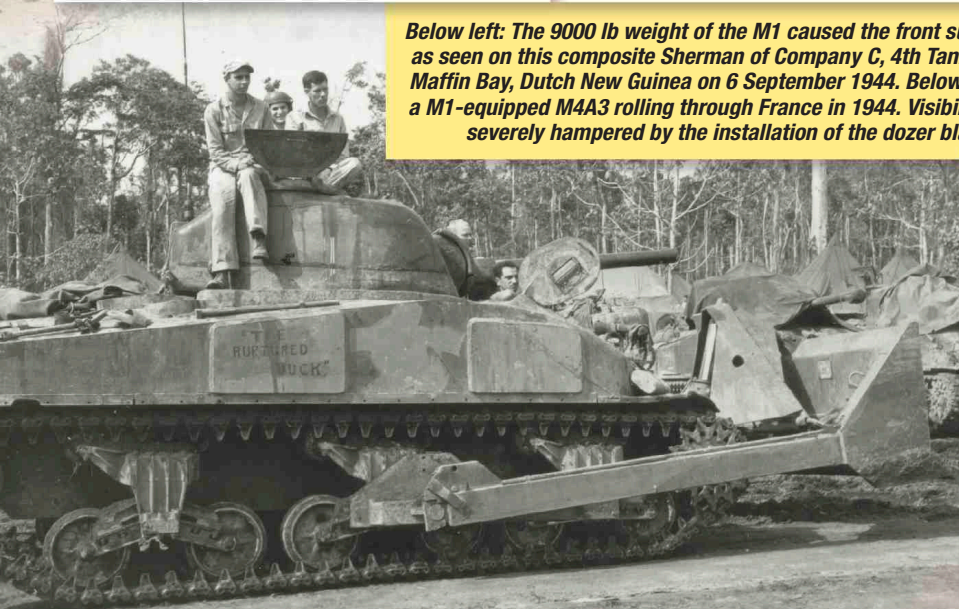
TESTING TIMES

The T6E1 was tested at Fort Knox, where it was found satisfactory, although in its report of May 1943, the engineer board recommended that a powerplant using a Jeep engine be developed, angled blades be explored and significantly recommended further development of the previously rejected T5 hydraulic blade. Further, the board also recommended the pure bulldozing capacity of a tankdozer be further investigated.

On 12 July 1943 the Chief of Engineers approved some of the recommendations, but rejected the idea of experimenting with angled blades. He also suggested that the best features of the hydraulic and cable controlled units be combined. However, before this suggestion could be acted upon, the decision was made that further development of mechanical mine clearing devices would be shifted to the Ordnance Department.

This did not remove the engineers from the tankdozer project, but rather, allowed them to concentrate their efforts on developing a dozer system that leant itself to removing trees and man-made obstructions. From the experiences of the Desert Warfare Board in 1942, the engineers knew that key to the success of such an apparatus was rapid response to blade control inputs. Other desired characteristics included minimum weight, rapid jettisoning, minimum tank modifications and the use of a bulldozer-style blade. Both Le Tourneau and La Plante-Choate responded with experimental models, with the Le Tourneau example being

Below left: The 9000 lb weight of the M1 caused the front suspension of the tanks they were mounted on to compress, as seen on this composite Sherman of Company C, 4th Tank Battalion. The tank was part of the Tornado Task Force at Maffin Bay, Dutch New Guinea on 6 September 1944. Below right: A Signal Corps photographer captured this image of a M1-equipped M4A3 rolling through France in 1944. Visibility from a buttoned-up Sherman, already poor at best, was severely hampered by the installation of the dozer blade, leading to the development of a wide-angle periscope.





Above: Tankdozers often formed the tip of the spear, and as such many were damaged or knocked, either by the terrain, the enemy, or both, as has been this example.



Above: A tankdozer advances across a M2 steel treadway bridge in the Normandy region. Sixteen of the vehicles had been scheduled to land on Omaha beach, but ten were lost before reaching the shore, and one other had to come ashore without the dozer attachment.



Left: In order to cross the Rhine, the army brought forward LCVPs, hauling them, in this instance, on M19 trailers. Manoeuvring these through soft soil was challenging, and here such a trailer with load is towed by an armoured D7, with a Sherman tankdozer moving up to assist with a push from behind on 6 April, 1945.

ready for testing in mid-June 1943.

It was a self-contained, cable operated unit with a power pack incorporating a Jeep engine and a small air compressor. Once a tank was secured upon which it could be mounted, the unit, designated Medium Tankdozer, T1, was shipped to Fort Pierce, Florida, for testing against antitank barriers. The unit passed the tests with flying colours, easily pushing aside obstacles and demonstrating it could be jettisoned in less than five seconds. As a result, the engineer board asked the Chief of Staff for authorisation to purchase the blade, which Le Tourneau had built with its own funds. There was also request to purchase additional identical blades for service testing as well as develop a similar blade for use with light tanks for use in jungle warfare.

However, by this time the La Plant-

Choate blade was ready for testing, and as it had been funded by the ordnance department, it was shipped to Aberdeen for testing. This unit was hydraulically operated, with the hydraulic pump being driven via a power take off from the tank engine. While this eliminated the need for the separate power pack, it significantly increased the time required to remove the dozer from the tank.

“...theatres of operations were receiving bulldozer kits that would not fit the tanks for which they were intended.”

READY TO ROLL

On 16 September 1943 the Chief of Engineers directed that work begin on a light tankdozer, and on 28 September the purchase of the experimental Le Tourneau medium tank unit was approved. In October it was requested that dozer attachments for tanks be formally

declared Corps of Engineer equipment, and authorisation was granted to develop such attachments for light, medium and heavy tanks. On 14 December 1943 development of blades for heavy tanks was disapproved due to the shortage of heavy tanks.

By January 1944 the first shipments of tankdozer attachments were en route to combat theaters. The engineer board recommended that one should be supplied to each company of an armoured battalion, two to the headquarters company of combat battalions at the corps and division level, and two to medium tank companies.

In March 1944 the board, while acknowledging that the Le Tourneau blade offered superior performance, discontinued work on that unit. On 5 September 1944 the 124in wide M1 bulldozer attachment was reclassified from Limited Procurement Type to Standard Article and procurement of 500 additional kits was authorised. Ultimately, a total of 1957 tankdozer conversion kits were produced.

Prototypes of dozer attachments for light tanks were produced by both Le Tourneau and La Plant-Choate and these underwent testing at Fort Pierce, but a 28 April 1944 report indicated that the medium tankdozer was much superior to the light tank unit, and that the latter only be used when conditions preclude the use of



Left: A whitewashed 714th Tank Battalion, 12 Armored Division, Sherman tankdozer, towing a trailer, moves through the streets of Colmar, France. The date is 3 February 1945, and in minutes the tank will be ordered to move forward, clearing debris and allowing the following column to move ahead.



Above: An 8th Armored Division, Ninth US Army Sherman tankdozer, with M32 recovery vehicle following, passes obstacles, as well as a knocked out Sherman, near Merbeck, Germany 2 March 1945.



Above: The M1 continued to be used by the US Army well beyond the end of WW2. This example mounted on a composite-hull M4A3, was photographed in Korea on 2 August 1950. The lift cylinder and surrounding armour are shown to good advantage. Although suspension lock outs had been recommended as soon as the dozer attachments were fielded in 1944, they did not become part of the kit. Hence, this vehicle exhibits the characteristic slight nose down stance of tankdozers. **Left:** With the advent of the M4A3E8, the M1 blade had to be redesigned. The result was the M1A1, shown here. Other than the mounting and a 14in increase in width, it differed little from the earlier model.



The results of this project were such that specifications for the new blade, the M1A1, were published 12 April 1945.

the medium tankdozer. However, the following month the board was directed to develop a dozer attachment for the T24 light tank, then replacing the M5-family.

FIRST INTO BATTLE

In May 1944, the 16th Armored Engineer Battalion became the first organisation to use the tankdozer in combat when the equipment went into action in Italy. The battalion forwarded several recommendations including the introduction of a double acting hydraulic system, chain rather than belt drive, use of an angled blade, and metal rather than rubber hydraulic lines.


By June 1944 the tankdozer programme was in serious trouble, as the Ordnance Department had altered the design of the M4A3 without advising the engineers, thus the theatres of operations were receiving bulldozer kits that would not fit the tanks for which they were intended. The engineer board accordingly

recommended that the development of tankdozers be transferred to ordnance.

Ultimately, it was decided that ordnance would handle the dozer attachments, development of which by then had been approved, for the new T26 tank. The engineer board, however, would be responsible for the development of the dozer attachments for the T24 and M4A3E8.

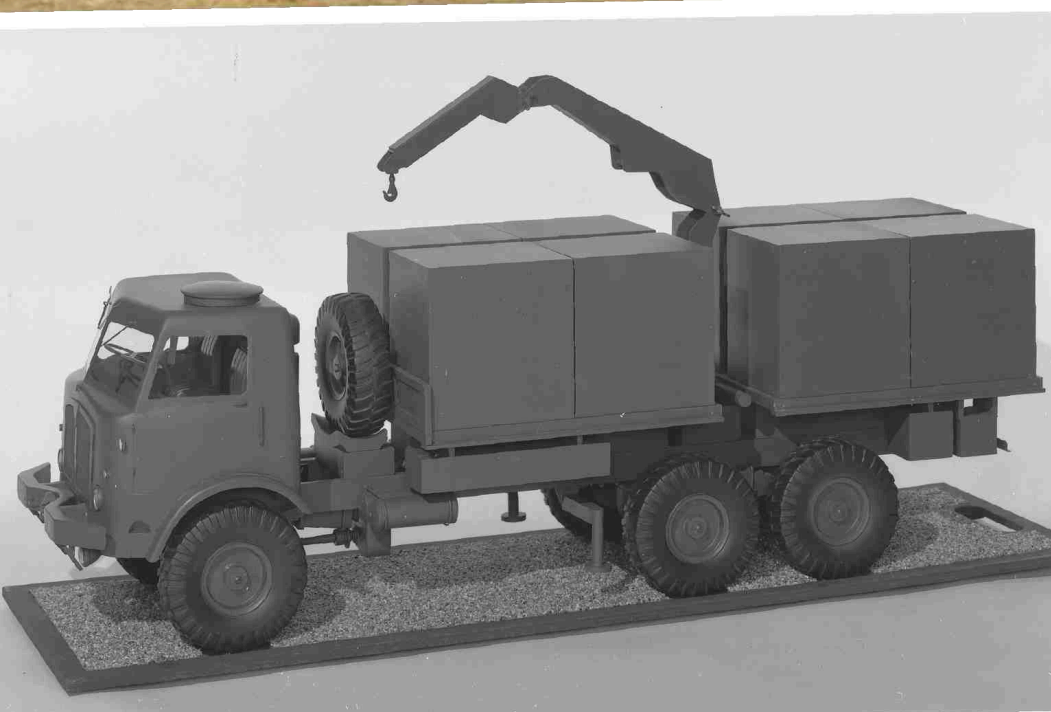
The dozer for the E8 required a new trunnion bracket assembly as well as a 14in wider blade (owing to the greater width of the tank).

FURTHER REFINEMENTS

In part in response to feedback from units in the field, further refinements were made to the tankdozer including fitting dozer attachments originally developed for use with a high speed tractor to the front hull of a M4A3E8 Sherman. Thus designated T7, the unit was given further testing, ultimately being standardised as the M2. The Sherman was soon eclipsed by newer vehicles as America's primary medium tank, and no further refinements were made to the Sherman tankdozer beyond the M2. 

Below left: The final evolution in dozer attachments for the Sherman was the T7, later standardised as the M2. Work began on this system in early 1945. The T7 was an outgrowth of a system of blades developed for use with high speed tractors, and various blade widths, ranging from 124 to 146in, were tried. **Below:** Halfway around the world from the previous scene, near Old Lashio, Burma, an M1-equipped Sherman of the 1st Provisional Tank Group gouges a road from the terrain on 6 March 1945. A crewman rides on the hull during the road-creating operation. No doubt he has taken this stance in order to be an extra set of eyes for the tank driver.





Left: The initial model for the FH70 Limber produced at MVEE. It shows an AEC Militant Mark 3 (0880) chassis carrying eight NATO ammunition pallets in much the same way the Foden would in due course. (TMB)

FIRE AND POWER!

Geoff Fletcher looks at one of the last towed guns developed in Europe before the end of the Cold War. The FH70 (1978-'99) was unusual in that although it was towed it had an auxiliary engine and could move under its own power...

In 1963 NATO Basic Military Requirement 39 (NBMR-39) was agreed for close support artillery and covered both towed and tracked weapons. In due course Germany and the UK set up a project in 1966 and signed a Memorandum of Understanding in August 1968. The project team agreed the operational characteristics for both a towed close support gun (FH70) and a self-propelled tracked vehicle (SP70) – both of which were to be developed jointly. The requirements for the towed gun were: a detachable auxiliary power unit (APU); an unassisted range of 24km and 30km assisted; a burst capability of three rounds in 15 to 20 seconds, six rounds per minute for a short period and two rounds per minute in sustained fire, with ability to fire all 155mm munitions in NATO service and a proposed new range of ammunition.

Below: Automotive towing trials were conducted with a suitably modified Cranes dolly-wheel converter trailer. The trailer's original use was to turn Rubery Owen 20 ton Semi-trailers into full trailers. (TMB)



The USA was invited to join but declined, although Italy became a participating member in 1970. Around that time it was becoming clear that only a weapon of 155mm calibre would be capable of breaking up the anticipated mass tank attack from the Warsaw Pact in the event of war.

The tracked SP70 would have used the same ordnance and the same ammunition and charge system as FH70 but mounted in a turret on a variant of the Leopard chassis. This was intended to replace the older US M109 Howitzer which was in use with all three armies but the three countries had divergent requirements and the doomed programme was finally cancelled in 1985. Indeed some orders did follow with Japan building nearly 500 under licence and much smaller quantities being sold to several other countries.

GOOD TO GO

The towed gun project was more successful with user trials commencing in 1975 and acceptance trials were held in September 1977 at Larkhill. On the press day following these each of three Howitzers was crewed by one of the participating nations and each fired its gun in front of the assembled press from several European countries. It was hoped the gun would attract export orders in addition to the 500 ordered by the three nations (UK, Italy and Germany) in the project.



Left: The FH70 Tractor model is an AEC Militant Mark 3 (0870) carrying a crew compartment and four NATO ammunition pallets. The body on the Foden would also have a locker at the rear for carrying various tools associated with emplacing, servicing and firing the gun. (TMB)

The gun had an engine and was, to an extent, self-

propelled in that it was able to move from where the tractor dropped it into a prepared hide. This was just as well because it weighed several tons and was nigh impossible to manhandle. The engine also powered the hydraulics which brought the gun into action, but this was a double-edged sword. Although it made handling easier, if for any reason the engine was unserviceable the gun could not be brought into action.

There were several artillery days at Larkhill in the 1980s when the FH70 was demonstrated and the sight of a towed gun running around the arena under its own power certainly amused the watching crowds.

Nonetheless on a few occasions the auxiliary power unit failed and the guns could not deploy and fire.

The development and trials took ten years from that initial agreement in 1968 and although the gun was called FH70 it would more accurately have been called FH80!

GOOD TO TOW

Alongside the development of the gun each nation was developing its own tractors and limbers to tow the gun. While Germany looked to MAN for its tractor and Italy to Fiat the early drawings and models from the Military Vehicles Engineering Establishment (MVEE) suggest the UK appears to have considered using the AEC Militant Mark 3 0870/0880 chassis.

However, by 1969 the UK was considering a new logistic fleet including 16 tonne Low



FH70 Tractor although here it is seen rigged as a Limber. It is fitted with steel dropsides and note the mid-mounted Atlas crane. (TMB)



In 1973 the Italian Army loaned its Fiat Tractor to the MVEE for comparative trials. I have not found a trials report but suffice to say that MVEE preferred the Foden! (TMB)

Mobility Load Carriers (LMLC) and eight tonne High Mobility Load Carriers (HMLC). Ultimately the LMLC fleet would be fulfilled by Foden and the requirement for a HMLC seems to have been downgraded to a Medium Mobility Load Carrier (MMLC). By late 1974 MVEE began experimenting with a Foden MMLC 6x6 chassis towing a powered axle trailer and this chassis also formed the basis for the FH70 tractor and

towed. In practice the design of the limber and tractor were so similar that tractors could operate as limbers and vice-versa. Six production tractors and six production limbers (42 GB 14 to 42 GB 25) were also ordered under WV11314 in 1973/74 for troop trials.

MADE TO ORDER

The UK contract A/CTS/1195 resulted in a delivery of 71 guns – enough to equip three regiments of 18 per regiment plus two or three for training and a 25% war reserve.

For the first time these 'towed guns' were given registrations (00 TG 01 to 00 TG 71) – possibly because they could move under their own steam.

The production batches of tractors and limbers were acquired under contract WV12035. They were known as 'Tractor, Wheeled, GS, 155mm Howitzer, 6x6, Foden' and 'Truck, Limber, Wheeled, Field Artillery, 6x6, Foden'.

In all 67 production tractors were made consisting of 50 production tractors acquired

“...the sight of a towed gun running around the arena under its own power certainly amused the watching crowds.”

limber of which prototypes became available from mid-1975. In fact, the powered axle trailer concept proved unworkable on the Foden eight tonne and the project was abandoned.

In all, nine prototypes (04 SP 17 to 04 SP 25) of the tractor and two (04 SP 26 and 04 SP 27) of the limber were built under contract WV11314 and these were trialled between 1975 and 1978. To simulate the weight and length of the towed FH70 in automotive trials specially modified Cranes dolly-wheel converters were



This is the engineering model of the Foden Medium Mobility Load Carrier with its powered axle trailer which was eventually shelved. MVEE had been involved in another unsuccessful study of a powered axle trailer towed by the Land Rover 1 Tonne. (TMB)



Above: A fully laden prototype FH70 tractor towing a mock-up of the FH70 gun during trials at Chertsey. The mock-up gun appears to use the real trails and wheels of an FH70 and only a simulated gun has been added. (TMB) **Left:** SP70 was the sister project to FH70. It mounted the same ordnance on a Leopard-based chassis but in a specially built turret. One of its more obvious problems was loading ammunition up to a turret at turret ring height! (TMB)



under WV12035 (23 GN 60 to 24 GN 04 and 24 GN 71 to 24 GN 75) the 12 troop trial tractors and limbers (42 GB 14 to 42 GB 25) and five of the prototype tractors from WV11314 (52 GB 49 to 52 GB 53). A total of 67 production limbers (24 GN 05 to 24 GN 70) were also made consisting of 66 under WV12035 and one troop trial limber (52 GB 48) from WV11314. The troop trial and prototype vehicles were all returned to Foden for refurbishment to production standard in around 1980. The remaining prototypes were later used as the basis for Foden recovery vehicles.

DEPLOYMENT

Initially the FH70 was issued to two of the field regiments supporting field forces from late 1978. These regiments had previously been

equipped with the 105mm Light Gun (L118) although this remained in service with 6 Field Force (4 Field Regiment – presumably because of its airborne role) and 3 Commando Brigade (29 Commando Regiment).

The regiments receiving it were as follows: 7 Regiment RHA; Roberts Barracks, Osnaabrück; 5 Field Force; 40 Field Regiment; Kirkee Barracks, Colchester; 7 Field Force; 1 Regiment RHA; Alanbrooke Barracks, Topcliffe; 1 Artillery Brigade.

“...these ‘towed guns’ were given registrations (00 TG 01 to 00 TG 71) – possibly because they could move under their own steam.”

Initially 1 Regiment RHA (1 RHA) reported to North East District, although this must have been for administrative purposes only, but once 1 Artillery Brigade reformed in 1984 the role of this regiment (by then 1 RHA had been succeeded by 49 Field Regiment in an ‘Arms Plot Move’) in support of BAOR became clear.

So the deployment of FH70 was to strengthen BAOR as both 5 and 7 Field Forces were also committed to BAOR.

It is interesting to note as an aside that FH70 was tested with 29 Commando Regiment in Norway to see if this could increase the regiment’s firepower. The details of the difficulties of getting it ashore from a landing craft and subsequent towing problems were described in an article in *Gunner* magazine 30 years ago and it was clearly not viewed as a great success!

In 1984 7 RHA handed its guns over to 26 Field Regiment which was returning to Baker Barracks, Thorney Island. Eventually, in April 1992, this rather complex and heavy weapons

system was handed over to the two TA Field Regiments – 100 and 101 Field Regiments (V) to replace the Light Gun. It left service with those two regiments in around 1999 which then converted back to Light Gun. The tractors and limbers went through the auctions in the middle of that year.



Above: The rather peculiar sight of two towed guns moving out of the Larkhill arena under their own power. Note that the gun wears its serial 00 TG 10 – no prizes for guessing ‘TG’ meant towed gun! **Left:** This FH70 tractor appeared at the RAC Centre in July 1985 and although marked on the front bumper with the Saltire to indicate 40 Field Regiment was on charge to the RAC Centre!

Right: A Foden limber (rigged as a tractor) towing the FH70. When on the road this was a long vehicle as the tractor was around 30ft long and the gun a further 32ft in length.



A rear view of the Foden tractor shows the rear winch rollers and the tow hitch. It is clearly marked NE/140 indicating 1 RHA. This vehicle was seen at Artillery Day, Larkhill in July 1980. Note the battery sign on the cab doors – a Royal cipher and scroll surrounding a gold E – indicating E Battery RHA.



This is a limber but rigged with the crew compartment from a tractor mounted at the front of the load bed. This vehicle was at Larkhill Artillery Day in July 1984 and belonged to 49 Field Regiment which had taken over the 1 Artillery Brigade role from 1 RHA in an 'Arms Plot' move.

MODERN REPLACEMENT

There have been recent attempts to interest the Royal Artillery in BAE Systems' Ultralight-weight Field Howitzer (UFH) although this is often referred to as M777 as it is in service with the United States Marine Corps. This is a more recent lightweight 155mm artillery piece offering a greater range (24km) and a heavier shell than L118 Light Gun (20.6km using base

bleed) although it can use the Selex LINAPS artillery pointing system as the L118 uses in British service. At one point there were plans to buy this weapon mounted on a purpose-built Supacat HMT Portee under a project

known as Lightweight Mobile Artillery Weapon System (Gun) (LIMAWS (G)) but this project was cancelled in 2007.

Thanks to the Tank Museum, Bovington (TMB) for the use of photographs.

Below: The FH70 tractor and towed gun makes an impressive sight. This detachment was photographed during a demonstration by 19 Field Regiment at Topcliffe in 1990. At this point the regiment also had Light Gun and was dual-equipped as the new air-mobile role was developing.



This FH70 is brought out of action during a demonstration at Topcliffe. The gun is being driven from its firing position to the hide where its tractor is hidden.

MARCUS GLENN

EX-MILITARY VEHICLES, PARTS & EQUIPMENT

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



NATO batteries –
£95.00 + VAT each



NATO paint – High quality
paint. 5 litres £45.00 + VAT
500ml aerosols £9.99 + VAT



Case 721B loading shovel.
4 in 1 bucket, ripper etc.
Very good condition. P.O.A.



M561 Gama Goat.
Very good condition.
P.O.A.



MKIII Supacat. Very good
condition. Complete with
winch. P.O.A.



TomCar Springer.
New price of
£7500.00 + VAT



T34-85 Complete with tools,
radio etc, ready to show
P.O.A.



GPMG WMK soft mount, nos
£500.00 inc VAT



Re-con FV 432 final drive
£595.00 + VAT

Tel: +44 (0) 1406 364 753 Fax: +44 (0) 1406 364 745

Email: marcus.glenn@btconnect.com

Website: www.marcusglenn.com

PLEASE SEE OUR NEW WEBSITE

JEFFREY ENGINEERING LTD

Jeep Engine Overhaul Specialists



SEE US AT
THE WAR
AND PEACE
REVIVAL: X2, 4
AND 6

TEL: 01233 770007

MOBILE: 07770 836438 FAX: 01233 770670

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

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

ALLIED FORCES LTD



See us at The War and
Peace show on row V 6/8
16th – 20th July 2014



Unit One, The Elms, Rockhampton, Berkeley, Glos, GL13 9DR
0044(0)1454 261100 - 0044 (0)7831 378904 - email: jim@clark87.fsnet.co.uk

“QUALITY NOT TO BE SNIFFED AT”

UNSAFE AT ANY SPEED?

Pat Ware takes a look at the development of the M151, and wonders if its reputation for roll-over accidents is entirely deserved

In 1965, an American activist named Ralph Nader wrote a stinging critique of the safety record of the US auto industry under the title 'Unsafe at Any Speed'. He reserved particular criticism for the rear-engined Chevrolet Corvair which, he claimed, was liable to overturn without warning as a result of the swing-axle suspension set-up. He might equally have railed against the Ford-designed M151 which shared the Corvair's basic suspension design and which was equally liable to flip over if cornered hard. Indeed, one report states that during 1967 alone, the M151 was involved in 3538 accidents that resulted in 104 deaths and 1858 injuries... 36% of these accidents were due to the vehicle overturning in a 'non-collision situation'.

Knowing that death or injury in combat is never more than a gunshot away is bad enough, but the last thing you need is to also

feel that the vehicle in which you are riding might also be trying to kill you. Despite two redesigns that attempted to fix the problem,

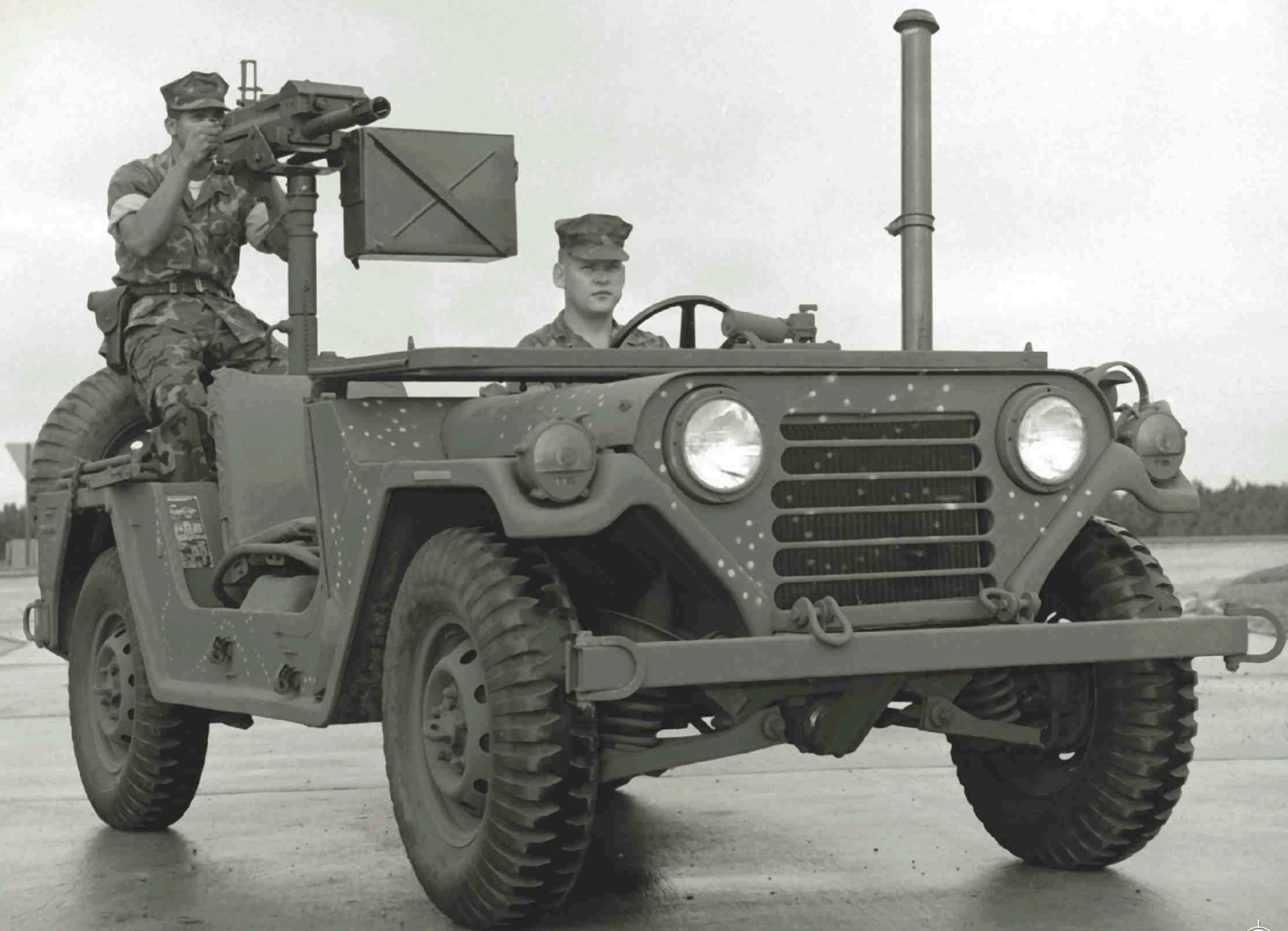
the M151 was considered so dangerous the US government decreed that surplus vehicles should not be sold to the public except as scrap... So, let's take a look at the M151 and see if this reputation is deserved.

THROW AWAY DESIGN

Work on the M151 started in 1951 when the Ford Motor Company was awarded a development contract for what at the time was being described as the 'military utility tactical truck' – or MUTT for short – and



Below: US 40mm machine gun, Mk 19 Mod 3, mounted on a Marine Corps M151A2. The curious dotted paint pattern remains something of a mystery. (Warehouse Collection)





Line-up of brand-new M151A1 variants. The M151A1 can be recognised by the small turn indicators mounted on the tops of the front mudguards; the original M151 had no indicators. (Warehouse Collection)



Members of the US 82nd Airborne Division drive off of a utility landing craft in a pair of M151A2s; note the additional wire screen fitted to the radiator grille of the lead vehicle. The photograph was taken during operation 'Ocean Venture'. (US Department of Defense)

which was intended as a replacement for the remaining WW2 Jeeps in US military service.

Initially designated XM151, the vehicle was designed on a radical low-cost 'throw-away' principle and was intended to offer maximum cross-country capabilities, combined with high flotation, air-drop capability, and ease of maintenance. The first prototype appeared in 1952. Unlike the old WW2 Jeep, the vehicle utilised monocoque construction, incorporating an integral welded box frame and, in another departure from what had gone before, the conventional live axles were replaced by independent suspension using swing axles with coil springs and twin wishbones. Power came from a 2320cc Continental overhead-valve engine, producing 71bhp, driving through a four-speed gearbox and single-speed transfer case, giving part-time four-wheel drive. Top speed on the road was 65mph (106km/h).

Despite a somewhat lower profile, which came as a result of the monocoque construction, in appearance the vehicle was not unlike the WW2 Jeep, with an open-sided body, a flat engine cover flanked by simple mudguards, and a single-piece folding windscreen; inside there was space for four men. There was no tailgate, but the body was cut-away at the rear to facilitate loading, albeit the spare wheel and jerrycan were nicely in the way. Most examples were fitted with a plastic-coated soft-top, combined with doors and side curtains of the same material, although a hard-topped winter enclosure was also available.

TROUBLE LOOMS

Alongside the basic cargo variant (M151, M151A1 and M151A2), the vehicle was also



M151A2 mounting the US Army's TOW (tube-launched, optically tracked, wire-guided) missile system. The photograph was taken during the joint South Korean/US training exercise 'Team Spirit' in 1984. (US Department of Defense)

produced as a frontline ambulance (M718, M718A1); as a communications vehicle with rear-facing passenger seat (M107, M108); as a platform for the 106mm recoilless rifle (M151A1C and M825); and as a Marine Corps 'fast-attack' vehicle. The M151A2-LC variant, which used live axles and semi-elliptical springs, was also produced in

small numbers, and there were experiments with extended 6x6 and 8x8 versions, but none of these experimental

to be manufactured by Ford, Willys, Kaiser-Jeep and AM General, with production continuing until 1985, before being

“The vehicle went into production in 1960, and was ultimately manufactured by Ford, Willys, Kaiser-Jeep and AM General.”

resumed briefly in 1988. A total of around 432,000 examples were constructed and the vehicle

variants entered series production. The vehicle finally went into production in 1960 as the M151, and was ultimately

saw service with around 100 countries worldwide, acquiring a reputation for excellent reliability. Late models of the



Below: The rear suspension set-up of the M151A2 was redesigned to reduce the tendency of the rear wheels to tuck under during fast cornering. The variant can be easily identified by the one-piece windscreen and large combined turn indicators/blackout lights inset into the front mudguards. (AM General)



Left: M151A2s being loaded aboard the amphibious transport dock USS Dubuque (LPD-8) for the trip to South Korea during exercise 'Team Spirit '82'. The lead vehicle gives a good view of the front suspension arrangements. (US Department of Defense)

M151A2, for example, were expected to achieve an average figure of 4000 miles (6500km) between failures, and a figure of 20,000 miles (32,500km) without replacement, rebuild or overhaul of any of the major components.

Although there were no reports of difficulties during testing, almost as soon as the vehicle started to enter service, it was obvious that there were handling problems. The combination of military bar-grip tyres, swing axles, and a relatively-high centre of gravity resulted in unpredictable handling on the road, and abrupt turns at speed could cause the inner wheels to tuck under, resulting in the vehicle rolling over. Despite two modifications this problem was never satisfactorily resolved.

MODIFICATION MATTERS

The first modification came in the form of the M151A1. Introduced in 1964/65, the 'A1' was fitted with stiffer springs, firmer suspension mountings, and an extra rubber bump stop to reduce rebound. However, it seems that the problem persisted and in 1969/70 this was replaced by the M151A2, in which the rear suspension was completely reconfigured using semi-trailing arms designed to allow the wheels on each side to assume different angles; this allowed the rear end to act more like a solid axle. The handling was considerably improved and, combined with a rigorous driver training programme, the incidence of roll-over accidents was reduced but,





Above: A military policeman directing an M151A2 to a parking area after it has been unloaded from a German Air Force C-160 aircraft during exercise 'Reforger '80'. (US Department of Defense)
Above right: AM General sales leaflet for the M151A2. (AM General)



M151A2, UTILITY TRUCK 1/4-TON, 4 X 4



AM General Corporation

nevertheless, the problem was never felt to have been completely eliminated and, from 1986, the US Army started installing a roll-over protection system (ROPS) to reduce injuries.

By this time, US Army M151s were starting to be superseded by the Humvee, and thousands were declared surplus to requirements over the next decade. However, nervous of potential law suits arising from the death of injury of untrained civilian users, the US Government had decreed early on that surplus M151s, regardless of variant, should be cut or crushed before disposal. At auction, purchasers were initially required to cut the vehicles into pieces on-site but, if this was done carefully, the parts could be welded back together at a later date. Subsequent changes to the auction conditions allowed successful bidders only to remove parts before the vehicles were cut or crushed under supervision.

Whether or not this was an over-reaction to what may have been largely a driver-training issue is difficult to say. Unsurprisingly, there are few M151s in private hands, even in the USA, and the vehicle remains a relatively rare sight on the rally field.

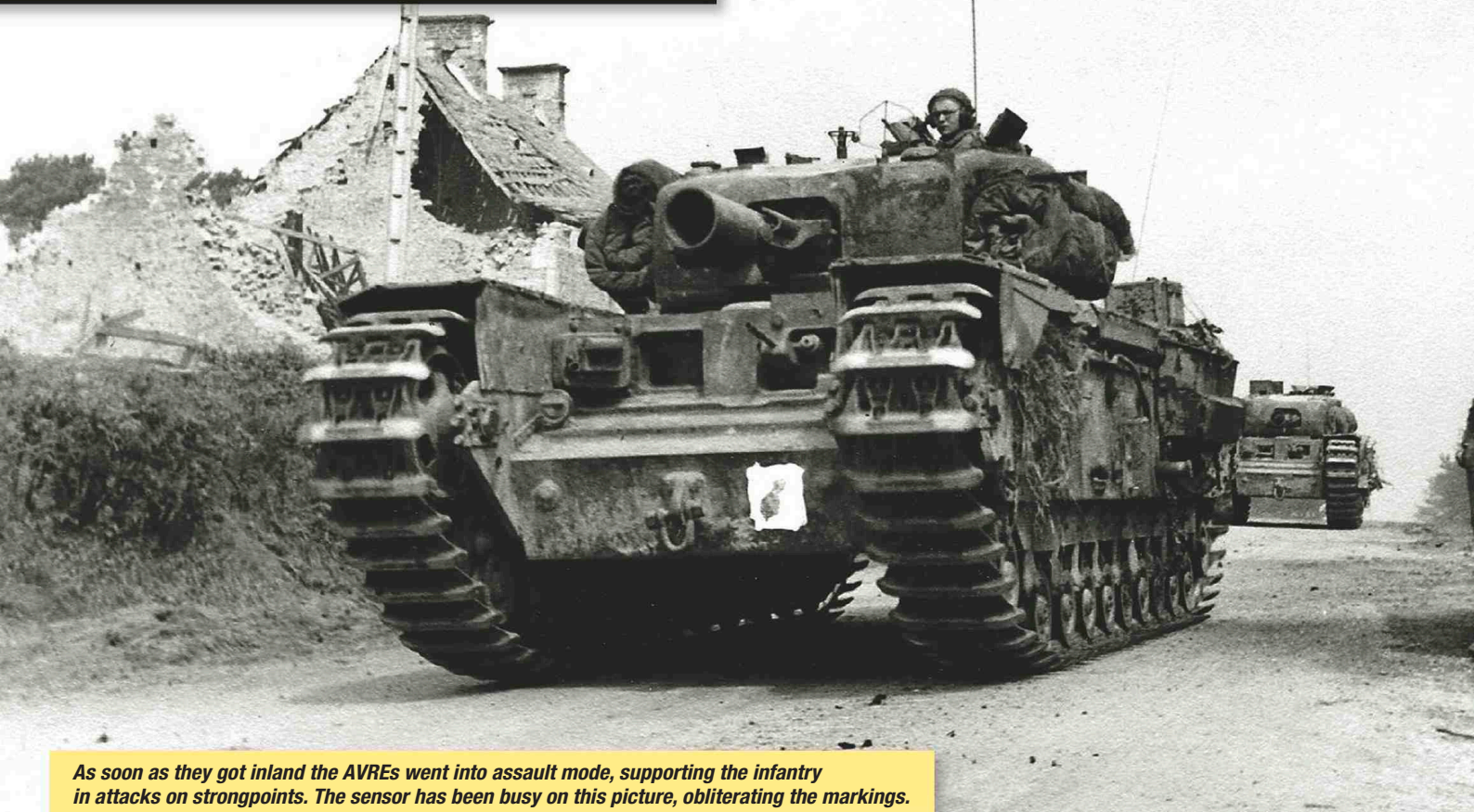
Right: The US government was most insistent that M151s did not find themselves in the hands of untrained civilians. These M151A2s have been cut in half in an attempt to render them unusable... the later disposals regime required the vehicles to be crushed after sale. (Warehouse Collection)

Left: Rows of refurbished US Marine Corps M151A2s parked prior to their transfer to the Air National Guard (ANG) in an acquisition and rehabilitation project that apparently saved the US Air Force about seven million dollars. (US Department of Defense)



THE FUNNIES ON SWORD

David Fletcher's always had a fascination with Sword and the various 'funnies' deployed there. Here's his account of what happened...



As soon as they got inland the AVREs went into assault mode, supporting the infantry in attacks on strongpoints. The sensor has been busy on this picture, obliterating the markings.

Sword Beach more or less covers the area from Lion-sur-Mer in the west to La Brèche d'Hermanville in the east but you can stretch it further east to Ouistreham and the entrance to the Caen canal if you wish. They all form part of the Sword Beach story. The invasion of Sword was under the control of British 3rd Infantry Division, headed by their 8th Infantry Brigade but for our purposes it is the composition of the 79th Armoured Division that matters. Its contribution to the attack on Sword would be 77 and 79 Squadrons Armoured Royal Engineers (ARE) equipped with Churchill AVREs, 20 to each squadron. The 77 Squadron ARE was to land on Queen White sector of Sword Beach while 79 Squadron ARE made for Queen Red immediately to the left. It would be accompanied by A Squadron, 22nd Dragoons, a Royal Armoured Corps regiment equipped with Sherman Crab flail tanks. A flail tank squadron also comprised 20 tanks. Elements of A Squadron Westminster Dragoons – another flail regiment – were probably also there.

The AVREs and Crabs, supplemented by armoured bulldozers, were organised into eight teams, four to land on Queen White and four more on Queen Red. Each team which had already been selected to deal with a specific objective, landed in its own landing craft but you would expect each team in this case to comprise five AVREs and two flails, or some similar combination. Each team was aimed at a specific target or targets but with the ultimate aim of creating safe routes off the beach for other vehicles to use as they came

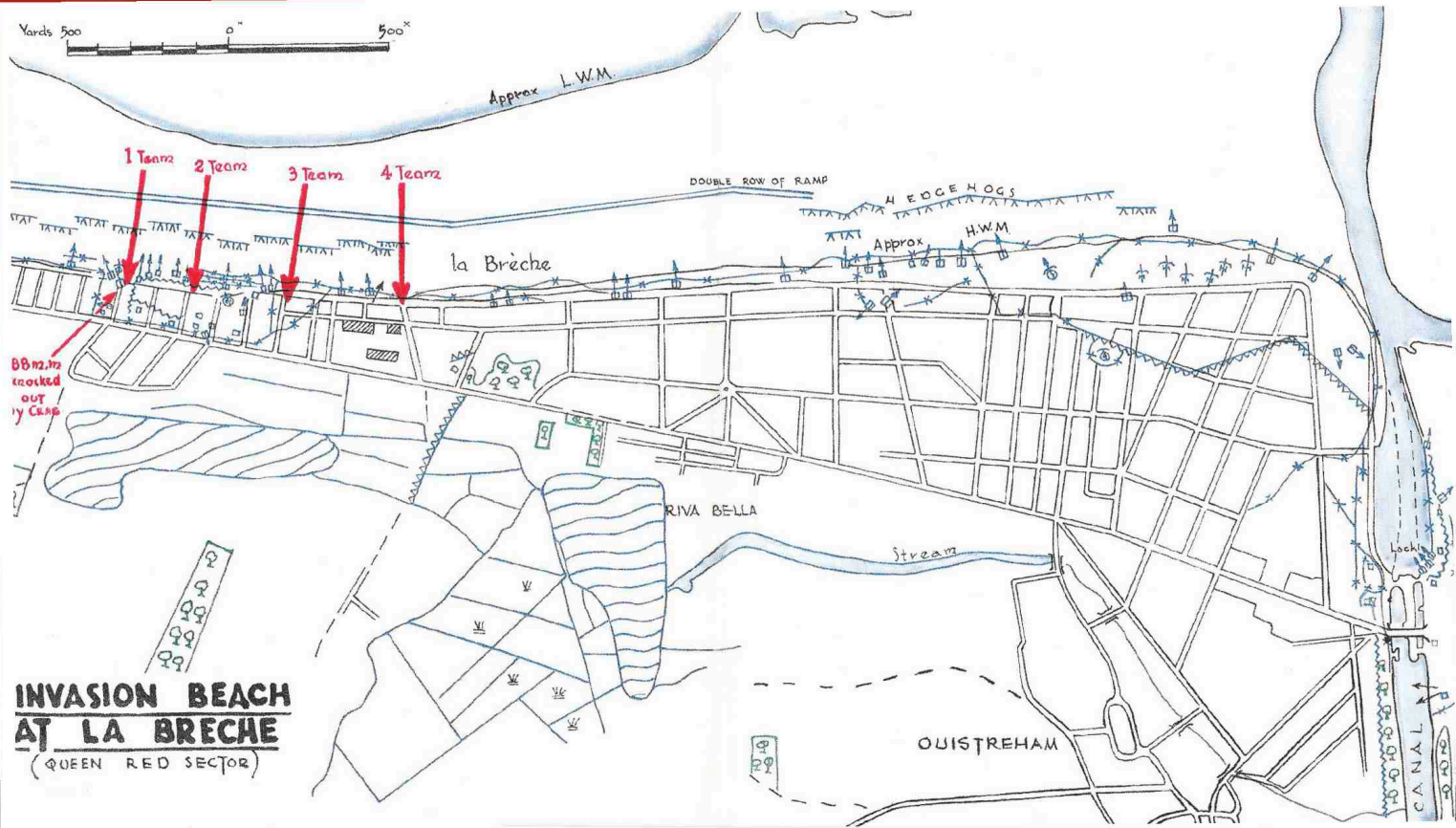
ashore, although this was often a lot easier said than done.

JACK OF ALL TRADES

One of the features of that first day ashore was the need to improvise. No matter what its specified role any tank had to be ready to perform any function, if it could, as the situation demanded. After D-Day 79th Armoured Division attempted to assert itself by requiring that its specialised armour be returned to its parent unit once its task had

been done rather than it being absorbed into the strength of the force it had been loaned to, at the whim of its commander.

One question that is not easy to resolve, even after all this time, is whether or not any Churchill ARKs were used during the north-west Europe campaign. If they were then one would expect to find them on the Normandy beaches; anywhere a sea wall was likely to be encountered which tanks needed to climb over, or an anti-tank ditch to be crossed. Two authors, the late Geoffrey Futter and the late BT White both say that they were used although they are not featured in a list published in 'The Story of 79th Armoured Division' that was printed just after the war, and purported to show all the types of specialised armour used by 79th Armoured Division on the Continent. An ARK is listed as being among the types tested by F Wing of the 79th Armoured Division at Gheel in Belgium although that does not necessarily prove that they were used operationally. Now you could say that the ARK was so insignificant that it was never



INVASION BEACH AT LA BRECHE
(QUEEN RED SECTOR)

Above: The beach at La Breche in Queen Red sector showing the planned landing points of the four assault teams.

Right: Once their other duties were done Churchill AVREs were expected to go back to the shore and start clearing away the anti-invasion obstacles. This is a training picture taken in Britain before D-Day and featuring a Churchill stripped of its main armament.



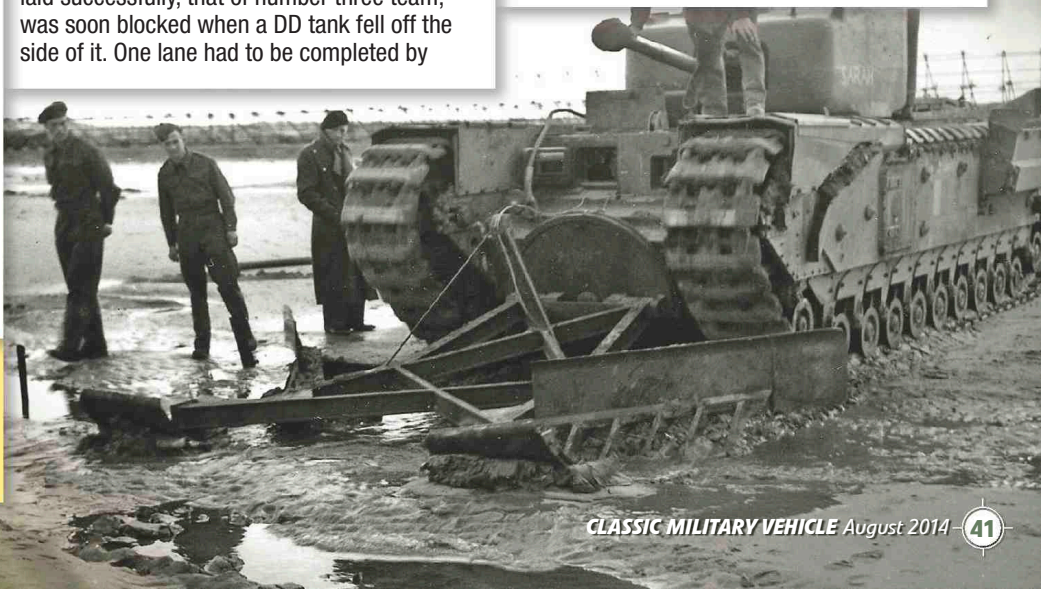
mentioned in the text of any contemporary history, and I have to say that after years of studying the subject I have never come across any evidence at all and concluded that they were probably not used. They were certainly used in Italy, in quite a big way, but then in Italy they never had the small box girder bridge which seems to have been used instead.

LA BRÈCHE

The eastern most beach where landings took place was at La Brèche, on Queen Red, just along from Ouistreham. Because it was overlooked by the cliffs at Le Havre which had German gun positions on them it was believed to be a very difficult beach to fight over. Indeed, despite employing a naval smoke screen to obscure the view from the cliffs, opposition on the beach itself was hard enough to deal with. The teams that landed were all more or less the same, two Crab flail tanks landed first and started to clear a route to the top of the beach; the five AVREs included one with a small box girder bridge and at least one with a Bobbin carpet laying device. An armoured bulldozer made up each team. Unfortunately most of the Crabs were knocked out by

anti-tank gunfire but the surviving Crabs and dismounted crews managed to clear the four lanes anyway. At least two of the small box girder bridges fell awkwardly which seems to have been par for the course, one was lost because the mechanical release mechanism was shot away, and the only bridge that was laid successfully, that of number three team, was soon blocked when a DD tank fell off the side of it. One lane had to be completed by

an armoured bulldozer but the account also speaks of a log carpet being laid – but how this was done is not clear. In late 1944 a device for carrying and launching log carpets from a Churchill AVRE was developed by Sappers of F Wing, 79th Armoured Division at Gheel, so how this was done on D-Day is not known. >>>



Right: A Churchill gun tank being used to try out a Bullshorn Plough attachment prior to D-Day. So far no actual photos of this equipment, being used on Sword Beach have come to light.



Another training picture, this time showing a Sherman Crab flail, fitted with deep wading gear, revealing how the flail device could be used to rip through barbed wire entanglements.

THE CAEN OBJECTIVE

Under normal circumstances, after the AVREs had completed their specialised tasks they were expected to return to the beach and set to work clearing obstacles by uprooting them and dragging them out of the way. But the tide was coming in so fast and the dry beach already filling up with vehicles that this proved impossible so the tanks went to their rallying point. Here they were told that they were now needed in Ouisterham itself. A column of ten AVREs set off at 15:30 hours and it must have been an impressive sight. Their arrival certainly surprised the Germans who surrendered after being battered by Petard rounds and machine-gun fire. At 20:00 hours four AVREs were detached to support the Royal Ulster Rifles in Benouville, a bit further up the canal, while the remaining six settled down to guard the lock gates, which they did all night until relieved in the morning. This event is hardly recorded anywhere.

The whole point of landing a force on Sword was that it should advance inland rapidly and take the city of Caen, which was considered a vital communications centre. Naturally the Germans realised this and made arrangements

for its defence, including stationing 21st Panzer Division in the area. Why, in that case, the force appointed to attack Sword was so small, compared with the other sectors, is difficult to understand. There was, for instance, a considerable gap between Sword and Juno and two complete beaches in between, Oboe and Peter, were not used at all. And it was here of course that 21st Panzer Division managed to penetrate, virtually to the coast on the evening of 6th June, only to withdraw again when they saw the size of the second airborne landing across the Orne which took place at

“The whole point of landing a force on Sword was that it should advance inland rapidly and take the city of Caen.”

the same time.

The first British attempt to break through to Caen, which involved one armoured regiment, the Staffordshire Yeomanry, is quite well known but what is not often recorded is that they were supported by Sherman Crab flail tanks, one troop from A Squadron 22 Dragoons and two troops from A Squadron the Westminster Dragoons. Although it effectively wiped out a large proportion of 21st Panzer the attempt was ultimately unsuccessful.

LION-SUR-MER

Further east, on Queen White at Lion-sur-Mer, four more teams landed, or at least tried to. The idea here was to have different teams dedicated to different tasks. One was to take care of beach defences and underwater obstacles, the other to clear a route off the beach. The first of these used Churchill AVREs fitted with the Bullshorn Mark III mine plough. The only occasion this device was ever used in action that we are aware of. By pushing the plough in front of the tank mines would be scooped up and pushed aside, to be

deactivated later. The alternative of detonating them with flails would have created huge holes in the sand which would have

been an obstacle to traffic.

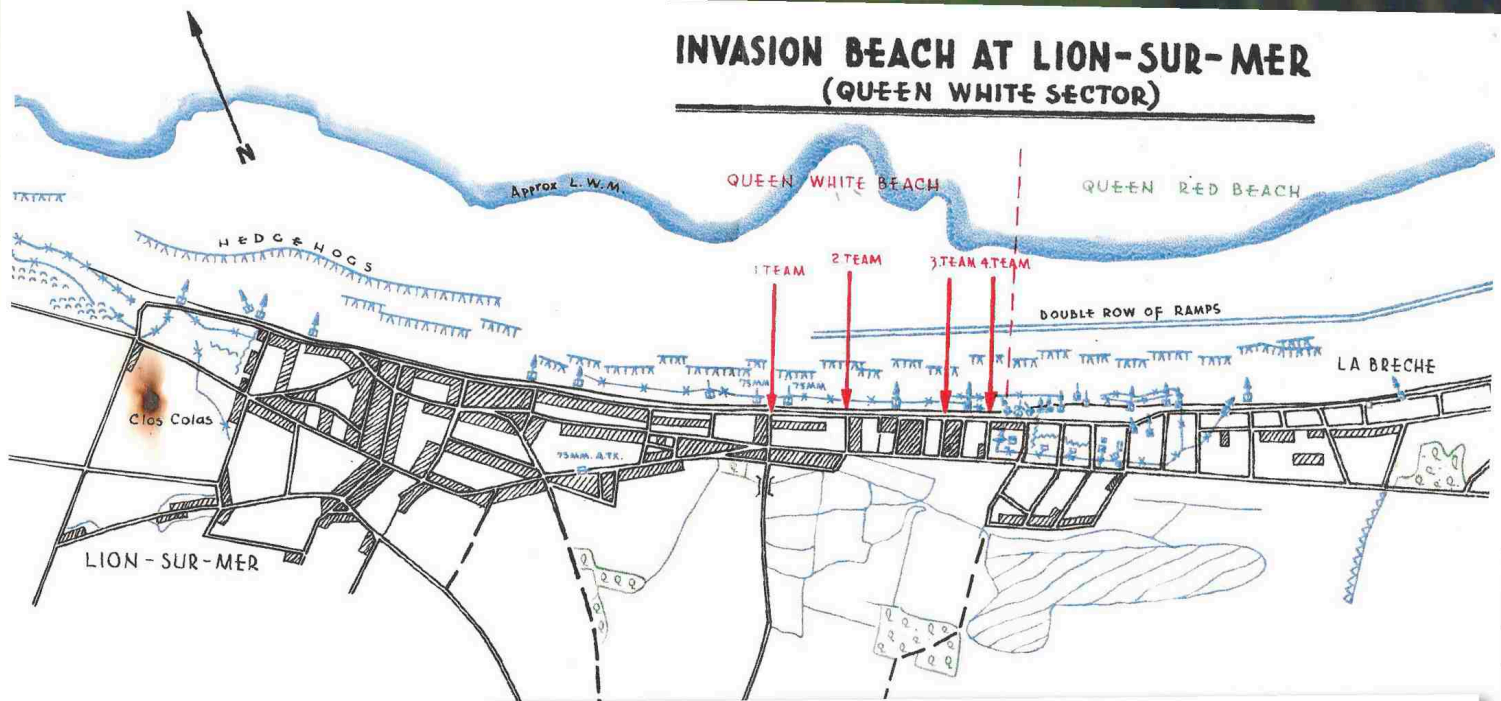
Considering the vast number of plough devices developed in Britain, by four different authorities, this meagre use is quite surprising. So far no photographs have been found to confirm this although it is recorded in the 79th Armoured Division history. Once the ploughs were finished with they could be detached from the tanks which then went on to perform other duties as AVREs. The history records that these tanks were also towing Porpoises, which were amphibious rafts used to carry extra ammunition and this may have been a unique occasion since it is not mentioned anywhere else.

Otherwise the actions of the other teams were not dissimilar to those on Queen Red where the opposition was not quite so intense. Although that part of the beach directly in front of Lion-sur-Mer is backed by a high sea wall, further east it is mostly high sand dunes. Three AVREs, after assisting the Crabs to clear a route, went into Lion-sur-Mer with the intention of supporting 41 Royal Marine Commando in their attack but all three were knocked out by anti-tank guns. The landing craft carrying Team 4 was hit by anti-tank gunfire as it landed and the second vehicle off, a Sherman Crab, was destroyed on the ramp and could not be removed. As a result this craft had to return across the Channel, still with almost a complete load of tanks. This meant that the first vehicle off, another



A Small Box Girder Bridge laid across a bomb crater at Lion-sur-Mer. Part of an A frame, lying off to the right shows that this bridge was emplaced by a Mark II, winch equipped AVRE.

INVASION BEACH AT LION-SUR-MER (QUEEN WHITE SECTOR)

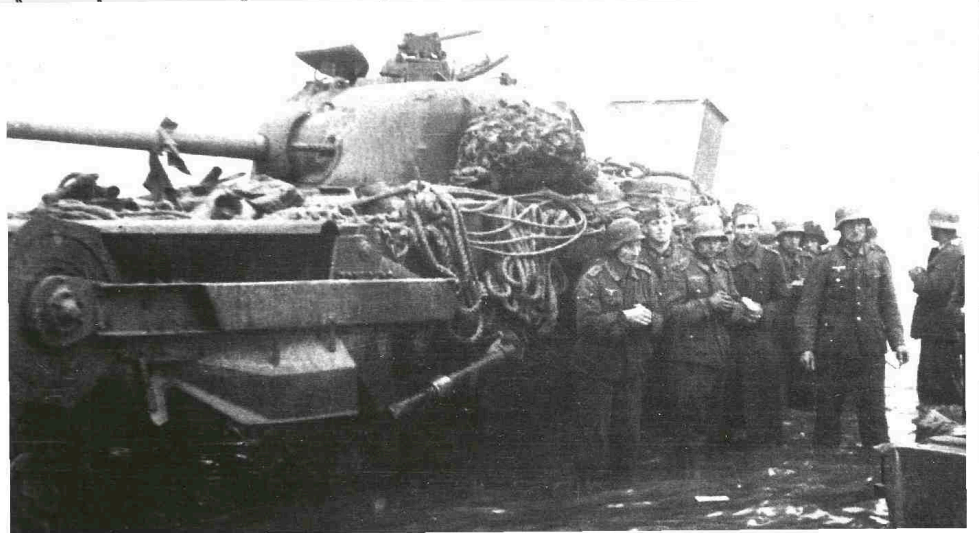


Above: The beach at Lion-sur-Mer, Queen White sector on Sword beach showing how, as one got further west, the built-up area of the town came down to the beach.

Crab, was left on its own. It lost its flail jib to anti-tank gunfire and went into action as an ordinary tank.

The AVRE from No. 3 team which carried a Bobbin was hit and drowned before it got ashore while the crew of the AVRE with a small box girder bridge had to pick it up again under continual small-arms fire. An exit lane completed by No. 3 team was apparently carpeted, perhaps with a Bobbin, although it could have been a Roly-Poly, another carpet device pushed by a tank but not tank mounted, about which we know very little at present.

At one point the sappers on Queen White were joined by the AVREs of 80 Squadron ARE. They were to have landed on Nan beach in support of the Canadians but somehow strayed across two other beaches to join 77 Squadron at Lion-sur-Mer. They assisted in the clearance of the town and then went on



A drowned flail in the sea provides some shelter for a small group of prisoners who look decidedly wet, cold and dejected.

to help with beach clearance but here, as on Queen Red, the rapidly incoming tide and the congestion of vehicles on the dry part of the beach left them with little space to operate.

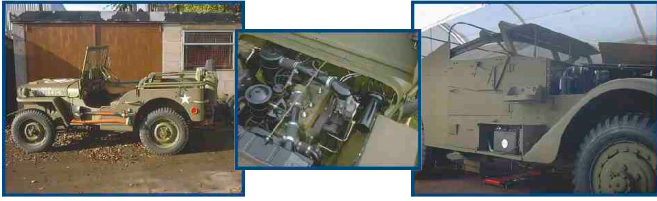
At the end of the day, about 18:00 hours, the AVREs of 80 Squadron made their way back to the Canadian beaches and rallied somewhere between St Aubin-sur-mer and Bernieres. [REDACTED]



Left: Although the precise location of this picture is not known it shows an unusual variation of the Bobbin device. Instead of the normal roll of reinforced canvas the trackway on this one appears to be formed from slats, like a roll-over garage door.

NORTH WEST JEEPS

We specialise in WW2 Jeep full restorations which includes, engine, gearbox and transmission full rebuilds.
We can also reset differentials and pinions.
Other vehicles also considered.



Situated just of junction 24 (south bound only) of the M6, on Liverpool rd within the premises of British military vehicles, please call in or telephone 07751061879 for further enquiries.

Electronic Ignition Specialists

Breakerless ignition for ANY classic vehicle



6v 12v 24v POS OR NEG EARTH

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

2 year guarantee

JOLLEY ENGINEERING Tel 01886 880101

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

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

WHB JEEPS

The Garage, Dalry
DG7 3SW

Email: jeeps@whbjeeps.co.uk

Tel:

01644

430208

Jeeps, Ex-military Vehicles & Surplus Sales, Parts & Spares

Visit our **eBay** shop

@

www.whbjeeps.co.uk



William Lennon & Co Ltd
Since 1899
Stoney Middleton
Derbyshire
England



Manufacturers of men's traditional boots including WWI B5, Ammo, External Toe Cap & Hob Nailed Boots

www.thebootfactory.co.uk

Tel: 01433 630451 for a brochure

Email: sales@williamlennon.co.uk

SPECIALISTS IN THE SUPPLY OF QUALITY EXPEDITION GEAR AND GENUINE BRITISH MILITARY KIT & EQUIPMENT

ARMYSALES.co.uk



Latest Issue Folding Camp Bed
£49.99



18Ltr Norwegian Food Containers
from £37.99



DPM, DDP, MTP Combat Trousers
from £12.45



Grade 1 British Desert Boots
from £19.99



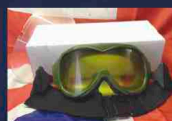
Grade 1 British Black Boots
from £24.99



Jetboil PCS with FREE Gas
from £79.99



British Issue 30Ltr Patrol Pack
from £24.99



Bollé Mark 7 Ballistic Goggles
£19.99



Nomad Cast Iron Gas Burner Stoves
from £29.99



www.ARMYSALES.co.uk

t:01405 862208 • e:info@armysales.co.uk

Pollington • Yorkshire • England

JOHN & MARY WORTHING

MILITARY VEHICLE CANVAS WORKS

SPOUT HOUSE, ORLETON LUDLOW SY8 4JG

See us on stand No. V9-12 at W&P



Jeep seat satchel

New Products
Jeep seat satchel £25 plus vat fits MB/GPW, M38, M38a1 and an old favourite back in production MB/GPW 1/2 doors with original fittings as well as all our products for Jeep Dodge and GMC



Dutch Jeep



French GMC



NEW LOOK WEBSITE
www.canvasco.com

Tel: 01584 831239

Fax: 01584 831554

canvasco@aol.com

Blueline Buildings

Phone: (01709) 5783333 Fax: (01709) 579444



- ALL BUILDINGS TO BS5950 & BS6399
- 30 YEARS GUARANTEE
- 100% USEABLE SPACE
- NO MAINTENANCE
- WORLDWIDE DELIVERY
- EXTREMELY COST EFFECTIVE
- SIMPLE ASSEMBLY SAVES YOU MONEY

Sizes 20' - 70' wide any length available

CALL TODAY FOR IMMEDIATE QUOTE SAVE £££'S

01709 578333

COLD WAR SHOOTOUT

The FV701 Ferret and the BRDM2 are both Cold War era reconnaissance vehicles developed immediately post-WW2 but from different sides of the Iron Curtain. Duncan Nicholson finds out which makes the best buy for the enthusiast...



A surplus of the BRDM combat reconnaissance patrol vehicle makes them great value at the moment.

In the military vehicle collector's press there have been many articles about the Daimler Ferret, and probably one or two about the BRDM2. The articles have for the most part been written by enthusiastic owners who tend to labour the positives, and overlook the negatives of their own vehicles. That's understandable – it's human nature. Like their lineage the owners of these two types of vehicles have tended to fall either side of a divide with polarised views, either strongly pro the home grown product, or red hot red against it.

As an individual who has been lucky enough to own and use a number of Ferrets and BRDM2s I would like to attempt an unbiased critical comparison between the two, looking at the practicalities of ownership rather than a dry, otherwise pretty irrelevant comparison of on-paper specification.

As for price, both range between £5000-£10,000 depending on condition and in this

respect they're great value. And with prices only going one way from here on, they are both likely to represent a good investment.

RELIABILITY

"It might not be the best looking thing in the world but does it go?" It's a saying often heard in an altogether different context, but it's equally applicable to military vehicles.

Reliability is often the last thing on a buyer's checklist, but it's always been at the top of mine...

Ferret: Has a reputation as being very reliable if not the most reliable piece of post-war British armour. With its bullet-proof Rolls-Royce engine and over-engineered everything it scores well in the 'will it get me there?' stakes.

BRDM2: It uses virtually the same engine as the Gaz66 truck that was touted in the Russian equivalent of Top Gear as being the indestructible Russian Toyota. It's a powerplant that has been exported to over 68 countries, with over 7000 still in use today 50 years after it was designed. Enough said?



Good acceleration and a 50mph cruising speed make BRDM practical for road use.

NIGGLES

Never mentioned aloud – usually only whispered quietly between friends. Here’s some of the negatives...

Ferret: There’s the likelihood of ‘Ferret Finger’ when those heavy window flaps are not secured open correctly and the flap slams shut chopping your fingers off! Steering wheel with spokes like a turbine blade are similarly designed to slice your thumbs off when the wheels realign coming out of a turn or over a bump in the road. Then there’s clutch pedal kickback potential to break your ankles if you’re too lazy to ‘pump up’ the clutch prior to starting.

BRDM2: The power steering pump is powered off the gearbox not the engine, so if you try to slip the clutch on a corner there’s

a risk of losing the assistance and ploughing into a hedge. Also, the distance between the steering wheel and brake pedal can make it difficult for people with long legs to get on the brake pedal quickly enough because your right knee will invariably be kinked to the right.

USABILITY

Okay, so it might not be the first thing you think of when buying a military vehicle, but a vehicle that’s uncomfortable and difficult to access will soon rub you up the wrong way – literally!

Ferret: The best aspect of the Ferret is driver visibility. It’s great and probably the best of any armoured vehicle other than those where you stick your head out of a hatch. It’s also reasonably comfortable once

you are in. It’s really only a summer vehicle I guess as a balaclava is an essential piece of kit to keep warm due to the unglazed hatches. Retrofitting windows is a common mod. Regarding road and engine noise, just don’t expect it to be anything like a modern car. Ear defenders/coms headphones are a must.

BRDM2: “So comrade you want padding? What sort of Western luxury indulgence is that? You have a seat don’t you? And because I am in a very nice mood you’ve got some strips in front of the periscopes to stop you banging your head.”

In all seriousness the ride quality is very good; the balloon tyres give excellent cushioning even over rough terrain. Noise is acceptable and the engine is quiet although road noise is more of an issue. It’s a very warm vehicle with glazed front windows and a very effective crew heater by the driver to keep you toasty warm. Conversely, the fans are strong and with the engine bulkhead covers open



Rolls-Royce engine and over engineering give Ferret a made-to-last-forever feel.



Lack of hatch glazing in Ferret makes a balaclava an essential bit of kit during winter although lots of owners retro-fit windows.



BRDM's amphibious capabilities gives it plenty of bar room bragging rights.

during a film shoot in the heat of a Lanzarote summer's day I remained comfortably cool inside. Meanwhile, the engine remained rock solid at 80 degrees while at idle during a hour-long shoot in the same conditions. I haven't tried it at minus 40; I'm crazy certainly, but not a masochist. Worst aspect is getting in and out, like the Ferret it's a ball ache. No wonder modified/upgraded vehicles have a small side door.

MAINTENANCE AND SPARES

For regular servicing or if something goes wrong it's important to be able to tap into a good source of spares. Some vehicles are definitely more owner friendly than others in this respect. . .

Ferret: Have you ever tried getting hold of a spare gearbox? An exhaust? Two of those strange brake actuators? Well if you need either, have fun! Then let me know where you got them. I lamented the other day when coming across an old advertisement in the not too distant past of a place in Belgium where they were scrapping a field full of Ferrets. The benefit of hindsight, eh.

With the engine top hatches removed the top of the engine ancillaries are very accessible, not that you should need to do much once it's properly set up. However, there are some nasty surprises like access to the fuel pump. How many joints do you have in your forearm?

BRDM2: Access is the usual joy as with any armoured vehicle. I keep two of my wife's cushions (ssshhh!) – one to kneel on and one to lean on – when leaning into the engine bay via the bulkhead hatches. The top engine hatch hinges and locks up in place allowing access to the engine from above. Mechanicals are recognisable automotive engineering. Controls are mechanical linkages, and hydraulic brake and clutch lines hold no surprises. Spares are available both within the UK and from the continent; however you may have to wait for parts to arrive in the post. An engine change is quite an undertaking, due mainly to the ancillary systems and pipework for the amphibious systems and minus 40 degree engine warming



Ride quality of BRDM is good thanks to balloon tyres.

stuff. Of course if you bought wisely in the first place it is unlikely that you would have to take out the engine, and you won't be driving it to work every day – or will you?

PERFORMANCE AND SPEC

These are the small, often overlooked details that make one vehicle more rewarding to own than another. . .

Ferret: Due to its small size the Ferret has good acceleration, especially the turretless versions. A theoretical 58mph is achievable making this a very usable 'tank' for collectors. The pre-selector system is very easy to use, and a strange, quirky fact is that it's virtually the same 'box as used in the OT64 SKOT developed in

Czechoslovakia during the Cold War. The Ferret is small enough to be parked in an average garage or parking bay, a big plus point to our mainly urban population.

BRDM2: It's quite large in comparison to Ferret. Transit van size is how I describe it to lay-people. With 140bhp on tap it's got good acceleration and a reasonable top end cruising speed of 50mph, which is fast enough thank you in a rattly armoured box.

The vehicle is packed full of features, not least of which is the very competent amphibious capability. No prior amphibious preparation is necessary other than ensuring the bungs are in – both bow plate and propeller doors are hydraulically operated from the driving



Ferret offers excellent driver visibility, only bettered by vehicles where you stick your head out of a hatch.



The Ferret is still a popular piece of light wheeled armour, but the new kid on the block is proving a worthy adversary.

position. A winch is fitted as standard, and four belly wheels can be lowered and powered to prevent bottoming out when traversing humps during off road work. The attack angle of the front and rear has been very carefully thought out using a great deal of practical experience; a friend uses his vehicle as a real life amphibious working platform in the slippery mud of the Morecambe Bay estuary.


Dependent upon version, internal fit varies considerably from fully loaded Command vehicles to Sagger and Spandrell variants with rocket launch rails and sights. With a single

seat, plus three additional pews in a standard APC there is room for all the family... buy one of these instead of a new family Ford – it's more fun!

VERDICT

It's a close one in my opinion. I won't give a definite one way or the other, as I neither want to provide cause for collective smugness in one camp, nor do I want to run the risk of

death threats from the other...

What I will say, though, is that until recently the Ferret has been the preferred option for many MV collectors wanting an affordable piece of light wheeled armour for road use. However, with the downsizing of former Warsaw Pact armies, surplus BRDM2s have become available to the military vehicle collector and I believe that it offers a very competent alternative to the traditional offering. 



Above and right: Some Ferret parts such as gearboxes and exhausts are becoming difficult to source these days.



OUR EXPERT

Duncan Nicholson is founder and MD of Tanks for Sale which specialises in selling, hiring and procuring vehicles for the defence industry, peacekeeping missions, national museums and for collectors worldwide. He also arranges transport, shipping and export. A lifelong military vehicle enthusiast, what he's not bought, sold, owned or driven probably isn't worth having anyway! Visit www.tanksforsale.co.uk or call 01772 601214 for more details.

www.tanksforsale.co.uk



Russian wheeled armour in stock June 2014



Combat engineer tractor (CET), Fitted Rolls Royce Diesel engine, 2x Driving positions, Front bucket, Winch Etc. Very good condition, **Guide price from £9,500 (5 Available)**



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



EPS Springer ATV LHD, 1.1 ton payload, 2 seater left hand drive configuration, 4x2, fitted Lombardini 1.4 litre diesel engine and 2 speed forward and 2 reverse CVT, 1.4 litre Lombardini diesel engine, etc, Year 2009, Mileage from 100 kms, Excellent Condition, **Guide price from £10,500 (20 Available)**



Reynolds Boughton RB 44 Truck Cab Pickup R.H.D., Permanent 4x4, 5 speed g/box, hi/lo box differential Lock, power steering, carries 2250 kgs, Perkins Phaser 110T T/Diesel engine, Mileage from 37,000, **Guide price from £3,750 (10 Available)**



Land Rover Defender 110 soft top RHD, fitted with 2.5 NA diesel engine, 5 speed LT77 gearbox, Hi/Low transfer box, centre diff lock, etc, Year from 1985 onwards, mileage from 80,000km, **Guide price from £3,250 (20 Available)**



Land Rover Wolf 90 300Tdi Hard Top RHD, Fitted 300Tdi engine, 5 speed R380 gearbox, Hi/Low transfer box with centre diff lock, full FFR installation kit, 24-volt electrics, PAS, front and rear disc brakes etc, Mileage from 45110km, **Guide price from £8,250 (6 Available)**

WITHAM (SPECIALIST VEHICLES) LTD



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

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

Email: sales@mod-sales.com

Specialist Insurance for Military Vehicles

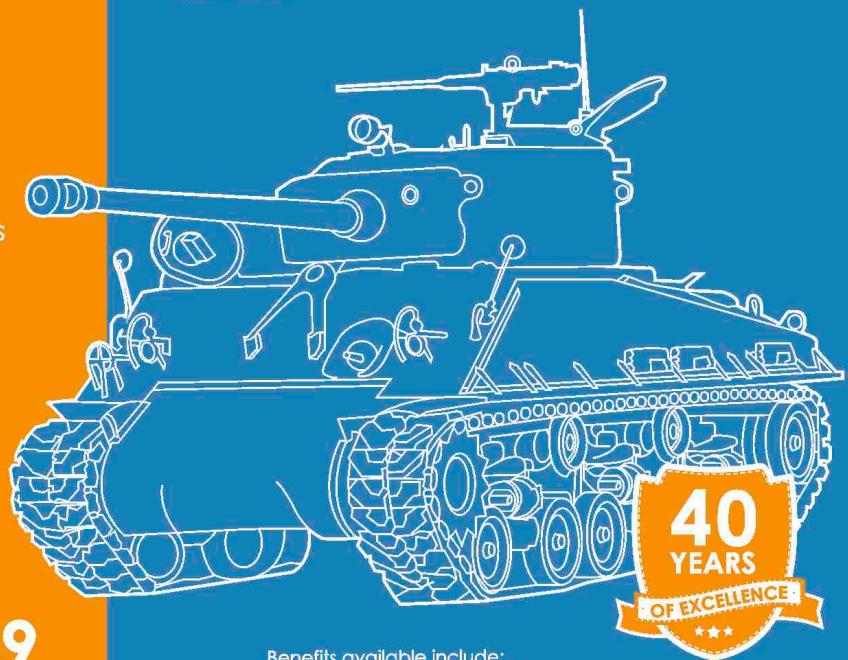
Adrian Flux Insurance Services know how much your classic military vehicle means to you. That's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



0800 081 8989
adrianflux.co.uk

Authorised and regulated by the Financial Conduct Authority

Cheaper Insurance



Benefits available include:

- FREE Legal Cover
- Limited Mileage
- Q-plates Cover
- Rally Events
- Agreed Value
- Modifications Cover
- Collections Cover
- Club Members Discount

SPRINGER HA

Despite being a flop in service, the Springer makes a fun and funky if nothing else it's fabulous value, as Ian Cushway discovers.



More like a beach buggy than a military tool, the Springer was a support vehicle designed for a crew of two with a combat load of around one tonne. Its role was to move pallets of combat supplies from helicopter landing sites to forward operating bases. Obtained under an Urgent Operational Requirement (UOR) it would become the first vehicle of its kind to be used by British forces – although sadly it was far from being a success story. In fact, people are still questioning why it was so ill conceived, why so much money was wasted on it, and indeed whether there was really any need for it in the first place.

NICHE SOLUTION

Its development dates back to late 2008 when the penny obviously dropped that it would be a good thing to speed up the loading process to enable helicopters to become airborne as quickly as possible and thus spend as little time as possible in the danger zone. A suitable vehicle to carry pallets of ammunition, food and water just didn't exist apparently, so one had to be created – and fast. Why the Land Rover, Pinzgauer, Supacat All Terrain Mobility Platform (ATMP) or Roush LAS 100RE 6x6 weren't up for the job or couldn't be modified instead is anyone's guess.

RUSH JOB

The plan was to develop a multi-purpose all-terrain vehicle which would be

extremely mobile and agile, designed specifically for rugged, desert conditions – namely Afghanistan.

Once loaded up, the vehicle would then be driven to forward operating bases (FOB) so it would need a fair lick of speed as well as a degree of protection. And because it would be used in forward locations, it would also need to be as reliable as a Swiss Labrador and easy to maintain.

In 2009 ballistic protection specialists Enhanced Protection System (EPS) was awarded the contract to build 78 vehicles at a cost of £3 million, although this figure's quoted as being £7 million by some sources.

Based on the US made Tomcar all-terrain vehicle platform, power came from a 1400cc Lombardini diesel unit mated to a continuously variable transmission (CVT).

Once assembled, appropriate driver training took place at Leconfield and in Germany.

PROBLEMS LOOMING

By late 2009, just months before vehicles were due to be flown to Afghanistan, problems were already coming to light, with several flaws being recognised during driver training.

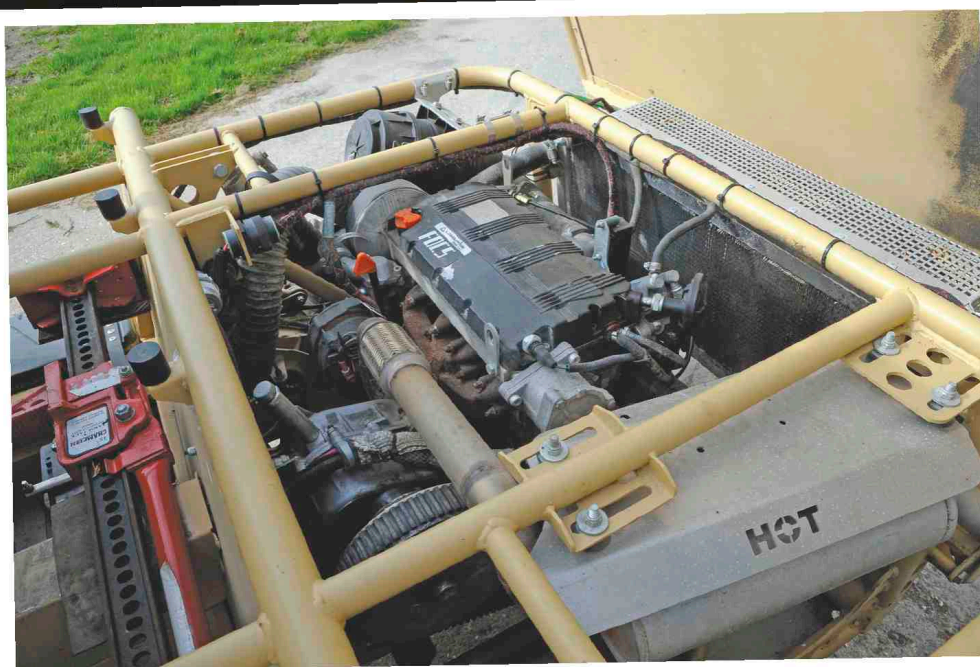
Even *The Sun* newspaper got wind that all was not well, reporting that testers had criticised the fragile steering which could easily be damaged on rough terrain. There was also a call for bigger tyres and more power, the addition of armoured doors and underbelly making it snail pace slow out on the field. Of course the MoD swiftly denied any such shortcomings.

SHORT SERVICE

Sadly, the criticisms levelled at the Springer soon became apparent as soon as it went into service in Afghanistan, with reliability problems (such as burned out clutches) further blotting its already much maligned copybook. Moreover, unlike the ATMPs already in use in Afghanistan, it couldn't

S SPRUNG!

looking civvy street runabout. And given the cost new to the forces,



Power came from an Italian sourced 1.4 diesel unit; it was criticised for being woefully underpowered once armour had been fitted.



Above and below: An air compressor sits behind the front seats, alongside a 48in farm jack.



be stowed in a Chinook and didn't have a suitable tie down system so had to be carried as a sling load which also seriously hampered its versatility.

Consequently, the Springer was removed from service in March 2011, recovered from Afghanistan and declared out of service in September that year with all 78 vehicles

ending up at Defence Support Group in Ashchurch where they were disposed of. Its role today is being carried out by quad bikes!

At best the Springer was an inadequate application for a short-lived situation, at worst an expensive flop which has angered many. We'll let you decide.

BUY ONE

Today, of course, you can pick up a Springer like the one here photographed at Marcus Glenn (<http://marcusglenn.com>) for as little as £9,000. A bargain we'd say considering the huge amounts spent on its development. It's certainly fun to drive and pretty easy to make >>>



Above: Winch could prove a handy accessory in civilian use.



Above: Springer offers seating for two – based on the US Tomcar, all are left-hand drive. Left: Three modes are provided on the drive train. The top mode delivers high speed and low torque while lower mode gives more torque and less speed. The middle mode delivers a combination of speed and cross-country capability.

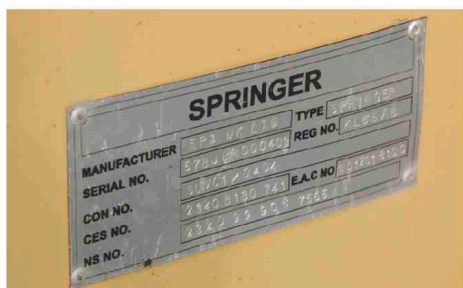




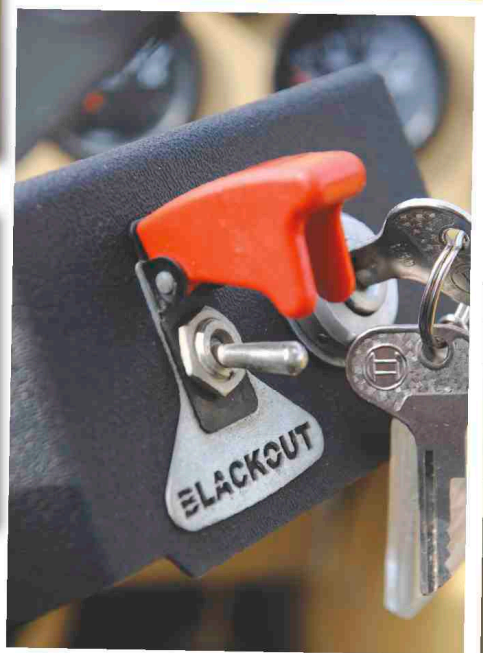
Rear was designed to carry pallets of combat supplies as well as casualties.



Above: The Springer was developed by EPS at a cost of £3 million but some sources say it cost more than double this!
Below: Blackout switch next to ignition barrel is likely to be an interesting talking point as you pull up outside Tesco's.



Above left: Balloon tyres look good but were criticised for being too small by testers.
Above right: Only 78 Springers were made, so it's likely to become something of a rarity in years to come.
Below: This road-legal Springer's for sale at Marcus Glenn for £9,000. A bargain considering its rarity – and the millions spent on its development.



road legal, making it the perfect vehicle to run to the shops. For longer journeys, it's not so good as top speed is only around 50mph! Whatever way you look at it, it's certainly different – and rare. And just think of all the heated debates you could get into discussing how much was spent on it and why it was built in the first place!



Cherished by you **Insured by us**



WHY CHOOSE RH?

- ✓ No broker admin fees
- ✓ Agreed value cover available (subject to club or independent valuation)
- ✓ Salvage return – free and automatic for all vehicles over 20 years of age
- ✓ UK & European breakdown recovery (over 1 mile from home or nominated garage address) included at no extra cost
- ✓ Multi-vehicle insurance – combine your specialist military vehicle collection and modern vehicles onto one policy (providing the majority are classic)
- ✓ Accompanied driving available for 21-25 year olds*
- ✓ We can tailor the cover required to meet your needs
- ✓ Knowledgeable, experienced staff

Optional Extras:

- ✓ Cover for up to £1,000 worth of equipment which is securely fastened to your vehicle*

Insurance Quotation Hotline
01277 206911
www.rhclassicinsurance.co.uk

* subject to underwriting criteria

RH Specialist Insurance is a trading name of Willis Limited, a Lloyd's broker. Registered office: 51 Lime Street, London, EC3M 7DQ. Registered number 181116 England and Wales. Willis Limited is authorised and regulated by the Financial Conduct Authority. This RH Specialist Insurance is arranged and administered on behalf of Willis Limited by Equity Red Star Services Limited, an appointed representative of Equity Syndicate Management Limited. Equity Syndicate Management Limited is authorised by the Prudential Regulation Authority and regulated by the Financial Conduct Authority and Prudential Regulation Authority.

Modern



Multi-vehicle



Replica



Classic
Motorcycle



Household

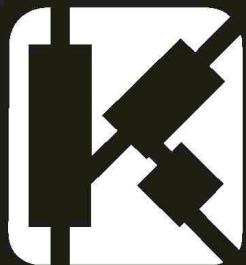


New Kit Releases for 2014!

Kompact Kit

EASY TO ASSEMBLE SCALE ALL METAL KITS

Two Superb Metal Models *By Armortek*



25 PDR. Field Gun

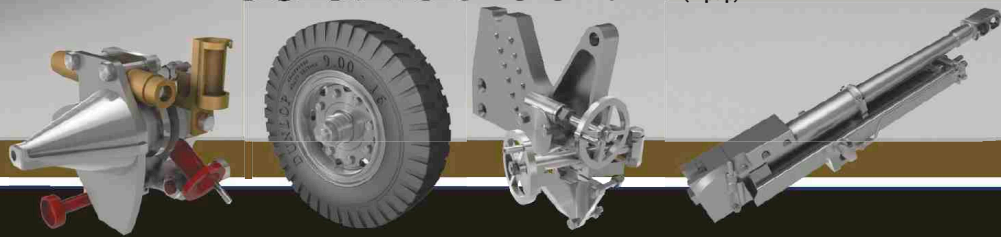
- Working elevation and slew
- Moulded rubber tyres
- Complete with foldaway ground ring
- Gun sight
- Fasteners
- Over 600 rivet details
- Simple exploded view instructions



All metal CNC machined and laser cut components

Price **£498.00** inc. VAT (+ p&p)

1/6th SCALE



Armortek all metal kits are built to last. Constructed primarily of aluminium and steel they are supplied fully machined for bolt together assembly.

25 PDR. Ammunition Limber

- Working rear doors
- Moulded rubber tyres
- Complete with tow gear
- Ideal with 25 PDR. Field Gun
- Fasteners
- Over 200 Rivet details
- Simple exploded view instructions



The 25 PDR. Field Gun and Ammunition Limber



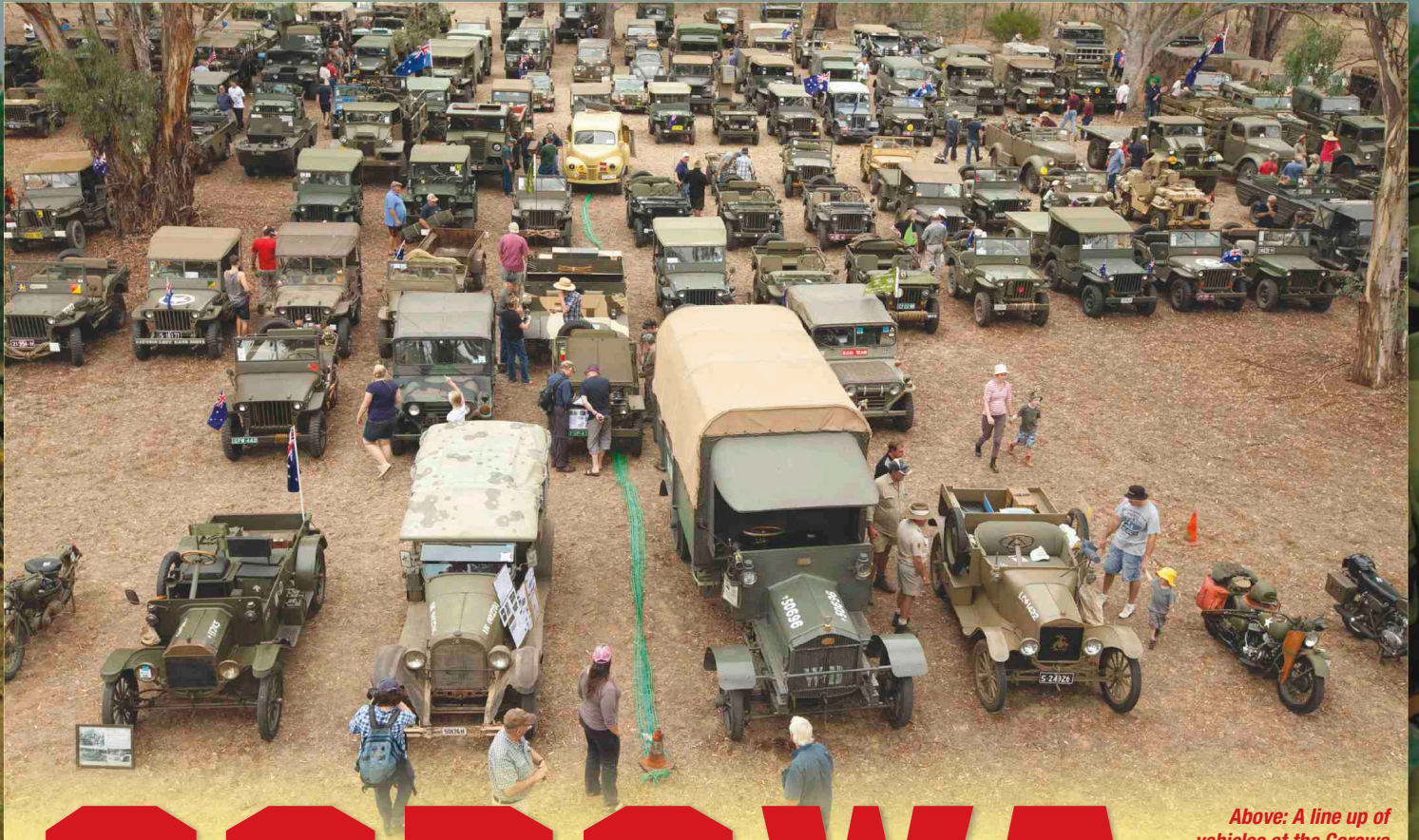
All metal CNC machined and laser cut components

Price **£294.00** inc. VAT (+p&p)

FAST DELIVERY

Buy your kit online - www.kompactkit.co.uk





Above: A line up of vehicles at the Corowa showground after the parade, with Rick Cove's WW1 Albion in the front row.

COROWA

Australia's biggest military vehicle event has once again been the focus of military enthusiasts down under and Peter McNeill was there for CMV to catch up with the action

The 35th annual Corowa Swim-in was promoted as the year of WW1 (and the Ford) as the world remembers the start of this huge conflict. Being so far from the epic battles of the Great War, WW1 vehicles are extremely rare in Australia. Only one of the thousands of horses shipped overseas for the conflict returned home and it is apparent that the vehicles used didn't fair much better.

Most are recreations of vehicles that supported the troops. A prime example is

the 1917 Model T belonging to Ken Gehrke. His father bought the model T in 1933 and Ken pulled it to bits 50 years ago, and it had remained in boxes ever since. It was only when he heard that 2014 was the year of the WW1 vehicle that he made a huge effort to extract it from under the house and get it restored after all this time. The original body, built by Bodyworks in Brisbane, still retains the chassis number stamped into the timber frame in two places, the prefix QML meaning Queensland

Motors Limited. Ken even left the original hand-riveted mudguard repairs.

PLAYING CHICKEN

While not exactly the correct age for WW1, Anthony Shorten's 1926 Dodge certainly looked like it had come straight from the battlefield. You have to be a bit anally retentive to spot the difference between the WW1 and 1926 variety, so Anthony's has been restored in the style of a WW1 US army Dodge. He rescued



Above: No it wasn't sinking. Manfred Henkel's recently imported GPA makes a quick water entry. Right: Being officially the Corowa Swim-in means anything that floats is welcome. Here a Stalwart passes a GPA.





Above: A very rare Strickland Bren-gun carrier conversion used by farmers due to a lack of tractors after WW2.

the Dodge from a chicken shed in Rooty Hill, Sydney, NSW and while contemplating how to do the restoration, found a photo of a US Army Dodge with the caption "example of a poorly maintained vehicle". The photographed car looked remarkably like his barn find, even down to the same broken headlight on both vehicles, so he restored his to match the "poorly maintained" example, even keeping the original dents in the body that it acquired while left to rot. Good to see something that looked used and battle weary.

SHED A LITTLE LIGHT

A novel piece of kit which also made an appearance at Corowa was a 90cm searchlight. It had been lovingly restored by the North Manly Volunteer (Harbour Trust) Group from Sydney and trucked to Corowa to provide a unique spectacle. Being a veteran of the New Guinea campaign against the Japanese in 1943, it was great to see it in action. Its carbon arc beam of 210 million candle power can reach up to 60,000ft. The Australian Civil Aviation Authority had to be alerted to its use so it didn't prove a danger to civilian air traffic. As you might have guessed, a decent generator is required and this uses a 18/24kw generator set hooked to a



Anthony Shorten's 1926 Dodge in the guise of a US army 1917 vehicle – not meticulously restored but looking very used and battle weary.

29HP, four-cylinder Gardner high speed diesel. Side valve V8 engines were discontinued for powering the generator set as it was found they used to corkscrew the crankshaft when the searchlight load of 150 amps was applied.

RARE BREN TRACTOR

Several outings were planned for Corowa participants to use their vehicles and a trip to the local Owl's Eye Rural & Military Museum revealed a very rare Strickland Bren tractor.

These were Bren-gun carriers that were converted for farm

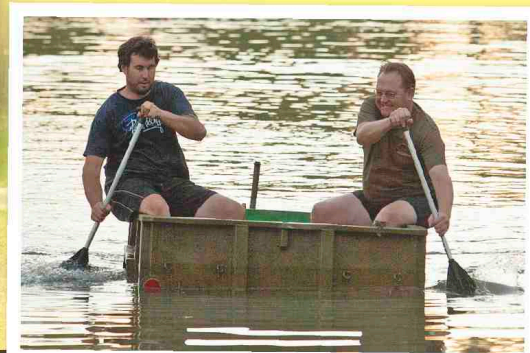


Above: A very rare Ford GP owned by John Gordon appeared for the first time. This is the second prototype made by Ford which competed with the Willys MA, and the Bantam BRC 40, to win the US Quartermaster's contract for a light reconnaissance vehicle. About 4500 GPs were produced.

use by an enterprising engineer called Jack Strickland. The conversion consisted of moving the seating to the rear and fitting a kerosene vaporiser so the engine could run on power kerosene, which was a lot cheaper at the time. Various experiments were conducted to obtain more low down power and it was eventually determined that the teeth on the drive sprocket would be reduced from 35 to 27. Unfortunately the tracks then fouled the brake drums so the entire drive assembly had to be spaced out from the hull by 50mm. Only about 15 Strickland Bren Tractors exist now, it appears most of the



Left: Ken Gehrke's 1917 Model T with heaps of character restored after spending 50 years in bits. Below: Two enthusiastic individuals checking to see if a Land Rover trailer actually floats like it is supposed to do.





Above: The Alvis Stalwart was a great hit with the kids at the Mulwala Public School. Graham Arkle set it up with stairs and a slippery dip, which proved very popular with the school children.

150 converted Bren-gun carriers were worked to death by farmers and then scrapped.

WANTED DOWN UNDER

The weather co-operated for the parade up the main street of Corowa on Saturday morning and a flyover by a Spitfire flying from Albury to its home at Temora Aviation Museum added spice to the start. There's nothing like the roar of a Rolls-Royce Merlin in the morning. The usual swap meet followed the parade and one of the most unbelievable finds of the day was made by Rick Cove who purchased a solid tyred wheel to fit his WW1 Albion truck.

On another front, it is interesting chatting to people about militaria in Australia. A friend recently imported a DUKW from America only to find you now need a military vehicle import permit on top of the usual vehicle import permit. Yet another layer of bureaucracy to foil attempts to import 'green stuff' into this Australia. And his DUKW cabin was all but destroyed in quarantine when they mistook the old plywood interior for dirt and pressure washed away numerous layers of history. Another enthusiast with a Hummer imported a container of parts and assorted Hummer accessories. At customs, his container was immediately sidelined and every item removed and inspected

Below: Rod Mills on his recently imported M274 A5 Mule. Weighing only 900 lb, it's great fun for zipping around the Corowa site.



Above: An excellent Australian Army Perentie Land Rover. Tony Smith only recently acquired it via an army disposal auction. More of these excellent vehicles will continue to come up for sale. At 3.92 ton, they are not ideal if you live in an apartment with limited space.



Above: A collection of 'green stuff' next to the Murray River at Corowa.



Above: The business end of the searchlight in daylight giving a good view of the carbon rod (horizontal item in the middle) which is consumed during use. The mechanism feeds the rod into the tip. **Left:** Rick holding the steering/aiming arms of the 90cm searchlight with the 18/24kw generator in the background.

Right: This impeccably restored 1941 Ford C11ADF Station Wagon Heavy was a labour of love for Bob Schutt, having been put together from the remains of five different vehicles.

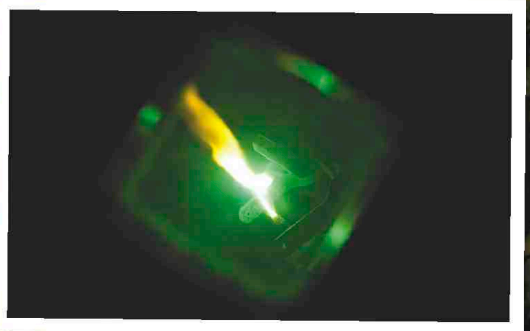


Above: This 1915 Model T is a replica of a car called 'Bung' which supported the Australian Light Horse at the Charge of Beersheba in Palestine. It is owned by Russ Hughes from Bunyip in Victoria.

on the assumption that, because it was militaria, it would be illegal or restricted or that he would be trying to smuggle in 'bad stuff'. Fortunately, he was aware that this would probably happen and made sure everything was more than above board.

With a total of 206 vehicles including eight GPAs and a Stalwart at Corowa 2014, it was declared another great event. Next year is billed as the year of the emergency vehicle and year of General Motors. Bring it on...

Left: A 90cm searchlight lighting up the night sky. It runs on 75v DC and 150 amps and is powered by a 18/24kw generator which is run by a four-cylinder, 29hp Gardiner high speed diesel.



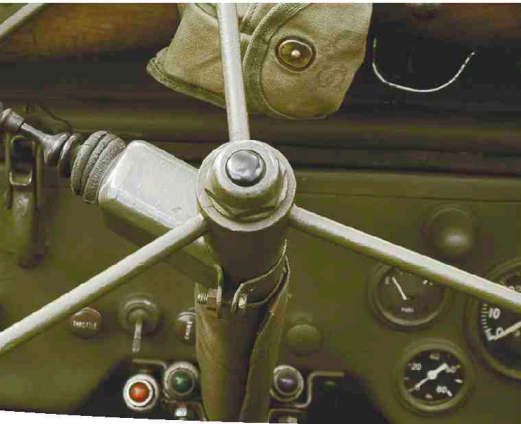
Above: The business end of the searchlight – the carbon arc that puts out 22 million candlepower.

CELEBRATING

30 YEARS



Policies from
£64**



Classic insurance redefined.

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

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

0844 826 8953

or visit footmanjames.co.uk



Footman James

We share your passion

follow us @Footman_James



Classic benefits included*:

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



Cover options*:

- + Breakdown with options to include European cover and Homestart
- + Driving other classics
- + Driving to work
- + Track day cover
- + Wedding hire cover
- + and many more

Specialist rates for club members

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

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

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. Opening hours: Mon - Fri 9am - 5pm and Sat 9am - 1pm. FP ADGE123.06.14

D-DAY VEHICLES

In a fabulous collection of archive images and contemporary drawings, The War Archives provides an account of Allied vehicles, aircraft and equipment of D-Day. Here's just a tiny taster from the chapter on D-Day vehicles...

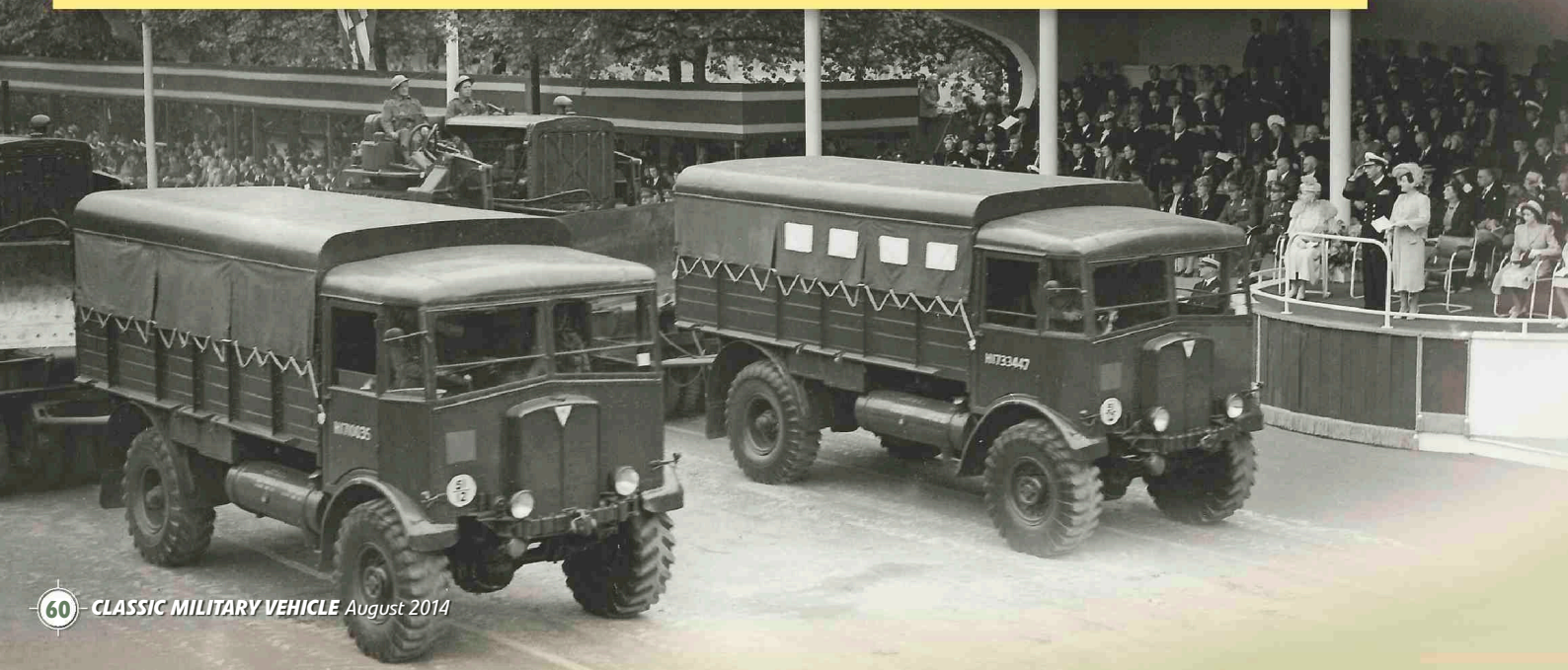
For much of the War, Germany was desperately short of trucks and other motor vehicles, having to make do with large numbers of impressed or captured vehicles, or otherwise unsuitable civilian machines. For the Allies, it was a somewhat different story. The USA, alone, manufactured more than three million soft-skin motor vehicles during the period 1939-45, whilst 680,000 trucks, vans and cars were produced for military use in Britain... and Canada managed a total of more than 810,000. By contrast, the German motor industry produced less than half a million transport vehicles.

For the Allies, cargo trucks were landed from D-Day onwards, and formed a vital component of the successful advance across Europe, carrying men, fuel, ammunition and thousands of tons of stores. For example, the famed American 'Red Ball Express' convoys ran 24 hours a day between August and November 1944, with some 10,000 trucks carrying a total of more than 400,000 tons of supplies to support the US First and Third Armies in the push across France and towards Germany.

The smallest American military truck of the period was the ubiquitous Jeep, a quarter-ton reconnaissance and cargo vehicle that had been put into production in 1941 by both Ford and Willys-Overland. The larger of the US Army's basic tactical vehicles covered the weight range 0.75 ton through to 12 tons, virtually all of which were furnished with all-wheel drive and with at least some degree of standardisation in the use of power units and electrical items. Notable types included the 0.75-ton 4x4 Dodge WC series, the 2.5-ton 6x6 GMC, and the 4- and 5-ton tractors designed for use with semi-trailers. Alongside the standard cargo trucks, there were also specialised vehicles such as ambulances, communications (radio) vehicles, wreckers,



Above: The Austin K2/Y was the largest Allied ambulance of World War II and was used by all of the British services as well as being supplied to the US Army and the Soviet Red Army. More than 13,000 were constructed, with a small number equipped for use as a mobile office or loudspeaker van. (Warehouse Collection) Below: AEC's diesel-engined Model O.853 (and petrol-engined Model 853) Matador was one of the best British trucks of the period. Introduced in 1938, a total of more than 9000 examples had been built by the time production ended in 1945; the majority were equipped as medium artillery tractors. The photograph shows a pair of Matadors, each with a Caterpillar 'dozer load, taking part in the victory parade held in London on 8 June 1946. (Warehouse Collection)





Above: In the centre of this photograph, taken during a Channel crossing, is a 3-ton 4x4 Bedford QLR signals truck, surrounded by Jeeps and other vehicles. All are well loaded with supplies and equipment; note that the Jeep on the right has had a trailer loaded on top of it. (Warehouse Collection)
Left: Following VE-Day in May 1945, vast amounts of military equipment and supplies were suddenly considered to be surplus to requirements. Many vehicles were loaned or gifted to the armies of the newly-liberated European nations, but thousands were also put up for sale to civilians. Here, a trio of very tired-looking Bedford QLR signals trucks await disposal. (Warehouse Collection)

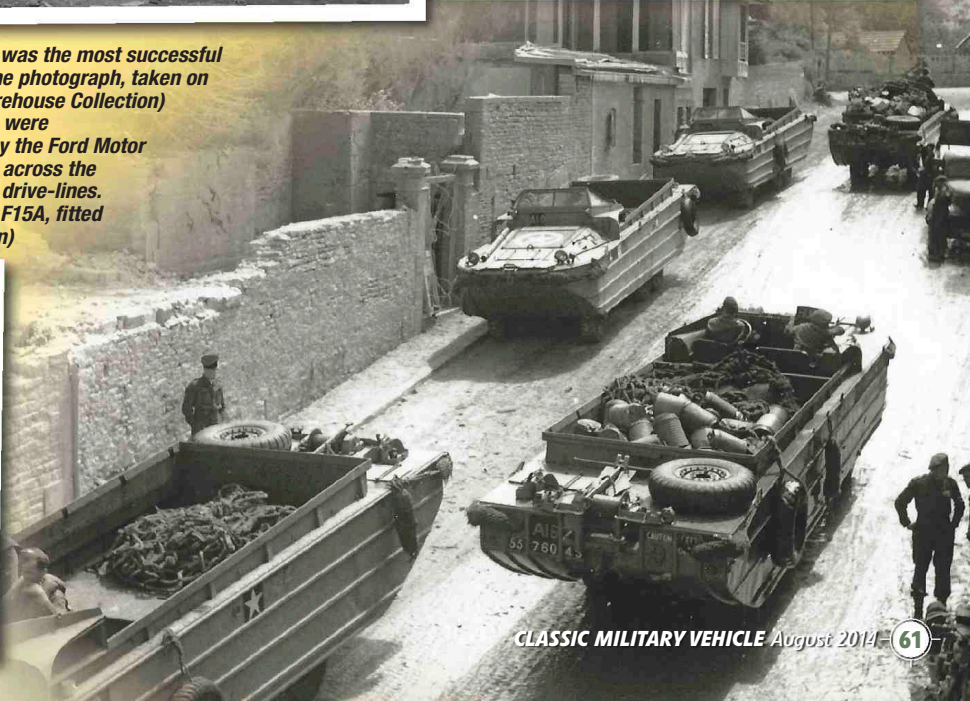


tank transporters, artillery tractors, and amphibious machines.

For the British Army, domestic cargo trucks were produced in weight classes 8cwt, 15cwt, 1.5 tons, 3 tons, 6 tons and 10 tons, >>>

Right: Based on the iconic GMC 2.5-ton 6x6 truck, the DUKW was the most successful amphibious vehicle of the period and, perhaps, of all time. The photograph, taken on 22 June 1944, shows British Army DUKWs in Normandy. (Warehouse Collection)

Below: Thousands of Canadian Military Pattern (CMP) trucks were produced to a common design, and with a range of bodies, by the Ford Motor Company of Canada and General Motors Products of Canada across the weight range 8cwt to 3-tons, and with 4x2, 4x4, 6x4 and 6x6 drive-lines. The photograph shows the 4x4 Ford 15cwt truck designated F15A, fitted with a general-service (GS) steel body. (Warehouse Collection)





Above: Motorcycles were widely used during World War II for convoy escort work, military police and despatch riders. The photograph shows a line-up of British trainee military policemen, with the rider nearest the camera seated on a 500cc single-cylinder BSA M20. Introduced in 1939, and remaining in production until 1947, some 125,000 examples of the M20 were constructed during the war years. (Warehouse Collection)



Above: Based on the agricultural tractor that David Brown had introduced in 1939, and which was later designated VAK-1, the David Brown VIG-1/100 entered service with the RAF as a light aircraft tractor in 1941. The VIG-1 was perfectly capable of providing a drawbar pull of 2,500 lb (1,136kg) and, in its later VIG-1/462 configuration, a torque converter was used to replace the clutch, giving a smoother take-off under heavy loads. There was a 5-ton chain-driven winch at the rear. Total production amounted to around 1,350 vehicles.



Above: General de Gaulle photographed riding in a British Army Jeep near Ouistreham on 14 June 1944. This was de Gaulle's first time back on French soil since 1940. (Warehouse Collection)



Above: The Dodge weapons carrier was also used as the basis for the 37mm gun motor carriage (WC55). This example also has a pedestal-mounted 0.50in heavy machine gun on the front bumper for anti-aircraft defence; the gunner's curious stance is probably just for the sake of the camera. (Warehouse Collection)



Left: Constructed by Pacific Car & Foundry, and powered by a mighty six-cylinder Hall & Scott petrol engine of 7,210cc, the chain-driven M26 was a 12-ton armoured tractor designed for use in conjunction with the Fruehauf M15 or M15A1 40-ton semi-trailer as a tank transporter; there was also a soft-skin version designated M26A1. The M26 was probably the largest Allied truck of World War II. (Warehouse Collection)

some with all-wheel drive, but with very little standardisation of components. However, the urgency of resupplying the British Army following the evacuation from Dunkirk meant that there were also plenty of American-built machines in use, including the Jeep, the 0.75-ton Dodge, the Diamond T 12-ton tank transporter, and the amphibious DUKW.

The Canadian motor industry achieved the greatest degree of standardisation of trucks during the conflict, with the so-called Canadian Military Pattern (CMP) vehicles. Manufactured by both Chevrolet and Ford

to a near identical design, and powered by either a Ford side-valve V8 engine or a Chevrolet 'Stovebolt six', the trucks were produced in a range of weight classes from 8cwt to 3 tons, mostly with both rear-wheel drive and all-wheel drive variants available.

There is little doubt that trucks played a significant role in the Allied success... General Eisenhower himself was on record saying 'the great mobility provided by the vehicular equipment of the Army enabled us to strike at any chosen point along a front of hundreds of miles.'

Right: The smallest Allied motorcycle of World War II was the tiny Excelsior Welbike. Powered by a 98cc single-cylinder Villiers engine, the Welbike was designed to accompany parachute troops by being air-dropped in a special container; it could also be carried on the back of a tank. In order to fit the motorcycle into the container, the handlebars were folded back across the petrol tank and the saddle was pushed down to the bottom of its tube. A total of 3,840 examples were built. (Warehouse Collection)



Right: The DUKW proved invaluable for carrying stores and equipment from ship to shore. Other proposed uses, included coupling vehicles end-to-end to act as a floating pontoon, as seen here, coupled side-by-side to provide a ferry for aircraft or armoured vehicles, and as an assault vehicle equipped with telescopic ladders. (Warehouse Collection)



Above: Whilst senior British officers often rode in Humber Pullman and Snipe saloons, junior ranks had to make do with more modest 8HP, 10HP and 14HP saloon cars from the likes of Austin, Hillman, Morris, and Vauxhall, with most being nothing more than militarised versions of pre-war civilian cars. The photograph shows a Hillman 14HP that has been in service with the US Army. (Warehouse Collection) Below: The Harley-Davidson Model WLA was powered by a 737cc V2 side-valve engine driving the rear wheel through a three-speed transmission and open chain. The photograph, showing a soldier of the US Army 315th Engineer Battalion, 90th Infantry Division, was taken in Germany in December 1944. (Warehouse Collection)



Above: With a design that could be traced back to the late 1920s, the Scammell Pioneer was decidedly old-fashioned even in 1939, and lacked niceties such as front-wheel brakes and all-wheel drive. Nevertheless, in its R100 heavy artillery tractor form the truck remained in production until 1945 with a total of 786 produced... the truck even saw some service in the post-war years. (Warehouse Collection)



Above: US Army Ward LaFrance or Kenworth M1A1 6-ton heavy wrecker. Powered by a Continental 22R six-cylinder engine with a capacity of 8,210cc, the M1A1 heavy wrecker was introduced in 1943 to replace earlier vehicles. Production continued until 1945, with 840 built by Kenworth, and 4,925 by Ward LaFrance. (Warehouse Collection)



THE WAR ARCHIVES: ALLIED VEHICLES, AIRCRAFT AND EQUIPMENT OF D-DAY

The War Archives series concentrates on providing large and interesting illustrations and cutaway drawings from the *Classic Military Vehicle* archive. Each issue focuses on the mechanised transport and weapon technology developed and employed during major conflicts of the 20th century.

Available now from Kelsey Publishing (www.kelseyshop.co.uk) at £9.95 including P&P to UK, £11.95 to Europe and £14.95 to the rest of the world.

The War Archives
D-DAY
 Allied Vehicles, Aircraft & Equipment

Archive photographs and contemporary drawings





HOW TO BUY YOUR SUBSCRIPTION

OFFER 1. **DIGITAL EDITION:** PLEASE VISIT POCKETMAGS.COM

OFFER 2. **PRINT EDITION:** COMPLETE THE ORDER FORM BELOW

YES! I WOULD LIKE TO SUBSCRIBE TO CLASSIC MILITARY VEHICLE MAGAZINE

DELIVERY / PAYERS DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

Email

GIFT DELIVERY DETAILS

Mrs/Ms/Miss/Mr Forename

Surname

Address

..... Post / Zip code

Country

Daytime phone Mobile

BEST UK DEAL • SAVE 10% • BEST UK DEAL • SAVE 10%

I WISH TO PAY BY DIRECT DEBIT (UK ONLY)

£23.22 taken every 6 months (SAVING 10%) plus FREE GIFTS



Instructions to your Bank or Building Society to pay by Direct Debit

Name of Bank

Address

..... Postcode

Account name

Sort code Account number

Signature Date

Originator's Id number

8 3 7 3 8 3

Direct Debits from the account detailed in this instruction are subject to the safeguards assured by the Direct Debit guarantee. I understand that this instruction may remain with Kelsey Publishing Ltd. and, if so, details will be passed electronically to my Bank or Building Society.

PAY BY CHEQUE / DEBIT / CREDIT CARD

UK: 6 issues £25.80 (NO GIFTS) **UK 12 issues: £51.60 plus FREE GIFTS**

USA / EUROPE: 12 issues £65.49 SAVING 10% £58.94 (NO GIFTS)

REST OF WORLD: 12 issues £70.99 SAVING 10% £63.89 (NO GIFTS)

I enclose a cheque made payable to Kelsey Publishing Ltd., (Drawn from a UK bank account)

Please debit my Visa Visa Debit MasterCard

Card number

Valid from / Expiry date /

Signature Date

UK ONLY: PLEASE SEND COMPLETED FORM TO:

UK Freepost address: Classic Military Vehicle Subscriptions, Kelsey Media Ltd., FREEPOST RSXY-XXGK EUYS, Market Harborough, LE16 9EF

INTERNATIONAL ONLY: PLEASE SEND COMPLETED FORM TO:

Classic Military Vehicle Subscriptions, Kelsey Media Ltd., Tower House, Lathkill Street, Market Harborough, Leicestershire, LE16 9EF, UK

PHONE TOLL FREE FROM USA: 1-888-777-0275 (7am-3pm EST)

INTERNATIONAL ONLY PLEASE CALL: 0044 (0)1858 438 856

*FREE gift subject to availability, we reserve the right to offer an alternative product at the same or higher retail value. On receipt of your order your free gift will be delivered within 25 working days. Offer/prices available until 22nd August 2014. Kelsey Publishing Ltd, publishers of Classic Military magazine uses a Multi Layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.kelsey.co.uk or call 01959 543524. If you have any questions please ask as submitting your data indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email on data.controller@kelsey.co.uk or call 01959 543524.

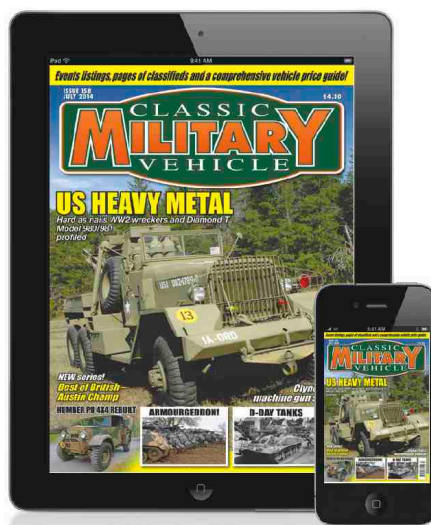


2 EASY OPTIONS...

OFFER 1. DIGITAL EDITION

FREE CLASSIC MILITARY VEHICLE APP AND SAMPLE ISSUE

PAY JUST £28.99 FOR 12 ISSUES AND SAVE 39%



*39% saving based on digital cover price of £3.99 per issue. FREE gift not included with digital subscription orders.

AVAILABLE ON THE APP STORE AND POCKETMAGS.COM



pocketmags.com

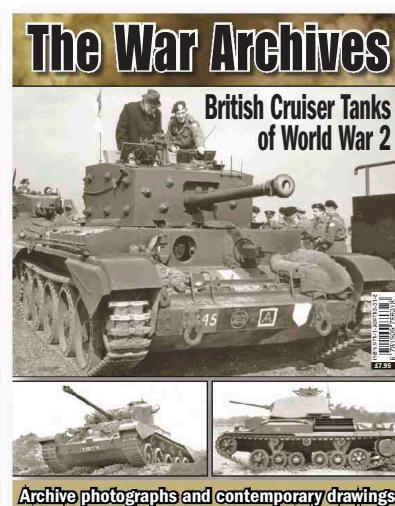
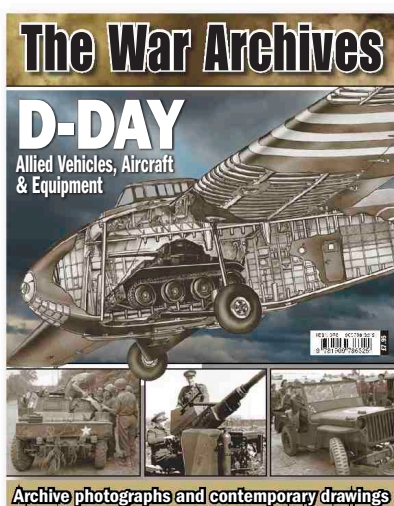
SEARCH CLASSIC MILITARY VEHICLE

SUBSCRIBE TODAY

WHICH ONE SUITS YOU?

OFFER 2. UK PRINT EDITION WITH FREE GIFTS

3 FREE 'THE WAR ARCHIVES' BOOKS WORTH £23.85 WHEN YOU SUBSCRIBE



This month we are offering 3 FREE Books worth £29.85 when you subscribe to Classic Military Vehicle magazine. The War Archives series concentrates on providing large and interesting illustrations and cutaway drawings from the Classic Military Vehicle Archive. Each issue focuses on the mechanised transport and weapon technology developed and employed during major conflicts of the 20th Century. So go on what are you waiting for? Get them FREE when you subscribe!

*10% saving based on cover price of £4.30 per issue. UK print offer only.

PAY FROM JUST
£23.22
FOR 6
ISSUES
SAVING 10%*

3 EASY
WAYS
TO
ORDER

1 ONLINE
kelseyshop.co.uk/mv/p156

2 POST
Fill in the form and send to: Classic Military Vehicle Subscriptions,
Kelsey Publishing Ltd., FREEPOST RSXY-XXGK-EUYS,
Market Harborough, LE16 9EF

3 CALL OUR SUBSCRIPTION TEAM
0845 872 7385 & quote offer code P156

Hotline open: Mon - Fri 8am - 9.30pm, Sat 9am - 4pm. Please note that calls are charged at your local rate, for further information please check with your service provider.

IT'S SHOWTIME!

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



There are many military-vehicle rallies held in the UK and elsewhere; only the larger events are listed here but more appear in the major club magazines – or look at www.milweb.net, www.mvpa.org, or www.mvt.org. It is always wise to ensure an event is still on before setting out on a long journey. *CMV* can accept no liability for errors or omissions in this list.

Show organisers, please send details of your event to 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

July

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), 07709 052501;
www.www2events.co.uk

NORFOLK TANK MUSEUM MV WEEKEND

Date: Sat/Sun 16-17 Aug 2014
Location: Norfolk Tank Museum, Station Road, Forncett 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: Dunkswell Airfield, Dunkswell, 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.tanktrucksandfirepower.co.uk

CORNWALL AREA MVT MOUNT EDGCUMBE AT WAR

Date: Sat/Mon 23-25 August 2014
Location: Mount Edgcumbe 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

Tanks, Trucks & Firepower show

Date: Sat/Mon 23-25 Aug 2014

Location: Off A426, one mile from Dunchurch, Warwickshire

Contact: www.tankstrucksandfirepower.co.uk, cvtandrew@hotmail.co.uk

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

Project70 – XXX Corps run to Arnhem

Date: Sun/Mon 14-22 Sept 2014

Location: Arnhem

Contact: Martin Wright 07781 129500, <http://xxxcorps.wix.com/operation70>

October

WARTIME WEEKEND AT PICKERING

Date: Fri/Sun 10-12 Oct 2014

Location: Pickering, N Yorks

Contact: www.nymr.co.uk, www.jeepworld.co.uk/pickeringwartimeweekend.htm, www.pickering-warweekend.co.uk

November

NORTHERN MILITARY EXPO & 4x4 SHOW

Date: Sun 2 Nov 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 2014

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



NEMVC's annual show in Cornwall is a definite 'must go' event in August.



Get down to the Tanks, Trucks & Firepower show organised by the MVT and Alvis Fighting Vehicle Society at Dunchurch on August 23-25.



White Scout Car – uncut, looks viable but it's in need of a very good home.

It's over – everyone is back from Normandy and despite the turgidness of the World Cup, military vehicles are being bought and sold again. By D-day +1, adverts with phrases such as “just back from Normandy” were arriving on Milweb's server and the wartime vehicle market's week-long flat spot over the Normandy period suddenly took an upturn with reports of sales and a healthy and wide selection of vehicles coming onto the market.

Among the returnees was an Austin K6 Gantry Truck at £9400 and a Welbike replica at £4500. This is somewhat less than a genuine Welbike would make in running order. We have also seen a Bedford OY at £9900 and a US Chevrolet 4x4 Cargo at £12,500 – they may be smaller than the GMC but nearly always out price them. We think £7000 for a Mk1 Militant seems reasonable, as does £4500 for a DAF YA328 gun tractor.

ON YOUR BIKE

As the price of German wartime motorcycles continues to climb, we are seeing more and more 'repros' like the Russian-built Ural M66 and the Dnepr 650cc which are being dressed to look like the wartime BMW R75. This makes it a useful vehicle for re-enacting, without the expense of the real bike which is rarely under £23,000 now and hits over £45,000 for a really good one. One could also argue that you aren't risking a 70 year old collector's piece in mock battles, where



Welbike replica at £4,500.

a motorcycle is a very vulnerable vehicle with tanks moving around. Also, for film work, it can often be a viable alternative when the script calls for a German bike to be badly damaged or destroyed – as in the recent filming of *Fury* which comes out in November.

An unusual wartime WLA in multicolour civilian trim, having until recently spent its past as a conversation piece in a pub, came up at £11,000 and could be easily retro restored as an army bike again.

NICE KUBEL

Dutch specialists Airborne Garage offered an 'as good as it gets' Kubelwagen with the early pre-1943 wartime 6v 985cc engine – for a sum that “prospective buyers will understand” – making it a vehicle for the purists and serious aficionados of German vehicles.

Our highest priced Jeep at £24,000 was understandably very tidy having undergone a three-year nut and bolt restoration. Unmarked and unaccessorised it offered a blank canvas to its new owner – reminding us that too many accessories and features can actually devalue a vehicle if you aren't careful. For example, not everyone wants a Varga girl painted on the bonnet which will make some potential buyers think “needs a respray...” Our advice is think before you daub!

British armour creeps up and up with an exceptional Humber MkII Scout car from a US-based



Project Bren carrier at £12,400 for a committed restorer is a good investment.



Above: Pristine Kubelwagen for the purist, the latest from Airborne Garage.

seller at £75,000 and an entry level Mk1 Bren gun carrier project needing a full restoration for £12,400. Bren carriers can sell for as much as £70,000 at the moment so it looks a good investment if you want to do some work. Just outside Calais is an up and running Sexton from Lys Tout Terrain for £90,000. The Sexton is, of course, the family friendly version of a Sherman with the same running gear and radial engine, but its turretless open hull makes it a vehicle to share with others.

FILM STAR BDRM

Having just returned from its job at the Cannes Film Festival parading the cast of the next *Expendables* movie, a BDRM2 was offered by Tanks For Sale at a reasonable £9750. While every vehicle seems to have a claim to fame, this really did carry Messrs Schwarzenegger, Stratham, Willis, Ford, Stallone and other Hollywood muscle through the crowds at Cannes. The new genre of celebrity armour has been launched...

Sometimes vehicles just drop out of fashion – this seems to have happened to the Studebaker Weasel for no apparent reason. It's this season's tracked vehicle that nobody seems to want. At least six are on the market at the moment and they just aren't selling. All are runners and priced between £11,000 and £20,000 so it doesn't seem price is an issue for these normally popular vehicles.

As you open your latest *CMV*, the War and Peace Revival will be opening its gates for the second time at Folkestone and Milweb is delighted to be once again awarding a trophy for The Outstanding Vehicle at the world's biggest and most important military vehicle show. We will be prowling the vehicle displays looking for a worthy winner. In 2013 it was Rick Wedlock's Cromwell – but you will have to wait until next time to find out who won this year. Have a great show – both *CMV*'s new editor Ian Cushway and I hope to see you there!



Tidy Ural M66 made to look like a BMW R75 for the re-enactor market.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES: LOW	HIGH	AVERAGE	TREND
SOFT-SKIN VEHICLES								
AM General HMMWV	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	£6000	£9900	£8229	▼
Dodge WC54	USA	1942	3770cc; 6; petrol	26,000	£6300	£11,500	£9740	–
Dodge WC56, WC57, WC58	USA	1942	3770cc; 6; petrol	37,000	£9,500	£19,500	£15,095	▲
Dodge WC62, WC63	USA	1942	3770cc; 6; petrol	43,000	£7000	£15,000	£9030	▲
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£6500	£12,000	£7900	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£6500	£9,500	£7520	▼
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£8500	£11,750	£10,500	▲
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£3895	£7995	£5811	–
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£5500	£24,000	£14,125	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£1300	£7250	£2646	▼
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£5995	£10,000	£7997	▼
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£2500	£6500	£3931	▲
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£5100	£14,500	£9800	▲
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3500	£9000	£6100	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£2400	£3500	£2925	▼
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£4500	£11,000	£7500	▼
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	£21,995	£14,717	▼
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£5500	£12,500	£8375	▼
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	£11,000	£15,000	£13,250	▲
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.

PlasmaPart

FAST FREE UK DELIVERY ON EVERYTHING!



Quality, affordable

AirStart
4m torches
60% duty cycle
@ full power.
240V 1Ph

Only
£349
Ex VAT



CUT 40 Airstart
13mm Clean Cut
18mm Severance

2Year
WARRANTY

Only
£449
Ex VAT



CUT 50 Airstart
19mm Clean Cut
23mm Severance

2Year
WARRANTY

*all cutting thicknesses
stated for mild steel*

PilotPro
6m torches
60% duty cycle
@ full power.
FULL POWER pilot arc.
Great for rust & paint
lights in mid air!
240V 1Ph

Only
£449
Ex VAT



CUT 40 PilotPro
15mm Clean Cut
20mm Severance

2Year
WARRANTY

*"Pilot Arc is great for
burning through extra thick
paint and rust easily!"*

CUT 50 PilotPro
21mm Clean Cut
25mm Severance

2Year
WARRANTY

Only
£549
Ex VAT



Eclipse CI
Commercial Industrial
6m torches
100% duty cycle
@ full power.
FULL POWER pilot arc.
Great for rust & paint
lights in mid air!
240V 1Ph

Only
£699
Ex VAT



CUT 45 CI
16mm Clean Cut
23mm Severance

5Year
WARRANTY

5Year
WARRANTY

CUT 55 CI
23mm Clean Cut
27mm Severance

Only
£799
Ex VAT



*"The Eclipse CI machines are top
of the range & fully featured,
100% duty cycle at full power,
5 year warranty,
Pilot Arc - they have it all!"*

Industricut 80
32mm Clean Cut
40mm Severance

Only
£1350
Ex VAT

Industricut 100
40mm Clean Cut
48mm Severance

Only
£1550
Ex VAT

Industricut 120
50mm Clean Cut
60mm Severance

Only
£1650
Ex VAT



**Industricut 3 phase
plasma cutters available
in 80, 100 & 120Amp versions**

Want to cut BIG stuff?

PlasmaPart 200Amp Inverter Welder
If you have ever used an inverter arc welder before you will know just how good they are - easy arcing, perfect stable arc & uniform strong welds, with no sticking rods unlike a normal stick welder. Fantastic quality 200Amp DC MMA inverter arc welder heavy duty fan-cooled machine, 100% duty cycle at 153amps. Supplied complete with mask, electrode holder, earth lead & information pack. Rock solid 2 year commercial and domestic use warranty.

2Year
WARRANTY



Only
£189
Ex VAT

110V 140A MMA inverter Welders
£229 Ex VAT

New!

**3HP V Twin Cast Iron
Pump Compressors**
£229 Ex VAT

*New range
of lubricants
& more!*

**Gas welding torches, abrasives,
rods, huge new range
of PPE and more**
available now call us

New!

**200A Heavy Industrial
Inverter MIG
machines**
available from
£899 Ex VAT



3Year
WARRANTY

☎ 0844 822 80 40

☎ 0844 822 80 48

www.plasmapart.com

Our address is: Registered In England and Wales No. 07679067 VAT Registration No. GB 116709418
PlasmaPart Limited, Unit 7 Waldron Court, Prince William Road, Loughborough, Leicestershire, LE11 5GD



THE FREE MARKETPLACE FOR ALL THINGS MILITARY

PHOTO: John BLACKMAN



Classifieds

Tel: 0906 802 0279

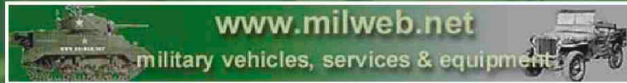
Lines open 10am to 4pm (Mon - Fri) - Calls cost 61p per minute plus network extras.
Calls from mobiles and some networks may be considerably higher.
Service provided by Kelsey Media.

Fax: 020 7216 8577

We advise not to send photographs via fax

Email: cmv@ccmediagroup.co.uk

Web: www.cmvmag.co.uk



Or complete the coupon below and post to:

CMV FREE ADS, KELSEY MEDIA, PO BOX 13, CUDHAM, WESTERHAM TN16 3WT



CLASSIC MILITARY VEHICLE CLASSIFIED COUPON

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

CATEGORY

PLEASE TICK ONE: FOR SALE WANTED

PLEASE ALSO SELECT ONE OF FROM THE FOLLOWING HEADINGS:

- | | |
|---|---|
| <input type="checkbox"/> JEEPS, LAND ROVERS ETC (UNDER 1 TON) | <input type="checkbox"/> VEHICLE PARTS |
| <input type="checkbox"/> SOFT SKIN VEHICLES | <input type="checkbox"/> TRAILERS |
| <input type="checkbox"/> MOTORCYCLES & CYCLES | <input type="checkbox"/> ARTILLERY (NO HAND GUNS) |
| <input type="checkbox"/> WHEELED ARMOUR | <input type="checkbox"/> BOOKS & MANUALS |
| <input type="checkbox"/> TRACKED VEHICLES | <input type="checkbox"/> MILITARIA & MISC |

ADVERTISER DETAILS:

NAME:

TEL*:

EMAIL (OPTIONAL):

ADDRESS:

TOWN:

COUNTY:

POSTCODE:

COUNTRY:

* INCLUDE INTERNATIONAL CODE IF OUTSIDE THE UK

ADVERT DETAILS

PLEASE COMPLETE ALL OF THE FOLLOWING INFORMATION.

MAKE & MODEL:

YEAR:

PRICE:

MAINTTEXT (NO MORE THAN 30 WORDS):

.....

.....

.....

.....

.....

.....

.....

.....

.....

..... COUNTY:

AD CONTACT NUMBER:

CONDITIONS OF ACCEPTANCE

- We reserve the right to refuse any advert.
- Adverts are published subject to space. Kelsey Media cannot guarantee specific issues into which adverts will appear.
- This service is for private advertisers only. Anyone trading more than 12 adverts in a year will be regarded as trade.
- Traders please call Julia Johnston on 01733 353359.
- Each advert can be no more than 30 words. Kelsey Media reserves the right to edit down adverts that exceed this word limit.
- Kelsey Media cannot be held responsible for illegible or inaccurate advert descriptions.
- Advertisers can include one photograph free of charge. This photo will be published subject to space and cannot be returned. Emailed digital photos must be in JPEG format.
- All adverts and images will be kept on file for a maximum of six months.
- Advertisements may appear in other relevant Kelsey Media publications.

- When submitting an advert, you all assign all copyright of the words and photos to Kelsey Media and agree to waive all moral rights in relation to the advert.
- Kelsey Media's customer service representatives reserve the right to terminate telephone calls if the caller becomes abusive.
- By submitting advertisements to Kelsey Media you are agreeing to the above Terms & Conditions.
- No other correspondence can be entered into.
- Kelsey Media uses a multi-layered Privacy Notice giving you brief details about how we use your personal information. For full details visit www.kelsey.co.uk, or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.

TRADE ADVERTISERS CALL - 01733 353353

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE*

Email your ads to: cmv@ccmediagroup.co.uk

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

JEEPS, LAND ROVERS ETC (UP TO 1-TON)

24V FFR LIGHTWEIGHT



1980, 45,000 miles, £3,200. Recent new parts: Batteries, leaf springs, Carb, Brake pipes. Brand new tilt, seats, tyres. 12 month MoT, 6 Months Tax. Solid as a rock underneath with upper bulkhead professionally repaired. Engine runs beautifully. Ready to go on parade. 07969 199706 (BM)

90 WOLF SOFT-TOP

£POA. This Vehicle has been a chassis up restoration. Chassis sandblasted primed and painted. 01225 355109. simonpeople1@hotmail.com (GB)

A LAND ROVER 110" WOLF THAT'S A LITTLE MISHAP

£POA. A great project vehicle ripe for restoration. 01483 200567. phillip@dunsofold.com (GB)

AMAZING 2/3RD SCALE WILLYS MB

£3,495. Not your average toy but for discerning Jeep owners with kids-my daughter has grown out of it now. Imported from Brazil and made by Junior Replicas-not the cheap Chinese version seen last year at W&P. GRP. Gears: 3, forward, neutral and 1 reverse. 07778 214366. lancaster996@hotmail.com (GB)

ASIA JEEP

1997, £2,000. 11 months MoT but no V5C runs and drives well. 2.5 Mazda diesel. New brakes, exhaust, brake pipes, cables etc. No known problems. Swop WHY?. 01289 388431. bogaen@aol.com (GB)

CARAWAGON

1985, £POA. The interior is a one person camper with bed, desk and sink. One review stated very truly that it was a camper for one person or two who were or wanted to become, close friends. 07789 750091. jamesutton1252@hotmail.com (GB)

EX MILITARY LAND ROVER

£POA. Tax exempt 1986 tested till November 2014 ready to drive away. 07739 233399. Stuswales@btinternet.com (GB)

EX MOD 90 SOFT TOP 2.5 NA 1991

£POA. This vehicle has been finished to our usual high standard ie all bodywork dents/marks removed, resprayed satin nato green including interior.Engine bay prepared.Chassis treated with military underseal. Fully serviced. 01494 758984. andrepickess@btinternet.com (GB)

FORD JEEP

1942, £9,500. Needs seat set and wiring loom to finish. JZ2815. 07850 826689. johnwhyte2009@hotmail.co.uk (GB)

FRENCH ARMY JEEP

£POA. For full restoration. +39 329 2163110. gala@fastmail.it (GB)

HOTCHKISS JEEP M201

1960, £11,750. Very rare unmolested example with complete history. Registered for the first time this year after release from the French Military. The history includes storage and preservation details carried out by the French for long term storage. This Jeep drives absolutely faultlessly. You will not find better. 07732 979129. medina@madasafish.com (GB)

HOTCHKISS M201

1957, £10,500. 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 Jnc 4 M25. 07917 803727. russell.gilling@pncbusinesscredit.co.uk (GB)

IT LOOKS BETTER ON MY JEEP

£POA. WARPAINT - Suppliers to the military hobby and trade for more than 20 years. Any colour, any shade, any finish from WW2 to modern colours. We also supply: The correct primer and thinners.Canvas Waterproof. Aerosols of any shade for touch up or stenciling. Same day despatch for standard colours on all orders received before 2pm - £12 +vat Free colour matching service for your personal shade. £45 + vat per 5 litres tin (small tins available). You can collect from Ashford, Kent. 01233 820219. kerry@kerrycheese.wanadoo.co.uk (GB)

LAND ROVER 90

1986, £4,250. Soft top. 2.5L diesel. MoT until March 2015. Taxed until February 2015. Sound chassis. 158,200km. Gearbox problem. 0117 985 0093. george.crowe@sky.com

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 (GB)

LAND ROVER DEFENDER 110

1985, £POA. Hard Top. Good condition. Wolf wheels. Rear seats. 07946 336848 or 01964 541682. david@heronlodge.co.uk (GB)

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 (GB)

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 (GB)

LAND ROVER SERIES 111 LIGHTWEIGHT

£6,500. A nice genuine example of a military LWT that benefits from an Overdrive. Parabolic springs. Turner unleaded head. 750x16 Avon Rangemasters. A totally rot free example. MoT 6 months Tax. 07585 609 056. m_burley70@yahoo.co.uk (GB)

LAND ROVER SERIES 2A

1966, £5,000 ono. Rover 8. Very reluctant sale but circumstances dictate. MoT till June 2015 many new parts. Kept inside for the past 5 years. Lovely runner all gears work. Very tidy. Based in Deal Kent. 07738 553538. johnsainley@hotmail.co.uk (GB)

LAND ROVER SERIES 3 88"

£POA. Green ex military. 2.25 petrol fully rebuilt new everything refurbished the rest, every nut and bolt now in stainless steel. 01745 353476. chrismartin823@aol.com (GB)

LANDROVER 101 AMBULANCE



1962, £6,500. RHD 101 ambulance. Power steering fitted, Resprayed bronze, green. VGC, camper converted in rear. 1 year Taxed. Nice driver, low mileage. Derbyshire. 01629 760109 (BM)

LIGHTWEIGHT SERIES 3

£2,795. Parker conversion V6 2.8 Granada. Freewheeling hubs Working Clansman radio. Military history.Original trim and tilt. Needs rear crossmember for MoT. 07876 015479. greenie1944@gmail.com (GB)

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 £2600). 07889 061410. tomaslanian@o2.co.uk (GB)

M201HOTCHKISS JEEP

£11,250. Willys chassis. Excellent condition with new canvases and seats, paint, tyres. Everything works as it should all ready to attend shows. 01621 743476. tarbitz1@aol.com (GB)

M38A1

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

MILITARY STYLE 2.4 MAHINDRA DIESEL JEEP

£2,000. Peugeot engine with a manual gearbox. Vehicle has 5 brand new mud tyres. Good reliable 4x4 Ideal for military re enactments 1994 comes complete with jerry cans, spade shovel and camo nets. 01621 743476. Robros1031@gmail.com (GB)

PERENTIE 110 DEFENDERS

£POA. Built for the Australian Forces the Perentie is based on the Land Rover Defender and uses many common parts. These vehicles have been extremely well maintained, many with total rebuilds. 01562 730404. sales@exmod.co.uk (GB)

STOLEN - WW2 JEEP

£POA. Was taken from Ongar- Essex on the 20 June 2014 Has great sentimental value- My family has had it since 1945.Any help would be appreciated. 07587 099353. boriswhite@me.com (GB)

VW ILTIS UNREGISTERED

59,000 miles, £2,200 ono. Vehicle starts and runs fine. Drives ok, needs some body work in places. Side windows are split speedo face cracked, overall an easy fix. Has been stationary for some time so will need to be trailed away. 94716km approx. 01892 890830. richardtaylor1233@btinternet.com (GB)

CLASSIC Car Buyer

- 1000s of cars and parts for sale every Wednesday
- Latest news • Buyers' Guides • Road Tests
- Loads of practical advice • Auction Reports

ON SALE in all Asda and WH Smith stores and selected Tesco, Morrison and Sainsbury stores

WHY NOT SUBSCRIBE AND GET THE NEXT 4 ISSUES FOR JUST £1

SAVING **89%** OFF THE COVER PRICE

CALL OUR SUBSCRIPTION TEAM
0845 872 7385

and quote offer code C101

VISIT: kelseyshop.co.uk/cb/C101

WILLYS JEEP/TRAILER

1945, £12,500. VGC> Complete rebuild. Unleaded petrol. Combat wheels with not tyres. Somerset. 01984 629009 (BM)

WILLYS CJ3B JEEP

1953, £90A. All UK registered. All Taxed and tested. In VGC, many new parts. All ready to go for the show season. 07961 983330. oldoneclassics@hotmail.co.uk (GB)

WILLYS JEEP

1945, £9,000. I have the import documents. Runs well, gearbox and running gear all works well Nice restoration project. 07711 175949. jamesdukwa@aol.com (GB)

WILLYS JEEP BUILT MARCH

1942, £17,500. BRT contract, fully restored over a four year period with no expense spared. Been to Normandy and back and never missed a beat. This is a very nice example of an early Willys MB with genuine data plates and rebuilt plates from 1945. I have a complete photographic restoration file and every part has been checked and reconditioned to make this a fine example of a WW2 jeep and it will go anywhere without fault. This is a very reluctant sale due to a house move. 07508 480179. theforgerymetalart@gmail.com (GB)

WILLYS JEEP MD M38A1 DUTCH ARMY

1950's, £90A. Starts and runs well. Registered in the UK November 1996. 07970 697257. bos.solutions@btinternet.com (GB)

WILLYS MB

1943, £90A. Fully functional. Total restoration of mechanical and bodywork. 347 119 3107. francincola@alice.it (GB)

WILLYS MB JEEP

1945, £12,500. Restored in U.S.A. runs great, recent new tires on combat rims. This is just one of many WW2 jeeps we have in stock now. 01530 230023. amdfourwheeldrive@hotmail.co.uk (GB)

SOFTSKIN VEHICLES

6 CYLINDER 2900CC CHEVROLET MASTER STAFF CAR

1937, £15,000 ono. As used by U.S Navy. Good reliable runner, good upholstery and body work, comfortable drive. 6 seater with bench front seat. Three speed floor change. Will pull a caravan. Ideal for weddings and can be used as versatile Military vehicle, classic/vintage vehicle. 01534 862859. jplecrivain@gmail.com (GB)

AEC MILITANT MK 3 RECOVERY 6X6

1970, £8,950. Recently acquired as part exchange deal and recently advertised for £10,000 see original ad on 11th April on this website. 01162 792245. dave@crouchrecovery.co.uk (GB)

AEC MILITANT MK1 10 TON CARGO

£7,000 no offers. Brand new canvas, good condition, good bronze green paint work, New tyres a year ago, every thing works as it should. Basic living accommodation in the back i.e. double bed, leather sofa, caravan cooker and kitchen cupboard. 07803 332245. juliehotchkiss98@yahoo.co.uk (GB)

ALL TERRAIN CRANE M2385 EX-US ARMY ROUGH TERRAIN CRANE

£12,500. This very unique, extremely large and heavy off-road crane of the US Army was bought in Germany about 20 years ago directly from the army. Since then it has rarely been in use. Both engines are running properly. The 8-cylinder diesel engine inside the chassis for propulsion and to hydraulically power the clearing blade and outriggers. Another 6-cylinder engine with own batteries inside the crane structure for actuation of the crane and its mechanisms. This machine moves and brakes on its own, its steering is operable in three ways (front only/all-wheel steering/ both axles same direction). Hydraulic for the clearing blade and outriggers is operative, all 4 aluminium outrigger pads are existing. Inside the crane structure all brake and cable drums are actuated by hydraulic cylinders (cylinders are optically like Dodge master brake cylinders) - these cylinders need to be serviced to ensure proper operation. The vehicle can be disassembled by our mechanics for transportation. +43 (0)2235/84233. camo@camo.co.at (GB)

AM GENERAL 14LT CUMMINS TURBO ENGINE

£11,000 ono. MoT and Tax exempt. Lovely truck with power steering. Spot on to drive, brakes and steering perfect. Rust and filler free. Good paintwork underneath and on top. As new tyres and spare. Every thing with this truck is as it should be. Possible part ex/swap plus cash for GMC, Dodge WC 63/52/54/57, jeep. WHY?. 07803 332245. juliehotchkiss98@yahoo.co.uk (GB)

AM GENERAL M931A2

£90A. Tractor truck with Cummins turbo engine. Very good condition and ready to drive. Truck comes with release and Ub document. 0031 654990137. rpleunis@tele2.nl (GB)

AUSTIN CHAMP

£90A. Registered 1966 believed to be 1959/60? Last owner 30 yrs. Garaged and little use. Good condition with spare vehicle for parts. Some new spares. New hood. Requires slight attention. T & T. 07900 698905. lee.deacon1@ntlworld.com (GB)

AUSTIN K6 GANTRY

1944, £9,400. On the button and just back from Normandy tour. Ex reme museum and a rare truck now, some spares. 01787 478621. bwgroundworks@hotmail.co.uk (GB)

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 OY

1943, £9,990. Fully restored. original parts. Complete vehicle (canvas, etc.). New Tyres, battery, canvas, etc. 0033 603 565264. tourelles.guy@wanadoo.fr (GB)

BEDFORD OYD

1943, £90A. 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. katy.beckwith@ksgs.cumbria.sch.uk (GB)

BEDFORD RL HISTORIC MILITARY LORRY

£2,000 ono. 4.9 petrol engine. Body re-painted, was green. It has a replacement RB44 body on the back with Tilt covers. I have lots of pictures so please don't hesitate to ask questions but probably best if you can view. 01403 266360. kaa56c@aol.com (GB)

BERLIET GBU15, GUN TRACTOR/TROOP CARRIER

£6,000. One of only a handful in the UK, registered as a Historic Vehicle, MoT Exempt due to age. Drives well, All the torque rod bushes have been replaced and now have grease points, Heavy Chassis mounted winch, Open to offers or exchanges, ideally I'm looking for a landrover 110, Bedford MJR, or 101 FC. 07976 035665. stonefield4x4@hotmail.co.uk (GB)

CHEVROLET C15A WATER TANKER

£90A. Restored, running, all systems working properly, new tyres. +393 485 524234. watertank@gmx.at (GB)

CHEVROLET G7107 4X2 CARGO TRUCK

1941, £90A. Original engine/gearbox, with good canvas and spares, including manual. A unique vehicle, requiring nothing. grahamgroves405@aol.com (GB)

DAF YA328 4X6

1956, £4,500 ono. MoT & Tax exempt. Road legal, got all hoops but no canvas for back. Very clean & tidy truck. 01875 825542. janetcats1958@yahoo.co.uk (GB)

DODGE MC532 CARRYALL

£7,500. Very solid and virtually rust free with many original features. This is just one of many WW2 vehicles we have in stock. 01530 230023. amdfourwheeldrive@hotmail.co.uk (GB)

DODGE WC12 1/2TON 4X4 STEPSIDE PICKUP

1941, £4,000. Very little rust. For restoration. 01530 230023. amdfourwheeldrive@hotmail.co.uk

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. Very reliable and easy to drive for ladies. 07831 117858. hannah@surveydesignservices.co.uk (GB)

DODGE WC56 COMMAND CAR

£17,500. In very nice unrestored condition. One of the best I have ever seen. Very original in all details, no rust. ziro750@hotmail.com (GB)

EPS SPRINGER

2009, £8,500 plus VAT. Low Km's. Perfect working order, has recently been serviced and had a new starter motor fitted, can also be road registered. 07885 901235 or 01709 769550. lauren@acaggs.com (GB)

EX-MOD RANGE ROVER CARMICHAEL TACR2A CRASH RESCUE FIRE TRUCK

£6,499 ovno. 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. 07711 553135. ianclangley@lineone.net (GB)

F350 U.S. ARMY AIRFORCE AMBULANCE

£8,500. Fully functioning radios sirens, with all emergency Lights working. With extra canvas stretchers in side lockers and collapsible emergency stretcher also etc. Exempt MoT or plating. New batteries, Low miles (9000 Kms.) 7.3 International V8. diesel engine. 4 Wheel drive with locking hubs, 4 speed Automatic transmission with High - Low ratios and selectable Overdrive. Spare V8 diesel engine, gearbox with transfer case. Discreet cooker microwave washing sink and 110 - 240 volt power plus extended bedding for camping. 01621 772107. dmetalmiki@aol.com (GB)

FODEN 6X6 HEAVY RECOVERY

£90A. 6 wheel drive with diff locks on all axles, high and low ratio, GKN hub reduction Kirksteel axles, Atlas crane. Front and back winches, hydraulic anchors. 3 remote control boxes. Lovely Straight truck with some of the recovery equipment. Good honest original truck. Maintained and serviced by ex-REME. Please ring to view. 07860 414562. juliehotchkiss98@yahoo.co.uk (GB)

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 (GB)

FORD G8T

1943, £9,000. Lend lease truck complete. schriemerjohan@hotmail.com (GB)

GAZ 69A COMMAND CAR

1964, £90A. Russian military command car dressed to look like a WW2 German signals car. I bought the vehicle 4 years ago with thoughts of refurbishing it to be shown, or used in re-enactments this never happened and sadly the vehicle has been left to the elements. I do have the british registration plates. I am unsure weather it is running, the brakes don't appear to have any stopping power, there was no roof or poles with the vehicle when it was bought. There are seat covers and seat cushions in there unfortunately are in need of sorting out too. Overall this is a big refurb project. 07815 814028. thesinginghobo@hotmail.co.uk (GB)

GMC

1945, £6,750. Open cab. 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. Respray and a bit of general TLC, hence price. 01233 720443. jemmettfarm@gmail.com (GB)

GMC

1944, £6,500 ono. Tipper/winch. Rewired to 12 volts. Alternator. New rear tarp/hoops. Drives lovely. Cab floor needs work but otherwise lovely running truck. Owned for 18 years. 07966 211469. trtevens@googlemail.com (GB)

GMC CCKW 353 SHOP VAN

1942, £12,000. Closed cab with ST6 body. 6V. Many original features including Evanaire heater (rare), internal lights, workbenches, steps. Converted to LPG. Dry stored. Make Ideal Patton's mobile command vehicle or keep as is. Brand new custom made Pro-tec cover included. 01799 501942. jpittock44@gmail.com (GB)

GMC WORKSHOP BODY

1944, £8,995 ovno. Canvas cab, pioneer set complete, wartime generator. Rear steps. Nice original condition, ten new tyres, stainless steel exhaust, new 6volt battery. rear brake cylinders and brake pipes fitted, well maintained. This truck drives lovely every year to the Dorset steam fair from Essex. dry stored. Rear windows on winders. Also comes with Ben Hur trailer with new canvas and spare wheel. 07796 585771. Steveelec@hotmail.com

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE*
Email your ads to: cmv@ccmediagroup.co.uk

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

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE*

Email your ads to: cmv@cmediagroup.co.uk

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

GMC353 BOLSTER TRUCK WITH TRAILER

£7,250 ono. Restored to original spec including the correct letters on the body, still 6v drives superbly everything works including 6v horn. Circumstances forces sale. Trailer all in working order. 07970 785284. max@themotorgarage.co.uk (GB)

HORCH 853A SPORTSCABRIOLET

£290,000. 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 (GB)

INTERNATIONAL M2-4

1940, EPOA. 9000 built for the US Navy/USMC. Very few with closed cab and winch. This vehicle needs total rebuild. 0045 268 05632. gmcwillys@stofanet.dk (GB)

IVECO 4 X 4

£8,500 + VAT. Direct Danish army, dropside, tilt, rear seats. Nice condition. 0116 2792245 or 07711 750321. dave@crouchrecovery.co.uk (GB)

KUBELWAGEN TYPE 82

1942, EPOA. Original Kubelwagen from WW2, fully restored. Early pre-1943 wartime 6 volt 985cc engine with 23.5 HP still in place. +31 641 845859. info@airbornegarage.com (GB)

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 (GB)

LEYLAND 4 X 4 DROPSIDE WITH CRANE

£6,000 + vat. Very tidy condition, long body version. Good tyres. Other Leylands available. 0116 2792245 or 07711 750321. dave@crouchrecovery.co.uk (GB)

LEYLAND DAF DROPS

1982, EPOA. This truck is fitted with a tacho which means it is properly registered and can therefore carry anything. 07860 751727. cliffsouthwood@uk2.net (GB)

LEYLAND HIPPO MK2

1945, EPOA. Ideal vehicle for Normandy or 30 Corps run. 07730 766245. craig@hindletransport.co.uk (GB)

LWB GMC CCKW 353

£12,000. 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. 07836 374002. r.aycockb@btinternet.com (GB)

M35 REO MULTIFUEL WHISTLER

£4,500 no offers. Drop side needs some work doing can deliver ask. Hence price. 07827 908746. mh11645@aol.com (GB)

M55 REO MULTIFUEL TURBO

1958, £5,500. Running on 1400x20 tyres. With winch full canvas. Can drive on car licence. Tax and MoT exempt. 07827 908746. mh11645@aol.com (GB)

M55 REO MULTIFUEL WHISTLER

£7,000 ono. Running on 1400x20 super singles. Comes with front winch bar compressor and Ben Hur ammo trailer. Drive on car licence, Tax MoT exempt. 07827 908746. mh11645@aol.com

MECHANICAL MULE M274

£8,000. Perfect condition. 00352 266 65039. Idumong@pt.lu (GB)

MERCEDES BENZ COMMAND POST JEEP, 4X4

EPOA. Mercedes Diesel engine, brand new condition, Bronze Green (Forest green) colour, this vehicle has been entirely overhauled inside/outside/, chassis treated with Dinitrol. 5 door closed cab version, 1987 year of manufacture, this version can be road registered all over Europe, direct from the Military, 88 horsepower Diesel engine. 4 speed manual gearbox, very low mileage. 2 new batteries, drives like a dream, just sit inside and have driving fun, with military and civilian towing hitch. 0033 665234647. scout@gmx.fr (GB)

MERCEDES G WAGON GD 240

1986, 67,000 miles, EPOA. Approximately 108000 KM 24 volt electric system. Under carriage protection at front to protect front axle and engine. 01572 767830. gijoearmystores@btinternet.com (GB)

MERCEDES PUCH 300GD

£7,500. 35,000 km, 4 gears, very good condition, starts and runs perfect, canvas good condition, complete, good tyres, 6 seater, Belgian oldtimer papers. 0032 485451406. vanderstraeten_kristof@hotmail.com (GB)

MILITARY CHEVROLET BLAZER M1009

£7,200. 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. tvshaar@hotmail.com (GB)

MK1 MILITANT 6X4

1956, EPOA. Very good condition any trial. Living accom in rear, located East Yorks. 07852 177287. johnhanna@hotmail.co.uk (GB)

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, 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 (GB)

NEW GENERATION 1990S SERIES MAN 6X6 HEAVY TACTICAL TRUCK

EPOA. New generation 1990s series Man 6x6 Heavy Tactical Truck "Atlas" container system roll on/off open top flatbed container, "ZF" automatic transmission fitted, Ritzler winch installed, 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 (GB)

NICE DODGE WC52

1942, £7,000. The vehicle is ready to use. +46 730 586563. ola_sjostedt@telia.com (GB)

ORIGINAL HUMVEE MILITARY VERSION

EPOA. Year of manufacture 1980's, low mileage, latest military upgrade standards, new model seats, wing mirrors, seat belt assembly. 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 (GB)

PEUGEOT P4

£6,000-£8,500. Ex French army, original, low miles, 55000 km, 24v, 2500 cc diesel, 4 x4, very good condition, drives and runs perfect, 1985, Belgian oldtimer papers, 8500 euros, have 4 more p4 max 6000 Euros with French papers. 0032 485 451406. vanderstraeten_kristof@hotmail.com (GB)

RB 44 FITTED COMMS BODY

£5,500 + VAT. Low mileage in very good condition. Right hand drive. Direct MOD with paperwork. 0116 2792245 or 07711 750321. dave@crouchrecovery.co.uk (GB)

RB44'S

From £7,000 +vat. With new MoT and new pvc hood. 01670 787393. info@jacksonsgarage.com (GB)

RECOMMISSIONED SUPACAT MK IIA 1600 TD

EPOA. This was originally a Mk II Supacat that was uprated by the Manufacturer to be one of the first MK Ila variants. The vehicle has one inch duplex chains and a 1600 TD engine. Fantastic condition. Road registered as a special type vehicle which is MoT exempt. 01823 673396. enquiries@allderrainvehicledesolutions.com (GB)

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

REO M109 A3 BOX TRUCK

1958, 5,100 miles, £7,750. Turbo multi-fuel. In excellent condition always dry stored with good tyres, show winner. Tax and MoT exempt. 01288 341659. dave.rough@hotmail.co.uk (GB)

Car and Classic.co.uk



The biggest on-line marketplace for buying and selling classic cars.

All private advertisers **FREE** at www.carandclassic.co.uk/free_advert

100s of vehicles for sale!

www.carandclassic.co.uk

SAURER 4MH

1953, £POA. Artillery tractor of the Swiss Army 4x4. Quality construction of Switzerland. 0031 792 037055. tecobois@bluewin.ch (GB)

SCAMMELL POINEER WW2

£POA. Complete, engine runs and drives good condition, needs restoration perhaps and more engine and accessories. Looking for Maxon M55 and trailer that's clean and complete. 0032 614 493677. charles.k5@wanadoo.fr (GB)

STUDEBAKER U56

1945, £9,500. Lend lease truck. Complete. Price. schriemerjohan@hotmail.com (GB)

TATRA 57K

£POA. 90% complete with original engine and gearbox. 61 490 821151. paul.jadran@me.com (GB)

TATRA 57K DEL TARGA

1942, £POA. Running perfectly restored. Best trade for VW Kubelwagen in the same condition. 0039 339 1194540. castelli.mas@tiscali.it (GB)

TYPE 82 VW KUBELWAGEN

1943, £POA. In top running order, driving perfectly and with a beautiful patina to match, this car has a most interesting wartime history traceable to the '43 Battle of Kursk. 07546 209632. colmlowery@yahoo.com (GB)

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 (GB)

VERY ORIGINAL

"STOEWER" GREIF CABRIO LIMOSINE

1938, £9,000. 1500 boxer engine. After 1945 left behind in Belgium and 1 owner family. Rare car to find. Needs restoration or only technical check up. Motor turns easy. 0031-6-24468526. slaats@ziggo.nl (GB)

VOLKSWAGEN 82 KUBELWAGEN -44

£POA. Engine 6v from 1950's. Engine and gearbox run very well. 0046(0)703-267710. petter@brn2rn.com (GB)

VOLVO RATGB.1113A MT PRODUCED IN 1975.

£POA. Very nice original condition, ready to drive and display at military vehicle events. Near complete with most of its original equipment + manuals and even a Swedish Marine Clock. + 46 (0)733-46 48 05. waterfox@live.se (GB)

VW KUBELWAGEN

1943, £POA. Original chassis. Floors need replacement. Solid body except front area. 697 1588508. americanhonda@yahoo.com (GB)

VW KUBELWAGEN REPLICA

£POA. Fully functional and registred. New 1965 1200 engine, 1959 bus transaxle and bus spindles for correct height.6V c system with new starter. Built with attention to detail, and "aged" for a perfect look. Original accessories : Headlights and Notekss, petrol can, firstaid box etc. +46 16 137065. delta.trading@telia.com (GB)

ZIL 131 6X6 SOVIET ARMY TRUCK

£2 500. 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 excluding Vat tax. +48 51 9637545. ewa.stykowska@tdm-electronics.com (GB)

ZIL 313

£POA. For sale due to retirement. 07801 747632 or 01524 251013. waterwells@hotmail.co.uk (GB)

MOTORCYCLES & CYCLES

BSA M20

1941, £4,400 ono. Needs some minor wiring, clutch cable etc. was running when laid up. 07984 158145. crijen@blueyonder.co.uk (GB)

DKW NZ 250CC

1939, £4,500. Very original authenticated model, in working order. Wehrmacht grey, traces of desert sand paint beneath. Contemporary style number plates with Nazi insignias. Complete with German technical, spares and rider's manual, photocopy English rider's handbook, full folder of useful information, and original style oilcan. 01789 773801. hotfootwell@hotmail.com (GB)

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 42 WLA 62508

£11,000 ono. It is also marked with another number 27688. As is obvious, from the picture it has been civilianised. No miles on the speedo, as it was previously used as a conversation piece in a pub. 02392 592167. angela.swift@yahoo.co.uk (GB)

HARLEY DAVIDSON XA

1942, £23,999. Restored by RIE-Store in GB. Bike is located in Germany near Hamburg. ziro750@hotmail.com (GB)

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

MATCHLESS G3L

1943, £2,000. Contract, non running engine turn freely, all good parts, need exhaust and rear carrier, and some bolts, good bowden levers nos, good carb got separately the mag and the good short model dynamo (go with the bike). French papers. leger-arnaud@wanadoo.fr (GB)

NORTON 16H

1945, £6,250. Complete restored comes with original canvas saddlebags and straps. 100% complete. Dutch logbook. Price 7,500 Euro. 0031 655 885206. clements.trading@worldonline.nl

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 (GB)

RUSSIAN DNEPR 650CC MOTORCYCLE

£POA. Done as a German BMW with MG mount and steel repro panniers. Starts stops and runs well could do with a little tlc here and there but is mechanically sound and well looked after. I have a trailer which is for sale also if you need one it is only 2 years old and in excellent sound condition. 07816 537990. vaherriott@btinternet.com (GB)

URAL M66 COMBINATION

1975, £POA. This is a road legal Ural 650cc M66 with right handed side car, MoT till January. Taxed till July. 07773 883743. neal.gault@ntworld.com (GB)

WELBIKE REPLICA

£4,450 ono. Made by Welbike UK in Stoke, this bike is an exact copy of the WW2 para bike in every detail. Has been over in Normandy for the 70th anniversary of D Day it's only been ridden 3 times, once over Pegasus bridge and the rest down my cul-de-sac at home so is in good working order. Very sad to see it go as it's not even a year since I had it built but house move forces sale. 07825 285860. Paul@edgarbrothers.com (GB)

WLA HARLEY DAVIDSON, WITH GOULDING SIDE CAR

1942, £POA. Total restoration 2 years ago, only driven 190 dry miles since. Many NOS parts used. Works as it should, all electrics are NOS. 07773 120050. peterkay@fclnet.com (GB)

WHEELED ARMOUR

ALVIS SALADIN

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

BTR-60 RUSSIAN AMPHIBIOUS ARMURED PERSONNEL CARRIER

£Offers. Rare turret version with side hatches. Complete, but in need of restoration. 07858 314540. algarb@outlook.com (GB)

DAIMLER FERRET

1959, £9,500 ono. Extremely good and clean example, driven the 110 miles to W&P last year without issue, lots of kit, Bren & Sterling included. Serious enquiries only. 07772 148218. leigh_plant@hotmail.com

HUMBER PIG

£3,800 no VAT. 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. 01942 725868. ukbmw@blueyonder.co.uk (GB)

HUMBER SCOUT CAR MK II

1944, £POA. Currently there are around 20 known survivors in existence, 9 in private hands (4 of them in unrestored condition) and the rest are in military museums. 00131 47201105. lssah@brick.net

PANHARD AML 60

£13,250. Immaculate, low mileage unit. Faultless, UK registered, recently imported from France. Technical, driving and parts support given. 4.5 tons, three man crew, 2.5 litre air cooled original low hours engine. One of only two roadworthy examples in UK. Delivery possible. 07962 319339. ebarrimore@hotmail.com (GB)

TRACKED VEHICLES

BREN CARRIER MK1

£14,900. Most specific mechanic carrier parts are there. Very nice project. www.keizer.nl. 06-22393941. willem@keizer.nl (GB)

BRITISH AIRBORNE MORTAR HAND CART

£1,400. Comes with genuine WD marked tyres and original map case and mortar brackets. Could be taken to the W&P show. 07554 442943. Kenchapman3@sky.com (GB)

CHIEFTAIN PROJECT

£22,000. Now back on its tracks, running and driving, comes with full set of track skirts, long side bins, 2 spare engines, starters, some CES kit plus lot of assorted spares. 07966 690044. trackfix@btinternet.com (GB)

CVRT SABRE

£POA. In good condition runs great, road registered. 07512 007007. dtclimo@hotmail.com (GB)

FV432 MK1

1960, £7,500. Road registered, MoT and Tax-exempt (can be driven on public road). The vehicle did the shows last year and is ready to go this year. Rolls Royce B81 petrol engine with new electrics. Leads, distributor, plugs and points, good solid runner. Spare rad and alternator and lots of other bits. This comes with the original semi-circle top doors and the rare GPMG cupola, fitted at the moment. I have the full military history too. Wheels, tracks and sprockets in good to excellent condition, the interior is good and the outside was blasted and painted three years ago, just before I bought it. Selling to buy some artillery (px possible for WW2 Bofors or similar). 07855 551129. jimaylensmith@btinternet.com (GB)

HOTCHKISS OBSERVER

£POA. Project for rebuild, spares or replica-basis. 0049 739 29386632. op@piekenbrink.de (GB)

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 (GB)

ITALIAN MILITARY TRACTOR FIAT 600

£POA. Restored, working. +393 292 163110. gaia@fastmail.it (GB)

JUST ARRIVED - M3A1 STUART LIGHT TANKS

£POA. Choice of 3. One running with turret turning hydraulically. mikes@rnservices.co.uk (GB)

KRUG 2K11 SA-4 GANEF

£28,000. 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 excluding Vat ta). +48 519 637545. ewa.stykowska@tdm-electronics.com (GB)

KRUG 2K11 SA-4 GANEF

£9,000. 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 excluding Vat tax. +48 519 637545. ewa.stykowska@tdm-electronics.com (GB)

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 (GB)

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE*
Email your ads to: cmv@ccmediagroup.co.uk

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

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE*

Email your ads to: cmv@ccmediagroup.co.uk

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

M24 CHAFFEE TANK

£POA. This tank comes with the all the hard to find parts totally complete and runs like a dream. Everything works as it should. These tanks are not as iconic as the Sherman but are more reliable and cost a lot less to run. Erinoftroy@msn.com (GB)

M29 WEASEL

1944, £POA. Good condition, original LAR tracks. Stripped down restored and re-sprayed. 07966 728688. david.harper93@yahoo.co.uk (GB)

M3A1 HALFTTRACK

£POA. Excellent running condition. Good tracks and engine. Only selling as we don't have time for it. 0032 496585279. penxten.eddy@skynet.be

M5 INTERNATIONAL HALFTTRACK

£POA. Running and driving. Good wheels and tracks. Ideal for this show season or as re-tractor vehicle. 01233 820 219. mikes@rrservices.co.uk (GB)

MT-LB SOVIET AMPHIBIOUS ARMoured TRACKED VEHICLE

1981, £10,000. Mileage: 4600km. Vehicle is in perfect condition, fully mobile. IIC required. Price excluding Vat tax. +48 519 637545. ewa.stykowska@tdm-electronics.com

NSU KETTENKRAD

£85,000. Perfect condition, produced 1945 in Neckarsulm, original body, engine and gearbox, drives perfect. Restored, Owners Manuel. Street legal, German papers (KFZ-Brief) road registered. Located near Stuttgart/Germany. 0049 151 24123911. madmike3@web.de (GB)

NSU KETTENKRAD

1943, \$110,000. In great running condition, some smaller repo parts, but overall a nice Kettenkrad. Serious inquiries only please. (707)887-7509. f-hudson@att.net

SABRE CVRT

£POA. In running order, with inter com, helmets and accessories. smichel480@gmail.com (GB)

SCORPION CVRT

£8,995. Complete with deact 76mm gun ex Belgian UN Bosnia/Kosovo been in store many years will require restoration. Track included in price. Can deliver at cost. 01843 842682. bternybrooks@aol.com (GB)

SEXTON SPG 25 POUNDER

£POA. Very good general condition, fully operational. Deactivated gun to French and UK legislations. lystt@wanadoo.fr (GB)

SHERMAN TANK RESTORATION PROJECT

1944, £POA. Including battle damaged turret, 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. 0033 665 234647. scout@gmx.fr (GB)

SPARTAN CVRT DIESELISED APC

£POA. 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 (GB)

TANK CHAFFEE M24

1944, £POA. 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 (GB)

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

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

TANK T-72 M

£POA. Vehicles are fully mobile and gun is deactivated according to Czech regulations. +420 774 565 571. sales@stvgroup.cz (GB)

UNIVERSAL BREN CARRIER

1940, £40,000. Completely restored. Good Tracks, all new bearings. New brakes, redone steering many new parts (carburetor, fuel pump). New paint) here in livery Bir Hakeim 1942. Rare engine., 0033 603 565264. tourelles.guy@wanadoo.fr

WW2 HALFTTRACK COLLECTION

£POA. 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 (GB)

ARTILLERY

20MM FLAB KAN 38

£POA. Produced between 1938-47 by the Swiss Waffenfabrik Bern Factory, this is number 875 of approx. 1400 made. 07810 318000. M4ELR@AOL.COM (GB)

25 POUNDER MARK 1

1940, £POA. Blasted and re-painted, new military bar grip tyres. All hard work done, shield missing. Barrel is mark 2 de-act, but machined to replicate mark 1 therefore no muzzle break or counter weight. 07958 612414. markn.mhs@btinternet.com (GB)

BUTANE AND OXYGEN MIX GAS POWERED REPRODUCTION GERMAN PAK36

£1,750 ovno. Was made to order and is of solid all steel construction, fully towable and comes with a pin hitch to go on your tow bar. Comes with wooden dummy rounds x4 and all leads batteries and ammo storage tin. Has only surface rust 07816 537990. vaherriott@btinternet.com

DEACTIVATED L4 120MM MOBAT ANTI TANK GUN

£7,500 ono. Very good condition with Bren gun, drill round, inert round, cartridge case, round container, cleaning rods / brushes, No73 Sighting Telescope, manual. - the ultimate Champ / Land Rover accessory. 0778 784 7595. peter63hall@yahoo.com (GB)

ENFIELD 303 RIFLE



£250. Deactivated rifle with deactivation certificate. Also German helmet £80. Oxfordshire. 01235 521774 (BM)

EXTREMELY RARE AMERICAN FIELD CANNON

\$42,500. United States World War I Model 1902 3 inch. 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 is complete with rear telescopic sight and front sight post. cannons@collector.org (GB)

GENUINE 2CM FLAK 38 ON THE ORIGINAL SONDERHANGER 51 CARRIAGE

1943, £POA. 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.freeserve.co.uk (GB)

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

£POA. 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 (GB)

RM-70

£POA. Wheeled self-propelled Czechoslovak production 122 mm rocket launcher. +420 774 565 571. sales@stvgroup.cz (GB)

SA-2 GUIDELINE MISSILE TRAILER AND MISSILE

£4,700. Trailer price: 3000 Euros. De-militarized missile price: 1700 Euros. Location: Czech Republic. Transport for all European countries. ales.hurtik@centrum.cz (GB)

SELF-PROPELLED GUN 203MM 2S7 PION

£POA. Vehicles are fully mobile and gun is deactivated according to Czech regulation. +420 774 565 571. sales@stvgroup.cz (GB)

WANTED-FRENCH WWI 75MM FIELD GUN

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

WOMBAT/CONBAT

£POA. L7 Conbat 122mm recoilless anti tank rifle. Deactivated to current UK specs. 0771 340 2469. mark.r99@btopenworld.com (GB)

WORLD WAR 1 MOUNTAIN GUN

£POA. 07734 829626. Faberretto@msn.com (GB)

TRAILERS AND TOWED EQUIPMENT

20 TON CRAVEN TASKERS TRAILER

£6,500. Ex military, spring assisted ramps, air brakes, outriggers, 4 x spare wheels and tyres. Comes with release papers MOD form 654. 07831 696968. jeff@alphacolour.com (GB)

BEN HUR TRAILER

£1,300. Very good condition. Nice canvas & complete with generator ready to use. (Normandy for those extra provisions!). 07831 117858. hannah@surveydesignservices.co.uk (GB)

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 (GB)

HI VOLT DIESEL GENERATOR

£3,500. Military 16KVA generator single or 3 phase. Has many military features, manual start no batteries required, only 1100 hours. Perkins Diesel engine. 07796 585771. Steveelec@hotmail.com (GB)

NCRS COMMUNICATIONS CABIN

£POA. The trailer is fitted out with a HF radio system it has 2 HF radios, 1 HF modem, 1 HF adaptive prosser and 2 computers. All radio kit is work. 07842 664997. lordandladycoomber@mail.com (GB)

SUPACAT SELF LOADING LIGHTWEIGHT 12 VOLT ELECTRO HYDRAULIC PALLET TRAILER

£POA. Fully road legal with fitted lights. Extending front and rear draw bar. Unladen weight 600 kg. This trailer is ex-MOD reserve, unused from new. The self loading braked lightweight trailer (SLLPT) is normally used in conjunction with the Supacat MK II and MK III vehicles. 01823 673396. enquiries@alterrainvehiclesolutions.com (GB)

TRAILMASTER MILITARY TRAILER

£POA. 1100kg carrying capacity. When side panels removed, maximum payload is approx 1.5 tons. 07946 336848 or 01964 541682. david@heronlodge.co.uk (GB)

WW2 BANTAM T3 TRAILER

1943, £1,500 ovno. Serial number 43653. Fully restored, new canvas, wiring, lights & reflectors. Solid chassis / body. Cash or money transfer. 077486 28828. steve.carter@btinternet.com (GB)

VEHICLE PARTS

4 CROSS PLY TYRES 650 X 16 COMPLETE WITH INNER TUBES

£210 ovno. Tread depths vary: one 9-10mm, one 7-8mm, one 4-6mm and one 3-3.5mm. No apparent defects. Buyer arranges collection from South East Essex. 01702 523457. nfm@peelgreen.co.uk (GB)

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 (GB)

ALTERNATOR CONVERSION KITS 12V OR 24V

£POA. 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 (GB)

ALVIS STALWART / FOX PARTS

£POA. 4 new brake pads 2 pins. 13 spark plugs (RSN-13P). Two workshop/user handbooks. Make me an offer may split. 07981 138213. rickssalmon56@yahoo.com (GB)

BEDFORD SPECIAL TOOLS

£270. 9 tools mainly pullers including 2 of VR 2175 crankshaft damper puller. 4 x Avon inner tubes 7.50 x 16 £40. Suffolk. 07790 352799 (BM)

BESPOKE EXHAUST SYSTEMS

£POA. We specialise in the design and manufacture for exhaust systems for all applications in Stainless and Mild steel. We manufacture customer systems from sample, drawing or description. For over 23 years, we have built our reputation through leading the market in both design and manufacturing techniques. 01274 619070. sales.cpe@virgin.net (GB)

BRADEN CAPSTAN WINCH

£3,000. Model J2, for Willys MB, Slat Grill and Ford GPW. Original (winch + supporting plate). +39 348 3666946. paolo.dellacha@libero.it (GB)

BRAND NEW LAND ROVER TYRES

£300. Goodyear C90 750r16c 10 ply. Qty 4 Buyer collects or pays postage. Somerset. 07803 332245. juliehotchkiss98@yahoo.co.uk (GB)

BREAKERLESS

ELECTRONIC IGNITION KITS FOR ALL MILITARY VEHICLES

£POA. 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 (GB)

CHIEFTAIN MBT AND VARIANTS TRACK TENSIONER

£500 +vat ono. Fully reconditioned by ABRO still in packing crate. UK sales only, no post or sort your own. 07860 458263. tearless@junglegarage.fsnet.co.uk (GB)

FOR SALE OR EXCHANGE SDKFZ 251 CHASSIS

£POA. With all tracked wheels, suspension, gearbox, final transmission and a lot of small stuff really difficult to find. Rare and sought after. I'll consider any option. 0670 483005. vm14700@gmail.com (GB)

FOR UNIVERSAL CARRIER

£POA. Spares and accessories. Can ship. +393 292 163110. gala@fastmail.it (GB)

GMC CANVAS

£POA. Original canvas top for the bed of a CCKW 353 and Ben Hur trailer. 732-915-2183. Bluebluejays@aol.com (GB)

HANDLEY PAGE HAMPDEN TAIL WHEEL

£POA. Complete but needs attention. 07415 233394. d.sexton428@btinternet.com (GB)

JEEP BODY

£POA. Been shot blasted and primed, needs repairing in places comes with 4 front wings. 07711 175949. jamesduk@aol.com (GB)

LAND ROVER WOLF ROLL CAGE

£POA. Good condition. Some fittings missing. 07946 336848 or 01964 541682. david@heronlodge.co.uk (GB)

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 (GB)

MAKANO SURPLUS

£POA. We hold a large amount of unused and used parts with service life remaining for the CVRT Tracked Vehicles. We also hold a large amount of stock for post war vehicles such as Saracen, Saladin and Ferret. 07523 064129. sales@makanosurplus.co.uk (GB)

MILITARY M SERIES METERING PUMP

£500 ono. Reman from the States still in box. 07827 908746. mhill645@aol.com (GB)

NEW EXMOOR TRIM HOOD

£270 inc UK delivery. For Defender 110 Truck Cab. Body fit. Rope down type. Dark green. Tight weave shrink resistant canvas. 01326 280 593. erichparnaby@btinternet.com (GB)

NEW TRACKS FOR GERMAN APC HOTCHKISS

£POA. I have made 3 sets of Tracks for German Hotchkiss in very high standards, WWII/German design. To equip any Hotchkiss APC with new tracks, or to have the correct tracks on a Replica who is based on a Hotchkiss-Chassis to give them real Wartime-look and noise. 0049 739 29386632. op@piekenbrink.de (GB)

PRIVATE REGISTRATION PLATE Y4NKD

£1,300 ono. On retention doc till Sept 2014. 07908 413749. Marktisington@rocketmail.com

RB 44 WINCH BUMPER

£175. Very straight, ready to fit, suit Hydraulic or electric winch, only needs a rub down and paint. 0161 370 6232 or 07778 147643. Burmannilitary@aol.com (GB)

T-55 GEARBOX NOS

£POA. This Gearbox has been stored and it's brand new. Global War Museum in Sweden sell this for 1000 GBP or if you have any military item to swap with. 004652412702. info@globalwarmuseum.com (GB)

TWO JEEP BRAKE DRUMS

£150. Unused, new production, packed and ready to go. Offered at original dealer price, can send to most of mainland Britain for £13. 07802 285151. geoffrey@mackman.org.uk (GB)

VERY RARE WW2 SIGNALS LORRY BODY



£POA. This body will fit any 15CWT Army lorry. Restored, Very Good Condition. Northants. 01327 843411

WATER TEMPERATURE GAUGE

£25 + postage. Willys Jeep, Ford GPW, WC series Dodges water temperature gauge. +393 485 524234. watertank@gmx.at (GB)

WHITE HALFTRACK FLOOR SECTIONS AND RACKS MADE TO ORIGINAL SPECIFICATION

£POA. Mine racks rifle and rear racks plus floor sections. 01342 715952. dave.roe@sky.com (GB)

MILITARY AND MISCELLANEOUS

DESERT RATS



£85 post free. Eighth army badge. Grill fixing with fitting. No damage. By J R Gaunt, London, Surrey. 020 8399 7541 (BM)

LARGE SELECTION

£35. Large selection of hub, pulley and bearing extractors. Job lot. Owner now retired. Buyer collects. Lincolnshire. 01427 614350 (BM)

MKIII (SHORT LEVER)

MARTIN-HENRY INFANTRY RIFLE



1879, £800. 577/450 obsolete calibre. VGC inc bore and working order, with leather sling, can supply correct Wilkinson knife, bayonet with leather frog at extra cost. Buyer collects, also have MKII Carbine. S.yorks. 07971 223707

USAFA A2 LEATHER FLYING JACKET



£175 + P&P. By Leathercraft of Thrupton. Chest size 38in, with 8th Airforce badge. Excellent condition. A timeless design. France. 0033545301417 (BM)

BOOKS & MANUALS

TM 9-803 WAR DEPT TECHNICAL MANUAL

£35 plus p+p £5. Willys-Overland Model MB and Ford Model GPW In plain English, original issue Jeep manual dated Feb 1944 in very good cond. 07751 046585. timothyrichardson12@ntlworld.com

WANTED

AEC MILITANT MK1 OR SCAMMEL EXPLOROR

Wanted. Looking for either one, good driving condition, distance no problem. 07951 547510. Billyruston051@gmail.com (GB)

AFV 432

Wanted. Road legal and in good condition. 07717 873537. james.addison@mail.com (GB)

ANY MADE OR UNMADE PLASTIC MODEL KITS

Wanted. Airfix, frog Tamiya etc. Also diecast military vehicles and tanks, osprey, armour, squadron signal publications. Write: 27A The Grove, Biggin Hill Kent TN16 3TA. Kent. 07973 885754 (BM)

AUSTIN/ROLLS B RANGE (LV10)

Wanted. Petrol engine (NoS) parts required. Small or large quantities considered. East Sussex. 01797 253211 (BM)

BEDFORD MW OR MORRIS CS8 OR AUSTIN K2

Wanted. In fact any British WW2 Light to Medium size vehicles Inc Tilly. Any condition considered, Or swap if you prefer. 07794 630476. duncan@tanksforsale.co.uk (GB)

CVRT DIESEL GEARBOX

Wanted. Good money paid for a good used diesel Spartan/Scimitar/Samson/Sultan/Samaritan gearbox. 01843 842682. bterrybrooks@aol.com (GB)

CVRT GEARBOX CLUTCH PATES

Wanted. FV659012 x 4, FV659011 x 3. For Gearbox repair. 07966 690044. trackfix@btinternet.com (GB)

CVRT SCORPION OR SABRE

Wanted. Any condition considered but preferably complete and running or maybe you will consider a trade as I have a M76 Otter. I will be coming to the UK on the 21st and hope to locate something in my interests. 250 5490146. aldon1@outlook.com (GB)

FOR GMC

Wanted. 5 speed gearbox for a wartime GMC. 07891 001398. brigginshaw@googlemail.com (GB)

MOTORCYCLE GUN CARRIER

Wanted. To fit to my trike capable of holding a Mk4 Sterling SMG. 01872 263545. mjwaters1@hotmail.com

PENMAN GENERATOR / SPECIALIST LIGHTWEIGHT TRAILER

Wanted. Cash waiting for right one. Must be used and not new. Do not want the generator just the trailer. 07876 680146. landrover90@bopenworld.com (GB)

ROLLS ROYCE METEOR ENGINE

Wanted. Good running or nos Rolls Royce Meteor engine for Centurion tank. 07711 629989. garnerstuart@aol.com (GB)

STUDEBAKER WEASEL

Wanted. Anything considered. 07719 315210. gav_copeman@hotmail.com (GB)

TRIUMPH DUTCH ARMY DISPATCH MOTORCYCLE

Wanted. Parts or would consider complete motor cycle. 07966 438968. susan.higson@btinternet.com (GB)

VW181

Wanted. Can collect, immediate decision, cash payment. 01843 842682. bterrybrooks@aol.com (GB)

SERVICES

DAVE ALLEN TRANSPORT



Ring for details. Collection/delivery to and from shows/sales tractors, agricultural machinery, plant, commercial and military vehicles etc. Winch for non-runners. large or small equipment moved. Short notice, evenings/weekends no problem. Fully insured. www.daveallentransport.co.uk. Dorset. 01308 868741 or 07798 845112

ADVERTISE YOUR ITEM WITH A PHOTO FOR FREE*
Email your ads to: cmv@ccmediagroup.co.uk

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

Echoes of war...

LEYLAND RETRIEVER WLW

Introduced in 1937/38 and manufactured until 1943, the Leyland Retriever was a 3-ton 6x4 forward-control chassis that was effectively an updated version of the pre-war Terrier. Both the six-wheel configuration, using worm-drive axles, and the open cab, without windscreen on early examples, were typical of inter-war practice. Most Retrievers were fitted with a general-service (GS) cargo body; other roles for which the chassis was adapted included machinery truck, bridging vehicle, pontoon carrier, breakdown vehicle, wireless, workshop, crane carrier, derrick, and gun mount. Field Marshall Montgomery famously used a Retriever chassis on which was mounted a caravan body as his personal working and living quarters following the D-Day landings.

At least three variants were produced (WLW1, WLW2 and 2A, WLW3), differing in detail, but all were powered by a four-cylinder petrol engine of 5895cc, producing 73bhp and driving the rear wheels through a four-speed main gearbox and two-speed

auxiliary box; early examples used magneto ignition but this was eventually superseded by a standard coil set-up. Suspension was by means of semi-elliptical leaf springs, inverted at the rear, and the brakes were hydraulic with servo assistance. According

to the particular role, some vehicles were fitted with either a winch or electrical generator driven by a power take-off. The truck was considered by some to be underpowered, with the top speed governed to 33mph (54km/h). The 31-gallon (141-litre) fuel tanks gave a range of 195 miles (316km).

Photographed at Leyland's works, the vehicle shown is an early example, with the name 'Retriever' appearing at the bottom of the radiator; this was omitted from later production. The total number produced amounted to 6542 examples, with very few surviving.



ULTIMATE 1/6th SCALE ALL METAL KITS

ARMORTEK

IN ASSOCIATION WITH

THE TANK MUSEUM

Model to feature in new exhibition 'Warhorse to Horsepower'

Made in England



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

Price £3,995.00 +p&p (Incl. VAT)
(Motors/Electronics and special effects are optional extras)

RESERVE NOW
with a deposit payment of
£495.00

Mark IV Tank

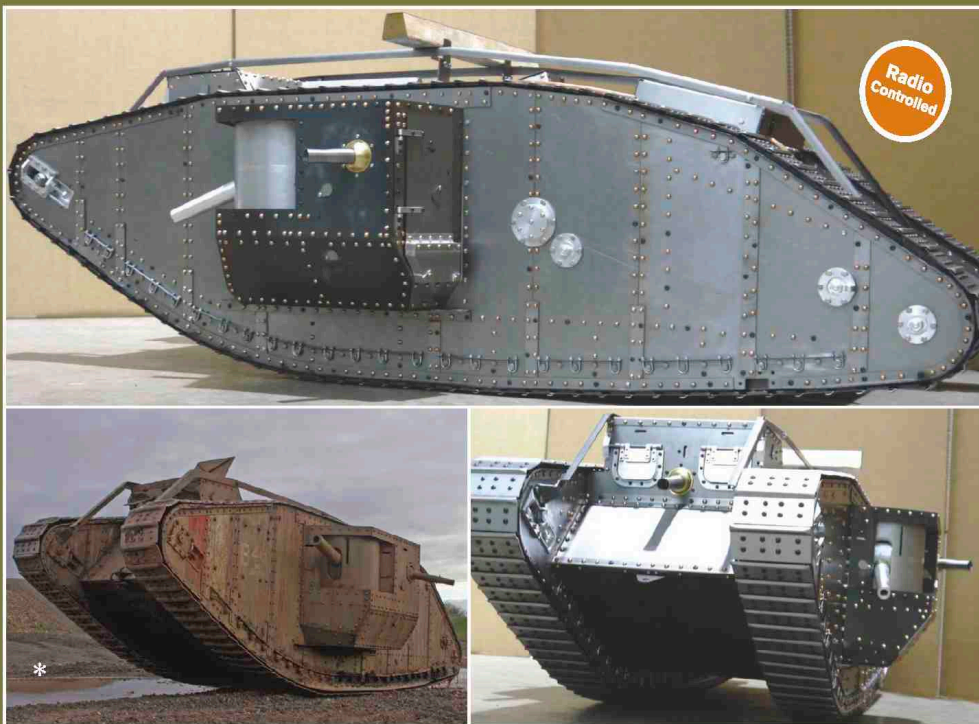
STRICTLY LIMITED EDITION

Commemorating the centenary of WW1, we are pleased to present the British Mark IV Tank, available to build as an all metal kit.

Featuring:

- Pressed steel track and roller chain assembly
- Option of either 'Male' or 'Female' Mark IV, with parts for both versions supplied as standard
- Complete rivet detailing

All models will be engraved with the Armortek name and a unique serial number guaranteeing the authenticity of your model.



The 'War Horse' Tank. (Picture courtesy of the Tank Museum)

Visit our web site for more details

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

22 Flightway Business Park, Dunkeswell, Devon. EX14 4RD



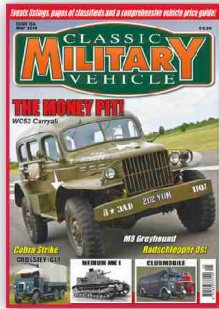
Back issues for reference, information, instruction and entertainment. Order now while stocks last! Visit our website at: www.kelseyshop.co.uk or telephone: 0845 873 9270 for UK orders and 00 44 1858 438856 for international orders



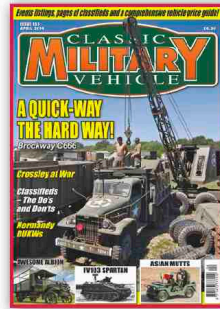
JULY 2014: WAR GAMES, BEST OF BRITISH – AUSTIN CHAMP, FIRST ASHORE, AMERICA'S HEAVY WRECKERS, CLYNO 750, DIAMOND GEEZER, THE WAR ARCHIVES – BOOK EXTRACT.



JUNE 2014: PROJECT ACRT – 16, LAND ROVER LITE, THE BEACH ARMoured RECOVERY VEHICLE, RED BALL EXPRESS, ADEN CALL UP, FOLLOW ME! THE STEYR 1500A.



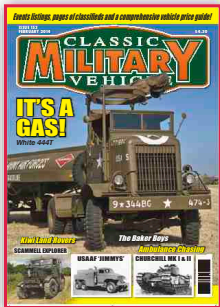
MAY 2014: A CROSSLLEY LEGACY, THE MEDIUM TANKS MK I AND MK IA, FROM GREEN LINE TO GREY DRAB, THE MIGHTY MAZ FROM MINSK, GREYHOUND RACING



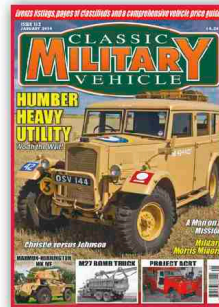
APRIL 2014: NORMANDY DUKINGS, IT'S JUST A LAND ROVER – ISN'T IT? THE ARAB REVOLT, DOG-EARED ASIAN MUTTS, CROSSLLEY AT WAR, FV103 SPARTAN



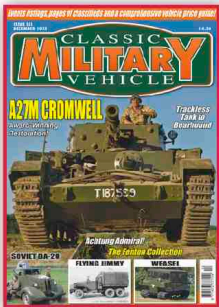
MARCH 2014: FREE FRENCH WILLYS, CRUISING FOR A BRUISING, FROM SCRAPYARD TO SHOW CIRCUIT, RUSSIA'S BIG GUN, KREUZER PANZERS, IT'S SHOWTIME!



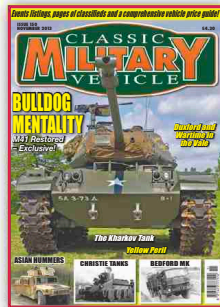
FEBRUARY 2014: ARMY AIR CORPS CCKW VARIANTS, THE BAKER BOYS, AMBULANCE CHASING, THE CHURCHILL MK I AND MK II, KIWI LAND ROVERS, THE SCAMMELL EXPLORER.



JANUARY 2014: HUMBER HEAVY UTILITY RESTORATION, MARMON-HERRINGTON IVF, CHRISTIE VS JOHNSON, PROJECT ACRT 11, MORRIS-COMMERCIAL CS8 RESTORATION



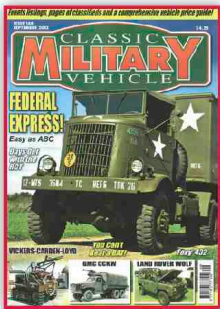
DECEMBER 2013: THE FENTON COLLECTION, THE FLYING JIMMY, FROM TRACKLESS TANK TO BOARHOUND



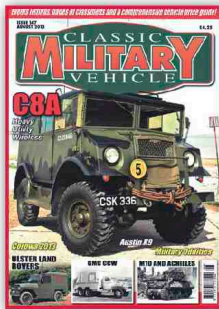
NOVEMBER 2013: THE CHRISTIE MEDIUM TANK T.3 AND COMBAT CAR T.1, YELLOW PERIL, THE KHARKOV TANK, THE BEDFORD MK



AUTUMN 2013: WAR AND PEACE REVIVAL SPECIAL, TRUCKS ON THE TRACK, SUN, SEA AND A K6, THE MRA1, READERS' DRIVES – A WEE BEASTIE!



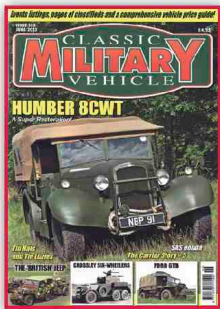
SEPTEMBER 2013: FEDERAL 94X43, VICKERS-CARDEN-LOYD UTILITY TRACTOR, THE TURRETED FV432, LAND ROVER WOLF, PROJECT ACRT - 8, WICKSTEED AT WAR



AUGUST 2013: CHEVROLET C8A RESTORATION, ULSTER LAND ROVERS, MILITARY ODDITIES, AUSTIN K9, PROJECT ACRT-7, GMC CCW, CARRIER STORY - 7



JULY 2013: M24 CHAFFEE, DODGE WC60 LOOK-A-LIKE, HIPPO BRV, C15A WRECKER, THE CCKW IS BORN, TOPOLINO IN GERMAN SERVICE



JUNE 2013: 8CWT HUMBER RESTORATION, FORD MODEL T AT WAR, FORD GTB PROFILE, CARRIER STORY - 5, CCKWX, SAS HONDA, PROJECT ACRT - 5, CROSSLLEY ARMoured CARS.

Protect your issues!



Binders:
UK £9.95
Europe/Ireland £11.95
Rest of World £13.95

Back issues: £5.80 per issue, including postage & packing.

POST COUPON TO: Classic Military Vehicle Back Issues, Kelsey Media, Unit 4, Tower House, Sovereign Park, Market Harborough, LE16 9EF



BACK ISSUES

I wish to order the following Classic Military Vehicle back issues:

I wish to order binder(s) at: UK £9.95 inc P&P, Europe & Ireland £11.95, ROW £13.95

I WISH TO PAY BY CHEQUE

I enclose my cheque for £ (payable to Kelsey Publishing Ltd)

I WISH TO PAY BY DEBIT/CREDIT CARD

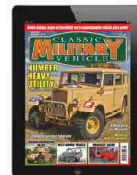


Card number:

Valid from: Expiry date:

Security code: Issue number (Maestro only):

Signature:



Digital back issues available from www.pocketmags.com search Classic Military Vehicle

Name (as appears on card):

Address:

Postcode:

E-mail (optional):

Telephone:

Are you a subscriber? YES NO

Kelsey Media uses a multi layered Privacy Notice giving you brief details about how we would like to use your personal information. For full details visit www.cmvmag.co.uk or call 01959 543524. If you have any questions please ask as submitting your details indicates your consent, until you choose otherwise, that we and our partners may contact you about products and services that will be of relevance to you via direct mail, phone, email and SMS. You can opt-out at ANY time via email data.controller@kelsey.co.uk or 01959 543524.



We enjoy what we do and it shows in our work!

Alan Cross Ltd



Quality hardwood display cabinets supplied in four sizes or made to your specifications. Made with care to last generations.

"All cabinets delivered personally by the proprietor"

High quality hardwood display cases made completely to your specifications, advice and quotations happily given without obligation.

We pride ourselves on providing excellent service and an excellent product as these happy customers testify:

"I am absolutely delighted with my cabinet, both the product and your excellent service represented outstanding value for money" Mr Dawkins, Bingham

"Thanks again for the great service it has been a pleasure to buy from you" Mr Watson, Chesterfield



Please see our website at www.alancrossuk.com or phone for friendly service and information on **0115 923 2223**

15 Ludlow Hill Road, West Bridgford, Nottingham, NG2 6HF

Celebrating 40 years in business!

Email: enquiries@alancrossuk.com www.alancrossuk.com

Please check out our special offers page on our website or ring for details



The War Archives

Allied tanks, trucks and weapons of World War I



Archive photographs and contemporary drawings

The War Archives

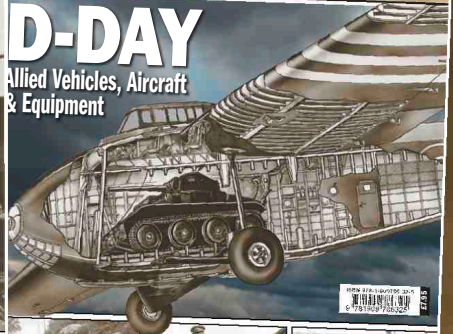
British Cruiser Tanks of World War 2



Archive photographs and contemporary drawings

The War Archives

D-DAY Allied Vehicles, Aircraft & Equipment



Archive photographs and contemporary drawings

AVAILABLE NOW!

CALL: +44 (0) 1959 541 444
ONLINE: WWW.KELSEYSHOP.CO.UK
SEARCH FOR **WAR ARCHIVES**

Available on the **App Store**

pocketmags.com

SEARCH **WAR ARCHIVES**

WHSMITHS OR AS A DIGITAL DOWNLOAD

WWW.POCKETMAGS.COM

ARMY SURPLUS & CAMO CORNER

John CRADDOCK
1000s of Military Land Rover parts in stock
Call us on 01543 577207
Overseas call +44 1543577207
Email: general@johncraddockltd.co.uk
www.johncraddock.co.uk

Steering Wheel Restoration



Steering wheel restoration, vintage to modern cars, tractors, lorries, buses, boats. Bluemels, Celluloid, Bakelite, Wood & Plastic.
tel: +44 (0)1843 844962
www.SteeringWheelRestoration.co.uk

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

gosnay's 75
ENGINEERING COMPANY LTD ESTABLISHED 1955
YEAR'S STRONG
MEMBER OF THE ENGINE REBUILDERS ASSOCIATION

PRECISION ENGINEERS AND ENGINE RECONDITIONERS
OUR STOCK OF ENGINE COMPONENTS IS SECOND TO NONE
24 HOUR DELIVERY SERVICE
IF YOU REQUIRE PARTS FOR VEHICLES ANCIENT OR MODERN, PETROL OR DIESEL - GIVE US A CALL
TELEPHONE: ROMFORD (01708) 740668 • 743331 • 748320. FAX: (01708) 733266
www.gosnays.co.uk sales@gosnays.co.uk

M&G CASTING REPAIRS LTD
UNIT 6 BLOCK E, MARKET OVERTON INDUSTRIAL ESTATE, MARKET OVERTON, RUTLAND, LE15 7TP
TEL: 01572 768363 MOB: 07808962401
EMAIL: malcolmneal@talktalk.net
www.mandgcastingrepairsltd.co.uk
30 YEARS EXPERIENCE IN COLD METAL STITCHING REPAIRS TO CRACKED AND HOLED CYLINDER HEADS/BLOCKS/TRANSMISSION CASINGS - CYLINDER HEAD OVERHAUL - FLYWHEEL GRINDING

DROP ZONE
THE SOUTH'S LARGEST MILITARY WAREHOUSE
One stop shop for military Land Rovers, new & used spares, deactivated guns, surplus & collectables
Trade & retail welcome
Official suppliers to the film & TV industry
Tel 01798 831955
Fax 01798 389009
Bury Mill Farm, Burygate, Pulborough, West Sussex, RH20 1NN
Email: info@dropzonemilitary.com
www.dropzonemilitary.com

GREEN MACHINE SURPLUS
Specialising in current government surplus vehicle spares and manuals
Tel: **01782 729112**
Email: Enquiries@greenmachinesurplus.com
Visit our online shop:
www.greenmachinesurplus.com
www.vintagemvmanuals.co.uk

SEAL MILITARY
WWII US UNIFORM & INSIGNIA
WWW.SEALMILITARY.COM
TEL 07971 588176



**TO ADVERTISE
HERE PLEASE CALL JULIA
ON 01733 353359**

Europe's largest collection of military re-enactment clothing and equipment

SOLDIER OF FORTUNE

US Army Small Wall Tent

www.sofmilitary.co.uk



US Army Small Wall Tent £450
Includes: Poles, Pegs and Guy Ropes

Ground Sheet £50

US Army Flysheet £275

Pole Set for Small Wall Tent £80



Children's British WW1 uniform

WW1 1916 Early Somme Army Soldier

Royal Artillery / Cavalry Soldier

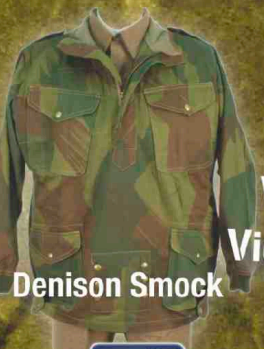
WW1 1916 Late Somme Army Soldier

U.S. WW1 Infantry Uniform

German M1910 Uniform

We can kit you out for all the Great War centennial events

WW1 replica uniforms and equipment for sale online or see us at a show



Denison Smock

Getting ready for Arnhem?

We can kit you out
View our range of clothing and equipment online



Berets



[/sofmilitary](https://www.facebook.com/sofmilitary)

www.sofmilitary.co.uk

Soldier of Fortune, 13 Tyn-Y-Llidiart Ind Est, Corwen, Denbighshire, North Wales, LL21 9QX

Email: sales@sofmilitary.co.uk Tel: 01490 412225

INTER MARKET FREIGHT SERVICES

a trading division of RSH Freight Masters Ltd
International Freight Forwarders

**SPECIALIST WORLDWIDE SHIPPING OF MILITARY
VEHICLES ARTILLERY AND EQUIPMENT**



Falcon House, Central Way
North Feltham Trading Estate
Feltham, Middlesex TW14 0UQ

Tel: +44 (0) 208 893 1006
Fax: +44 (0) 208 890 0704
Direct: +44 (0) 208 917 3244
Email: mike@rshfm.co.uk

