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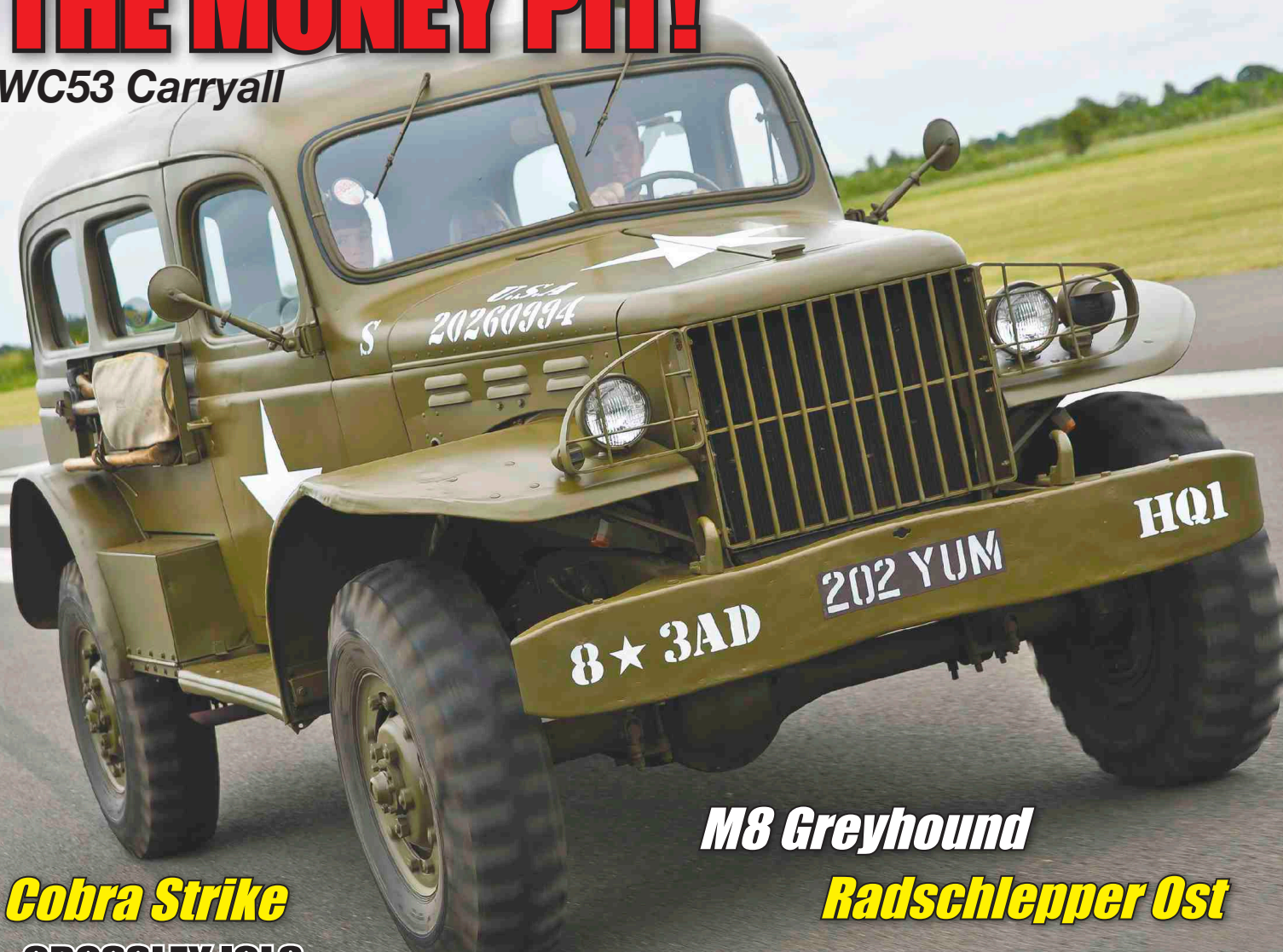
ISSUE 156
MAY 2014

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THE MONEY PIT!

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M8 Greyhound

Radschlepper Ost

Cobra Strike

CROSSLEY IGL8



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★ **COVER STORY** ★
That's how David Hines's wife describes his Dodge WC53... but with affection we hope. John Blackman has the story.

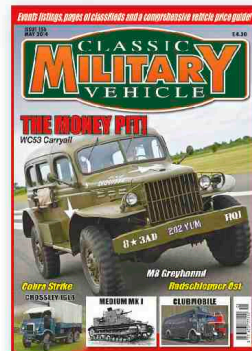


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The M8, known as the Greyhound in British service, was developed at a sprint during WW2. Despite shortcomings, its simplicity and ruggedness ensured its service career turned into a marathon, as John Blackman explains.

FRONT COVER

David Hines imported his project Dodge WC53 Carryall from the United States. Turn to page 42 for the story. Photograph by John Blackman.



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Relatively short-lived by comparison with its predecessor the Ferret, the Fox was never used in combat. Nonetheless it has its admirers, says Geoff Fletcher



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AND SAVE – PAGE 30**

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OPENING SHOT

DAIMLER FERRET

Two perfectly ordinary Daimler Ferrets? Not quite. Both started life as Mk 1s; 32BA88 (left) is hull number 14 and 32BA89 is hull number 15. The latter was converted to Mk 2 status in Hong Kong, and the combination of local modifications and missing out on updates applied to UK-based Ferrets has led to it having a long list of unique features.

Photograph by John Blackman





NEWS & REVIEW



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



Despatches



My name is John Blackman and I am a bus enthusiast. Actually, I'm not. But I was once. During my schooldays it was quite the thing to go bus spotting. You could buy books listing all the serial numbers and cross them off as each was 'spotted'. Train spotters (I admit to that too) did the same thing. It was all good innocent fun that would probably seem quaint if not a little weird to most youngsters nowadays.

Looking back, I'm not sure why we did it. But I do remember Saturdays and Sundays buying a Red Rover ticket and travelling back and forth across London with a few similarly inclined friends, our duffel bags stuffed with sandwiches, going from one bus garage to another in the hope of sneaking inside when no one was looking and 'cabbing' (getting up into the driver's seat) as many buses as possible.

I was reminded of these simple pleasures when I visited Ensignbus to shoot the Clubmobile recreation on page 24, because inside the garages that housed its vintage fleet there were rows of just the sort of buses I remember from my Red-Roving days. I'm better behaved now than I used to be, so didn't attempt to 'cab' any of them, but I did climb the stairs up to the top deck of RT8, the red double-decker posed alongside the Clubmobile in my photos. I don't mind admitting to the rush of emotion that it gave me; the sight and smell of the bus took me straight back to my schooldays when, at a few minutes after 4pm, my friends and I would jump aboard a bus exactly like RT8 and scramble up the stairs to grab the best seats, either at the very front or the very back.

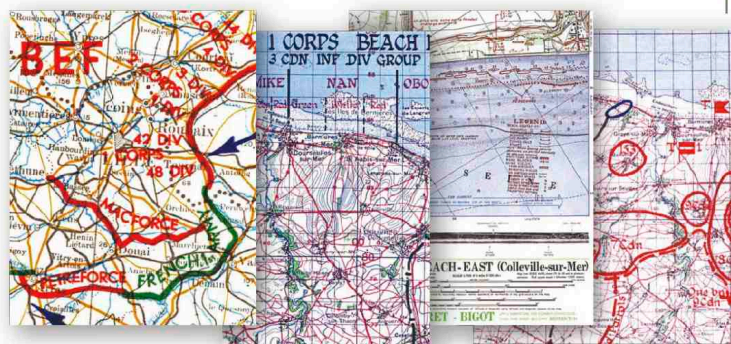
The point of all the foregoing biographical waffle is that if I got such a kick out revisiting my past via a big red bus, what must veterans feel when they come across a restored duplicate of the vehicle they once served on? These things we all have a passion for... they're not just mechanical artefacts are they? There's much more to it than that.

John Blackman

MILWEB ON THE MAP

Milweb now carries an exciting range of military maps faithfully reproduced from the originals, some sourced from Normandy veterans. These include D-Day operational maps of Omaha and Utah Beaches, plus other key maps relating to the Normandy campaign such as the drop zones for the 506 Parachute Infantry Regiment – the 'Band of Brothers'.

The maps are essential for battlefield tourists, historians and re-enactors and, of course, perfect to take with you if you are going over for the June 2014 commemorations. Visit Milweb's online shop at www.milweb.net to see the full range.



THE FLOODS OF '47



From Ken Lewis via Nigel Hay comes this interesting shot of a British Army DUKW and Ford GPA helping out during the Thames Valley floods of 1947. Fast-forward 67 years and DUKWs were still being used for rescue operations earlier this year.



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DIEN BIEN PHU CHAFFEES



A Chaffee can be seen at the Fort Elaine, which is open to visitors. All of the French forts bore girl's names.

CMV reader, Francis Humblet, recently visited Dien Bien Phu in Vietnam, the scene of a decisive battle between French forces and the communist/nationalist Viet Minh between March and May 1954. Famously, the French deployed 10

M24 Chaffee tanks, each of which was disassembled into some 180 components, flown in, and then reassembled beside the airstrip by men of the 2nd Foreign Legion Tank Repair Company. Apparently it took six C-47 sorties and two Bristol Type 170 Freighters to airlift the parts for a single M24.

Various bits of hardware including the remains of five Chaffees are still in the area, and Francis was kind enough to send in a few photos. He also tells us that in the town itself there is a museum with a diorama of the battle which includes one of the thousands of pushbikes used by the Viet Minh to bring supplies to the battle.



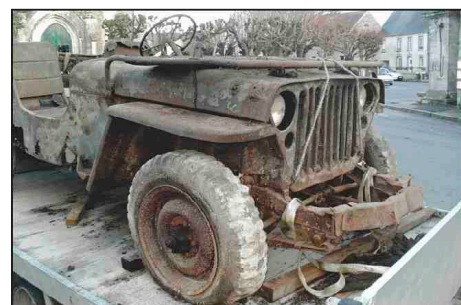
Only the Viet Minh artillery remains relatively complete.



Close to Fort Elaine there is an enclosed yard containing the remains of four Chaffees as well as other barely recognizable aircraft and vehicle components.

NORMANDY BARN FIND

Again from Ken Lewis via Nigel Hay come photos of a true barn find, a Jeep that has resided on a farm behind Utah Beach since the fifties if not longer. Ken snapped it in Sainte-Marie-du-Mont as it was being delivered to the town's Museum of Liberation. There are no prizes for guessing what markings it would most likely be given if ever restored.

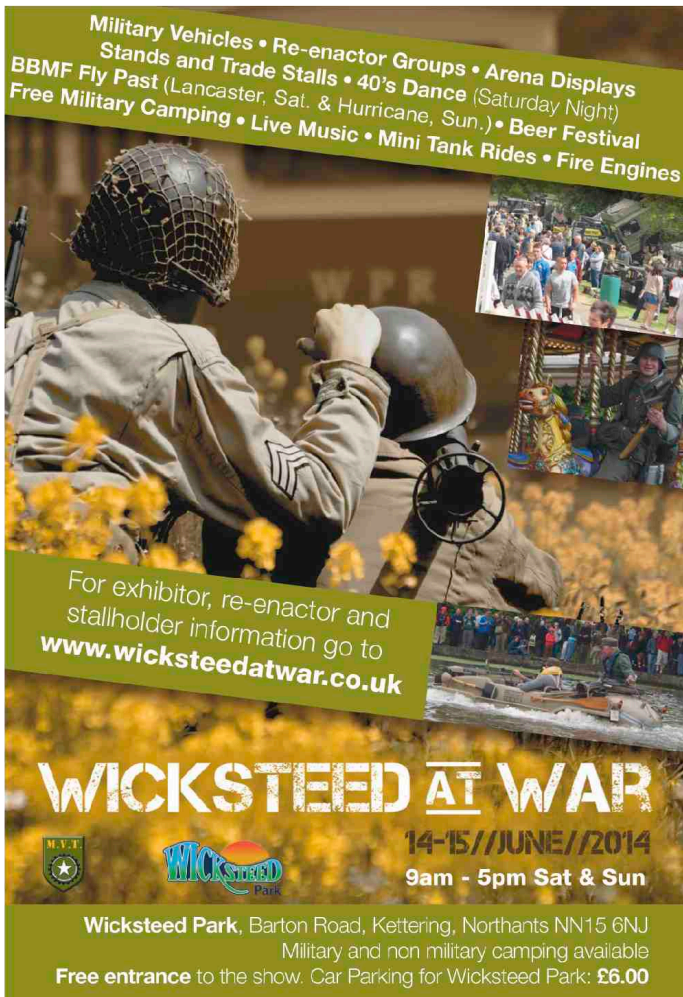


MUST-HAVE ACCESSORY?



Nigel Hay forwarded a photo of the latest must-have (not) accessory for the green machine with everything, a Coca-Cola bottle opener. It can only be a matter of time before someone markets a canvas cover for it.

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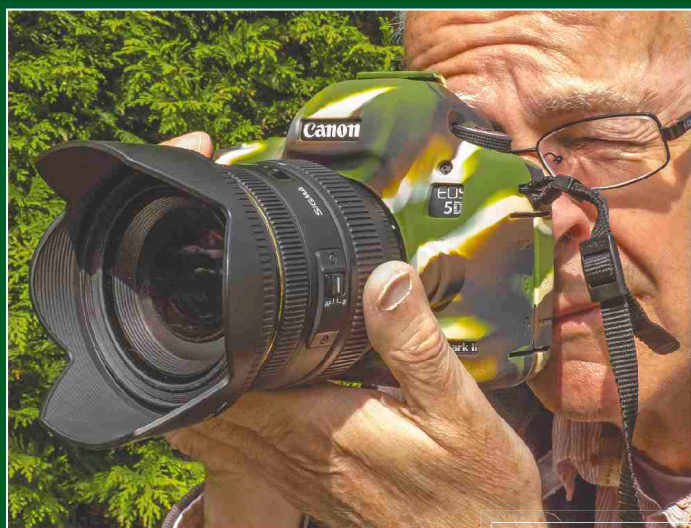




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GET SOCIAL...  

PROTECT YOUR CAMERA



Above: An easyCover camera case will be protecting the Blackman camera this season.

I wasn't the only photographer who came away from last year's War and Peace Revival with dust-clogged equipment and a hefty repair bill. No matter how expensive and well-sealed a camera is, fine dust and moisture will eventually find a way in and wreak havoc. And I speak from experience. Not only that, when you are clambering in and over vehicles it's almost inevitable that your camera is going to get knocked and jarred.

So, with the 2014 show season about to start, I was delighted when a colleague told me about the easyCover (www.easycover.eu) range of camera protection accessories. Alongside lens cases, lens protection kits and screen protectors, the company offers high-quality silicon camera cases, made-to-measure for most popular Nikon and Canon models. Not only that, there was a camo-pattern one available for the Canon EOS5D I currently use. Yes, I know it's a bit naff and I should really have gone for the black version but, hey, what's wrong with a little naffness now and again? It could have been worse; they also do a red version.

The case slips over the camera body and does indeed fit like the proverbial glove. It comes with two screen protectors. One can be stuck over your camera's existing screen for permanent protection while the other, which is thicker, slots into a 'frame' within the silicon case. The camera controls are either accessible via cut-outs or duplicate push-buttons moulded into the case.



Below: Controls are accessible via cut-outs or duplicate buttons moulded into the case.



Above left: Some cases in the Canon range are available in red as well as black or camo. Above right: If you are a Nikon fan you can choose yellow rather than black or camo.

I must say that the silicon has a rather pleasant feel to it, smooth but not slippery. And I had no problem operating the camera in any respect once I got used to having to apply slightly more pressure via the case's duplicate buttons than I would normally. But it fitted very well indeed and worked perfectly. Of course the cases can't offer a camera 100% protection against dust, moisture and knocks. Nothing could. But the extra level of protection that they do offer is worth a heck of a lot more to me than their £25-30 cost.

In my opinion, this is an excellent product well worth investing a few pounds in. For a list of stockists in your region and to see the company's range of camera protection equipment, visit www.easycover.eu.

COMBAT DEALERS

It was only a matter of time before reality TV cottoned on to the MV movement. On Monday 28 April 2014 a brand new series, *Combat Dealers*, premieres on Quest (www.questtv.co.uk). The subject is Bruce Crompton, an ex-paratrooper who is now one of the world's biggest collectors of 20th century military equipment, vehicles and memorabilia.



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COMING IN NEXT MONTH'S ISSUE...



Watch out for these exciting features in next month's action-packed, all-colour issue on sale 16 May 2014. Don't miss it!

FOLLOW ME!

John Blackman takes a look at Mike Pickett's eye-catching recreation of an airfield ground-control Jeep.

THE BEACH ARMoured RECOVERY VEHICLE

David Fletcher charts the evolution of the BARV.

LAND ROVER LITE

The ½-ton Rover 1, better known as the Lightweight, was essentially a reduced-fat Land Rover. John Blackman talks to John Wiseman about his example and profiles the type.

RED BALL EXPRESS

David Doyle explains how, from 25 August to 16 November 1944, a non-stop conveyor belt of trucks transported 412,000 tons of supplies from Normandy depots to the armies advancing through France.



THE STEYR 1500A

The so-called Schell Programme was intended to standardise German military transport prior to WW2. We examine one of its few successes, the Steyr 1500A.

REGULAR FEATURES

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

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



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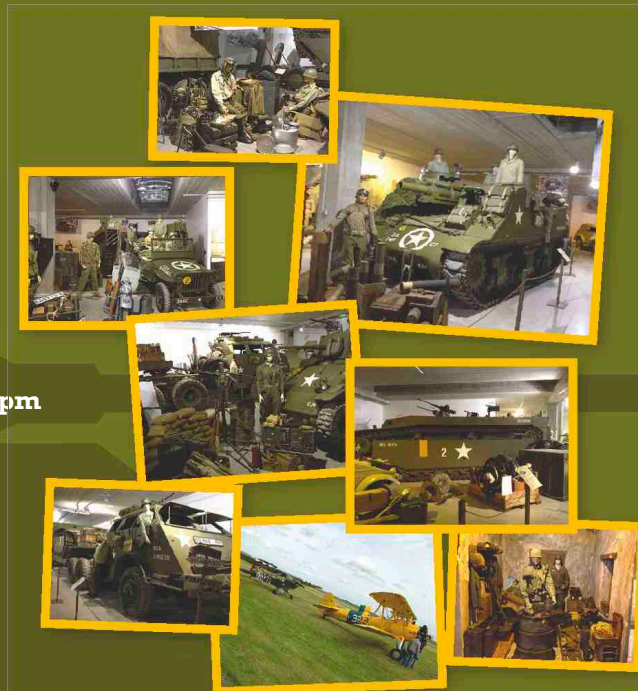
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A CROSSLE

John Crossley, descended from the founders of Crossley Motors, IGL8 lorries, two of which have been restored. Dave Bowers has



John Crossley's pair of 1941 Crossley IGL8s.

As we explained in last month's feature, *Crossley at War*, the production of military vehicles set the company on a sound financial basis from WW1 onwards. However, very few examples of Crossley's military vehicle output remain, which makes the IGL8s shown here very rare indeed. IGL stood for 'Indian Government Lorry', and the 6x4 IGL8 was a development of a specification drawn up in 1923 by the colonial government of India for a 30cwt vehicle of rugged construction. The 4x2 IGL1 was the result. Further development of the chassis frame led to a series of 6x4 types and, finally, to the forward-control IGL8.

What is really unusual about the ownership of these two military vehicles is that the name on the grille matches the name on the registration documents; they are owned by John Crossley, whose great-grandfather, Francis, was one of the two Crossley brothers, the other being William, who established the firm's factories in the Gorton and Openshaw

Y LEGACY

**owns three ultra-rare
the story**



This IGL8 originally carried a Coles petrol-electric crane, but it was beyond saving so the original restorer fitted a radio body of unknown origin instead.



DS8527 has been finished as a breakdown gantry using the body and rig from a third, as yet unrestored, IGL8 that John Crossley owns.

areas of Manchester. In addition, John also owns a third IGL8 that is presently being restored. Indeed, the collection represents three-quarters of all the known IGL8s in the UK.

The first IGL8 that John acquired was DS8527, which a previous owner had mistakenly painted in RAF blue/grey on the

strength of the engine being so coloured. It has been returned to its original guise as a breakdown gantry lorry. Records show that the vehicle, chassis/engine number 34962, was one of an order for 240 raised in 1939, although it appears not to have entered service until 1941.

John Crossley owes a great debt to

Mike Smith, who originally restored the vehicle after rescuing it from a scrapyards in Sissinghurst, Kent, in the eighties. It had stood there so long that it took six weekends before Mike and a pal, Steve Kitchen, managed to drag it clear of all the vegetation. By 1985, the project was at the stage where Mike was able to take the IGL8 on the London to



John Crossley (right) and master mechanic, Tommy Harrison.



Creature comforts there are none; the IGL8's very basic cab.

Brighton run for commercial vehicles, but it was then sold to a farmer who used it to transport visitors to his collection of rare breed livestock. In 2000, John Crossley learnt of the lorry's existence from the Crossley Register's newsletter and



Above: The driving brakes operated on the middle axle only but were at least servo assisted.



There's not much in the way of crew protection on an IGL8, just a canvas tilt plus an 'apron' attached to the scuttle.

that it might be possible to buy it. Terms were agreed, and the IGL8 went to John's home in Cumbria, where a second rebuild ensued, with Tommy Harrison in the role of lead mechanic.

It was at about this time that yet another IGL8 was bought. It had already been restored by Les Smith, but with the emphasis on the body rather than the mechanics, which proved to be a godsend as John removed the body and put it on DS8527, so speeding up the completion of that vehicle. As John explains: 'As well as the restored general service body, the second Crossley still had the winch gear and sliding gantry of an Army recovery wagon installed. I badly wanted to complete DS8527 swiftly to take it to the Crossley centenary event held at Chatsworth House in 2004, and Tommy had the idea of swapping the bodies over, which was achieved with lots of hard work, all the time wondering whether the beam supporting the lifting tackle would give way, bringing down the garage roof!'

DS8527 was also fitted with a powerful fore and aft winch taken from the second IGL8, although it was inoperative having


lain unused for many years. 'Tommy started off by stripping down the winch gearbox and rebuilding it,' John explains. 'We then arranged a test and discovered that the winch would certainly have had the power to pull a 5-ton lorry out of a ditch.'

The other finished IGL8 in John's collection, KUJ138, was purchased in 2009 from a well-known restorer of military vehicles, John Seabury, who lives in Shropshire. Ordered in September 1939 and completed early in 1941, this lorry was originally fitted with a Coles crane, and

condition in which John Seabury found it, so the first thing he did was to have the chassis welded and repaired professionally. As the Coles crane was beyond being saved, John removed it and installed a radio body of unknown origin.

It has to be said that the IGL8's mechanical specification makes for a decidedly archaic driving experience. There are no brakes on the front axle, only on the leading rear axle, while the handbrake works on the rear-most axle. The handbook recommends changing down through the gears first of all, then applying the

handbrake, followed by the foot brake. As you can imagine, it

would be easy to allow an IGL8 to run away with you. As for the gears and the steering, they are very heavy. You have to respect those who mastered the skills needed to drive one smoothly. Even the simple task of climbing into the cab is a triumph of forward planning and sheer physical agility. Once there, there is scant protection from the elements beyond the canvas cape issued to the crew. The exposed, open cab must have left many a squaddie wishing he'd been allocated a Bedford QL or a Ford WOT8! 

'...originally fitted with a Coles crane...'

records reveal that it served as far afield as Singapore where it received a new engine in 1952. Mind you, it wouldn't have done much to improve performance; the IGL8's maximum speed was 38mph (60km/h) at best due to the low gearing, which also accounted for the 5mpg fuel consumption.

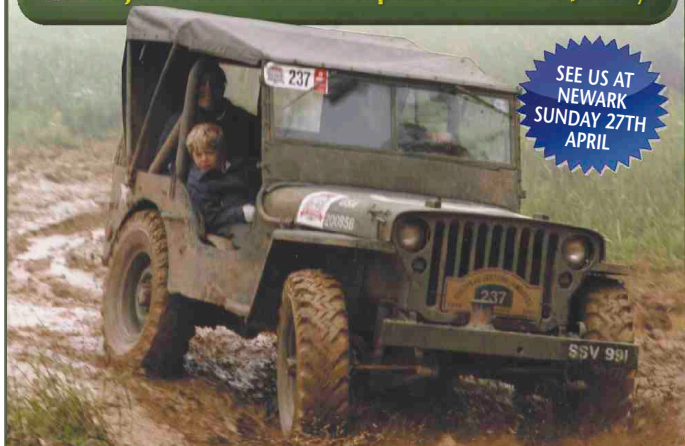
After being demobbed in 1958, the lorry was purchased by a forestry contractor who used it for grubbing out trees and hauling timber. This arduous work eventually fractured the chassis, which was the

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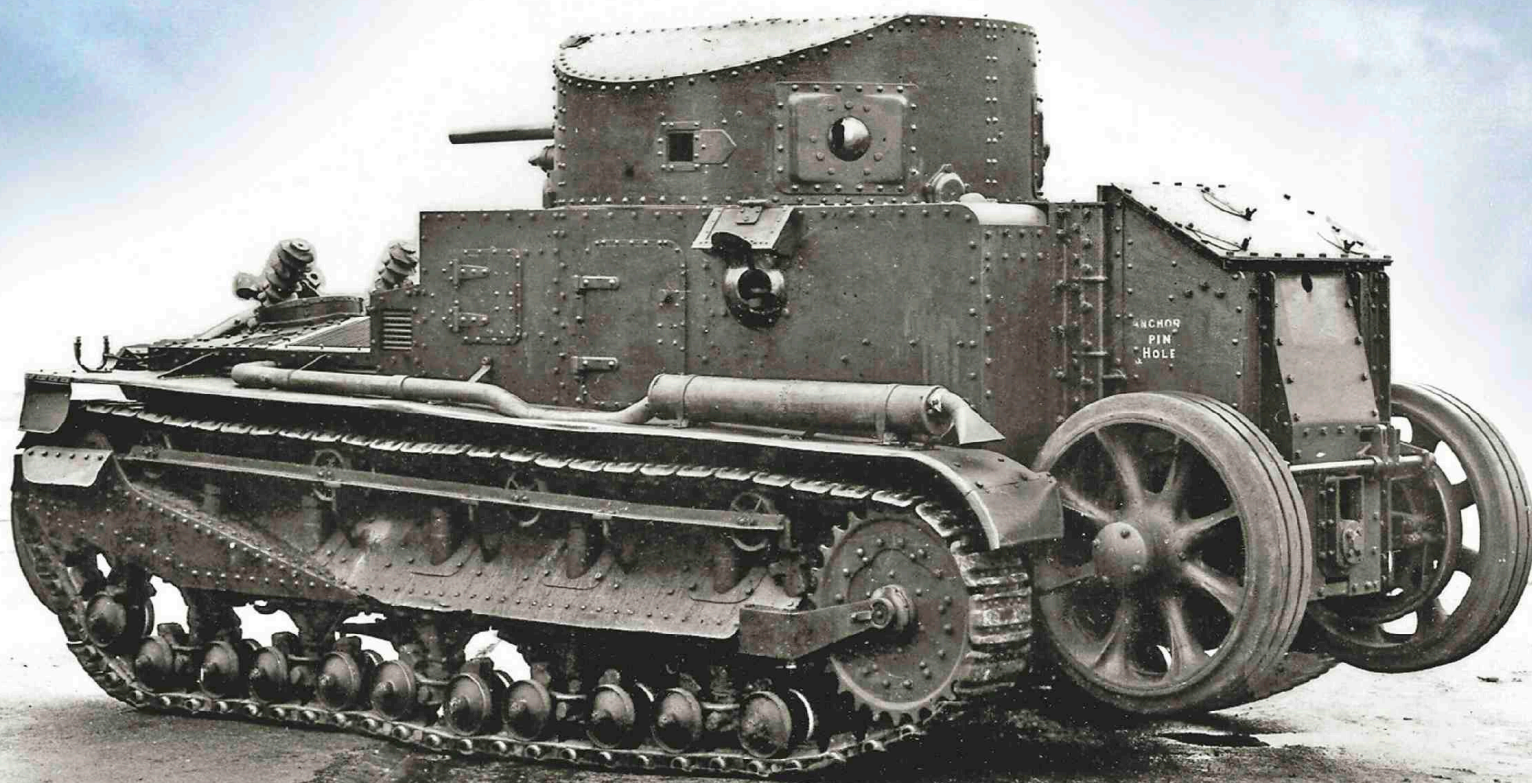
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THE MEDIUM TANKS MK I AND MK IA

David Fletcher shares his theories regarding the Vickers' design



We believe that the Vickers Mk I T15 was the prototype, and seems to have been delivered with this cumbersome wheel-cum-track attachment. No machine guns are fitted in this view but you can see the mountings for them.

Now you'd have every right to ask, and quite justifiably too, why I couldn't write just one article about the Medium Tanks in general, instead of dealing with the Mk I and the Mk II separately. Well apart from the obvious fact that I need to write more articles rather than fewer, there is another reason. You see the two tanks are distinctly different – in the layout of the hull, the transmission systems they used and even the gun they mounted, and since I wanted to make that point I thought it would be better to deal with them individually, starting with the Mk I. It should also help to clarify matters from a reader's point of view.

But first I need to say a word or two about Vickers Ltd. No matter what you might read elsewhere, the company did not build tanks during WW1. A number of firms it took over later did, which is the basis for most of the claims, and one of its subsidiaries, Wolseley Motors Ltd. was involved in the Medium D tank programme in 1919, but apart from that, Vickers' first experience of building tanks came with the construction of two experimental medium tanks in 1921 which I covered in a *CMV* article in May 2012.

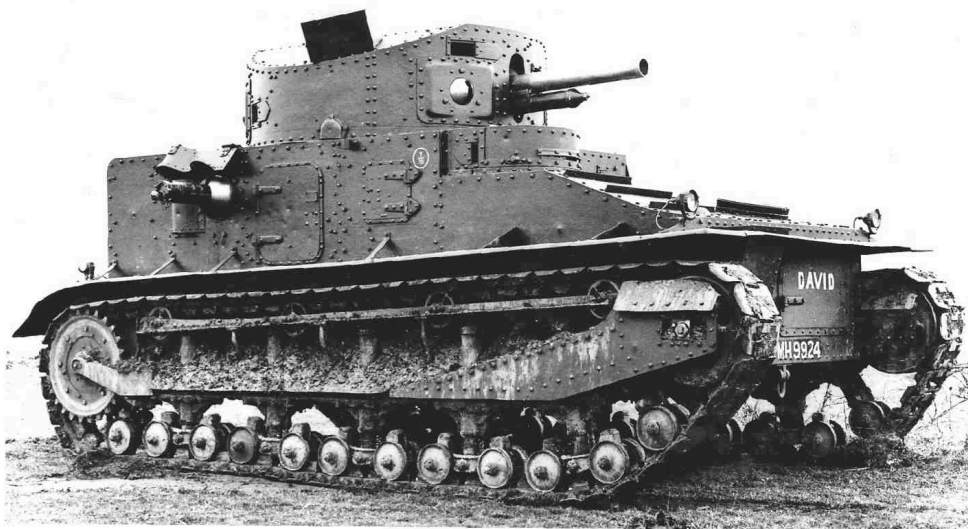
Vickers didn't need to engage in tank production during WW1 – it had enough to do building ships, artillery and aircraft – but when that market dried up as soon as the war was over, the company was eager to get into tanks because it suited its position as Britain's

foremost armaments producer. So, straight after the war Vickers set up a tank design office in London. This later moved to Sheffield, when Philip Johnson's Department of Tank Design and Experiment was closed down in 1923, leaving Vickers as the only tank design centre in the country, and with precious little experience at that. It was a sorry state for the country that had pioneered the tank in the first place. The head of Vickers' tank department was Sir George Buckham, and under him in charge of all tank design up to 1928 was C O Woodward, although what his background was we don't know.

However, I have a theory about the design of the Light Tank Mk I, as the Medium was originally called. You have to bear in mind that the failure of the first two Vickers tanks left the

firm in a quandary. The money voted for tank development only lasted a year. By Treasury rules any money not allocated in a particular year was forfeit and constructors had to wait on next year's vote to see what they would get. Vickers was obviously not keen on that idea and as a result elected to make a few short cuts in the design process to produce a tank in time. The design team selected the engine, an air-cooled Armstrong-Siddeley V8, from an amphibious supply carrier designed that same year. A number of sources claim that this engine was derived from the wartime Siddeley Puma aero engine, but this seems unlikely; the Puma was a water-cooled straight six, rated at over 200bhp whereas the engine selected for the Medium tank was an air-cooled V8 of 90bhp.

They then chose the suspension and tracks from the tanks they had designed in 1921, and picked the transmission from the Mk V tank of 1918, albeit now with a more up-to-date gearbox, but spread through the tank from the engine in the front to the final drive at the back just like the Mk V. They also used the same method of construction as had been



The genuine article, Medium Mk I T18, in the close-support role and mounting a 3.7in howitzer instead of the two-pounder gun. The main role of these tanks, which were normally attached to battalion or squadron headquarters, was to lay a smoke screen. The purpose of the box on top of the turret is said to be as a container for signal flags.

employed during WW1, panels of armour riveted to a skeletal frame, although they probably did not have that much choice. The turret was a scaled up version of that fitted to the Rolls-Royce armoured car, and the gun, a 47mm, was taken directly from the male version of Vickers' original prototype. Hey presto a tank!

Of course this is only a theory, it may be wrong, but it seems to fit the case. As a result the Medium tank appears to be a jumble of design features, and it therefore seems all the more remarkable that it served the British Army for the best part of 20 years, which would be considered excessive at any time but particularly so bearing in mind that it entered service so early in the history of the tank. It must say something about the skill and dedication of tank crews at the time, as well as the British government's parsimonious attitude to the development of

new tanks in the intervening period.

The armament layout of the Medium Mk I was a real mixture. The main gun was the Ordnance Quick Firing three-pounder 2cwt Mk I and, as I said at the beginning, was slightly different to the gun mounted in the Mk II. The barrel on the latter was 40 calibres in length whereas the Mk I gun was only 31 calibres long. This resulted in a

'You got a rough ride in a Medium...'

slightly reduced muzzle velocity and armour penetrating power, although not by very much. Also, incidentally, the Mk I gun had a conventional falling breech whereas on the Mk II it was a sideways-moving sliding breech. The gun also had geared elevation worked by a wheel which also served to activate the firing mechanism. Since the tank also had geared turret rotation, the gunner had two handwheels to operate when tracking a target

– which could be confusing, although in a relatively slow moving tank it was possible.

The gun was designed to fire solid armour-piercing shot, although a high-explosive round was also available. However, since this had a rather pathetic explosive charge it was not normally carried in the tank and, in fact, true armour-piercing ammunition was not carried either. Instead the crew was provided with a sand-filled, flat-headed round with reduced muzzle velocity that would not wear out the rifling of the gun so quickly during training. A few tanks were fitted with a 3.7in breech-loading mortar (known in the trade as the 15-pounder) as a close-support weapon but, although it was also capable of firing HE, it was mainly used with smoke rounds, which seem to have been the essence of close support as far as British tanks were concerned.

On each side of the tank was mounted a .303in Vickers water-cooled machine gun in a ball mounting which could only be served by a gunner kneeling on the hard metal floor to fire it. This was intended for lateral firing against infantry targets, particularly when crossing a trench, and was a throwback to WW1. Then there was a tertiary armament in the form of the air-cooled .303in Hotchkiss machine gun, the Royal Tank Corps' favoured weapon. Three of these were provided, installed in ball mountings around the turret with a fourth ball mounting in the turret roof for use against aircraft. The Hotchkiss is an odd weapon,

normally employing ammunition in a short metal strip that passed

through the gun from left to right. It required careful loading and handling if it was not to jam or misfire, but the Tank Corps seems to have liked it. After all they had been using it since 1918.

These early Mediums were powered by an air-cooled Armstrong-Siddeley V8, which reputedly had a voracious appetite for oil and, because it was housed under armour, was cooled by means of a large Keith Blackman

Left: An unidentified Mk I fitted with new pattern tracks, but otherwise original. The letters 'CS' painted on the turret and the fact that the gun and its mounting have been painted white show that it is pretending to be a close-support tank on an exercise.

Right: An official posed shot of Mk IA T39 still on its original tracks and with all weapons mounted.





T39 viewed from the rear showing the arrangement of Hotchkiss machine guns in the turret. Compare the exhaust pipe with the one visible on the wheel-cum-track Mk I. Notice also the rear access door and the smaller side doors.

fan which is reported to have absorbed a goodly proportion of the available engine horsepower. Drive from the engine passed through a heavy-duty, multi-plate clutch into a four-speed and reverse gearbox located in the centre of the fighting compartment and used as a pedestal for the commander to stand upon. A second propshaft carried the drive back to a bevel box from which cross shafts extended in both directions taking the drive to two-speed epicyclics which, through pinions at the ends of the countershaft, meshed with gears connected to the drive sprockets.

The epicyclics could be used to select an extra low gear, or by pulling them all the way back, apply brakes, or again, by pulling on one lever only, apply a brake to one track

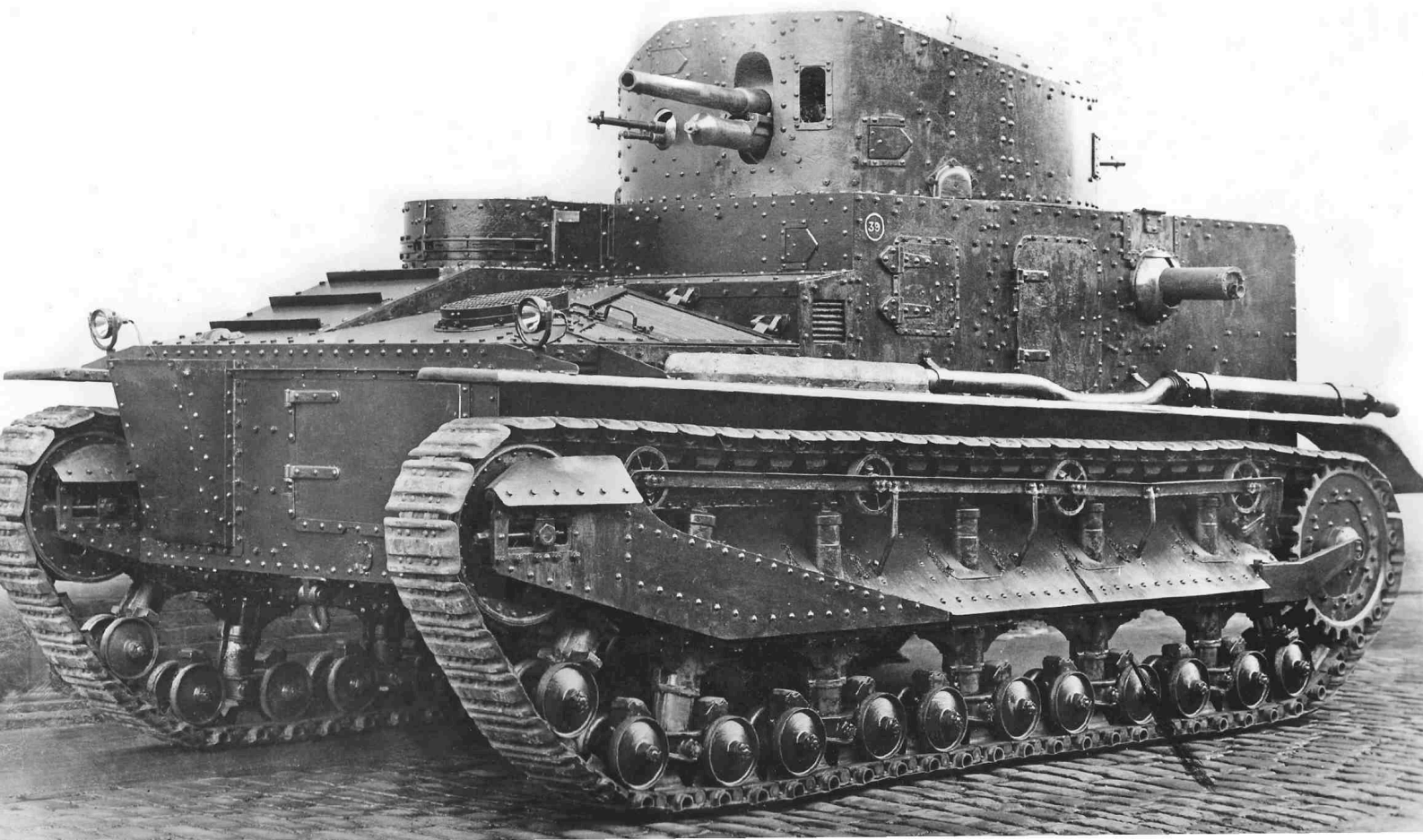


This photo shows a Mk I being camouflaged by its crew during an exercise. However it gives us an excellent view of the way that the driver's hood opens up. Just visible above it is one of the air-cooled Hotchkiss machine guns in its mounting.

and thus activate steering. It was very similar in principle to the system used on the 1918 Mk V tank except that the gearbox now permitted changing gear on the move. The drive sprocket was at the rear, of course, with an adjustable idler wheel on each side at the front. The hull and turret of the tank were of riveted construction with the armour plate attached to an internal frame, while the suspension consisted of five double bogies on each side with a single unit at each end. Each

bogie featured concentric, telescopic tubes containing coil springs which gave limited deflection. You got a rough ride in a Medium tank but not as bad as a WW1 tank which had no suspension at all. Four return rollers were also fitted on each side.

The Mk IA was very similar to the Mk I albeit with slightly thicker armour and a bevelled roof at the rear of the turret which housed the anti-aircraft machine-gun ball mounting. It also had an external location



for a starting handle at the front, which had not been available on the Mk I but which was necessary because the electric starter provided was notoriously inefficient. There was one more change, and that concerned the driver's head cover. On the Mk IA it was split vertically down the middle so that the front sections swung outwards while only the roof section folded back. On the Mk I the whole thing was designed to fold back, and was not only heavy but could have a very unfortunate effect on fingers if it slammed shut during cross-country driving when the driver might be gripping the lip of the opening.

As time went by a number of modifications were introduced to both types. These included the fitting of cast, one-piece No 3 link track in place of the old riveted No 9 link, which had a habit of falling to bits. New suspension bogies with external frames were also introduced because the earlier pattern had a habit of shedding bogie wheels while the tank was moving along. On the Mk IA the Hotchkiss guns were removed from the turret and replaced by a single Vickers gun to the right of the main armament that had the option of being locked coaxially if required. This needed a counterbalance at the back of the turret and these tanks were also fitted with an independently rotating cupola, known as the 'bishop's mitre' on account of its shape.


According to available figures only 27 Mk I tanks were built, T1 to T14 by the Royal Ordnance Factory at Woolwich, and T15 to T27 by Vickers Ltd at Sheffield. T1 and T15 were classed as mild-steel prototypes. Of the Mk IAs, 14 (T28 to T41) were built by Royal Ordnance, and 17 by Vickers (T42 to T58)



A Medium Mk IA later in life, having become a Mk IA*. The Hotchkiss guns have been eliminated and replaced by another water-cooled Vickers alongside the main gun, complete with a box to catch spent rounds. Up on top of the turret you can just make out the upper part of a 'bishop's mitre' cupola. Notice also, low down in the front of the hull, the location for the starting crank handle.

making a total of 31 tanks in all, or 58 if you count Mk Is and IAs together.

Variations on these tanks were very few; T15, the Vickers prototype, is believed to be the tank built with a cumbersome wheel-cum-track assembly attached and later, after it was removed, to have been converted to test the so-called 'Japanese' suspension devised

by Vickers which was later fitted to the A12 Matilda. A Mk IA built by Royal Ordnance was used to test a Sikorsky Direction Indicator, whatever that was, and up to three Mk I tanks were temporarily fitted with Ricardo S90 diesel engines. One of these, the ROF tank T14, was later rebuilt in original form and sent out to South Africa, where it still survives. 

Below: T38, a Mk IA, being serviced by its crew. It is running on the newer No 9 link track but still retains its original bogie units. You will notice that it has not been upgraded to Mk IA* status but still retains the original armament and does not have a 'bishop's mitre' cupola on the turret. The majority of Mk IA tanks remained in this form.





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FROM GREEN LIN

In 1942, the American Red Cross converted 55 London Transport temporarily – a representation of one back on the streets, as John

After the United States declared war on Germany and Italy on 11 December 1941, US servicemen started to arrive in the UK in ever-increasing numbers. And, just as during WW1, they were followed by American Red Cross (ARC) volunteers who established facilities ranging from service clubs in London and other large towns that offered meals, recreational activities and overnight accommodation, to what became known as 'Donut Dugouts' in villages or close to out-of-the-way US military camps.

Although nominal amounts were charged for food, drink, and accommodation at these establishments, when Harvey D Gibson, Red Cross Commissioner to Great Britain, came up with the idea of mobile refreshment outlets – what we now know as Clubmobiles – to serve US servicemen at isolated camps

or airfields, he decided that the goodies they dispensed would be provided free.

The vehicles used were single-decker AEC 10T10 Regal coaches which were temporarily surplus to requirements



E TO GREY DRAB

*AEC 10T10s into Clubmobiles. Thanks to Ensignbus, there is –
Blackman reports*



This 1938 AEC 10T10 has been finished to represent Oklahoma, one of the 55 10T10s converted into Clubmobiles by the American Red Cross in 1942. Although ELP233 wasn't actually one of the 55, it was used as an ambulance during WW2. Behind it is another wartime survivor, RT8, the chassis for which was delivered to the London Passenger Transport Board's Chiswick facility on 11 November 1939.



ELP233 is only masquerading as a Clubmobile temporarily; it will be returned to its original Green Line livery and join the Ensignbus vintage fleet.

following the suspension of London Transport's Green Line routes. Ownership of the buses remained with London Transport, but they were converted by the ARC and maintained by the US Army. At least 55 ended up as Clubmobiles, with a further 10 being used for sundry other duties. Each Clubmobile was allocated a serial number commencing with 'X', denoting a non-standard but military-related vehicle, followed by a six-digit number starting with '20'. They were painted grey and bore the legend 'American Red Cross Clubmobile' on the sides. Each was also allocated the name of a city or US State, also usually painted on the side.

Each Clubmobile was crewed by a British

driver and three female ARC workers frequently known as 'doughnut dollies'. The rows of seats were removed and replaced by a kitchenette incorporating a doughnut-making machine and a primus stove for heating water for coffee, which was prepared in 50-cup capacity urns. On the left-hand

'...crewed by a British driver and three female ARC workers...'

side of the vehicle there was a counter and two hinged flaps that opened out for service. The rear third of the Clubmobile was turned into a small lounge area with, perhaps, a record player and a selection of reading material.

The majority survived to be returned to London Transport at the end of the war and converted back into passenger coaches but, as far as we are aware, none has survived. However, thanks to Ensignbus, you can at least get the flavour of the vehicle that brought a little taste of home to the thousands of US servicemen stationed in Britain during WW2.

Ensignbus (www.ensignbus.com) is the UK's biggest used bus dealer, the largest local bus service operator in Thurrock, Essex, and a private hire company. In connection with the latter, the company also operates a wonderful collection of vintage buses (see www.ensignbushire.com) that are available for both private hire – weddings etc – and film work. Ensignbus is a family company and the vintage bus-hire arm is one of the responsibilities of Steve Newman whose father started the business in 1972. Although at first it was purely a dealership, buying and selling used buses, it was also able to make



A Clubmobile, probably X201003, Montana, alongside a 303rd Bomber Group B-17E Flying Fortress at RAF Molesworth in 1943.



ELP223/T499 in use as an ambulance during WW2. It returned to passenger service post-war. (Courtesy Steve Newman)



Most of the converted bus was taken up by a kitchen. On the left you can see the doughnut-making machinery while on the right are two 50-cup capacity coffee urns.

inroads into commercial contract work and to establish an extremely successful London sightseeing tours operation. The deregulation of bus services in England in 1986 further opened the market for used buses (it made sense for new operators to evaluate routes with used buses rather than immediately buying new) and enabled Ensignbus to establish itself as a route operator.

The vintage bus fleet came about because, at heart, the Newmans are bus enthusiasts, as Steve explains: 'Along the way, as we've bought vehicles in for our fleet, we've often kept one from the batch after the others have been sold off for reasons of nostalgia. We've perhaps run them for 15-20 years and have developed a soft spot for them. We enjoy what we do and we have quite a passion for the buses. But there is a view that if a bus is to be preserved for the future, it can also work. Then we started to get the occasional



There were two serving hatches on a Clubmobile's offside, through which were dispensed coffee, doughnuts and candy etc.

call asking if we had a bus for film work or a wedding, and the business gradually grew. When we moved to our current site at Purfleet where there is a lot of covered space we could then restore vehicles knowing that, once complete, they wouldn't have to be stored in the open under a tarpaulin.'

The Clubmobile is basically a by-product of one of the company's most recent restoration projects. The AEC Regal 10T10 is viewed as something of a classic in bus-enthusiast circles. The type dates from 1938 and some 266 were manufactured (serials T453-T718) for use on London's Green Line route network

which, as already mentioned, was suspended following the outbreak of war. ELP223/T499 entered service in July 1938 based at Grays, coincidentally a stone's throw from where it now resides, but was requisitioned for use as an ambulance in September 1939. After the war it was put back into passenger service before being sold off and shipped out to Western Australia where it was used as a school bus for several years and then left to moulder.

Steve Newman learnt of its existence via the internet and contacted the then owner who had rescued the bus from a farmer's

As a Clubmobile, some of the side windows would have been replaced by serving hatches.





ELP233 on its return to the UK in 2004. (Courtesy Steve Newman)

field only to discover that its restoration was beyond his means. Since the 10T10 had no local history it was of little interest to Australian bus museums, but it certainly was to Steve and, to cut the story short, the owner agreed to donate the vehicle to the Ensignbus vintage fleet on the understanding that it would be fully restored.

The 10T10 arrived in the UK in October 2004 and the mammoth task of restoring it started. You can see from some of the

accompanying photos that the vehicle was in a very poor condition indeed, so it might not surprise you to learn that by late 2013, although ELP223 was well-advanced

'...the owner agreed to donate the vehicle...'

mechanically and internally, there was still work to be done prior to applying the rather stylish Green Line paint scheme. Indeed it was clear that the 10T10 would not be ready to take part in the Ensignbus annual running day for bus enthusiasts, at least not in Green

Line livery. And if I tell you at this point that Steven Newman is also a military-vehicle enthusiast, you can probably see where we are heading.

Steve was well aware of 10T10s wartime history and came up with the inspired idea of leaving ELP233 in its grey undercoat and just adding the necessary marking to recreate a Clubmobile, or at least an external representation of one – they weren't about to install coffee and doughnut machines or a serving hatch. After looking at a selection of photos, Steve chose the markings of T659/EYK294, *Oklahoma*, which bore the serial X201025.

The result is, to say the least, eye-catching, but the scheme will not be worn for long and may have disappeared by the time you read this, as ELP233 is destined to be returned to its pre-war Green Line scheme. There is, however, one vehicle residing in the Ensignbus garage that will forever wear wartime colours, Steve's personal 1943 Ford GPW Jeep.

'It was given to me by my brother,

wears the colours of my grandfather's unit – the Highland Division, 5th Black Watch – has my children's names on either side and is called *Hells Bells*, which is my wife Helena's nickname. So it's a real family vehicle and I thoroughly enjoy driving it. We don't take it to



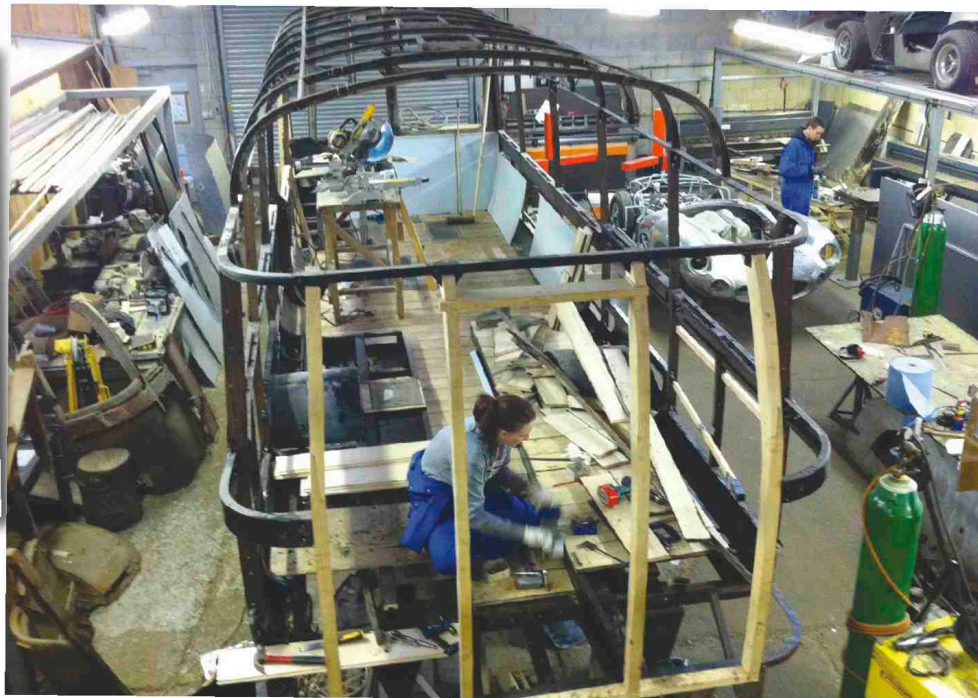
Steve Newman, the Ensignbus director responsible for the vintage fleet, owns this 1943 Ford GPW.




Stripping ELP233 back to basics. (Courtesy Steve Newman)

shows much, but last year I used it to support the Royal British Legion's poppy appeal and for Armed Forces Day, and in connection with an association I run which has restored five or six war memorials in Essex.'

One last WW2 connection that should be mentioned is the programme of Wartime London Tours that Ensignbus, Evan Evans Tours and After the Battle has organised to run from 1 April to 31 October. The morning tour focusses on the East End while the afternoon tour passes through Westminster and the West End. Sightseers travel in buses from the thirties or forties (such as the double-decker



Rebuilding the 10T10's bodywork from the bare bones. (Courtesy Steve Newman)

RT8 you see in the accompanying photos) and, along with the services of a professional guide, visit sites of wartime interest. Included is a 48-page booklet prepared by After the Battle showing many of the sites as they were during WW2. For more details and to book a ride back into the past, visit www.wartimelondontour.com. 



AEC NUMBER /REGISTRATION	ARC SERIAL	NAME
T465/Elp189	X201001	South Dakota
T479/Elp203	X201031	Maryland
T510/Elp234	X201017	Wisconsin
T530/Elp254	X201032	Connecticut
T535/Elp259	X201040	North Dakota
T538/Elp262	X201021	Alabama
T544/Elp268	X201023	Iowa
T549/Elp273	X201033	Washington
T551/Elp275	X201002	Utah
T561/Elp285	X201019	Tennessee
T565/Elp289	X201015	North Carolina
T567/Eyk202	X201035	Nebraska
T601/Eyk236	X201003	Montana
T603/Eyk238	X201037	Oregon
T609/Eyk244	X201029	South Carolina
T612/Eyk247	X201026	West Virginia
T615/Eyk250	X201012	Missouri
T628/Eyk263	X201024	Mississippi
T630/Eyk265	X201004	Pennsylvania
T632/Eyk267	X201027	Arkansas
T633/Eyk268	X201034	Colorado
T635/Eyk270	X201039	Rhode Island
T637/Eyk272	X201115	New Orleans
T639/Eyk274	X201022	Louisiana
T640/Eyk275	X201008	Texas
T646/Eyk281	X201013	New Jersey
T649/Eyk284	X201009	California
T650/Eyk285	X201030	Kansas
T652/Eyk287	X201112	Seattle
T654/Eyk289	X201028	Florida
T656/Eyk291	X201116	New Hampshire
T659/Eyk294	X201025	Oklahoma
T660/Eyk295	X201016	Georgia
T662/Eyk297	X201014	Indiana
T665/Eyk300	X201110	Rochester
T666/Eyk301	X201020	Minnesota
T668/Eyk303	X201113	Kansas City
T669/Eyk304	X201011	Michigan
T673/Eyk308	X201109	Buffalo
T674/Eyk309	X201117	Baltimore
T680/Eyk315	X201103	Milwaukee
T682/Eyk317	X201007	Illinois
T683/Eyk318	X201114	Cincinnati
T685/Eyk320	X201038	Columbia
T686/Eyk321	X201111	Indianapolis
T689/Eyk324	X201107	Minneapolis
T695/Eyk330	X201005	New York
T696/Eyk331	X201018	Kentucky
T701/Eyk336	X201106	Newark
T702/Eyk337	X201036	Maine
T703/Eyk338	X201006	Ohio
T705/Eyk340	X201104	San Francisco
T708/Eyk 343	X201010	Massachusetts
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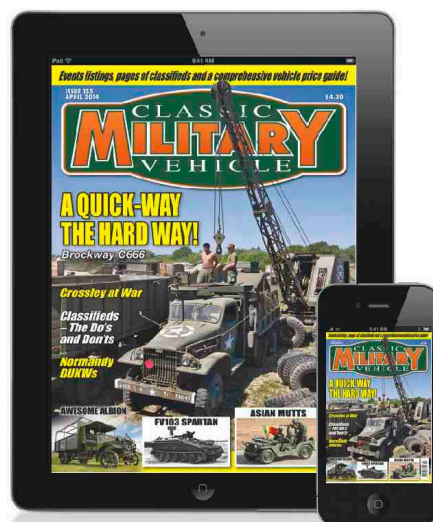


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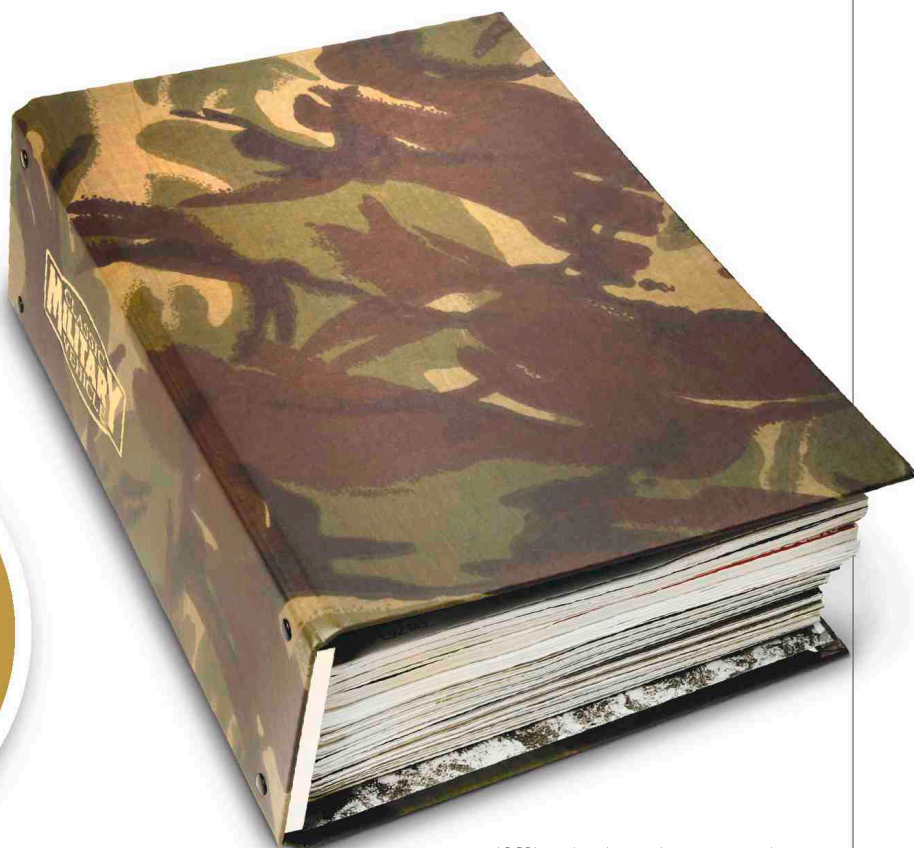
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COBRA STRIKE

David Doyle views the breakout from Normandy from an American perspective



A D4 Caterpillar repairs the shell-riddled road in Moteuil-sur-Lozon on 26 July 1944 as an M8 howitzer motor carriage of the 33rd Armored Regiment, 3rd Armored Division, prepares to move out toward Marigny. (National Archives)

The Allied invasion of Normandy was the largest amphibious assault up to that time and the first successful cross-channel assault in eight centuries. However, establishing the beachhead was only the first step toward liberating France and pushing into Germany. After the initial landings, Allied forces had become bogged down. German defenders held off Montgomery's attacks near Caen until 10 July 1944. Operation Goodwood was conceived in an effort to take the Bourguebus Ridge while simultaneously destroying as many German tanks as possible. When the time came to execute Goodwood, on 18 July, over 1000 Halifax and Lancaster bombers rained munitions onto the positions of the 21st Panzer Division at Colombelles and Cagny. About an hour later British artillery joined in the crescendo, and 20 minutes following that, American bombers raided the 16th Luftwaffe Field Division, as Allied fighter/bombers attacked German strongpoints.

The British 11th Armoured Division began to move forward and the bombardment by artillery and aircraft switched to a rolling barrage moving ahead of them. Despite the powerful attack, the German defenders were largely able to rally, and for the next two days fierce fighting ensued, with the Germans succeeding in holding many of their key positions.

Launched in conjunction with Operation Goodwood was the Canadian offensive, Operation Atlantic. This was intended to move up the flanks of the Orne River near Saint-Andre-sur-Orne and the Verrieres Ridge with the intention of drawing German resources from other areas. Like Goodwood, Atlantic met with initial success, however by the time the Canadians had reached Verrieres Ridge, the weather had turned against them, with a deluge of rain eliminating air support and severely hampering the movement of armour. The German defenders pummeled the unsupported Canadian infantry, with the South Saskatchewan Regiment losing 282 men. Capitalising on this, the Germans counterattacked, pushing the Canadians back, and costing the Essex Scottish Regiment close to 300 men. However, the Black Watch along with the Calgary Highlanders and with support from the 3rd Canadian Infantry Division, stopped the German counterattack the next day, 21 July.

During both Goodwood and Atlantic, the German defenders had succeeded in halting the Commonwealth advance. However, to



Saint-Lô, where this knocked-out late-production Sd Kfz 231 (8-Rad) was photographed, was in some ways the launching point for Operation Cobra. (Tank Museum)



Above: Combat Command 'B' took the bridges over the Soule at Point Brocard on 27 July. Here a 57mm anti-tank gun has been deployed in case of a counterattack. The crew are wearing camouflage uniforms – a type discontinued in Europe the next month due to it being readily confused with a German uniform. (National Archives)



Right: On the night of 29 July, about 90 vehicles and 2500 German troops tried to escape the encircling US troops near Notre-Dame-de-Cenilly. This 150mm self-propelled gun – a Hummel – was at the head of the column when, at about midnight, it encountered a US roadblock. The Hummel was disabled and the trapped column decimated. (National Archives)



The German Panzer Lehr Division would become engulfed by Operation Cobra, suffering heavily. These two Panther Ausf As of the 1st Company were knocked out by US anti-tank guns near Le Desert on 11 July while taking part in an ineffective counterattack against Combat Command 'B', 3rd Armored Division. (National Archives)



This Panther was one of two knocked out by bazooka teams of the 4th Infantry on 16 July. The disabled tank has been pushed off the road so the advancing Allied forces can move forward unrestricted. (National Archives)

do this they had needed to reinforce their positions, ultimately employing six-and-a-half panzer divisions to secure the situation. This left only one-and-a-half divisions to counter the US-led Operation Cobra – a situation that General Bernard Montgomery, Commander of Allied Ground Forces in Normandy, had not only anticipated but planned for.

With much of the German attention focused elsewhere, Omar Bradley's US First Army broke out of the bocage south of Saint-Lô and turned west toward Avranches, advancing toward the crucial ports of Brittany and at the same time encircling and trapping a large part of the German 7th Army. The operation was initiated at 1pm on 24 July 1944, and immediately there was trouble. As with Goodwood and Atlantic, Operation Cobra was to begin with an aerial bombardment. Bradley had insisted that the heavy bombers aiming to drop their loads only 1200 yards (1096m) ahead of ground forces should fly parallel to the frontline. But Air Force commanders, fearing heavy flak, instead opted to fly at a right-angle to the lines, ie over the top of the advancing troops. Unfortunately, the lead bombardier for one group triggered the drop prematurely causing

bombs to rain down on US forces rather than the Germans, resulting in 25 dead and 131 wounded.

In the event, bad weather postponed the ground attack – in fact, the air strikes of the 24 July had been postponed as well, but only after the aircraft were in the air and some did not get the recall message. Fritz Bayerlein, commander of the Panzer Lehr Division, misinterpreted the air strike (which had cost him 350 men and 10 vehicles) and ordered his forces south, further away from US

'...the lead bombardier for one group triggered the drop prematurely...'

artillery. This would prove a disastrous move, as the unit's new position was squarely in the bomber's target zone for the following day. Those air raids began at 9.36am on 25 July, when P-47 Thunderbolts struck the northern edge of the main bomb zone, followed by almost 1500 B-17 and B-24 bombers dropping 3370 tons of bombs on an area four miles long and a mile-and-a-half wide (6.4x2.4km). This was followed by 380 B-26 Marauder medium bombers with a further 1000 tons of ordnance.

Bayerlein lost 1000 men, more than a

quarter of his troops, due to these strikes, as well as many tanks. But, once again, the Americans paid a heavy price. Bombs falling short killed 111 and wounded a further 490. Among the casualties was Lieutenant General Lesley McNair, head of the Army Ground Forces, who was killed when a bomb fell into his foxhole leaving only the stars on his uniform collar as identity.

At 11am the ground assault began, moving toward St. Gilles and Marigny. US troops met surprisingly stiff resistance despite the ferocity of the aerial bombardment and only one mile (1.6km) was gained that day.

However, unknown to the US troops on the ground, Bayerlein was desperate, reporting to the commander of

the German 7th Army, Colonel General Paul Hausser, that he had no infantry remaining and his unit was on the verge of collapse. This brought about the release of two infantry regiments from the German reserve, as well as two companies of armour – the entire extent of Hausser's armoured reserves.

On the 26 July, forces under Major General 'Lightning Joe' Lawton Collins advanced seven miles (11.2km) into the German line, at the cost of three tanks. On a roll, Collins ordered the attack to continue through the night. In the early morning hours of 27 July,



Shermans move along the debris-strewn streets into Coutances, in pursuit of the fleeing German forces. Devastation such as this was not at all uncommon during the liberation of German-held territories. (National Archives)

a company of Collins's Shermans ran into a 2nd SS Panzer Division Panther commanded by Ernst Barkman. Three of the Shermans were knocked out – the only notable German success of the day – but Collins's Combat Command 'B', 3rd Armored Division tanks advanced a further four miles (6.4km) in four hours.

By late afternoon on 28 July it was apparent that the German 84th Corps was trapped and disagreement existed within the German command as to the best route of retreat. Hausser ordered a move to the south-east, and then informed his superior, Generalfeldmarschall Guenther Hans von Kluge. Kluge responded by ordering that a route to the south be taken, but by that time it was too late; the troops were on the move and the lines of communication broken. US forces managed to hold the Germans in the trap until dawn the next morning, when the 405th Fighter Group's P-47 Thunderbolts began a day-long onslaught, destroying 122 tanks, 11 artillery pieces and 259 other vehicles.

During the following night, the Germans made another desperate attempt at escape

via Saint-Denis-le-Gast involving 1000 infantrymen supported by armour. It cost US forces 12 vehicles and 100 men, including Lieutenant Colonel Wilson Coleman, commander of the 41st Armored Infantry, while the Germans lost seven tanks, 25 armoured vehicles, with 130 dead, 124 wounded, and 500 captured. Eleven German vehicles managed to escape from Saint-Denis-le-Gast only to run into the 78th Armored Artillery, whose M7 Priests

'...FlaK 88s were employed as anti-tank guns.'

supported by an M10 tank destroyer wiped them out, killing 90 men and capturing 200.

Near Cambry, 2500 retreating Germans with vehicles hit a US roadblock comprising infantry and a Sherman tank. The US forces were able to hold back the Germans and called for artillery support. By morning, the six hours of fighting at this crossroads had cost the Germans 100 vehicles, 450 dead and 1000 prisoners.

Early in the evening of 30 July, units of the 4th Armored Division under Major General

John Wood entered Avranches. The following day the same unit captured the important bridge over the Selun River at Pontaubault. All told, by the end of July the US First Army had captured 20,000 German troops. Indeed, one of the biggest obstacles facing US forces was handling the hordes of surrendering Germans.

On 1 August, the First US Army was transformed into the 12th Army Group. At the same time, Patton's 3rd Army was activated and took over the divisions approaching Brittany. On the same day, the 4th Armored Division's movement toward Rennes was halted by the

Luftwaffe's stiff defence of the airport, where its FlaK 88s were employed as anti-tank guns. Wood, knowing that his forces were ill-suited for in-city fighting, opted to surround Rennes which led to Colonel General Paul Hausser granting permission for his besieged troops to abandon the city, with 2000 Germans slipping out of town on the night of 3 August.

Combat Command 'A' of the 4th Armored Division reached Vannes on 5 August and Lorient two days later. Yet again, as armoured divisions are not best-suited for urban fighting, the decision was made to surround the town. Meanwhile, the 6th Armored Division moved toward the heavily defended



Two of the iconic weapons that clashed during Operation Cobra – at right, a Sherman fitted with a hedgerow cutter, and at left, the dreaded German 88. From stories told by troops in the fighting, seemingly every German weapon was an 88, in reality they were vastly outnumbered by the 75mm PaK40. (National Archives)



The besieged Luftwaffe units at Rennes used their 88mm anti-aircraft guns such as this FlaK 36 or 37, as deadly anti-tank guns. This particular weapon was captured by US troops on 31 July. (National Archives)



Above: A Sherman with an aerial-recognition symbol stenciled on a canvas cover on its rear deck passes through the battle-scarred town of Avranches under the watchful eyes of newly-liberated French citizens. (National Archives)

port city of Brest, with scouts reaching the outskirts on 6 August. The 6th's commander, Major General Robert Grow, hoped that the besieged city would surrender, but that would not be the case. Indeed, the city would not fall until 19 September, by which time the coveted port facilities had been wrecked.

Between Mortain and Avranches, the Germans had attempted a counterattack, dubbed Operation Luttich, beginning 7 August. Hampered by the terrain, the German forces were first pummeled by US and British fighters and US anti-tank teams, joined later by deadly accurate artillery fire. Their plight was compounded by the launch of the Canadian offensive, Operation Totalize, the next day, a move that forced the Germans to divide their few remaining assets between their offensive operation and the defence of Falaise against the Canadians. That day the US Army captured the city of Le Mans, and the breakout from Normandy and the push across France was well under way.



Above: An M8 howitzer motor carriage passes a Panzer Lehr Division Panther near Saint-Gilles in July 1944. (National Archives) Below: An M1 treadway bridge over the Vire opened for traffic on 3 August, and these Dodges of the 35th Division were part of the first motorised column to pass over it. The Vire was the eastern boundary of the US advance during Operation Cobra. (US Army Engineer School History Office)





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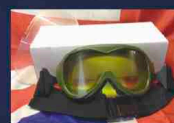
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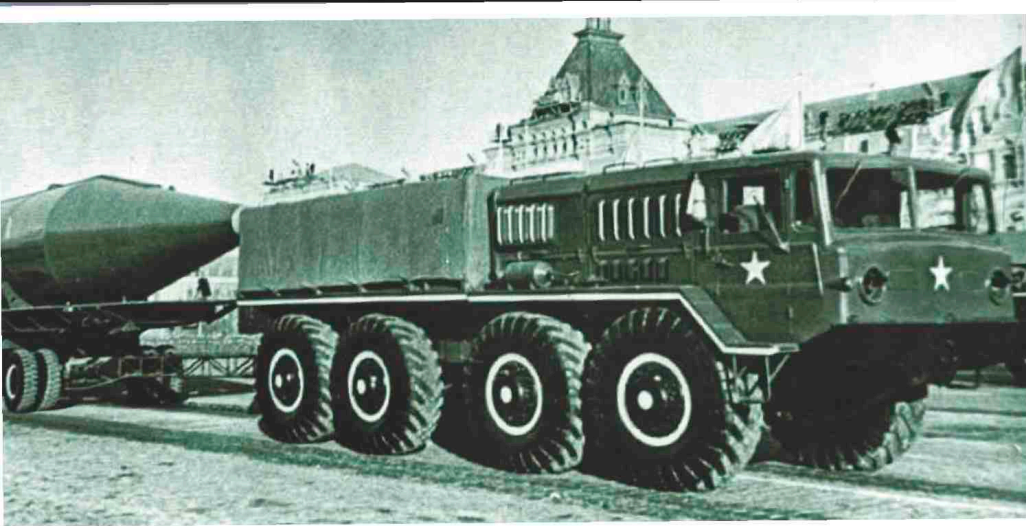
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THE MIGHTY MAZ FROM MINSK

Ed Burrows describes the MAZ 535/537 series of 8x8 tractors. Photos courtesy of the Minsk Wheeled Tractor Plant



Entering production 56 years ago, the initial MAZ 535A artillery tractor was followed by up-rated 537 variants. They were used to tow semi-trailers for hauling tanks and drawbar trailers carrying ballistic missiles and other military equipment.

The world's first 8x8 trucks were designed and trialled in Britain in the twenties, but only two British 8x8s have ever been put into production. In the nineties, Unipower built a fleet of 40-tonners for the Royal Engineers' BR90 bridging system, and in WW2, Morris-Commercial built Thornycroft-designed skid-steer Terrapin amphibians. During the Cold War, the Soviets were the first to exploit the mobility benefits of the configuration. The MAZ 535/537 series entered production in 1958 and set a precedent subsequently followed by Oshkosh, MAN and others.

MAZ 535/537s were the result of a 1954 Soviet Bloc initiative aimed at creating advanced tractors, missile transporters and other specialised heavy wheeled vehicles possessing all-terrain performance unmatched by any comparable equipment in the inventories of the US, the UK or other NATO allies. The task

was given to a military-vehicle design bureau set up for the purpose by the Minsk Automobile Works in the Republic of Belarus.

The specification issued by the Kremlin to MAZ stipulated the ability to tow a 10-tonne artillery piece. It was required to have an extended range, a ground clearance of 19in

(0.5m), to be able to climb a 30-degree slope and to be capable of fording a water depth of 51in (1.3m). And the end product was to have eight-wheel drive. But why? Influences may have originated in secret trials in Russia of Mercedes-Benz prototypes during the early thirties, the Russian JAG-12 8x8 12-tonner built 1932-41 in small numbers, and two AEC forward-control 8x8 road-train tractors exported to the USSR in 1935 and which are reputed to have hauled heavy machinery from Karhov in the Ukraine to the Urals during WW2.

Design of the MAZ 8x8s was led by bureau chief engineer, Boris Shapashnik. The first two prototypes – MAZ 535A drawbar artillery tractors – were completed by the summer of 1956, only 18 months after the project's inception. This was a remarkably short timescale by any standard, and even more so given the combination of technical features that, in the context of the time, was almost equivalent to reinventing the truck. Progress to production was equally accelerated, with the first MAZ 535As rolling off the assembly lines in 1958.

The most visible departure from convention was the cab-ahead-of-engine layout. It was arrived at either by independent thinking, or could possibly have been borrowed from the only other heavy 8x8s with a forward-set cab built up to that time, the US Army's experimental T57 10-ton cargo truck and T-58 fifth-wheel tank transporter tractor. However, it was not until two decades later, in 1973, that the US Army finally introduced the 8x8 M746 heavy equipment transporter (HET) tractor, with a similar cab-ahead-of-engine layout to the

Below: More than a generation before comparable Western military heavylift developments, the MAZ 537 tank transporter had eight-wheel drive and over 500bhp on tap.





Above: Produced by the thousand, the MAZ 537 was the world's first heavy military semi-trailer tractor with independent suspension.



A 537L drawbar tractor for towing aircraft weighing up to 200 tonnes.



MAZ 537 tractors typically hauled 50-tonne two-axle, 40-tonne three-axle or 60-tonne four-axle trailers.

MAZ 537. Even then, unlike the MAZ 537, the M746 was primarily intended for on-highway operation.

To describe the innovative approach applied to the MAZ 8x8's automobiles as a tour de force would not be an overstatement. These were the world's first seriously heavy trucks with independent suspension – which today remains a novelty in the vehicle fleets of Western armed forces. The front axles have a lever torsion-bar setup, and the rear bogie has a springless equaliser system. The 535A cargo truck/tractor has double-acting hydraulic shock absorbers all round; on the heavier chassis-frame 537/537A tank transporter tractor and cargo/towed artillery and missile tractor developments these are confined to the front steering pair.

The powerplant selected was a 38.88-litre direct-injection, four-stroke, overhead valve V12 water-cooled diesel, a unit also common to a variety of Soviet-era tanks and armoured vehicles. Power outputs of the de-rated variant installed in the 535A cargo truck/tow tractor are 375bhp at 1650rpm and 1230lb/ft at 1100rpm. The full-rated engine installed in the 537 fifth-wheel tractor and 537A truck/tow tractor variants – also used in the contemporary T-54 tank – develops 525bhp at 2100rpm and commensurate torque. Engine cooling is via a side-mounted radiator system. Given the low temperature extremes experienced in the Eastern European winter, an engine pre-heater is also

incorporated as is a cab heater.

At the time of its introduction, the higher output version of the engine was more powerful than that in any equivalent US or European in-service military wheeled load-carrying vehicle. Its installation necessitated a comprehensive redesign of the fuel supply, cooling and lubrication systems. To enhance their utility in the field and provide power for towed or carried equipment, all variants have a 1500W generator.

The semi-automatic, single-stage, hydro-mechanical fluid-drive torque converter transmission drives through a planetary gearbox with three forward speeds plus reverse and a single-row, three-shaft reduction and



Above: Worse for wear and revealing the standard of build quality – although anything lacking in that area was more than made up for by sheer numbers.

Above right: A polished performer; the KET-T heavy recovery variant is equipped with lifting gear, winches and stabiliser jacks.



spur gear overdrive arrangement. Operation is pneumatic with manual backup. The lowest forward gear and reverse incorporate a smooth start device. The transfer box has two speeds, with direct drive and reduction gears. The front axles have limited-slip differentials; the rear bogie axles are self-locking. Traction in adverse conditions is assisted by an auxiliary reduction box and inter-axle diff locks. All gears are constant-rotation. The system was the first semi-automatic developed in the USSR and, despite its inherent complexity, it was cleared for mass production.

The brake system is air/hydraulic, supplemented by a transfer-box parking brake. Steering (front axles only) is hydraulic, using a screw and nut on a moving ball-race arrangement and rack engaged with a gear quadrant. Tyres are 18.00x24 singles all round. A central inflation system permits pressure adjustment from 28.4psi to 99.6psi to suit

ground conditions. The maximum rated road speed is 37mph (59km/h), although with a 7-tonne payload the initial 535 attained 60mph (96km/h) during paved road testing. Fuel capacity is sufficient for a range of up to 400 miles (640km) depending on the variant. The fuel tanks are mounted above the chassis to the rear of the engine.

Everything about these trucks is big; the 535A is 28.8ft (8.78m) long, 9.2ft (2.80m) wide

(which is fitted with a recovery winch), there have been 21 other variants. The 537D entered production in 1964. It was designed to tow strategic missile trailers incorporating on-board electric-powered service equipment, for which purpose the tractor's specification included both a recharger for its own batteries plus a second generator (located ahead of the fifth wheel) for the trailer.

The 537G tractor, also introduced in 1964,

incorporated a winch (located behind the engine compartment) for

recovering damaged armoured fighting vehicles. The KET-T development of the 537G is equipped with a recovery crane, winches, stabilisers and towing gear. The 537K had a crane for handling missile containers, but didn't progress beyond the prototype stage. Another variant is understood to have been fitted with a turntable crane. Two ballast tractor developments were the 537L, designed for towing aircraft weighing >>>

'...formally revealed in a Red Square parade of Soviet military might...'

and 9.5ft (2.91m) high. Figures for the 537 are similar. The 535A drawbar tractor can tow 50 tonnes on-highway and 15 tonnes off-highway. The up-rated 537A semi-trailer tractor can haul 75 tonnes on-highway and 30 tonnes travelling across country.

In addition to the 535A cargo truck/ballasted drawbar tractor, 537 tank transporter semi-trailer tractor and 537A cargo/ballast truck



A MAZ 537 doing its bit on United Nations deployment in the winter conditions it was engineered to endure.



MAZ 8x8s have been equally at home in desert heat. This trailer is the 40-tonne capacity ChMZAP-5208 three-axle unit.

up to 200 tonnes, and the 537P, a cargo/missile trailer tow truck similar to the 537A but not fitted with a winch. Like the 537, the 537V was a semi-trailer tractor but the fifth wheel was moved back towards the rear of the chassis. Very similar was the 537E, which had an additional gear drive for a generator to power missile servicing equipment.

A further variant was equipped as a missile transporter/erector/launcher (TEL) vehicle, with an elevating launch ramp system mounted at the rear of the chassis. An altogether more radical development was the MAZ 543 TEL vehicle, designed for transporting and launching medium- and long-range ballistic missiles, principally the Scud series (the threat of which gave the US-led coalition sleepless nights in the war triggered by Iraq's invasion of Kuwait). The 543 used 537 underpinnings, but the wheelbase was extended and the engine moved to the front between two narrow cabs. The 543 subsequently evolved into the MAZ 7912/7917 series of all-wheel-drive six-, seven-, eight- and twelve-axle chassis.


MAZ 535/ 537s were built not in hundreds but in thousands. Despite initial entry into service in 1958, Western intelligence really

only became fully aware of these hugely innovative beasts from Belarus when they were formally revealed in a Red Square parade of Soviet military might in the early sixties. Consider how advanced the 525bhp 537 tank transporter tractor was when it first came on the scene. Its British and US contemporaries were the Thornycroft Antar 6x4 and the US Army's Mack-designed M123 6x6.

More than half a century after their introduction, although inevitably in diminishing numbers, MAZ 535/537s remain in service.



With a springless equaliser suspension system, the rear bogie of the fifth-wheel 537 tractor has a capacity of almost 30 tonnes.

As well as to the USSR and, later, Russia and its now independent former satellite Soviet republics, they have been supplied to the armed forces of Poland and other former Warsaw Pact countries, together with Finland, Yugoslavia (as was), Egypt, Iran, Syria and Cambodia. They have also seen civilian service, typically in oilfields, and have been reversed-engineered and put into production in China. The MAZ factory in Minsk – now constituted as MZKT – continues to produce a variety of 8x8s, including a 125-tonne gross train weight tractor introduced in recent years and powered by a 680bhp Mercedes diesel. 



Above: The 537G tractor incorporated a winch (located behind the engine compartment) for recovering damaged armoured fighting vehicles.

Below: The MAZ 543 series used 537 underpinnings, but the wheelbase was extended and the engine moved to the front between two narrow cabs. It subsequently evolved into the MAZ 7912/7917 series of six-, seven-, eight- and twelve-axle chassis.





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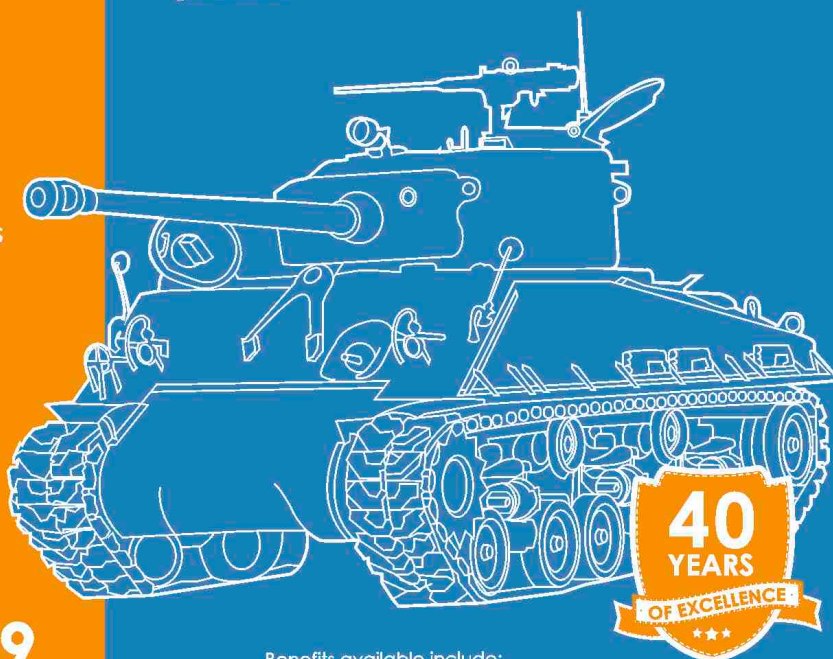
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THE MONEY

That's how David Hines's wife describes his Dodge WC53... but with affection we hope. John Blackman has the story



Vehicles of the ¾-ton Dodge G-502 series are among the most popular on the MV rally scene. They followed on from Dodge's ½-ton G-505 range of some 35 different model/engine combinations that had been introduced in 1940/41 but, despite being heavier, retained the Dodge model code 'WC' – W for 1941 and C for a half-ton rating – and hence are also referred to as 'WC' series vehicles.

The most popular vehicles in the range as far as enthusiasts are concerned are the WC51 and WC52 weapons carriers, and there is a relatively large number of them around. A look at The *Military-Vehicle Price Guide* on page 69 will reveal that, as the weapons carriers are the most numerous of the G-502 types, they are also the least expensive to acquire. The WC54 ambulances are less common and pricier as a result. Top of the ¾-ton WC-range in terms of price are the WC56/57/58 command cars, and there are even fewer of those around. But the model

we can't even list in the *Price Guide* because there are so few of them changing hands is the WC53 Carryall, a very desirable vehicle indeed.

Mechanically speaking, the WC53 Carryall was virtually identical to its close siblings but had a wheelbase of 114in (2896mm), slotting neatly between the 98in (2489mm) wheelbase of the weapons carriers and command cars, and the 121in (3073mm) of the WC54 ambulance. It was, of course, powered by Dodge's 92bhp, 3772cc, T214 six-cylinder engine driving the rear or all

Left: David Hines imported his project Dodge WC53 Carryall from Colorado in September 2010. The restoration was completed by June 2012 with much help from Howard Wade of Rustybits (www.rustybits.co.uk).





You can just make out one of the indicator lights that David installed on the underside of the front wings. They originally came from a motorcycle and are barely noticeable – except when flashing, of course.

wheels via a four-speed and reverse gearbox and single-speed transfer box.

Intended for the transportation of one to six passengers or light cargo, the Carryall's big attraction now is its stylish – for a military vehicle – fully-enclosed body. If ever there were a vehicle that could be comfortably rallied while keeping the wife and kids happy – for which read warm and dry – this is it. David Hines, who owes the fine example pictured here, agrees. And so do his kids who appear to thoroughly enjoy being carted to shows. Mind you, David's wife calls

the Dodge 'the money pit', so might still need some convincing as to its magnificence.

David first came across the vehicle back in February 2010. He'd been investigating the possibility of importing a trio of Jeeps from the US and when that came to nothing was

'...a very desirable vehicle indeed.'

pointed in the direction of a Carryall for sale in Fort Collins, Colorado. A deal was soon struck but it wasn't until September 2010 that the Dodge arrived at Felixstowe docks.

'When the vendor shipped the Dodge from

Fort Collins to Los Angeles to be shipped, he forgot to include the full title,' David explains. 'When I phoned and told him he said it might be a couple of weeks before he got to the post office because he was snowed in. He eventually sent it by normal post, not express,

by which time the boat the Dodge was supposed to be on had left and there was a six-week wait for the next. The shipping was a nightmare; I don't know if I'd ever want to do it again.'

The intervening time hadn't all been wasted as David, realising that a set of new tyres would be needed, contacted the Cooper Tire Company and had five tyres with tubes and insets shipped to the Dodge's vendor who stowed them with all manner of other bits and pieces in the Carryall's spacious rear body.

It had been suggested to David that any vehicle bought from the US would have had a hard life and, whether or not that is true generally, you have to say that his Carryall – built in February 1943, number 8330 out of 8402 – certainly didn't appear to have been mollicoddled. Nevertheless, an hour after getting it back to the premises of Howard Wade's Rustybits concern (www.rustybits.co.uk, 01473 892651) and after removing a mouse's nest from the carburettor, they got the engine running. In fact, beyond a good clean and the installation of new gaskets, the engine was left well alone and has performed faultlessly since. However, the engine is not an original Dodge T214, it's a Plymouth P20 introduced in 1950. Both Dodge and Plymouth were part of the Chrysler empire, and the P20 is apparently virtually identical to the T214



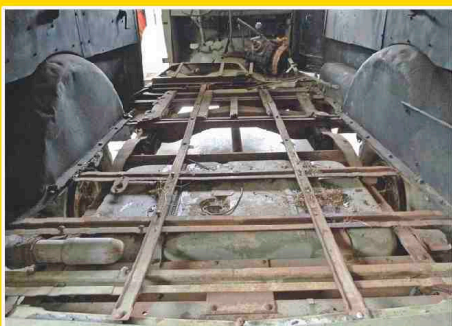
The neat and tidy interior.

THE RESTORATION

Photos courtesy of David Hines



Above and left: The Carryall on arrival in the UK. It seems relatively rust free.



No floor but no major problems either.



The original canvas and Masonite roof insert had been replaced by a metal panel welded and screwed in.



Once a mouse's nest was removed from the carburettor, David and Howard Wade got the engine started within an hour.

except that it is rated at 3575cc against the Dodge's 3772cc.

Although Colorado is considered a very dry State with minimal rainfall by British standards, you'll have realised that since the Dodge's vendor had been snowed in, that the region isn't without its weather extremes. Nevertheless the rust and rot situation wasn't as bad as it might have been. There was plenty of surface rust but that was disposed of by sand blasting, a Rustybits' speciality.

'It took Howard Wade five hours to sandblast the chassis,' says David. 'It then had three coats of red oxide before putting the olive drab on, but I didn't like the shade so we did it again. The brakes were overhauled and then the cleaned and painted engine was reinstalled. We could then start on the bodywork.'

'A Carryall should have a canvas-covered Masonite insert in its roof but that had replaced on mine with a sheet of metal welded at the front and back and with 30 self-tapping screws down either side. All of that had to come out and be replaced by a channel for the canvas roof. There were also

Below: Rather than mount it on the driver's door and restrict access, David keeps the spare wheel in the rear of the Carryall.





With the body off and engine removed, the chassis could be sandblasted.



The brakes are reconditioned.



The engine required no more than new gaskets, cleaning and painting.



Five hours of sandblasting, three coats of red oxide and several of olive drab later...



Above and below: A new channel is fabricated for the roof insert.



some side seams that had gone, the bottom of the wheel arches and the door pillars need repairing, and there was a dent on the back. We found someone who said they could do everything in three weeks but when the job still hadn't been completed nine weeks later, Howard and I took over and finished it ourselves. The missing wooden floor we replaced with planks of ash. We aren't sure if it should have been white oak, and some people have used ply, but it looks right.'

Although the restoration was conducted at Rustybits, David speeded things up by taking

components home to work on. For instance it took some two weeks to unseize the four window-winder mechanisms which are specific to the Carryall and would have been very hard to replace. But he excelled himself when it came to the seats.

'My Carryall only came with front seats

'The shipping was a nightmare...'

and they were of the wrong type,' he explains. 'So I took measurements from the seats in another Carryall, bought some tubing of the correct size and, with a borrowed pipe bender, I made up two new front seats and a

middle seat. And I'm not a welder by trade; I work for an electricity company.'

David decided to omit the backseat and to keep the spare wheel in the back of the body rather than mount it externally over the left-hand door, where it would have been originally. He has the bracket and can fit it

should he ever want to, but because he takes his two young children

to shows (which they thoroughly enjoy) he wants unrestricted access to both sides of the vehicle. Speaking of which, he also installed locking door handles so people can look into the Dodge but not get in and clamber about.

Nothing is known of the Carryall's history, in or out of service. It doesn't take a Sherlock Holmes to deduce that the Plymouth P20 engine was installed after 1950, but on the transfer box there is a rebuild plate from the USA Ordnance Depot at Oppama, Japan, dated 28 May 1958 and on the differential, a similar plate confirming that the diff was overhauled at the US Army maintenance plant at Schwaeb Gmuend, Germany, on 22 April 1965.

From that you might speculate that the Carryall had an extraordinarily long service, but it is equally – if not more – likely that it has, to paraphrase Eric Morecambe, 'all the right parts but not necessarily in the right order'. In the event, David has marked it as an Eighth Air Force, 3rd Air Division, vehicle stationed at Elveden Hall in Suffolk close to where he currently lives. And very smart it looks. As for the 'money pit' jibe... aren't they all? And as David pointed out: 'My wife would probably divorce me if I sold it.'



A Plymouth P20 engine from the fifties has replaced the original Dodge T214.



Rust wasn't a major problem but there were several areas that needed attention.



The window winders were specific to the Carryall and needed unseizing. All the glass had to be replaced.



Body and chassis are reunited.



Above: This Carryall was built in February 1943, number 8330 out of 8402. It is finished as an Eighth Air Force, 3rd Air Division, vehicle stationed at Elveden Hall in Suffolk.

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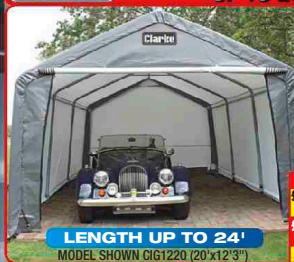
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GREYHOUND RACING

The M8, known as the Greyhound in British service, was developed at a sprint during WW2. Despite shortcomings, its simplicity and ruggedness ensured its service career turned into a marathon, as John Blackman explains



Although these two M8s lack mudguards, which often became damaged in action, note that while the furthest example from the camera has mine racks in the gap between where the mud guards would have been, the nearest vehicle has a stowage locker, a feature introduced late in 1944. (John Blackman)

Development of what became the M8 light armoured car commenced in 1941, but at that stage the issued specification called for a tank destroyer. It was to be light and fast, to possess a low-profile, and had to be powered by the same Hercules JXD 5244cc, six-cylinder engine employed in the M3A1 scout car. It was also to be suitable for economic mass production.

In October of that year, both the Ford Motor Company and the Frago Division of Chrysler Corporation were contracted to develop prototypes, designated T22 and T23 respectively. In January 1942 Studebaker also entered the competition by designing a vehicle at its own expense and to the same specifications. Studebaker's design was initially designated T43, and then changed to T21.

As all three designs were derived from the same Ordnance Department requirement they

were quite similar. Aside from the dictates already mentioned, the specification demanded a six-wheeled, armoured vehicle mounting a 37mm gun in a turret along with a .30cal coaxial machine gun, plus a second .30cal in the bow position. The vehicle's armour was required to protect the crew against .50cal machine gun fire from the front and .30cal fire from the sides. The Ordnance Department subsequently expanded its brief to include 4x4 versions that were designated the T22E1 and T23E1.

Ford's T22 was the first to be completed, and trials commenced at Aberdeen Proving Ground in March 1942. It had been realised by this time that the 37mm gun was next to useless as an anti-tank weapon. However, as the tank destroyer battalions wanted a light armoured car for reconnaissance and the US Cavalry required a more potent vehicle to replace the M3A1 scout car, all of the competing designs were simply redesignated as light armoured cars.

Being first past the finishing post as regards getting its pilot vehicle to the testing stage seems to have paid off for Ford. While the Armored Force Board apparently considered that the T22 lacked something in cross-country ability and would have preferred that it had a



Encamped in woods near Mons in Belgium, this M8 illustrates how a lack of internal stowage led to crews having to attach their kit to the outside of the vehicle. (John Blackman)

larger, three-man turret, it decided to proceed with the Ford vehicle before the competing designs had even been assessed. Ford's T22, with modifications, was therefore officially selected on 21 April 1942, consigning the two competing designs to obscurity, although the Studebaker pilot was actually finished.

Ford went on to introduce various modifications into its fifth pilot vehicle, designated T22E2. These included a reworking of the area around the driver's hatch, the

addition of sponsons, and the deletion of the bow-mounted machine gun. On 1 May 1942 Ford was awarded a production order for 5000

of what, on 22 June 1942, was type classified as 'Light Armored Car, M8'.

The M8's hull was of welded armoured



The Ford T22 prototype. The bow machine gun was subsequently deleted. (Patton Museum)



Above: Field repairs in Normandy. With the front of their M8 supported on four heavy-duty axle stands, the crew manhandle the front axle with the help of an A-frame attached to a Dodge weapons carrier. (National Archives) Below: Rows of M8s and M20s destined for the Free French forces photographed at Casablanca in October 1943. (ECPAD)



steel monocoque construction. The driver and co-driver positions at the front were, by modern standards, cramped, but each benefited from a large two-part hatch; the front section incorporated a direct-vision shutter and 'protectoscope' and folded forward, while the top section hinged out towards the vehicle's sides. The fighting compartment mounted a manually-traversed, open-topped cast turret which accommodated a commander/loader on the right-hand side and a gunner on the left. The 37mm main gun was capable of firing armour-piercing, high-explosive, and canister rounds, but M8s routinely carried more of the latter two types of ammunition since the gun was distinctly below par as an anti-tank weapon. Hull armour ranged from 10mm on the sides and rear, to 20mm on the turret and lower portions.

The rear-mounted Hercules JXD six-cylinder, side-valve petrol engine developed 110bhp at 3000rpm. Power was transmitted to the rear wheels via a dry clutch and a Warner Gear Company four-speed and reverse manual gearbox, while a two-speed transfer case allowed the selection of front-wheel drive when necessary. Top speed was in the region of 55mph (90km/h). The Timken-Detroit front axle and Ford rear axles were suspended on multi-leaf semi-elliptical leaf springs and the vehicle was equipped with servo-assisted hydraulic brakes.

Steering was by worm and roller gear and lacked power-assistance.

The M8 wasn't the only armoured car that the US Army was developing at the time. Indeed, such was the range – from seven to 26 tons and with different features – that there was some confusion as to what the



This evocative and much-used photo shows M8s of the 2nd Recon Company of the 2nd Armored Division carefully negotiating the streets of St Sever, Normandy, in July 1944.

Army's requirements actually were. To resolve that situation, the Special Armoured Vehicle Board was formed in October 1942. Members visited Aberdeen Proving Ground to assess all the various projects and came to the conclusion that since an armoured car's

meet British Lend-Lease requirements.

The M8 didn't actually enter series production until March 1943, first at Ford's St Paul, Minnesota, plant and then also at its Chicago, Illinois, factory. However, in the meantime, further modifications were made

to the original design, most notably the introduction

of a self-sealing petrol tank and a welded, rather than cast, turret. One issue not officially resolved until mid-1944 was that of secondary armament. The Cavalry wanted a turret-mounted machine gun for anti-aircraft defence, the Tank Destroyer Board

'...all but useless in the anti-tank role.'

primary role was reconnaissance, it should be light and fast, and that a 37mm gun was adequate. Hence the M8 became the only armoured car used by the US Army, although development of the heavier T17E1 Staghound and T18 Boarhound continued to



Free French forces operated both the M8 and M20 armoured utility car variant. Note that the mudguards are not present on this restored example; in service they would often have been damaged or removed by crews. (John Blackman)



A recon column including two M8s, an M20 and an M5A1 Stuart. The lead M8 is a late-production model with stowage boxes between the mudguards. (John Blackman)

did not. In the event, various mounts were tried from a folding pintle bracket which left the machine gunner completely exposed, to several ring mounts. Eventually, in August

1944, an ordnance technical bulletin was issued approving the fitting of a .50cal heavy machine gun on an M50 ring mount and giving instructions as to how the

installation could be accomplished.

At about the same time, a particularly vulnerable aspect of the M8 was addressed – its unarmoured belly. During the first half of 1944 a field-fix was introduced and, from June 1944, an additional (6mm) of armour plate was attached to the crew compartment floor during production.



This M8 belonging to the HQ Troop of the 42nd Cavalry Reconnaissance Squadron (Mechanized) is not fitted with the .50cal machine-gun mount widely adopted. It is shown in Brehal, near Avranches, on 2 August 1944 (National Archives)




An M8 of the 42nd Constabulary Squadron, 2nd Constabulary Regiment, photographed near Grafenwöhr, Germany, in May 1948.



Mexican Army M8s deployed to the Plaza de las Tres Culturas in Mexico City during the civil unrest in October 1968 that led to what was called the Tlatelolco massacre.

However, the type became something of an overseas success with deliveries being made under various military assistance programmes to NATO armies across Europe plus Austria and Yugoslavia. France used its vehicles in Algeria and Indo-China into the mid-fifties. Some were subsequently used by the Army of the Republic of Vietnam during the Vietnamese War. Also in the fifties and sixties large numbers of M8s and M20s went to developing countries in Latin America, Asia and Africa. Many ex-French Army vehicles also ended

up being passed on to African armies. Some enterprising companies even started offering upgrade packages.

So, while the M8 may have had its shortcomings in terms of off-road ability and manoeuvrability, its simplicity and ruggedness ensured that it had a very long service career and that a relatively large number survived to be restored by civilian operators. It will no doubt remain one of the most popular wheeled armoured vehicles on the rally scene for many a year yet. 

Below: An M8 isn't the most comfortable of vehicles in the pouring rain but that hasn't fazed Warwick Boulton who seems to be thoroughly enjoying himself at the wheel of Backstreet Bruiser. (John Blackman)

Combat reports following the M8's deployment in North Africa and Italy between late 1943 and early 1944, were not entirely complementary. The 'soft-underbelly' has already been mentioned, but the vehicle's size and patchy off-road performance was also flagged up as problematic. With the exception of adding armour to the M8's underbelly, little could be done about those shortcomings and, of course, the same issues arose when the M8 was deployed in France following D-Day. However, once free of Normandy's bocage country, crews were at least able to exploit the M8's 55mph (90km/h) top speed and it was certainly a rugged vehicle.

Sources disagree slightly, but in excess of 8500 M8s were manufactured before production ceased in June 1945. It was the only armoured car operated by US forces during WW2, but was supplied to the Free French (689) and the British Army (496). The Brazilian Army's 1st Infantry Expeditionary Division also received 20 for its deployment to Italy in 1944. The M8 was essentially retired from US service after the Korean War although some served on with National Guard units for a good few years. A number of M8s (and its M20 armoured utility car version) finally ended their days with US police departments.



PROJECT

This month, in the penultimate instalment of the series, Paul Hazell



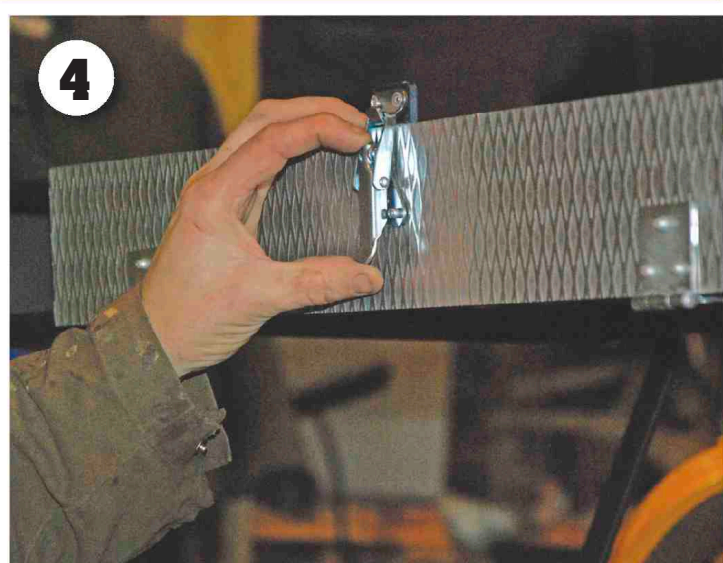
1 With the racks completed, the legs that support them needed fabricating. The holes for the fixing bolts were pre-drilled before the legs were welded in place as this makes clamping them very much easier.



2 After de-greasing, etch-primer was sprayed as an undercoat followed when dry with a black topcoat.



3 Once fitted, the racks were ready to have the checkmate-pattern aluminium flaps fitted. The pop rivets in this case are fitted in such a way that their heads are on the inside to prevent the rivets snagging the fire hose.



4 Finally, the quick-release over-centre catch is riveted into place. When using over-centre catches make sure there is a load on the catch when closed as it's this resistance that keeps them snapped shut.

The rear hose racks are supported on steel legs which needed to be carefully folded to the correct angles so the racks would sit level and at the required height. I first supported one of the racks on wooden blocks until I was happy with its location and alignment when compared with photographs of an actual ACRT in service. This then allowed a test piece of flat steel to be cut and folded to the correct angles using a large vice. This first leg was then used as a pattern for the remaining three.

When bending metal in a vice it is a good idea to slide a piece of snug-fitting box-section or tubing over the piece being bent and to use this 'sleeve' to pull on. That way you only put the bend where you actually

want it and leave the remaining length straight, with no unwanted distortion. With this done, the legs were then tack welded on and the hose racks test fitted for alignment. Finally, with the racks fully

welded up, they were primed and sprayed black to match the interior of the rear body.

When the racks were bolted in place they needed connecting to the blue powder kettles via rubber hoses, consisting of 40cm lengths of flexible coolant hose fitted with BSP (British Standard Pipe) threaded couplings at the ends. Each rack also required a letterbox-shaped hinged flap to retain the fire hose. British-built fire-fighting vehicles of the period commonly used a textured aluminium sheet for areas

ACRT - 15

completes the hose racks and continues fitting out the rear body



5
The hoses are made up of lengths of coolant hose fitted with BSP (British Standard Pipe) threaded couplings at the ends. They were then secured in place with jubilee clips.



6
A Merryweather Layflat fire hose ready for fitting. The hoses were obtained via contacts with the Museum of RAF Fire-Fighting at RAF Scampton.



7
The hose was simply screwed onto the fitting at the rear of the rack and then folded in a serpentine fashion so that it could be run out rapidly when attending a fire.



8
The finished racks complete with hoses. So far the correct powder nozzles that attached to the end of the hoses have not been found, so the hunt for these elusive pieces of equipment continues. Note that the rear quarter-light windows in the cab are still to be fitted.

subject to high wear such as that. The pattern on the sheet was usually known as 'checkmate' and is far less aggressive and quite different in appearance to the more modern five-bar checker plate seen on many a modern truck or Land Rover.

Unfortunately checkmate aluminium plate is no longer available new in the original pattern. However, I think that getting such small details correct is the key to achieving period feel, so over the years I have collected bits and pieces of the plate from

scrapped vehicles for just this purpose. Once cut to size, stripped of paint and cleaned up with fine wire wool, the recycled aluminium has a nice sheen and the patina of age – just what I was hoping for in fact. The flaps were then mounted using galvanised hinges pop-riveted in place and held closed with over-centre catches found on eBay. With this complete, the new old stock Merryweather hoses could finally be fitted.

Other jobs this month included returning

to the spray shop to give the various brackets and frames a final topcoat. Once dry these were fitted along with many other smaller items as seen in the photo sequence. I have also been working on the cab and, with most of the standard Land Rover interior equipment now in place, all that remains is fitting items such as the two-way radio as well as other pieces of fire-related equipment.

Finally this month, a set of military registration plates were ordered from



9

The project is now at the stage where there are many small fittings to sort out. The front vent seals require impact adhesive applying – one thin coat on the rubber seal and one on the vent panel.



10

When touch dry, the seal can be pressed firmly into place and the vent flaps fitted. It's important to get the alignment right first time as the adhesive bonds on contact.



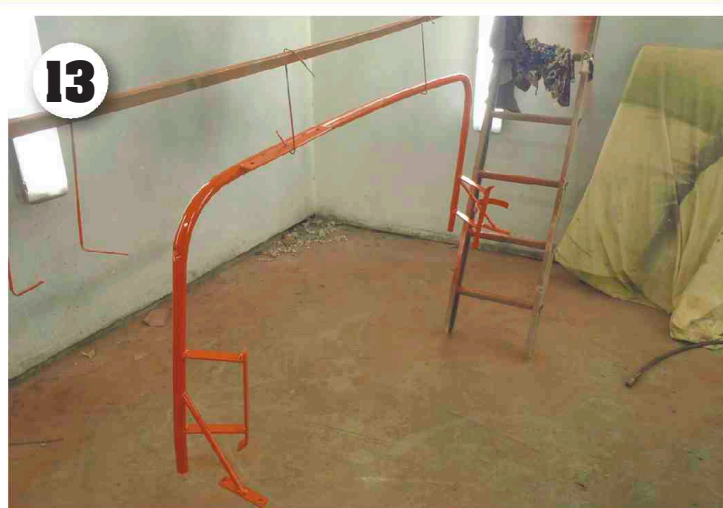
11

With the vent flaps fitted, the bulkhead is looking much tidier. The aerial mount has also been fitted in this picture along with an HF/VHF antenna. This would have allowed communication with the control tower and possibly an aircraft as well.



12

The cab interior, though still not complete, is edging closer. There is still some wiring to do, but items such as the wiper motor, demister pipes and nozzles and much of the trim are now in place.



13

The last of the spraying has now been completed. This is the rear ladder frame drying in a friend's spray booth. The restoration has taken 10 litres of Signal Red paint to complete.

Chestnut Registrations (www.chestnut-registrations.co.uk), one of the few companies that can supply the very tall and narrow rear registration plates

common to many military Land Rovers. These plates cannot, of course, be used on the road, they are just for fitting at shows, so I have mounted them using

bolts passed through Rivnuts (which hold the civilian plates in place) with the military plate being retained with wing nuts. I have not been able to trace the service history



14

Other pieces of bracketry were also sprayed at the same time, such as this folded mount on the rear of the cab for the telescopic site light.



15

RAF fire vehicles of the period were equipped with leather straps fitted with quick-release buckles to secure items such as fire extinguishers. Here a punch is used to create a hole so that the strap can be riveted into place.



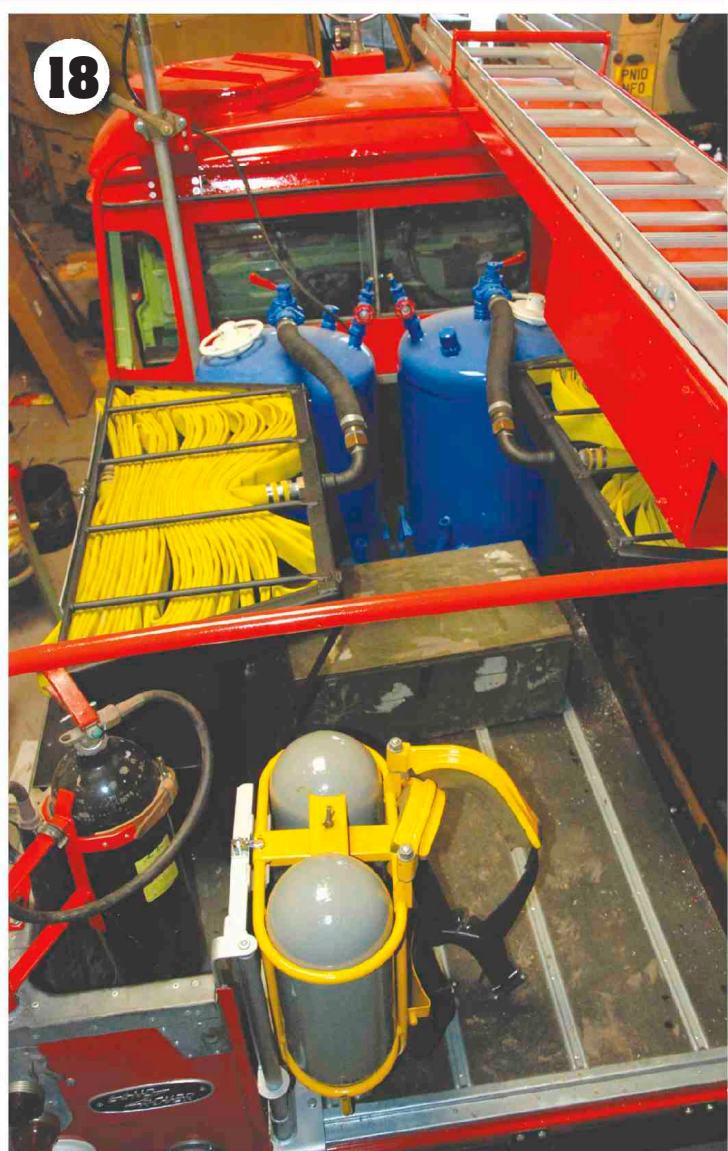
16

The straps and buckles were NOS items picked up at a show. Quick-release buckles are still available new and Paul has had new straps made up by a saddle maker for other projects.



17


With black-painted wing nuts holding the number plates in place, the fixings are hardly visible, but the plate can be quickly removed for driving on the public road.



18

The rear body is looking full and colourful now with much of the period equipment fitted into place. Just the metal battery box (for the floodlight) behind the powder kettles still requires work.

of my particular ACRT but my research did reveal where many of the other vehicles built from the same contract served. I therefore chose the registration number of

one of these, an ACRT based from 1968 at RAF Wittering, which was home to the then new Harrier GR1 – an aircraft I happen to have a particular fondness for. 

Next month: After 18 months, the series ends with the final touches being added and the roll-out of the finished ACRT ready for the 2014 show season.

THE RADDSCH

John Blackman describes a design that Ferdinand Porsche would probably rather have forgotten



Above: An RSO evaluated by the US Army in April 1945. The air cleaner is positioned over the windscreen.

It has been suggested that the original idea for the development of a heavy multipurpose tractor came from Adolf Hitler himself, with a view to surmounting the problems likely to be encountered during the proposed invasion of the Soviet Union. Whether that is true or not, the German Army was largely unprepared for the climatic conditions it subsequently found on the Russian Steppes where for much of the year the land was covered in ice and snow or glutinous mud. It was certainly the awful conditions on the Eastern Front that led to the development of the ungainly vehicle illustrated here, the Type 175 Radschlepper Ost (literally, wheeled tractor east).

The design for a four-wheel drive tractor with 58in (1500mm) diameter wheels came from the fertile mind of Ferdinand Porsche in 1941. The vehicle was powered by an air-cooled, four-cylinder 6023cc petrol engine but was also equipped with a two-cylinder 'starter motor' – basically half of the engine used to power the KdF-Wagen, the famed People's Car. This engine was hand-cranked into life and its exhaust gasses used to heat the primary engine prior to starting. The starter motor also had its own fuel tank.

Suspension was via leaf springs, and the unshod steel wheels had cleats, rather than

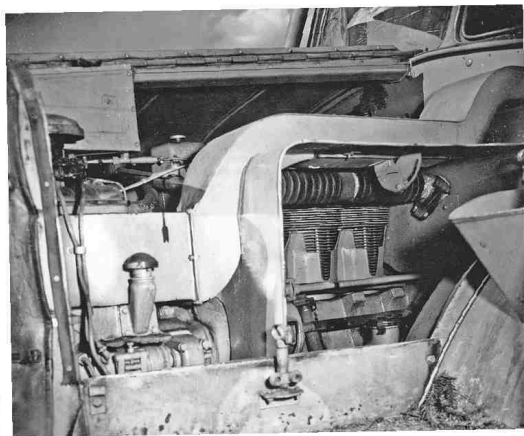
a tread, and could be fitted with 2in (50mm) metal spikes for use on ice. At a little over 20ft (6.1m) long and 7ft (2.1m) wide, and with a height of 9ft 6in (2.9m), which at least allowed for an impressive 21in (533mm) of ground clearance, the Type 175 RSO was a sizeable vehicle, weighing in at over seven tons.

Final development took place at the Škoda automobile plant in Mladá Boleslav and trials commenced in 1942. The results were not encouraging and one has to wonder why such a talented engineer/designer as Ferdinand Porsche did not anticipate the



Above: This is the prototype Type 175 RSO. Photos show that in addition to the solid wheels fitted to the RSO examined by the US Army, there were also perforated (as here) and spoked types used.

LEPPER OST



Above: The engine bay from the left side. The starting motor is lower left.

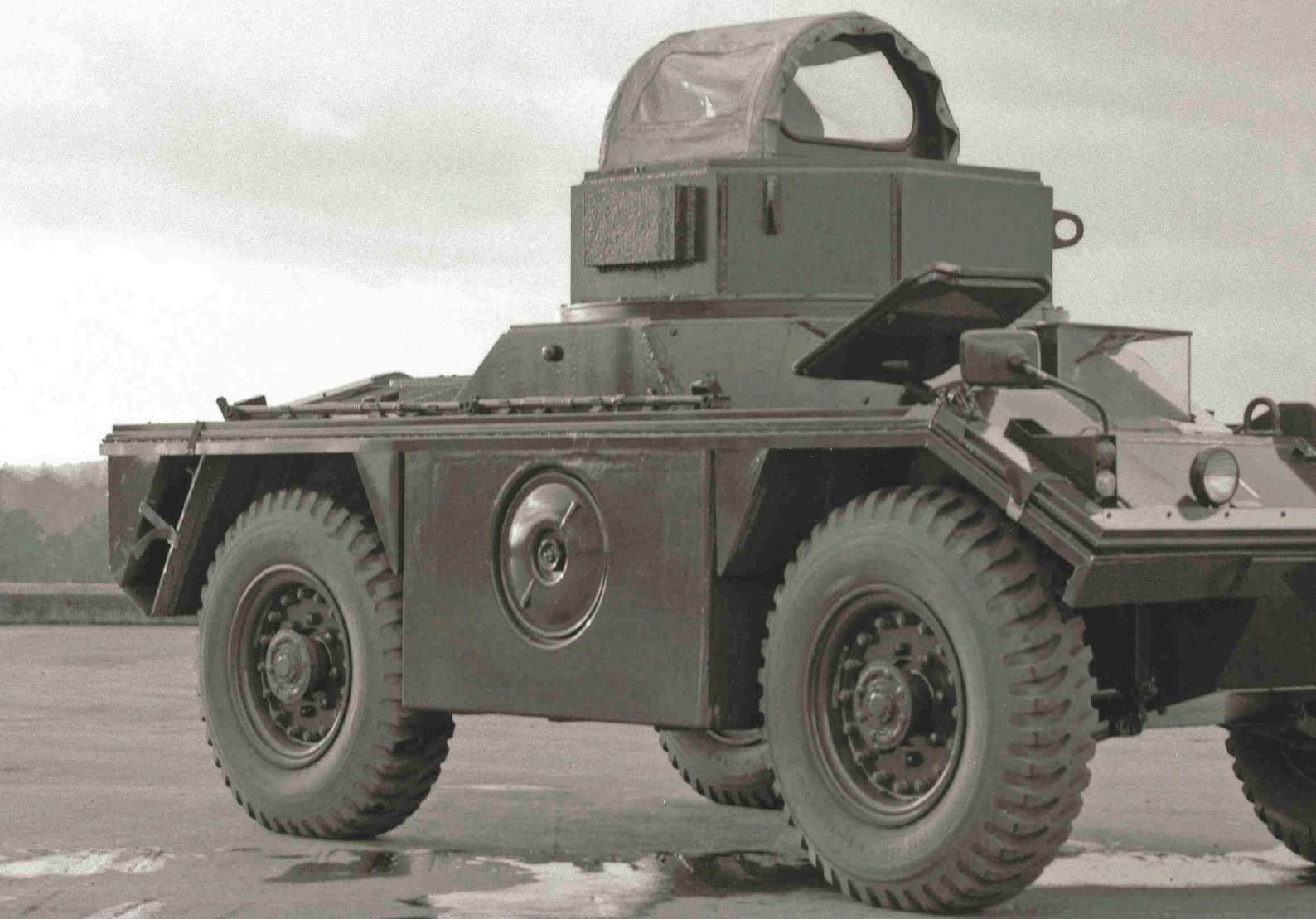
design's shortcomings, in particular its high ground pressure. The Radschlepper Ost did not perform well on soft going, and on ice was said to be practically unsteerable. Fuel consumption was also considered too high and the vehicle's maximum speed was only 9mph (15km/h). One can only guess how uncomfortable the ride would have been.

In the event, around half of the 200 contracted to be manufactured were actually built and few if any examples of the 'wheeled tractor east' actually saw service on the Eastern Front. A number were deployed in Normandy and the Netherlands and, it is said, during the Battle of the Bulge.



Above: This rear view shows the winch mounted under the load bed and the small spade which was lowered to anchor the vehicle when winching. You can also see holes in the wheel rim into which additional spikes could be fitted. Below: The storage box between the wheels contained additional cleats and spikes for the wheels.





THE FOX'S T

Relatively short-lived by comparison with its predecessor the Ferret, the Fox never used in combat. Nonetheless it has its admirers, says Geoff



08FD62 at the Gunnery School, Lulworth, after the flotation screen was removed. This vehicle was used for instructional purposes and therefore appears rather bare.

In the early sixties the Armoured Vehicle Reconnaissance (AVR) project was set up at the Fighting Vehicles Research and Development Establishment (FVRDE) to develop a range of vehicles to replace the existing reconnaissance vehicles and air-portable anti-tank guided weapons (ATGW) vehicles that were in service with reconnaissance regiments of the Royal Armoured Corps (RAC). These were the Saladin, the Ferret Mk 1 and 2 (including the Mk 2/6 (Vigilant), the Hornet (Malkara) and the Ferret Mk 5 (Swingfire). The planned replacements were also to be air-portable as the UK still had wide-ranging global commitments, but controversy existed as to whether they should be wheeled or tracked.

By 1964 three potential versions of AVR – anti-tank (A/T), anti-APC (A/APC) and fire support (FS) – were presented on paper to various senior officers at the RAC annual conference held in November. These were based on two chassis – one with six driven wheels and a rear engine and the other with tracks, four road wheels and

Left: The first CVR(W) Fox prototype hull with a dummy turret as photographed – possibly for the first time – at FVRDE, Chertsey, in February 1968. (TMB)



ALE

et, the Fox was Fletcher

the engine at the front alongside the driver. The wheeled chassis would have looked like the Saladin at this stage.

Shortly afterwards the project became known as Combat Vehicle Reconnaissance (CVR) in two versions; the tracked version became CVR(T) and the wheeled became CVR(W). During 1965 FVRDE built a prototype tracked vehicle known as TV15000 using aluminium armour. The vehicle was completed in early 1966 and early trials seem to have confirmed its potential. This chassis was subsequently developed into the CVR(T) range of vehicles with the Scorpion fulfilling the A/T role, the Scimitar the A/APC role and the Striker the ATGW role.

The CVR(W) posed more of a problem and at some point the complexity and weight implications ruled out the six-wheeled concept in favour of a design that used much of the development work done on the Mk 4 and 5 (or 'big-wheeled') Ferret. However, the CVR(W) would use aluminium armour and have a crew of three, and it was intended that it should share as many components as possible with



The appearance of this prototype in August 1968 wearing a sand colour scheme suggests that overseas sales were already on the minds of defence chiefs. (TMB)



There are enough photographs in the archive at Bovington to suggest that the Fox rolled over several times during its trials. This one is a prototype hull with a dummy turret, suggesting that the problem lay with the suspension set-up and not the raised centre of gravity caused by the RARDEN turret. (TMB)

the CVR(T) range, including the same engine. The turret was to carry a 30mm RARDEN gun like that on the Scimitar and to be similar in layout. However, it was to have a lower profile because the design of the Scimitar's hull and turret ring demanded a higher turret roof to give adequate headroom for the crew. All of these changes necessitated some redesign of the hull and ancillaries but, in essence, the Fox owes much to the Ferret.

A contract was awarded to Daimler for 14 CVR(W) prototypes (00SP79 to 00SP92) on 17 March 1966, and the first hull arrived at Chertsey in January 1968. Initially the hull

ran with a dummy turret, possibly because the real thing was not yet ready. The trials lasted from 1968 to 1973 although production commenced in 1971 and two early production examples (03SP45 and 03SP46) went to the Military Vehicles Engineering Establishment (MVEE – the successor to FVRDE) in May 1973 for further trials. A further example (04SP32) followed. At least one of the problems that afflicted the Fox – rolling over – manifested itself several times during the trials and there is no doubt that although FVRDE/MVEE tried its hardest to overcome this problem they were not entirely successful.

This photo shows the similarity of the driver's position to that of the Ferret. Note the escape hatch between the wheels is larger than on either the prototypes or the Ferret. (FMW)



The vehicle entered production with the Royal Ordnance Factory at Barnbow near Leeds (ROF[L]), rather than Daimler, although the turrets were manufactured by Alvis. It was to be designated 'Combat Vehicle, Reconnaissance, Wheeled, 30mm Gun, Fox' and given the fighting vehicles number FV721. In total 357 can be accounted for in British service plus the 14 original prototypes. Some were built for sales abroad and some were sold to Iran (20), Malawi (70), Nigeria (55) and Saudi Arabia (quantity not known).

The first production vehicle was delivered in May 1973 and shown at Bovington Battle Day in July the same year. The first issues were made to 1 Royal Tank Regiment based at Assaye Barracks, Tidworth, in 1975, followed by the Life Guards at Combermere Barracks,

'The Fox did not have many variants...'

Windsor, in summer 1976 – both units supported 3 Division in the reconnaissance role. Note, however, that for much of this period 1 RTR had only one squadron at Tidworth equipped with the Fox while A Squadron was in

Cyprus equipped with Ferrets on UN duties and C Squadron was in Hong Kong equipped with Scorpions and Ferret Mk 5s.

As the Field Forces formed in 1976/1977 the close reconnaissance troops of the armoured reconnaissance regiments type B had a close

recce squadron with five troops of six CVR(W)s.

Two were based in the UK – the Household Cavalry regiment at Combermere Barracks, Windsor, supporting 6 Field Force, and the Cavalry Regiment at Carver Barracks, Wimbish, supporting 7 Field Force. The unit at Wimbish took over the vehicles of the unit at Assaye Barracks, Tidworth, in 1978. The third medium recce regiment type B was 2 Royal Tank Regiment (2 RTR) based at Swinton Barracks, Munster, supporting 5 Field Force.

In addition, the Northern Ireland Armoured Reconnaissance Regiment at Lisanelly Barracks, Omagh, had two medium reconnaissance squadrons both equipped with the Fox, although its full complement was not achieved until a second batch was delivered around mid-1978 (00GM86 to 01GM06 all went to 13/18 Hussars at Lisanelly Barracks, Omagh). Photographs of the Fox in service in Northern Ireland are rare as they were little used and were withdrawn in early 1980. However, D Squadron, Royal Yeomanry (V), would operate them headquartered in Belfast.

The Territorial Army also had two armoured reconnaissance regiments that were equipped with up to 64 CVR(W)s (four squadrons of four troops each with four vehicles) from 1977. These regiments were the Royal Yeomanry with its HQ in London and the Queen's Own Yeomanry headquartered in York. Other units of the Yeomanry were equipped with commercial



08FD57, the first production CVR(W) Fox, as it appeared at Tidworth Tattoo in May 1974.



Above: A Fox in the unusual urban camouflage scheme worn by Berlin Brigade vehicles for many years. (DP)



Above: This photograph gives a good view of the suspension arms and the rear exhaust. The vehicle was with the Infantry Display Team at IAS Middle Wallop in 1986. (FMW)



By late 1993 most Foxes had been withdrawn from service and were in storage at Ludgershall awaiting their fate. This one was unusual in that it had been given a new serial, having once been 09FD22.

(CL) Land Rovers for light reconnaissance in a home defence role.

In 1979 a number of Foxes were issued to replace the Saladins of the University Officer Training Corps (V) including the units at to Cambridge, Oxford, Northumbria and Tayforth. These vehicles were all withdrawn by 1986. In

1980 the two 5 Field Force infantry battalions (1 Battalion Royal Hampshire's and 1 King's Own Scottish Borderers) each received eight CVR(W)s to equip its reconnaissance platoons. However, when the Field Force experiment ended in 1982 they were all returned to Ordnance by late 1983.

The reconnaissance regiment for 5 Field Force (2 RTR) returned its Foxes in July 1980 and they were used to equip various infantry reconnaissance platoons. The selected battalions were UKLF infantry battalions type A and battalions serving in the Berlin Brigade. The former were those UK-based battalions with a BAOR role and included those serving in 1, 19 and 24 Brigades and also at least one in 2 Brigade. Battalions with a BAOR role also began to be equipped from around 1984 with Saxon armoured personnel carriers to replace their unarmoured 4-ton trucks. Various battalions rotated through these roles over the years and, in addition, one TA infantry battalion, 1 Wessex Regiment (Rifle Volunteers), was issued with a few Foxes because of its NATO role.

In 1984 the vehicles were upgraded from Larkspur to the newer Clansman radios, and by 1985 vehicles were starting to be returned from units to go through a mid-life base overhaul at 34 Base Workshop, Donnington, to bring them back to 'as new' condition.

The Fox did not have many variants and they existed only as prototypes. The Vixen, sometimes known as the 'Fat Fox' was proposed and developed as a liaison vehicle for the British Army. The contract was placed





This Fox MILAN was an attempt by Royal Ordnance factories to freshen up the Fox concept and give it added export appeal. It appeared at the British Army Equipment Exhibition in July 1984.

alongside that for the Fox and serials for 1060 were allocated (11FD77 to 22FD37) but they were eventually cancelled because of budget pressures. For more details on the Vixen see my article in *CMV* issue 105 of February 2010.

There was also an export version known as the Panga developed for Malaysia. It was fitted with a Helio FVT-800 turret armed with a 12.7mm machine gun and had a two-man crew. Another development was the Polecat, a Fox hull fitted with a Peak Engineering GPMG turret mounted on a blanking plate over the turret

aperture, and which it is alleged was produced for patrol purposes in Northern Ireland. This seems an unlikely concept as the vehicle would have been no more capable than a Ferret Mk 2.

'...first production vehicle was delivered in May 1973...'

A Fox (01GM59) was also cancelled from the second large production batch of 75 and was converted by ROF(L) to an export version with a turret fitted with MILAN missiles and a

The Vixen was intended as a replacement for the Ferret in a number of liaison roles with formation headquarters, the Royal Armoured Corps, the Royal Artillery, the Royal Engineers and the Infantry and Light Aid Detachments of REME. (TMB)



This is the Polecat, with a Peak Engineering GPMG turret fitted to a collar over the Fox turret ring. A similar vehicle was displayed at the British Army Equipment Exhibition in 1976. Note that this vehicle still has the asset code of a CVR(W) Fox stenciled on the hull side.

7.62mm Hughes chain gun. This vehicle was shown at the British Army Equipment Exhibition in June 1984. Clearly there was a possibility of it operating as a scout vehicle without the MILAN missiles and the sales literature offered that option.

After the *Options for Change* defence review both the CVR(T) Scorpion and CVR(W) Fox were withdrawn from service. Many of the Fox turrets were fitted to Scorpion hulls to create a new vehicle, the Sabre, which would equip a number of units including The Queen's Own Yeomanry (V). In fact the unit may well have received some of its old Fox turrets back on the Sabres which replaced them! Most of the surplus Foxes with or without turrets were sold as scrap, although a few found their way into the hands of enthusiasts. **MILITARY**

My thanks for use of photographs go to the Tank Museum, Bovington (TMB), David Payne (DP), Richard Stickland (RS) and the Freelance Military Writers' Collection (FMW).



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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

May 2014

LLANDUDNO TRANSPORT FESTIVAL

Date: Sat/Mon 3-5 May 2014

Location: Bodafon Fields, Llandudno, N Wales, LL30 3BW

Contact: Len & Sandra Ricketts, 01492 545053 (up to 6.00pm); info@llantransfest.co.uk; www.llantransfest.co.uk

BATTLEGROUP NORTH

Date: Fri/Sun 9-11 May 2014

Location: Yorkshire Air Museum, Halifax Way, Elvington, York YO41 4AU

Contact: Brian Slingsby, 01937 841487; www.battlegroupnorth.co.uk

1940s RELIVED

Date: Sat 17 May 2014

Location: Brooklands Museum, Brooklands Road, Weybridge, KT13 0QN

Contact: 01932 857381; www.brooklandsmuseum.com

AEC SOCIETY RALLY

Date: Sat/Sun 24-25 May 2014

Location: The Newark Showground, Notts

Contact: Howard Berry, 07504 974776; membership@aecsociety.com; www.aecsociety.com

OVERLORD

Date: Sat/Mon 24-26 May 2014

Location: The Lawns, Denmead, Waterlooville, P07 6TZ

Contact: www.solentoverlord.co.uk

ENFIELD PAGEANT OF MOTORING AND COLLECTORS' BAZAAR

Date: Sat/Mon 24-26 May 2014

Location: The Playing Fields, Great Cambridge Rd, Enfield, Middx, EN1 3PL

Contact: 0208 3671898, whitewebbsmuseum@aol.com; www.whitewebbsmuseum.co.uk

BEST OF BRITISH TRANSPORT FESTIVAL

Date: Sun 25 May 2014

Location: Heritage Motor Centre, Banbury Rd, Gaydon, Warks, CV35 0BJ

Contact: 01926 645029; www.heritage-motor-centre.co.uk

MUCKLEBURGH COLLECTION MILITARY DISPLAY WEEKEND

Date: Sat/Sun 31 May-1 June 2014

Location: The Muckleburgh Collection, Weybourne Camp, Weybourne, Norfolk NR25 7EG

Contact: 01263 588284; www.muckleburgh.co.uk

June 2014

JEEP GATHERING NORMANDY 2014

Date: Sat 7 June 2014

Location: Normandy Tank Museum/A10 Airfield, Pa La Fourchette, Ave du Cotentin, 50500 Catz

Contact: <http://jeepgathering2014.jimdo.com/>

WICKSTEED AT WAR

Date: Sat/Sun 14-15 Jun 2014

Location: Wicksteed Park, Kettering

Contact: Tim Hawkes, 07990 574338, tim@wicksteedatwar.co.uk; www.wicksteedatwar.co.uk

EPPING ONGAR RAILWAY 1940s WEEKEND

Date: Sat/Sun 14-15 Jun 2014

Location: Ongar and North Weald EOR stations, Essex

Contact: 01277 365200, www.eorailway.co.uk

DUXFORD MILITARY VEHICLE SHOW

Date: Sun 15 Jun 2014

Location: Imperial War Museum, Duxford

Contact: www.iwm.org.uk

WOODVALE TRANSPORT FESTIVAL

Date: Sat/Sun 21-22 June 2014

Location: RAF Woodvale, Formby, Merseyside, L37 7AD

Contact: Ryan Formby, 01704 573240; oc.611@aircadets.org

UPOTTERY D-DAY+70

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

TARASCON LIBERATION COMMEMORATIONS

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

TANKFEST

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

July 2014

YORKSHIRE WARTIME EXPERIENCE

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

THE DIG FOR VICTORY SHOW

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

THORESBY – D-DAY+70

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

COLCHESTER MILITARY TOURNAMENT

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

CAPEL MILITARY VEHICLE SHOW

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

THE WAR AND PEACE REVIVAL

Date: Wed/Sun 16-20 Jul 2014
Location: Folkestone Racecourse, Stone St, Westenhanger, nr Hythe, Kent CT21 4HX
Contact: 01304 813945, 01304 813337;
www.thewarandpeace revival.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 July 2014
Location: Ackworth Water Tower, A628 Ackworth Rd, nr Pontefract, W Yorks
Contact: 07816 018291, 01977 617327

August 2014

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

NORFOLK TANK MUSEUM MV WEEKEND

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

COMBINED OPS – IMPMS MILITARY & AIR SHOW

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

WINGS & WHEELS

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

TANKS, TRUCKS AND FIREPOWER

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

RAUCEBY WAR WEEKEND

Date: Sat/Mon 23-25 Aug 2014
Location: South Rauceby, nr Sleaford, Lincs NG34 8PT
Contact: William Elkington, 01529 488354 or 07713 074418;
www.raucebywarweekend.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 2014

TANKS IN TOWN

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

October 2014

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 2014

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

April 2014

NORTHERN MILITARY EXPO

Date: Sun 27 Apr 2014
Location: Newark County Showground, NG24 2NY
Contact: Jeep Promotions Ltd, 01302 739000;
www.northernmilitaryexpo.co.uk

May 2014

CHATHAM FAIR

Date: Sun 11 May 2014
Location: Historic Dockyard, Chatham, Kent, ME4 4TZ
Contact: www.chathammilitariafairs.co.uk

June 2014

CHELMSFORD MILITARIA FAIR

Date: Sun 1 Jun 2014
Location: Marconi Social Club, Beehive Lane, Chelmsford, Essex, CM2 9RX
Contact: www.chelmsfordmilitaria.com

CHATHAM FAIR

Date: Sun 8 Jun 2014
Location: Historic Dockyard, Chatham, Kent, ME4 4TZ
Contact: www.chathammilitariafairs.co.uk

July 2014

CHATHAM FAIR

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

August 2014

CHATHAM FAIR

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

September 2014

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 2014

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 2014

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@jeeparts.co.uk

December 2014

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





Ford FA1 armoured machine-gun car made 48,000 euros

It's spring – apparently – and at the low end and middle range of the market it is already busy. Jeeps and medium-sized vehicle sales are particularly buoyant in the run up to Normandy, with Jeeps coming in at around the £10-12,000 mark whether wartime or Hotchkiss; there is only really around £2000 difference between the two types at the moment.

At the higher end of the market it is different, with a good selection of WW2 armour waiting to sell. Just onto the market as we went to press was the Copeman's, ex-Chris Till, Stuart M5A1. It needs finishing but that is reflected in its £102,000 asking price.

Lance Varga's superb 1944 Humber Scout Car Mk II was advertised from the USA and will hopefully return to the UK as he embarks on new projects. Also notable was a superb White M3A1 half-track at £37,000 reflecting the value of a ready-to-show example that has had the 'ground-up' treatment.

Back at the lower end of the market we had a well-known but neglected desert-spec Austin K5 'Screamer' for a modest £6000 but needing minor fettling, along with a fully-equipped Bedford QLR – the latter from an owner who




An eclectic mix came under the hammer at the Spain at War auction but didn't make exceptional prices.



A true classic – a Pavesi 30A for just 21,000 euros.

of vehicles and artillery from a relatively unknown museum was auctioned by Aiolfi and Partners, who specialise in major collection disposals. While nearly all of the vehicle lots made above their estimated prices, there appeared to be some reasonable buys. The ex-Spanish Civil War Ford FA1 armoured machine-gun car made 48,000 euros, while the stunning Italian Pavesi tractor from the twenties made a rather lowly 21,000 euros despite being in my opinion the most outstanding vehicle in the collection. Surprisingly, perhaps, the Kettenkrad fetched only 50,000 euros, probably about two-thirds of what it is truly worth.

The British motorcycles offered all made between 3900 and 5500 euros, but the Harley WLA held up well at 12,000 euros, as did a desert-spec BMW R75 and Zundapp KS750 with side car, both of which achieved a decent 18,000 euros. The more common vehicles – Jeeps, Dodges and GMCs – went for lower (especially for Europe) figures than we would have expected. Perhaps some potential buyers lacked the confidence to buy unseen from Spain, and, of course, the cost of transport plus a 26% buyer's premium hugely inflates the hammer price. 



1944 Humber Scout Car Mk II for the serious player.

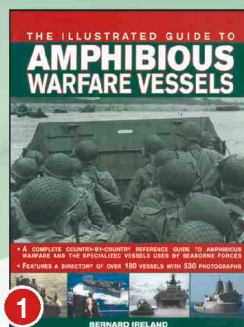
VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES: LOW HIGH		AVERAGE	TREND
SOFT-SKIN VEHICLES								
AM General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£32,500	£32,500	£32,500	—
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£4500	£5300	£4966	—
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£3995	£3995	£3995	—
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£3500	£4000	£3766	—
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£6500	£10,000	£9037	▲
Dodge WC54	USA	1942	3770cc; 6; petrol	26,000	£6300	£8000	£6625	▼
Dodge WC56, WC57, WC58	USA	1942	3770cc; 6; petrol	37,000	£12,300	£25,000	£19,100	▲
Dodge WC62, WC63	USA	1942	3770cc; 6; petrol	43,000	£7000	£7085	£7035	▼
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£6600	£9150	£7525	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£8000	£13,995	£11,249	▲
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£6500	£11,000	£8750	—
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£2000	£7950	£4975	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£7200	£13,607	£12,100	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£151	£8650	£3057	▲
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£4500	£4500	—
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£1995	£6750	£3749	▲
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	—	£4400	£4700	£4500	▼
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3500	£5000	£4150	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£4750	£8500	£6625	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£5750	£8000	£6875	—
WHEELED ARMoured VEHICLES								
Alvis Saracen, FV603 (etc)	UK	1952	5660cc; 8; petrol	1850	£8750	£9750	£9316	—
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£5000	£9295	£7245	▼
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£18,000	£20,500	£19,416	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£5500	£7995	£6872	—
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£12,950	£12,950	£12,950	—
AMPHIBIOUS VEHICLES								
Alvis Stalwart, FV620 (etc)	UK	1959	6522cc; 8; petrol	1575	£8950	£8950	£8950	▲
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£10,000	£14,000	£12,245	▼
TRAILERS								
¼-ton (for WW2 Jeep)	—	—	—	—	£200	£875	£475	▼
¾-ton British (for Land Rover)	—	—	—	—	£225	£450	£318	—

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

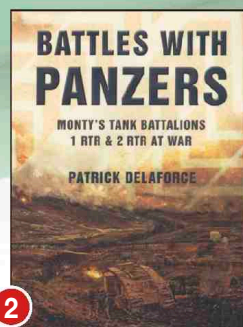
** Includes civilian production.

Note

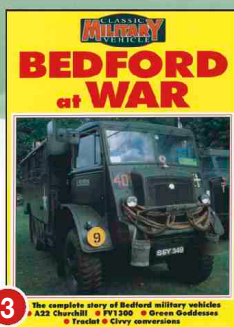
This Guide is not intended to be comprehensive – at present it covers only the most popular collectors' vehicles. Similarly, the figures given are not valuations and do not necessarily reflect condition – they have been derived from the asking prices for vehicles recently advertised in Classic Military Vehicle magazine and on MILWEB. But remember that the price at which a vehicle was advertised is no guarantee that it sold at this price... or that it sold at all. The effect of VAT on prices has been excluded so if you are buying from a dealer you must ensure that you understand what you will pay in total.



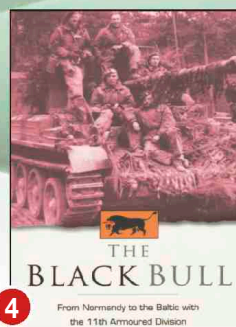
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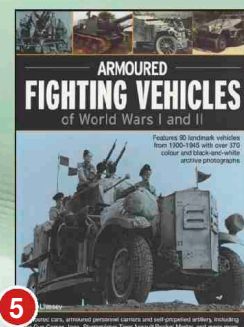
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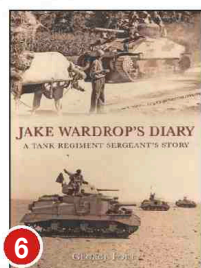
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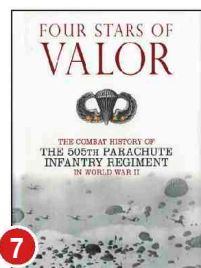
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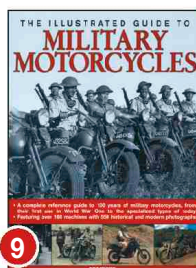
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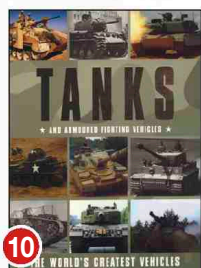
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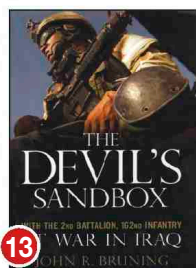
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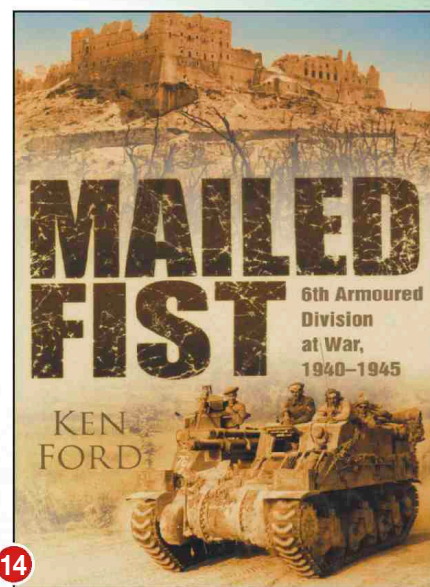
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1990, 67,000 miles, £6,550 ono. Ex RAF Coningsby. Discovery transfer box. High back seats, rear bench seats, CB radio & CD Stereo. Fully lined interior. 2 immobilisers & smart charger. T&T August 2014. Chassis & bulkhead solid. Used daily. 07970 486698. tony.coleman57@aol.com (SK)

LAND ROVER DEFENDER 110 FFR AND COMMUNICATIONS TRAILER

£POA. It is all working. The radio sets are 2 RT321 HF radios, 2 VRC321 25w HF tuners, 2 25w HF selector units, 2 VHF 353 radios. 07842 664997. lordandladycoomber@mail.com (SK)

LAND ROVER SERIES III 109" 24V FFR

1979, £POA. The vehicle is presented in a late 1970's BAOR theme. I have owned the vehicle for three years and it has had hundreds spent on mechanical work as well as a full interior and exterior respray. 07500 400218. DWC101@hotmail.co.uk (SK)

LIGHTWEIGHT 2286CC



1976, 57,000 miles, £2,500. New MoT. In basic condition throughout - ideal as a restoration project. Housed under cover for last 4 years but not driven in that time. West Sussex. 07710-174253 (BM)

LIGHTWEIGHT LAND ROVER

1971, £6,250 ovno. Tax exempt, 12 months MoT. Galvanised chassis, top bulkhead, recon 2.5 diesel, overdrive, recon box. Wolf wheels tyres, new loom, canvas, fume curtain. New para Suspension inc gas shocks, pre heat. Etc. 07739902054. Matthewarmitage@yahoo.co.uk (SK)

M201 HOTCHKISS JEEP

1961, £13,995. Fully restored to a high standard painted in NATO Green and fully loaded with AM52 deactivated light machine gun on side mounting. Radio, Famas assault rifle BB gun mounted on dash, Period first aid kit, petrol and water Jerry cans, axes, spades and buckets etc. £11,950 without machine gun. 01473 277018. lings@btopenworld.com (SK)

MUTT M151A2



1962, £11,000 ono. In very good condition, just MoT, free tax, new windscreen with radio kit, heater, doors & sides, folding kit + trailer A2, sorry no overseas calls. Bucks. 07894 500731 (BM)

ORIGINAL WW2 MB

1944, £POA. Beautiful, perfect running condition. Excellent body condition, recent restoration. Currently equipped 24V for startup easier. We can reconfigure as 6volts if required. Papers collection, CT ok, available immediately. Can be viewed at Chateaudun (28). +33 (0)237 441940. jeapest28@wanadoo.fr (SK)

PRE D DAY WILLYS JEEP

1944, £7,500. Runner. Have had since 1997 and ran her for 10 years most days. She's been in storage for last 6 years. New gearbox, needs some TLC to bodywork. New boxed canvas hood. Bullet holes. Mostly original. 07951 602969. ianlambert2000@aol.com (SK)

SAS 3.5LTR V8 DPV HCP LAND ROVER 110

£16,000. Produced 1990 and is a fully restored sas vehicle, you could take this out to the desert no problem, as you can see it has got everything on it including sand tyres and coiled springs, work commitments force sale. 07568 098259. j.barrett2012@btinternet.com (SK)

SERIES III WITH SANKEY TRAILER

£5,900. Rock solid chassis & bulkhead etc. Twin tank system in working order. Totally original apart from, Webber carb, Zeus front disc brake conversion, Ken low fan, S/S exhaust system A.C.R. re-manufactured engine and M.O.D. re-manufactured gear box, both fitted 29,000 mile ago/ In 2012 new servo fitted, heavy duty battery and stainless steel Goodridge brake pipes In 2013 brand new O.E.M. complete steering box and column fitted, new brake master cylinder, new Undercover Cover top, both rear brake slave cylinders, 2 new XZL tyres, both ball joints from steering box to relay. 01983 741024. junpeth@hotmail.com (SK)

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UNIQUE EXCELLENT MILITARY LAND ROVER 109 FFR

£POA. Never in military service - totally original condition. This military specification Land Rover 109 FFR 4 cyl petrol was built on 25th January 1985, making it one of the last military 109s built. 07785 332282. rbeddall@aol.com (SK)

VEHICLES FOR SALE AT DALLAS AUTOS

£POA. Dallas Auto's have new vehicle stock and are pleased to offer a choice of Jeeps, 1942 Dodge Command Car, 1939 Plymouth Staff Car and Chevrolet AK series 1/2 Ton Pick up for sale. 01635 201124. admin@dallasautoparts.com (SK)

WILLYS ARMY MAHINDRA JEEP

1992, £3,250 ono. Diesel. Fantastic Jeep based on M38A1 Jeep. MoT until 17th Sept 2014 and Taxed till end July 2014. Weston-Super-Mare. 07823 537776. iuean1966@yahoo.co.uk (SK)

WILLYS JEEP & WILLYS TRAILER

1942, £16,000+. Genuine slat grille, restored. Dorset. 07720 593320 (BM)

WILLYS JEEP CJ3A

1949, £8,600. Good condition. Ready to drive new battery 6 volt. Have stayed in a barn for 30 years, only take out for MoT. 0045 406 32593. tommy@st-ajstrup.dk (SK)

WILLYS M38A1 JEEP

1959, £7,950. Full canvas, new seats. Good tyres. Excellent runner. 01379 742786. paulinephil@fsmail.net (SK)

WILLYS MB JEEP

1943, £POA. Recent new tub and complete re-paint. New bargrips. 07970 494258. matthew.thorne786@btinternet.com (SK)

WILLYS MB JEEP

1943, £POA. Good condition and drives well. Viewing and trial recommended. 01473 624154. mann8hp@btinternet.com (SK)

SOFTSKIN VEHICLES

08 REG VOLKSWAGEN CRAFTER HIGH ROOF CR35

2008, 72,000 miles, £POA. 5 Doors Panel Van Manual Diesel. 01233 820 219. Kerry@rrservices.co.uk (SK)

1 UPDATED DROPS TRUCK IN V6C AND 2 RB44S

£POA. Recently fully updated by ex/REME technicians to include latest UOR desert upgrades. This lorry was used on the 2013 Paris Dakar as a road support truck. It has subsequently been used, along with the red RB44 as part of an emergency fire plan reserve for a large industrial site. 07967 631514. charles@ukwoodlandproducts.com (SK)

2X DAF YA 126

£POA. One needs some T.L.C. The other one is a donorcar for spare parts. The car is in original condition, it has never been restored, so nothing is wasted. 00032 471 866793. iwan.direks@gmail.com (SK)

9 SEATER 4X4 BORGWARD TROOP CARRIER, SOFT TOP

£POA. Normandy camo scheme, long MoT and free historic vehicle Tax exempt. Road registered 1960. 07971 209732. 22martin@live.co.uk (SK)

AEC MATADOR ARTILLERY TRACTOR

1944, £14,750. Some documented history. Major earlier restoration and one later. See Classic Military Vehicle magazine article May 2008. Excellent condition. External as original, internally discretely fitted out with caravan facilities. Sleeps 3. Rallied in France, Holland and U.K. Reliable. On the button. Rally in comfort. Great long-term value for a rugged vehicle built to last. 01245 472797. pauljwilson@tesco.net (SK)

ALVIS STALWART MK1

1965, £POA. Restored 4 years ago. Many thousands spent on restoration. Full swimming gear. 07831 555919. brian.irving@live.co.uk (SK)

AM GENERAL EXPANSIBLE VAN M934

1984, £POA. Very nice truck, no rust. Cummins NHC250 engine with automatic transmission. Truck comes with Ub and release documents. Also cargo trucks from the 900 series for sale. 0031 654 990137. r.pleunis@tele2.nl (SK)

AM GENERAL M931 TRACTOR TRUCK

£POA. Cummins nhc250, automatic transmission, good condition, no rust, ready to drive, truck comes with Ub and Release document, this truck can be delivered to the UK in the next 2 weeks. 0031 654990137. r.pleunis@tele2.nl (SK)

AUSTIN K2Y AMBULANCE

£POA. Converted to a trailer for agricultural use at some time in the past. Interior very complete. Offers. 07787 537221. brownhalfarm48@gmail.com (SK)

AUSTIN K5 - SCREAMER

£6,000 ono. Been stored under cover for last 12 years or so but is complete. Needs rewire to be honest and cooling system needs flushing. This vehicle always used to be on the button much to everyone's irritation. Cab needs new canvas or conversion back to NW Europe spec. Needs to be saved and find a good home. 07930 355360. ford30@hotmail.com (SK)

BEDFORD OY 1942

£9,990. Fully restored. Original parts. Works very well. Sold complete, with new canvas, original arches, new tyres. French papers. 0033 603 565264. tourelles.guy@wanadoo.fr (SK)

BEDFORD QLR

1942, £POA. Sell, swap or part ex - was used by 'Y - Service' as a spy truck, part of the station X / Bletchley Park / Enigma code, purposely converted internally for the role and therefore different to other radio truck layouts in the rear. 07435 979419. Andy.kyte@bt.com (SK)

C60 CHEVROLET CMP NO.13 CAB

£2,000. Done as desert vehicle as has no roof to cab. Non runner, engine is stuck as stood for many years, will need full restoration, no V5, delivery can be arranged. 07958 612414. markh.mhs@btinternet.com (SK)

CHEVROLET C15 4X2 CAB

1943, £4,900. Needs restoration. Very complete truck. Engine is stuck as not running for about 15 years. 0595 412457. redballexpress@home.nl (SK)

DAF YA 4440 NEW BUILD EXPEDITION CAMPER 4X4

£POA. Truck is from June 1979 but is restored and completed with a complete new build camper unit in 2013. All new materials with solar cells, 4 sleeping places, toilet, fridge all complete. +31 627 003400. kilian@veteranen.nl (SK)

DODGE WC10 CARRYALL

1941, £POA. A very rare vehicle in running, driving condition. Has the matching T207 engine that runs great with good oil - pressure. +47 91355660. e-jostad@online.no (SK)

DODGE WC15 COMMAND CAR

1941, £POA. Chassis number: 8687917 Unrestored car, still with original paint and markings. +47 913 55660. e-jostad@online.no (SK)

DODGE WC43 CLOSED CAB FORMER SIGNAL CORPS TRUCK

1942, £12,500. One of the 340 or so telephone repair trucks that were made. Tidy original condition and drives well with a powerful engine. Had a lot spent on it when I first bought it including a front end strip down, conversion to 12v starting, rewire and respray all done by military vehicle specialist. A rear wartime 1/2 ton truck a step up from the many jeeps and you can sleep in the back of this one at shows. Some spares included. It has been in secure undercover storage. Now needs to go to a new home. Ideal for this year's trip to France. 01725 510316. mattgrigg@btinternet.com (SK)

DODGE WC51

1944, £9,900 ovno. Superb condition throughout, restored 2010 having 1 previous owner since Norwegian release, 600 miles since. New Allied canvas, rebuilt brakes, 5 new US made Firestone tyres, runs and drives superbly. Original USA Hood number. Ready to drive away and enjoy, needs nothing. Stansted airport area. 07887 545908. cwarne@arrowuk.com (SK)

DODGE WC51 WEAPONS CARRIER

£11,700. Good condition, 6 volts, complete. Runs and brakes good. 0032 497 187776. hellemansmaarten@skynet.be (SK)

DODGE WC52 WEAPONS CARRIER

£10,000 ono. Stripped & rebuilt in 2002/3 ready for Normandy 2004 - attended Normandy 2009. Recent brake overhaul and new battery, comes with all canvas. Great motor which comes with a Ben Hur trailer. Registered for film work. 07941 687518. ukdent@hotmail.com (SK)

DODGE WC62

£8,500. Running condition. Ex Norwegian army. 0045 40 89 36 81. jensbaekkelund@live.dk (SK)

EAGER BEAVER FORKLIFT

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

EARLY GMC 352 WITH EARLY BRAKE SYSTEM

£8,000. Running condition. Ex Norwegian army. Can take it with us to the W&P Show 14 if it wanted. 0045 40 89 36 81. jensbaekkelund@live.dk (SK)

EX NORWEGIAN ARMY CCKW 353

£3,600 ono. This truck needs finishing 75% of work completed. Taken down to a rolling chassis. Cab has been totally blasted and has no rot. New wiring loom etc. Selling due to a lack of time. If you are looking for a project to finish all the hard work has been done. 07554 442943. Kenchapman3@sky.com (SK)

EX-MOD RANGE ROVER CARMICHAEL TACR2A GRASH RESCUE FIRE TRUCK

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

F350 U.S. ARMY AIRFORCE AMBULANCE

£POA. Fully functioning radios sirens and Lights all working with extra canvas stretchers and medical kit. Full air con front and rear. Exempt mot or plating. Low miles (9K.) 7.3 International V8. diesel engine. Spare gearbox transfer case and engine with only 7K on the clock. Plus a host of other spare parts. There is discreet cooker microwave and power washing sink plus extended bedding for camping. All to be sold for the highest offer received by months end. 01621 772107. dmetalmiki@aol.com (SK)

FADIER LOHR FL 500

£POA. French 4 wheel drive. Registered Agricultural Tax exempt. 4 new tyres. A lot of work done to it last year. 07939 928741. frances225@aol.com (SK)

FIAT TM 48

1948, £POA. Italian military vehicle. Running engine and mechanical. Body needs restoring. +039 331 8239515. temerolifabio@omniway.sm (SK)

FORD 4 DOOR SEDAN

1939, £POA. Would make a perfect staff car and it looks as though someone had started that process as the door shuts have been painted green. Completley solid South African import so it's RHD. Interior has been fully upholstered and looks really good, it's a non runner but I was told that it had been rebuilt not long ago. Gears shift fine and the back axle turns great, brakes should just need fluid and an adjustment. 07970 319551. dalehillard@hotmail.co.uk (SK)

FORD KOLN V3000S

1944, £POA. All original and in excellent working order. Serious enquires only please. 07546 209632. colmlowery@yahoo.com (SK)

FORD MONDEO 2.0 TDCI LX ESTATE

195,084 miles, £POA. It is direct from the MoD and has no warranty. This vehicle is supplied with the V5. The date into service was 01/12/2005. Bid Now! Auction ends 31.03.14 at 20:40. 01476 861361. onlineauctions@mod-sales.com (SK)

GAZ 66

£5,500 ono. Winch equipped Converted to a camper with toilet, kitchen, bed, storage lockers, on board water tank heater and lighting. Recently overhauled new brakes fuel pump carb etc. Free Tax to August and current Class 4 MoT. 07770 846724. philipdaf@btinternet.com (SK)

GAZ 66

£7,995 ono. LPG conversion gives good MPG. 4.25 ltr V8, 8500kms, Ex-Soviet Russian Military. Very good condition and 4 spare tyres (Stomils). Reg 1971 and therefore Tax exempt and registered as Mot exempt. Would make great expedition vehicle. Used regularly (seen regularly at shows in SW) very reliable. Ready to use. May PX WW2 vehicle or bike. 07876 690971. info@thewarbirdscollecton.com (SK)

GMC

1945, £6,950 ovno. Open cab. Exc cond. From Norwegian Reserve. Just had new 6 volt battery, mechanically sound. All tyres 80%. Brakes brilliant, would benefit from respray but haven't done this as the vehicle can be checked that there is no filler any where. Located in Kent. 01233 720443. jemmettfarm@gmail.com (SK)

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GMC 353



1943, £12,000. Very good condition, new canvas and doors, extras including heavy duty 50 cal gun rims and winch, Mut member reducing his collection. Berkshire. 07788 461715 (BM)

GMC COMPRESSOR TRUCK

1942, £8,500. VGC complete and with all air tools. £7,000 without gun ring. 01258 472288 or 07977 936109. info@sturminsterstorage.co.uk (SK)

GMC DUKW

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

HUMBER 1 TON

1950, £650. This vehicle needs full restoration or for spares the cab is corroded needs welding engine and gearbox removed engine was running when removed rear body is there but just as a copy there is proper hoop sticks. New body canvas cab roof hatches no tail gate the chassis will roll its on wheels. Northumberland. 01670 787582. bobinuk2014@gmail.com (SK)

INTERNATIONAL M2-4

1940, £POA. 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 (SK)

INTERNATIONAL M426

£POA. Very good condition tractor unit. jass6644@hotmail.com (SK)

LEYLAND DAF FA 4X4

£6,500 ono. All mechanically fine and starts first every time, recently been paint NATO green as was ex UN Lorry. Have MOD release papers, 22km on clock from new built in 1993 released in 2013. Selling due to new project. 07946 030675. mickymartyn@hotmail.co.uk (SK)

LOHR FARDIER

£2,750. Good condition new exhaust. 07855 449238. estuffm22@yahoo.co.uk (SK)

M26 PACIFIC TRACTOR TRUCK

£POA. With all accessories and new Hall Scott engine. More pics and details on request. 0031 (0) 653298033. info@slieker.nl (SK)

M715 KAISER JEEP

1969, £7,500 ono. Straight 6 Perkins Diesel. New brake master cylinder, brake lines, wheel cylinders, shock absorbers, cab canvas, seat covers, batteries and repainted last winter. Rust-free. New tyres and troop seat brackets included. Electrics requires attention. Featured in CMV last Autumn. South East Kent. 07817 545171. lightweight1@sky.com (SK)

MAGIRUS-DEUTZ

£POA. 6x6 crane truck. Woutertromp@hotmail.com (SK)

MERCEDES 170V STAFF CAR

£POA. 1949 but pre-war 1936 specification. Most of this cars history is available. Imported from Germany into the UK in 1958. Spent a short time in the Channel Islands before returning to the mainland and purchased by a film company before going into storage. 07976 624029. robin.carr1@btinternet.com (SK)

MERCEDES BENZ COMMAND POST JEEP, 4X4

£POA. 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 (SK)

MERCEDES UNIMOG 404

£POA. Like new only 80 km on the clock. +32 478 414528. collard.pp@belgacom.net (SK)

MORRIS COMMERCIAL CS10/80 WD.10/40

1939, £1,100. This vehicle is very rare we believe this is the only one it needs full restoration there is a complete chassis with axles engine has been stripped but everything is there, gearbox, front wings, bonnet, radiator & fully enclosed cab there are no wheels or rear body. Every thing has been stripped down but it is there. Northumberland. 01670 787582. bobinuk2014@gmail.com

NEW GENERATION SERIES MAN 6X6 HEAVY TACTICAL TRUCK

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

NEW GENERATION TIES SERIES 4X4 MAN TACTICAL TRUCK

1990, £POA. Only a handful have been released, Turbo charged 6 cylinder Diesel engine, "ZF" automatic transmission, very low mileage and fuel consumption compared with the old series Man from the 1970 ties and 1980 ties, Michelin 14.00 tired, extreme off road performances, this truck drives like your car, just sit inside and have driving fun, superbe condition, aluminium rear cargo/ troop carrier bed with removable troop seats and canvas, removable drop sides as well. Please specify full address and landline telephone number. 0033 665234647. scout@gmx.fr (SK)

PINZGAUER 4X4 DIESEL

93,000 miles, £18,000 obo. 2.5l/6 cyl, zf auto transmission with zf power steer, new intercooler. Hydraulic diff locks front back and all 4 wheels, low/high box. Maintained on no exp spared basis. Full MoT. New heavy duty tyres on brand new alloys. Bed and radio desks in rear. Full spec available. 07802 326366. gordon.sowden@gmail.com (SK)

PINZGAUER 712 6X6

1977, £POA. This is a 2.5L petrol Pinz, which has a very low mileage of circa 15,000 KM, and it is in good condition. 07801 848 006. nickbknight@hotmail.com (SK)

RARE GMC CCKW 353 CLOSED CAB TIPPER TRUCK

£9,150. No rust, dry as a bone. Original interior, gages and wooden steering wheel present. It runs and drives good, brakes are in good order as well. Original Hercules cargo bed. £10,950. +31 641 845859. info@albornegarage.com (SK)

REO AMERICAN ARMY



£4,750. 6 wheeled tractor unit, multi-fuel engine, in good condition, tyres very good and original, starts and drives very well, needs new soft top. Essex. 01371 830214 (BM)

REPLICA 1916 THORNYCROFT

£6,000. Based on Hungarian Csepel Diesel Truck, built for Movie "Birdsong" 2011. Transport can be organised. 0049-(0)177-840 1341. stoll-patrick@t-online.de (SK)

SAURER 4MH

1953, £POA. Artillery tractor of the Swiss Army 4x4 Quality construction of Switzerland. 0041 792 037055. tecobois@bluewin.ch (SK)

TATRA 813

£POA. Truck is in good technical condition. Some spare parts and 2 extra tires with rims. Regulate tire pressure from the cab and working. Spacious cabin with 6 or 7-seater. All books present instruction manual, workshop manual and parts manual. 31 612 670479. bertienferink@hotmail.com (SK)

TAURUS

1943, £POA. Italian military vehicle. Fully functional, send email. +039 331 8239515. temerolifabio@omniway.sm (SK)

UNREGISTERED 4X4 BEDFORD MJ EXPEDITION MOTORHOME

1986, £POA. Suitable for down-rating to 7500KG. Drives very well. Ready to go. 01326 280593. erichparnaby@btinternet.com (SK)

ZIL 131 6X6 SOVIET ARMY TRUCK

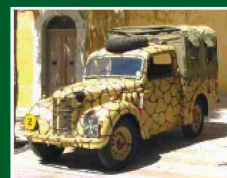
£2,500. Currently for sale are available around 10 pcs. All are with equipped in metal container (radio box version) Produced in years: 1970-1983. Mileage: between 3000-10 000km. Vehicles are in perfect condition, fully mobile. Pictures show one of offered vehicle. IIC no required. (excluding Vat tax).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

MOTORCYCLES & CYCLES

BMW R75 EARLY MODEL

1942, £22,900. Older restoration, original Packtaschen and Saddles also correct Gretzin carburetors. Sidecar is genuine early Royal. Engine runs very smooth, brakes new done, gearbox has a little problem with 2 gear. This bike has a full history and is street legal and has all documents. 0049 170 164 31 61. m.sauermann@sicherheitsdienst-sauermann.de (SK)

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01234 822006 or 07974 933526.
Coxaerials@gmail.com (SK)

COLLECTION OF BSA PARABIKES

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

HARLEY DAVIDSON WLA

1943, £POA. Fully restored in 2013. Many original parts. +33 1 300 50412. dd@indiancars.fr (SK)

HARLEY MT350, HONDA XR400 (SAS), CAGIVA 350

£4,000 the 3. Plus some spares, manuals. 01689 812998 or 07956 543421. melvin.g@ntlworld.com (SK)

HARLEY-DAVIDSON WLA

1943, £POA. The bike is complete restored and is very original The bike is 100% complete and correct, restored with original parts and comes with original speedometer. +31 655 885206. clements.trading@worldonline.nl (SK)

HARLEY-DAVIDSON WLC

1943, £11,500. The bike is complete and in very good running order It just has a major service and fitted with new tyres, saddle and saddlebags. Engine and gearbox has been rebuilt 2000 miles ago. This Ex Canadian Military WLC bike is easy to make military (we can change saddle and Bags for Brown). The Harley-Davidson comes with logbook. £13,500. +31 655 885206. clements.trading@worldonline.nl (SK)

JAMES ML MILITARY LIGHTWEIGHT

1943, £POA. Very original and good runner. Has v5 registration papers. Lots of pictures on website. See our Web Site for full details. 01323 488148 or 07979 906420. stuartbray.bsa@btopenworld.com (SK)

MOTO GUZZI V50 500CC ELECTRIC START

1985, £POA. This bike has been held as War Reserve and has only covered 125km (77 miles) and can only be described as factory fresh. 07741 261851. info@rie-store.com (SK)

NORTON 16H 500CC

1940, £5,900. Fully restored comes with trailer and some spares. 33 miles since complete engine rebuild. New tyres, fully rebuilt front forks. Excellent bike currently on SORN. Bike located in Essex. 07774 654378. combinedheattd@me.com (SK)

PEUGEOT SX8 AR

1988, £1,100 ono. Very Rare. Ex French army 80cc 2 stroke. 11 months Tax and MoT. Dating letters from French army and Invicta military society. Very good condition. Devon. 07813 150014 (BM)

ROYAL ENFIELD FLYING FLEA ORIGINAL RESTORED

1943, £POA. All rare parts. good runner and UK V5 registered. See our Web Site for full details. 01323 488148 or 07979 906420. stuartbray.bsa@btopenworld.com (SK)

ROYAL ENFIELD WDCO/B

£4,750. Excellent fully restored condition. Rare Burman gearbox version. Electronic 6volt ignition. Runs unleaded. Hitchcocks panniers etc. Full build history plus original logbook. Middx. 07798 866071. dthomas409@hotmail.com (SK)

SAS HONDA XR400R

£3,000. Complete restoration since its return from afghanistan. This machine is like new. Registered and mot,taxed ready to ride away. Kick start and electric start. A quality war bike in first class condition. Maidstone area. 07805 567745. michaelrogers929@btinternet.com (SK)

VERY RARE INDIAN CAV 340

£POA. Unique chance to own one of the most unique motorcycles of ww2, and one of the most untouched ones as well. In "as found" condition. +31 641 845859. info@airbornegarage.com (SK)

WELBIKE IN UNRESTORED CONDITION.

£POA. 100% correct, even the correct sparkplug. Info@tefloniseren.nl (SK)

WELBIKE MK 2 SERIES 1

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

WLA HARLEY DAVIDSON

1943, £POA. Recent restoration this motorcycle has matching belly numbers. +1 210 414 0695. kerry2linda@hotmail.com (SK)

WW2 MOTORCYCLES, BICYCLES AND PARTS FROM STUART BRAY

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

WHEELED ARMOUR

ALVIS MK3 SARACEN

1973, \$22,000 AUD. Used by the British Gurkha Transport Regiment in Hong Kong, arriving in Australia around 1966, then painted in Australian Colours. Excellent condition, runs and drives well. Email if you have any questions. +61 413 500 246. play@hotshotspaintball.com (SK)

CVR(W) FOX

£11,000 ono. Up and running, driving, requires finishing. Location Lancashire,England. Can arrange export if required. 07794 630476. stug3@freenetname.co.uk (SK)

FERRER ARMoured CARMK1

1959, £9,295 ono. Fully road legal. Comes complete with Bren and Sterling sub machine guns. Restored condition, ready for shows and to use. Being sold due to ill health. 01202 676281. heather@complete-wellbeing.co.uk (SK)

M3A1 WHITE SCOUT CAR

1943, £POA. Ex-Norwegian army vehicle, low mileage. Totally restored, and a great running and driving vehicle. +47 913 55660. e-jostad@online.no (SK)

MARGARET THATCHER'S ARMoured BUS

£POA. Built by special order for her and her cabinet after the Brighton bombings. Designed and built by Glover and Webb using Foden and Rolls Royce parts. 01295 768400. nick@tanks-alot.co.uk (SK)

OT64 SKOT

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

PANHARD AML60

£13,000. Rare, full restoration, beautiful running. New engine and gear box, new tyres, periscopes, mint. May consider part swap military motorcycles. 00353 879 532911. jitoole@eircom.net (SK)

UNREGISTERED M53/M59 LIZARD

£8,900. Reliable air cooled six cylinder diesel. Lots of fun. 07858 314540. algarb@outlook.com (SK)

TRACKED VEHICLES

1 TON DEMAG FOR TRADE ONLY

£POA. You might be a collector or museum who has a extra unrestored Panzer and no longer have the time to restore, here is a trade you want to think about, this nice running 1 ton Demag that you can enjoy now. Serious enquiries only. (707)887-7509. f-hudson@att.net (SK)

3 WWII TANKS FOR SALE - 2 M18 HELLCATS AND 1 M24 CHAFFEE

£POA. All three have been de-milled to UK standards. Located on US East Coast - ready to ship overseas. 508-450-9563. andy@ww2mv.com (SK)

ARMoured VEHICLES FROM UNIVERSAL DSG

£POA. Our company was created in 2003. We have a license for trading with special and military products. Our company has a vast experience and has many experts in Bulgaria and abroad. +359 887 699 554. p_trading@abv.bg (SK)

BREN GUN CARRIER MK1

£POA. Unrestored, with new upper armor, the most specific mechanical parts are there, other technical parts are the same as all V8 trucks. More info: www.keizer.nl. 31 599 618800. willem@keizer.nl (SK)

CHIEFTAIN MK 10 MBT

£POA. Running and driving condition. Used in Recent Hollywood blockbuster film. Ideal promotional vehicle/film prop or convert back to stock tank. Sensible Offers invited. PX considered. 07889 127720. ccilitaryservices@btinternet.com

CVRT SPARTAN

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

GERMAN HOTCHKISS APC, TURRET/20MM VERSION

£POA. Superb condition, fully equipped, nice Details. Frequently overhaul done during time like reworked gearbox/engine/suspension. Tracks 95%. 0049 739 29386632. op@plekenbrink.de (SK)

HOTCHKISS 75MM TANK - SEMIGROUP

£POA. Tank hunter version. +49 8462 94 24 210. frank.donauer@max-mobility.de (SK)

INTERNATIONAL M5 HALF TRACK WORLD WAR 2

1941, £POA. With the 70th anniv. of D. Day with us next year this could be the ultimate machine to take to the various events both here and in France. 07711 123800. marden@mistral.co.uk (SK)

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 tax). +48 519 637545. ewa.stykowska@tdm-electronics.com (SK)

KRUG 2K11 SA-4 GANEF

£9,000 GBP. 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

M29 WEASEL

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

M36 JACKSON

1944, £POA. Direct, untouched, from NATO army reserve stock. Running and driving. Totally original and uncut. mike@rsvservices.co.uk (SK)

M4 HIGH SPEED TRACTOR

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

M5A1 STUART TANK

1943, £POA. Part restored, the tank is 100% complete with all parts. It has the original 37mm main gun, good rubber tracks with an option of brand new steel tracks. 07719 315210. gav_copeman@hotmail.com (SK)

MT-LB SOVIET AMPHIBIOUS ARMoured TRACKED VEHICLE

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

PENMAN 3500 KGS TRAILERS

£850 +vat. Originally used in the military for generators. Could be used for a number of applications. 7 to choose from. All showing little use. 07866 915646. jamie@gorillauk.com (SK)

RARE HUMBER SCOUT CAR MK II

1944, £POA. An extensive 3 plus year restoration with no expense spared to bring her back to a museum/collectors grade quality. 00131 47201105. Issah@brick.net (SK)

SCORPION CVRT

£POA. Ideal project/Investment. De-act 76mm gun. supplied with track. Open to offers/exchange considered. Transport arranged. 01843 842682. bterrybrooks@aol.com (SK)

SHERMAN TANK RESTORATION PROJECT

1944, £POA. Including battle damaged turret, 1 additional Sherman upper hull and many hard to find vital hull components, the tracks are not included in the sale for info, Sherman components, the tank is damaged on the right upper hull side and needs rewelding. Easy restoration project. 0033 665 234647. scout@gmx.fr (SK)

T-72 TANKS

£POA. Over 50 Units T-72 in perfect condition, repaired and fully operational. Also we have in "as they are" condition. +359 887 699 554. p_trading@abv.bg (SK)

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 (SK)

TANK T-72 M

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

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

UNIVERSAL CARRIER

1941, £59,000. Perfect condition. Still in use. Original painting from WW2. Steer and brakes perfectly. Imported in 2008 from Canada. Full documentation. Photos and video available by email. +48 505 537 237. rafal.krajewski@br-tzip.pl (SK)

WEASEL M 29

1944, £14,000 ono. Good starter, runner, original Studebaker. 12 very good rubber tracks, frame for top but no canvas top. 0032 452 451406. vanderstraeten_kristof@hotmail.com (SK)

WHITE HALFTRACK

1942, £POA. Fully restored to original condition. New canvas and extra set of new tracks. +420 602 308430. otakar.mares@volny.cz (SK)

WHITE M3A1 HALFTRACK

£POA. Older restoration but still looking good. Covered 1181 miles since total rebuild which included new tracks and tyres. All armour is original and uncut. 01342 715952. dave.roe@sky.com (SK)

WW2 HALFTRACK COLLECTION

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

ARTILLERY

A IMMACULATE CONDITION PAIR OF DEACTIVATED 155MM FH-70 VICKERS MANUFACTURED HOWITZERS

From £9,495. Pair of fully functional Deactivated Falkland era artillery pieces. Complete and functional engines. Selling separately at (Very Good Condition One) £9495 and (Near Mint Condition One) at £9995. A deal could be made for the pair. Breech blocks included but not fitted. Transportation can be arranged anywhere in the UK at cost. 01630 620226. m-j-lawton@hotmail.com (SK)

COSTAL DEFENCE 3M RANGEFINDER

£1,650. 3 meter Rangefinder manufactured by SOM (French), during the German occupation for Axis costal defence purposes. Serial number is 2 and has matching numbers to finder, tripod, optics and storage boxes. In very good condition complete with original transit cases and accessories. Price is collect only, located Midlands but may be able to help with delivery at cost. 01952 691132 or 07939 226976. sales@saracenexports.com

POLSTEN AA GUN

1944, £5,500. Mostly complete, missing gun sight and starter motor, the four guns are with it, with deactivated certificates. Will need light restoration and new tyres as originals are still on it. 07979 917178. shaun@shaun40.wanadoo.co.uk (SK)

REPRO AUSTRIAN BOHLER ANTI TANK GUN

£300. Painted in German 3 tone colour, can be towed by a vehicle or will dismantle can be transported in the back of a van. Ideal for someone wishing to do a German anti tank unit. 07737 565998. markrunnalls@rocketmail.com (SK)

RM-70

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

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 (SK)

UNITED STATES NAVY WORLD WAR II TWIN 40MM BOFORS FROM THE PEARL HARBOR ATTACK

\$25,950 US\$. Now mounted on a United States Navy trailer with great tyres and ready to move! This Bofors mount was placed on a second ship after the attack at Pearl Harbor and then saw heavy action in the Philippines. Then later the Navy mounted the gun on the existing naval trailer for Hawaii anti aircraft shore battery protection. Located in Pa, USA. Contact us for full listing. cannonsuperstore@gmail.com (SK)

VERY RARE - WORLD WAR 1 - FRENCH 75MM FIELD GUN

1918, £POA. These are almost impossible to find these days. It has been several years since we had one for sale and this is located in the USA for immediate delivery or we can export. We don't know of other one like this available for sale anywhere at any price. cannons@collector.org (SK)

WORLD WAR II RUSSIAN 76MM CANNON

\$15,995 US\$. Excellent condition. We believe there are only a couple in like this in the USA. The Finnish technical Manual is included. It is demilitarized to BATF specifications, but "not destroyed" as it was done by the Finland Defense Force. Contact us for the full listing. Located in the USA. cannonsuperstore@gmail.com (SK)

WORLD WAR II RUSSIAN M42 PAK ANTI-TANK GUN

1937, \$8,995 US\$. Located in Finland, this is a really great piece of World War II history. It is fully demilitarized and in excellent condition as received from the Finish Defense Force. Documents included. Please request the full listing. cannonsuperstore@gmail.com (SK)

TRAILERS AND TOWED EQUIPMENT

ARMY TRAILER IN ORIGINAL CONDITION

£200. Sorry I don't know a lot about this sort of thing, been sheeted up for a number of years, but metal work and floor is solid the only bad rust is around the tailgate hinges. Cash on collection. 07789 322084. leemargaret89@aol.com (SK)

BOMB TRAILER - MODIFIED JEEP TRANSPORTER

£1,200. Very strong Jeep or car trailer. Tows beautifully, very stable. Indespension 1 ton units, hydraulic brakes. Load ramps and stabilisers, full electrics, spare wheel, tie down shackles. Tow with Dodge, GMC, Chevy etc. East Sussex. 07836 647044. Stephenbridgway@gmail.com. com (SK)

BROCKHOUSE ONE TON LORRY TRAILER

1950, £195. With 900x20 tyres, as used with Bedford R.L. Austin K9 and Humber Pig. Good solid trailer at a bargain price. Derbyshire. 07702 573126 (BM)

EX ARMY RECOVERY TRAILER 3.5T GROSS

£1,400 ono. New tyres. Adjustable neck allows different tow height whilst keeping load bed level. 07734 829626. Faberreto@msn.com (SK)

JEEP TRAILER

£1,275 ono. Original WW2 chassis tow bar and running gear. Replacement body panels. Canvas cover. Good bar grip tyres 600 X 16. 6 volt electrics c/w indicators. Ready to take to Normandy in June. 01594 860792. pthomas.jeeps@gmail.com. com (SK)

MK1 AIRBORNE TRAILER

£1,500. Excellent condition with new tyres. All electrics wired though multi pin socket (currently 6 volts). Has top lifting tail gate with watertight seal. Canvas cover included. 01526 831302. nick@peg976.freemove.co.uk (SK)

MK1 BRITISH 10CWT AIRBORNE TRAILER

£POA. Lightweight GS with canvas cover good tyres. No rot older restoration, tows well. Taken to it Amhem behind Jeep several times. useful piece of kit. 07445 430680. acibbotson@btinternet.com (SK)

MOTORBIKE TRAILER

£350. For sale in South East Kent. Space for three bikes or one combination. Integral loading ramp. No electrics so will need a light board. Bike and straps not included. Payment in cash or cheques to clear before collection. Buyer collects. 07856 120351. Lightweight1@sky.com (SK)

ROGERS TRAILER

£POA. In working condition, also if with minus modifications. Located in Italy, near Pisa, can arrange shipping, but is better if you collect it. +39 338 2397394. kurland@hotmail.it (SK)

ROYAL NAVY TRAILER

1960s/70s, £100. Believed 1/2 ton, Nato and jeep type hitches, Land Rover wheels, tyres perished (unusable). Surrey. 01420 23484

SANKEY TRAILER 1/2 TON

£POA. 2 wheeled cargo, MK 2. Late 1950's/early 1960's. Good condition for age, minimal rust. Deep bronze green. Was restored 10 years ago and has been dry stored since. Comes with 2 split rim wheels and 2 solid rim wheels. 07710 392257. gjamphlett@sky.com (SK)

SANKEY WIDE TRACK

1980s, £450. 24volt all lights work drop down tailboard new tow ring, brakes no rust restored to a high standard, canvas cover wooden board inside, military number plate. Newchurch. 01983 861235 (BM)

SWISS ARMY MULE CART

1943, £300. Dated complete with straps, shafts including canvas bag, brush etc. Can also be towed by a vehicle. A nice little piece for a display. 07737 565998. markrunnalls@rocketmail.com (SK)

WILLIS JEEP TRAILER CHASSIS NUMBER 65176

1942, £1,250 ovno. Recently restored and just needs finishing off with a coat of paint and lights. Original chassis, original axle, new tube, Combat rims, new brake cable with attachments. Trailer has Canadian conversion to half ton with gussets for draw hitch in rear chassis. 07740 741034. michael-spencer@tiscali.co.uk (SK)

WW2 US STRETCHER GURNEY

£300 ono. Original paint and markings, with new tyres and inner tubes. 07588 961859. edward_sayer@yahoo.com (SK)

VEHICLE PARTS

37MM M3 COMPLETE

£8,500 ono. Live condition and ready to blank fire. Licence required or can Deactivate to order. 07889 127720. cmilitaryservices@btinternet.com (SK)

432 BOILING VESSELS

£20 each. As fitted (x2) on rear door of FV.432s. Includes power lead and inner pot. Also have complete Clansman intercoms. Fuel and water containers. Regimental transfers for vehicles. 432 Mk I manuals. South Yorkshire. 07971 223707 (BM)

6 OFF 1400 X 20 GOODYEAR BAR GRIP TIRES

£280 each. NOS in great condition. £260 each if you take all 6. 07818 420678. jonhickman@hotmail.co.uk (SK)

6 OFF, 1400 X 20 GOODYEAR BAR GRIPS

£200 each. Minimal wear, dry stored, no cuts or tears. £1,000 for all 6. 07971 604897. chris_holy@sky.com (SK)

6V EMERGENCY SIREN WARNING LIGHT

£120 ono. With new bulb and lens. Collection or delivery at cost. 01544 327294. cameronandrew1942@gmail.com (SK)

ALVIS STALWART RUBBER SEALS

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

BEDFORD QL WHEELS

£POA. I have 4 Bedford QL wheels with perished bargrips for sale. Collection from Tidworth Wiltshire by arrangement. Call me to haggle. 07785 332282. rbeddall@aol.com (SK)

BERLIET CBC8KT SPARES

£POA. Truck had small accident with damage to front bumper and right wing. Was driven into my workshop under own steam and has been left there for past 6 years. Everything available. Engine, gearbox diffs, the lot. Situated in Mombasa Kenya. Can ship anywhere. +254 724663366. mike@twibeach.com (SK)

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 (SK)

DIAMOND T 969 SPARE PARTS

£POA. I have a variety of spares for Diamond T 969 and Hercules engine. Mail for list of Parts. +452 1637173. hauchrog@larsen.mail.dk (SK)

EXMOOR TRIM KHAKI BODY FIT CANVAS HOOD

£306 including vat. To fit Land Rover Defender 110. Colourfast. Rope down. Tight weave. Never been fitted = brand new. (officially it's khaki but it could also be described as dark olive green.) £275 including Free UK Courier Delivery. 01326 280 593. erichpamaby@btinternet.com (SK)

FODEN / DAF MARSHALL DROPS RACK

£700. With wood. 07725 962543. Martinsanders06@aol.com (SK)

FOR CHURCHILL TANK

£285. Gunner's seat. Can take to Malvern. 01769 540740. preston@cobbatoncombat.co.uk (SK)

FOR DODGE COMMAND CAR

£POA. Rear body made from original. Needs painting. +39 329 2163110. gaia@fastmail.it (SK)

FOR DODGE WC SERIES

£POA. Used take-out engines. +39 329 2163110. gaia@fastmail.it (SK)

FOR GERMAN WW2 MOTORCYCLES

£POA. 2 natural leather bags (with Padlock) for German military motorcycle WH BMW R12, R71 or R75, Zundapp 400 etc. retro-biker@hotmail.com (SK)

FOR PAK 38

£POA. 2 original German PAK 38 wheels from WW2. 0777 69 48 17. waeselynckjfp@gmail.com (SK)

FOR WEASEL M29

£200 for the set. Set of 4 stretcher bracket holders with springs for Weasel M29. Located in Holland. 00316 206 226 71. remyharmsen@quicknet.nl (SK)

FV SPARE PARTS

£45. FV inter vehicle jump leads 15ft and 30ft £80. Boiling vessels with leads. £30. Drops truck to truck hyd pipes £90. Goodyear 1200/20 Bargrips x2 65% £65. 1100/20 Bargrips 15% £15 ea x6. US Army 5ton brake cys, voltage relay box etc. 07725 962543. martinsaunders06@aol.com (SK)

GMC SPEEDOMETER

£95 + postage. Brand new speedometers early type for GMC, in boxes. apvmfrance@wanadoo.fr (SK)

GO DEVIL ENGINE FOR CJ2A

£2,000. Crack in top of block professionally stitched. Very little signs of wear, new water pump valves and seats. (Bradford). 01535 271514. allan_driver@sky.com (SK)

JAGUAR J60 PETROL ENGINE

£950 ovno. Fully re-conditioned by MOD. In transit case and is ready to fit into CVRT range of vehicles Located in Maidstone. 07805 567745. michaelrogers929@btinternet.com (SK)

LARC

£POA. Engine u/s. We can supply good used replacement. Otherwise complete and operational. +61 481202816. kamhuber@gmail.com (SK)

M-151 JEEP ENGINE

£POA. New, original box. +39 329 2163110. gaia@fastmail.it (SK)

M36 GUN RING

£1,100. Complete- legs, skate, cradle, ammo tray. For GMC etc. 01633 771943. chalky44@virginmedia.com (SK)

MITTLER EINHEITS PKW PARTS

£POA. Selling for a friend, a lot of Mittler Einheits Pkw parts, suspension arms, dash, springs, complete brakes, gearbox, differentials, steeringparts, etc. 31 653 848154. 47wr7505@kpnmail.nl

NATO BATTERIES

£90 + VAT each. New shipment just arrived. See our new Web Site and buy Online. 01406 364753. marcus@marcusglenn.com (SK)

PLUMETT AUTO CAPSTAN WINCH, MODEL CA-45

£POA. Believed to be 10 ton pull, fitted in to trucks and armoured vehicles, 2 available. 07711 233112. j.r.millington@btinternet.com (SK)

QUANTITY OF 430 SERIES SPARES FOR DISPOSAL

£POA. Mainly 432. Contact me for a list. 07802 729293. charlesbj@btopenworld.com (SK)

REPRODUCTION TRACKS FOR PANZER III AND IV

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

SHERMAN R975 C1 RADIAL ENGINE

£13,000 ono. Complete on packing case base. Looks to be NOS but engine stuck through storage. 07889 127720. ccilitaryservices@btinternet.com (SK)

SMALL NUMBER OF TYRES DISCOVERED TO FIT 6PDR

£198 plus carriage at cost. These are 7.50-10 & not 8.25-10 as was originally fitted but are only 19mm smaller in diameter. Tyres are brand new and are perfect, no cracking or perishing. I can also supply the correct inner tube with the cranked valve. Tubes £19.50 plus carriage at cost. 07981 993476. 1ab.recce@googlemail.com (SK)

SPARES FOR GERMAN HOTCHKISS APC, SAN OR OBSERVER

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

STUART PARTS

£POA. NOS steering brake linings £100, NOS W670 Engine Governor £125, NOS W670 Titan Fuel pump £125, 12v Solenoid £50, NOS fuel filter £100, W670 Carb £100, W670 air intake manifold £30, NOS Oil Gear Traverse control £250, 12v Gyro and 37mm Mount £650, NOS 12v Regulator £150, NOS M3A1 engine oil Temp Gauge and Capillary £150, NOS M3A1 tachometer £100, NOS Road wheel tyres £175 each, NOS W670 7DFA Magnetos £125 each. 07889 127720. ccilitaryservices@btinternet.com

TWO 900X20 TYRES

£150 each. Lots of tread, buyer will have to collect or arrange courier. 07542 947501. davew5589@yahoo.co.uk (SK)

WILLYS JEEP ENGINE ON STAND

£3,250 ono. This is a Willys jeep L head engine post war manufacture. Runs well with good oil pressure. New distributor, new water pump, new Solex carburettor, original oil filter assembly. Ready to fit finished in olive drab. 07514 058955. jeepzr@aol.com (SK)

MILITARY AND MISCELLANEOUS

BEDFORD TK 4X4

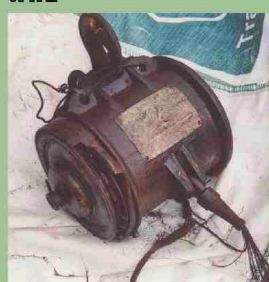
£POA. Propeller shaft 6ft 6in long. Good condition. Please call with offers. London. 07985 691137 (SK)

CORGI CLASSIC DIAMOND T



£150. Tank transporter & Sherman tank, original box and decals, inner packaging, limited number cert. Suffolk. 07938 138891 (BM)

HOIST (HAND) GERMAN WW2



1943, £50. Used on rocket launching site, needs new wire rope and chain, very rare, historical item. Northants. 01908 562595 (BM)

MYFORD SUPER 7 LATHE

£850. Good condition, 240 volts, some tooling, ideal for restoration work, serious enquiries please. Essex. 07722 071324 (BM)

WOLSLEY FLARE PISTOL



1917, £130 ono. Deactivated but ticket lost. Ancient repair to cracked wooden grip (l/hand). Apart from that in excellent condition. Price reflects cost of new certificate. Will post at cost. South Yorks. 07971 223707 (BM)

WWII MILITARY ITEMS

£POA. Fur lined leather helmet, size 71/4 £25. Tent 7ft high dated 1944 £250. US sleeping bag £25. K D jacket short 1944 £15. K D jacket long 1943 £15, buyer collects Dover. Kent. 07707 154254 (BM)

WANTED

ANY MADE OR UNMADE PLASTIC MODEL KITS

Wanted. Diecast military vehicles and aircraft and military books wanted. Kent. 07973 885754 (BM)

DAIMLER DINGO PARTS

Wanted. Brake shoes and springs. Gunners seat, propshafts, what have you? Interested in anything Dingo - cash waiting. 07786 684730. Shaun.hindle@btinternet.com (SK)

FOR 710K PINZGAUER

Wanted. Set of plug leads, plugs, distributor cap and rotor, also any spares for above. 07854 777842. pinzhaf@touscansurf.com (SK)

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Wanted. Parts wanted for the restoration of a Acmat VLRA TPK420, anything considered. 00353 872650104. justhorgan@gmail.com (SK)

FOR RR METEOR ENGINE

Wanted. Rev counter and drive gear for a Meteor or a drive gear from a Merlin. 07962 240847. jezrpeters@hotmail.co.uk (SK)

FOR S10 RESPIRATOR

Wanted. My rubber harness has snapped on my S10 respirator does anyone have any if so how much. 01384 359472. steveswider@blueyonder.co.uk (SK)

FOR US HALFTRACK

Wanted. Pair of NoS or servicable halftrack tracks. 01780 720998. neilsplant@aol.com (SK)

FV432, FV439

Wanted. Does not need to be running. Anything considered. 07711 629989. garnerstuart@aol.com (SK)

HUMBER PIG MK II

Wanted. 2 rear doors, plus drivers door. Any condition, will collect. N.Ireland. 07720 420136 (BM)

HUMVEE PARTS WANTED

Wanted. Many parts required for ongoing Humvee restoration project. Especially, gun pintle, M16 rifle brackets, bridge plates, antennae, radio equipment, labels, data plates etc etc. 01279 771082. twdwebster@btinternet.com (SK)

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Wanted. Wanted a Series Landrover in excellent usable condition. Prefer a restored SWB vehicle but all considered. Middx. 07798 866071 (BM)

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WW2 JEEP

Wanted. Let me know what you have? 07770 354808. Daveametcalfe@blueyonder.co.uk (SK)

WW2 JEEP CHASSIS/ROLLING CHASSIS

Wanted. Any condition must have documents and/or data plates etc. 07881 868289. nworth2006@aol.com (SK)

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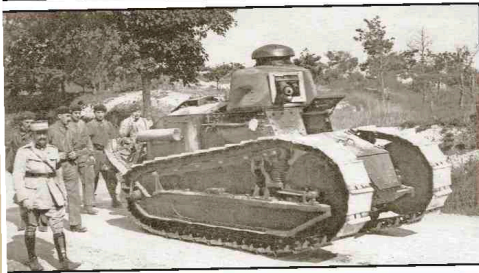
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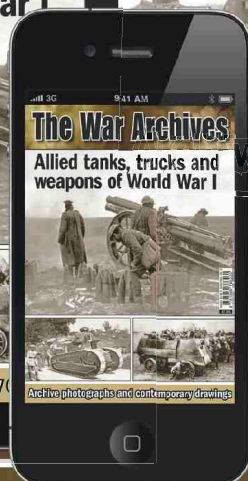
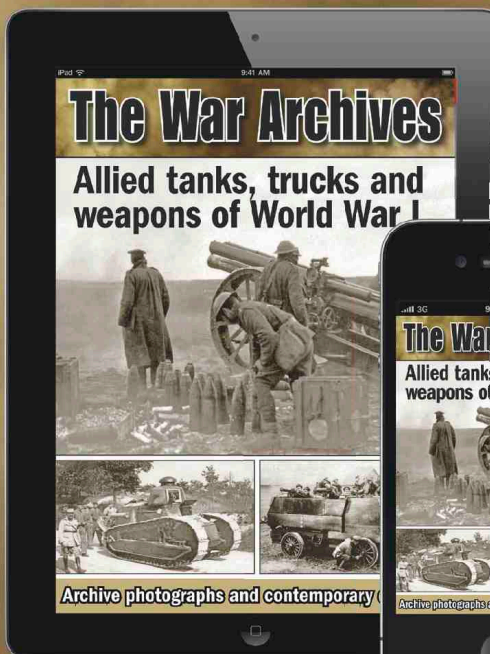
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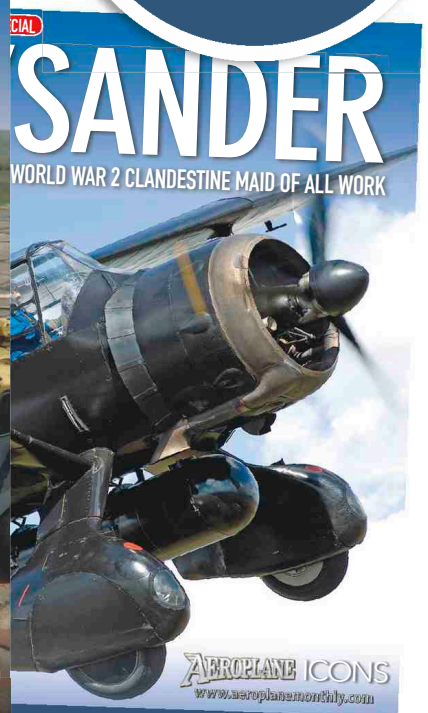
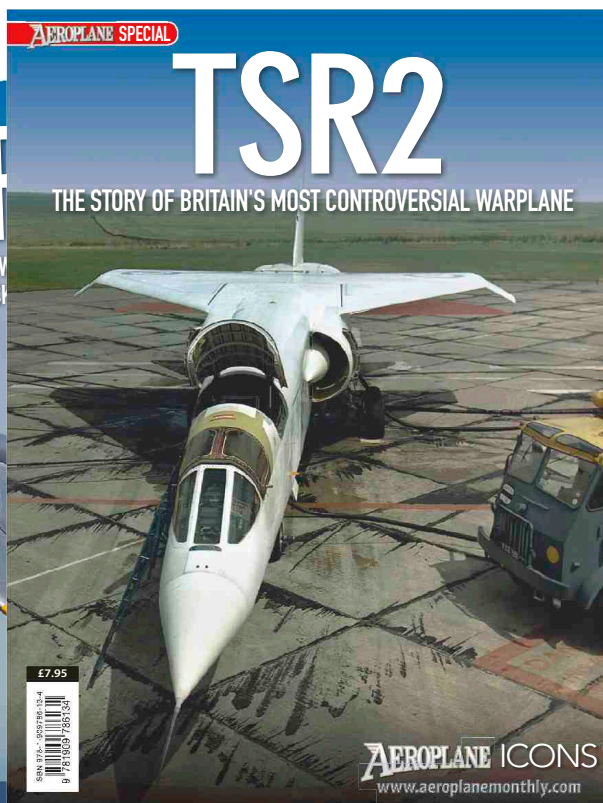
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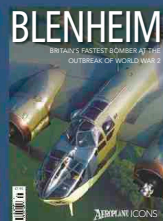
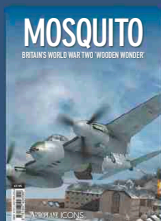
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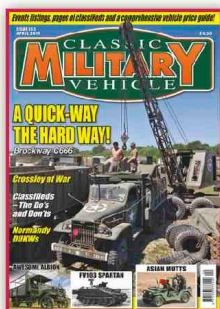
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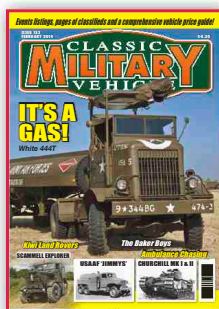
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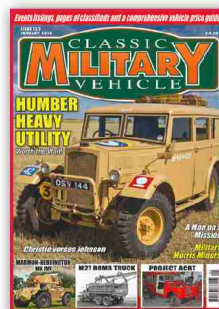
APRIL 2014: NORMANDY DUKWS, IT'S JUST A LAND ROVER – ISN'T IT? THE ARAB REVOLT, DOG-EARED ASIAN MUTTS, CROSSLEY AT WAR, FV103 SPARTAN



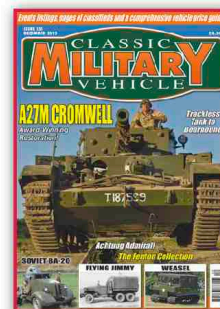
MARCH 2014: FREE FRENCH WILLYS, CRUISING FOR A BRUISING, FROM SCRAPYARD TO SHOW CIRCUIT, RUSSIA'S BIG GUN, KREUZER PANZERS, IT'S SHOWTIME!



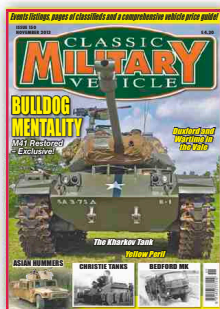
FEBRUARY 2014: ARMY AIR CORPS CCKW VARIANTS, THE BAKER BOYS, AMBULANCE CHASING, THE CHURCHILL MK I AND MK II, KIWI LAND ROVERS, THE SCAMMELL EXPLORER



JANUARY 2014: HUMBER HEAVY UTILITY RESTORATION, MARMON-HERRINGTON IVF, CHRISTIE VS JOHNSON, PROJECT ACRT 11, MORRIS-COMMERCIAL C58 RESTORATION



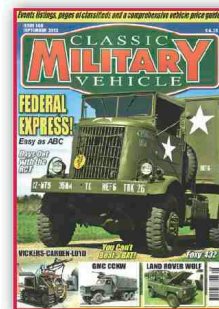
DECEMBER 2013: THE FENTON COLLECTION, THE FLYING JIMMY, FROM TRACKLESS TANK TO BOARHOUND



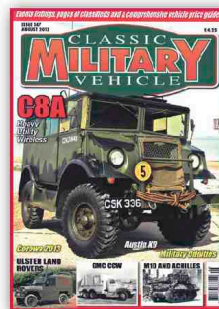
NOVEMBER 2013: THE CHRISTIE MEDIUM TANK T.3 AND COMBAT CAR T.1, YELLOW PERIL, THE KHARKOV TANK, THE BEDFORD MK



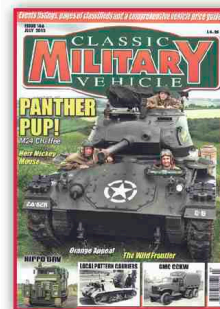
AUTUMN 2013: WAR AND PEACE REVIVAL SPECIAL, TRUCKS ON THE TRACK, SUN, SEA AND A K6, THE MRA1, READERS' DRIVES – A WEE BEASTIE!



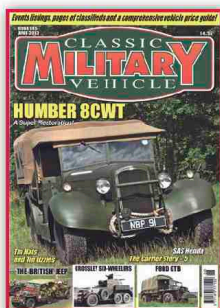
SEPTEMBER 2013: FEDERAL 94X43, VICKERS-CARDEN-LOYD UTILITY TRACTOR, THE TURRETED FV432, LAND ROVER WOLF, PROJECT ACRT - 8, WICKSTEED AT WAR



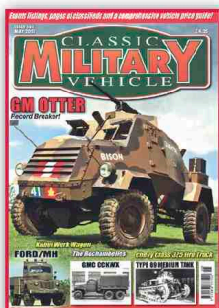
AUGUST 2013: CHEVROLET C8A RESTORATION, ULSTER LAND ROVERS, MILITARY ODDITIES, AUSTIN K9, PROJECT ACRT-7, GMC CCW, CARRIER STORY - 7



JULY 2013: M2A 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, CROSSLEY ARMoured CARS.



MAY 2013: GM OTTER RESTORATION, THE ROCHAMBELLES, CARRIER STORY - 4, KUBEL WORK WAGON, TYPE 89 TANK, FORD/MH WRECKER.



APRIL 2013: AT7 TANK, CMP IN WEHRMAGT SERVICE, GMC 270 ENGINE, PROJECT ACRT - 3, WELBIE RESTORATION, ARV MK II, COMMERCIAL Q4.



MARCH 2013: AKTIV SNOW TRAC, THE CARRIER STORY - 2, DJIBOUTI SCRAPYARDS, PROJECT ACRT - 2, THE EARLY GMC, CHURCHILL TANK RESTORATION, AEC MILITANT.

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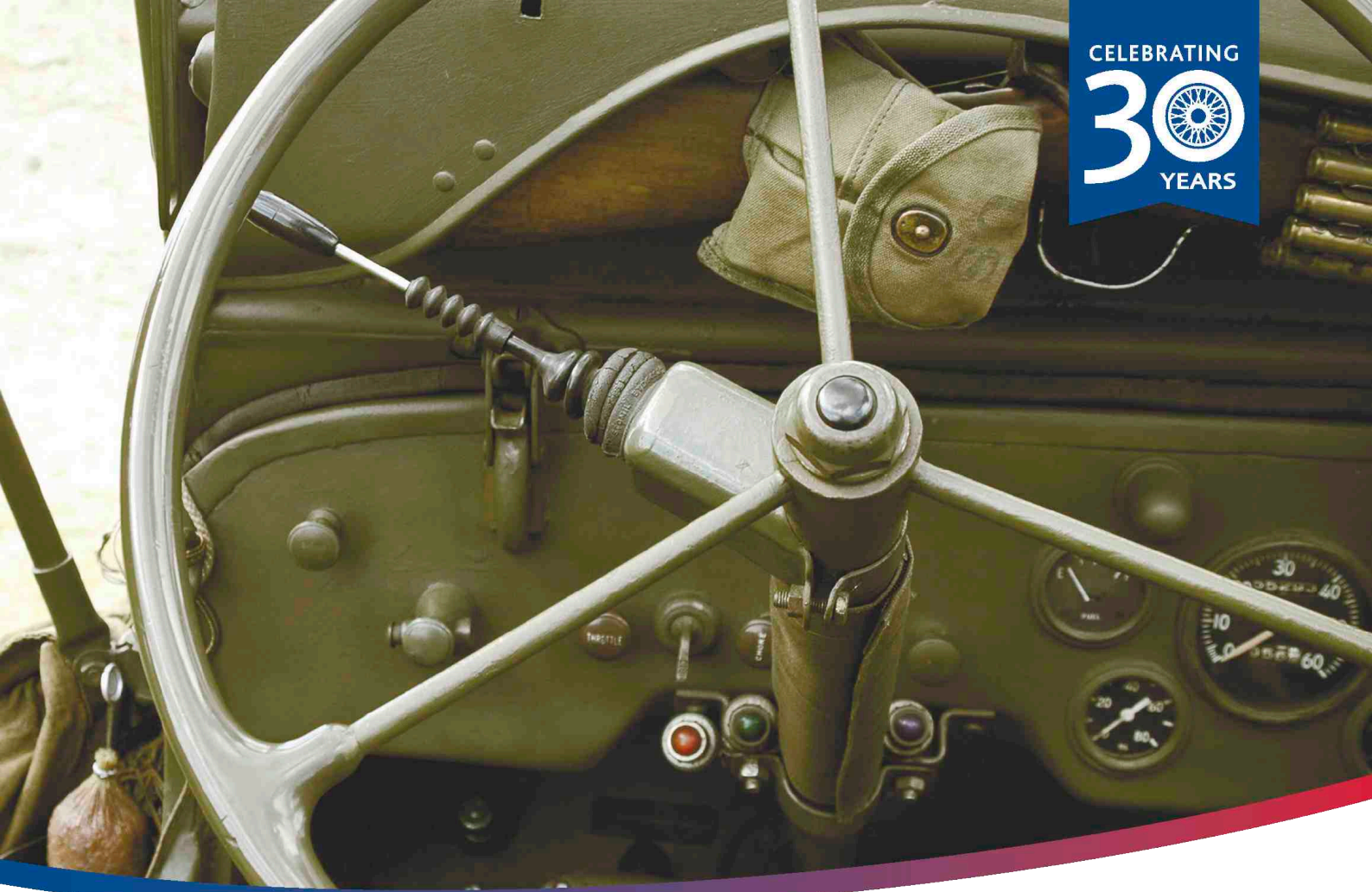
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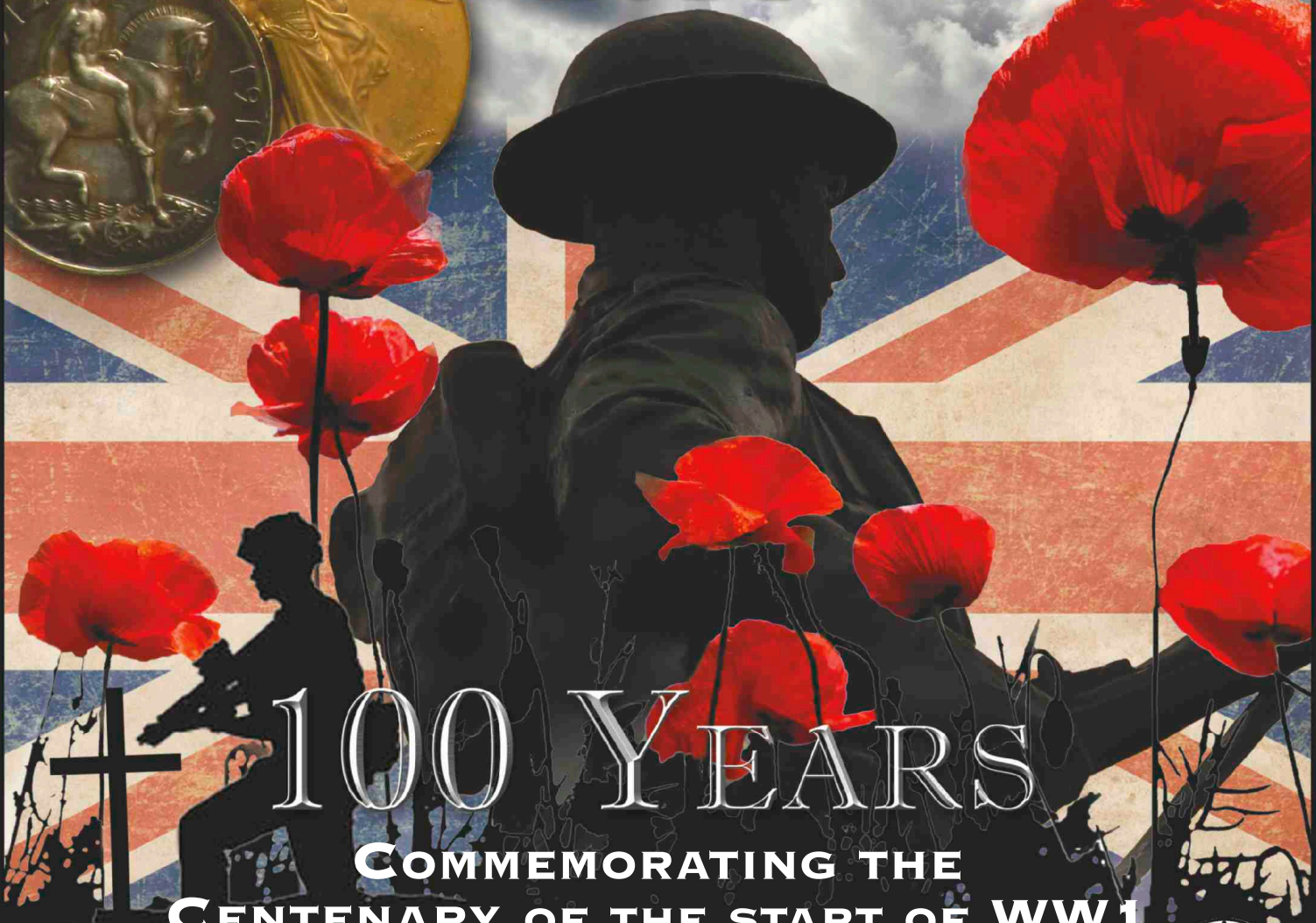
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