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# Contents

**04 OPENING SHOT!**  
 Fancy a cuppa from this NAAFI tea wagon?

**06 REVIEW**  
 The latest news and reviews from the military-vehicle world.

**12 AUCTION NEWS**  
 Nigel Hay reports from the recent Normandy Tank Museum sale.

**14 BEAVERETTE MK 1V**  
 ★ COVER STORY ★  
 We find out what it's like to drive a 1944 Mk IV Standard Beaverette.



**20 A CLASS APART**  
 ★ COVER STORY ★  
 David Fletcher explores the evolution of the Matador and other front-engined armoured AECs.

**26 FRENCH CONNECTION**  
 ★ COVER STORY ★  
 John Norris spends a day out with members of the French Army Re-enactment Group (FARG).



**34 THE GOOD, BAD AND DOWNRIGHT MAD**  
 James Taylor looks at the many Land Rover oddities.



**40 SHIELDER OF HONOUR**  
 ★ COVER STORY ★  
 The story of a rare prototype mine launcher belonging to the Royal Engineers Museum in Gillingham.

## FRONT COVER

Page 26, meet the French Army Re-enactment Group (FARG)



**46 THE LEGENDARY LIGHTWEIGHT**  
 ★ COVER STORY ★  
 The most recognisable of all military Land Rovers profiled.

**50 FROM RUSSIA WITH LOVE**  
 ★ COVER STORY ★  
 Despite its flaws, Ian Young still remembers with affection his AT-LM Light Tracked Artillery Tractor.



**56 OUT AND ABOUT**  
 We report from the Armour & Embarkation convoy.

**64 COMING NEXT**  
 Find out what's in store in next month's issue.

**69 SHOWTIME**  
 A round-up of forthcoming military events and fairs.

**72 MARKET NEWS**  
 ★ COVER STORY ★  
 Nigel Hay has the latest military-vehicle movers and shakers.

**74 MV PRICES**  
 Our listing of current vehicle values.

**82 ECHOES OF WAR**  
 Clynos in convoy...

## SUBSCRIBE AND SAVE – PAGE 66

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# OPENING SHOT

## TIME FOR TEA!



What more welcoming sight could one behold while trudging around a hot showground than this NAAFI tea wagon. It's a South African built Ford 11T dating from 1941 and owner Nigel Watson is doing the honours. The body, says Nigel, went on this year and was based on archive photographs. The only question that remains is, one sugar or two?





# NEWS & REVIEW

A round-up of military-vehicle related news and products.  
Send news items to [ian.cushway@keypublishing.com](mailto:ian.cushway@keypublishing.com)

## Despatches



With the show season drawing to a close now is the time most MV enthusiasts take stock of their collection, decide what vehicles will stay, which will go – and which might need a bit of work to make them a bit more presentable for 2017. By virtue of the fact that people tend to have a bit of a swap about in the off-season, it's a good time to start scanning the classifieds for a new addition to your fleet. Bear in mind, we're merely custodians of these historic vehicles and it matters not whether you intend to keep a vehicle for five months or five years, so if there's something that's always taken your fancy, now might be the time to take the plunge. Which is precisely what contributor Ian Young did when he bought his Russian AT-LM (pages 50-55). Ownership proved a steep learning curve at first, but he soon realised he was surrounded by a network of friendly enthusiasts who were all willing to help, proving that you really don't need to be an expert to own such a vehicle. If you're lacking the confidence to go out and buy something big and military related, this surely serves as ample reassurance.

Ian Cushway



## 1944 JEEP MAKES €77,000!

Nigel Hay reports from the auction that's got the MV world buzzing with expectation...



As the bidding for lot 7, a very nice 1944 Willys MB Jeep, reached €50,000, the assembled buyers gasped – then gasped again with every bid until the hammer finally went down at €77,000. Frankly, we were all dumbstruck. Yes, €77,000 – plus the 24% buyer's fee. We just knew it was going to be an expensive day for the winning bidders from thereon.

This was the Normandy Tank Museum auction at Catz, near Utah Beach on 18 September. Just three years earlier, Patrick Nerrant, with sons Olivier and Stefan had opened the doors of their outstanding collection of mainly US wartime vehicles, equipment and uniforms – the result of over 30 years of collecting and restoring. Most of the exhibits were runners and some of the tanks had been let out to attend events like Tanks in Town and, of course, the D-Day commemorations. This museum was a fabulous and refreshing addition the Normandy experience. Sadly, however passionate you are about the subject matter, running a museum is never easy so having given it their very best, the Nerrant family decided, with heavy hearts to close their doors at the end of the 2016 season and put their collection up for auction. This was not a museum of dug up Normandy relics, but some of the best restored vehicles you could imagine – which goes some way towards explaining the high values achieved. We've a full report on pages 12-13.



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# DATES ANNOUNCED FOR YWE 2017

Make a date in your diary now for next year's Yorkshire Wartime Experience show. It takes place 7-9 July, 2017 and you can visit [www.ywe-event.info](http://www.ywe-event.info) to get your booking forms.



## 5 MINS WITH...

We catch up with Lee-j from Marltrax Equipment Supply who is busy working on a M1070 HET, converting the tractor unit into a prime mover with more power and swapping the axles to increase top speed. They're getting support from Oshkosh and the vehicle will be kept in its original CARC paint and remain in every sense a military vehicle being quite possibly the only one to ever be converted in the UK...



**CMV:** Hi Lee-j, what does Marltrax do and where are you based?

**Marltrax:** *We were established in 1995 and focus on post-war M series vehicles. I believe the best way to explain this would be to visit [www.marltrax.com](http://www.marltrax.com).*

**CMV:** What vehicles do you specialise in most?

**Marltrax:** *Our expertise is for the M35, M54, M800, M900 M1008/09 along with the M1070; for the latter of these we are directly involved with Oshkosh Defence Systems.*

**CMV:** Who is your typical customer?

**Marltrax:** *Our business module is targeted more towards corporations than the private individual. Having said this the military world (as you know), is epic.*

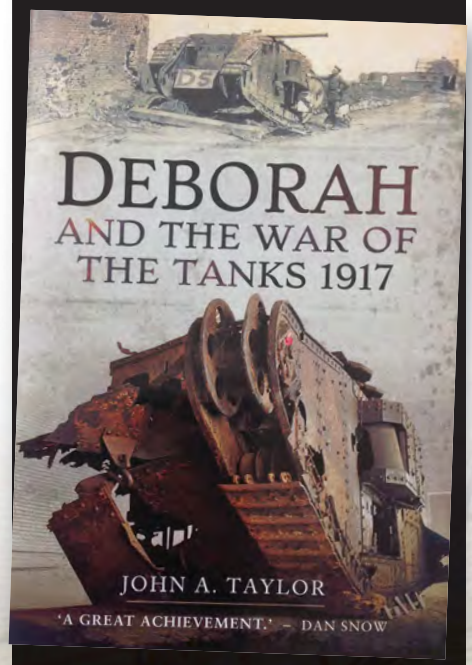


## READ ALL ABOUT IT...

### DEBORAH AND THE WAR OF THE TANKS 1917

by John A Taylor, published by Pen & Sword, £25, ISBN: 1473848342.

With it being the centenary of the attack on Cambrai next year, now might be a good time to read up on the battle courtesy of this new tome by Great War historian John Taylor. The subject of the book is Deborah, a Great War tank bearing the number D51, that played a leading role at the first massed tank attack at Cambrai and whose buried remains were discovered and excavated 20 years ago. Taylor tells the story of the tank and her crew, and even tracks down their descendants to uncover a human story which turns out to be every bit as compelling as the battle itself. Oddly, the number D51 was carried by another tank that fought at Passchendaele and the author also trawls the archives to research this machine, getting first hand accounts from British and German sources to present a personal account of the men who fought in both tanks – as well as those who fought alongside them, and against them. He also reveals two extraordinary cases where secret details of tank attacks were betrayed to the enemy by captured British soldiers.





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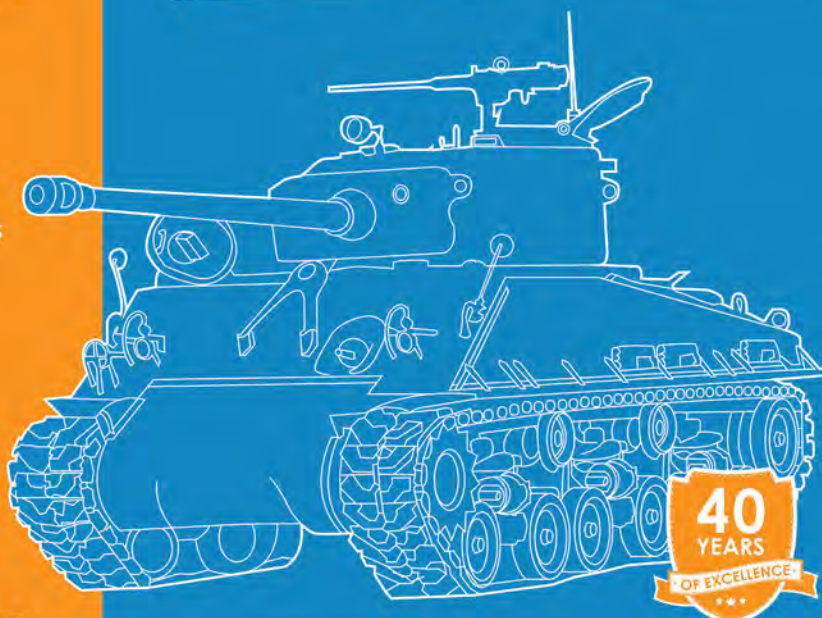
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# WRITE TO REPLY!

## I OWN THAT HALF-TRACK!

In reply to Les Freathy's comment in his half-track piece in the October issue that 'very little has been seen of these vehicles of late' – I can confirm 10ZA49 still exists. I own it. It's a gutted out hull as it was used as a gate guard and I rescued it to stop it

becoming another WW2 'first half-track on the beach' restoration. As far as I am aware the Headcorn example isn't about anymore – I've been trying to find out about it for ages. I've also got the old Headcorn Salamander.

**The Ash Collection, via email**



## RUSSELL SQUARE

Reading the article on Jeffrey-Quads in your October issue I was surprised to see a photo of several Russell armoured cars in the market square of Newton Abbot in Devon. Looking at the photo it could be an enrolment programme but as most of the people there are schoolchildren it would seem not. The date I think would have been early in the war, I guess 1915 – but I dare say others will date it more precisely. Keep up the great magazine.

**Maurice Spafford, via email**



## CROMWELL OR CENTAUR?

David Fletcher's article in August *CMV* about the Centaur tank brought back some memories of when I visited Normandy in 2010. Myself and three friends were travelling along the Normandy coast road stopping at all the WW2 places of interest when we came across what we believed to be a Cromwell tank with markings on the turret which you've kindly explained the meaning of in your article. I am wondering whether this changes David's thinking that only Centaurs were used by the Marines on their landing crafts because the engines were not reliable enough? On Google Maps it's

still there on the D514 heading west from Ouistreham by Sword beach at Hermanville-Sur-Mer where the road forks with another road Rue De Dr Turgis.

**Trevor Proudler, via email**

*That tank used to be part of the display around Pegasus bridge. It is a Centaur, rather than a Cromwell despite the wheels which might have been replaced. You can tell by the socket type track adjusters (copied from Crusader) and the lack of a raised cowl behind the turret, which was more typical of the Cromwell, otherwise the tanks are difficult to tell apart.*

*When it was first decided to let the Royal Marines have some close support tanks the idea was that they would only operate off-shore from aboard landing craft, so the engines were removed and the space used for stowing extra ammunition. Monty watched a demonstration and couldn't understand why the tanks did not come ashore, so the engines were reinstated and RAC drivers (badged as Royal Marines) were recruited to drive them. The Liberty engine was*

*only 395hp compared with 600hp for the Meteor but it was reliable enough. When the Royal Marine Armoured Support Group was disbanded the tanks were handed over to 6th Airborne Recce Regiment and an odd Canadian unit, before they were passed on to the French Army. Which is the only reason why one survives in Normandy. There is another in the French Tank Museum at Saumur.*

**David Fletcher**

## CREW SOUGHT

A thought occurred to me the other day while chatting to some friends. We would love to have a huge Reo or MAN truck, but finances and lack of workshop and storage facilities prevent us from owning something of this size. So, I am wondering whether it might be an idea to put together a scheme that introduces 'crew' to owners of these larger vehicles. I'm sure they would welcome a share of the petrol/diesel costs, not to mention the helping hand of guidance when the vehicles are manoeuvring in a tight spot.

**Paul Sutton, via email**





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**Alvis CVRT Shielder**, Tracked Armoured load carrier with flat bed platform, The flat bed can be adopted for a wide range of roles such as logistic carrier, bridge layer repair / recovery and towing. Built to a high specification the vehicle hull is composed of aluminium armour to protect the crew, etc, Mileage from 500, Excellent condition, **Guide price from 12,500 (4 Available)**.



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



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# NORMANDY TANK MUSEUM SALE SETS RECORD HIGHS

*From small artifacts to Shermans, the Normandy auction offered collectors the world over the opportunity to own a piece of wartime history. At a price, of course, as Nigel Hay explains...*



*Above: Thanks to the Nerrant family for unprecedented access to the collection and to Artcurial for kind permission to reproduce their photographs. Left: Exceptional M4A4 Sherman went for the hammer price of €280,000.*

**T**he Nerrant family can be justifiably very proud of what they achieved. Their museum was clean and bright and had been meticulously planned to enthuse its visitors. Vehicles were cleverly displayed, with mannequins and artefacts, including tank engines, complementing the dioramas. Some very innovative signage using contemporary black and white images added to the ambience and it was impossible to come away anything less than impressed.

With a large workshop to undertake full restorations, like the recently finished 88mm artillery piece, the museum employed local Englishman Graham Pipe, who has been restoring German vehicles for many years, to keep everything in first class condition.

Sadly, it wasn't to be and their decision to engage Artcurial, a high end Paris auction house, to sell off all their exhibits under the auspices of Sophie Peyrache and her team proved a shrewd move. Artcurial produced a very high quality colour catalogue, with superb photographs and very detailed descriptions of each

vehicle and item, aided by their technical expert 'Mr Sherman', Matthieu Dumias, who runs Military Classic Vehicles on the same business park as the museum.

Once Artcurial's professional marketing machine had swung into action, the sale soon gained the attention of its regular high net worth buyers who would never normally consider anything military. In less than a day Artcurial transformed the museum's workshop into an impressive *salle de ventes* with seating for 350 registered bidders, and around another 500 or so watchers who stood for the four hour duration.

## RECORD PRICES

After the initial shock of the Jeep, we saw a Dodge WC52 fall for €26,000, followed by a Bantam Jeep trailer for €3700. If we thought a pattern was emerging in this non reserve auction, the immaculate BMW R75 motorcycle combination sold for an amazing €130,000. That was over three times the estimate and the normal market price. The IF8 Infantry trailer, which carried an estimate of €1500 fetched €16,000!

The first armoured vehicle was the ex-Brazilian M3A1 Stuart – one of the few non-runners in the collection which went to a new owner for a record €160,000. Interspersed between the vehicle lots were display items, nearly all widely exceeding their estimates.

A short wheelbase GMC at €33,000 didn't surprise us at all, but the bargain of the day had to be the immaculate DUKW which sold to a young Russian buyer for a mere €45,000.

Another shock result was the 1944



€33,000 bought this GMC CCKW 352.



Cushman scooter was a shock at €115,000.



Flak 88mm artillery piece sold for €100,000.



**International M5 half-track made a realistic €34,000.**



**The hammer fell at €200,000 for this M7 Priest, while the DUKW sold for €44,000.**



**Citroën Traction went for €37,000 – about double the market value.**



**LVT 4 sold for €84,000.**

Cushman Scooter which soared to an unbelievable €115,000. That went to a buyer from the Middle East. Nice as it was, that really was madness – selling at over eight times the current market price.

The M8 Greyhound armoured car got tongues wagging when it reached €100,000 – certainly the most expensive M8 in history.

It was a Czech buyer who finally won the M7 Priest at a staggering €200,000 and a Norton WD16H got a healthy €13,000. Then the 1943 Harley Davidson WLA soared to €54,000 but the second Willys MB Jeep in the sale struggled its way up to a mere €60,000 despite the efforts of Maitre Poulain the auctioneer, who seemed to expect it to surpass the record price set earlier in the afternoon.

Then suddenly it was my own turn to bid – for a genuine German beach anti-landing obstacle – a Tetrahedra. I had always wanted one of these and reckoned it might be worth up to €800. No sooner had I raised my hand at €500 it had bounced to €1500. But it didn't stop until it got to €8000 – five times the guide price.

### SHERMAN ATTACK

Many of us had expected the two Sherman tanks to get up around the €400,000 mark so we were slightly surprised to see the 105mm M4 Sherman go for a modest, by



**Very nice White M3A1 Scout car fetched €53,320.**



**The lot I missed – a Tetrahedra beach obstacle which eventually made €8000.**

this sale's standards, €239,000 to, we believe, the family of Jeepster's Nicolas Georges. The Chrysler built M4A4 sold to a motivated American buyer for €280,000. The Chaffee M24, which was Patrick Nerrant's first tank also went to an American buyer for €230,000, as did the M5A1 Stuart for the same price – despite having the wrong engine (a single 5.9-litre V8 rather

But Normandy has just lost a major and absolutely unique museum that needed to be positively supported as part of its tourist mix. The Nerrant collection has now been broken up and dispersed, which is frankly a pity – but as Patrick pointed out, storing such a vast collection back home in Paris would have been a very expensive and prohibitive exercise.

**“The M8 Greyhound armoured car got tongues wagging when it reached €100,000.”**

For the Nerrants it is, perhaps for now, the end of a dream that went way beyond a flirtation with museums. They raised the bar for military vehicle museums and certainly made their mark.

than twin Cadillac V8s – the tank with the two car engines!).

At the very end of the sale the two rather tired FV432s raised €20,000 each – sold unseen to a Middle Eastern buyer.

A total purse of €3,551,700 including the buyers fees had been spent in an afternoon and people left the saleroom totally bemused at the high prices achieved.

But a philosophical Patrick said they still had ideas for another project sometime in the future, perhaps nearer their Paris homes. As he put it: “We are not finished with military vehicles yet.” And I really hope they do build another museum somewhere else. One thing is for sure, this is a father and sons team who really know how to do it and they deserve our applause for their efforts. And whatever Patrick, Olivier and Stefan do next, you can be sure it will be something special. *Chapeau Nerrant et fils*



**Above: Stefan, Patrick and Olivier Nerrant the museum founders. Right: 2nd Armoured display mannequins sold for €3900.**



**Below: This BMW R75 reached €130,000.**



# BEAVERETTE MK 1V

*Phil Homer, historian of the Standard Motor Club, was fortunate enough to be offered a drive in a 1944 Mk IV Standard Beaverette so he went to Holland to enjoy this rare experience*

**T**he Mk IV is the last and most sophisticated of the Beaverette range. The main difference over the Mk III is the redesigned Glacis armour to improve visibility for the driver. This example has been completely restored by Martin Ijdo at Historic Engineering b.v. in the small town of Hazerswoude-dorp, about 20 minutes drive from Leiden in the rural Netherlands. As a complete and running vehicle it is quite rare; a number of Mk IV survivors have been cut down by the Irish Army and subsequently used as scout cars. However, I do not know of another that is running and on the road.

#### **DRIVING A BEAVERETTE**

Mechanically, the Beaverette is based on, and very similar to the Standard Flying 14.

The 1776cc four-cylinder side-valve engine is employed together with the four-speed and reverse gearbox. A double-reduction gearbox has been added in front of the

differential which helps pull the weight along although it means that the vehicle is straining at high revs whilst not making a lot of forward progress. The single rear gear makes for not a very hasty retreat!

It's quite difficult to get in. I duck my head to enter through the heavy door at the rear centre of the vehicle and then have to negotiate a route over the hump enclosing the differential and reduction gearing to reach the front of the cabin. There's





*Above: Forward visibility for the driver is surprisingly good but becomes severely hindered when the dual front slots are closed. There's also a vision slot each side.*

*Left: Driver sits on the right, of course, and controls are very much like a car. Top speed is officially 40mph (64km/h), but that's possibly optimistic.*

*Below: Low bonnet means air cleaner has to be relocated elsewhere.*



*Above: 1776cc four-cylinder side-valve engine is taken from the Standard Flying 14. The Solex carb is specific to the Beaverette.*



a canvas driver's chair with a lightweight tubular frame to sit on, but no passenger seat. The turret occupies most of the rest of the cabin, the only part that isn't occupied by the turret is the square petrol tank sitting in the front left corner. I suppose the occupants were glad it was inside the armour, not outside!

The Beaverette starts quite easily with the choke control operated, then settles down to a loud bubbling roar which is less intrusive than I expected, for there is positively no sound-deadening. It has a bespoke Solex carburettor with a built-in governor, to prevent over-revving. The driver sits on the right and has conventional car controls. There are two slots in the armour up front and one either side all at high level. Each can be closed but visibility, which is otherwise acceptable, becomes nil at that point. Someone ought to have provided a periscope! There is a small dashboard to the driver's right with just two instruments, one displays speed, the other fuel, oil pressure and ammeter. There is no rev-counter.

I set off to do a circuit of the industrial estate on which Historic Engineering has

its workshops. The gearbox is surprisingly crisp and the synchromesh works well. The revs build up very quickly and the vehicle encourages one to move up smartly through the gears. I soon find myself in top, but that is at no more than 20mph (32km/h). I am very conscious that there are three tons of armour to pull along and the top speed

cornering and the ride is none too harsh, in fact it's really surprisingly supple. The Marles-Weller steering is understandably heavier than the car version and there is no power assistance. The wheel can't be moved when the vehicle is stationary, but it's perfectly acceptable when on the move. The brakes are almost unnecessary,

which is just as well, as soon as one's foot is taken off the accelerator all forward momentum is

lost almost immediately and the Beaverette comes quickly to a halt without application of the brakes.

I must say I am enjoying it and having to give it back all too soon is a chore.

#### **CONSTRUCTION OF THE MK IV**

The Beaverette is fabricated from square sheets of heavy armoured steel plate,

***“The Beaverette starts quite easily with the choke control operated, then settles down to a loud bubbling roar.”***

is less than 40mph (64km/h). I suspect it would be quite noisy if I were ever to attain that speed. Of course, I am conscious that other traffic will be keeping out of the way (wouldn't you, when seeing a war-time and mean-looking camouflaged armoured car approaching you?) The semi-elliptical springs in all four corners are doing a good job at keeping the Beaverette flat when



**Gunner's position is exposed at the front and also rather cramped.**

cut in simple shapes with welded joints between all of them. The structure consists of two main parts: the main hull being one complete welded box, which makes the driving compartment. The underside, however, is not armoured. The front bonnet comes as a separate item, comprising a second welded structure consisting of the two side wings and the front panel between them, forming a U shape. The U is bolted to the main hull in the front corners. There are four heavy panels on top of the bonnet, all hinged for access. The two middle panels are hinged down the centre and give access to the engine. The engine compartment sides and the panels on top of the wheel arches are much thinner gauge and provide no structural strength. The carburettor sits on the very top of the engine, but the height of the bonnet is relatively low, so the air cleaner has to sit above the front wing and is connected to the carburettor body by a long convoluted

rubber pipe, passing through the inner wing.

There is a chassis frame at the front, but it is too light gauge to carry the front suspension loads. Instead, the front springs are hung off the main hull at the rear and the heavy panel at the front, those same attachment bolts also usefully form the anchors for two towing eyes.

In our Beaverette there is the original and fully functioning turret and gun-mounting. The circular turret is continuously rotatable, achieved by the operative sitting in a fold-down seat within the turret itself and

pushing himself around with his feet on the floor. His head sticks out of the top of the turret. The gun carrier rotates with the turret on rollers around its edge. This is spring loaded by eight coil springs which are positioned to counteract the weight of the guns and their carrier. That means they were balanced for ease of movement

***“The brakes are almost unnecessary, which is just as well.”***



**Fuel tank sits conveniently in the front left corner of the cabin.**

in all directions – up, down or around. It is believed that the original fitting was twin Vickers machine guns and it would be impressive if that installation could be reproduced. There was another smaller type of turret fitted to some Beaverettes which was enclosed for protection of the gunner and came equipped with a Bren gun.

#### **BACKGROUND TO THE BEAVERETTE**

Beaverettes were named after Lord Beaverbrook the newspaper magnate, and were issued to the Home Guard for civil defence and training. Beaverettes came in four flavours. The Mk I was put together in pretty short order and consisted of a steel plated hull mounted on the Flying 12 chassis but fitted with the Flying 14 engine. The 12hp chassis was chosen over the 14hp because it had a simpler frame supported on semi-elliptical springs all round, rather than the more complex Independent front suspension of the 14. The body used leftover front wings from car production. It was charming, but pretty ineffective as a fighting machine.

The Mk II was much as before, except this time the front panel was armoured to prevent bullets entering the radiator, a noted deficiency of the Mk I.

There was no roof on either model and there was no door, the occupants having to exit over a lowered rear panel. As before, the steel armour was backed by oak planking.

The Mk III was shortened, the chassis and the rear extension being dispensed with. Having run out of car wing pressings,



# THE RESTORATION

Fortunately, the Beaverette was well documented by Standard at the time, in the form of a comprehensive workshop manual. Martin is the proud owner of a copy. The main work carried out was a disassembly and a repaint in the correct colours, but there was much work besides for which the manual proved invaluable. The radiator required a re-core and the starter motor and voltage regulator had to be rebuilt.

The aluminium head was removed from the engine, albeit with some difficulty, and skimmed. There were a couple of valves stuck and all the valves had to be reground. The plugs, points condenser and rotor were all of course replaced. The only other engine work required was a new head gasket. All of these components are the same as the Flying Standard 14 saloon.

A new wiring loom was made to the diagram in the manual. The vehicle came without side or headlights but the restoration

budget unfortunately did not stretch to finding the correct replacement items.

The carburettor, which was sourced from Solex, appears to be unique to the Beaverette and contains both an accelerator pump and a governor, fortunately this required no work beyond a clean-up as spares are pretty unavailable.

When the Beaverette came in for restoration it was green with brown camouflage, but it has now been repainted in its correct original colours of black over dark brown. The interior colour has not been replaced, this is a pale beige in colour.

The easiest part of the restoration was the balloon tyres. Much to Martin's surprise, indeed astonishment, he found they are still commonly fitted to agricultural vehicles and thus were available off the shelf from a tyre fitter near to his premises, in the same industrial estate!



it had fully armour-plated wings. It was totally enclosed and carried a gun turret on top. The Flying 12 car underpinnings were discarded, the hull itself supporting the rear of the vehicle and a purpose-built



*Gunner's seat helpfully tips up when not in use.*

*Rare 1944 Mk IV Standard Beaverette is thought to be the only one actually on the road.*

# HISTORY OF THIS MK IV

The background history is rather sketchy. It is commonly thought that Beaverettes were used mainly by the Home Guard for protecting home airfields and for driver training, and not risked in foreign conflicts. One wonders how this one came to be in Holland?

Into our story now comes the Princess Irene Brigade. This was a fighting unit that was formed exclusively of Dutch soldiers who escaped to the UK during the Dunkirk evacuations. The Brigade was collected together and headquartered at Wrottesley Park in Wolverhampton and comprised some 1500 personnel. They were re-armed and re-equipped with British vehicles and sent into Europe following the D-Day invasion. Now I am not trying to imply that Beaverettes were involved in the landings, they must have been supplied later, since it is known from Dutch Army records that by 1951 the Dutch Army equipment list comprised no fewer than 11 of them. It is therefore logical that our subject vehicle was one of that batch given to, or acquired by the Dutch Army post the declaration of peace.

Some time later, our Beaverette ended up in Leiden in a military collection belonging to the Dutch Army. However, it was never displayed there, held in reserve, then loaned to the Wings of Liberation Museum in Best, near Eindhoven, where it was put on display. However, by then it had acquired the wrong camouflage colour scheme. About 10 years ago it went back into storage at the Dutch Army Museum. The Dutch Army and Aviation Museums combined to become the National Military Museum about five years ago and it is they that have thankfully commissioned this restoration.

It is encouraging to note that the Beaverette is now in full running order and will not be just a static exhibit, since it is fully intended for it to participate in demonstrations, rallies and re-enactments. That includes a celebration for the centenary of the birth of the tank, which the museum will be organising over the summer.

*My grateful thanks go to Martin Ijdo, Historic Engineering b.v. and the archives of the Standard Motor Club.*

front chassis, though the 14 engine and gearbox were retained.

The Mk IV is the last and most sophisticated of the range, the main difference over the

Mk III being the redesigned Glacis armour to improve visibility for the driver – and this is the example that Historic Engineering has completely restored. It's thought that

around 3800 Beaverettes were built at the Standard Works at Canley in Coventry but few have survived, making this runner a real rarity. 





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*read more about the Beaverette on the Historic Engineering blog, visit [www.historicengineering.com](http://www.historicengineering.com)*

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# A CLASS APART

*Despite its primitive, boxy design the Dorchester had high aspirations when it first appeared in 1941. David Fletcher profiles the lofty Command Vehicle and other front-engined variations on the AEC chassis theme*



*The AEC 6x6 Armoured Command Vehicle Mark I, shown with two cable reels on the nearside front mudguard. Notice the folding frames for extension tents on the roof.*

**P**robably the most famous front engine design of armoured car based on the Matador chassis was the Armoured Command Vehicle, nicknamed the Dorchester after the posh London hotel, of which a few survive. It was built on the AEC 0853 chassis, powered by a six-cylinder diesel engine rated at 95hp via a conventional four-speed and reverse gearbox with an auxiliary gearbox to supply a lower range. But whereas the regular Medium Artillery Tractor chassis also included a 7-ton winch with a towing drawbar at each end, these features were not included in the armoured version.

The ACV was armoured on a 12mm basis and featured full height doors at each side and the back. Behind the door both sides was a spring loaded roll of canvas which could be pulled out to form a roof for an extension, to be used when the vehicle was stationary. There were no concessions to style – the body was essentially a utilitarian box without any windows, except at the front for the

driver. Even the bonnet, such as it was, added nothing to the vehicle's glamour. Weighing (laden) over 12-tons such vehicles were rather slow and ponderous and liable to become bogged down in the desert despite having four-wheel drive. Inside there were seats for four officers, two lower rank wireless operators and a Coventry Climax generator in a compartment at the back.

## **POWER TO THE PEOPLE**

The ACV came in two versions, Low Power (LP) and High Power (HP). The LP carried an ordinary No. 19 wireless set and a No. 19 High Power set and amplifier. There was even a Mark II version with an internal partition which separated the wireless operators from the rest of the staff. The HP which also had a No. 19 set, a 53 set, an R107 receiver and an RCA receiver and amplifier, was sometimes disguised as an ordinary lorry, with a canvas extension to the front of the body, a false roof and judicious use of paint. The idea was to protect its senior rank passengers from capture, although the extended nose seems to have lasted long after the need for it had gone because it was often used for storage and



**Above:** A view inside an Armoured Command Vehicle showing the crew seats and the working surface. **Right:** It's not so easy to identify the Low Power variant of the Dorchester. But this one, seen in the desert with some of the command crew posed, is probably one. The roof is cluttered up with furniture and camouflage netting.



**The mock-up of the proposed second version of the Matador Armoured Command Vehicle. Notice how the front end resembles the bonnet of the 6x6 version.**



**A version of the High Power Armoured Command Vehicle with an unusual nose on the front end.**

carrying camouflage nets. Even so at least three of these vehicles fell into German hands, and were used by Erwin Rommel and his staff for the same purpose.

A photograph exists of another four-wheeled ACV on an AEC chassis. It has a long bonnet and a lower, more streamlined body design but we know nothing more about it and can only assume that it was a design which went no further. This, however, should not be confused with an interim vehicle featuring a Guy Motors armoured body on a Matador chassis, of which three were built according to the contract card. No photograph has ever been seen, but a drawing and a stowage diagram exists. It would seem that these vehicles were never used, if they existed at all.

Three other versions of the Dorchester are known. One was an Armoured Mine Layer which delivered mines, carried inside, down a chute to lie on the ground as it went along. However, leaving mines exposed on the ground was soon regarded as pointless

and since the AEC could not bury them it was adapted into an Armoured Mine Carrier. However, since this could be done as well by an ordinary lorry the type soon faded away and any survivors were modified into Armoured Command Vehicles.

#### DEMOLITION DUTIES

The Royal Engineers also used a version described as an Armoured Demolition

**“The body was essentially a utilitarian box without any windows.”**

Vehicle. Its most striking difference was a hatch in the roof, and one directly beneath it through the floor, through which a mechanical pile driver could be operated so that holes could be made in roadways or bridges into which demolition charges could be placed. A pneumatic compressor was also fitted inside which could be used to operate rock drills, hammers and other tools. Whether they were ever used remains unknown. There is no record of them being converted to anything else but on the other

hand, when the British Army was advancing it was not in the habit of destroying roads and bridges but repairing them. There was even an Armoured Personnel Carrying Vehicle although these were wired up as armoured command vehicles so that they could be easily converted, which they were since the British Army was not yet ready for an Armoured Personnel Carrier. Bodies for these vehicles were supplied by Weymann Motor Bodies and a total of 416 is quoted but whether this includes the Armoured Demolition Vehicles is not clear since we

don't know how many of these were made; various figures are given ranging from 30 to

45 vehicles but they are still listed in the *Data Book of Wheeled Vehicles* for 1945.

#### SELF-PROPELLED DEACON

Next up for consideration is the Deacon, a self-propelled six-pounder gun. None of which survive that we know of. They were built in 1942 and are referred to on the contract card as using AEC Mark II (armoured car?) chassis. They were issued for service in North Africa and once again the AEC Matador 4x4 chassis was used.



**Above: The Armoured Demolition Vehicle version of the Dorchester showing the roof hatch through which a pile driver could be operated.**

**Right: The Armoured Mine Layer variant identified by the fact that someone has helpfully written ML at the front. This type was never developed.**



**Above: A rear nearside view of a Deacon painted in camouflage colours. Notice the narrow driver's cab and the huge shield for the gun, almost a turret but open at the back and on top.**

**Left: A front offside view of an AEC Deacon, although the driver's door is missing.**

Although similar at the front end to the ACV the cab was only half width and there was an ammunition locker at the back. It is not known who made them, only AEC is mentioned on the contract card. The main business of the Deacon was to get the new six-pounder gun into the field, on a mobile mount as quickly as possible. The gun, on its field mounting, was located behind a tall shield on a rotating mount so that it could fire over a substantial arc, albeit not including the cab. However, mobility was a bit dubious – like the ACV the Deacon weighed around 12 tons and was limited to a top speed of 19mph (30km/h) with inevitably a tendency to become bogged down in soft sand or mud. It was also rather on the tall side for an anti-tank gun. Although some sources say that it performed very well in North Africa it is difficult to find any accounts of it being used, although the *History of the King's Dragoon Guards* states that 234 anti-tank battery, equipped with Deacons, was attached to them for a while in Tunisia and in the end, when the fighting

in North Africa was over, most of them were sent to Turkey for service with the Turkish Army. If any survive, that's where you are likely to find one.

The official name for the Deacon was the Carrier AEC, 6 Pounder Mark I and 150 are said to have been built. The only variant we have any record of was one that was used as a flail dynamometer which served in the UK. It had a tall armoured body at the back which contained a Ford lorry chassis,

contract (although some say a conversion). These looked a bit like a Deacon, as one might expect, without the gun mounting and 25 are said to have been built on the AEC Matador chassis, the bodies being assembled by Normands Ltd. Behind the armoured cab was a low sided tray body which was supposed to carry replenishment ammunition. Boxed 105mm rounds are mentioned in an early contract, which suggests the M7 Priest. The subsequent intention seems to have been to use them in conjunction with batteries of self-propelled

guns, Sextons, in which case the ammunition would have been 25 pounder rounds. Evidence that they were

ever actually used is difficult to find as this sort of duty was normally carried out by tracked vehicles or ordinary lorries if the ground wasn't too bad. But photographs of ammunition replenishment are rare, so anything is possible.

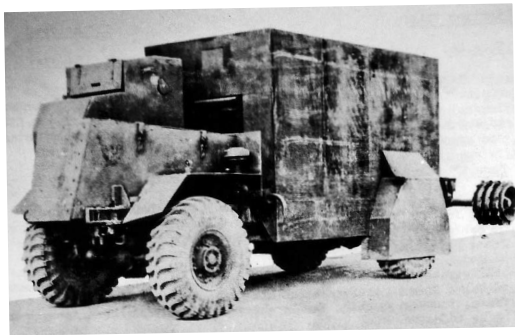
The next vehicle, a giant by British standards, used the 6x6 AEC chassis and was essentially a stretched Matador. The Type 0857 was powered by an A196 diesel engine, a six cylinder unit rated at 150bhp

**“The entire vehicle measured 26ft from front to back, more than twice as long as the four-wheeler.”**

complete with engine, gearbox and rear axle which stuck out at the back and was fitted with a number of rotating discs onto which various flail chains could be fitted for testing. It was only ever a research vehicle, not a type used in service.

#### **AMMO CARRIERS**

Finally we should record the existence of what were known as Armoured Ammunition Carriers, an extension of the Deacon



*Above: The unusual Flail Dynamometer, converted either from an AEC Deacon or an Armoured Ammunition Lorry although it definitely used an AEC Matador chassis.*

*Right: The AEC Armoured Ammunition Lorry was based on the Matador but developed from the Deacon. Were they ever used?*



but driving through a regular four-speed and reverse gearbox and two-speed auxiliary with drive to the rear bogie. It offered the option of selecting six-wheel drive by engaging the front axle when conditions required. The bonnet was long enough but the body was enormous, although somewhat lower than on the four-wheeler. The entire vehicle measured 26ft from front to back, more than twice as long as the four-wheeler and fully laden weighed 19 tons.

Despite the fact that the driver had a good view ahead, when the armoured flaps over his windscreen were open, this leviathan must have been difficult to drive. It was armoured by Birtley & Co, the armour still being 12mm thick. The rear was divided up into compartments as before although the total crew was only eight, two of whom sat in the front cab while two more were wireless operators. There was a Coventry Climax generator at the back and a ventilation plant. Again there were Low Power and High Power

versions and all told 150 were built, 50 LPs and 100 of the HP derivative. Despite the fact that they first appeared in 1944, photos of them in service are rare compared with the four-wheelers. We know of one seen with 11 Armoured Division in Germany and two with the Czech Independent Armoured Brigade. A rather tatty one was acquired for the Tank Museum but nobody was interested in it so it was disposed of, but where it went after that I don't know. There was also a Dinky Toy version at one point which is a bit of a collector's item these days. The chassis from some of these ended up as civilian breakdown lorries after the war. There was also a prototype Heavy Artillery Tractor, partly armoured, on an even longer 6x6 chassis, which had an armoured crew compartment, to seat eight men, directly behind it. It is said to have been intended for a special role but it is not

clear what that was although it has been suggested that it was planned as a tractor for the huge 32 pounder (94mm) anti-tank gun, but we are unable to confirm this. Since the gun was not ready by the time the war ended and was not proceeded with afterwards, neither was the tractor.

#### **OLD FLAME**


There were also two mobile flame-throwers on AEC 6x6 chassis. One by GJ Rackham and by the Petroleum Warfare Department was known as the Heavy Pump Unit. Power for the Mather and Platt pump came from a Napier Lion engine and could deliver flame fuel at 750 gallons per minute. A smaller projector on a two-wheeled mount was also carried. One source claims that 25 were built, but this is impossible to confirm and in any case the thing was never used in action nor even taken into military service

*Below: The big AEC 6x6 Armoured Command Vehicle seen from the right hand side. They seem to have been used in service but were rarely photographed.*



as far as we know. That said, it is featured in the AEC wartime publication *Contribution to Victory*.

Rackham's rival, Reginald Fraser of The Lagonda Engineering Company, also produced a flame-thrower on the AEC 6x6 chassis. Known as the Mark IA, Heavy Cockatrice six were built for service with the RAF. Using carbon monoxide as a propellant it had a range of about 100 yards from a rotating projector and also carried an anti-aircraft mounting of two light machine-guns in an open compartment at the back. It is said that by the time these were completed the threat of invasion was almost over.

Just to round this story off, in 1966 Royal Ordnance Leeds built a prototype Armoured Command Vehicle on an AEC Militant Mark 3 chassis. Given the serial FV11061 it was 6x6 of course, powered by a 226 bhp AEC six-cylinder diesel coupled to a six-speed, two ratio gearbox. Unusually for a British vehicle it was left-hand drive, the driver sitting behind a prominent bay window arrangement at the front with a commander's position alongside him with a forward facing window and a large roof hatch above his head. Otherwise the armoured steel body was plain with no windows but well insulated and air conditioned inside. There only seems to have been one door, on the right side of the vehicle, fitted with what looks like a concertina corridor connection as on a train, which would appear to connect up with an adjacent vehicle. No more were ever built. Today, of course, a field commander has to use the cramped conditions of a modified combat vehicle. 



**Top:** The massive AEC 6x6 Armoured Gun Tractor which is thought to have been selected to tow the big 32 pounder anti-tank gun. It was never developed beyond the prototype stage.

**Above:** The post-war AEC Armoured Command Vehicle seen at an FVRDE display in 1966. You can just see the concertina like 'corridor connection' on the right-hand side.

**Left:** The AEC Heavy Pump Unit, a devastating mobile flame-thrower on an AEC 6x6 chassis, shown here giving a demonstration of its powers.

**Below:** The Cockatrice Mark IA which was built for the RAF on the AEC 6x6 chassis. A Spartan looking vehicle but note the two machine guns at the back for anti-aircraft use. They were never used in action because the Germans never landed.





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# FRENCH CO

*John Norris spends a day with the French Army Re-enactment Group*



*The Hotchkiss M201 being driven by Baz makes easy going of sand.*

**R**e-enactment groups depicting military units either from the period of WW2 or the post-war years amass a lot of equipment, such as weapons, radios and other items. This is often heavy and usually quite bulky, but it is all necessary in mounting static displays. Moving all this stuff around from one event to another takes time and can involve several members from a group carrying it in their cars. One solution to making things easier is to transport it all in a single vehicle, preferably a truck, from the period being depicted. A number of groups have been doing this for some time and the idea is catching on. One group which understands the benefit of such a practice is the French Army Re-enactment Group (FARG) which has been doing this almost since the time it was formed in 2009.



*Left: The Hotchkiss M201 continues across the sand.*



# INJECTION



Barriemore (Baz) England-Davis and Corin Engdahl are long-term friends who share a common interest in things military; for Baz it is military vehicles, whilst for Corin it is weapons. In 2006 they decided to make a trip to visit the War & Peace Show, when it was held at the Hop Farm, and what better way to make that journey from Somerset to Kent than to use Baz's newly acquired French-built M201 '62 Hotchkiss Jeep. During their trip they hit on the idea of combining their interests and forming a re-enactment group dedicated to presenting the French Army from the last year of WW2 through to the 1960s and 1970s.

From this germ of an idea sprang FARG and the unit they chose to depict was

the 5eme Division Blindée (5th Armoured Division) which, during its formation, saw extensive service, including deployment to Algeria where the National Liberation Army (ALN) was fighting for independence from France. This was a most controversial war, fought for more than ten years from November 1954 to

March 1962, during which time the French suffered 23,635 casualties.

#### **HORSING AROUND**

In choosing to depict the 5DB Baz and Corin had not only selected a highly experienced combat unit, they were paying tribute to it as a historical unit, even

down to wearing the emblem of the rearing horse, which had been the 5DB's badge. With such a varied history of combat experience to draw from the FARG can depict a range of scenarios from Europe to Algeria and other areas such as Chad in Africa. So when Baz contacted CMV to ask if we would like to join them

to see some of the vehicles owned by the group we jumped at

the chance and arranged to meet up at a location in Somerset.

The first question to be asked was 'Why choose post-war French Army?' Baz put it like this: "No one was doing it, so why not?" Why not indeed and the result is an unusual collection of vehicles, weapons and equipment.

***"They chose to depict the 5eme Division Blindée (5th Armoured Division)."***



*Above: The vehicles serve as centre pieces for displays.*



It may come as a surprise to learn that since the end of WW2 the casualty rate among the French armed forces is one of the highest in the world. For example, in Madagascar in 1947, 242 French troops were killed or wounded. Between 1945 and 1954 almost 58,000 French troops were killed or wounded during the war in Indo-China, a fact that has become overlooked. During the fighting in the Korean War the French suffered 283 casualties and in Morocco, between 1953 and 1955, they lost another 753 killed and wounded. It is this history which the FARG is keen to remind people of and, like other similar re-enactment groups, they hope that people will go away with a different opinion after having seen their display.

#### **HISTORY IN THE MAKING**

The unit which the FARG depicts was formed on 1 May 1943, known at the time as the 2nd Armoured Division, and comprised French troops who had escaped to England from Dunkirk. However, when it was made active on 9 July 1943 it was renamed the 5DB. Commanded by General de Vernejoul it went on to see action in western Europe before the end of the war. Following wartime operations and further deployments in the post war period the

*Left: The Renault 2087 truck is used to carry everything the FARG needs for an event.*



**Above: Looking like Algeria, but in Somerset.  
Right: The FARG are authentic in every detail.**

5DB was disbanded in May 1962, just two months after the end of operations in Algeria. It was reformed 16 years later in 1978, seeing further action, before being disbanded for the final time in June 1992. The 5DB was an armoured unit which allows the FARG to present a range of displays using their vehicles and standard weapons of the French Army along with other equipment.

A decade after being formed the FARG remains a small but comprehensive unit. This is out of choice and the group's members are fully committed to attending a number of events across the country such as W&PR, Dig For Victory and even smaller local events. In the time the group has been formed members have amassed a collection of weapons, equipment and vehicles, ranging from 80cc Peugeot



motorcycles, trucks and two Panhard AML 60 armoured cars armed with turret-mounted 60mm mortars. Such a line-up allows them to put on static

displays of equipment and also participate in mobility displays.

The Renault 2087 truck is used by the FARG at mobility displays and allows

**Below: One of the AML 60 armoured cars in the FARG.**





**Above: The ammunition and radio inside the Panhard AML 60. Above right: Looking down into the interior of the AML 60. Right: Driver's position inside the Panhard AML 60 armoured car.**



them to demonstrate how troops were transported which makes for something different. On the day of our meeting the group had turned out with the truck which attracted a lot of attention from members of the public as they walked past. Baz's Hotchkiss M201 Jeep complements the vehicle range and makes an excellent addition to the Renault 2087 truck as they are driven together.

The Panhard AML 60, which were not available on the day, are examples of the version armed with turret-mounted 60mm mortars, hence the title. The

***“The Renault 2087 truck is used by the FARG at mobility displays.”***

mortar was a short range weapon firing at high angles to provide indirect fire support if necessary.

The FARG has a number of types of weapons which it displays, such as the MAT 49 sub-machine gun, which was standard service issue with the French

Army from 1949 until the 1970s, and used in many conflicts, including Suez, Indo-China and Africa.

The MAS 36 bolt-action rifle, was the standard issue infantry weapon, used by the French army from WW2 and remained in service until the late 1970s. The AAT 52 (Arme Automatique Transformable Modèle 52), also known as the MAS 52 machine gun is a versatile light machine gun and the FARG show it on its own



**Above: Baz getting into the driver's cab of the Renault 2087.**




**Above: The Renault 2087 truck is something different.**

bipod, mounted on a tripod for sustained fire or a pintel mounting fitted to Baz's Hotchkiss Jeep.

**ALLEZ LES BLEUS**

The vehicles held by the group allows them to show a broad span in the timeline of the French Army since 1945. France opted out of NATO in the 1980s, but has since returned to being a member state in 2009, which by coincidence is the year the FARG was formed. France has also deployed troops to support UN Operations, which is another avenue of displays which the FARG can demonstrate with Blue Berets. Looking back over

50 years we can see how the French Army has been involved in operations in Kolwezi in the former state of Zaire during the 1970s, Chad in the 1980s and

the Lebanon in the 1990s. So, there is no shortage of subjects from which the FARG can choose a scenario to depict along with their vehicles. 



**Above: The group's Hotchkiss armed with pintel-mounted machine gun always draws a crowd.**



**Above: Transporting the members of FARG in the Renault 2087. Right: The Hotchkiss M201 looks good on grass or sand.**





## MAKE THE CONNECTION

The FARG can be contacted on Facebook by typing in their full title French Army Re-enactment Group. Also, look out for them at various shows, you never know where they are going to turn up.

*Above: The FARG vehicles look the most impressive when in convoy.*



*Above: The Hotchkiss can carry a good load for mobility displays.  
Left: The FARG's Renault 2087 truck giving a mobility display.*



*Above: Renault 2087 is most useful to the group.  
Right: The Panhard AML 60 makes an excellent candidate for the MV enthusiast.*







# The most common problem of a 'barn find' Half Track



## It lacks many essential parts



A French architect from Paris found his dream on a local scrap yard: an original 1943 Half Track. The same model which was used by his father in the period 1944-1945, when he joined the French forces fighting against Germany.

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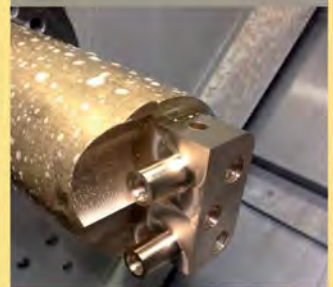


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# THE GOOD, THE BAD AND THE DOWNRIGHT MAD

*There are always oddities in the military world, and James Taylor presents a selection of Land Rovers you've probably never seen. And these pictures barely scratch the surface....*

## CALL AN AMBULANCE



*There was a Land Rover assembly plant in Brazil between 1998 and 2005, and in 2003, Land Rover do Brasil secured a major order from the Brazilian armed forces to supply Defender 90, 110 and 130 models to the Army, Navy and Air Force. These vehicles were intended to replace*

*locally-built Toyota Land Cruiser Bandeirante models. Among them were some unique-looking vehicles like this one, a One Ten ambulance for the Marines. There are fabric doors as well as a fabric roof with a totally different design from the standard type. (Roberto Hirth)*

## SIX OF THE BEST

*There was military interest from more than one country in the idea of a two-tonne payload Land Rover towards the end of the 1970s. So Land Rover worked with specialist firms to investigate the possibilities. One of those firms was Hotspur, whose 6x6 Land Rover was based on a design by SMC Engineering of Bristol. Two examples were delivered to the MoD for evaluation, but no real role could be found for them. This one, 99 KB 85, wound up as an ordnance retrieval vehicle on the Benbecula artillery range. (Roger Conway)*



## WANTED DOWN UNDER

*When the Australians wanted some new light 4x4s in the mid-1980s, Land Rover fought hard to get the contract, called Perentie. They were successful, too, providing vehicles in both the one-tonne (4x4) and two-tonne (6x6) classes. The basic Land Rover One Ten was extensively redesigned by the company's Australian arm, with an Isuzu diesel engine and provision for mounting the spare wheel under the rear floor. This picture of one under construction in Australia shows another special feature – the fully galvanised chassis.*

## TWIN STUDIES

*The New Zealand Army bought a quantity of Stage 1 V8 109s – Series III models with the 3.5-litre V8 petrol engine and permanent four-wheel drive. High fuel consumption made them wish they hadn't, and there were some interesting experiments with diesel power in the 1990s, notably when the Kiwis joined the UN peacekeeping force on Operation Deliberate Force in Bosnia, where everybody else's vehicles were diesel-powered. Then in 1998, they converted four dieselised Stage 1 V8s to electronic warfare trucks. Twin rear wheels were needed to bear the weight of the equipment, with special wheelarch blisters to cover them. There was an auxiliary air spring system, too. This is one of them.*



## TALKING TURKEY

Land Rover has had a semi-autonomous overseas assembly plant in Turkey since the 1980s. Run by Otokar, it has the capability of designing its own Land Rover variants – and this light reconnaissance vehicle is one. Called the Akrep (Turkish for scorpion), it uses a high proportion of Land Rover Defender components within a purpose-built all-steel welded hull. The Akrep was designed in 1990, reached prototype form in 1993 and entered production in June 1994. Current users include Iraq, Israel, Pakistan and Turkey itself.



## LLAMA TO THE SLAUGHTER

When the time came to replace the 101 One-Tonne forward control models in British military service, the Land Rover contender for the contract was a special forward-control development of the One Ten. The factory knew it by its code name of Llama. However, the military trials in 1986 did not go well. The vehicles really needed more development – and above all, they needed a diesel engine. Land Rover didn't at the time have one that was up to the job, tried to get by with petrol V8s, and came a cropper. The Reynolds-Boughton RB44 won the contract. Pictured is one of the military trials vehicles; there were civilian Llama prototypes as well, but Land Rover felt the civilian market alone was too small to justify putting the Llama into production.



## PART OF THE FABRIC

This is another of those extraordinary Brazilian vehicles, this time delivered to the Army and based on a Defender 130 chassis. Nothing like this ever came from the Land Rover factory in the UK! Once again, there are fabric doors and a fabric roof, in this case with separate sections for the crew compartment and the pick-up bed. The windscreen also folds forwards – a feature not seen on UK-built Defenders for many years. (Roberto Hirth)



# GUNNING FOR IT

Back in 1965, when the British Army was thinking about using a powered carriage for its forthcoming 105mm gun to improve off-road ability, news reached Land Rover. The existing 109in model clearly wasn't going to be up to the job, and so a completely new military model was planned. It had a 110in wheelbase, was wider than production models, and was powered by a detuned version of Rover's six-cylinder car engine. It also, of course, incorporated all the hardware for a power drive to the gun carriage. It was a great idea, but the MoD soon became fixated on the idea of a forward-control model – and that led eventually to the 101 One-Tonne. So just two of these magnificent 110 Gun Tractors were built. What a shame!



# DANGER HIGH VOLTAGE!

On first glance, this looks like a fairly standard Series III military 109 – although the windows in the tilt weren't standard on UK military models. In fact, it was modified in 1993 by DERA Land Systems at Chertsey, who installed an electric motor and a pack of 11 aviation-type gel-sealed batteries. The original petrol engine and transmission remained in place so that the vehicle could be used with either propulsion system. It appears that the plan was to use the vehicle in Northern Ireland, where the potential for silent running and a stealthy approach was probably the attraction. However, only three trials vehicles were made; the other two were based on One Tens.

# MONSTER TRUCK

There was interest in Terra-Tires around 1970-1971, and the MoD wanted to try them out on something suitably big and beefy. So they borrowed the two 110 Gun Tractors back from Rover, gave them serials in the SP 'experimental' series, and tried them out on Hankley Common. Here's one of them in action during the trials.



## FLYING HIGH

*The Perentie 6x6 was almost entirely engineered in Australia, this time with a turbocharged version of the Isuzu engine and a completely redesigned rear chassis and suspension. This picture shows one of the most impressive variants, the Parakeet mobile satellite communications vehicle. On the roof is a huge dish aerial that was erected when the vehicle was operational, and there was so much kit to be carried that a trailer was needed as well.*



## UP FOR THE CHALLENGE

*By 1990, Land Rover was painfully aware of MoD discontent with its recent products, not least brought about by engine problems with recent deliveries of diesel Ninety models. So management believed an entirely new design might help. This was it – and it was shown to the MoD as a preview of the company's contender for the TUL/TUM contract (which eventually went to the Defender XD or Wolf). There were plans at Land Rover to develop the new Discovery with a longer wheelbase as a new*

*light-duty utility model to compete in the Toyota Hi-Lux market. This was called Challenger, and the military team hijacked the idea to produce what they knew as Juno. It looked good, but there were huge problems: the extended Discovery chassis lacked strength, and in any case Land Rover's masters at British Aerospace weren't keen to fund any more new models. So the project died in 1991, after a single military prototype had been built.*





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# SHIELDER OF HONOUR

**Denis Reeks tells CMV about the Shielder mine launcher that was rescued and restored by the Royal Engineers Museum in Gillingham**

**H**aving enjoyed Ian Young's War Booty article in May's *CMV* and read that British vehicles used during the first Gulf War are few and far between, I thought I'd tell you about one of the three prototype Alvis Shielder/Stormer mine launchers rushed out to the Gulf in 1991.

We at the Royal Engineers Museum in Gillingham, Kent, have the first prototype 001. And it's a runner, although there's a bit of turbo lag at low revs. If you keep the revs up, the Perkins diesel goes well – in fact, *Top Gear* would love it.

The vehicle was donated to the museum as a non-runner in 1997/98. The hull

was painted in NATO green and the mine launching pods were painted in sand colour. The vehicle was unloaded from the transporter at Lodge Hill, Chattendeau, Kent and pushed into shed one where we the museum had some storage space. The vehicle was complete, bar the mine launching system computer and control

module, and radio. Indeed, I would describe its condition, mechanically, as good – the engine, gearbox, French Giat mine launching pods, tracks, pads and the Clansman system were complete. It even came with a half tank of fuel.

## **GOOD TIMING**

The first job to do was to charge up the two automotive batteries. The two radio batteries were missing. Once they had been topped up, I checked all the oil levels and attempted





Picture: Simon Thompson



*Shildier is one of just three prototypes. It was gifted to the RE museum in the late nineties.*

to start the engine. It was a no go, so I primed the fuel system but still didn't have any luck. Having disconnected the fuel lines at the ejectors, I discovered why – there was no fuel coming through other than a few drips.

I removed and cleaned the ejectors and renewed both fuel filters, but obviously the problem was with the CAV ejector pump. I could not remove the pump unit until I had the timing data; this is the main problem

with renovating old military vehicles – not having any manuals!

Looking up Perkins diesel technical services proved to be a problem at first, as the firm had been taken over or moved into other company groups. But eventually I got through to a very helpful man. When I explained I worked for the RE Museum he revealed that he was an ex-RE attached to the REME in his time in the service, which probably explains why.



Picture: Simon Thompson



**Above: Pictured during the first Gulf War where it was rushed into service alongside the other two prototypes.**

The timing data arrived in the post a day or two later, the ejector pump was removed and stripped. The problem was with the four pistons, they were seized and full of crud. Extracting them was difficult. One has to be careful and very clean when working on ejector pumps. I cleaned the pistons with rouge and clean rags.

I refitted the pump unit and cranked

the engine with the ejector pipes disconnected at the ejectors, and much to my relief lots of fuel was coming from each. I refitted the pipes to the ejectors and we were in business, the Perkins diesel burst into life.

Once the track tension was adjusted, wheel bearings, drive shaft and oil levels checked and topped up, things were looking good.



**Picture: Simon Thompson**



Picture: Simon Thompson

### SERVICE HISTORY

Not knowing the vehicle's past I painted it NATO green in preparation for our first trip to War and Peace on behalf of the Museum with Rex Cadman generously providing free transport to and from Paddock Wood. Thanks again, Rex.

Interested in finding out a bit more about the vehicle's service history I wrote an article for the *The Sapper*, a regimental magazine produced at the museum in Gillingham, requesting soldiers who may have served with the Shielder in the Gulf to get in touch.

I had four emails and some photos from the troop that had been rushed out to the Gulf with the three Shielder prototypes; 001, 12 KK 35 our one, and 002 and 003.

The VLSMS troop nominal roll consisted of one lieutenant, one sergeant and 19 other ranks for the three vehicles. The

manufactures Alvis and Giat had support teams out there with the troop fixing last minute glitches.

But as one of the troop said in his email: "As we moved up to the front, and the attack day got nearer the support lads disappeared one by one until we were on our own." I wonder why?

**"The engine, gearbox, French Giat mine launching pods, tracks, pads and the Clansman system were complete. It even came with a half tank of fuel."**

The war plan for the Shielder was for flank protection on the west side of the Saudi desert before the attack into Kuwait. Bar mines were to be layed with gaps and the Shielders were to close the gaps at the last minute when needed. As it turned out

the attack moved so quickly into Kuwait that the Shielders were not deployed.

After the war the Shielders were shipped to the United Arab Emirates for a military show of all types of allied military vehicles that had taken part in the war. Then all three Shielders were shipped back to the UK. Where the second and third Shielders ended up is anyone's guess, but if anybody has any information as to their whereabouts please let me know.

### LAST KNOCKINGS

Having acquired the history of the Shielder our team repainted the

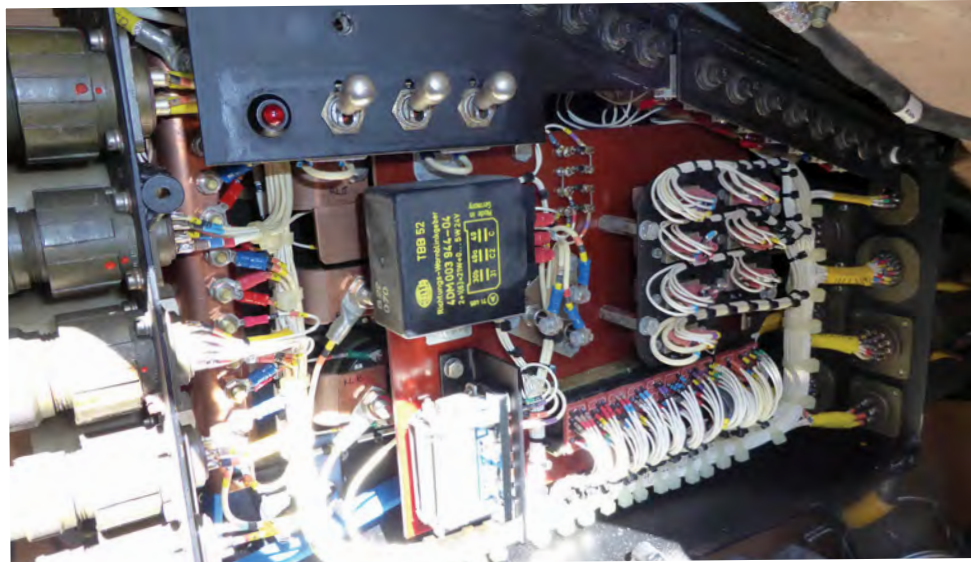
vehicle in the correct colour, sand, and displayed the vehicle at War and Peace for two more years, our final display taking place in 2011. We won the best British Tracked Vehicle award, the best way to end displaying. Having driven tracked



**Above: It was reasonably complete when delivered to Gillingham and was painted NATO green before its desert past was revealed. Below: If you have one of these starter relays for sale contact Denis at the RE Museum. He will pay a good price from his pension.**



**Above: All three Shielders were sent back from the Gulf to the UK, but the whereabouts of the other two remain a mystery.**



The Engineers no longer have the Shielder. The Volcano system launch platforms, we believe, were sold to the Canadians, and the vehicle hulls sold on to the civilian market in the UK. It may be that 002 and 003 may have been modified to one of the standard Volcano Shielder types that were with the RE Regiment. If you are the owner of a Shielder check to see if there's a second number stamped on the ID plate. You are looking for 002 or 003. If you have one of the prototypes please email a photo of the plate to the RE Museum, for my attention, and we can record the data into the archives for posterity.

vehicles on and off lowloaders for over 15 years without falling off, I decided to quit when ahead.

After the first Gulf War the Royal Engineers Regiment had 30 Shielders in service; by that time the Giat system was replaced with the American Volcano system using the L35A1 anti-tank mine. The Perkins


engine was a later mark, and there were some improvements to the engine bay access hatches. The L35A1 mines on both

**“Where the second and third Shielders ended up is anyone’s guess.”**

systems were made programmable for self-destruction after 24 hours, 48 hours or more – whatever the battle plan required.

Please come and see us at Gillingham at the end of the year once the new roof and rewiring has been completed. You

can find out more by visiting [www.re-museum.co.uk](http://www.re-museum.co.uk).

The Shielder can be viewed on request as it's in a locked building on site and not affected by the above building work. 

**Below: The Shielders were meant for flank protection, but the speed of the attack meant they were never deployed.**





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# THE LEGENDARY LIGHTWEIGHT

*The Lightweight is probably the most recognisable military Land Rover ever. James Taylor tells its story*



*A very early Lightweight prototype on test; this may have been the very first, in 1965.*

**B**y the start of the 1960s, Land Rover's contracts with the British armed forces had become very important to its parent Rover Company. So whenever there was the hint of a new vehicle requirement that a Land Rover might be able to fill, the company rushed to develop a contender.

When the Royal Marines needed a new vehicle to replace the Citroën 2CV pickups and Steyr-Daimler-Puch Haflingers stationed aboard its commando carriers HMS Bulwark and HMS Albion, the Land Rover engineers got busy. Even though only 75 special vehicles were needed, Rover management decided it would be worth the effort.

Rover started with a standard 88-inch model, threw away the body and designed a simple, narrower, flat-sided replacement. They modified the axles to give narrower tracks. To keep weight within bounds, they made the top hamper (and even the front bumper) demountable; the idea was that a stripped-down vehicle could be carried forward and that the rest could follow later if it was really needed. They retained

the standard 2.25-litre petrol engine and gearbox, which the MoD knew and liked.

A first prototype to these specifications was ready in summer 1965. Further vehicles reached FVRDE later that year and in 1966, and the first production contracts were issued in August 1967. The Marines contract was for 92 vehicles, but the Army had also seen the new vehicle and liked it, and ordered a further 1000.

#### **SERIES IIA MODELS**

Volume production began in December 1967, and the new model was officially known as a Truck, General Service, ½ ton, 4x4, Rover 1. In everyday use, it was known as a Half-Ton. Less officially, it was called the Lightweight – and there was an irony about this because by the time it

entered service its key characteristics were no longer necessary. The latest military helicopters could lift heavier loads, and the huge new Hercules transport aircraft was entering service to cover long-distance transport needs. Nevertheless, the simple nature of the Lightweight, and its ability to be stripped down easily, retained a strong appeal for Britain's military.

Even though further orders soon made the Lightweight into the standard short-wheelbase Land Rover for all three British armed services, it never wholly replaced the civilian-pattern 88s. One reason was that it was more expensive, and so the MoD continued to buy standard 88-inch Series IIA models in small quantities for less demanding duties, especially where airportability was not necessary.

In Rover's terms, these early Lightweights were Land Rover Series IIA models and, like their civilian contemporaries, they had an instrument panel in the centre of the



**Above:** The need for helicopter lifting was a major factor in the design of the Lightweight.  
**Right:** Not many Lightweights wore RAF colours, but they looked good when they did.



dash. The first 1500 or so (the number is a best guess) had their headlamps mounted in the grille panel, but from late 1970 the lamps were relocated on new vertical panels hanging down from the front wings. This was done to meet new regulations in Europe, notably in Germany and the Low Countries where many of the British Army vehicles served.

To meet MoD contracts, the Series IIA Lightweight remained in production until March 1972, although civilian Land Rovers had taken on the Series III specification in autumn 1971. All the 2989 production models were delivered to the British armed forces, with the exception of a handful retained at Rover for engineering development and as demonstrators. All of them had the 2.25-litre four-cylinder petrol engine and were delivered as soft tops.

### **SERIES III MODELS**

The first examples of the Series III Lightweight were delivered to military depots in May 1972; the MoD's traditional

aversion to Roman numerals saw them named as Series 3 Half-Ton types.

The Series III version of the Half-Ton added many of the civilian Series III improvements to the existing Series IIA design. Unlike mainstream Series III types, it retained the old central instrument panel, but it did incorporate the new all-synchromesh gearbox and bigger 9.5in clutch. An alternator replaced the dynamo on 12V models, and there were some

service with the British armed forces, and the rest were sold overseas. The British ones came as 12V GS or 24V FFR types, with both RHD and LHD, and were delivered with soft tops. The vast majority had the 2.25-litre petrol engine, but a few late RAF deliveries had 2.25-litre diesels and were used for tasks where spark suppression was important. Some of the Royal Navy's Lightweights were kept aboard its capital ships and were used for shore duties.

There was a high degree of commonality between the Rover 1 and the Series 3 Half-Ton models and military

workshops often cannibalised parts from unserviceable vehicles to keep others going. As a result, it was not uncommon for Series 3 types to be fitted with Rover 1 parts, and vice versa. So many vehicles had hybrid specifications by the time they were sold into civilian hands. The last Lightweights were cast from British military service in the late 1990s, by which time there was precious little need for any short-wheelbase models.

**“The first production contracts were issued in August 1967.”**

changes to the controls and switches. The demountable bulkhead top section was changed, too, and brought different windscreen hinges. Although early Series III Lightweights (for the Army, at least) were delivered in Bronze Green paint, deliveries switched to IRR Green (“NATO Green”) paint in May 1979. Individual units would often add patches of IRR Black to this.

Rover built around 15,000 between 1972 and 1985. Just under 11,000 entered



**Above:** The first 1500 or so Lightweights had headlights in the grille panel, like this one.  
**Left:** A full stripped-down Lightweight looked like this, although the vehicles were rarely seen in this condition.



*This special conversion was used in the Falkland Islands; the big wheels and tyres were nicknamed "Bog Cogs".*

### THE VARIANTS

The standard GS soft-top models were soon supplemented by 24V FFR types, which had a large battery box in place of the central seat in the driving compartment. They initially came with a self-contained radio station unit that could be removed to reduce weight for helicopter lifts, and was fitted with eyes for carrying forward as a separate helicopter load. Up to 1978, FFR models entered service with Larkspur radios, but after that new deliveries were equipped with the latest Clansman sets, and older FFR models in service during the 1980s were modified if they remained in use as radio vehicles.

The Lightweights were delivered as standard with soft tops, but the armed services fitted a number with hardtops and even with station wagon-pattern tops (with sliding side windows). Hardtops were necessary for units such as the Ace Mobile Force, and there was a special Winterisation kit for all vehicles deployed to Arctic areas.

The Marines used some of theirs as



*Many Lightweights that served in Northern Ireland were fitted with a VPK.*

WOMBAT portees (although the Army still preferred its 109s for that role). Many Lightweights that served in Northern Ireland were equipped with the Vehicle Protection Kit (VPK), and 16 Airborne Brigade created

that were specially prepared for use as ceremonial vehicles. There were even a few linelayer conversions.

Hardtop Lightweights were used by the RAF for glider recovery duties and for the

Red Arrows support team. 230 Squadron also used 24V Lightweights as helicopter starting and servicing vehicles, and

four RAF Series III Lightweights were given Cuthbertson track units for use by EOD teams, mainly on bombing ranges.

**"A small number of Army models were modified with flotation tyres"**

their own special conversion for recce units attached to the Parachute Regiment. A small number of Army models were modified with flotation tyres for use on marshy ground in the Falklands, and the Honourable Artillery Company had five

## OVERSEAS USERS

All the Series IIA Lightweights were for the British services, but Series IIIs were also sold overseas. Buyers included the armed forces of Belgium, Brunei, Denmark, Guyana, Hong Kong, Jamaica, the Netherlands, Saudi Arabia and Sudan. There were probably others: some Lightweights clearly saw service in Angola, for example.

The Danes and the Dutch took their Lightweights with 2.25-litre diesel engines and 24V electrics, and just under 2000 vehicles were built with that specification, beginning in 1976.

Marshall's of Cambridge developed a special anti-tank version of the Lightweight for Saudi Arabia. This had an American-made M40A1 106mm recoilless rifle mounted in the rear, with a divided windscreen which allowed the long barrel of the gun to rest across the vehicle's bonnet. The bonnet itself was protected by a blast shield. After the Saudi order had been fulfilled, the Lightweight 'gunship' was offered to other buyers, but the only ones known for certain are the Sudanese and the Unità forces in Angola.

*Below: There were several overseas customers for the Series III Lightweight. This was a Marshall's 106mm 'tank-buster' conversion built in the 1970s for Sudan.*





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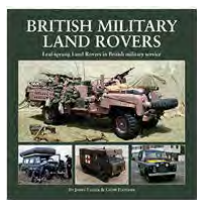
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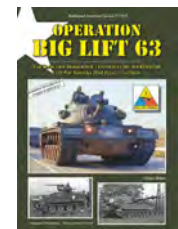
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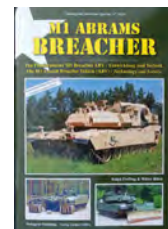
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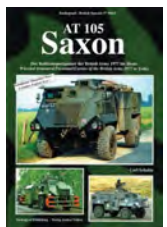
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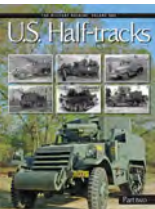
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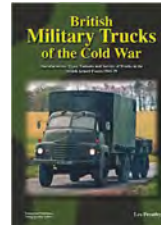
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# FROM RUSSIA WITH LOVE

*Despite its flaws, Ian Young still remembers with affection his AT-LM Light Tracked Artillery Tractor*



**M**any kids of a certain age will dream of owning their very own tank, but the sad fact is that for the vast majority it will remain just that – a dream. I too was one of those kids, and having grown up in the early sixties had to make do with building Airfix models to begin with. Coming as I do from Coventry, my love of tanks was in no small way due to the fact that Alvis fighting vehicles was based there at the time, and each trip into town on the bus would see me passing the factory where I would often see tanks and armoured vehicles fresh off the assembly line parked outside.

My infatuation with tanks was further fuelled by family holidays to Dorset and

*Left: The cab was adapted from a ZiS-150 truck and widened to suit the hull of the AT-LM; the central window is a measure of how much wider the cab is.*



**Above:** During Ian's ownership the AT-LM never had a back body, which is how it was imported into the country. Originally it had a box-type body for the SNAR-2 radar system. The replica body was built and fitted by new owner Neil. **Left:** Ian sold the AT-LM many years ago, but it has been a regular at the War & Peace Show and is still going strong.

the inevitable visits to the Tank Museum. Having made it through the education process and taken up an apprenticeship with Jaguar Cars, I began a career as a car designer, but as I penned the latest designs my heart was still with tanks and armoured vehicles. The stability of a regular job freed up some cash and with that my thoughts turned towards buying my very own military vehicle. But even the legendary Jaguar salary still didn't allow me to stretch to a tank, and for a few years I had to make do with military Land Rovers and smaller armoured cars.

The desire to own my own tank never diminished, and some years later, following a move out of the Jaguar

styling studio and into publishing, a chance conversation revealed that a tracked Russian vehicle was up for grabs. Sadly it wasn't a full-blown tank, but it was tracked and better still it was well within budget, costing the equivalent of a military Land Rover at the time.

Now at this point I should reveal my love for Russian vehicles. I have no idea where it came from, but I think it stems from a design perspective, in terms of both looks and performance. For instance at the time when the British Army was using the Daimler Ferret Scout Car, the Russians were using the BRDM-2, (another of my previous vehicles) and while the Ferret was a competent and well-built vehicle with

good off-road performance, the Russian equivalent was bigger, better looking (in my opinion) and best of all it was amphibious! The ability for the Russians to create mass-produced vehicles that were rugged yet packed with features the Western designers only introduced many years later is what I admire the most. And my new toy, an early 1950s AT-L tracked artillery tractor, certainly fitted the bill.

#### ODDBALL OFFERING

The AT-L was a post-war replacement for the highly successful series of WW2 Russian artillery tractors, and in terms of many military vehicles in private ownership in the UK, it's certainly a bit of an oddball. ▶▶▶



**Above:** The AT-LM certainly turns heads; there's nothing quite like it in the West and it is a typical example of the Soviet design mentality.

**Left:** Depending on the year of manufacture the AT-LM had different styles of engine side covers. Ian's had the early twin banks of horizontal louvres, later models had vertical louvres.



**Above:** Two diesel tanks are fitted, both beneath the seats in the cab. Here we see the left hand (driver's side) tank. Also visible is the tap (top centre) to change between the two tanks and the electric isolation device (top right). **Right:** The replica body finished off what was an already nice (and unusual) vehicle, not to mention very rare in private hands in the UK.



Looking very much like a truck cab and bonnet that's been grafted onto a tracked chassis, the AT-L is rare in private hands, in fact there are only a handful of them in collections around the world and only one or possibly two in the UK.

Also known as the AT-LM depending on when the vehicle was manufactured and in what role it was to be used, it was the lightest of the

post-war tracked artillery tractors to be produced by the then Union of Soviet Socialist Republics. Design began in the early 1950s, with production beginning in earnest in 1953. This particular example was built in 1958. The welded-steel hull-mounted torsion bar suspension with five large, single roadwheels, a rear idler wheel and front drive sprocket on each side weighed a little over 8000kg fully loaded

depending on the particular variant. The two main variants were the original artillery tractor fitted with a cargo type rear body, and the box-bodied variant, which mounted various radar systems and electronic equipment such as the SNAR-2 or 'Pig Trough' radar system or ARSOM-2 'Small Yawn' radar.

Power was provided by the YaMZ-204VKr

nonetheless it was an impressive and surprisingly large engine with a wonderful and distinctive engine note.

The gearbox was a manual affair with five forward and one reverse gear, while steering was by twin tillers operating brake bands on the gearbox unit in typical tank style. The cab, which I believe was a modified cab from a ZiS-150 truck that has

***"The AT-L was a post-war replacement for the highly successful series of WW2 Russian artillery tractors."***

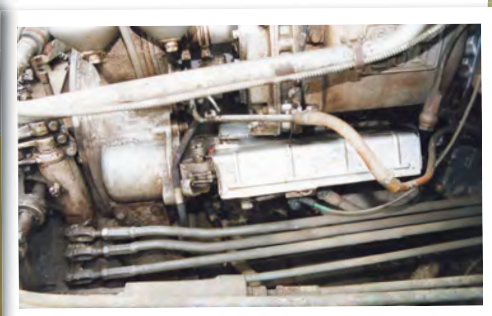
effectively been widened with the addition of various filler strips and a central window, is far from refined and typical of many

wartime trucks. That considered, the bench style seats are surprisingly roomy and comfortable, even when crashing around an off-road course!

Driving the AT-LM is remarkably simple, using a standard set of manual driver controls and steering by pulling back on



**Above:** Prior to Ian purchasing the AT-LM it had been owned by R&R Services in Kent, who fitted this twin barrel anti-aircraft gun to the back, though in reality it was never configured in this way while in service. **Right:** While checking oil levels Ian found to his surprise that the gearbox was filled with a pungent red grease, and having consulted other Russian vehicle owners he was told that it was made from whale blubber and was used rather than oil to prevent the gearbox freezing in the extreme temperatures of Siberia!



**The engineering is 'agricultural' and typical of Russian-built vehicles of the time. The series of rods visible here are the gearbox linkage controls.**





*Above: The Ya-MZ-204-VKr engine is surprisingly quick, and while it was a lovely engine when running, it was a pain to get started in the cold winter months, mainly because Ian never mastered the complicated cold starting devices fitted to the engine. Right: Having driven the AT-LM around a fairly extreme off-road course at a quarry Ian can testify to the superb off-road ability of the vehicle – when he's not picking up rocks in the tracks that is!*

the tillers to effect turns. The AT-LM is also capable of doing what is known in tank driving circles as a 'neutral turn', where the vehicle can be spun around on the spot by pulling back on the one tiller while pushing forward on the other, which is great fun, especially on muddy grass. With a maximum road speed of just over 26mph (42km/h), the AT-LM is no slouch for a 50 year-old vehicle, though nothing like as quick as more modern tanks such as the CVR(T).

#### **FLAWED DESIGN**

Having taken delivery of my new toy and spent a few weeks getting used to the various controls and peculiarities when compared with the British military vehicles I had owned up until then, I felt the need to

break out of the confines of the field where I was storing it and look for some terrain that was a little more demanding. I booked in for an off-road day in a quarry to try out the off-road performance and the low-loader arrived and duly deposited the AT-LM where I spent the next few hours happily negotiating the various obstacles and tracks around the large course, much to the delight of my two young sons.

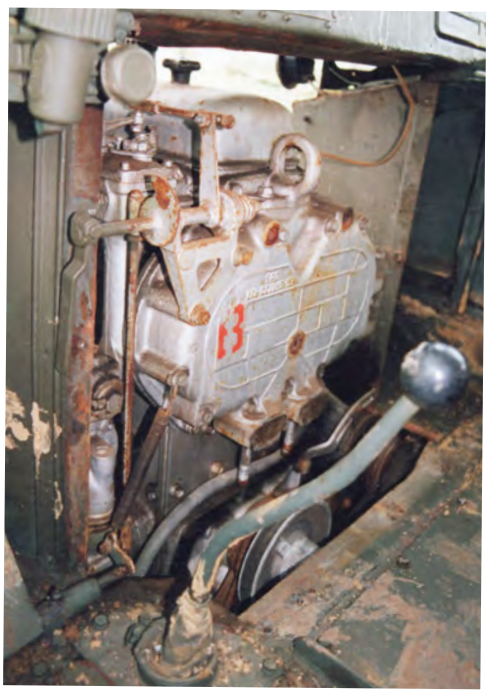
In terms of ultimate off-road ability the AT-LM is remarkably good and very easy to drive. However, I soon found out to my cost that the design of the wheels and tracks is seriously flawed. While negotiating a flooded section of the track I noticed something odd while driving; the steering wasn't responding as I expected it to and the vehicle seemed to need more

power than was usual. Thinking it might be a problem with either the engine or the steering brake bands I carefully crawled out of the water section and parked to the side of the quarry where I jumped out of the cab to investigate the problem. And boy, was it a big problem!

Looking at the tracks they seemed to be bit tighter than they should be, and on closer inspection I could see that the track was starting to come off the roadwheels and around the edge of the rear idler, which was bent out of shape. Much further and I would have shed the track and that's no fun, especially when you're up to your knees in mud! With a few more 'experts' now on the scene the full horror of what had happened began to dawn on me. It was definitely game over for the day.



*Left: Looking into the open back of the AT-LM's hull we can see the various strengthening sections. The rear of the cab also reveals two additional sections stitched into the cab either side of the rear window.*



**Above:** The damage to the tracks and idler is not immediately apparent in this shot of the AT-LM while at the quarry. **Left:** By removing a large bulkhead panel the rear of the engine is revealed for routine maintenance. The manual gear lever is also visible here.

On most Western-designed tracked vehicles there are twin disc roadwheels with a central guide horn on the track, whereas the AT-LM had single roadwheels with twin guide horns on the track that sit either side of the wheel. Ordinarily this should be fine, but I had managed to kick a large rock up into the tracks, which got caught between the guide horns and was then carried around the roadwheels and idler. The end result of all this excess tension was around half of the inner guide horns on the offending track had been bent over and the swing arm for the rear idler had been bent out of line.

After getting the stricken vehicle back to base I began to try and figure out how to fix the problem. I called upon the services

of a local blacksmith, who to be perfectly honest thought I was pulling his leg when I said that I wanted him to see if he could mend my tank, but to be fair he turned up and we've remained good friends since. After splitting the track and exposing the damaged links each guide horn was heated

**“Pound for pound it has to be one of the best vehicles I’ve owned.”**

up and hammered back into position. A stiffener plate was welded on to put some strength back into the horn and it must have worked as the vehicle is still running around at shows today in the hands of the new owner.

The idler shaft was a little more difficult

to repair, but I contacted a local agricultural engineer and took the offending part along to his workshop. Now when you consider that the shaft that had bent was around 3in in diameter and constructed of solid, hardened steel, it wasn't going to be easy to get it straight again. It was only about five degrees out of kilter, but with the use of a very heavy hydraulic press and plenty of heat the chap managed to get it straight

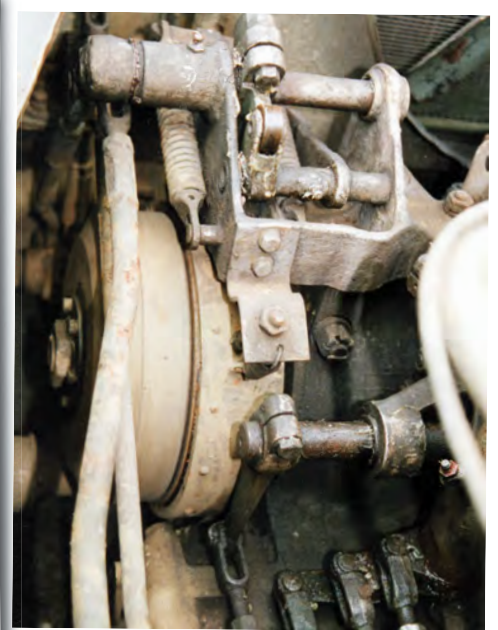
and the next day I had the repaired shaft and was fitting it back onto the vehicle.

#### **TANK OWNERSHIP**

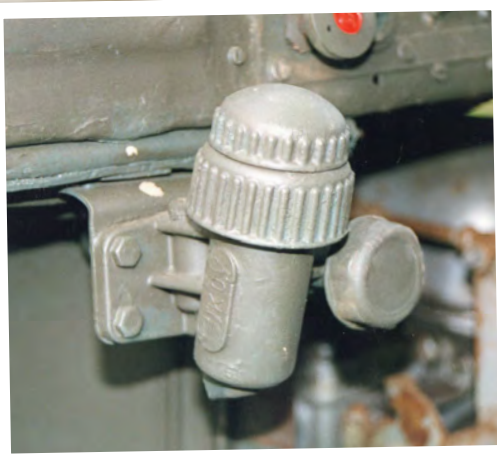
In terms of my first and only brush with 'tank' ownership the AT-LM was a steep learning curve, and apart from discovering



**Unlike most Western-designed tracked vehicles, the AT-LM has twin guide horns that straddle either side of single roadwheels.**



**View of the left hand steering brake and linkages. A simple pull on either of the steering tillers actuates the brakes and effectively stops one or the other of the tracks to make the vehicle turn.**



**Above: One of the cold start devices involves putting a highly volatile mixture into this pump and by pumping the knob to the right you squirt the mixture into the engine. Ian tried it with Easy Start and it worked a treat on cold mornings! Right: Looking inside the cab from the driver's side we see the steering tillers, conventional clutch, brake and accelerator pedals and the rudimentary interior of the cab.**



that the tracks weren't a very good design, there's no real moral to this story. It was just one of those things that happens and I was reassured by seasoned former tank drivers that there was nothing I could have done to avoid it, other than not take it off-roading in the first place. But that would spoil the fun – wouldn't it?

Having successfully cured the track problem I continued to use the AT-LM, albeit on less rugged and rocky terrain. However, as with many of my vehicles, I decided to sell it some years later so that I could buy something else. Had the necessary funds been available I would have probably kept

it as pound for pound it has to be one of the best vehicles I've owned, but sadly it was a case of having to sell one to buy another and in the end it was snapped up by a chap from Essex, who thankfully enjoyed it as much as I did.

I guess the one thing to take from this tale is that you don't necessarily have to be an expert to own a vehicle such as this. Despite having owned a number of military vehicles in the years prior to the AT-LM I knew nothing of tracked vehicle ownership, but with help and advice from people more familiar with them, a lot of on-the-job training and a little common sense thrown

in I enjoyed my time as a 'tank' owner. Sadly it was the one and only time I owned a tracked vehicle (so far), but I hope that it will encourage those with the desire to own such a vehicle to give it a go because if you want something badly enough you will always find a way of fulfilling that desire. It's always worth remembering that no matter what happens there will always be someone out there who can help and advise on how to get around problems, which has to be one of the great things about this hobby – the way people rally round to help like-minded enthusiasts in their time of need!



**Left: The AT-LM tackled terrain such as this with ease. Sadly Ian's day of off-roading was cut short thanks to a single rock that just happened to get into the wrong place at the wrong time.**

# ARMOUR & EMBARKATION -

*CMV's John Norris joined the convoy and trundled through the winding Dorset lanes to commemorate the build up to D-Day*



*Above: Havoc was one of the lead vehicles in the convoy. Bottom left: Jake Connock in Andy Norman's White M3A1 Scout Car. Bottom right: Nigel Stoa servicing his M5A1 ready for convoy.*

**N**ineteen forty three was to prove a turning point for the Allies in their conduct of the war in Europe. It was in December 1941 that Churchill and Roosevelt met in Washington for the Arcadia Conference, where between them they had agreed on the 'Europe first' strategy to defeat Nazi Germany. Now, just over a year later, America was gearing itself up to meet the commitment and sent increasing numbers of troops to Britain in readiness for the build-up of the invasion of Europe.

Tens of thousands of vehicles and artillery along with millions of tons of supplies added to the enormous weight of resources being prepared for the coming attack, and this created a different kind of problem. Where to put it all and where to put the troops. The solution was to disperse everything around the areas close to

the ports which would become the embarkation points. This included Devon, Somerset and Dorset, where training bases were also established.

Unfortunately, over time, many of these historic locations have been lost to modern development, but in the more rural places it is still possible to track down some of these sites. One of these was concentrated around the remote Dorset village of Broadmayne, on the A 352, just outside of Dorchester. But how to commemorate this fact and remind people of the important role the village had in the war?

### AN EVENT TO REMEMBER

The answer occurred to three military-vehicle-owning friends, Jim Clark, Adrian Scott and Jack Beckett, who between them came up with the idea of organising a convoy road-run from Broadmayne to the Tank Museum at Bovington and return to the village by way of Dorchester.

It was an ambitious plan, but between them the three friends managed to gather an impressive number of vehicle owners together and meet in the field at Broadmayne. In amongst all the busy preparations, they still remembered to invite *CMV* along to be part of the weekend.

Research showed the exact location of one of the original assembly points in the village. This was D5, and so it was that over the weekend of 18 and 19 June, the third annual Armour & Embarkation road run set off from the historical spot to commemorate what happened in 1944. The whole event was sponsored by the computer gaming company Wargaming ([www.wargaming.net](http://www.wargaming.net)), which includes *World of Tanks*, *World of Warplanes* and *World of Warships*, which covered the cost of the fuel for the convoy.





# 18-19 JUNE 2016



*Above: Convoy forming up on original D5 assembly field in Broadmayne.*

## LINE OF DUTY

There was a lot to do before we departed, including a briefing for safety and position of vehicles in the convoy. This allowed us to move around and meet some of the participating drivers. One of the first we met was Nigel Stoa, who we had last seen at Mapledurham in 2015 with his GPA. Here he was doing some pre-convoy servicing on his 1942 International

M5A1 half-track in the markings of 50 Tyne Tees Division. Nigel explained that the vehicle was used by the British Army after the war. Another International half-track, this time an M14 version armed with quadruple .50in calibre machine guns, owned by Dave Purshall, was joining the convoy. Dating from 1943 Dave has named his vehicle Piccadilly Lilly complete with a rather saucy image which fits the part.

Meanwhile, Rosey Lawes and Shirley Hillyard were riding on a Ward La France Wrecker. Rosey explained that the vehicle had actually been used as her wedding car. This was indeed unusual, but completely understandable and in keeping with someone keenly interested in military vehicles. Joining the convoy was Ricky Le Quesne and his wife Therese who had brought over their 1943 Dodge WC52 all the way from Jersey for the event.

*Below right: Plenty of despatch riders were present to help keep the convoy moving. Below: Rosey Lawes (left) and Shirley Hillyard (right) on Ward La France Wrecker which was also Rosey's wedding car.*





**Above left: Don't get your feet wet guys! Above right: Water did not stop the convoy either.**

Jack Beckett had the unenviable task of setting out the order of travel for the vehicles. No easy job, but Jack has experience in these things and soon the drivers were lined up. Adrian Scott driving his Allis Chalmers M4 High Speed Tractor had the privilege of leading. With tanks at the front, including a couple of Shermans and a Stuart M5 Light Tank, the convoy took shape like the real thing must have appeared in 1944. Following on came the light armour, heavier trucks and then Jeeps. In total there were around 40 vehicles with over a dozen despatch riders on a range of motorcycles, including a couple of Harley Davidsons.

#### **SLOWLY DOES IT**

At 10am exactly, as planned, a whistle was blown and we set off. We were travelling with Ian Borrowman who was driving his 6X6 Dodge WC62. Slowly at first, as we edged out of the village of Broadmayne, the convoy snaked out

and began to pick up speed. Past houses and down country lanes which would have been familiar sights to the troops over 70 years ago, we made our way across Dorset. Curious residents emerged to see us drive past, again, as would have happened during the war.

Our speed averaged about 25mph (40km/h), being set by the M4 HST. In the back of the WC62 it seemed much faster, but there was no arguing with the reading on the speedo. The miles passed and the despatch riders made sure we all kept together. Civilian traffic at roundabouts obligingly allowed the whole convoy to manoeuvre without breaking it up. Unfortunately, the strain proved too much for a couple of vehicles and one of the casualties was the M4 HST which had to drop out.

But that was not the end of its involvement.

**Right: Jessy lapped it up. Below: The water was certainly no problem for the Mack 'NO' truck.**

The Ward La France Wrecker with Rosey and Shirley on board took it in tow to complete the road run. Our destination was the Tank Museum at Bovington where we were allowed to complete a circuit of the main arena, much to the interest of the visitors who were treated to an added display.





*Above: Unfortunately, Adrian's M4 HST was a casualty on the day.*

**TIME FOR T**

Whilst at the Tank Museum it was an opportunity to look at some of the other vehicles in the convoy, such as an armoured Jeep. The owner, Ian Baldock, explained that such conversions were usually done in field by the drivers during the war. He had copied the idea using photographs as references and converted

his 1942 Willys Jeep into this role. He added that the conversion did greatly reduce the driver's visibility. It looked an incredible piece of engineering and worthy of the vehicle's history.

For the return drive back to Broadmayne, we

decided to change vehicles and joined Andy Norman and travelled in his M3A1 White Scout Car. Andy explained that whilst he owns a few other vehicles, this was his first piece of armour. He also mentioned that it was the first time he

*Right: Ian Borrowman, who gave us a lift in his Dodge WC62 crosses the water easily. Below: Ian Baldock's Willys Jeep, aged 74 years-old, still making easy work of the water.*



*Left: AEC Matador stormed through the water. Below: Everybody enjoyed the thrill of driving in convoy.*



*Above: The M4 HST under tow by the Ward La France.*

had driven it on a big road run. He has done research on it and discovered that it has been rebuilt and at one time was based in Greece. He had recently had it repainted and for the A&E convoy it was in the colours of the 6th Airborne

Reconnaissance. In Andy's words: "It was like new out of the box," and, indeed, it did look very smart. He was joined by Jake Connock and both were wearing appropriate uniform in keeping with the unit they were representing.

Leaving the Tank Museum, we headed back toward the town of Dorchester, where our convoy was scheduled to take part in the annual carnival. As we entered the town we were directed to park up to wait for the



*Above: The convoy snakes towards the Tank Museum. Above left: Dave Purshall's M14 Piccadilly Lilly still looking fresh.*





**Above: Rita as she climbs aboard Adrian Scott's M4 High Speed Tractor. Right: The armour made it all the way to the Tank Museum.**



appointed time. People were gathering and took lots of photographs. Then we were off again and driving a couple of circuits around the town. Some of the older residents perhaps remembered such sites from over 70 years

ago and our convoy would have brought back memories of those days.

Breaking off from the main carnival our convoy headed back to Broadmayne and the historic assembly point. As always, it had

been a thrilling experience. Apart from a few mechanical problems the convoy returned safely. Even then, those which had fallen out managed to come back under their own power. In that respect it was a perfectly successful road



**Above: Stuart Command Vehicle with crew at Tank Museum. Left: Ricky Le Quesne and his wife Therese with their WC52 from Jersey, joined by a young friend. Below: The M4 HST under tow by the Ward La France.**

**Below: Trucks and motorcycles kept the convoy on the move.**





**Top left:** There was very little oncoming traffic thank goodness. **Top right:** M20 squeezing down the narrow Dorset country lanes. **Above left:** Adrian Scott (left); Jack Beckett (centre); Jim Clark (right); the convoy organisers. **Above right:** The convoy moving through Dorchester for the town's carnival.

run and a great tribute to the memories of those men who left from here in 1944. The human veterans are now very frail and becoming fewer. However, the mechanical veterans in the form of these vehicles, are still going strong due to the care and attention they receive from their

owners. As long as they remain road-worthy, events like this will keep the memories strong.

CMV had a thoroughly enjoyable experience meeting some old friends and making new ones. We would like to thank our hosts, Jim, Adrian and Jack who organised the convoy, and

the drivers who participated. Also, many thanks to the company of Wargaming.net, without whose support it would not have been possible. The A&E convoy will return next year, so keep an eye open for news and look out for its route because it is a sight worth seeing. [WARGAMING.NET](#)

**Below:** The convoy stretched along Dorchester's High Street.





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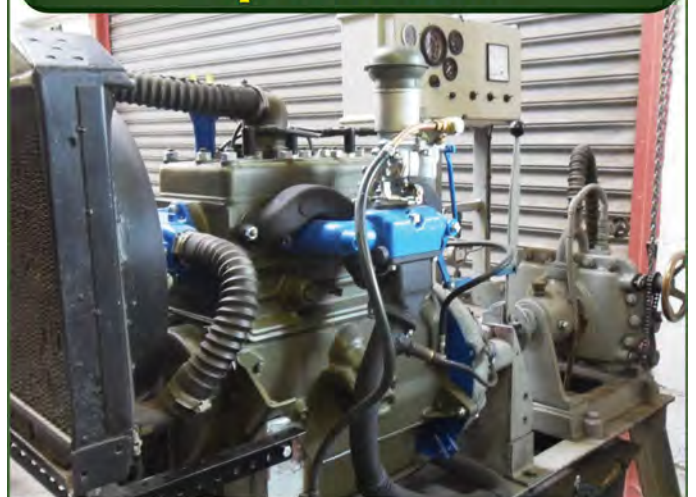


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**Date:** Sat/Mon 26-28 Aug 2017

**Location:** A426, 5 miles from Rugby CV22 6NR

**Contact:** www.tankstrucksandfirepower.co.uk

**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](http://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](http://www.ramco.co.uk), or call 01754 880880 for more details.

**FORTHCOMING MILITARIA EVENTS 2016**

**October**

**STRATFORD UPON AVON MILITARIA & MEDAL FAIR**

**Date:** Sun 30 Oct 2016

**Location:** Stratford Leisure and Visitor Centre, Bridgefoot, Stratford Upon Avon, Warks CV37 6YY

**Contact:** Mark Carter 01753 534777

**CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 30 Oct 2016

**Location:** Marconi Social Club, Beehive Lane, Chelmsford, Essex

**Contact:** James Aslett 07595 511981, [www.chelmsfordmilitaria.com](http://www.chelmsfordmilitaria.com)

**November**

**NORTHERN MILITARY EXPO**

**Date:** Sun 6 Nov 2016

**Location:** Newark County Showground NG24 2NY

**Contact:** Mark Askew 01302 739000, [www.northernmilitaryexpo.co.uk](http://www.northernmilitaryexpo.co.uk)

**ALDERSHOT MILITARIA & MEDAL FAIR**

**Date:** Sun 6 Nov 2016

**Location:** Princes Hall, Princes Way, Aldershot, Hants GU11 1NX

**Contact:** Mark Carter 01753 534777

**THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS**

**Date:** Sun 13 Nov 2016

**Location:** Historic Dockyard, Chatham, Kent

**Contact:** James 07595 511981, [www.chathammilitariafairs.co.uk](http://www.chathammilitariafairs.co.uk)

**MALVERN MILITARIA FAIR**

**Date:** Sun 20 Nov 2016

**Location:** Three Counties Showground, Wye Hall, Malvern

**Contact:** 01743 762266, [www.militaryconvention.com](http://www.militaryconvention.com)

**YATE MILITARIA FAIR**

**Date:** Sun 27 Nov 2016

**Location:** Yate Leisure Centre, Kennedy Way, Yate nr

Chipping Sodbury, Bristol BS37 4DQ

**Contact:** Mark Carter 01753 534777

**December**

**CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 4 Dec 2016

**Location:** Marconi Social Club, Beehive Lane, Chelmsford, Essex

**Contact:** James Aslett 07595 511981, [www.chelmsfordmilitaria.com](http://www.chelmsfordmilitaria.com)

**THE SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS**

**Date:** Sun 11 Dec 2016

**Location:** Historic Dockyard, Chatham, Kent

**Contact:** James 07595 511981, [www.chathammilitariafairs.co.uk](http://www.chathammilitariafairs.co.uk)

**GHQ MILITARIA FAIRS**

**Date:** Sun 18 Dec 2016

**Location:** The Maltings, Farnham, Surrey GU9 7QR

**Contact:** 07919 455799, [www.ghq.uk.com](http://www.ghq.uk.com)

**EVENTS 2017**

**January**

**CROYDON AIRPORT AVIATION & MILITARY COLLECTORS FAIR**

**Date:** Sun 8 Jan 2017

**Location:** Hallmark Hotel, Purley Way, Croydon, Surrey CR9 4LT

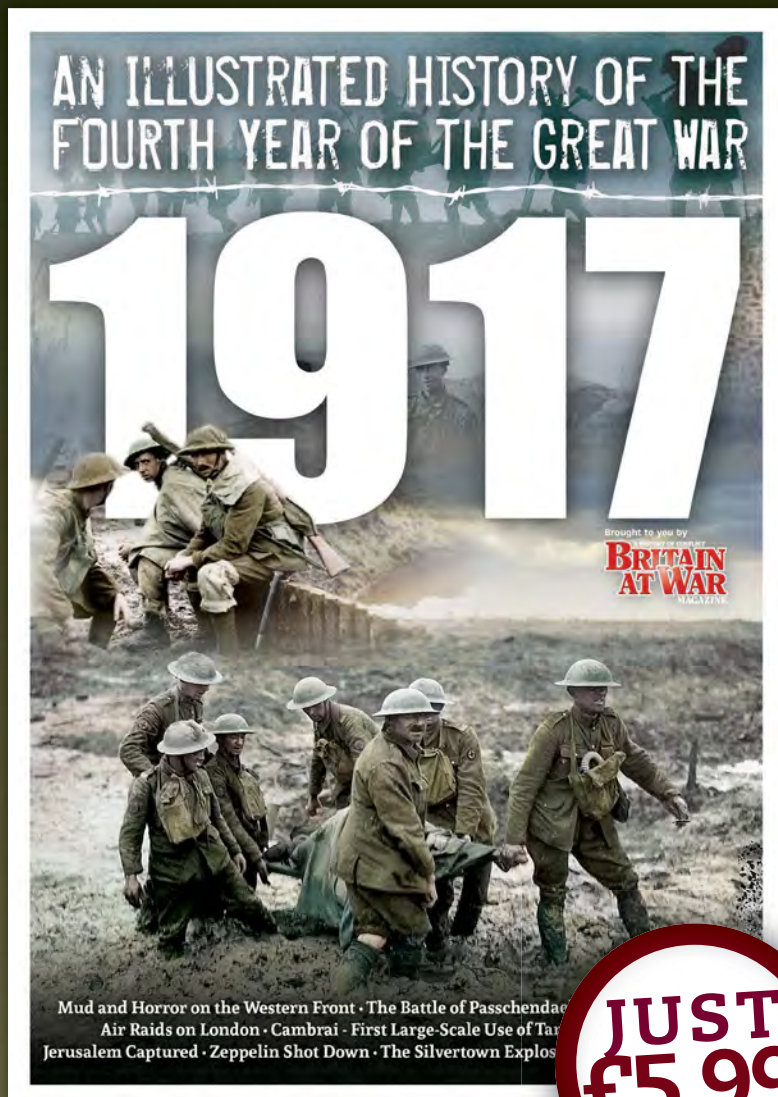
**Contact:** David Sutton: 07973 885754, [davidsutton16@aol.com](mailto:davidsutton16@aol.com)



# 1917: AN ILLUSTRATED HISTORY

This 132-page special from the team behind Britain at War magazine, tells the story of the fourth year of the Great War.

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Despite victories at the Somme and Verdun, the fourth year of the Great War saw no relaxation of Allied efforts. The war of attrition that had seen the incremental weakening of the German Army, and the German nation, had to be maintained, even accelerated, throughout 1917.

#### Features include:

##### The Zimmermann Telegram

With Germany increasingly being forced onto the defensive, the German Foreign Minister, Arthur Zimmermann, advocated a resumption of unrestricted submarine warfare.

##### The US Enters the War

On 2 April, President Wilson delivered a speech to the joint houses of Congress, in which he stated that the US had some 'very serious' decisions to make. These decisions related to the conduct of Imperial Germany, following its announcement of unrestricted submarine warfare.

##### The Third Battle of Ypres

The Germans were demoralised and exhausted after suffering a catastrophic defeat at Messines, and the British artillery continued to hammer at the German positions to the south and east of Ypres.

##### The Battle of Cambrai

The Passchendaele offensive had ground on for months with no sign of a breakthrough. Casualties had amounted to around 200,000 men and all that had been gained was a few hundred yards of ground. It was against this background that Colonel J.F.C. Fuller, proposed 'a tank raid south of Cambrai'.

##### Rationing Begins

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**T**he much hyped Normandy Tank Museum sale exceeded all expectations with some lots reaching frankly absurdly prices (see pages 12-13), but the fact is that a Jeep which bid up to an exceptional €77,000 only had an effect on the market for 24 hours and we certainly have not had Milweb advertisers asking us to up their prices! Indeed,

the two Shermans and the Chaffee didn't reach more than the market value – perhaps overseas buyers were worried about the time it would take to get export licences as moving armour out of France can be a real minefield. So restored Sherman's are still around the £220,000-£250,000 mark – just as they were before the sale.

By contrast the BAIV collection sale in Holland two days later thankfully realised prices at our normal market rates. Curiously though the Sexton, Comet and Centuar didn't get any bids and as far as I know remain unsold.

### **OUT FOR A DUKW**

The annual Bonhams Goodwood Revival sale saw the last DUKW from the British Army sell for a hammer price of £68,700 – it came from Witham and had been used by the Royal Marines at its Amphibious Trials and Training establishment at Instow, North Devon. Retro-fitted with a 5.9-litre Cummins diesel engine, the DUKW had been in continuous military service for more than 60 years. Its new owner is a Scottish land owner who bought it to use on his loch – so we sadly won't see it at War and Peace any time soon.

We have had plenty of quick sales reported like the three (rare in the UK) Studebaker US 6 trucks that sold within hours of the advert going live. We've also had reports of Jeeps and Dodges changing hands quickly.

A very unusual vehicle appeared on the market just as we went to press – a Tilly but not a standard Austin or Hillman. It is badged as a Commer, but looks almost identical to the Hillman and is a wartime model. At £3500 it seems a bit of a bargain.



*This NSU Kettenrad is about as original as they get. This one was found in Norway by a CMV reader.*



*The last DUKW from the British Army sold at Bonhams Goodwood Revival for £68,700.*



*This Commer Tilly looks like a bargain at £3500.*

### **BEST OF BRITISH**

An ex-RAF Standard Flying 9 at £5800 reflected the growing value of British staff cars which, of course, are less grandiose than their American counterparts.

Austin Champs rarely come on the market these days and often struggle to sell. Even when they do, they no longer make much money. But a much rarer 1965 Austin Gipsy with only 5000 miles and ready to show at £7500 will probably sell quickly. Never a frontline vehicle, these bear a striking resemblance to the early Land Rovers and most saw service alongside the Green Goddess fire tenders of the Auxiliary Fire Service.

A very nice Abbot at £25,000 made a rare appearance in Milweb's classifieds. All too often the FV433 Abbots that come up for sale have been used for tank riding experiences and are thrashed to death and need total rebuilds. This one comes with a vital spare K60 engine pack – which are now hard to find.

### **NORWEGIAN TREASURE**

A very original Kettenkrad found in Norway by *CMV* reader Lee Money some 15 years ago has come onto the market again in Belgium and we are pleased to see it is still in its original paintwork as Lee found it. With its dry Arctic climate, vehicles found in Norway seem to have far less corrosion and there is still some treasure turning up 70 years after the occupation. We are not privy to the price, but it is certainly one for the serious collector.

Studebaker Weasels seem to be prolific these days with several a month coming onto the market at varying prices. Their big weakness is the tracks which break so there are now rubber replacements being manufactured. With projects for less than £5000 and restored models from £18,000-£25,000 they are a good buy.



*Standard Flying 9 sold for £5800.*

And of course it's a light, unarmoured tracked vehicle that can be towed on a normal car trailer – unlike a Bren Carrier

***"Studebaker Weasels seem to be prolific these days."***

which pushes it over the legal limit.

With the end of the military vehicle rally season for this year, we still have

events to look forward, such as the next Dallas Dig Out on 23 October and the established Malvern Military Convention on 20 November. Autumn-cum-winter normally brings a lot of vehicles to the marketplace as owners take stock and

perhaps decide it's time for a change. It will be interesting to see what comes up for sale this off season. [LINK HERE](#)



*This very nice Schwimmwagen is up for sale at €140,000.*

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			
					LOW	HIGH	AVERAGE	TREND
<b>SOFT-SKIN VEHICLES</b>								
AM General HMMVV	USA	1984	6200cc; V8; diesel	(on-going)	£39,600	£39,600	£39,600	▼
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£5400	£6000	£5700	–
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£2250	£5000	£3500	–
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£4750	£4625	–
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£5812	£9300	£7755	▲
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£9300	£13,250	£10,448	▼
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£9900	£30,000	£19,100	▼
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£7000	£14,225	£10,245	▲
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£4200	£8500	£6140	▼
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£5000	£9615	£6197	–
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£9950	£14,000	£11,486	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£5995	£8995	£7872	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£5520	£22,750	£14,200	▼
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	–	£3995	£6000	£4998	▼
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£9000	£6083	▼
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£5000	£8700	£5565	▼
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	–	£7000	£15,500	£9785	–
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£2500	£4300	£3319	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£3125	£4995	£3775	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£6000	£10,000	£8400	▼
<b>WHEELED ARMoured VEHICLES</b>								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£15,000	£24,000	£19,625	▲
<b>TRACKED ARMoured VEHICLES</b>								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£14,000	£27,750	£17,750	–
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£10,000	£21,000	£16,083	▲
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£7000	£25,000	£16,755	▼
<b>MOTORCYCLES</b>								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£9430	£21,500	£15,465	▲
<b>TRAILERS</b>								
¼-ton (for WW2 Jeep)	–	–	–	–	£600	£1200	£900	▼
¾-ton British (for Land Rover)	–	–	–	–	£275	£450	£368	▼

\* 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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# CLYNO CONVOY

There's one of these in the National Motorcycle Museum in Solihull ([www.nationalmotorcyclemuseum.co.uk](http://www.nationalmotorcyclemuseum.co.uk)) and unsurprisingly it's much cleaner than the machines pictured in convoy here, presumably somewhere on the Western Front. The Clyno 750 V-twin sidecar combo was used by the Motor Machine Gun Corps during the Great War and it's estimated that around 1800 such outfits had been supplied by 1918. Not all were fitted with a machine gun and front armour – some sidecars had to carry spares as well as ammo and water to cool the .303in Vickers – and some were even adapted to evacuate casualties from the front line. Thanks to Alby Anderson for the photo. 



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