

**SOUVENIR ISSUE COMMEMORATING 100 YEARS OF THE TANK**



**ISSUE 184  
SEPTEMBER 2016**

# CLASSIC **MILITARY** VEHICLE

**KEY**

## IT'S A REVIVAL!

*Our verdict  
on this year's  
Folkestone  
spectacle*

incorporating

**MILITARY  
MACHINES**  
INTERNATIONAL



**Streaker CVR(T)  
under the  
spotlight**



**Russian  
tank restos**



**SPECIAL FEATURES INCLUDE**

- **LITTLE WILLIE**
- **TANK MEN**
- **THE FIRST  
TANK BATTLES**



**£4.40**

**PLUS: EVENT LISTINGS, MVS FOR SALE, MARKET NEWS, MV PRICES**





# Cherished Vehicle Insurance

## Classic Military Vehicle Insurance for your pride & joy



- 30%** **30% discount** for members of **MVT, IMPS, HMFV** or any other **recognised** military vehicle club\*
- Member to Member Driving** of other vehicles cover\*\*
- £ Nil excess** - Accidental Damage Fire & Theft
- 3.5%** **Heavy Military Vehicle Breakdown** policies available
- 90 days** **Free 90 days** Comprehensive EU driving cover
- ✓ Free and simple** agreed value option
- ✓ Multi vehicle** policies available

\*To qualify for a 30% discount simply provide your Military Vehicle Club membership number. Subject to minimum premium.

\*\*Subject to both parties being insured with Cherished Vehicle Insurance's Military Vehicle scheme. Please ask for details.



# 0333 003 8162

[www.cherishedvehicleinsurance.co.uk](http://www.cherishedvehicleinsurance.co.uk)



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

Cherished Vehicle Insurance is a trading name of Canopus UK Specialty Limited who are authorised and regulated by the Financial Conduct Authority. Registered in England No. 00743268, Registered Office: 1st Floor, 1 Kings Court Business Park, Charles Hastings Way, Worcester, WR5 1JR CVI 086 02/16



**EDITORIAL**

Editor: Ian Cushway ian.cushway@keypublishing.com

Contributors: Aleksandr Koshavtsev, Dave Hardway, David Fletcher, Geoffrey Fletcher, Scott Smith, Ian Stead, Andy Stead, Nigel Hay, Les Freathy, Diana Hawkins, Paul Hazell, Peter McNeil, Duncan Nicholson, John Norris, Jim Kinnear, Jon Hickman, Jon Burgess, James Taylor, John G Teasdale, David Gilbert, Alain Henry de Frahan, Ian Young, John Blackman, Carl Schulze, Tim Bolton, Dimmen B Van Herwaarden, Karl Ludvigsen, Piotr Mariusz Radomski  
Designer: Sean Phillips, AT Graphics Ltd

**ADVERTISEMENT SALES**

Advertising Sales Executive: Michelle Duncan  
Tel: +44 (0)1780 755131  
michelle.duncan@keypublishing.com

**PRODUCTION**

Design and Colour Repro: AT Graphics Ltd  
Production Manager: Janet Watkins  
Advertisement Production: Kay Townsin  
kay.townsin@keypublishing.com

**MARKETING**

Group Marketing Manager: Martin Steele  
Marketing Manager: Shaun Binnington

**MANAGEMENT**

Publisher and Managing Director: Adrian Cox  
Executive Chairman: Richard Cox  
Commercial Director: Ann Saundry

**SUBSCRIPTIONS/MAIL ORDER**

PO Box 300, Stamford, Lincs, PE9 1NA, UK  
Tel: +44 (0)1780 480404 Fax: +44 (0)1780 757812  
Email: Subscriptions: subs@keypublishing.com  
Email: Mail Order: orders@keypublishing.com  
Or order online at www.keypublishing.com/shop

Readers in the USA can place subscription orders by visiting our website as above or by calling toll free 800 428 3003 or fax 757 428 6253 or by writing to CLASSIC MILITARY VEHICLE, 3300 Pacific Ave, Ste 500, Virginia Beach, VA23451-9828. CLASSIC MILITARY VEHICLE is distributed in the USA by Mail Right Int., 1637 Stelton Road B4, Piscataway, NJ 08854. Periodicals Postage Paid at Piscataway, NJ and additional mailing offices.

POSTMASTER: Send address changes to: CLASSIC MILITARY VEHICLE, Key Publishing Ltd, c/o MailRight International Inc., 1637 Stelton Road B4, Piscataway NJ 08854.

**DISTRIBUTION**

Seymour Distribution Ltd: +44 (0)20 7429 4000

**PRINTING**

Precision Colour Printing Ltd

ISSN: 1473-7779

All rights reserved. The entire content of CLASSIC MILITARY VEHICLE is © Key Publishing 2016. Reproduction in whole or part and in any form whatsoever is strictly prohibited without the prior permission of the Publisher.

While every care is taken with submissions, the Publisher cannot be held responsible for any loss or damage incurred. All items submitted for publication are subject to our terms and conditions which are regularly updated without prior notice and downloadable from www.keypublishing.com.

We are unable to guarantee the bona fides of any of our advertisers. Readers are strongly recommended to take their own precautions before parting with any information or item of value, including, but not limited to, money, manuscripts, photographs or personal information in response to any advertisements within this publication.

**PUBLISHED MONTHLY BY**

Key Publishing Ltd, PO Box 100, Stamford, Lincs, PE9 1XQ  
Tel: +44 (0)1780 755131  
Fax: +44 (0)1780 757261  
Website: www.keypublishing.com

# Contents

**FRONT COVER**

P26, we report from this year's War and Peace Revival.



**04 OPENING SHOT!**  
★ COVER STORY ★

Telling the tale of Little Willie.

**06 REVIEW**

The latest happenings from the classic military vehicle world.

**12 WHEELS AND TRACKS**

We report on Vienna's annual military gathering.

**15 TANK CREWS**  
★ COVER STORY ★

Profiling the brave men who piloted the early tanks.



**20 100 YEARS OF THE TANK**  
★ COVER STORY ★

Marking the centenary of the first tank battle and the machines involved.

**26 WAR AND PEACE REVIVAL 2016**  
★ COVER STORY ★

The highlights of this year's Kent show.



**38 COMET RECALLED**

The incredible story of WW2 Comet crew survivors.

**46 STREAKER**  
★ COVER STORY ★

John Norris profiles the British made enigma.



**52 SECRET HISTORIES**  
★ COVER STORY ★

Tank refurb at Russia's top museum reveal their hidden past.



**56 TILBURY SHOW**

This year's A Village at War.



**60 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 THE MILITARY VEHICLE MARKET**

Milweb's Nigel Hay charts the highs and lows of the vehicle marketplace.

**74 MV PRICE GUIDE**

Our listing of current vehicle values.

**82 ECHOES OF WAR**

Just the Guy!

**SUBSCRIBE  
AND SAVE – PAGE 62**

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





# OPENING SHOT

## LITTLE WILLIE

The first prototype tank was redundant soon after its last demonstration at Hatfield Park on 8 February 1916. That said, there is a certain amount of debate about whether it was actually there at all. It was certainly tested in Burton Park, Lincoln in December 1915.

It was originally powered by Daimler's six-cylinder petrol engine complete with its Silent Knight sleeve valves. The unit was fitted back to front in Little Willie but the correct way round in production tanks.

As it sits here, Little Willie is in its final form and complete externally, albeit without its wheeled tail which was fitted to aid stability and steering. The tracks, which are virtually the same as those used on the majority of production tanks, were invented by William Tritton and Walter Wilson on 22 September 1915 although production was slow so a complete set was not fitted to Little Willie until the end of November 1915. Before that the same machine was running on Bullock Creeping Grip tracks imported from America. At that time it was trial fitted with a dummy turret and you can still see the ring. In its earlier form it was known as the Tritton Machine or the No. 1 Lincoln Machine.

It was photographed at Dollis Hill, London at the end of the war without its tail and was in the original open air Tank Museum at Bovington by 1928 when it was seen by King George V. The damage at the front seems to have been done when they tried to tow it by passing a line through the visor, sometime between the wars.

All that remains of the wheeled tail is the hydraulic lifting mechanism and some of the pulleys. Still, as part of tank history it remains a thing of wonderment and indeed an icon in its own right.









# 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



I am still recovering mentally and physically from War and Peace Revival 2016 as I put the finishing touches to this issue. In new hands, as far as I am concerned, it was business as usual, with the added benefit of a far better layout. Highlights included Jon Phillips's Stug III Ausf D which made its debut at the Yorkshire Wartime Experience a few weeks previously, and the Cobbaton Collection's Sexton Mk2 which sounded wonderful as it blasted around the Folkestone arena. As usual the weather was 'changeable' throughout the duration, which came as something of a relief to many who found the heat on Tuesday just a little too much to bear. You can see our full report on pages 26-36.

Elsewhere in this issue we celebrate the centenary of the first tank battle which took place on 15 September 1916. The tales of the first heroic tank men are told on pages 15-18, while the machinery itself is discussed by leading tank historian David Fletcher in a six page feature on pages 20-25. Combined, it's a mixed tale of bravery and mechanical breakdown which ultimately proved to be the starting point for all future tank development and strategies involved in their deployment. A hundred years is a long time, but the general principle of the tank has remained unchanged. Ditto the spirit and courage of those who travel in them. On that account we at *CMV* salute all tank crews past, present and future.

**Ian Cushway**



## SPORT REMEMBERS THE SOMME



The Royal British Legion is calling on the nation's sporting organisations, associations, clubs, teams and individuals to commemorate the role played by sportsmen on the 100th anniversary of the Battle of the Somme.

The campaign, called Sport Remembers the Somme 1916-2016, was officially launched at The Royal Regiment of Fusiliers headquarters, Tower of London by sporting legends Sir Nick Faldo MBE, former world golf number one and six times Major Championship winner, England Rugby World Cup winner and former British Army officer Josh Lewsey MBE, England's all-time record cap holder and former goalkeeper Peter Shilton OBE, Olympic gold medal winner Sally Gunnell OBE and former England cricket captain Mike Gatting OBE.

Athletes and players from sports at all levels volunteered to enlist – sometimes *en masse* as an entire team and its supporters. There were battalions – including the 23rd and 24th battalions of The Royal Fusiliers – that included significant numbers of athletes, footballers, and individual members of clubs and teams. Many other players – from first class cricketers to amateur boxers – served in Pals battalions recruited from towns, villages, schools, workplaces and trades. When these battalions suffered losses, as they did mostly at the Somme, the impact was felt at the club and community level.

The Legion is encouraging professional and amateur sport to join in the commemoration of the service and sacrifice made by the nation's sportsmen during the Battle of the Somme and has released a free *Sport Remembers the Somme 1916-2016* toolkit for holding a commemorative event, including a souvenir pennant. The toolkit is available to sport clubs and teams through The Royal British Legion website: [www.britishlegion.org.uk](http://www.britishlegion.org.uk).





**GRAHAM SYKES**

# Military Vehicle Insurance

**THE GSI - TEAM**



**IF YOU HAVE A MILITARY VEHICLE.  
IF YOU WOULD LIKE US TO INSURE IT.  
YOU KNOW WHERE TO FIND US.**

**NOW YOU CAN HIRE, THE GSI TEAM.**

**01395 255 100**

**WE LOVE IT WHEN A POLICY COMES TOGETHER**

[www.graham-sykes.co.uk](http://www.graham-sykes.co.uk)

Graham Sykes Ltd. is authorized and regulated by the Financial Conduct Authority.  
Calls may be monitored or recorded to help improve our service.



# TANKS ROLL IN WESTMINSTER

The Tank Museum is marking the 100th anniversary of the tank on 15 September with the appearance of a British Great War tank in London's Trafalgar Square. The location has special significance given that during WW1, the government sent tanks 'on tour' to raise funds for the new tank army and Trafalgar Square hosted several Tank Banks, as they were known, with politicians and celebrities climbing aboard to deliver speeches.

Said Tank Museum curator David Willey: "It is fitting that we should



use the tank as a 'prop' at the commemorations to honour the memory of another group of extremely brave and pioneering soldiers who fought in this battle – the first tank crews. Their experience sheds a different perspective on the conduct of the war and the experience of the troops that fought in it."

None of the Museum's unique collection of original First World War tanks are able to run under their own power nor be transported long distances owing to their age and fragility. Instead, The Tank Museum is transporting a replica which is based on one of those original tanks and which was first used in Steven Spielberg's blockbuster *Warhorse*.

The transportation of The Tank Museum's Mk IV replica tank, and the Tank 100 Conference has been sponsored by Wargaming, the developer and publisher of the free-to-play video game *World of Tanks*.

## MILITARY HISTORIAN DIES



Former Tank Museum director, leading military historian and the man generally acclaimed for being responsible for the museum's transformation died at the end of May. Lieutenant Colonel George Forty, OBE, FMA joined the Army in 1945 and served for 32 years, seeing active service first in Korea and later commanding an armoured division in Aden, the Persian Gulf and Borneo. He left the Army in 1971 to pursue a writing career and was appointed director of the Tank Museum in 1981. Over the following decade he tripled the size of the museum, adding more vehicles and changing it from a storage facility to a working visitor friendly resource under a programme of modernisation that continues to this day.

## SECRET TANK TRIALS REMEMBERED

A special event called Tanks & Tommies is taking place at Hatfield House on 10-11 September to mark the centenary of secret tank trials which took place there during the Great War. The event, with its working Mark I replica, will recreate aspects of the tank trials and include various re-enactments and home front displays. There will also be a tented cinema showing footage from the Somme and other battles, talks by tank expert Andrew Blow, assault courses along with signalling activities for children and the firing of an 18-pounder gun. For more information visit [www.hatfield-house.co.uk](http://www.hatfield-house.co.uk)



## OFF TO A T

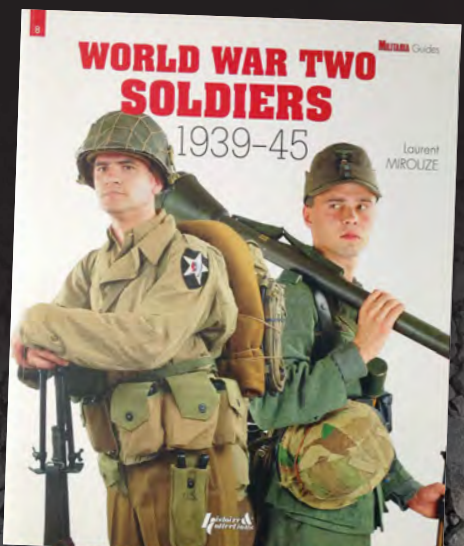
In last month's *CMV* we implied Jason Jefferies' Diamond T Model 981 was restored by Jim Clark at Red Ball Restorations when in fact it was all done by his own skilled hands. Sorry Jason!



## READ ALL ABOUT IT...

### WORLD WAR TWO SOLDIERS 1939-45

WW2 vehicle owners will no doubt be interested in this *Histoire et Collections Militaria Guide* by Laurent Mirouze. It illustrates the outfits and equipment from this period, drawing from authentic pieces from private and public collections. Polish, Belgian, French, German, British, Italian, Russian and North American soldiers are photographed from the front and back to reveal all the necessary visual details, with accompanying captions providing a detailed description. It's available from Casemate ([www.casematepublishing.co.uk](http://www.casematepublishing.co.uk)) at £17.50 in paperback. ISBN: 978-2-352503-40-8





YOU COULD  
**SAVE 41%**  
WITH A MULTI-CLASSIC POLICY<sup>1</sup>

## "The Best Classic Car Insurance"

RICHARD, HANTS - JAN 2016



Carole Nash, a name you can trust  
**0800 804 7963**

Classic | Camper Van | Specialist | Military | Performance  
[cherished.carolenash.com](http://cherished.carolenash.com) [f /insideclassics.com](https://www.facebook.com/insideclassics) [@insideclassics](https://www.instagram.com/insideclassics)



Opening hours in the UK: Mon-Fri 9am-7pm, Sat 9am-5pm. <sup>1</sup>Based on an average customer, saving 41% when compared to buying three separate Carole Nash policies. Average customer = 57 year old male with full 10 years plus NCB, driving a 1965 MG B, 1973 MG B and 1972 MG Midget. Previous multi-classic car savings from 7.2.2014 until 11.5.2015 were 28%. Up to 41% savings available from 11.5.2015. <sup>2</sup>Carole Nash Insurance Consultants Ltd is authorised and regulated by the Financial Conduct Authority, firm reference no. 307243. Carole Nash is a trading style of Carole Nash Insurance Consultants Ltd, registered in England and Wales no. 2600841.

# JEFFREY ENGINEERING LTD

**JEeps - JEEP PARTS - SERVICE AND REPAIR**

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

**All major credit cards accepted. Call Nick Jeffrey**



**TEL: 01233 770007**

MOBILE: 07770 836438 FAX: 01233 770670

WEBSITE: [www.jeffreyeng.com](http://www.jeffreyeng.com) Email: [nick@jeffreyeng.com](mailto:nick@jeffreyeng.com)

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

## Specialist Insurance for Military Vehicles

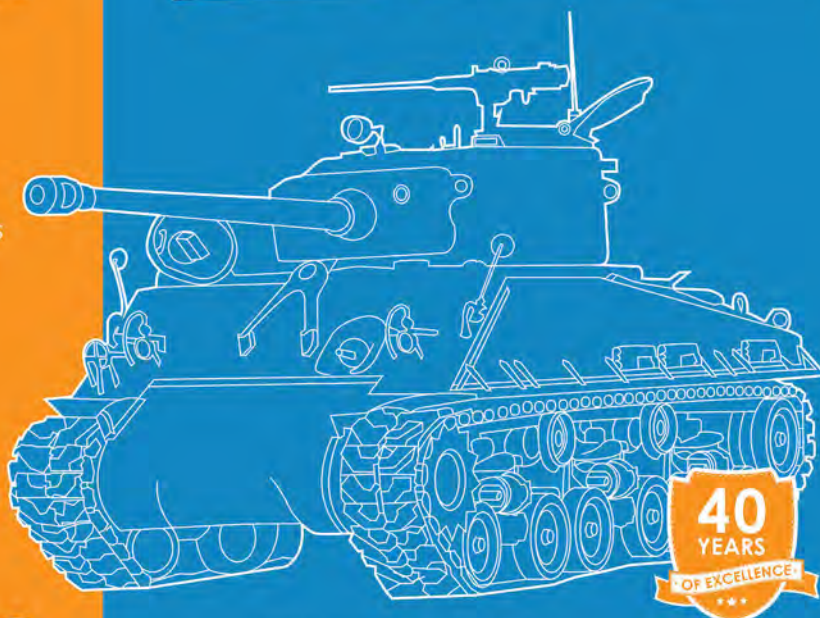
Adrian Flux Insurance Services know how much your classic military vehicle means to you. That's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



**0800 085 5000**  
**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority

## Cheaper Insurance



Benefits available can include:

- FREE Legal Cover
- Agreed Value
- Q-plates Cover
- Rally Events
- Limited Mileage Discounts
- Modifications Cover
- Collections Cover
- Club Member Discounts



# WRITE TO REPLY!

## IN THE PINK

The Mk 11A SAS Specific shown on your next month page in July (p66) is not a Pink Panther, and its registration is the clue. The first pink Land Rovers were Mk 11 SAS Specific desert training vehicles, basically a stripped and unmodified Mk 11, and were not part of the modified REME and workshop built vehicles of which some 27 were made. These armed SAS Specifics arrived in theatre shortly after with the old .30 gun pintles and either round or square locally manufactured gun boots. These training vehicles had no gun pintles and no gun boots and I believe it was HMS Intrepid and/or Fearless that brought them ashore at Khan Creek by landing craft just outside of Sharjah. The RHA Paras on seeing these vehicles in the desert in mid-1967 said they had seen some pink coloured Land Rovers of either the Abu Dhabi Defence Force or of the Trucial Oman Scouts. This was probably due to the use of the Shemagh in red and white worn by the crews on occasion. I believe the RHA Paras can therefore be seen as being responsible for the name 'Pinky'. The later more capable Mk 11A with steering changes and a stronger chassis was somewhere along the line referred to as a Pink Panther, the origins of which while unknown are often

credited to the *Pink Panther* films. Both the Mk 11 and Mk 11A were originally delivered in Bronze Green and none were designed for desert warfare, and some in Mobility Troop called them 'Green Hornets'. Some in the UK received the Regiment's 'Winged Dagger' on a metal plate central to the radiator mesh as per the WW2 Willy's Jeeps in Europe on a Royal Blue background, the Regimental colour. These like the Mk 11 SAS Specific before got painted pink and replaced the old Mk 11 by mid to late 1970 in Oman, but some of the old MK 11s were driven to destruction by the Sultan's Army. Not one Mk 11A survived Oman as being beyond economical repair, so in effect nobody really owns a proper Pinky or a Pink Panther, and the nearest they got to the sand was a day out at the seaside. The Mk 11A also had front canvas doors with a quick release snatch harness, and each vehicle was unique. Sultan Qaboos donated the famous Mirbat 25-pounder to the Royal Artillery museum, and is unique as the only actual piece of hardware to survive according to my records, and is on loan at this present time to the Regiment. Either pink or green these vehicles were the same and those in the desert were not modified in any way to what is now known as Desert Patrol Vehicles. The standard Mk

11A in Oman could be armed, but were in green/sand camouflage, no gun boots and the spare wheel was on the bonnet. It was one of these that was damaged beyond repair in the battle at Mirbat and scrapped after the battle. Sadly, if any Pinky or Pink Panther survives some 40 years on, it is as a rusting piece of metal somewhere still in the desert.

**Vic KF Ffolliatt Watt Copson  
(AKA Spider), via email**



## THAI COLLECTION

Nice article on the Morris Light recy car in the July edition which prompts me to confirm that there are many of these in Thailand and the one at the Cavalry museum at Saraburi is still in good running order. Other interesting

older vehicles there and elsewhere are the Vickers AA self propelled gun, Carden Loyd Mk V1, Renault UE, Bren Carrier, Vickers 6 ton, Jap type 95 Ha Go, and Landverk model 22 gun tractor. No doubt there are others I've

not found yet including the Carden Loyd swimming tank which I think went to the Navy.

**Peter Herrett, via email**





[www.mod-sales.com](http://www.mod-sales.com)



**CVRT Scimitar Armoured Reconnaissance Vehicle**, Fitted Cummins BTA 5.9lt Turbo diesel, Automatic Gearbox with Neutral turn capability, Maximum road speed 72 km/h, Range 750 km, etc, 820 miles, Excellent condition, Guide price £39,995 (1 Available)



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



**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).



**Land Rover Wolf 90 300Tdi Hard Top RHD**, Fitted 300Tdi engine, 5 speed R380 gearbox, Hi/Low transfer box with centre diff lock, full FFR installation kit, 24-volt electrics, PAS, front and rear disc brakes etc, Mileage from 45110km, Guide price from £10,995 (6 Available)



**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)



**The DAF 4x4 Truck**, Cargo capacity of 5000kg, Fitted Cummins 5.9 ltr Turbo Diesel, permanent 4x4, Hi Lo Ratio with Diff Lock, PAS, Air brakes, Nato style rear hitch, Engine power 145hp, Maximum road speed 89 km/h, Range 500 km, Year from 1994. Guide price from £4,500 (40 Available)

**WITHAM (SPECIALIST VEHICLES) LTD**



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

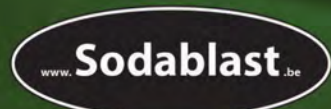
Honey Pot Lane, Colsterworth, Grantham, NG33 5LY Tel: 01476 861 361 Fax: 01476 861 441

Email: [sales@mod-sales.com](mailto:sales@mod-sales.com)



# DUSTLESS BLASTING AND SODA BLASTING SYSTEMS

*Sodablast is the official European importer for the sodablasting systems and dustless blasting systems from MMLJ Houston Texas. We also provide blasting media like soda, plastic media and crushed glass*



0032 485 088 990

FIND US ON FACEBOOK

**SOFTBLAST SODABLAST BELGIUM**

[www.sodablast.be](http://www.sodablast.be)



# ON WHEELS AND TRACKS – AUSTRIAN MILITARY MUSEUM, VIENNA, 4/5 JUNE 2016

*With over 10,000 visitors and 150 machines in attendance, this was undoubtedly the best show yet, reports the collection's military vehicle expert Franz Brödl*



**N**ow in its ninth year, the historic park of the Austrian Military Museum in Vienna once again played host to a variety of military machines from bicycles to main battle tanks, with the record attendance due in no small part no doubt to the good weather and the lack of admission fee.

Among the tracked vehicles in attendance, the real highlight was a privately owned T72 M1A1 upgraded in Slovakia with a 1000hp engine, which

appeared alongside various Austrian light tanks and APCs. Together with the WW2 Hetzer, an old favourite with visitors, the museum also presented for the first time

its most recent acquisition – a rare Ford Universal Carrier T16. The T16 arrived at the museum two weeks prior to the show and much to the delight of onlookers was accompanied by an enthusiastic group of re-enactors.

Another interesting sight, again both coming from private collections, was a pair of Hägglunds all terrain vehicles; a BV204 and a BV206. As if that wasn't enough to keep the crowds entertained, fresh out of the museum's restoration workshop came a M42 Duster which drove under its own power for the first time in over 25 years.

The oldest vehicle on show was a Great War Harley Davidson F dating from 1917 belonging to an Austrian collector who restored it to its original as new condition.

One of the most unusual sights was an ex-Austrian Army Stalwart which was seen driving around the showground, rubbing shoulders, of course, with the more common Puch Haflinger. Period bicycles seem to be becoming more popular with collectors and both British, US and German two-wheeled specimens were presented. The celebration



*Left: Curiosities of the Austrian Army included this Hägglunds BV206 and 1954 STEYR Motormuli.*





**Above: Great War Harley had undergone a full restoration. Right: M42 Duster was on its first drive in over 25 years.**



**Above: Jeeps proved as popular as always, especially as it's the brand's 75th anniversary.**

of the 75th birthday of the legendary Jeep brand played a major part in the two-day show and owners and clubs were in strong attendance.

A particular highlight is the Saturday evening convoy which this year was made up of some 50 vehicles which made their way into Vienna's historic city centre. The two Hägglunds formed the end of the convoy and all the vehicles returned to the museum without any breakdown.

For the 10th anniversary of On Wheels and

Tracks the museum plans an even bigger show on 10/11 June 2017, so make a date now in your diary.

For more information and some videos see [www.hgm.at](http://www.hgm.at) [www.facebook.com/events/160094017698457](https://www.facebook.com/events/160094017698457)



**Above: Unsurprisingly, the Puch Haflinger is a relatively common sight in Austria. Below: T16 Carrier only arrived at the museum two weeks prior to the show.**



**Above: Hägglunds BV204 belonged to a private collection. Right: T72M1A1 at full chat was an impressive sight.**





# Bookworld Wholesale Limited

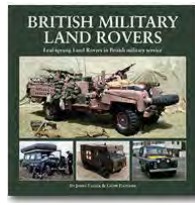
Incorporating Avid Reader Mail Order Books  
**UK Distributors of Tankograd**



**AMX-13 In Lebanon.** Multiple rusting and heavy weathering painting techniques for abandoned military vehicle models. Chapters include The AMX-13 in the IDF, Lebanon army dump yard, AMX-13 Abandoned in Lebanon, Lebanon army dump yard 2, AMX-13 Rhapsody in SLA blue, Lebanese army live fire drill, Walkaround section. **£25.99**



**Tankograd 5059 UNIMOG U4000/U5000** The Unimog Series 4374 - Development, Technology, Variants, Service. This publication tells the development history, technology and variants of the U4000/U5000 in modern German Army service. Among the variants covered are the U4000 box body types, U5000 Cargo, U5000 UAV Recovery Vehicle and the U5000 Forest Firefighting Vehicle. Illustrated with 114 colour photographs and 10 graphics. 64 pages **£13.99**



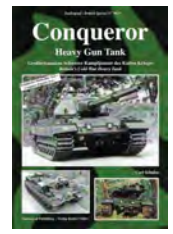
**British Military Land Rovers.** This hugely comprehensive book looks at the story of the leaf-sprung Land Rovers used by all three of Britain's armed services in the Army, the Royal Navy and the Royal Air Force. It lists and describes the different types, setting them in their context both as products of the Rover (and later, Land Rover) companies and as military equipment designed to meet a particular need at a particular time. Hardback, 208 pages, over 350 illustrations. **£35.00**



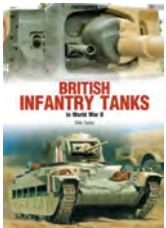
**Firing Now.** This book explores the fascinating history of tank, anti-tank and self-propelled artillery ammunition used by the British and Americans in World War 2. As well as examining the major ammunition types in detail, the work also explains, for the first time in a book of this type, how ammunition functions and is made to be accurate. The guns and weapons used to fire the ammunition are also covered, as is a comprehensive lexicon of terminology and an extensive list of references. **£25.00**



**Red 78 Saladin Mk.2 in Detail.** Saladin Mk.2 in detail by Frantisek Koran, Kevin Browne, Jan Mostrik. 188 colour photos 60 pages, soft cover. Saladin in the Belgian royal army and military history museum and in British private collections. Photo manual for modellers. **£17.99**



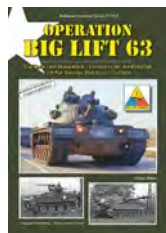
**Tankograd 9023 Conqueror.** This publication describes the development history, the technology, variants and the only eight year long in-service life of the Conqueror heavy gun tank. Also covered is the Conqueror armoured recovery vehicle. Illustrated with 12 colour photographs, 94 black&white photographs and 17 graphics. 64 pages. **£13.99**



**British Infantry Tanks in World War II.** Paperback. 98 Pages. 250 Archive Photos. 12 Colour profiles. Author Dick Taylor. **£18.99**



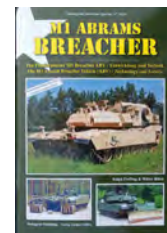
**Green 46 SA-6 Gainful in Detail.** Launcher and Radar Vehicles Fully Uncovered. Paperback, 120 pages, full Colour Walkaround 470 colour photo's. **£22.99**



**Tankograd 3025 Operation BIG LIFT 63** Cold War Airbridge from Texas to Germany. This publication shows the vehicles of Operation Big Lift of 1963 in fantastic detail and comprehensively tells the story of one of the largest and most interesting NATO exercises ever held in Central Europe. Illustrated with 8 colour photographs, 109 b&w photographs and 5 graphics. **£13.99**



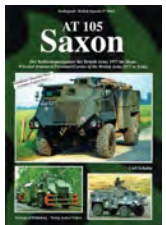
**Tankograd In Detail : Fast Track 17 Leopard 2A4M Canadian Main Battle Tank -** In action photographs and a detailed walkaround, English text. - Limited print-run 999 copies. Paperback 40 pages, 75 colour photographs. **£10.99**



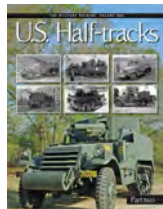
**Tankograd 3026 M1 ABRAMS BREACHER** The M1 Assault Breacher Vehicle (ABV) - Technology and Service. This publication explains the development history and technology of the M1 Abrams Breacher in great detail. An extensive photographic walkaround allows to see all details of the assault breacher vehicle when compared to the main battle tank and shows the specialised engineer equipment. Illustrated with 153 colour photographs, 64 pages. **£13.99**



**Panzer Wrecks 19 Yugoslavia.** How did partisans improve the firepower of the Somua S35? And where did it end up? Why did a German Panzer unit pose as Allied tankers? The answers to these and other questions are to be found here in Panzer wrecks 19, with 151 rare and unpublished large format photographs sourced from around the world. **£16.99**



**Tankograd 9024 AT105 Saxon** Wheeled Armoured Personnel Carrier of the British Army 1977 to Today. The AT 105 Saxon is a wheeled armoured personnel carrier (APC) operated by infantry battalions and elements of supporting arms of the British Army from the mid-1980s right into the new millennium. This publication describes the complicated development history, the technology and all variants of the Saxon in great detail. Illustrated with 126 colour photographs, 10 black&white photographs. **£13.99**



**US Half Tracks Part Two.** The development and deployment of the U.S. Army's half-track based multiple gun motor carriages and gun motor carriages. Illustrated with 700 period photos and described in detail in the 448 hard-bound pages of this volume are the myriad of half-track based mortar, howitzer and gun motor carriages ranging from the ubiquitous but uncelebrated M4 Mortar Carrier to the obscure twin-40mm Bofors-armed T68 to the acclaimed M16 antiaircraft vehicle, which armed with four .50 caliber machine guns remained in the US arsenal until the late 1950s. **£39.99**



**German Panzer 1.** A Visual History of the German Army's WWII Early Light Tank. Clandestinely developed during the post WWI-era during which Germany was forbidden from developing, producing or owning armored combat vehicles, the Panzer I served as a proof of concept. 168 hardbound pages, over 200 photos. As a special bonus, this title includes a 16-page-color walk around section featuring very rare examples of the Panzer IA, B and F. **£22.99**



**AFV Photo Album Volume 2.** STEEL CARNAGE In the second volume in our series we continue the journey through the Czech lands, were a tremendous number of vehicles were knocked out, blown-up or simply left behind by retreating German forces during the final momentous weeks of World War 2. Among them were also vast amounts of Red Army machines, knocked out in the many tank battles that raged along the retreat route. **£27.99**



**Six-Ton Trucks** From Prime Mover to Truck Tractor. From Prime Mover to Truck-Tractor. One hundred twenty eight pages, soft cover, over 260 black & white and color images. Coverage of the Prime Mover, K-56 Radar Van, Bridge Erector, Crane Carrier, Tanker, Fire Truck and the Truck Tractor in period photos. Also includes walk around photos of the Prime Mover, Bridge Erector and Crane Carrier. **£23.99**



**Tiger Ausf. B 'Königstiger' - TECHNICAL and OPERATIONAL HISTORY.** The enquiries from readers have at last resulted in the preparation of a new edition of Waldemar Traugott's 'Königstiger' book. The new book contains 720 pages, approximately 850 photographs, approximately 200 2D and 3D color drawings, 40 maps and 30 color organigrams. The technical section has been enriched with new photographic material from the production process and with technical drawings. The section on camouflage has been produced in color. The color drawings show all possible variants from the combat units. Additionally, all dangerous opponents of the 'Königstiger' (Eastern and Western fronts) have been presented. **£95.00**



**Land Rover Military One-Tonne.** A fully illustrated history of the Land Rover 101 One-Tonne - the forward-control military vehicle developed as a gun tractor for the British Army, in production from 1975-1978. Including specification guides, production histories and original photography. Paperback, 160 pages, colour and Black&White photographs. **£16.99**



**Gun Trucks.** A Visual History of the U.S. Army's Vietnam-Era Wheeled Escort Platforms. Born out of the need for convoy protection during the escalation of combat in 1967, the Vietnam-era gun trucks are some of the most interesting military vehicles fielded during the 20th century. Noted military truck historian David Doyle has created an extensive and vivid portrait of these unique trucks. Paperback, 120 pages, full colour. **£20.99**



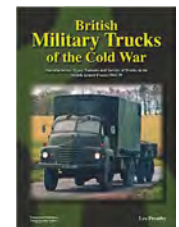
**Rare Wheels: Volume 1: A Pictorial Journey of Lesser-Known Soft-Skins 1934-45.** The book will take the reader on a journey starting with pre-war preparations and then across the early campaigns in France and Poland, through Ukraine, Russia and North Africa. A variety of cars, trucks, buses and other soft-skins are presented. Manufacturers such as Krupp, Büssing-Nag, Horch, Adler, Mercedes, BMW, Steyr, Opel, Henschel, ZIS, GAZ, Praga, Ford, Citroen and Matford are all represented. **£21.99**



**251 Half-Track.** A Visual History of the German Army's Sd.Kfz. 251 Armored Half-tracks. The very first in an exciting new series of value-priced hard cover horizontal format books on German armor in the Second World War. This 168 page book is packed with large, clear images of Germany's well-known and most widely-used armored troop transport and weapons platform. Hardcover, 168 pages. Over 200 black and white images. **£26.99**



**Tanker Techniques Magazine.** We now introduce to you our latest publication, 'Tanker', and we are sure that it will herald a new global benchmark for scale modelling magazines. This new approach and concept for our new quarterly magazine, focuses on amazingly realistic paint schemes and finishes, showing you how to accomplish them. We have the very best of modellers from around the world, showing you how to master not only the very latest techniques, but also the old standards too. **£8.99**



**British Military Trucks of the Cold War.** Manufacturers, Types, Variants and Service of Trucks in the British Armed Forces 1945-79. This book aims at illustrating this amazing story for the very first time in one comprehensive publication. 183 pages. It illustrated throughout with 333 black & white photographs and 55 colour photographs in English Text. **£34.99**

Bookworld Wholesale Ltd.  
Unit 10 Hodfar Road, Sandy Lane Industrial Estate,  
Stourport, Worcestershire, DY13 9QB  
Tel: 01299 823330 Fax: 01299 829970

YOU CAN VISIT OUR WEBSITE: [www.bookworldws.co.uk](http://www.bookworldws.co.uk)  
Major Credit Cards Accepted, UK Cheques Payable To: Bookworld Wholesale UK  
Postage Single Book £2.50 Two or More Books £4.50  
Overseas Airmail Please Add 15% of Order Value, Minimum £4.50



**The Tank Museum is marking the centenary of the first tank attack with a unique exhibition focussing on eight pioneering tank soldiers. We got a fascinating insight into their stories...**



# The TANK MEN



**LEFT:** An etching of Hotblack guiding a tank out in to battle, an action for which he won the Distinguished Service Order medal.

**All images:**  
The Tank Museum

**T**ank Men: The Story of the First Crews tells the tale of eight men who crewed tanks during the Great War. The individuals in question were carefully chosen following extensive research in the museum's archives which allowed archivists to draw upon previously unseen material – documents, images and supporting collections – to assemble a fitting tribute to their usually ill-fated but massively heroic early exploits.

The soldiers include Elliot Hotblack, Sydney Hadley, Archie Smith, Basil Henriques, Walter Ratcliffe, Albert Baker, Clement Arnold and Dorset born Cyril Coles. Said exhibitions officer Sarah Lambert: "These aren't household names – they were just ordinary soldiers. They were chosen because their remarkable experiences illustrate dramatic

and moving stories that have stood the test of time and continue to have a powerful and emotional impact today."

Researchers traced surviving relatives of the featured soldiers, who were approached to provide a personal insight into the men. A number of them will be attending the opening. Sarah said: "This added another

dimension to the way in which we could bring the men to life. The relatives all spoke with a freshness of affection and pride that belies the passing of 100 years."

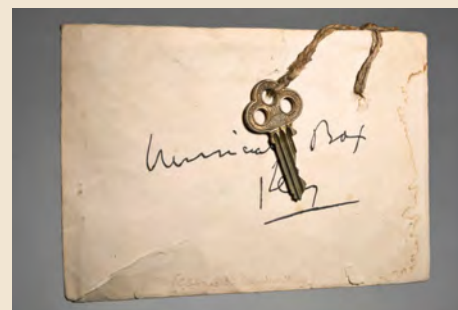
Alongside the personal stories, the museum is redisplaying what is the finest collection of Great War tanks in the world – including the world's only surviving example of the Mark I tank that first saw action 100 years ago. The new exhibition is part of a range of activities and events The Tank Museum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

## Meet the Tank Men



### CLEMENT ARNOLD – Prisoner of War

**LEFT:** Arnold, of Llandudno, led an attack that penetrated German lines in his Whippet tank in August 1918, causing havoc among German artillery. With the other tanks in his troop knocked out, Arnold's tank was isolated when it was finally knocked out and burst into flames. He dragged his two crew members from the vehicle but as they escaped on foot, themselves on fire, one was shot and killed. Arnold and his surviving crew member were captured and spent the rest of the war as prisoners, but Arnold was awarded a Distinguished Service Order for his part in the action.



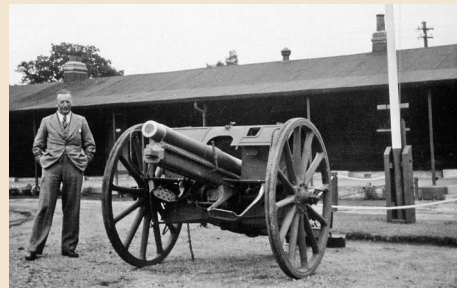
**ABOVE:** Clement Arnold's key to the Whippet tank he commanded during the action in August, 1918, named 'Musical Box'.





## ALBERT BAKER – Tank Corps Legend

**LEFT:** During the Battle of Cambrai in 1917, in which tanks were used for the first time in large numbers, Baker was in command of a Mark IV during an advance on the village of Graincourt. British tanks were taking considerable damage from a gun battery in the village, so Baker's tank in partnership with another destroyed one gun and saw off the crew of the other – capturing the gun intact. For this action, which allowed the infantry to capture the village, Baker was awarded his second Military Cross. After the war Baker returned to his pre-war profession in Utttoxeter as an analytical chemist but he remained a prominent figure in the Tank Corps.



**ABOVE:** Baker was photographed with the Graincourt Gun in the 1930s. The gun is now part of the museum's collection and sits in the First World War Hall.



## SYDNEY HADLEY – A Teenage Tank Commander

**LEFT:** Hadley, of Birmingham, was made a tank commander whilst still a teenager, seeing action for the first time in his Mark V tank at the battle of Amiens in August 1918. Supporting the Australian Infantry in September 1918, his battalion came under heavy artillery fire when the mist that shrouded their advance suddenly cleared. Hadley's tank suffered a direct hit, which killed his crew and left him badly wounded. He survived, but was blinded in one eye and carried shrapnel in his body for the rest of his life.



**RIGHT:** The glass eye which Hadley wore, after the loss of his eye during the Battle of Amiens.



## BASIL HENRIQUES – Soldier and Philanthropist

**LEFT:** An Oxford graduate, Henriques was working as a social worker and running a Jewish youth club in the East End of London in 1915 when he volunteered for the Army. Here he met George Macpherson, with whom he developed a strong bond. They both joined the Tank Corps and participated in the first tank attack in history as commanders of Mark I tanks on 15 September 1915. Henriques was wounded in the attack when a glass vision prism was smashed by a bullet, blasting splinters into his face. Sadly, George died in the attack and there is circumstantial evidence to suggest he committed suicide. Henriques struggled to cope without his friend and suffered a breakdown. He survived the war and returned to social and community work after the war for which he was knighted in 1955. A Street in Whitechapel is named in his honour.



**ABOVE:** Henriques had one of the glass splinters that was lodged in his face removed and made into a ring for his wife, Rose.



FIND  
MORE  
FREE  
MAGAZINES

[HTTP://SOEK.IN](http://soek.in)





## CYRIL COLES – A Dorset Recruit

## ELLIOT HOTBLACK – An Inspiration to all Ranks

**LEFT:** Born and raised in Dorset, Coles enlisted in the army in February 1916. Five months later, on 15 September 1916 he took part in the first tank attack in history, where he was one of the eight man crew of tank D15. During the attack, his tank became stuck and was disabled by enemy fire in no man's land. As the crew bailed out under heavy machine gun fire, Coles was shot and killed. He was one of the first tank crewmen to be killed in action and was aged just 23. His

picture still hangs today in Skinner Street United Reformed Church, Poole, where he was once part of the congregation.

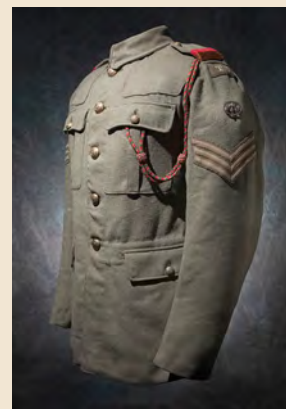
**ABOVE RIGHT:** From a family of Norfolk brewers, Hotblack's education and skill as a linguist saw him gravitate to the fledgling Intelligence Corps on volunteering for the army. Later, as a Tank Corps intelligence officer he pioneered the art of tank reconnaissance and intelligence using aerial photography, captured documents and the interrogation of prisoners. Not one to shy away from front line duties, he personally taped the routes for tanks going in to battle as a visual aid for drivers to follow in the dark: map reading inside tanks being too difficult. Hotblack, who was decorated on numerous occasions for heroism under fire and active participation in battle, was much-loved by his soldiers and described by his superiors as an 'inspiration to all ranks'. After the war, Hotblack stayed in the Tank Corps and eventually reached the rank of Major-General. He went to Berlin as the British Military Attaché in the 1930s and was ready to take command during WW2 when he suffered an accident and was invalided out of the Army.



## WALTER RATCLIFFE – Cool Under Fire

**LEFT:** After the success of Cambrai, the Tank Corps was expanded. The army was combed for soldiers who were physically and intellectually suitable for tank training. Among them was Ratcliffe, of Sussex, who had joined the army in 1915. He joined a badly depleted 9th Battalion and as a Sergeant was given command of a tank in September 1918. Taking part in an attack near Bellenglise, Ratcliffe was manoeuvring to avoid artillery fire when his tank was hit. One of his crew was killed and four were wounded. Ratcliffe moved three of the wounded men to safety under heavy fire and remained with the seriously injured fourth soldier through the night. For his bravery, he was awarded the Military Medal. After the war he returned to Bergholt where he lived and worked as a builder for the rest of his life.

**RIGHT:** Walter Ratcliffe's tunic, with his badges, donated by his granddaughter.



## ARCHIE SMITH – Son, Brother, Gunner

**LEFT:** Smith, of Buckinghamshire, was already an experienced veteran of the Machine Gun Corps when he transferred to the Tank Corps as a gunner, seeing action at Passchendaele, Arras, Messines and Cambrai. Whilst away, he kept up a regular correspondence with his family, particularly his sister Lilah, of whom he kept a photograph in his breast pocket along with a prayer book. At the battle of Amiens, in which 600 tanks took part, Smith's tank was hit by shellfire and burst into flames. All the crew, including Smith were killed. From his body, his charred prayer book and photo of his sister were recovered. After the war, the YMCA helped pay for his mother and sister to visit his grave.

**RIGHT:** This is the photograph of Archie's sister Lilah, found on his body after he was killed.





# The Tank Museum's Great War Tanks

## LITTLE WILLIE

**RIGHT:** Said to be an uncomplimentary nickname for the German Crown Prince, Little Willie was a prototype machine based on imported American tracks. When these failed, British designers came up with a new pattern which worked and these were fitted to the Foster's Landship and Little Willie was born. Little Willie took part in two demonstrations, on 29 January and 8 February 1916 at Hatfield Park, Hertfordshire.



## MARK I



**ABOVE LEFT:** 150 Mark Is were built and the Tank Museum's exhibit, originally presented to Lord Salisbury in 1919 for display on his Hatfield Park estate, is the only surviving example. It's since been repainted as it appeared during the Somme battle on 15 September 1916 – read more about it in David Fletcher's feature on pages 20-25.

**MIDDLE:** Distinguishable from the Mark I by its lack of tail wheels and narrower driver's cab, the Mark II was only really meant as a training machine. After the war this one was employed as a gate guardian at Chertsey and was modified to resemble a Mark I, complete

## MARK II



with tail wheel assembly and fitted with sample Male and Female sprockets. In this guise it subsequently came to The Tank Museum, bearing the name HMLS Dragonfly. With the arrival of the Mark I Hatfield Tank, it reverted to a Mark II, remained a hermaphrodite, and was later renamed Flying Scotsman when the lettering was detected beneath later layers of paint. Strangely there is no trace of the name Flying Scotsman in 6th Battalion records. **ABOVE RIGHT:** Mechanically the Mark IV was the same as the Mark I but with thicker armour, improved fuel supply and modified sprockets with slightly shorter guns in the Male version.

## MARK IV



Mark IV tanks went into action for the first time in the summer of 1917 and were the mainstay of the Tank Corps at Cambrai in November. They fought through to the end of the war with 7th and 12th Battalions of the Tank Corps. It was a male Mark IV tank which won the very first 'Tank versus Tank' action in April 1918 by knocking out the German A7V tank Nixe. The museum's exhibit, a male tank, was presented to the Royal Navy's Gunnery School, HMS Excellent after the war to commemorate their help training Tank Corps gunners. It was temporarily refurbished for Home Guard duties in 1940.

## MARK V



**ABOVE LEFT:** The Mark V was equipped with the new Ricardo six-cylinder engine and Wilson's epicyclic steering system which meant that one man could handle all the controls, compared with four in the Mark IV. The museum's Mark V is shown in the markings of 8th (H) Battalion (No. H41) Tank Corps at the time of the Battle of Amiens (8 August 1918). Commanded by a young officer named Whittenbury this tank took part in the battle and its young commander was awarded the Military Cross. **ABOVE RIGHT:** While the heavy tanks were designed for direct attacks against enemy trenches the Tank Corps also wanted a lighter, faster

## WHIPPET



tank to work with cavalry over open country – hence the development of the Whippet or Medium A. It was the only such tank to see service with the Tanks Corps, starting in 1918. The Whippet was a difficult tank to drive; it had two engines, two clutches and two gearboxes but it was fast, by 1918 standards and very manoeuvrable in skilled hands. The museum's Whippet is the tank from which Lieutenant Cecil Sewell dismounted to save the crew of another tank, was killed in the process and awarded the Victoria Cross. (Fremicourt, France – 29th August 1918)



## GRAHAM CURRIE MILITARIA

**We Buy, Sell & Part Exchange**  
Militaria, Deactivated Guns & Replica Weapons  
For Film & Theatre Use.

**Military Related Giftware & Collectables**

Please View Our Websites Or Make An Appointment  
To Visit Our Shop.

Unit One, Walnut Tree Farm, Silver Street, Besthorpe,  
Attleborough, Norfolk NR17 2LF

Tel. 01953 454744

[www.grahamcurriemilitaria.co.uk](http://www.grahamcurriemilitaria.co.uk)



**Please contact Michelle Duncan on**  
**01780 755131**

**or email:**

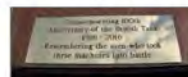
[michelle.duncan@keypublishing.com](mailto:michelle.duncan@keypublishing.com)

**for all your advertising needs**

## VICARA MILITARY SCULPTURES AND PLAQUES COLD CAST BRONZE

Commemorating 100th Anniversary of the first British Tanks going into Battle  
Vicara Military Collectables are releasing these unique highly detailed  
Cold cast bronze Sculptures

The first British Tanks to see action, was in September 1916  
at the Battle of Flers – Courcellette (49 tanks were used)



Mounted on Mahogany solid wood base, this Male MKIV Tank, 1:35th  
scale comes with a brass inscription plate reading:

"Commemorating 100th Anniversary of the British Tank, 1916 - 2016  
" Remembering the men who took these machines into Battle  
plus RTR Badge (size approx: 240mm x 140mm including base)

£89.95 Plus postage (Mainland UK)



Alternatively for £59.95 plus  
postage, purchase this Small  
Male MKIV Tank Mounted on  
Mahogany solid wood base with  
same inscription (size approx:  
150mm x 150mm including base)



These superb Sculptures will make perfect gifts to admire and remember for years to come.

FOR FURTHER INFORMATION ON OUR COMPLETE RANGE OR TO PLACE AN ORDER PLEASE CONTACT US ON  
TEL: 07799676078, OR EMAIL: [vicara02@btinternet.com](mailto:vicara02@btinternet.com)

[www.vicaramilitarycollectables.co.uk](http://www.vicaramilitarycollectables.co.uk)

[www.facebook.com/militarysculpturesandplaques](https://www.facebook.com/militarysculpturesandplaques)

@vicara02

## MILITARY VEHICLE INSURANCE

We understand that your military vehicle is unique, that's why we can provide a  
competitive insurance quote that's unique to your individual needs. To find out how  
much you could save on your Military Vehicle Insurance contact us today and let us find  
you the best deal from our panel of insurers.



**0800 668 1773**  
**[www.bginsurance.co.uk](http://www.bginsurance.co.uk)**

**FREE Agreed Values<sup>†</sup>**

**FREE Green Card Cover<sup>†</sup>**

**DISCOUNT for members**  
**of Military Vehicle Clubs**

**DISCOUNT for Limited**  
**Mileage**



BG Insurance is a trading style of Barry Grainger Ltd, who is authorised and regulated by the Financial Conduct Authority. Calls may be recorded for monitoring and security purposes.  
Company Registration Number: 3957323, FCA Registration Number: 305659. \*Terms & conditions apply, speak to one of our representatives for details.



# GREAT WAR G

*When the Mark I tank first went into action a century ago on 15 September 1916, David Fletcher looks back on that momentous occasion*



*'War Baby', a Mark I female at Gaza with some of her crew. Running by now without tail wheels they seem to have performed very well.*

**A**s with all new things various myths have gathered about the very first tanks, not least the fact that they were all built by Fosters of Lincoln. They weren't. Fosters, which had been the real pioneers of the tank, building *Little Willie* and *Mother*, was a relatively small firm and it only had space and capacity to build 25 tanks out of the first 100 ordered. The other 75 were built by the Oldbury Railway Carriage and Wagon Company, part of the huge Metropolitan Carriage, Wagon and Finance Company of Birmingham.

Although we use the term 'built' to describe what was done, it might be more accurate to say 'assembled', since most of the parts that went to make the tank were actually made elsewhere. The six-cylinder engine and all the automotive parts came from Daimler Ltd in Coventry, armour came from Sir William Beardmore & Co in Glasgow plus Cammell Laird and Vickers in Sheffield, while the unarmoured frames to which the armour plate was attached were also made by various outside contractors.

Track shoes and rollers were also made in Glasgow while male sponsons were built by Armstrong Whitworth in Newcastle, and female ones, later on, by Metropolitan in Birmingham. Weapons were supplied by the Admiralty and War Office so that in effect a tank was assembled from parts brought in from all around the country.

#### MALE OR FEMALE?

To begin with, when the total order was for 100 tanks, they were all intended to be

males, like *Mother*, armed with a pair of six-pounder guns, but the first tanks were ready before any sponsons arrived so that those shipped to the training ground at Elveden were delivered without sponsons. In April 1916 it was decided to expand the order to 150 tanks and since six-pounders were in short supply it was agreed that 75 tanks would be armed with four Vickers water-cooled machine guns in a new design of sponson. This idea was very much in keeping with Colonel Swinton's wishes and it was his idea that in order to tell them apart those armed with six-pounder guns would be known as male tanks while those equipped with machine-guns should be classified as females. Expanded production was not a problem for Metropolitan but it posed difficulties for Fosters. It had agreed



# AMECHANICAL

September, it started a new epoch in warfare. Tank historian



**Above:** Mark I male tank No. 743 boarding a railway wagon in Foster's yard at Lincoln. It is without its sponsons which haven't arrived yet from Newcastle. 743 was 2nd Lieutenant Bond's tank D18, on the Somme, supporting the 41st Division. Notice the Russian inscription on the front and the clouds of fumes given off by the engine.

to be responsible for 12 tanks out of the extra 50 but decided that it could only cope with five, the extra seven going to its Lincoln neighbours Robey & Co who were also famous traction engine makers. Robey apparently found the tanks difficult to make and in the end, in June 1916, the work was moved back to Fosters. Mark I production was in fact spread throughout 1916 so there was never any need to make them all at once. Officially, they were not known as Mark I tanks until the early part of 1917 when the Mark II (see *CMV* November 2011) and Mark III tanks appeared.

## LEARNER DRIVERS

The first tank training area was chosen at Elveden in Suffolk, on land belonging to Lord Iveagh. It was about 15 square miles, large enough for a modest number of tanks but no more. A secure area was set aside for tank training, ringed by patrols from the Royal Defence Corps and with a selection of trenches, shell craters and swampy hollows created by men of the Pioneer Corps under Major G le Q Martel. The first tanks to arrive – by rail of course – were unloaded at Barnham Station and driven by road, at night, to Elveden. Later the Great Eastern Railway constructed a long



**Above:** Another Fosters Mark I seen at the Elveden training ground. 742 was Lieutenant Enoch's tank D7, a male tank of course. He ended up ditched in a shell hole.

**Below:** C6 'Cordon Rouge', 2nd Lieutenant Allan's tank, seen on the Albert Road after the battle. It is a female tank as you can see, but notice the two tiny periscopes poking out the top of the cab.

double track siding leading straight into the site so that tanks could be delivered with greater security. A large scale mock battle was arranged, over the trenches for the Minister of Munitions, David Lloyd George and various senior officers, which was photographed from the air by the Royal Flying Corps; unfortunately those photos have never been found. A few days later a somewhat smaller mock battle was laid on for His Majesty King George V but

high up at the front and on the inside and the clumsy steering and balancing tail which was soon found to be unnecessary anyway. Driving was a team effort, requiring four men. The driver at the front, usually an Army Service Corps man, handled the primary (two-speed and reverse) gearbox and the wheel that worked the cumbersome steering tail. The tank commander, always a junior officer in those days, on his left, worked the steering brakes. Two more men at the back,

were responsible for the two-speed secondary gears in the track frames. The other

four men who made up the eight-man crew, worked the guns.

Thus in theory each tank had four forward speeds and two in reverse but since top speed was only about 3mph (4.8km/h), and changing gear on the move was impossible, progress was slow. Even so, since the tank had no sprung suspension, it was probably

**"Most of the parts that went to make the tank were actually made elsewhere."**

we don't know whether this was also photographed or not.

While running at Elveden without sponsons, these tanks were lighter, narrower and well ventilated, factors that were criticised as unrealistic. They had other features that were very unpopular: such as the pair of 25 gallon petrol tanks located





*Left: D17 'Dinnaken' No. 759 commanded by Lieutenant Stuart Hastie. After its famous foray into the village of Flers it's shown here where it came to rest on the way home, when its engine gave out.*

*Below: Not all the tanks came home safely. This is D13, 2nd Lieutenant Sampson's tank appropriately named 'Delilah' after it was disabled in High Wood. Notice that the hatch is open on top of the tank and the tiny escape door in the female sponson. The bolts on top of the roof were for additional armour plates that were never fitted. The two men posing next to it are Germans.*



quite fast enough. At the extreme rear of the tank was a lever that activated the hydraulic mechanism that raised and lowered the tail.

#### **INTO BATTLE – JUST!**

The original plan had been to divide production of the first 150 tanks between six companies, with each being responsible for 25 tanks, but this idea rapidly fell apart.

The tanks went everywhere by rail – there were no road transporters capable of carrying them and they did not have the stamina, or the speed to drive themselves. Even on rail the sponsons had to be removed, otherwise they would foul the loading gauge. They went from Suffolk to Avonmouth on the Bristol Channel where they were lifted on to ships and sent to

France. In France, of course, they were loaded on trains again until they reached the operational area.

When the first two companies left for the Western Front, starting in August 1916, they were each given two additional tanks, while ten more were shipped out as spares. Of these only 49, split between C and D Companies, were available on 15 September 1916, of which only 32 were in a fit state to proceed into action. Many of these either broke down or otherwise became unavailable soon afterwards. In the end a paltry 18 tanks went into action, nine falling behind but proving useful mopping up the back areas and nine more leading the attack and doing some remarkable work. It was not a very promising start, but what could you expect with inexperienced crews driving novel vehicles over very rough ground. Yet it was enough to convince Sir Douglas Haig of the tank's potential. Even so, certain faults were beginning to show up, one of which concerned the hollow track rollers which were starting to collapse, due in part to the extra weight and additional strain. Solid rollers were the answer but it was not easy to convince everybody at first, so progress was slow. Other matters, such as the location of the petrol tanks and



*C1 'Champagne' commanded by Lieutenant Wheeler ditched and abandoned while trying to support the 2nd Canadian Division near the village of Courcellette. This photo was taken in 1917 when the grass had grown but it looks as if the tracks, and maybe even the engine, have been salvaged.*





**D11 'Die Hard' (2nd Lt H Pearsall) was knocked out the next day just outside Flers but it became a bit of a landmark as it gradually fell to bits as time passed. Notice that the machine guns have been removed from this female tank and other items appear to have been salvaged.**

the need for thicker armour had to wait for the appearance of new models before they could be addressed, although some things, such as the removal of steering tails, could be done more or less at once.

#### **LATER ENGAGEMENTS**

There were a few more tank actions over the next couple of months, some only featuring one tank but all of some interest. They can be found in the late Trevor Pidgeon's book *Tanks on the Somme*. In the meantime, as the tank companies expanded to become battalions, the centre for training and administration moved from Suffolk to Dorset and Bovington has been the home of the tank ever since.

In January 1917 eight refurbished Mark I tanks were shipped out from Bovington and sent to the Middle East, the first time tanks were ever used in desert conditions. They were used in action at the Second Battle of Gaza in April 1917, when three were knocked out. They were not used again until November when the surviving five, supplemented by three new Mark IV tanks, took part in the ultimately successful Third Battle of Gaza. Having five Mark I tanks fit for action in November 1917 was no mean feat but it was their last action in that part of the world. They had all but disappeared from the Western Front by then. We don't actually know what happened to the tanks



**The legend of the tank with one tail wheel. C5 'Crème de Menthe' was Captain Inglis's tank. It was filmed after the battle but one tail wheel had been shot off and this was copied by the makers of a china replica.**

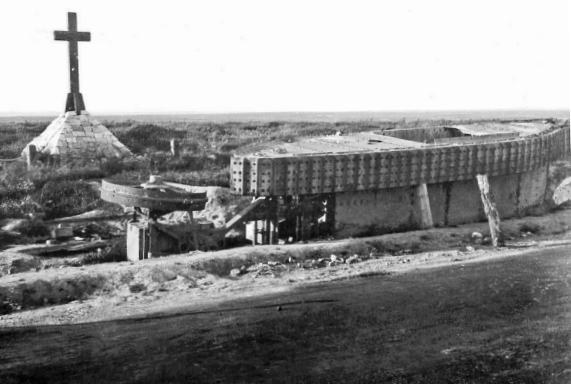
that fought at Gaza, whether they were shipped home or just abandoned out there. If they were shipped home they would not be a lot of use but I am sure if they were still out there we would have heard by now.

Back in France only 15 Mark I tanks

were fit enough to participate in the Battle of Arras in April 1917, all running by now without their tails, which had been removed before the end of 1916. Since Mark IV tanks were not ready they had to be supplemented by 45 Mark II



**Below: Tank A13, commanded by Lieutenant Hitchcock, took part in the attack on St Pierre Divion on 13 November 1916. But the tank became stuck and Lieutenant Hitchcock was killed so his second-in-command, Corporal Taffs, got the tank out and got it going again but crashed through the roof of a German dug out and was trapped again. The crew were rescued some time later by men of the advancing Black Watch. Corporal Taffs and four of his men were all awarded the Military Medal.**



**Above: An unidentified Mark I pushed off the road near Pozieres. Unfortunately we don't know the identity of this tank or the circumstances.**







**Tank C16 (No. 510), 2nd Lieutenant Purdy's female machine, disabled and abandoned after being hit by a stray British shell, close to the German lines near Combles.**

training tanks but it was their last action as fighting tanks, as newer models were on the horizon. The survivors of Arras, to the number of 12, some of which were Mark IIs, were subsequently converted into supply tanks and used during the Battle of Messines. A few Mark I tanks were used for other purposes, such as a wireless tank with a Morse key set in the sponson and a substantial aerial on top, which could only be used if it stopped, the engine switched off and the aerial erected. Or as a trials vehicle for the proposed Hush Operation.

This involved a female tank, fitted with special track attachments for climbing which was used on experimental ramps on a dummy stretch of sea wall in France. And at Dollis Hill in London where a Mark I, fitted with a salvage crane, was used with a powerful electro-magnet, powered by a Westinghouse generator that could pick up live shells. But it did not work.

### BRIDGING THE GAP

Three old tanks, said to be Somme veterans (making them Mark Is), were reportedly prepared to form a causeway across the bed of the unfinished Canal du Nord for the Second Battle of Cambrai in September 1918. They were to line up, side by side, at the bottom of the waterless canal for the fighting tanks to drive over but none


*Clan Leslie* (since we don't know its true identity), it was presented to the Marquis of Salisbury in 1919 for display at his Hatfield House estate in Hertfordshire, in recognition of the fact that Mother, the prototype tank, was demonstrated there in 1916. The tank came to Bovington in 1970, for display in the Tank Museum, although it had lost many of its original features

by then. These included the tail assembly, which the museum was able to replace, and the original guns. It had been fitted with the short

**"Only 32 were in a fit state to proceed into action. Many of these either broke down or otherwise became unavailable soon afterwards."**

of these veterans made it that far. They all broke down on route, although the tanks they were supposed to help managed to cross the canal anyway.

Indeed, there is only one Mark I tank remaining today. Painted to look like Captain Archie Holford-Walker's tank, C19

(23 calibre) guns from a Mark IV so wooden extensions were fitted to make them look like the longer (40 calibre) weapons as fitted to the Mark I tanks. Otherwise, although seriously rusty inside, outwardly it is an excellent example of a Mark I tank of 1916. 



**Above: The Mark I male tank 'Sir Archibald' named after General Sir Archibald Murray, photographed at Gaza. The gantries on top are used to lift off the sponsons for rail travel.**

**Right: 2nd Lieutenant Tarbet's tank C6 (No. 752) ditched on the edge of the Blangy Road during the Arras battle of March/April 1917. Without its tail and finished in an overall brown colour it looks a lot less distinctive than it might have done in 1916 but was still battleworthy.**



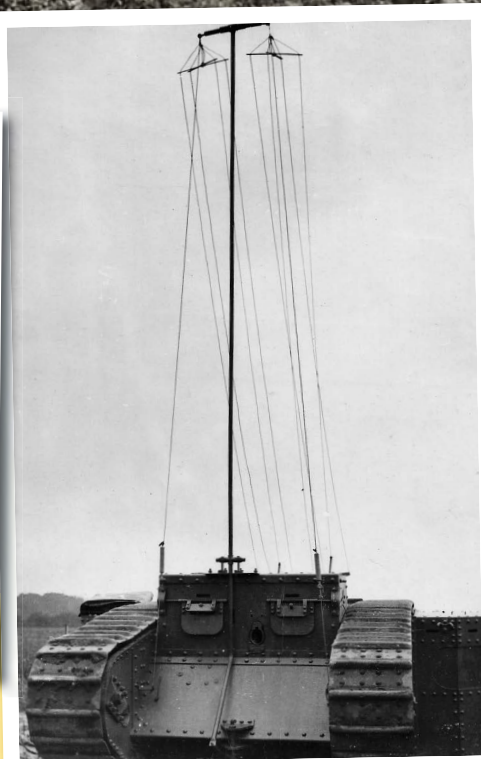




**Above:** At the battle of Messines in June 1917 Mark Is were reduced to the role of Supply Tanks with their sponsons boxed in and additional stowage trays on top and at the back.



**Above:** 'War Baby' again after sustaining a direct hit during the Second Battle of Gaza on 17 April 1917. **Right:** A Mark I female in the role of a wireless tank with the enormous aerial array erected. They could only receive messages or transmit when stopped and with the engine shut off.



**Above:** Towards the end of the war, a Mark I tank fitted with a Westinghouse generator, was used to power a large Ingranic electro-magnet to lift shells from the battlefield. Tested at the Dollis Hill ground in London it did not work very well and was abandoned. **Right:** The only surviving Mark I tank, painted up as C19 although to be honest we don't know its identity. It is shown in a previous display at the Tank Museum.











# SOME LIKE IT HOT!

*As temperatures soared enthusiasts from around the globe made their way to Folkestone Racecourse for this year's War and Peace Revival. But did our 'Glastonbury' live up to everyone's expectations?*

**O**ur annual pilgrimage to a large field in Kent to meet, greet and generally wallow in everything military-vehicle related took place this 19-23 July amidst record temperatures, dust and the usual display of trade stands, various arena shenanigans, home front and living history displays and beer tents.

Now in its 34th year, the show this time was organised by the Field & Rural Life Media Group crew, headed up by John Allison who, as we discovered in our February issue, is a fellow military vehicle collector. Taking over from Rex Cadman, John's objective has been to encourage more families to attend, and judging by the number of young visitors we reckon he's managed to successfully achieve this. Of course there were bound to be a few teething problems along the way, but we understand he's already got a long list of improvements to implement for next year's event which takes place a week later to coincide with the end of the school term.

One worthwhile improvement over previous years was the arrangement of the various walkways which meant that visitors making their way from the public car park could enjoy the atmosphere of the living history displays en route to the main arena. Okay, it involved a slightly longer walk, but that to an extent is the price to pay for such a huge scale show. Bear in mind, this is one of the few venues that still cater for arena displays and all the pyrotechnics that go with it.

Inevitably we were made privy to the occasional grumble about attendance being

*Left: Star of the show – Jon Phillips with his recently finished Stug III Aust D. Incredibly it once served as a firing target at Pirbright with Jon describing it as nothing more than a 'rusty skip' when he first got it. Read more about the restoration of this incredibly rare tank in a future issue of CMV.*



*Right: Another rarity at the show was this 1943 Nuffield modified Jeep, thought to be the only one in the world with its shortened chassis and lower body. Watch for a full feature soon.*




down and the lack of heavy armour, but general attendance at some of the other shows has been down this year too so we tend to take such criticisms with a pinch of salt. War and Peace Revival remains the biggest event on the military vehicle

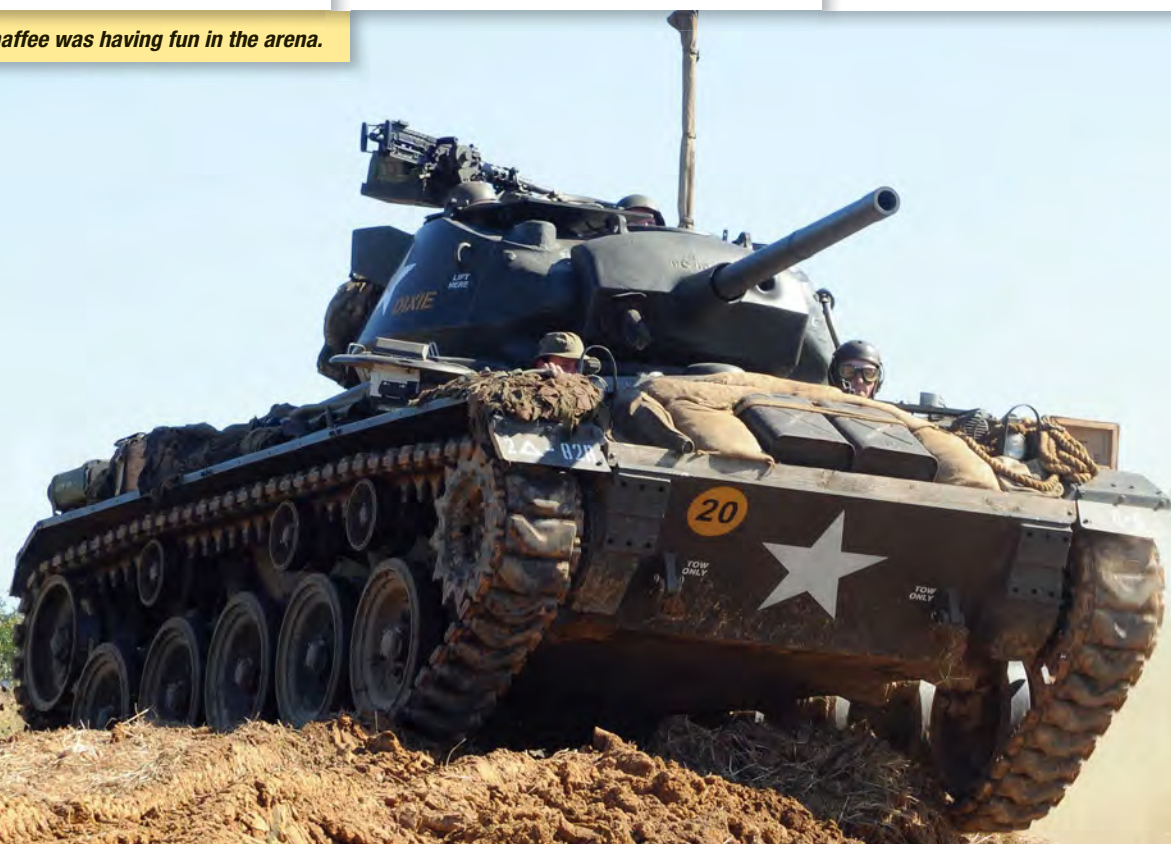
enthusiasts' calendar and as such deserves our continued support and at the end of the day, the show is what you make it.

As for highlights – obviously Jon Phillips's Stug III Ausf D was right up there and among the various vehicle displays there was plenty

of interesting military metal to feast over. Some were new attendees making their debuts, others were revisiting the show after many years of absence.

Here are some of the sights that caught our eye during the five-day spectacular. 

*Below: This Chaffee was having fun in the arena.*







**Above:** Chieftain ARV chucked up plenty of dust during its arena shenanigans at the Folkestone venue. **Right:** Tim Wood bought his '43 Jeep in 2002 and he's since carried out a rolling restoration. William Galliers restored the body and Tony Sudds rebuilt the gearbox – but otherwise, Tim's done everything else himself. He's had fun fitting all the extra kit, including the GRC9 radio gear. He reckons it once served as a coastal patrol vehicle as he found traces of grey paint under the green.



**Right:** Clint Harrison from Brands Hatch has owned his 1942 Ford JPW Jeep from the tender age of 19. It's thought to have seen service in the Philippines. Clint has basically restored it from the ground up, buying a new body from Roy Harris in 1985.



**Above and right:** This Abbot self-propelled gun is owned by Thomas Jupe from Sheppey who restored it with help from his dad over a 12 year period. His mate George Lucas (right) owns the FV432.







Above: This 1942 Dingo had undergone restoration a few years back and belonged to a private collector in France before RR Motor Services Ltd in Ashford (01233 820219) took possession. It's nice and complete and relatively original, making it relatively good value at £25,000.  
Left: Mark I Ferrets are going up in value, making this 95% complete example from RR well worth a look at £8500.



Above: Here's one for the re-enactors. It's an OT810 made to look like a sdkfz 251. It's got the exhaust in the right place to make it more authentic and just needs mild restoration. Again, at £34,500 it represents a lot of metal for the money.







*Above: This M3 at £22,000 from RR Motor Services just needs a little mechanical sorting to bring it up to scratch. Above left: This now rare 1941 Chevrolet CMP was sporting a reproduction rear body but that didn't deter buyers and it was quickly snapped up from RR at £6500. It had good tyres, the brakes had been done but it needs a gearbox service. In restored condition it would be worth £15,000-£20,000. Left: Despite looking a little down in the dumps this M3 Scout Car complete with engine (although in bits) would make a good project for someone if they were willing to take on the work themselves. At £6000 from RR Motor Services you can't really go wrong – especially as mint ones are now making £35,000.*





# The Victory Show

**THE LARGEST WWII EXPERIENCE IN THE UK**

**2<sup>ND</sup>, 3<sup>RD</sup> & 4<sup>TH</sup> SEPTEMBER 2016; GATES OPEN 9AM - 5PM**

**FOXLANDS FARM, COSBY, LEICESTERSHIRE LE9 1SG**

**ADULTS £18.00, CHILDREN 2-16 YEARS £7.00, INFANTS FREE**  
**FAMILY TICKET (2 ADULTS & UP TO 3 CHILDREN) £50.00**

For more information go to  
[www.thevictoryshow.co.uk](http://www.thevictoryshow.co.uk)

Follow us on facebook and twitter





# BACK ISSUES

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

ISSUE 179  
MARCH 2016

## CLASSIC MILITARY VEHICLE

14.40

### DAIMLER FERRET

The all time favourite post-war classic

Joe Ekins - Britain's WW2 tank ace  
 Malvern Show - full report inside

BRITISH SWIMMING TANKS  
 COBRATON CONVOY  
 GREAT WAR CARRIAGES

Complete your collection with our range of back issues.

**ONLY £4.40**

223/16

## TO ORDER

VISIT  
[www.keypublishing.com/shop](http://www.keypublishing.com/shop)

OR

CALL  
 UK: 01780 480404 Overseas: +44 1780 480404

\*P&P free on all UK + BFPO orders. Overseas charges apply.



# TROOSTWIJK

INDUSTRIAL AUCTIONEERS & VALUERS SINCE 1930

## ONLINE AUCTION



### Historical Military 1939/1945 Collection BAIV B.V.

Rondven 25 - 6026 PX **Maarheze** (The Netherlands)

### BAIV BV

INTERNATIONAL TRADING COMPANY

*Serving Military History*



*Specialist in Armoured Military Vehicles & Tanks*



Sexton MKII SPG tank, dozer tank, half-tracks, 11 trucks incl. Chevrolet, Dodge and GMC, turret M45 Browning .50 Cal., etc.

**CLOSING: Tuesday 20 SEPTEMBER**

Viewing: Saturday 17 September from 10.00 till 16.00 hrs

**REGISTER AND BID NOW at**  
[www.TroostwijkAuctions.com](http://www.TroostwijkAuctions.com)





*Above: We liked the simplicity of these wartime 98cc DKW motorbikes. The one on the right is a RT100, the one on the left a slightly later RT125. They were £2000 and £2800 respectively. Right: Of all the eateries, this was undoubtedly the most stylish.*



*Above: There were several of these post-war Corgi creations in the trader's area. This one was selling at a not inconsiderable £2700. Left: These ex-Dutch Army early 1960s Triumph 3DAs would make head-turning everyday transport at £2000 each. Below: Eagle Storm was impressive as usual. This time the crew had Gordon Talbot's Humvee with its rare M-RAP turret featuring a Mark 19 grenade launcher as its centrepiece.*







**Right:** Paul Lawrence from Folkestone is the proud owner of this 1986 Land Rover 110. It starred in the film *How We Live Now* where it served as a fast support vehicle acting against a plot to detonate a nuclear bomb in the UK.

**Below:** Avid collector Tobin Jones came along in this Hagland BU206. He bought it for a film company, who wanted it painted white for a snow scene we presume. After the shooting was over, he bought it back...





**Left: The Cobbaton Combat Collection unleashed its Sexton SPG in the show's arena – it sounded absolutely fabulous!**

**Right: Doug Barrons' Centurion appeared on the cover of our November 2015 issue having made its W&PR debut last year.**



**Left: Not long ago, this DUKW was dredging canals in France. It was rescued by Mick Wilson who was welding in a new back end at the show in order to get it seaworthy again, much to the fascination of onlookers. His crane came in useful! Below: This 1944 Pacific M26 Tractor Truck, 6x6 graced the cover of our August 2010 issue and belongs to Gordon Everitt. It came from the Wheatcroft collection as a wreck and its last public appearance was in the film Fury. It remained in Europe after the war and was used as a heavy haulage vehicle.**







*Above: Rolling Thunder thrilled the crowds with its battle re-enactment and napalm drop. Left: Former show organiser Rex Cadman's M10 Achilles tank destroyer certainly impressed.*



*Above and right: Dutch military vehicle specialists BAIV BV boasted a huge tent full of vehicles, some of which are being auctioned by Troostwijk ([www.troostwijkauctions.com/uk](http://www.troostwijkauctions.com/uk)) in September. The real highlight was its recently restored Comet Cruiser Tank. Read the story about their invitation to various WW2 veterans in this issue on pages 38-44. Below: OT 90 still holds a certain dread when you see it.*





# A+S

Pre War Post War all types of military Vehicle catered for

**A + S** specialise in the restoration, repair & servicing of Pre-war and Post-war, allied & axis vehicles. Workshop facilities enable us to cater for any size vehicle

***The following services are also offered:***

- ★ SALES OF SPARE PARTS
- ★ ONSITE WORK-WORLDWIDE
- ★ EXPORT INCLUDING ALL PAPERWORK & SHIPPING
- ★ PRE PURCHASE INSPECTIONS
- ★ PROCUREMENT OF VEHICLES



## CONTACT DETAILS

Unit 24, Roundham Park Ind Estate, East Harling, Norfolk NR16 2QN

**Tel: +44 (0)1953 714958 Mob: +44 (0)7711516152**

**Email: [sammy@arm-soft.com](mailto:sammy@arm-soft.com)**

**[WWW.ARM-SOFT.COM](http://WWW.ARM-SOFT.COM)**



# COMET RECA

***Housing themselves in an impressive marquee, alongside various other military vehicles at this year's War and Peace Revival, the Dutch company BAIV displayed its recently restored Comet Cruiser Tank. Destined to leave soon for the US, as a farewell celebration BAIV invited along three WW2 veterans who fought with Comets to hear their stories...***



**I**n the early hours of 7 June 1944 Sergeant Reg T Snowling landed on Gold Beach as a gunner on a Sherman tank of the British 24th Lancers. Their mission was to rush inland through the lines of 50th (Northumbrian) Infantry Division and take the town Villers-Bocage. However, just before Tilly-sur-Seulles at Hill 103 the tank regiment suddenly met fierce resistance of the 12th SS Hitler Jugend Panzer Division and Panzer Lehr Division. The losses of men and tanks in the nine days of battle for Tilly-sur-Seulles were so high, that 24th Lancers was disbanded. Reg Snowling together with a few other survivors of the regiment, was then transferred to 23rd Hussars Tank Regiment of 11th Armoured Division.

Reg Snowling must have had an angel guarding over him during the many battles he fought during WW2. When his troop landed on Gold Beach his tank was ordered to take the left flank. The two Shermans that engaged straight forward and the one on the right flank were hit directly after they touched the sand. While rushing forwards Reg managed to hit the German tank that threatened the landing troops on the beach at Ver-sur-Mer and eliminated it.

Subsequently Reg Snowling survived the fierce battles around Putot-en-Bessin and Tilly-sur-Seulles, though several tanks were lost through enemy fire. When transferred to 23rd Hussars he took part in several operations to take Caen and battles in the

Falaise Pocket. After that 23rd Hussars advanced rapidly with the British Army along the coast to Belgium.

#### **THROUGH THE ENGINE BAY**

In Belgium Reg Snowling conducted his most remarkable achievement during his career as gunner in a tank regiment: "Our 2nd Troop, C Squadron was hiding in a wood on a hill. Below us were two German Panther tanks waiting for any enemy movement. From their position they controlled the whole area. Two of our tanks were already hit when trying to move out of the woods. We were then told to drive around our two tanks and try to get close enough to eliminate the Panthers. We drove up along a hedgerow,

but had to expose our tank to be at shooting range. Immediately both Panthers fired at us, but luckily the shells fell short. I aimed and fired. The grenade went right through the engine bay of the first Panther and also hit the second. The first Panther exploded and the second caught fire and soon after the ammunition inside exploded. So I knocked out two Panthers with a single shot. My commander promised to nominate me for a Military Cross for this remarkable action. I am still waiting for it."

When Antwerp was taken the 23rd Hussars Tank Regiment was stationed at Ypres in Belgium for recovery and refit with new tanks: the A34 Mk1 Comet Cruiser Tank. While waiting for the new tanks to arrive, the German army launched a counter attack in the Ardennes on 16 December. On 20 December the 23rd Hussars were summoned to go to the Ardennes, much to their disappointment in their remaining 17-pounder Shermans and Honeys. After fierce fighting in the Battle of the Bulge, the tank regiment slithered back on 13 January 1945 over icy roads to Ypres in Belgium. At



# LLED



*Insignia for the 3rd Royal Tank Regiment.*



*11th Armoured Division insignia.*



*Above: A rear view of the Comet with infantry. It was altogether a much more accomplished tank than the Sherman it replaced. Left: Reg Snowling (right top) on Comet Petershagen, Weser bridgehead Germany. Below: Two Comets in Wesel bridgehead, Germany.*

Brussels they handed back their Shermans, as the regiment would finally be fitted with the new Comet.

Reg Snowling remembers: "We reached Ypres on 20 January. Our first major event was a belated Christmas celebration on 24 January. Though the town mayor was not amused by the noise of our revelry, that kept him awake until the small hours, the people of Ypres celebrated warm heartedly with us."

#### **THE COMETS LAND**

By the end of January 1945 the first new tanks arrived. The tank crews received them with approbation, as the A34 Mk1 Comets were a vast improvement on the Shermans. They possessed a higher speed, had a lower silhouette and thicker armour and last but not least... the 77mm gun! Finally the tank crews had a gun that could pierce the armour of German tanks. Moreover, during training on the Comets at the range at Gravelines in France in February 1945 the guns proved to be highly accurate.







**Above: Fred Preston posing on a Scout Carrier in 1945/1946. Left: Comet driver Dennis Pannell with his Comet Celerity.**



**Above: Reg Snowling (left) posing with commanders of 1st Gloucestershire Regiment in Villach, Austria. Left: Fred Preston took part in savage tank battles in the area of Norddrebber in April 1945. This is an immediate post-war shot.**

On 14 March the 23rd Hussars moved out of Ypres. They were called upon to take part in the 'Battle of Germany' and join the other regiments of 11th Armoured Division at Diest in Belgium, 24 miles south of the Dutch border near Eindhoven. The Division crossed the Rhine at Wesel and joined Eighth Corps in their thrust to the river Elbe.

#### INTO GERMANY

On 11 April 1945 3rd Royal Tank Regiment (3 RTR) moved in Comets through Norddrebber towards the river Aller. Fred Preston (Recce) and Dennis Frederick Pannell (driver of the Comet 'Celerity') took part in the battles that raged in that area. Two Comets of an advanced troop were knocked out by an anti-tank gun, but a third Comet destroyed the gun. During the night

1 Commando Brigade forced a crossing of the river in the face of heavy German opposition. By morning they realised a bridgehead of 800 yards deep and about twice as wide. To support the infantry A Squadron of 3 RTR was ferried across the river using rafts. In the meantime the German Lieutenant Franzen was ordered to attack the British bridgehead with his newly formed Kampfgruppe Grossan,



**Fred Preston today, taken at W&PR 2016.**



**Fred's daughter Sharon joined him on the Comet in BAIV's W&PR marquee.**



**BAIV was also graced by Reg Snowling's presence at this year's Folkestone show.**





**Above: Roy Nash at W&PR 2016, a veteran of the 11th armoured division.**  
**Left: Reg Snowling and Fred Preston obviously enjoyed being re-united with a Comet after more than 70 years.**

consisting of three Tiger tanks and infantry.

At 14.00 on 12 April, Major Langdon's 1st Troop, A Squadron of 3 RTR and the King's Shropshire Light Infantry (KSLI) pushed through Essel Forest. With a Wasp Carrier they set the undergrowth on fire, which allowed the Comets to advance. Then they heard the sound of an 88mm Tiger tank. It was the Tiger Tank F01 of Lieutenant Franzen. Hastily the Comets tried to reverse

for cover, but the Comet of Corporal Brindle was hit. The shell ricocheted off the thick armour and smashed the Comet's track. The crew bailed out, not a moment too soon, as two more shells from the F01 wrecked it

completely. Armed with PIATs the KSLI then drove the German crew to flee their Tiger and retreat.

### **TIGER TANK KNOCKED OUT BY COMET**

At 05.00 on 13 April Lieutenant Franzen returned to his Tiger and found it undamaged. He moved up against the British and knocked out a Kangaroo. Artillery, however, forced him to withdraw. When he pulled up again, he lost contact with his infantry. Then suddenly he saw a Comet to his left and shouted: "Enemy tank!"

*Continued on page 44*

**Below: WW2 tank heroes Reg Snowling and Fred Preston posing in front of Comet 'Celerity' at W&PR.**



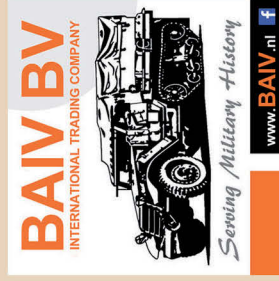


# WW2 veterans riding the Comet again

Reg Snowling, Fred Preston and Roy Nash  
at War and Peace Revival 2016







# The A34 Mk 1 Comet Tank Cruiser restored by Team BAIV

**www.BAIV.nl**

Phone BAIV B.V.

+31 6 518 22 502

Workshop Maarheeze

+31 6 365 73 612





*German Tiger tank knocked out by a Comet after crossing Aller river, Germany.*

*Continued from page 41*

10 O'clock!" to warn his crew. His gunner reacted directly by starting to traverse the turret. But the Comet, commanded by Lieutenant Harding, had sneaked into no-man's land and laid the perfect trap. The Comet fired once and the round hit the Tiger just behind one of its ammo bins. Although it failed to blow the ammo rack, the shell did hit the fuel tank and caused the F01 to catch fire. Lieutenant Franzen bailed out and found the rest of his crew all safely out, although all suffered minor burns. They retreated on foot.

The 23rd Hussars pushed through Germany and reached the town of Lübeck on 4 May 1945. There they waited for the order to push forward to Denmark. The order never came, as the war ended shortly after. The regiment was then stationed at the barracks of the German Marine School in the town Husum. By the end of January 1946 the regiment was disbanded and the men returned home.

#### **WW2 VETERANS MEET AGAIN**

At the War and Peace Revival 2016 the WW2 veterans Reg Snowling, Fred Preston and the son of veteran Dennis Pannell,

***"We reached Ypres on 20 January. Our first major event was a belated Christmas celebration on 24 January."***

Steve Pannell, met with their old friend: the A34 Mk1 Comet Cruiser Tank. The

***German Tiger tank knocked out by a Comet – you can make out the damage to its side.***

Comet was retrieved on a shooting range in Germany by the Dutch company BAIV B.V. Within a year the team at BAIV B.V. performed a class-A restoration of the Comet and brought it over for the War & Peace Revival 2016. As a dedication to driver Dennis Pannell the tank was named after his Comet: 'Celerity', which stands for 'with speed'. The next Comet that BAIV B.V. will

restore, will be named 'Saint' as a dedication to gunner Reg Snowling. This Comet should be ready by 5

May 2017 for the commemorations of the liberation of the Netherlands. 



***Above: Reg Snowling, Roy Nash (top) and Fred Preston in the BAIV marquee at W&PR 2016.***

***Right: WW2 vets enjoy the company of BAIV, the company that restored the Comet.***





**gosnay's**  
ENGINEERING COMPANY LTD 1935-2015



**PRECISION ENGINEERS AND ENGINE RECONDITIONERS**

**OUR STOCK OF ENGINE COMPONENTS IS  
SECOND TO NONE**

**24 HOUR DELIVERY SERVICE**

IF YOU REQUIRE PARTS FOR VEHICLES ANCIENT OR  
MODERN, PETROL OR DIESEL - GIVE US A CALL

**TELEPHONE:**

ROMFORD (01708) 740668 • 743331 • 748320

FAX: (01708) 733266

**www.gosnays.co.uk sales@gosnays.co.uk**

## MILITARY MUCKABOUTS



**Manufacturers of Military Film Props**

All steel construction made from individual parts

Browning 50 cals .....	£325
Browning 30 cals .....	£325
G.P.M.G .....	£325
MG42 .....	£350
Twin Vickers KS with mounts .....	£895
60mm blank firing mortars .....	£250
B.A.R .....	£350
Blank firing WW2 US Bazookas .....	£195

Also manufacturers of simulated firing

**50 CALS • 30 CALS • MG42 • GPMG**

**www.military-muckabouts.webs.com**

Email: iron-cross@hotmail.co.uk 07977 675278

Unit 8 The Old Mushroom Farm Windsor Gardens Hawkwell Essex SS5 4LH

## Electronic Ignition Specialists

**Breakerless ignition for ANY classic vehicle**



**6v 12v 24v POS OR NEG EARTH**

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

**2 year  
guarantee**

**JOLLEY ENGINEERING Tel 01886 880101**

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

Website: [WWW.classicheads.com](http://WWW.classicheads.com) Email: [sales@classicheads.com](mailto:sales@classicheads.com)

## M&G Casting Repairs Ltd

Unit 6, Block E, Market Overton Industrial Estate,  
Market Overton, Rutland, LE15 7TP

Tel: 01572 768363 Mob: 07808 962401

Email: [malcolmneal@talktalk.net](mailto:malcolmneal@talktalk.net)

**www.mandgcastingrepairsLtd.co.uk**

30 years experience in cold metal stitching  
repairs to cracked and holed cylinder heads/  
blocks/transmission casings - cylinder head  
overhaul - flywheel grinding



## Vintage Power Wagons

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

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



302 South 7th Street  
Fairfield, IA 52556 USA

Visit us at [www.vintagepowerwagons.com](http://www.vintagepowerwagons.com)

## ARMOURGEDDON

**TANK DRIVING & TANK BATTLES**

- TANK PAINTBALL BATTLES
- TANK DRIVING TASTER
- DADS & LADS TANK DRIVING
- MILITARY VEHICLE DRIVING
- WOODLAND PAINTBALL
- ARCHERY
- AIR RIFLE SHOOTING
- QUAD BIKES
- CLAY PIGEON SHOOTING



**VISIT [WWW.ARMOURGEDDON.CO.UK](http://WWW.ARMOURGEDDON.CO.UK)  
OR CALL 01858 880239 TO FIND OUT MORE**

HUSBANDS BOSWORTH, NR LUTTERWORTH, LEICESTERSHIRE LE17 6NW



# THEY CALL IT THE STREAKER

*The Streaker range of CVR(T)s promised much but sadly delivered very little. John Norris tells the naked truth behind this talented British made enigma*



*Above: The Streaker fuel tanker version could refuel vehicles in the forward areas in an emergency. Right: The fuel tanker version of the Streaker was a good idea from the logistics point of view.*

**T**he range of light armoured Combat Vehicles Reconnaissance (Tracked) or CVR(T), which included the Scorpion and Scimitar, entered service with the British Army in 1973 and remained in use until 1994. During that time the Scorpion and other CVR(T)s were used in operational deployments from the Falkland Islands in 1982 to the First Gulf War (Operation Desert Storm) from 1990 to 1991. It was unarguably the most successful series of vehicles of its type to go into production and many armies around the world still have at least one version of the CVR(T) in service. It was also a versatile series and from one basic version a range of several separate types evolved, each designed to meet a specialist role. For example Samaritan was an ambulance, Spartan was an APC and Striker was armed with anti-tank missiles. After the success of Scorpion and Scimitar during the Falklands War questions were asked why the range was not extended to produce other specialist designs to suit roles on the battlefield.

The Coventry-based company of Alvis produced the CVR(T) vehicles and the chassis were modified by systems manufacturers to kit each one to its specialist role, such as British Aircraft Corporation as it then was, which fitted the Swingfire anti-tank missile to the Striker vehicle.

In the 1980s and 1990s there were many changes taking place in the NATO armies and air mobile units were formed such as the ACE Mobile Force and the US Army's Combat Aviation Brigade, both of which were capable of being deployed using helicopters and transport aircraft such as C-130 Hercules. These units would require armoured support vehicles which were light enough to be transported and deployed by air and yet have hitting power to engage armoured vehicles.

The Scorpion series was ideal for such a role and other armies developed light armoured vehicles for similar roles.

## **VARIATION ON A THEME**

The design team at Alvis took the basic chassis of the CVR(T) range and decided to use this as a starting point for a private venture from which it hoped to develop a range of vehicles to meet specialist roles to support troops on deployment. From the time of being given the go ahead for the design development two prototypes of the new vehicle were rolled out in only 44 days. The fact that it shared parts with existing vehicle designs obviously helped.

The new range was called Streaker, sometimes known as the FV108, and vehicles could be fitted out for use as a weapons platform, supply or engineering

vehicle. Essentially, everything had been stripped off the CVR(T) leaving only the armoured cab and a flatbed rear. This allowed for plenty of possibilities which were lurking within this design to be exploited and all it would require was a designer to draw up the plans. As it turned out there was a lot of interest shown in the new series when details were announced but there was serious competition from other manufacturers. The Royal Engineers of the British Army were looking for an alternative design to serve as a dedicated vehicle for laying Barmines to replace the FV432 in this role. A formal British Army Requirement was proposed for the vehicle and although it out-performed all other vehicles the Streaker Barmine layer was rejected as were all other vehicles being considered and the requirement was shelved. Nevertheless, Alvis felt confident that the design with its proven combat record would help decide the future of the Streaker range.

Unfortunately the timing could not have been more inauspicious for Alvis as tensions eased between NATO and Warsaw Pact from 1991. Many projects were cancelled and the procurement of weapons and vehicles was cut back and some designs were declared redundant without even leaving the drawing board. One of the victims was the Streaker, which, with no procurement





agreement, meant there were no funds to develop it further and the project was shelved to become another curiosity. Alvis became a division of BAE Systems Land and Armament in 2004, by which time interest in Streaker had passed and it was too late to resurrect it even if there had been any. The vehicle was never put into series production, but experimental rigs for field trials were built and prototypes were assembled for demonstration purposes.

#### **BASIC SPECIFICATION**

The Streaker series used the same automotive hull and running gear as the standard Scorpion CVR(T) range which provided for five road wheels with the drive sprocket at the front and the idler wheel at the rear. The new series was intended to be available with the same option of the Jaguar J60 No 1 Mk100B 4.2-litre petrol engine or the Perkins T6-3544 diesel engine, both types being front-mounted.

The diesel engine increased the weight by 275kg but this was compensated for by the fact that extra fuel was carried which allowed an operational range of some 700km on roads. Ordinarily a petrol engine version would have an operational range of 483km on roads at a fuel consumption of 1.6km/litre at 48.3km/h. All versions were capable of reaching 50mph (80km/h) and shared a similar performance range against obstacles. For example wading through water obstacles over one metre in depth were within the vehicle's capabilities and the vehicle could negotiate angles of tilt



*The basic cargo carrying version of the Streaker.*



*Streaker fuel tanker version could transport petrol or diesel.*





*The Streaker cargo carrying version at speed.*



*The Barmine laying version of Streaker as requested by the Royal Engineers.*

between 40 degrees and 45 degrees and cope with vertical obstacles up to 500mm in height.

The basic Streaker was a flatbed cargo carrier with a rear deck area fitted with drop sides and tail gate. This allowed it to carry loads up to 2.133m in width and 2.743m in length and weighing up to 3700kg.

Such a layout meant the vehicle could be loaded using fork lift trucks to lift palletised loads such as ammunition, stores or other equipment. An electric winch with 7.5m of cable allowed cargo loads of over 1800kg to be hauled on to the vehicle using the drop sides as loading ramps. The Streaker could tow payloads of up to 6000kg such as trailers or light field guns. When towing artillery it could be fitted with a small crane arm to help unload ammunition to improve time into action. It was operated by two men, driver and commander who would be responsible for communications, leaving the

weapon crew to concentrate on their role.

It could tow artillery without any modification and when being considered as a weapon platform for anti-tank or anti-aircraft roles the choice of weapons was the responsibility of the purchasing government. For example, an air defence gun based on a weapon such as the multi-barrelled rotary 20mm calibre M61 Vulcan on a turntable platform could be fitted to

***“Aluminium armour of around 12.7mm would have been used around the cab area to protect the driver.”***

the rear flatbed deck to provide an all-round point defence system against low flying helicopters. A gun/missile mix using weapons such as Stinger or the French-produced Mistral along with the M61 could also be fitted in a similar manner to engage faster aircraft. Indeed, it proved sufficiently versatile to permit any weapon combination providing it fell within the parameters of weight and size.

Anti-tank missile systems from Milan to the heavier TOW missiles could be mounted on firing posts and fitted with a range of optics to permit firing in all weather conditions 24 hours a day. Indeed, a version to create an anti-tank missile carrier was planned and designs drawn up. The vehicle would only serve as the mobility platform from which the missile was fired and leaving ample space for a number of reload missiles to be carried. The combination would also allow all types of missile to be fitted such as the Swedish-designed RBS-56 'BILL' and even future generation weapons.

It measured 4.878m long and 2.210m wide with the overall height varying between versions as did the overall weight. The unladen weight in any of the versions never exceeded 6000kg and operational weight in most cases did not exceed 8500kg. This made it possible to carry two vehicles on board a C-130 Hercules or one vehicle air-portable by either a CH-47 or CH-53D helicopter.

Two designs for engineering units were developed including the trench digger and the excavator. The first type was the basic Streaker to which a chain-trenching system could be mounted at the rear. This device uses a series of blades to excavate trenches of varying sizes for laying cables to earthworks for infantry. The method extracts the soil and deposits it clear of the trench to permit immediate use. It would

have been easy to replace the trench digger with a boring machine to allow telegraph poles or fencing

posts to be erected for creating perimeters.

The excavator role allowed the vehicle to be converted to move earth and could mount any type of hydraulic machinery provided it met the operational parameters and could be either open-topped or closed cab. In the front line it could be used to excavate up to 12 trenches an hour measuring 570mmX1800mmX3000mm which was more than adequate for



infantrymen. Larger positions could be excavated for artillery or mortars and even command posts. The size of the excavator bucket could be varied to suit the type of work and the whole system was air-portable as a complete vehicle in a C-130 Hercules along with other essential engineering equipment.

### OTHER USES

The Streaker could also be used to lay mines using most systems. At the time the vehicle being developed by the British Army was using the Barmine anti-tank mine and the Ranger scatterable anti-personnel mine. However, the vehicle could just as easily have been used to lay other mines such as the French-built Minotaur anti-personnel system. Two vehicles working together could have laid a minefield using both types of mine to create an effective barrier to deny an area to an enemy. The Barmine system used a plough-like machine towed behind the vehicle which carried the mines. A conveyor chute connected the vehicle to the plough and an army engineer placed the mines on this which were fed into the plough where they were buried. This method allowed up to 72 Barmine to be laid per hour. Vehicles would have returned to a supply point to collect more mines before continuing to lay more devices. Minelaying vehicles prepared in their roles could be transported by air in readiness to go into action as soon as they were deployed.

The fuel tanker version was another logistics and supply role for the vehicle and would have proven very useful in combat situations by not being such an obvious target like the standard wheeled fuel tankers. The silhouette would have allowed it to blend in with other AFVs and refuel vehicles instead of them having to retire to



*Preparing the Rocket Artillery version of Streaker ready for firing.*

a refuelling location. Alvis at the time stated in a document that Streaker Refueller had: "...unrivalled performance as a logistic load carrier, and although not intended for use in the battle zone, provides its driver with the protection necessary to enable him to take the appropriate evasive action should his vehicle come under attack." The Streaker in any version was never heavily armoured and aluminium armour of around 12.7mm would have been used around the cab area to protect the driver.

The fuel tank had the capacity to hold 2730 litres and was made from aluminium 5mm thick with internal baffles to prevent the liquid from splashing around. Two 38mm bore hoses were fitted with nine metres of pipe which were kept stored

coiled on spring rewind reels when not in use. The PP50 pump could discharge 230 litres per minute using both hoses. An alternative fuel dispensing system was five hoses three metres in length with a bore diameter of 15mm fitted with automatic shut-off trigger nozzles. The tanker could transport petrol, diesel or even aviation fuel to provide the widest possible use to a military force.

At the time of the design being unveiled a total of ten possible roles were suggested for the Streaker but it would not have taken any great stretch of the imagination for other roles to be considered. One of the original designs which attracted interest at the time was the Light Artillery Rocket Launcher. Trials were conducted on ranges

*Below: The Rocket Artillery version of Streaker was able to take up position to fire on targets from around the battlefield.*







**The Rocket Artillery System fitted on Streaker at point of firing.**


such as the tank firing range near Bovington in Dorset and firing out to sea at Lulworth. Using the fact that different weapon systems could be loaded with a forklift truck Alvis devised the multiple rocket launcher platform based on the Belgian-designed LAU-97 which fired rockets of 70mm calibre.

The launcher unit held 40 rockets and the vehicle could also carry sufficient rockets to reload and fire three more complete salvos. The rockets were available as high explosive, anti-tank, smoke and anti-personnel and a complete salvo could be

fired in six seconds. The rockets were free-flight, which is to say unguided, and could saturate an area measuring 200mX300m at a maximum range of 8,000m. The rockets were considered comparable to shells of a 105mm calibre field gun. The launching unit mounted at the very rear of the vehicle could traverse through 360 degrees but it was usually fired forward over the vehicle for better stability. The system was lighter and cheaper than the heavier types of multiple rocket artillery systems at the time which would have appealed to smaller armies.

## LOOKING BACK

The Streaker was never put into series production which is a great pity because there is no doubt the new range of designs would have benefitted the airborne units in their specialist roles. In effect, it was a missed opportunity. However, the Streaker project was not a complete waste of resources because it did lead to the development of the Shielder Scatterable Mine Launcher Vehicle, and other designs in a new range of larger CVR(T)s known as the Stormer. This was a much more successful series with the British Army taking a number into service along with overseas sales to Indonesia and Malaysia.

The Streaker programme appears to have come to a gradual halt and following information received it is understood that the experimental vehicles and any others built were sold off. However, they are proving elusive and attempts at trying to track these down are difficult but not entirely fruitless. According to a recent check of the owner register on the Alvis Fighting Vehicle Society Website ([www.afvsociety.co.uk](http://www.afvsociety.co.uk)) there is only one owner listed. Photographic evidence suggests that there was a small number built and one has to ask: "Where have they all gone?" It would seem that, apart from the one registered so far, the Streaker range continues to remain something of an enigma. 

**Below: Remotely firing the Rocket Artillery system on the Streaker.**







# CENTENARY TANKS & TOMMIES EVENT

This event will help to mark the 100th anniversary of the secret tank trials that took place at Hatfield House during the Great War. Aspects of the trials will be recreated with displays and performances throughout the day. Visitors are promised a unique experience.

**10-11 SEPTEMBER 2016**  
**10AM-5PM**

## DAY INCLUDES

**TIMED DISPLAYS WITH TACTICAL DEMONSTRATIONS**  
**REPLICA TANK AND CREWS**  
**ACROBATIC AIRCRAFT DOG FIGHT**  
**TENTED CINEMA SHOWING WWI FOOTAGE**

## ALSO

**BRITISH, FRENCH AND GERMAN INFANTRY**  
**MILITARY PADRE, MEDICAL DISPLAY & CIVILIANS**  
**CAVALRYMEN**  
**18-POUNDER FIELD ARTILLERY & MACHINE GUNS**  
**LIVE MILITARY MUSIC**  
**CHILDREN'S ASSAULT COURSES**  
**HOG ROAST, ALES, CIDERS AND MUCH MORE**



## ADVANCED TICKETS

(AVAILABLE NOW AT [WWW.HATFIELD-HOUSE.CO.UK](http://WWW.HATFIELD-HOUSE.CO.UK))  
ADULTS £12.50 | CHILD £7.50 (5-15 YEARS OLD)  
FAMILY £35 (2 ADULTS AND UP TO 4 CHILDREN)

## ON THE DAY

ADULT £14.00 | CHILD £9.00 (5-15 YEARS OLD)  
FAMILY £40 (2 ADULTS AND UP TO 4 CHILDREN)



HATFIELD HOUSE



*The actual T-34 M-1941 was shipped to the UK for evaluation. Another was sent to the USA and the third example remained in the Soviet Union and formed part of the original tank collection when the CAFM was opened in 1965.*



# SECRET HISTORIES

*Jim Kinnear visits a Moscow military museum and discovers how recent restoration work has revealed the wartime histories of many of its exhibits*

**T**he best-known military museum in Russia is the Central Armed Forces Museum (CAFM) in Moscow. The wartime era tanks and AFVs for the collection were sourced from the then secret Kubinka Tank Polygon and its then unheard of NII-38 institute tank museum collection in the early 1960s, in time for its formal opening in 1965 on the 20th anniversary of the end of war in Europe. With the exception of a significant input of new exhibits that arrived in the early 1990s after the break-up of the Soviet Union, the external display of military vehicles has remained largely unchanged for decades.

However, in the summer of 2014 the CAFM undertook the restoration of 14 of its tanks, mainly of wartime vintage but including some newer tanks such as the T-54 and PT-76. The work was carried out by a team of enthusiasts under the direction of the well known Russian researcher and author Yuri Pasholok; and grinding off the decades deep layers of paint back to bare metal for the first time since most of the tanks left the factory gates proved quite revealing in all senses of the word. In some cases, the tanks' serial numbers allowed examination of surviving archive records, in turn revealing the history of some of the exhibits for the first time.

The received wisdom over the years is that the wartime exhibits such as the T-34 M-1941 and the KV-1 and KV-2 heavy tanks had survived the war because they were part of the Kubinka polygon test vehicle collection located about 70km west of Moscow. Indeed several such tanks now at the Kubinka museum had survived intact because the

front line had stopped immediately in the vicinity of the Kubinka proving grounds, and some of these now form the basis for the CAFM collection. It had always been known that some of the Kubinka tanks had served in combat in the defence of Moscow, some emplaced in defensive perimeters around the polygon itself, but after much physical work with electric and chemical paint stripping the back-to-metal restorations revealed identification data supported by Yuri Pasholok which revealed the combat history of some of these tanks.

## **LIGHT TANKS**

The T-26 was developed from the Vickers 6 tonne tank and the later single turreted T-26 M-1933 (T-26B in Wehrmacht recognition manual parlance) tank at the CAFM was a standard light tank in Red Army service in 1941. On the surface it would appear to be a standard gun tank, albeit a commander's model with the radio antenna around the

turret removed (the mounting points for which can still be seen on the turret) and it did indeed see combat in the Battle for Moscow and later in the Ryazan region to the south east of the capital. However, it's since been revealed that it was formerly a TU-132 command and control tank from a 'tele-tank' unit, a series of pre-war experiments with remote radio-controlled tanks conducted with different tank types. The tank still has two turret rear antenna dashpots and a third one blanked over giving a clue to the tank's origins, if of course one notices the clues.

For years, the T-38 light amphibious tank located at the CAFM was the only one known to exist in Russia, though the revelation of the existence of the Kubinka tank museum in the 1980s unearthed another, standard, T-38, and more have since been discovered, such as the one dredged from the River Neva and now on display at Nevskiy Pyatachok near St Petersburg. The CAFM T-38 is, however, a T-38M2 prototype rather than a standard tank, and armed with a 20mm TNSh cannon (the same as mounted in the T-60 light tank) in an attempt to give the T-38 series some better armour penetration capability. It was stationed in the Far East from whence it was returned to Kubinka in 1945 before two decades later making its way to the CAFM





**Above:** The KV-2 during evaluation at Kubinka. The CAFM KV-2 would appear to be this very tank, which saw combat during WW2.

**Right:** The CAFM's KV-2, with its later road wheels and repaired shell damage to the armour. **Below:** The museum's T-38M2, armed with a 20mm TNSH cannon, was returned to Moscow from the Far East in 1945.



**Below:** The collection's 'standard' T-26 M-1933 is nothing of the sort. It is actually a TU-132 command vehicle for a tele-tank system, converted back to line tank status.



museum. From available archive material, the tank did not see combat, which might account for its survival, or its Far East location may be a factor, as the T-38 as a tank type fared badly on the Eastern Front in 1941.

### MEDIUM TANKS

The museum's T-34 (76) M-1941 was built in June 1942. Interestingly, it is one of the three tanks prepared specifically for foreign inspection, the other two being sent respectively to Aberdeen Proving Grounds in the USA and to the equally scenic tank proving grounds near Bovington, Dorset. The example supplied to the US remains intact to the present day, but only the gun and the transmission from the tank supplied to Great Britain have survived, both components being today on display within the halls of the Tank Museum.

The multi-turreted T-28, K010, produced in 1936 will be restored later as it requires considerably more work than the other tanks in the collection. The CAFM's T-28 tank was used as a test vehicle for alternative gun mountings before being sent to the Saratov Tank School, thereafter being provided to

Kubinka and later being passed on to the CAFM in time for the collection being formally opened as a new museum in 1965.

### HEAVY TANKS

The CAFM's KV-2 tracked assault howitzer was used operationally in combat at Velikie Luki in the Pskov region south of Leningrad in July-August 1941. It was thereafter returned to the Leningrad Kirov Zavod (LKZ) plant for repair before Axis forces besieged Leningrad, and apparently remained there for the

duration of the siege, where it may have been used as a defensive block post. It was moved to Kubinka after the end of the war and from Kubinka to the CAFM in the early 1960s. It was substantially rebuilt, and for that reason is something of a 'bitsa', the KV-2 turret being mounted on a later model KV-1 chassis at the Leningrad Kirov Plant (LKZ) rather than being rebuilt on the earlier in period chassis, suggesting some major cobbling together of undamaged tank parts to build one new one. The tank bears scars from artillery rounds that were carefully filled and ground at some point, to the extent that it was difficult to

**Right:** The CAFM's BT-7 M-1935 after accurate restoration, including cleaning the paint off the headlight lenses for the first time in the author's memory!







*The T-28 medium tank is in poor condition, with the sheet metal track guards and other thin metal components requiring replacement.*

identify their presence until several decades of paint was stripped off!

The KV-1 and KV-2 tanks on display at the CAFM are both fitted with post-war T-10 tank tracks rather than the original, and narrower, KV tracks. Modellers beware!

Despite having walked past the IS-2M heavy tank and indeed photographed it on countless occasions, I had missed several details. The rear turret machine gun has been replaced by a ventilator fan and armoured cover, as per a standard post-war modification. However, it's been discovered that the tank was in fact an experimental deep wading prototype. Originally fitted with an OPVT snorkel, it was used at Kubinka for underwater trials in the 1950s. The welded strip mountings on the gun mantlet for the waterproofing material, and also on the driver-mechanic's glacis periscope viewing device are, of course, obvious indicators of the tank's less than standard use.



*Above: This particular IS-2M also has a modified glacis with additional water sealant mounting points installed. Below: The museum's wartime ISU-152 showing the bare-metal restoration as a work in progress.*



*Above: The CAFM's KV-1 heavy tank was built at the Chelyabinsk Kirov Zavod (ChKZ) tank plant in Chelyabinsk, Siberia, in December 1941. Its combat history is now known to have included operations in the southern Don area in the summer of 1942, participating in the Red Army push that would culminate in the Battle of Stalingrad.*

### SELF-PROPELLED GUNS

The collection's SU-76 is one of the last SU-76s produced. It left the assembly line at Plant No40 (the Mytischki plant) in the northern Moscow suburbs in August 1945 and is exactly what it looks to be – a standard production model. The SU-85 self-propelled gun located in the CAFM collection is a rarity, though a standard production model built in June 1944.

The SU-100 is from the final batch of 200 SU-100s built in 1947 at Plant No174 in

Omsk after production was transferred there during the post-war reorganisation of military manufacture.

The museum's ISU-122 was built at ChKZ in Chelyabinsk in June 1944. It is a standard self propelled gun type, but the vehicle in the CAFM collection is unusual in that it is based on an early IS-1 chassis rather than the later IS-2 which was in series production at the time this particular ISU-122 was built. Which raises as many questions as it answers.



*Above and below: The museum's IS-2M is also not a standard tank. It was modified for trials of OPVT-type deep-wading equipment in the early 1950s. The metal strips added to the gun mantlet, for affixing rubberised fabric waterproofing, are an obvious clue to the tank's non-standard history.*





# JEFFREY ENGINEERING LTD

## Jeep Engine Overhaul Specialists



**TEL: 01233 770007**

MOBILE: 07770 836438 FAX: 01233 770670

WEBSITE: [www.jeffreyeng.com](http://www.jeffreyeng.com) Email: [nick@jeffreyeng.com](mailto:nick@jeffreyeng.com)

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

# TOTEC TYRES



UK's leading suppliers of military  
bar grip tyres tubes and flaps for  
GMC's Ferrets, Dodges and Jeeps etc

7.50 x 20

9.00 x 16

7.50 x 16

7.00 x 16

6.00 x 16



Great pricing and quick delivery UK and  
good rates across Europe

Contact by email [enquiries@totectyres.co.uk](mailto:enquiries@totectyres.co.uk)

Phone **01635 269220**

leave a message and we will get back to you.

## EUROPE'S BIGGEST SELLING MODELLING MONTHLY SEPTEMBER ISSUE OUT NOW!



### FREE SUPPLEMENT: HAWKER 'CAR DOOR' TYPHOON

This 20-page supplement features an exclusive build of Airfix's new 1/24 Superkit, along with aircraft history, colours and markings.

Also in this issue:

#### Exclusive Build - Curtiss P-40B Warhawk

Airfix's all-new 1/48 Curtiss P-40B Warhawk gets the exclusive build treatment, and there's a history article recounting the type's defence of Pearl harbour on December 7, 1941

#### Intermediate Build - C-119G Boxcar

The C-119G Boxcar appears in the shape of Roden's 1/144 scale kit

**AND MUCH MORE!**

Available from **WHSmith** and all other leading newsagents

**ALTERNATIVELY, ORDER DIRECT:**

Order online with FREE P&P\* at  
[www.keypublishing.com/shop](http://www.keypublishing.com/shop)

\*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.  
Postage charges vary depending on total order value.



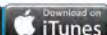
OR



Call (UK) **01780 480404**  
(Overseas) **+44 1780 480404**  
Lines open 9.00am - 5.30pm



Also available on



Search:  
Airfix Model World

FREE App with Sample Issue. In app issues £3.99

\*App prices subject to change.



# A VILLAGE AT WAR



*Jenifer Mason-Hawke on her BSA WDM20 motorcycle looking very authentic.*

**I**t is not always necessary for an event to attract unusual vehicles in order for it to be successful and interesting. Nor do there have to be hundreds of vehicles on show, either. As the saying goes; less really can be more. Furthermore, it is what you do with the resources available that counts.

An example of this thinking was evident at this year's A Village at War held over the weekend of 7 and 8 May, which the organiser Dave Allaway arranges to commemorate the Home Front and VE Day. By comparison to other events this is

a small affair, but it has plenty to see and engage in. The venue was the Rural Life Museum in Tilford, Surrey and although largely agricultural it does have a number of exhibits connected with the Home Front, such as an unusual example of a

**John Norris reports from this year's Tilford spectacular and proves that big isn't necessarily best...**

prefabricated concrete Stanton air raid shelter. The event is laid out in a way that visitors are encouraged to wander around the site to discover vehicles parked up in locations and speak with owners.

Dave Allaway, better known as Captain Dave, is a re-enactor and also organises the very successful Mapledurham at War event in Oxford. He very kindly extended an invitation to *CMV* to drop in to see what was happening.

## **DEVIL IN THE DETAIL**

As we wandered around for ourselves, one of the first vehicles encountered was a Dodge WC52 built in 1944. The vehicle in itself is not particularly unusual, but the standard of its renovation and presentation was to a very high standard, which is what made it stand out, and one could not help but admire it.

Parked next to this was a Ford Jeep owned by Dai Pierce from nearby Fleet, who told us that it was built in March 1944. He has done a lot of work on the vehicle, which is nicknamed 'ol Gappy, and has a wonderful illustration of the film star Jayne Russell painted in the style of the well-known artist Varga. The sign 'Follow Me' was intended to guide pilots when taxiing on airfields but it read more like an open invitation to anyone following behind the vehicle. Dai informed us that the number on the bonnet corresponds fully with the chassis number. Equipped with machine guns it looked every bit the military part for which it was intended.

The Rural Life Museum has exhibits on 150 years of farming life with tools, tractors and machinery displayed in original buildings, which serves to make it the ideal venue for 'A Village at War'. In fact, the site does have direct connections with the war years. The nearby village of Thursley was used as a centre for displaced persons after the war, where they were accommodated in Tweedsmuir Camp, which continued to be used to house around 40 Polish families until the 1960s. Earlier in the war the camp had been used by American, British and Canadian troops and it was bombed on 7 November 1942. This history is told in a permanent display at the Rural Life Museum which itself had been used as a camp school for children who had been 'bombed out' during the London Blitz.





*Above: Trucks parked under trees just as they would have been during the war. Below: The wooded setting provided the perfect opportunity to relax and take in the many historic vehicles on display.*

### RELAXED ATMOSPHERE

Vehicle owner Colin Murray had parked up his Austin K2 truck, named 'Lucy', around which he was displaying his collection of wartime artefacts connected with the 4th Battalion Dorset Regiment, including radios, weapons and equipment. Other displays were put on in buildings and tents which showed the collections of wartime radios, Home Front and the relationship which built up between civilians and the American troops who arrived in readiness for the build-up for D-Day.

Vehicles were parked under trees and the owners were in a relaxed mood which reflected how such a scene must have



looked in 1943 or early 1944. Some GMC trucks were loaded with drums to represent their role as transport to carry fuel. British and American motorcycles were parked around the site including Harley Davidsons

which attracted many admiring comments.

One British machine which stood out was a BSA WDM20 motorcycle owned by Jennifer Mason-Hawke, who was dressed very convincingly as a wartime Auxiliary



*Above and left: Dai Pierce's 1944 Jeep complete with machine guns and 'Follow Me' artwork.*



*Above: We liked the original patina of this International tractor which forms part of the Rural Life Museum's collection. Right: Dodge WC52 Weapons Carrier demonstrated meticulous attention to detail.*







**Above:** American vehicles are always popular and attract much attention.



**Above:** Lawrence Pooley poses by a Daimler Dingo in markings of the 43rd Wessex Division.



**Above:** David Oliver was kept busy with his collection of wartime radios. **Right:** Colin Murray with his collection of wartime artefacts connected with the 4th Battalion Dorset Regiment.



Territorial Service (ATS) despatch rider. Jennifer has researched the history of the machine which reveals it was built in 1940. The four-speed machine is powered by a 496cc SV single-cylinder petrol engine of 13bhp to reach speeds of up to 55mph (88km/h). It

was despatched to the War Office in London in October 1940 and then sent to Chilwell in Nottinghamshire. It was sold into private ownership in November 1964 and before Jennifer there were four previous owners. For those who are interested in the minutiae, the machine

was built for the grand sum of £49 and 15 shillings.

#### **DEMONSTRATION DERBY**

In between some buildings a group depicting the 514th Truck Company, which had been part of the Red Ball Express

**Below:** This pair of fine-looking Jeeps and a trailer took pride of place in front of the pavilion.







**Above: Show organiser Dave Allaway oversees the work.**

during the war, were demonstrating the use of a Diamond T 696 Wrecker by using one of the jib booms to lift a Jeep. It looked like the sort of thing that would have been done for real during the war and was made all the more authentic by the setting. The

demonstration may have been easy for the members of the group, who may have done it many times before, but for visitors it represented something just a bit different.

Despite the compact size of the Rural Life Museum, the presence of so many

vehicles and living history groups on site, combined with the Home Front, we found ourselves remaining on site until the close of the event. We would like to extend our thanks to Dave Allaway and all his helpers and also vehicle owners for their time and co-operation. Details of the Rural Life Museum can be found at [www.rural-life.org.uk](http://www.rural-life.org.uk)



**Above: This replica combination is based on a similar design used on bases to carry light supplies. Left: Dave Allaway takes responsibility during the close of day ceremony.**



**Above: Dodge WC10 'Carryall' looked very smart.**





# COMING IN NEXT MONTH'S ISSUE...



*Watch out for these exciting features in next month's issue, on sale 15 September 2016*

## JEEP SPECIAL

Find out more about the world's most loved military vehicle of all time!

- Full buying guide • Jeep owner story
- Expert tips • Jeep marketplace

### HALF-TRACKS IN CIVVY STREET

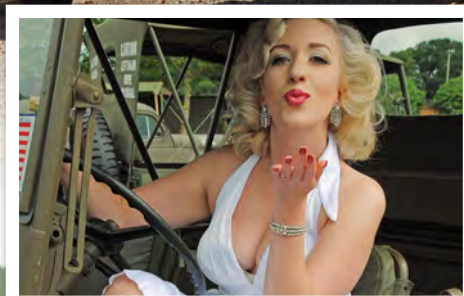
Les Freathy looks at half-tracks in British post-war service.

### TANKFEST 2016

This was just one of the highlights from this year's Dorset show.

### THE JEFFREY-QUAD

David Fletcher profiles this most unusual armoured car from the Great War.



## REGULAR FEATURES

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

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



30TH ANNIVERSARY SOUVENIR ISSUE

# Falklands

**UNTOLD STORIES OF THE WAR IN THE SOUTH ATLANTIC**

AN INVALUABLE REFERENCE IN WORDS &amp; PICTURES


 VULCANS  
OVER THE  
FALKLANDS

 THE FATE  
OF THE TASK  
FORCE

 ARGENTINE  
ATTACK ON  
GIBRALTAR

**NOW  
JUST  
£2.99!**

Created by the team behind *Britain at War* magazine, the *Falklands 30th Anniversary Special* is a 132-page bookazine which tells the story of the Falklands War as never before.

**FEATURES INCLUDE:**
**A Chronology of Conflict**

A day by day timeline of events throughout the conflict between 1 May 1982 and the Argentine surrender.

**Maintaining The Fight**

The massive logistical effort required to send an army and a fleet to the Falkland Islands, and in particular the little-known air bridge which flew supplies via Ascension island

**Visiting the Falklands' Battlefields**

Well known for his work on the battlefields of the First World War, Jon Cooksey presents his own look at touring those of the Falklands – a mixture of the well-known locations and rarely seen sites.

**AND MUCH MORE!**

**ORDER DIRECT**

# JUST £2.99<sup>+</sup> FREE P&P\*

\*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

671/16

Free P&P\* when you order online at  
[www.keypublishing.com/shop](http://www.keypublishing.com/shop)

OR

Call UK: 01780 480404  
 Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm



# FREE GIFT

**FREE!**

**TANK SPOTTER'S  
GUIDE BOOK**

**WORTH £4.99**



Invented during World War I to break the grim deadlock of the Western Front trenches, tanks have gone on to revolutionise warfare. This pocket guide gives the reader all of the essential information on 40 of history's premiere tanks, including the Tiger, Sherman, Panther and M1A1 Abrams. Each tank is presented with a detailed drawing to aid recognition. **128 pages, softback.**

**OR**

**CLASSIC MILITARY  
VEHICLE MUG**

**WORTH £4.99**

This high-quality plastic travel mug allows you to take your favourite magazine on the road with you!



## 3 EASY WAYS TO ORDER THIS FANTASTIC SUBSCRIPTION OFFER!



**ONLINE**

SIMPLY REGISTER  
ONLINE AT:

[WWW.CVMAG.CO.UK](http://WWW.CVMAG.CO.UK)



**TELEPHONE**

UK 01780 480404  
OVERSEAS +44 1780 480404  
FAX UK 01780 757812  
OVERSEAS +44 1780 757812



**POST**

COMPLETE THE FORM AND POST TO:  
CLASSIC MILITARY VEHICLE  
KEY PUBLISHING LTD  
PO BOX 300, STAMFORD  
Lincs, PE9 1NA, UNITED KINGDOM



WHEN YOU TAKE OUT  
A 2-YEAR OR DIRECT  
DEBIT SUBSCRIPTION  
TO



722/16

## AMERICAN READERS

Readers in the USA may place orders by  
telephone toll-free 800-428-3003  
or fax 757-428-6253  
or by writing to:

Classic Military Vehicle, 3330 Pacific Ave,  
Ste 500, Virginia Beach, VA 23451-9828

Alternatively, order online at:

[www.imsnews.com/cmvg](http://www.imsnews.com/cmvg)

quoting/entering code CMV916

# MAKE HUGE SAVINGS

when you pay by easy Direct Debit – just **£11.99**  
every quarter or **£46.44** per year plus **FREE Tank Spotter's Guide or CMV Mug!**

Free gift is only available on Direct Debit with a minimum 2 year subscription.



**YES, I would like to subscribe to**



## PAYER'S DETAILS

Title  First name  Surname

Address

Postcode  Country

Email address

Please complete to receive news updates and offers from us by email.

## DELIVERY DETAILS (IF DIFFERENT)

Title  First name  Surname

Address

Postcode  Country

Email address

Please send gift card tick here ☐ Tank Spotter's Guide ☐ CMV Travel Mug ☐

## SPECIAL OFFER (PLEASE TICK)

	12 FOR THE PRICE OF 11	24 ISSUES FOR THE PRICE OF 21 - PLUS FREE GIFT
UK	12 issues <input type="checkbox"/> £47.30	24 issues <input type="checkbox"/> £89.99
Europe	12 issues <input type="checkbox"/> £55.00	24 issues <input type="checkbox"/> £99.99
USA	12 issues <input type="checkbox"/> \$79.99	24 issues <input type="checkbox"/> \$137.50
Rest of the World	12 issues <input type="checkbox"/> £59.99	24 issues <input type="checkbox"/> £99.99

## PAYMENT DETAILS

I enclose a cheque for £ / \$ ..... made payable to Key Publishing Ltd

Please debit my Mastercard ☐ Visa ☐ for £ / \$ .....

Expiry date Security Code (3 digit code on reverse of card)

OFFER CLOSE DATE: 30 SEPTEMBER 2016 PLEASE QUOTE: CMV916

Signature ..... Today's date .....

## INSTRUCTION TO YOUR BANK OR BUILDING SOCIETY TO PAY BY DIRECT DEBIT

Please tick: ☐ UK Direct Debit ☐ Quarterly £11.99 ☐ Annual £46.44

		<b>Instruction to your bank or building society to pay by Direct Debit</b>			
<small>Please fill in the form and send to: Key Publishing Ltd, PO Box 300, Stamford, Lincolnshire, PE9 1NA, UK Name and full postal address of your bank or building society</small>					
To: The Manager		Bank/building society			
Address		Service user number <div>6 5 8 9 6 0</div>			
Postcode		Reference <div></div>			
<small>Instruction to your bank or building society Please pay Key Publishing Ltd. Company Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Key Publishing Ltd. and, if so, details will be passed electronically to my bank/building society.</small>					
Name(s) of account holder(s)		Signature(s)			
Branch sort code		Date			
Bank/building society account number					
<small>Banks and building societies may not accept Direct Debit Instructions for some types of account.</small>					

**Direct Debit UK only. If paying by Direct Debit please send in form.** Payments are accepted by Direct Debit, cheque, Postal Order, Credit Card and US Dollar check. Payments by credit or debit card will be shown on your statement as Key Publishing Ltd. Key Publishing will hold your details to process and fulfil your subscription order. Occasionally we may wish to contact you to notify you of special offers on products or events. If you do not wish to receive this information please tick here ☐ or mention when calling. Gift subject to change. Any alternative gift will be of equal or higher value. Should you cancel your subscription earlier than an invoice will be raised for the full price of the gift.



**REDUCED**

# THE ARMOUR, THE WEAPONS, THE CREWS AND THE HISTORY

★ **ARMOUR • WEAPONS • CREWS • HISTORY** ★

## TANKS

★ **OF THE WORLD**



FRENCH RENAULT FT17  
BRITISH CHURCHILL  
AMERICAN SHERMAN  
GERMAN TIGER  
SWEDISH S-TANK  
GERMAN LEOPARD 2  
AMERICAN ABRAMS



**MARK V HEAVY TANK**  
TANK DESIGN TREND SETTER  
[www.militarymachinesintl.com](http://www.militarymachinesintl.com)



**RUSSIAN T-34**  
A THORN IN HITLER'S SIDE



**BRITISH CHALLENGER 2**  
THE LATEST TECHNOLOGY

**JUST  
£1.99**

A British invention born out of the stalemate of the Great War, the 'Tank' has become a key element on the modern battlefield that is both feared and respected on all sides. Since those early days when the tanks were little more than thinly armoured boxes, the modern Main Battle Tank has evolved into a sophisticated armoured fighting vehicle that is highly mobile, well protected and heavily armed.

In this **100-page special** we take a look at ten of the most important tanks to have been produced since their introduction to the battlefield in 1916 including:

### BRITISH MARK V TANK

Not the first tank to be fielded in WW1, but the first to give control of the vehicle to just one man.

### FRENCH RENAULT FT17 TANK

The first tank to use a turret, setting the pattern for most future tank designs for decades to come.

### AMERICAN SHERMAN

The WW2 Sherman was the first tank to be designed to be mass-produced and went on to serve with armies all over the world, lasting well into the 20th Century.

### GERMAN TIGER 1

The first of the 'Heavy Tanks' with near impenetrable armour, which established it as the most feared tank

### BRITISH CHALLENGER

The first of the modern British MBTs to use the new high-tech, British-developed 'Chobham' laminated armour and still the British Army's current Main Battle Tank.

**AND MORE!**



**ORDER DIRECT!**

**JUST £1.99 FREE P&P\***

\*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

132/16

Free P&P\* when you order online at  
[www.keypublishing.com/shop](http://www.keypublishing.com/shop)



Call UK: 01780 480404  
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm





Saturday 17 September

# TANK 100

**On 15 September 1916, as the Battle of the Somme raged, The British Army sent the first tanks into action for the first time. One hundred years on from the bloodiest battle in British Military history, The Tank Museum is marking the tank centenary with a special commemorative event.**

The British launched the first tank attack in history during the closing stages of the Battle of the Somme on 15 September 1916. The attack was a limited success, but changed the nature of warfare forever. Shortly Bovington became the Tank headquarters.

On Saturday 17 September this centenary will be marked by 'TANK 100', a commemorative event at The Tank Museum which will honour the sacrifice of Britain's tank soldiers and Bovington's role in the history of armoured warfare.

'TANK 100' is being held in conjunction with The Royal Tank Regiment and will feature living history, commemorative tank displays, talks and more.



Mark I male 759 D17 at Dinnaken, Somme, September 1916

Replica British Mk IV and German A7V



Visitors can expect to see a display of modern British Army vehicles as well as a variety of historic vehicles from The Tank Museum collection, to exemplify the legacy of those first tanks and the men who fought in them.

There will also be a First World War battle reenactment with our replica First World War tanks, an aircraft display from the Great War Display Team. The day will end with a short commemorative service.

Tickets are on sale now. Book online and save 10%. See [tankmuseum.org](http://tankmuseum.org) for more details.

## INSIDE...

- WORKSHOP PROJECT SUPPORTED BY HLF
- NATIONAL LANDMARK TO BE SITE OF CENTENARY OBSERVANCE
- THE BATTLE OF THE SOMME & THE FIRST TANK ATTACK
- WHAT'S ON

## FROM THE DISPLAY FLEET MANAGER



My role is a new one at the Museum, which focuses on the maintenance of the Museum's running fleet – those vehicles that run during events and holiday displays.

I'm a qualified engineer and before coming to the Museum I was a Team Leader with the Defence Support Group and oversaw the dieselisation of the British army's BATUS (British Army Training Unit Suffolk), fleet of CVR(T)'s, based in Canada. After that I left to go to the RNLI as Workshop Manager looking after 38 All-weather lifeboats stationed around the British Isles and Ireland.



Vehicles like the Challenger 1 require constant and careful maintenance.

The vehicles I'm now in charge of looking after at The Tank Museum are the ones you will have seen running at big events like Tiger Day and TANKFEST, as well as during the school holidays. This includes beasts

*Continued on page 2...*



## FROM THE DISPLAY FLEET MANAGER

like the Leopard 1, Challenger 1 and the Chieftain tanks, as well as the tracked rides vehicles and smaller CVRT's. It's down to me to ensure they are up and running suitably crewed and maintained. Some of the vehicles are over forty years old or more, so making sure that they are in running order is a big undertaking.

The historic vehicles, like Tiger 131 and Matilda II, remain the responsibility of Mike Hayton, the Workshop Manager. By handing over responsibility for the maintenance of the core running fleet, Mike will have more time to dedicate to the historic vehicles that are getting increasingly difficult to maintain and keep in running order due to their age.

With the announcement of Heritage Lottery Funding for new Workshop facilities there are a lot of changes set for the Workshops in the near future. These new facilities will improve our capability to restore and maintain our collection ten-fold, with designated bays for overhauling, and special service bays we will be able to greatly increase our knowledge about some vehicles that no one alive has worked on.



The training schemes that we will be offering will also give young people the opportunity to learn new skills. By filling this skills gap we will be going some way to making sure that these vehicles can continue to run and educate audiences for generations to come.

I really enjoy working at The Tank Museum, and the team here are so driven and passionate about what they do! I have always had a keen interest in history, armoured vehicles and BIG engineering so this job couldn't be better for me. **T**

Matt Steeden  
Display Fleet  
Manager

# TANKFEST



20,000 visitors from across the world visited the biggest ever TANKFEST in June.

The British Army display and historic armour were particular crowd favourites. Meanwhile the grand finale battle, depicting the capture of Tiger 131, ensured the show finished with a bang.

TANKFEST 2017 takes place on 24 and 25 June. Tickets are available now from The Tank Museum website and is again expected to sell out. Premium tickets go on sale in September. **T**



## WORKSHOP PROJECT SUPPORTED BY HLF



The Tank Museum has secured support from the Heritage Lottery Fund (HLF) for a £2.1million grant to build a 16,000 square foot, seven-bay workshop and launch a training scheme for young people.

The project will create more space to maintain our historic fleet and equip young people with the vital skills to work on them in the future.

The news was announced in style to TANKFEST crowds as Stephen Boyce, Chair of the HLF South West Committee was flown into the arena by helicopter. He said: "Thanks to money raised by National Lottery players, the Tank Museum continues to go from strength to strength. Whether it's boosting employment prospects or turning an interest into active participation, involving young people in the heritage that matters to them is a key priority for the Heritage Lottery Fund; so we're delighted to see the opportunities these plans offer and look forward to seeing them develop."

The project is the final stage of a decade long transformation, largely made possible by National Lottery players through support from HLF. A new display area, conservation centre and a number of exhibitions have helped to secure the future of The Tank Museum's nationally important collection and attract increasing numbers of visitors and volunteers. **T**

## IN BRIEF

### GEORGE FORTY OBITUARY



The Tank Museum is sad to report the death of former Director Lt. Col. George Forty OBE FMA.

George Forty was appointed Director of The Tank Museum in 1981. During the next twelve years, with the inspirational help of his wife Anne who worked alongside him, he modernised and tripled the size of the Museum, turning it into one of the foremost military museums in Europe. Shortly after retiring from the Museum in 1993, he was made a fellow of the Museums Association (FMA) and was awarded with an OBE in the 1994 New Year's Honours List.

Lt. Col. Forty was a gentle and happy family man who is always spoken of with affection and respect by all those that he served or worked with. He leaves behind his wife Anne and four sons Simon, Jonathan, Adam and Jason, nine grandchildren and one great grandchild. **T**

## MATILDA DIARIES



The Matilda II restoration project is being serialised in a new series on The Tank Museum's YouTube Channel.

The 'Matilda Diaries' aims to shine a light on the previously unseen challenges and victories, delights and frustrations experienced by our Workshop crew as they overhaul this important Second World War tank. Ideal for the curious or the mechanically minded, never before have the public had such an opportunity to see how The Tank Museum cares for its historic vehicles and what it takes to keep a seventy year old tank in action. **T**

SUPPORTED BY





# THE BATTLE OF THE SOMME & THE FIRST TANK ATTACK

15 SEPTEMBER 1916



*Mark I tank followed by infantry. This tank, C19 Clan Leslie, was commanded by Captain Archie Holford-Walker.*

The Battle of the Somme commenced with a vast British attack on 1 July 1916. On that first day of battle, the bloodiest in the history of the British Army, there were over 57,000 British casualties.

This day of unprecedented and catastrophic loss of life has for many defined the collective memory of the British experience in the First World War. To them, the eventual victory came at too high a price and the conflict is remembered as one in which the lives of men were squandered by over-confident, unintelligent, and out of touch generals.

What is often overlooked is that the battle wasn't launched entirely at the choosing of the British Commander, Douglas Haig. The French had been involved in a wearing and attritional defence of Verdun and this led the French Commander in Chief to put pressure on Haig to launch his planned attack early in order to draw German resource away.

To Haig's disappointment the new British Mark I tanks, as well as their crews, would not be ready for 1 July 1916. But the battle of the Somme would continue for a further four months and the entire British Army went through a significant learning curve, as they gained offensive combat experience in the unique battlefield conditions of the Western Front.

Haig, far from being the reactionary traditionalist some historians have portrayed him to be, was confident in the potential of the tank and was eager to deploy them as soon as possible. For this reason, despite his staff making arguments for tanks to be retained until enough were ready for a mass attack, Haig ordered that those tanks that were ready would be used as soon as possible in a later phase of the Somme offensive.

At dawn on Friday, 15 September 1916 tanks went into action for the very first time. Their use in the last major offensive of the Somme campaign at Flers-Courcelette was both dramatic and symbolic. The tanks were to be deployed ahead of the infantry in groups of two or three to punch holes in the German defences and destroy the machine gun posts that had caused such huge casualties for the Allied armies that summer.

Forty-nine Mark I tanks were earmarked to take part, but on the day only thirty-two made it to the start line; the others having broken down or ditched. Eighteen eventually went into action, the rest suffered mechanical failure or became trapped in shell holes or trenches.

Progress was painfully slow and the ground, although dry, had been cratered by shellfire so the tanks pitched up and down like ships in a rough sea. However, they could plough through barbed wire and cross most trenches while their unusual appearance and apparent invulnerability to rifle and machine-gun fire caused fear in the German troops they encountered.

After the battle, the British press reported;

*"When the German outposts crept out of their dugouts in the mist of the morning of 15 September and stretched to look for the English, their blood was chilled to their veins. Two mysterious monsters were crawling towards them over the craters. Stunned as if an earthquake had burst around them, they all rubbed their eyes, which were fascinated by the fabulous creatures."*


As a result of the day's action the villages of Flers and Courcelette were captured, but the advance on 15 September was limited to about 2,500 yards (2.3km) on a three-mile front. Although they took

place on the same day and in roughly the same area, these tank actions are best seen as a series of individual operations, each with their own story. Significantly, the men of the Heavy Section Machine Gun Corps who crewed the tanks, were young and inexperienced. They were going into action with an untried new weapon of war, many having never been in battle before.

*"Our tank commander was 2nd Lt Macpherson, a fine and likeable young fellow, but he like all of us had never been on a battlefield or in action before. Indeed that was the position of practically the whole of the 32 tanks which took part in this first action. The briefing and instructions regarding objectives were quite inadequate and there was little or no co-operation between the infantry and the tanks."*

— Gunner William Taylor Dawson, C Company

The speed at which the tank was conceived and put into action was itself an incredible feat. Machines were built, men trained and tactics devised on the hoof. This is at odds with the view of blundering, old-fashioned generals repeating their tactical mistakes. Instead, it demonstrates the desire of British commanders to find high-tech and innovative solutions to prevent such catastrophic losses.

Despite the modest impact of the tanks on 15 September, they had demonstrated enough potential to justify their continued use. Haig expressed his faith in the new weapons, stating; *"Wherever the tanks advanced, we took our objectives and where they did not advance, we failed to take our objectives. Go back and make as many more tanks as you can."* 

## IN THE COLLECTION THE MARK I TANK



*Mark I at The Tank Museum*

The Tank Museum's tank is the only surviving example of a Mark I tank.

150 Mark I's were built in the First World War, made up of 75 male and 75 female machines; male machines having the larger six pounder guns while the female tanks were armed with machine guns. The Museum's example was presented to Lord Salisbury in 1919, for display on his Hatfield Park estate in Hertfordshire, to commemorate the use of his grounds for some of the earliest tank demonstrations in 1916.

First World War tanks were designed to travel at walking pace (3mph) so that they could support the infantry. The name 'tank' was part of a wider subterfuge to keep the vehicle and the men who were being trained to use it secret. Even those building the first machines were convinced that they were working on the construction of mobile water tanks for Russia.

*Mark I tank near Thiepval September 1916.*



The Tank Museum's Male Mark IV came to the Museum equipped with the short six-pounder guns and small diameter gun shields from a later type of tank, it was also damaged at the rear and lacked the steering tail assembly and hydraulic apparatus. It later received the hydraulics and tail from the Mark II tank and had the appearance of the guns restored cosmetically with wood. Originally displayed in grey, with the 'Russian' inscription, it was repainted to represent the tank 'Clan Leslie' as it appeared during the Somme battle on 15 September 1916, complete with a replica of the "bomb-proof" roof. **T**





## FROM THE EDITOR



The Tank Museum was honoured to have been invited to display its replica Mark IV tank at the Somme Centenary Commemorations which took place at the Thiepval memorial on 1 July.

The Department for Media, Culture and Sport who organised the event had asked us to exhibit the vehicle to represent the part played later in the battle by the first tank crews.

Positioned near the entrance to the site, some 10,000 visitors were able to admire the tank before taking their seats. This moving and historic event took place in the presence of a number of leading political and religious figures under gloomy skies and on ground that British infantry were fighting and dying for exactly 100 years before.

During the ceremony, attended by representatives of all nations who participated in the battle, a young German Corporal read an account of the first tank attack from the German perspective;

"At first our men observed the monster with interest, which turned into considerable astonishment at its advance. Rifle and machine gun fire poured down on to the machine which continued on its way regardless, and now all curiosity was turned into a sense of dumb horror... An alert field artillery battery then brought the tank under fire... The fearsome monster was ripped asunder and the crew of seven 'Englander' who clambered out of the exploding vehicle soon fell victim to the wrath of our men."

We now look forward to distinctly commemorating those first tank crews on the centenary of the first tank attack in September this year. **T**

*N Wyness*  
Nik Wyness  
Editor



Exactly 100 years on from the first tank attack in history, The Tank Museum will honour the memory of pioneering British tank soldiers with a special appearance in central London, supported by World of Tanks.

On 15 September 1916, during the Battle of the Somme, the British Army sent tanks into action for the first time. The men who took part in that action were young and inexperienced – the pioneers of a completely new kind of warfare.

To mark the occasion the Museum's Mark IV replica First World War tank will be positioned on Trafalgar Square for public display. During the First World

War, to raise funds for the new tank army, the government sent tanks 'on tour' around the country. In high profile War Bond drives, these new 'wonder weapons' attracted huge crowds.

Trafalgar Square hosted several Tank Banks, as they were known, with politicians and celebrities climbing aboard to deliver speeches.

Tank Museum Curator David Willey said; "It is fitting that we should use the tank as a 'prop' at the commemorations to honour the memory of a group of extremely brave and pioneering soldiers who fought in this battle – the first tank crews." **T**



Visitors to The Tank Museum on the weekend 6-7 August, will be taken back in time to see the history of warfare in action from Medieval to Modern Day, at Warfare Through the Ages.

Over 600 of the UK's best reenactors will take part in living history encampments, drills, weaponry displays, firearms evolution, battle re-enactment and spectacular sieges. The Medieval, Napoleonic, First World War, English

and American Civil War periods will be brought to life in 21st century Dorset.

Visitors can enjoy a packed programme of activities each day, including a display of Tank Museum vehicles as well as refreshments and Militaria stalls. Normal ticket prices apply and annual passes or season tickets are valid for this weekend event. Buy your tickets online in advance to beat the queues at [tankmuseum.org](http://tankmuseum.org). **T**



### SUBSCRIBE FOR FREE!

The Tank Museum | Bovington | Dorset | BH20 6JG  
t: 01929 462 529 | e: [tanktimes@tankmuseum.org](mailto:tanktimes@tankmuseum.org)  
The office is open Mon - Fri 9.00am - 5.00pm.

## EVENTS



21 July – 4 September 2016  
**Summer Holidays**

Don't miss Tanks in Action displays every weekday at 1pm, as well as craft activities and tours.



6-7 August 2016  
**Warfare Through the Ages**

See the history of warfare in action from Medieval to Modern day with live displays and living history encampments.



4 September 2016  
**Wheels of Steel**

For the second time The Tank Museum is hosting the Wheels of Steel ride in event, to end off the motorcycle season.



17 September 2016  
**TANK 100**

In partnership with the Royal Tank Regiment, Tank 100 will be commemorating the centenary of the tank with live tank displays.



# IT'S SHOWTIME!

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

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

accept no liability for errors or omissions in this list.

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



## MILITARY-VEHICLE EVENTS 2016

### August

#### MOUNT EDGCUMBE AT WAR

**Date:** Fri/Mon 26-29 Aug 2016

**Location:** Mount Edgumbe Country Park, Cremyll, Cornwall

**Contact:** Gwen Jenkins 07807 497819

#### TANKS IN TOWN

**Date:** Fri/Sun 26-28 Aug 2016

**Location:** Mons, Belgium

**Contact:** [www.tanksintown.be](http://www.tanksintown.be)

#### WINGS & WHEELS

**Date:** Sat/Sun 27-28 Aug 2016

**Location:** Dunsfold Park, Surrey GU6 8HY

**Contact:** 01483 542226, [www.wingsandwheels.net](http://www.wingsandwheels.net)

#### MILITARY ODYSSEY

**Date:** Sat/Mon 27-29 Aug 2016

**Location:** Kent Show Ground, Detling, Maidstone, Kent

**Contact:** 07595 511981, [www.military-odyssey.com](http://www.military-odyssey.com)

#### TANKS, TRUCKS & FIREPOWER SHOW

**Date:** Sat/Mon 27-29 Aug 2016

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

**Contact:** [www.tankstrucksandfirepower.co.uk](http://www.tankstrucksandfirepower.co.uk)

### September

#### THE VICTORY SHOW

**Date:** Fri/Sun 2-4 Sept 2016

**Location:** Foxlands Farm, Cosby, Leics LE9 1SG

**Contact:** [www.thevictoryshow.co.uk](http://www.thevictoryshow.co.uk)

#### Centenary Tanks & Tommies

**Date:** Sat/Sun 10-11 Sept 2016

**Location:** Hatfield House, Hatfield, Herts AL9 5HX

**Contact:** 01707 287010,

[www.hatfield-house.co.uk](http://www.hatfield-house.co.uk)

#### WHEELS OF WAR

**Date:** Sat/Sun 24-25 Sept 2016

**Location:** Crewe Heritage Centre, Crewe, Cheshire

CW1 2DB

**Contact:** Steve Morris 07807 336576/

[morris\\_sj@live.co.uk](mailto:morris_sj@live.co.uk); [www.cdmvc.co.uk](http://www.cdmvc.co.uk)

#### TANK EXPERIENCE DAY

**Date:** Fri 30 Sept 2016

**Location:** The Tank Museum, Bovington, Dorset

BH20 6JG

**Contact:** [www.tankmuseum.org](http://www.tankmuseum.org)

### November

#### BROOKLANDS MILITARY VEHICLE DAY

**Date:** Sun 20 Nov 2016

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

**Contact:** 01932 857381, [www.brooklandsmuseum.com](http://www.brooklandsmuseum.com)

#### MILITARIA EVENTS, AUCTIONS, ETC

##### Government surplus sales

##### Witham Specialist Vehicles

Regular auctions of military vehicles and equipment are held by Witham Specialist Vehicles throughout the year at its Colsterworth, Lincolnshire site. Visit [www.mod-sales.com](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

### September

#### WOKING MILITARIA FAIR

**Date:** Sun 4 Sept 2016

**Location:** Woking Leisure Centre, Woking Park,  
Kingfield Road, Woking, Surrey GU22 9BA

**Contact:** Mark Carter 01753 534777

#### GHQ MILITARIA FAIRS

**Date:** Sun 11 Sept 2016

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

**Contact:** 07919 455799,  
www.ghq.uk.com

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

**Date:** Sun 11 Sept 2016

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

**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

#### CHELMSFORD MILITARIA FAIRS

**Date:** Sun 25 Sept 2016

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

**Contact:** James Aslett 07595 511981,  
www.chelmsfordmilitaria.com

#### NORFOLK MILITARIA FAIRS – THETFORD

**Date:** Sun 25 Sept 2016

**Location:** Thetford Leisure Centre and Waterworld,  
Croxtan Road, Thetford IP24 1JD

**Contact:** 07596 436260,  
www.norfolkfairs.com

### October

#### GHQ MILITARIA FAIRS

**Date:** Sun 2 Oct 2016

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

**Contact:** 07919 455799,  
www.ghq.uk.com

#### HACK GREEN HANGAR SALE

**Date:** Sun 9 Oct 2016

**Location:** Hack Green Secret Nuclear Bunker,  
near Nantwich, Cheshire

**Contact:** Lucy Siebert lucy@hackgreen.co.uk

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

**Date:** Sun 9 Oct 2016

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

**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

#### STRATFORD UPON AVON MILITARIA & MEDAL FAIR

**Date:** Sun 30 Oct 2016

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

**Contact:** Mark Carter 01753 534777

#### CHELMSFORD MILITARIA FAIRS

**Date:** Sun 30 Oct 2016

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

**Contact:** James Aslett 07595 511981,  
www.chelmsfordmilitaria.com

### November

#### NORTHERN MILITARY EXPO

**Date:** Sun 6 Nov 2016

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

**Contact:** Mark Askew 01302 739000,  
www.northernmilitaryexpo.co.uk

#### ALDERSHOT MILITARIA & MEDAL FAIR

**Date:** Sun 6 Nov 2016

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

**Contact:** Mark Carter 01753 534777

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

**Date:** Sun 13 Nov 2016

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

**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

#### MALVERN MILITARIA FAIR

**Date:** Sun 20 Nov 2016

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

**Contact:** 01743 762266,  
www.militaryconvention.com

#### 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

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

**Date:** Sun 11 Dec 2016

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

**Contact:** James 07595 511981,  
www.chathammilitariafairs.co.uk

#### GHQ MILITARIA FAIRS

**Date:** Sun 18 Dec 2016

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

**Contact:** 07919 455799,  
www.ghq.uk.com





# VIETNAM

## THE AIR WAR OVER SOUTH EAST ASIA



Vietnam - the Air War over South East Asia provides a detailed overview of the aircraft, tactics and politics employed during the Vietnam War. Packed with rare and hitherto unseen photographs, this publication traces the history of the war from the late-1940s to the US withdrawal in 1975.

With details presented in an easy to follow chronological format, this 100-page special publication is a must-have for those interested in one of the most controversial air wars of all time.

### FEATURING:

#### Medals of Honor

A review of the brave airmen who were awarded the Medal of Honor for their gallant - and often hair raising - service in skies over Vietnam

#### Ranch Hand and Gunships

The war saw the rise of notorious combat methods; from chopper gunships to the infamous 'Agent Orange'

#### MiG Killers & Linebacker BUFFs

The roles of missile-equipped Phantom, carpet bombing B-52s and 'Sandy' Skyraiders discussed in detail

**And much more!**



A SPECIAL PUBLICATION FROM **KEY PUBLISHING**

**ORDER DIRECT**

**JUST £5.99 FREE P&P\***

\*Free 2nd class P&P on all UK & BFPO orders. Overseas charges apply.

670/16

Free P&P\* when you order online at  
[www.keypublishing.com/shop](http://www.keypublishing.com/shop)

OR

Call UK: 01780 480404  
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

**SUBSCRIBERS CALL FOR YOUR £1.00 DISCOUNT!**



**T**he only way to make a fortune out of a museum, is to start with a much bigger one. Preferably someone else's.

That may or may not be true, but it is with dismay that we learn of the closure of the Normandy Tank Museum after just three years. Long time armour collectors, Patrick, Stephane and Olivier Nerrant had used their vast collection to produce what was one of Normandy's best museums.

They were unique in France, the only attraction to offer tank rides – either in an FV432 (which isn't actually a tank) or an M36 Jackson.

Even fairly recently the family was still acquiring exhibits for their eclectic mix of WW2 armour, albeit focussing on US produced pieces. With its complex regulations and crippling social charges and taxes, France is not the easiest country to start a business in and unable

to take advantage of the benefits afforded to publicly owned collections, they certainly had their work cut out. Problems with a neighbouring farmer, who ploughed up a large part of the runway they were using for pleasure flights in their vintage aircraft, and a lack of support from the local authorities and tourism groups compounded the problems.

It is sad enough to see the museum closed but for such a collection to be broken up in its prime is a real shame. The sale includes top quality and running Shermans, Stuarts, LVT, M36, Pacifics, half-tracks – numbering around 40 vehicles plus a huge number of other exhibits.

The sale in September will be by auction, held on site by high end auctioneers Artcurial.

## AUCTION FEVER

Going head to head with the museum sale is another auction of Ivo Ritger's BAIV collection in Holland which is being handled by Troostwijk. But don't worry, BAIV – the armoured restoration service – is, of course, very much alive and continuing. Ivo is simply thinning down his collection.

Traditionally auctions were, for military vehicles, purely a means of disposal and



*The Nerrants will see their museum go under the hammer on 18 September.*



*OT810 upcycled to Sdkfz 251 in German colours – ideal for reenactors.*





*Lovely Bedford QLD at £15,000 – worth much more than the ever popular GMC.*

often items were sold well below the market price. Nowadays more and more major collections are being sold at auction and sometimes achieving higher prices than any of us would wish to pay. But for the owner of a collection, an auction can be an easier way of dealing with its disposal – someone else is doing the hard work, answering the questions and arranging the sale.

Put an average Jeep from the classic car trade in amongst the shiny cars at a classic car auction, add some flowery prose to the description including “recently rebuilt by XYZ the leading Jeep restorer,” (who none of us have ever heard of) and more often than not the binding romance of auction fever will take over. The result? The winning bidder will pay over the odds plus around 25% buyers’ fee for a vehicle that us purists have verbally dismantled and often ridiculed. Those Jeeps never seem to surface again, probably because the new owners can’t bring themselves to admit they may well have bought a pup.

## STARTERS ORDERS

At the entry level, it has been a good month. For just 8% of the highest priced Jeep, our most affordable Jeep this month was priced at £1350. Needless to say it was a serious restoration project but was sold within a couple of hours of its advert appearing. The new owner will have bought themselves a challenge but it is achievable. Some viable Ferret projects have also come up for sale this

month, with prices ranging from £7500-£9000 – making them realistic investable purchases. A Bedford QL chassis cab with a civvy jib on the rear was perhaps the nicest project this month – with a lovely finished QLD advertised at £15,000 this should inspire its lucky new owner. Suffice

**“Some viable Ferret projects have also come up for sale this month, with prices ranging from £7500-£9000.”**

to say, we hope to see it finished soon and featured in *CMV*!


Writing this on the eve of War and Peace Revival I had been talking previously to a trader who had just got back from Europe



*Good start at £3000 for this Bedford QL chassis cab.*

having collected some vehicles he had bought specifically to sell at the show. He pointed out that as well as offering a good opportunity to trade, the event was also a vital opportunity for networking with customers, many of which despite not buying a vehicle on the spot would make a purchase later on. So close to the Channel Ports, this Brexit year should see overseas buyers flocking to buy in the UK as the current Euro

rate gives them a tangible advantage.

Finally, as someone who deals with military vehicle adverts seven days a week, I have a question. Why do people always refer to their vehicles as ‘she’? Surely any military vehicle is about as masculine as you could wish for? Answers on a postcard please... 



*1944 Leyland Hippo for sale in Holland.*



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 HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£29,000	£45,000	£37,000	—
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	£3250	£2783	—
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£4750	£4625	—
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£6250	£11,995	£10,261	▼
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£9500	£16,550	£13,100	▲
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£5000	£21,000	£14,750	—
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£5950	£18,750	£11,940	▼
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£6450	£8000	£6981	▲
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£5000	£9615	£6197	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£7500	£16,000	£11,700	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£8250	£8995	£8746	▲
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£1350	£19,750	£10,092	▼
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	—	£3995	£7000	£5373	▼
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£10,700	£8065	▲
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£5000	£8700	£7298	—
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	—	£7500	£16,500	£13,205	▲
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£3500	£10,000	£6333	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£1500	£4995	£3283	—
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£7950	£10,250	£9100	▲
<b>WHEELED ARMoured VEHICLES</b>								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£7500	£22,700	£11,935	▼
<b>TRACKED ARMoured VEHICLES</b>								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£14,000	£22,500	£21,415	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£9500	£15,000	£11,875	▼
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£10,000	£26,000	£18,000	—
<b>MOTORCYCLES</b>								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£11,500	£17,500	£15,166	▲
<b>TRAILERS</b>								
¼-ton (for WW2 Jeep)	—	—	—	—	£850	£1700	£1235	▲
¾-ton British (for Land Rover)	—	—	—	—	£275	£450	£366	▲

\* 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.



# CLASSIC MILITARY VEHICLE

Your favourite magazine is also available digitally.

**DOWNLOAD THE APP NOW FOR FREE.**



**FREE APP**

IN APP ISSUES £3.99

**SUBSCRIBE  
& SAVE**

Monthly £2.99  
6 issues £19.99  
12 issues £34.99

**SEARCH:** Classic Military Vehicle

Read on your



iPhone & iPad



Android



PC & Mac



kindle fire



Blackberry



Windows 10

**ALSO  
AVAILABLE FOR  
DOWNLOAD**



**SEARCH**  
BRITAIN AT WAR

**FREE APP**  
with sample issue  
IN APP ISSUES £3.99



**SEARCH**  
CLASSIC LAND ROVER

**FREE APP**  
with sample issue  
IN APP ISSUES £3.99

**FREE Specials App**



IN APP ISSUES  
**£3.99**

Simply download to purchase digital versions of your favourite aviation specials in one handy place! Once you have the app, you will be able to download new, out of print or archive specials for less than the cover price!

**SEARCH:**  
Aviation Specials

**How it Works.**

Simply download the Classic Military Vehicle app and receive your sample issue completely free. Once you have the app, you will be able to download new or back issues (from February 2012 onwards) for less than newsstand price or, alternatively, subscribe to save even more!

Don't forget to register for your Pocketmags account. This will protect your purchase in the event of a damaged or lost device. It will also allow you to view your purchases on multiple platforms.



Available on  
iTunes



Available on the  
App Store



Available on  
Google play



Available on  
BlackBerry



Available on  
kindle fire



Available on  
PC, Mac &  
Windows 10

Available on PC, Mac, Blackberry and Windows 10 from

**pocketmags.com**

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, 6, 6s, iPod Touch or iPad 1, 2, 3 or 4, iPad Air, iPad Mini. Internet connection required for initial download. Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2016. All rights reserved. App prices subject to change. 714/16



## BOOKS AND MANUALS

**CANADIAN MILITARY PATTERN VEHICLES MAINTENANCE MANUAL**  
ref MB-C1 dated April 1942, excellent condition, £80 ono Tel: 0114 236 1124 (Sheffield) SB55222

**CLASSIC MILITARY MAGS** - ranging from 2003-2010 also military machines mags from 2004 - 2008 open to offers. Tel: 07917667797 SB55223

**BEDDORD 'O' SERIES 28HP, 1939 - 1950 WORKSHOP MANUAL**, all models covers all 28hp engine, body, transmission, brakes, electrics, the whole lot, inc scammell equip, trailer as new, £25 + P&P Northants 07999359176 SB55843

### AIRCRAFT OF THE RAF



Aircraft of the Royal Airforce 1938, 50 pre war Aircraft in book. Original 1938 set by John Player & Sons. £30 inc postage. NB List price £50. West Sussex, Tel: 0739 8015688 SB55226

## JEeps / LAND ROVERS

**LAND ROVER 101 AMBULANCE**, 1982, based in camps, excellent mechanical condition, engine and gearbox sweet. Bar grip tyres good, ring for full list of mechanical work undertaken, comes with full history in army, camps £5000. Tel: 0753 8621771 SB55326

To advertise in the **FREE ADS** just fill in the form on page 78.

### LAND ROVER 110 PERENTIE 4X4



Direct from Australian Armed Forces, Choice of FFR & Cargo vehicles In The UK, excellent condition, galvanised chassis, Isuzu 3.9 diesel, rust free. Including UK registration, MOT & service Website :- [www.exmod.co.uk](http://www.exmod.co.uk) E mail :- [sales@exmod.co.uk](mailto:sales@exmod.co.uk) Tel: 01562 730404 SB53708

### LAND ROVER PERENTIE 6X6



Direct from The Australian Armed Forces, Choice of vehicles in The UK, excellent condition, 6x6, Isuzu 3.9 diesel, PAS, rust free. Including UK registration, MOT & service Website :- [www.exmod.co.uk](http://www.exmod.co.uk) E mail :- [sales@exmod.co.uk](mailto:sales@exmod.co.uk) Tel: 01562 730404 SB53708

### SERIES 3 LIGHTWEIGHT, 1976

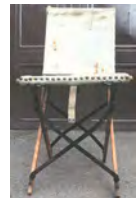


Registered as civilian vehicle in 2002. MOT until September 2017. Heater working. 24V system with canvas. In good condition, £5,500 ono, Hampshire, Tel: 01489 481523, Email: [kay.miller@ntlworld.com](mailto:kay.miller@ntlworld.com) SB55356

## MILITARIA / MISC

**LISTER JP4 ARMY GENERATOR** on original trailer, £4500 Phone 07774688715 SB5583

### FOR SALE



Two 1943 Officers chairs, £25 each. Folding arm chain saw 1935 £38. Two steel ammunition boxes 1956 £35 each. Wooden ammunition box £25. Two gallon petrol cans £15 each. West Sussex, 01403 864164 SB55847

### COLLECTION OF MILITARY MODELS



selling my collection of military models in 1/43 scale, GMC CKW 353 truck, truck with crane mobile workshop petrol tanker, Dukin amphibian, please call for price after 6pm Tel: 01280 701266 SB55220

## MILITARIA / MISC

### BRITISH ARMY MK4C 1980 MINE DETECTOR



complete in box, expandable handle, search head, head phones, should work well with new batteries. £70.00 West Sussex Tel: 07526715335 SB55237

### MORTAR BOMB 1980'S PLASTIC CARRIER



British army 81mm double mortar bomb plastic carrier, with carrying strap, £20.00 West Sussex Tel: 07526715335 SB55233

### SPITFIRE ASHTRAY ON MARBLE TRAY



Les Francais De Grande Bretagne on base, General De Gaulle on side of plane prop & decals, cham on brass £195.00, Surrey Tel: 0208 3997541 SB55230

## MODEL KITS

### AIRFIX KITS 1/35 SCALE - DODGE



Dodge weapons carrier, Dodge personnel carrier £48 each including p&p ring after 6pm Tel: 01280 701266 SB55107

### PARACHUTE REGIMENT CAP BADGE



Kingscrown MNF re-enamel London size 4.5x3.5 inches bar fixing £48 inc p&p, Surrey 07534431198 SB55631

### LAND ROVER OWNER CLUB BADGE



yellow/green enamel on chrome size 2.5x4" mint condition £30 inc p&p, Surrey 07968659967 SB55696

### COLLECTION OF MILITARY MODELS



selling my collection of military models in 1/43 scale chevrolet C&A ambulance, wireless, firetruck, please call for price after 6pm Tel: 01280 701266 SB55220

### MILITARY MODEL IN 1/43 SCALE



International M16 aircraft gun, white M3 halftrack, diamond M3A howitzer white M3 scout car, diamond T90 transporter with cadillac M60 tank, please call for price after 6pm Tel: 01280 701266 SB55107



# FOR SALE

## MODEL KITS

### PLASTIC KITS IN 1/35 SCALE



selling plastic kits in 1/35 scale,  
155mm Holzer £38,  
gaz 67B £35,  
prices inclusive of post  
ring after 6pm.  
Tel: 01280 701266

SB55219

## OTHER

### 1960S MINE DETECTOR



refurbished for gulf war, complete  
with transic case £40  
WW2 fuel can, 1945 as seen  
some fieldwork, but still  
good condition £25 p/p,  
Essex,  
Tel: 01255 812148

SB55279

### 1954 COLD WAR STIRRUP PUMP



excellent condition with spare  
pump £40 p.p German signal  
touch complete with sides  
and instructions  
£60 p/p same as WW2,  
Essex,  
Tel: 01255 812148

SB55279

### GERMAN CARRY CAN FOR MG13



complete with 8 magazines  
in mint condition, all dated  
1938 with eagle  
£65 plus p&p,  
Essex,  
Tel: 01255 812148

SB55279

## MOTORCYCLES & CYCLES

**LUCAS DU42, 1940'S.** Genuine head  
light, complete bulbs, switch, blackout  
mask, swap for 1950's type 7" lamp or  
sell for best offer. Could post at cost  
(eyeball only for swap). *South Yorkshire,*  
Tel: 07711 956049.

SB55357

### EXCELSIOR CONSORT, 1957



great condition  
98cc Villiers engine,  
new tyres,  
MOT and tax exempt,  
got V5C,  
Tel Howard on 07817409645

SB55388

## SIGNS

### ENAMEL SIGN



not tin vitreous steel. 12 inch x 8  
inch for your workshop: Notice only  
the authorised attendant permitted  
to enter. Brown & yellow enamel  
£45 + P&P,  
Surrey,  
Tel: 0208 3997541

SB55252

## SOFT SKIN VEHICLES

**BARON MOTOR SAILOR,**  
Baron 24 Motor Sailor cruiser yanmar  
single cylinder 13 HP diesel, needs  
a good clean up, £1950 ono,  
exchange antique American car,  
truck etc in any condition, *Sheffield,*  
Tel: 01142 686354

SB55214

### 1990 SIDE LOADING FORKLIFT TRUCK



Ford 4D Diesel weighs  
seven ton lifts four ton.  
Power steering, brakes,  
£2750 ono,  
*Sheffield,*  
Tel: 01142 686354

SB55277

## SPARES

**1950, PERKINS P6 DIESEL** heat  
exchanger, good condition, buyer  
collects £25, *Wilts* 01793 876173

SB55844

### BEDFORD QL WHEELS, 1942



Two Bedford QL wheels  
with Tyres in good order.

Buyer collects,  
£150,  
Tel: 07801 442626,  
*Cheshire*

SB55388

## VEHICLES AND PARTS

### 2 X 11.00 X 20 TYRES



No cracking,  
side walls good,  
£20 each ono

*Staffs,*  
Tel: 07917667797

SB55223

### 1994 FORD F350



7.2 diesel auto 4x4 military naval  
officers car in grey with grey  
pvc seats, just recently had a full  
professional paint job, in original  
condition with no rust and never  
welded, full services, too much  
spec to list, drives faultlessly  
£10,995 ono  
Tel: 07527527130

SB55217

## VEHICLES AND PARTS

**TASKERS 1940'S,** Tasker Queen Mary  
trailer, BTC, Ritting type towing,  
*Hants* 07802 604407

SB55864



www.keypublishing.com

### SU COE, 1942, 5 TON GUN TRUCK



Also used for transporting troops  
and equipment, rare believed only  
3 or 4 in UK, recently restored,  
featured on Classic Military  
magazine April 2012, £12,000 ono  
to include spares, *Wiltshire*  
Tel: 07881555674  
or 07732602568

SB554793

### FWD HAR - 01 RARE



Believed only 1 other in UK, right  
hand drive, petrol, owned since 1947,  
recently restored, won best military  
vehicle at Great Dorset Steam Fair,  
featured CMV magazine April 2012,  
£16,000 ono, *Wiltshire*  
07881555674 or 07732602568

SB554793

### 2 X 10.50 X 16 TYRES



cracking and age related marks,  
could be used as spare £10 each,  
2 x 9.00 x 16, tyres condition  
as above £10 each

*Staffs,*  
Tel: 07917667797

SB55223



To advertise in the **FREE ADS**  
just fill in the form and send to:

**CMV Free Ads, Key Publishing, PO Box 100,  
Stamford, Lincs PE9 1XQ**

Call: **01780 755131** Fax: **01780 757261**

Email: **cmvads@keypublishing.com**

Visit our website: **www.keypublishing.com**



# WANTED

## BOOKS / MANUALS

**WORKSHOP MANUAL / DRIVERS MANUAL** for Humber 1 Ton FV1600 Series. Wanted: 1 Ton Radio or GS Truck. Tel: 07779 470957. Notts. SB53838



www.keypublishing.com

### VARIOUS BOOKS ON THE MILITARY.

Only sold as a job lot £100 ono. Please send a medium sized SAE for a full list of them.  
**Models** - Two lots of DeAgostini tanks & military vehicle models with tank stands £100-£200 ono  
**Boxed models of tanks** and other military items for those interested in building them up, also a couple of boxes of bits £175 ono  
**Boxed model aeroplane**, Airfix FW190 £60.  
Phone 0121 531 9113

## MILITARIA/MISC

**ANY UNMADE OR MADE PLASTIC MODEL KITS WANTED.** Also diecast tank, AFV & aircraft models, uniform military books and de-activated weapons. Write 27A The Grove, Biggin Hill, Kent TN16 3TA. Contact Number 07973 885754 AS109608

## VEHICLES AND PARTS

**SCAMMELL PIONEER**, 1943. Wanted complete front windows or brackets to open windows. Side indicator or drawings of same. Front rollers for winch rope. Tel: 07740 042079, N Ireland SB53839

**PANHARD VBL SCOUT CAR.** Wanted, Panhard vehicle Blinde Legere (VBL) "ULTRAV" short wheel base model. Must be in good condition. Phone: 0786 7780484 Hants.

## VEHICLES AND PARTS

**FRONT AXLE FOR 1940'S/EARLY 50'S AUSTIN K2 2TON TRUCK.** Complete with stub axles and back plates. W.H.Y Tim 07791 484621.

### THORNYCROFT NUBIAN 1964



Thornycroft aux. gearbox  
Type 271, 268 or 265. For TFA/B81 or TFB/B80 Nubian  
Phone 07849761177  
email  
anthony.mills73@ntlworld.com

### FORD GP JEEP 1942



Help any info PLEASE. YYD 861  
I saved this jeep from scrap yard in 1961, rebuilt and ran for 2 years any whereabouts, or present owner please contact Roy.  
Phone: 01932 769676 Surrey.  
Email: hopkinsj4@sky.com



# CLASSIFIED COUPON

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

Just fill in the coupon below and return to: **CMV Free Ads, Key Publishing, PO Box 100, Stamford, Lincs PE9 1XQ**

Or Tel: **+44 (0)1780 755131** • Fax: **+44 (0)1780 757261** (we advise not to send photographs via fax)

Email: **cmvads@keypublishing.com** • Website: **www.keypublishing.com**

### HEADING (Please tick one below)

☐ For Sale ☐ Wanted

### SUB HEADING (Please tick one below)

- |   |   |
|---|---|
| <input type="checkbox"/> Artillery (no hand guns) | <input type="checkbox"/> Soft Skin vehicles   |
| <input type="checkbox"/> Books & Manuals          | <input type="checkbox"/> Spares               |
| <input type="checkbox"/> Jeeps & Land Rovers      | <input type="checkbox"/> Tracked Vehicles     |
| <input type="checkbox"/> Militaria & Misc         | <input type="checkbox"/> Trailers & Towing    |
| <input type="checkbox"/> Model Kits               | <input type="checkbox"/> Vehicles & Parts     |
| <input type="checkbox"/> Motorcycles & Cycles     | <input type="checkbox"/> Other (Please state) |
| <input type="checkbox"/> Services                 |   |

### YOUR DETAILS

Name: \_\_\_\_\_

Address: \_\_\_\_\_

Town: \_\_\_\_\_ County: \_\_\_\_\_

Postcode: \_\_\_\_\_ Country: \_\_\_\_\_

Tel.\* \_\_\_\_\_

(\*Please include international dialling code if outside UK)

Email: \_\_\_\_\_

### ADVERTISEMENT DETAILS (PLEASE WRITE IN CAPITAL LETTERS)

Make & Model: \_\_\_\_\_

Year: \_\_\_\_\_ Price: \_\_\_\_\_

Main text (30 words max.): \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

County: \_\_\_\_\_ Country: \_\_\_\_\_

Ad contact number: \_\_\_\_\_

Email: \_\_\_\_\_

### CONDITIONS OF ACCEPTANCE

\*This is a free of charge service for private sellers only. All trade advertisements will be charged.  
Key Publishing has the right to refuse any advertisement. We will only run free of charge adverts for weapons etc if proof of deactivation can be supplied. We cannot guarantee which issue of Classic Military Vehicle magazine your advertisement will appear in. Each advertisement will have a maximum of 30 words and we reserve the right to sub-edit or not publish any advertisements that exceed this limit. Any pictures submitted will not be returned and will become the copyright of Key Publishing Limited. Emailed digital photos must be in .jpeg format. Key Publishing does not accept any liability for any errors in any advertisement published. Advertisements may appear online or within any digital format at any time. By submitting your advertisement you agree to these terms and conditions.

**THE FREE MARKETPLACE FOR ALL THINGS MILITARY!\* (NO TRADERS) • TRADE ADVERTISERS PLEASE CALL +44 (0)1780 755131**



# For **Classic Land Rover** Enthusiasts

**CLASSIC LAND ROVER**  
PAGES OF LAND ROVERS FOR SALE  
ISSUE NO 40  
£4.30

**DIRTY BUSINESS**  
A no compromise Series off-roader

**15 classic Land Rovers featured**  
SERIES ONE • SERIES IIA  
SERIES III • CLASSIC RANGE ROVER

**WIN A DEFENDER DEFENDER SECURITY SYSTEM WORTH £300**  
Closing date: 9 September 2016.

**SUEZ CRISIS**  
Land Rover life as a National Serviceman

**V8 ONE TEN RECOVERY TRUCK**

**TECH AND TOOLBOX**  
Lightweight: New crossmember  
2286cc Rebuild: Pistons & Con Rods  
80in: New Rear Springs fitted

**JUST £4.30**

*Classic Land Rover* is an exciting monthly magazine dedicated to Series and the classic Land Rovers. Written by enthusiasts, it is the complete guide to buying, owning, running, driving, repairing, modifying and restoring pre-nineties Land Rovers and Range Rover classics.

## September issue includes:

### SECOND GEAR IS SO OVERRATED

Geoff Bremner has owned his Series IIA for 37 years

### BUILT ON TRUST

A restored Series IIA 88in known as 'The Chairman' because of its MAO registration number

### DIRTY BUSINESS

A no compromise Series IIA modified to enhance its offroad prowess

### TREASURE HOARD

One man's Series One and Lake District obsession

### TWICE THE EXPERIENCE

Almost the last Classic Range Rovers made

### COMPETITION!

**WIN!** **Defender**

A Defender Defender security system worth over £300!

September issue **AVAILABLE NOW** from **WHSmith** and other newsagents then on sale every first Wednesday of the month\*



Alternatively, you can order your copy or subscribe at:  
[www.keypublishing.com/shop](http://www.keypublishing.com/shop)



Or call UK **01780 480404**  
Overseas **+44 1780 480404**  
Lines open 9.00-5.30, Monday-Friday



LIKE US ON FACEBOOK  
Search Classic Land Rover Magazine



FIND US ON TWITTER  
@CLReditor

ALSO  
AVAILABLE TO  
DOWNLOAD



SEARCH  
CLASSIC LAND ROVER

**FREE APP**  
IN APP ISSUES £3.99



READ ON iPhone & iPad Android  
 PC & Mac BlackBerry Windows 10 kindle fire

Visit [pocketmags.com](http://pocketmags.com) for more information

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, 6, 6s, iPad Touch or iPad 1, 2 or 3, iPad Air, iPad Mini. Internet connection required for initial download. Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2016. All rights reserved. App prices subject to change. \*UK On sale date.

[www.classiclandrover.com](http://www.classiclandrover.com)



## CLOTHING



**Military1st.co.uk**  
QUALITY ARMY AND CAMOUFLAGE CLOTHING,  
TACTICAL FOOTWEAR, COMBAT GEAR  
AND CAMPING EQUIPMENT

Find us on                                                   





The Club for all  
types of  
Military Enthusiast

The Membership Secretary  
The Military Vehicle Trust  
Unit 1c  
Gore Cross Business Park  
BRIDPORT  
DT6 3UX

Join the  
*Big One*

visit us online  
**www.mvt.org.uk**

Registered under the Charities Act 1960 No. 327768

**The Club for Collectors of Military Vehicles**

**Tel: 0333 321 8977**

Join over 6,000 like minded  
Military Vehicle Enthusiasts  
whose membership benefits  
include:

- ★ Over 30 local Area groups.
- ★ Incorporating the highly acclaimed **WINDSCREEN** Magazine, six issues.
- ★ Annual Calendar. ★ Organisation of European Tours.
- ★ Numerous National and local shows throughout the year.
- ★ Members Free vehicle verification for DVLA.
- ★ Insurance through specialist schemes.



## Who Will Protect Them?

YOU... AND THE MVPA

SANDBLAST THE FRAME—REBUILD THE CARBURETOR  
FIND AN ORIGINAL WHEEL—THE TIME—THE COST...  
BUT YOU LOVE IT ANYWAY.



**MILITARY VEHICLE  
PRESERVATION ASSOCIATION**

HISTORY IN MOTION

PO Box 520378 • Independence, MO 64052 USA • 800.365.5798 • [www.MVPA.org](http://www.MVPA.org)

## You've done the hard work to preserve your historic military vehicle.

Now, support the organization that works hard to  
preserve your continued access to vehicles and parts.

Monitoring municipal, state, and federal legislation to  
fight barriers to the hobby. And, assisting local MVPA  
affiliates facing these issues in their areas. Just part of  
what we do.

**What else?** Six issues of *Supply Line*  
and four *Army Motors* issues  
a year for vital information  
and resource contacts.

Discounts on ad rates and  
at the international convention.

Now, do your part to  
honor their service and continue the tradition.

**Join today and keep history in motion!**

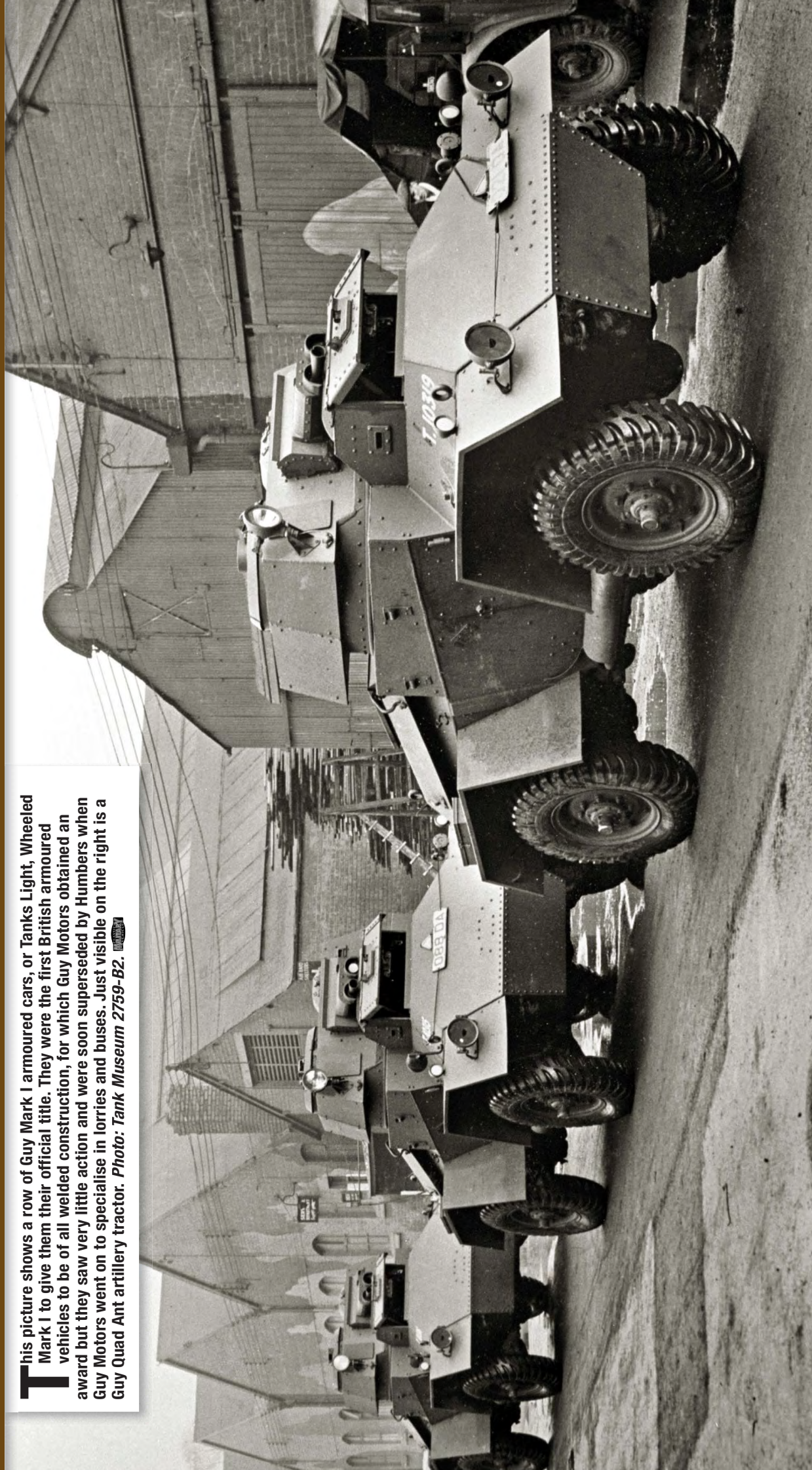




*Echoes of war...*

# JUST THE GUY!

**T**his picture shows a row of Guy Mark I armoured cars, or Tanks Light, Wheeled Mark I to give them their official title. They were the first British armoured vehicles to be of all welded construction, for which Guy Motors obtained an award but they saw very little action and were soon superseded by Humbers when Guy Motors went on to specialise in lorries and buses. Just visible on the right is a Guy Quad Ant artillery tractor. *Photo: Tank Museum 2759-B2.*







Policies from  
**£76\*\***



# Classic insurance redefined.

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

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

## 0333 207 6021

or visit [footmanjames.co.uk](http://footmanjames.co.uk)



Part of the Towergate Group



**Classic benefits included\*:**

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



**Cover options\*:**

- + Agreed value
- + Drive to work
- + Wedding hire cover
- + and many more

**Specialist rates for club members**



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

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

Footman James is a trading name of Towergate Underwriting Group Limited. Registered in England No. 4043759. Registered Address: Towergate House, Eclipse Park, Sittingbourne Road, Maidstone, Kent ME14 3EN. Authorised and regulated by the Financial Conduct Authority. Telephone calls may be recorded. ADCC203.11.14



# ARTCURIAL

## // Motorcars



# THE D-DAY SALE

*Normandy Tank Museum*

*Nerrant & Sons Collection*

Catz - France

Auction

Sunday 18<sup>th</sup> September 2016

Online catalogue:  
[www.artcurial.com](http://www.artcurial.com)

Contact:  
Sophie Peyrache  
+ 33 (0)1 42 99 20 41  
[speyrache@artcurial.com](mailto:speyrache@artcurial.com)