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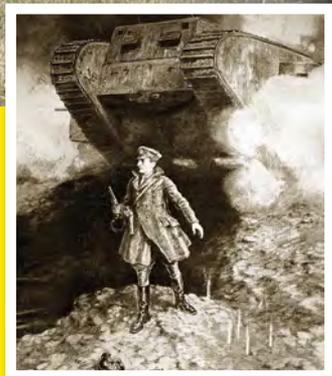
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OPENING SHOT

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

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.



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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



BUYING WAR BONDS AT THE TANK IN TRAFALGAR SQUARE, LONDON.

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



OFF TO A T

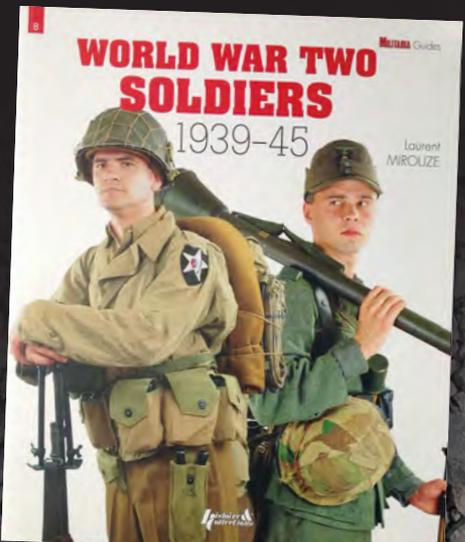
In last month's *CMV* we implied Jason Jefferies' Diamond T Model 981 was restored by Jim Clark at Red Ball Restorations when in fact it was all done by his own skilled hands. Sorry Jason!



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) at £17.50 in paperback. ISBN: 978-2-352503-40-8



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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



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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



Now 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 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.

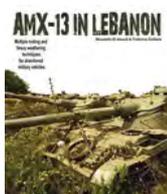


Above: Hägglunds BV204 belonged to a private collection. Right: T72M1A1 at full chat was an impressive sight.



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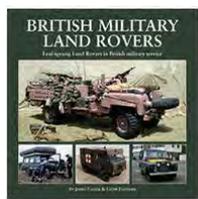
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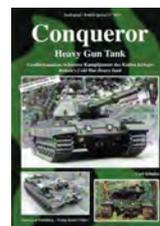
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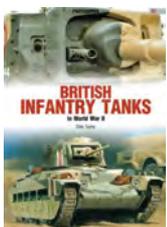
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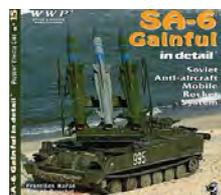
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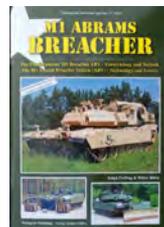
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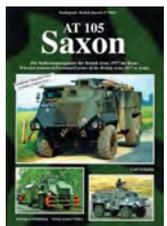
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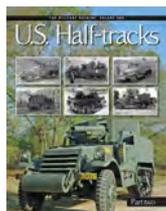
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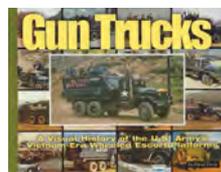
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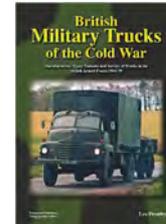
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The Tank Museum is marking the centenary of the first tank attack with a unique exhibition focussing on eight pioneering tank soldiers. We got a fascinating insight into their stories...



The TANK MEN



The Teacher of the Tank
MEMORIAL CAPTAIN FREDERICK ELLIOTT HOTBLACK, INTELLIGENCE CORPS AND ATTACHED TO THE MOTOR GUN BRIG & TANK BATTALION, TALKING IN FRONT OF IT UNDER VERY HEAVY FIRE. HE DISPLAYED GREAT COURAGE.

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

Tank 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.”

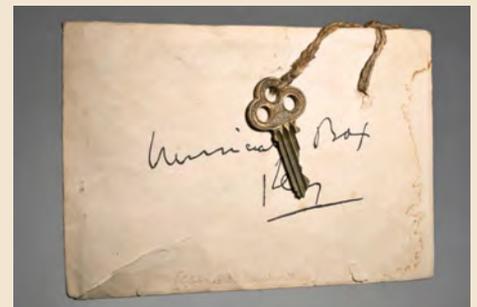
Alongside the personal stories, the museum is redisplaying what is the finest collection of Great War tanks in the world – including the world’s only surviving example of the Mark I tank that first saw action 100 years ago. The new exhibition is part of a range of activities and events The Tank Museum (www.tankmuseum.org) 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 Uttoxeter 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.

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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)

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GREAT WAR G

When the Mark I tank first went into action a century ago on 15 August 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.

As 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.

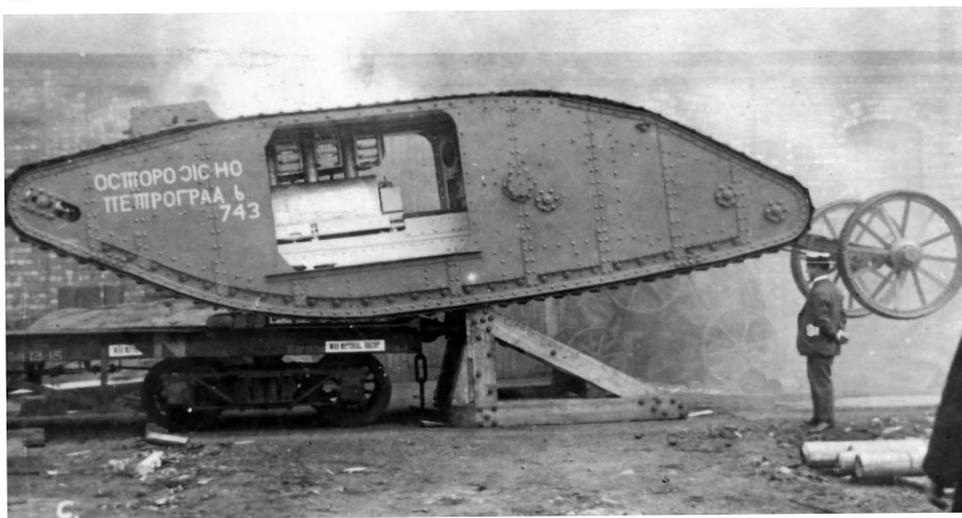
MALE OR FEMALE?

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

AMECHANGER

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

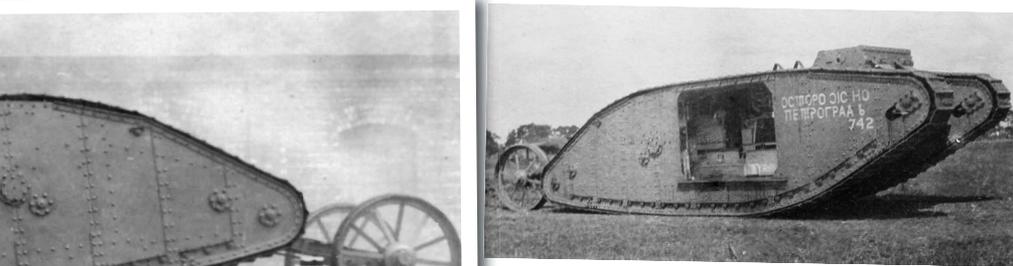


Above: Mark I male tank No. 743 boarding a railway wagon in Foster's yard at Lincoln. It is without its sponsons which haven't arrived yet from Newcastle. 743 was 2nd Lieutenant Bond's tank D18, on the Somme, supporting the 41st Division. Notice the Russian inscription on the front and the clouds of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

“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

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



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.

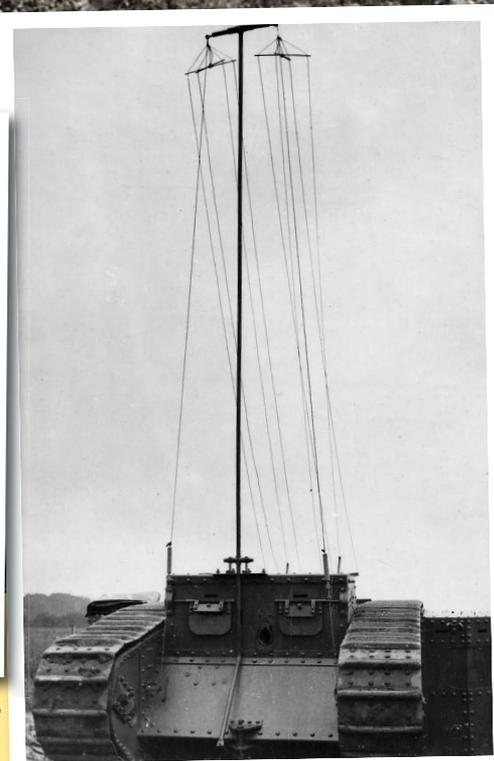




Above: At the battle of Messines in June 1917 Mark Is were reduced to the role of Supply Tanks with their sponsons boxed in and additional stowage trays on top and at the back.



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?



Our 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 Ausf 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

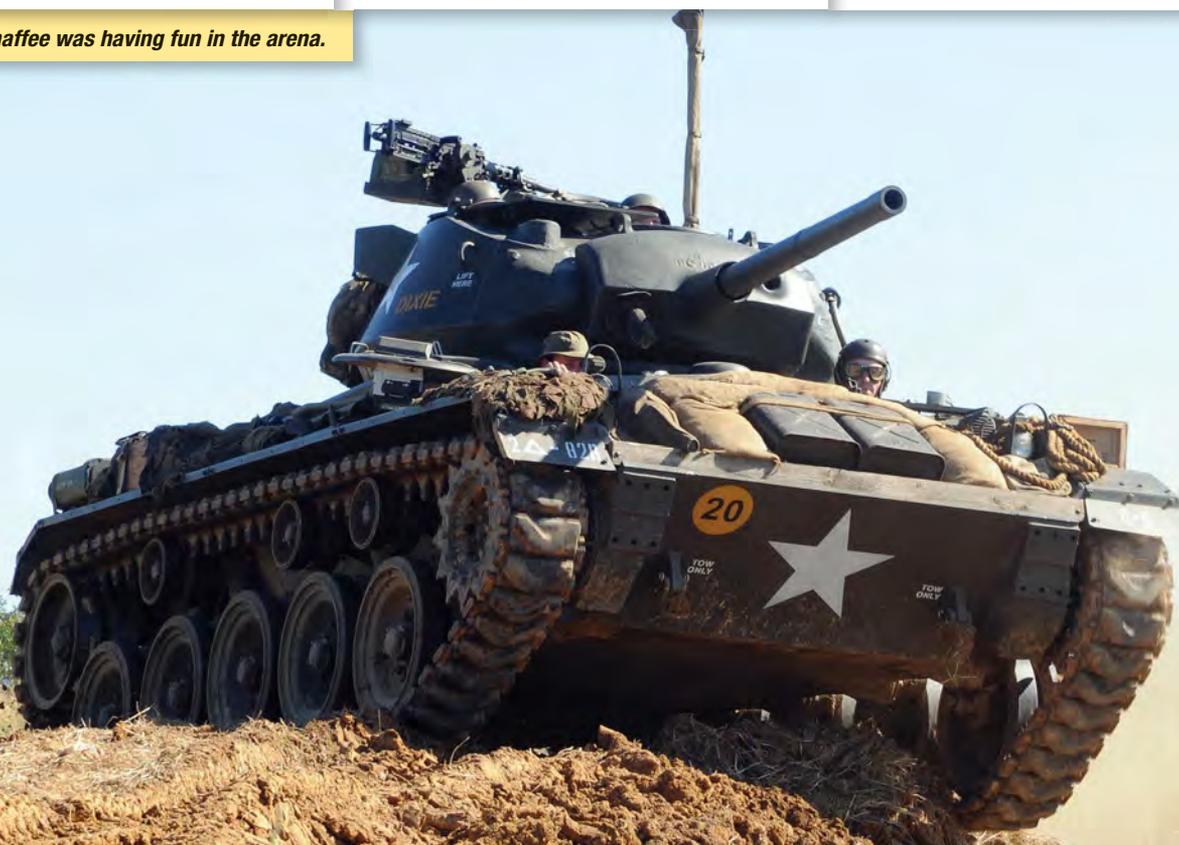
enthusiasts' calendar and as such deserves our continued support and at the end of the day, the show is what you make it.

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.

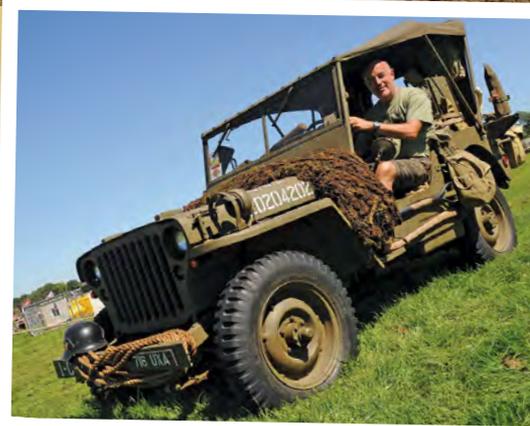
Here are some of the sights that caught our eye during the five-day spectacular. 

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.



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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 centerpiece.





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) 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.



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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...



In 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

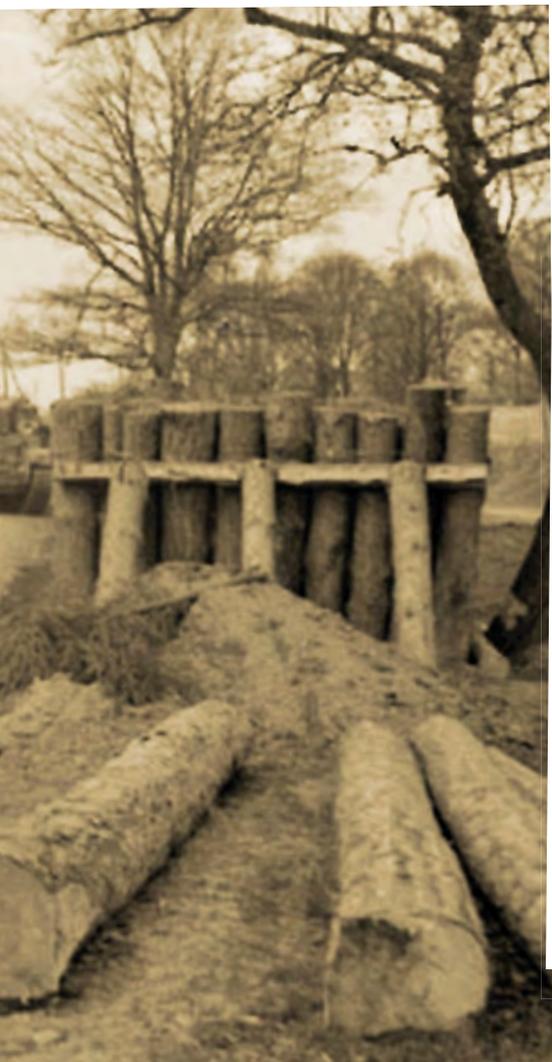
LLED



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

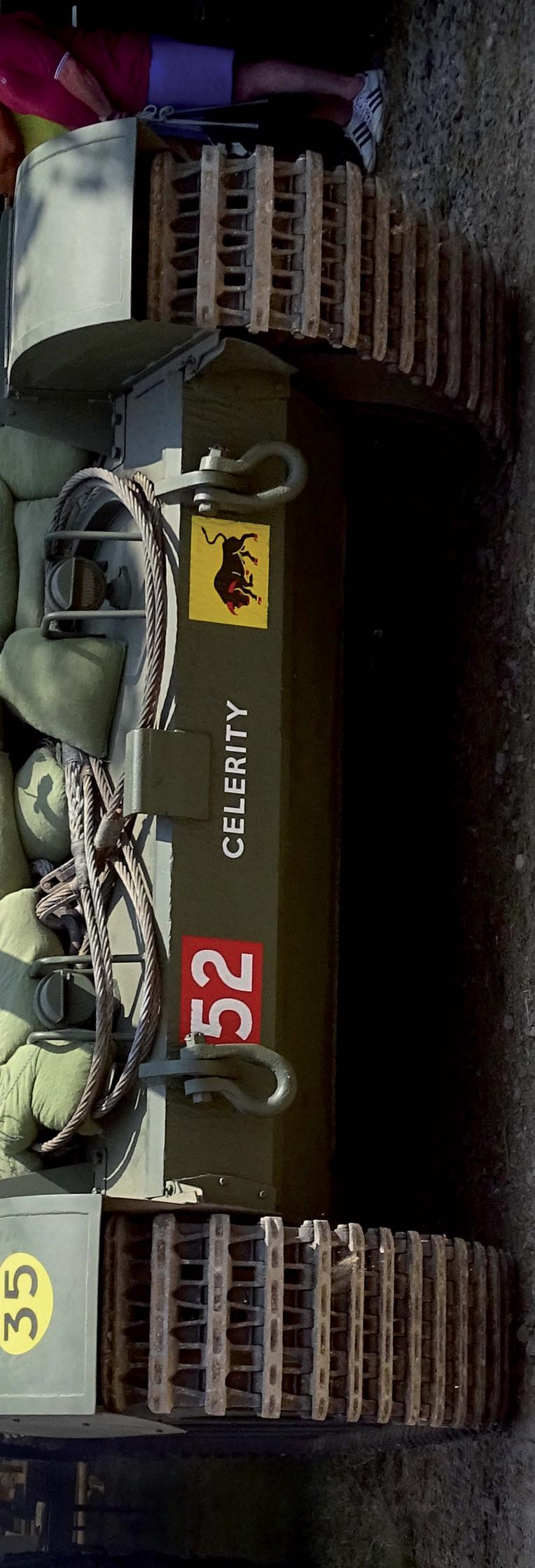
Below: WW2 tank heroes Reg Snowling and Fred Preston posing in front of Comet 'Celerity' at W&PR.



WW2 veterans riding the Comet again

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



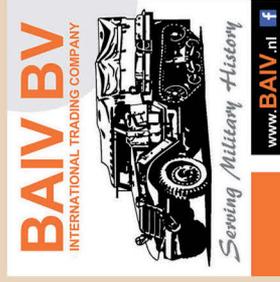


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German Tiger tank knocked out by a Comet after crossing Aller river, Germany.

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.





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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.

The 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 of 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 Barmines 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 Lance 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) 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.





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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

The 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 Mytishi 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.



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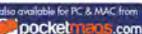
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A VILLAGE AT WAR



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

It 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.

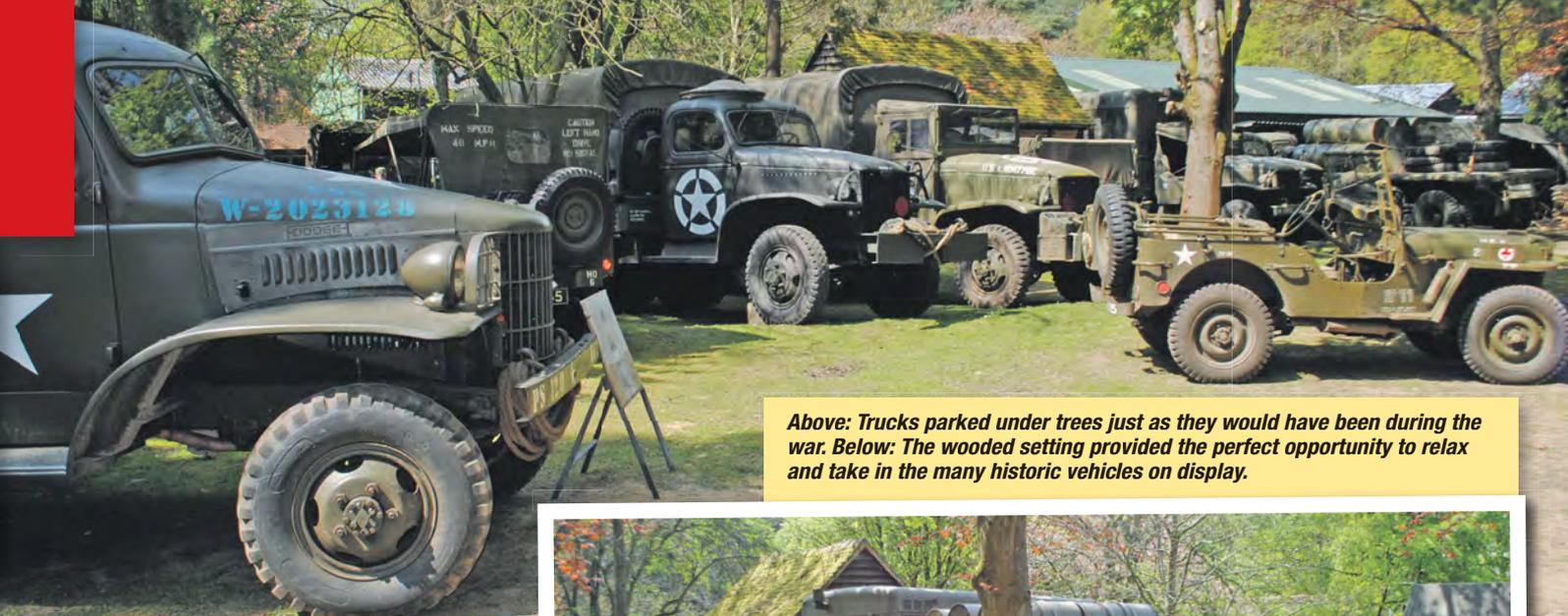
Dave Allaway, better known as Captain Dave, is a re-enactor and also organises the very successful Mapledurham at War event in Oxford. He very kindly extended an invitation to *CMV* to drop in to see what was happening.

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



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 of classifieds, the very best in military-vehicle photography... and, as regular readers will be only too well aware, far more than we can list here!

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

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TANK TIMES



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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 for more details.

INSIDE...

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- 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



Matt Steeden

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 ARTS COUNCIL ENGLAND

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."* **T**

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. **T**

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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, www.mvpa.org, or www.mvt.org. It is always wise to ensure an event is still on before setting out on a long journey. CMV can

accept no liability for errors or omissions in this list.

Show organisers, please send details of your event to 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 Edgcumbe 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

WINGS & WHEELS

Date: Sat/Sun 27-28 Aug 2016

Location: Dunsfold Park, Surrey GU6 8HY

Contact: 01483 542226, 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

TANKS, TRUCKS & FIREPOWER SHOW

Date: Sat/Mon 27-29 Aug 2016

Location: A426, 5 miles from Rugby CV22 6NR

Contact: 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

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

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; www.cdmvc.co.uk

TANK EXPERIENCE DAY

Date: Fri 30 Sept 2016

Location: The Tank Museum, Bovington, Dorset

BH20 6JG

Contact: 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

MILITARIA EVENTS, AUCTIONS, ETC

Government surplus sales

Witham Specialist Vehicles

Regular auctions of military vehicles and equipment are held by Witham Specialist Vehicles throughout the year at its Colsterworth, Lincolnshire site. Visit www.mod-sales.com, or call 01476 861361 for more details.

Ramco UK

Ramco UK is one of the largest outlets for the sale of miscellaneous and government surplus. The company holds tender sales each month from its premises in Croft and Burgh – both in Lincolnshire. Visit www.ramco.co.uk, or call 01754 880880 for more details.

**FORTHCOMING MILITARIA
EVENTS 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

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The 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:			TREND
					LOW	HIGH	AVERAGE	
SOFT-SKIN VEHICLES								
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	▲
WHEELED ARMoured VEHICLES								
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£7500	£22,700	£11,935	▼
TRACKED ARMoured VEHICLES								
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	—
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£11,500	£17,500	£15,166	▲
TRAILERS								
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

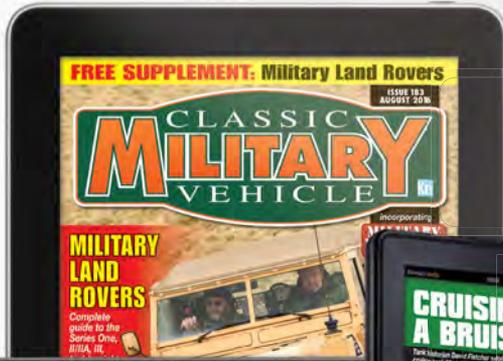
This guide is not intended to be comprehensive – at present it covers only the most popular collectors' vehicles. Similarly, the figures given are not valuations and do not necessarily reflect condition – they have been derived from the asking prices for vehicles recently advertised in Classic Military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

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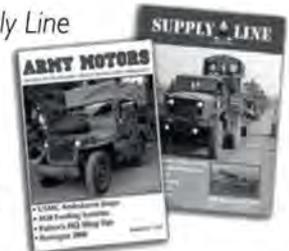
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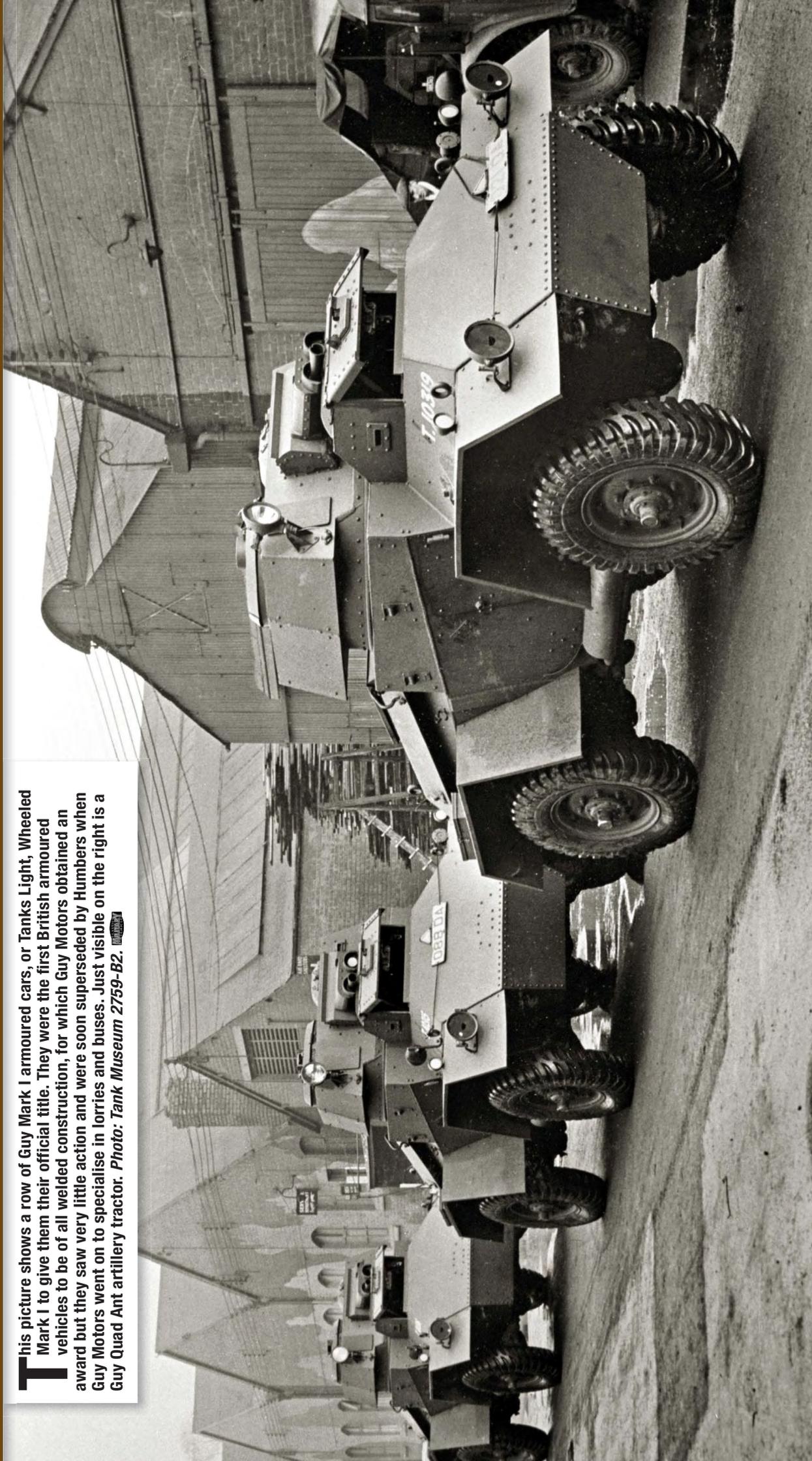
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