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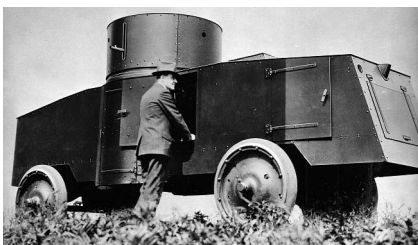
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OPENING SHOT

MOVE OVER MARILYN!

In 1954, at the time of the Korean War, the glamorous film star Marilyn Monroe stepped from an aircraft to embark on a tour of the US Army bases to entertain the troops. Sixty-two years later, this event was recreated at the 2016 Tankfest, hosted by the Tank Museum at Bovington in Dorset, when the equally glamorous Miss Marina Mae entertained visitors with her tribute act to the star. We at *CMV* were delighted when she accepted our invitation to pose exclusively for us (as snapped by regular contributor John Norris), just as we know the late, great Marilyn herself would have done. Check out our full Tankfest report this issue on pages 56-63.





TP. 35

NEWS & REVIEW

★ *A round-up of military-vehicle related news and products.* ★
Send news items to ian.cushway@keypublishing.com

Despatches



The romance of owning a wartime looking Jeep is stronger than ever and this is reflected by ever increasing values. But don't let that put you off because even with the market being so strong, you are unlikely to lose money on one of these fun, usable and highly desirable historic runabouts. The caveat, of course, is that you buy wisely in the first place and to help you do this we've compiled a comprehensive guide on what to look for, how much one might cost to put right and what you should be paying. Crucial to this, of course, is doing your homework, knowing the differences between the different types and recognising a good example when you see one. Failure to do this will inevitably result in you paying way over the odds for something that isn't what it purports to be and you'll struggle to break even if you have to sell it. We've also roped in the expertise of the key UK Jeep specialists, as well as market guru Nigel Hay from Milweb to help you make the right choices. With this kind of expertise, you really shouldn't go far wrong...

For enthusiasts who feel the Jeep path is too well trodden, we've also put together a list of five Jeep alternatives, some of which will appeal to those on a tighter budget. The choice is yours, but remember – whatever you do, get out there and have some fun.

Ian Cushway



TANK MUSEUM WINS FUNDING



Good news for the Tank Museum. Following an announcement by the new chairman of the Heritage Lottery Fund South West, Stephen Boyce, funding has been secured to build new workshops and train apprentices to restore and maintain historic vehicles at Bovington.

The Tank Museum has secured initial 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. This will create more space to maintain its fleet and equip young people with the vital skills to work on them in the future.

Skilled apprentices are greatly sought after in the heritage motor industry – which covers both tanks and classic cars. The scheme aims to provide young people, including those with no mechanical experience, with a spring board to future job opportunities as well as addressing the skills shortage within the industry.

At the same time, the museum will strengthen connections with a growing online audience. Its partnership with Wargaming, publishers and developers of the game 'World of Tanks' and sponsor of the museum's annual Tankfest, has seen an unprecedented number of young gamers turn a virtual interest for tanks into a fascination for the real thing. This interest means the sold out event has had 20,000 visitors and more than a million online viewers have seen and shared content worldwide.



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



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



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



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



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



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

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CHAMPION BUY



Ex-military vehicles frequently come up for sale at general classic car auctions and if interest in the hall centres on the usual MGB GTs, Moggies and Sprites then you could easily get lucky with a low-ish bid on an overlooked military machine. An example in case is this Austin Champ dating from 1952 which sold at Brightwells, Herefordshire (www.brightwells.com) for the hammer price of £6600. It has had just one

civilian owner since it was demobbed from duty with the Dorset Regiment in 1994 and the Leominster auction house says that the 30,280 miles displayed on the clock is almost certainly genuine. Ten old MoTs on file show that it has only covered 7,000 miles since 1997. The vehicle belonged to avid collector and according to Brightwells was in good order throughout and was said to run and drive well. It came suitably



accessorised with shovels, pickaxe, jerry can, spotlamps, snorkel, tow ropes and the Dorset insignia. It was also sold with a full set of weather gear (hood and sidescreens) which look to be in good condition. Moreover, the vehicle was sold with the option of buying up a useful quantity of spares, including a cylinder block, two cylinder heads, gearbox and two differentials at a negotiable extra fee.

SPECIAL DELIVERY JEEPS!

Imagine this turning up outside your house one morning? It would be a case of rubbing your eyes and slamming your head back down on the pillow, putting the whole thing down to a lovely dream... Thanks to Nigel Hay for the photo.



READ ALL ABOUT IT...

CHAR LECLERC BY MP ROBINSON, THIERRY GUILLEMAIN

France's main battle tank for the past two decades, known variously as the AMX Leclerc and the 'XL', a name given to it mostly by servicemen of the Arme Blindée Cavalerie, is commonly seen as one of the most technically sophisticated machines of the 20th century. And the most expensive. Arriving at the end of the Cold War, however, despite its design innovation and technical prowess, it never met with much success on the world's arms stage. It's about time then that a fitting tribute be made to this battlefield leviathan and this book covers its evolution, deployment and numerous variants. As well as a rich selection of archive images, there are scale drawings to help modellers and even an armour 'walkaround' where the authors discuss the tank's key features. Published by Kagero (ISBN: 978-83-64596-35-3) as number 19 in its Photosniper series,

it's available at £16.99 in paperback format. Visit Casemate UK (www.casematepublishing.co.uk) for more details.





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WRITE TO REPLY!

SAS LAND ROVER CONFUSION

I write in response to your letter from Mr AKA Spider which appeared in September's 'Write to Reply'.

I was the owner of 10FG57 for 25 years, getting it shortly after it was demobbed. It is now owned by a well know Land Rover collector. The registration is correct and I have authenticated evidence to prove this, along with the other 71 Pink Panthers.

Living in Hereford and having served in the Oman and Sharjah with the TOS, and knowing many names from the Regiment who used, and helped to design, the Marshall's Desert Patrol Vehicles, I feel I am in a position to put the facts straight.

The MK11 was not the first Pink Panther, it was the MK 8 or 9 that were unit modified. I don't know how many were modified but it was between six and eight. The Army/SAS required standardisation so SAS/FVRDE put forward the development of 72 MK11 (eleven) Truck, G/S, SAS, ¾-ton, 4x4, Rover 11 contract no A/CTS/W/7293/AC12 (a) 1. Body SAS Desert Version.

So in 1968 Marshall's of Cambridge started producing 72 SAS Desert Patrol Vehicles (to become known as Pink Panthers). The remark

about steering change and stronger chassis does not give credit to the work FVRDG and Marshall's put into the development of such a vehicle and a lot of the ideas went on to the Series III Land Rover.

I think 'Spider' is getting the Sharjah Landings confused with the Guards RECCE Patrol Unit who were the back up to the Regiment using a RECCE SWB Land Rover (in BAOR this got the nickname Dougal). The colour pink for camo goes back to pre WW1 - another story in itself - and most vehicles in that area, covered in dust, look pinkish anyway.

Military vehicles are delivered in Bronze Green and are given their infra-red reflection paint or colour at Depot. Yes, they arrived at Hereford Bronze Green then all but four in the UK (used for training) and five in Belize were painted pink (as was everything around them, including some of the hanger doors!). The paint was a mixture of white and red lead (Okay in those days). Later this colour was mixed by a local paint shop (good old Sally - she got the colour right every time).

So what did FVRDE and Marshall's make if it wasn't designed for desert warfare? They made

what it said on the tin - a desert patrol vehicle.

The metal plate winged dagger was a short-lived item, it was part of a KAPE thing and was not displayed long.

In the next paragraph regarding the Sultan's Army (as he says) did not have SAS vehicles they had their own (not all Land Rovers). 10FG57 earned its medals and not on a beach or a day out at the seaside.

I can say no more but there were some brave men who manned these vehicles and a large number of personnel working in a hostile situation were saved by a troop of Pink Panthers doing what they were built for.

As for the 25 pounder I don't know the full story but I do know the man who fired it at Merbat. There were no Pinkys at Merbat, they were elsewhere. The only Land Rover to get to Merbat was a SWB GS loaded with supplies - read the Merbat story - very brave men.

10FG57 and many others were in the desert and are still going strong due to the dedication of a group of enthusiasts. And another point - unless by the sea, vehicles don't rust in the hot dry climate of the desert, another inaccuracy.

At the end of the day we must remember the brave personnel that used the vehicles we now own.

Alan Bucknell, via email

IT IS THE REAL THING!

I am writing in response to an email from Mr AKA Spider, published in issue 184 of *Classic Military Vehicle*. You have printed a letter, alongside a photograph of my vehicle, saying that it is a fake. It is a well-documented vehicle and its history and service is proven without doubt, thanks mostly to the brave men who used it in Oman.

The term Pink Panther is a nickname given to this style of vehicle by their end users, it has never been an official title. Rather like 'Snatch' and 'Piglet' are just affectionate nicknames given by squaddies.

The first of the popular *Pink Panther* film series was released in 1963. The unit modified Rover 9 were built for operations in Oman in December 1964. There is plenty of documented evidence of these vehicles in Oman painted pink. It's hardly surprising they earned the 'Pink Panther' nickname.

The use of the 'Pinkie' and 'Pink Panther' nicknames continued right through the Marshall production, later 110 DPV and even WMIK are still affectionately referred to as Pinkies by their users, whatever their colour.

My vehicle, 10FG57, has the official designation Truck, General Service, SAS, ¾-Ton, 4x4, Rover 11 (Desert Version). It is one of 72 Truck, General Service, SAS, ¾-Ton, 4x4, Rover 11 (Desert Version) specifically developed for the demands of long range desert operations, ordered by the SAS and built by Marshall's of Cambridge.

Of these 72, 35 are certified destroyed and 34 were either released through auction or are with museums - the whereabouts of approximately 25 genuine vehicles are still known. 10FG57 entered service on 1 July 1969, it was cast from 22 SAS and sold at British Car Auctions in Birmingham on 7 February 1986.

Sue Cummings, via email

DIAMOND T CORRECTION

In the piece on Diamond Ts in our August issue we credited Jim Clark and Red Ball Restorations for the full restoration of Adrian Mason's Diamond T. Red Ball restored the cab and some forward panel work but the bulk of the restoration, including all the mechanical work, was undertaken by Adrian himself with help from friends and family.



CLASSIC MILITARY VEHICLE CMV COMMENT

In 'Write to Reply' September 2016 we included a reader's letter which implied that the Land Rover that appeared on our previous issue's next month page (10FG57) was not a Pink Panther. Having received correspondence from both the former and current owner, we confirm that it is indeed one of the 72 Desert Patrol Vehicle type made by Marshall's of Cambridge from 1968, vehicles which later became known as Pink Panthers. Contrary to what the original author of the letter stated, this vehicle was clearly meant for desert use. We apologise for any confusion this may have caused and intend to publish a comprehensive feature on SAS Land Rovers to further clarify the facts in a forthcoming issue.

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*Above: A pair of Wiesel 2s deploying from a CH-57 via the rear ramp.
Left: Wiesel 1 being carried by CH-57 showing ease of lift as underslung cargo.*

SMALL REALLY IS BEAUTIFUL...

John Norris extols the many virtues of the versatile go-anywhere Wiesel 2 air-transportable armoured vehicle

When the Wiesel 1 light tracked AFV was introduced into service with the then Federal German Republic in the 1970s it attracted a great deal of attention from other NATO countries who were interested in seeing what their ally had developed. Built by MaK System GmbH of Kiel, the Wiesel 1 was a compact vehicle design capable of being configured to a range of roles from communications to serving as a weapons platform armed with a turret-mounted 20mm cannon. It could even be armed with anti-tank missiles such as TOW and the French-built Mistral and American Stinger anti-aircraft systems.

Originally the then German Bundeswehr was interested in an air-portable vehicle but abandoned the idea in 1978. However, Porsche continued with the project and produced some prototypes which led to renewed interest in the design and in 1980 the Bundeswehr took a number of Wiesels into service. Since that time the Wiesel 1 has been deployed operationally with German forces and served successfully in UN peace-keeping roles in locations such as Bosnia and Croatia.

After several years in service this lightweight but rugged design was re-assessed by MaK and the design team realised they could increase the operational capabilities by extending the Wiesel 1's overall length by adding another set of road wheels. This would increase its payload capacity and improve its all-round performance as a weapons platform without

compromising its capability of being airlifted by fixed-wing aircraft such as the C-130 Hercules or C-160 Transall. It could also continue to be lifted by helicopters such as the CH-53 or Ch-47 Chinook. The new development retained its predecessor's shape and incorporated many of the same automotive components as the Wiesel 1. It was only natural, therefore, that this improved vehicle should be called Wiesel 2.

2 IS BETTER THAN 1

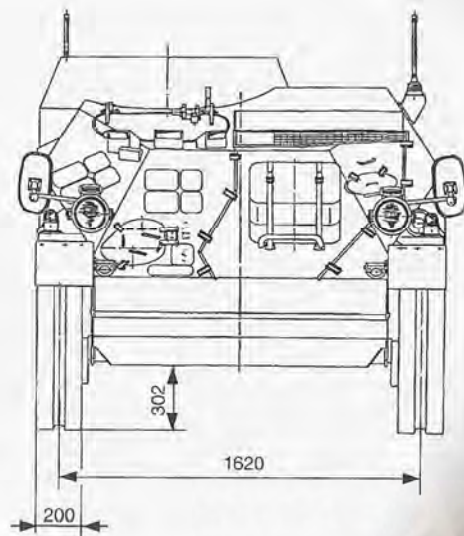
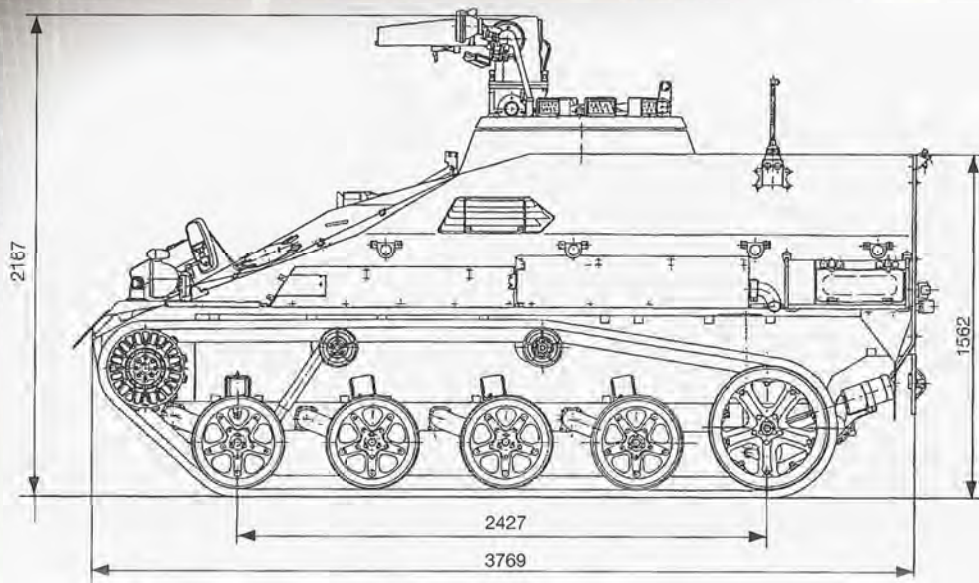
A Volkswagen 1.9-litre diesel engine rated at 109hp is mounted at the front and provides road speeds up to 70km/h with an operational range of 200km. In its basic role as an APC it can carry an infantry section of six plus the driver. For self-defence it is armed with a 7.62mm machine gun mounted over the roof hatch and fired by one of the infantrymen. A single, side-

opening rear door permits infantry to enter and exit the vehicle.

The Wiesel 2 measures 3.769m in length, 214mm more than the Wiesel 1, width remains the same at 1.82m, and it's 1.562m in height to the top of the hull. A circular extension fitted with armoured vision blocks serves as a cupola and allows firing posts for missiles to be mounted. When fitted with a 7.62mm machine gun, for example, the weapon mounting adds another 605mm to the height. Even so this does not preclude it from being carried in the C-130 which can transport three Wiesel 2s when deployed. The CH-53 'Sea Stallion' can carry two vehicles and the CH-47 can also carry the Wiesel but weapons fittings have to be removed from certain versions in order to meet height restrictions. All this, along with its speed and range, makes the Wiesel 2 a very useful vehicle for deployment with rapid reaction units.

KEEPING THE PEACE

It is currently in service with the German Army but interest has been shown by other countries such as France which has developed a specialised remote-controlled version called SYRANO (Système



Above: Line drawing showing the plan layout of the Wiesel 2 and its components.
Left: Wiesel 1 with TOW anti-tank missile launcher mounted deploying from CH-57.
Below: Wiesel 2 showing the compact design as a weapon platform.



Robotisé d'Acquisition pour la Neutralisation d'Objectifs) which is used to deal with unknown objects in a combat zone. Since the early 1990s both versions of Wiesel have been deployed operationally as part of UN peacekeeping forces including UNOSOM II, IFOR, SFOR, KFOR, TFH and ISAF in Afghanistan, where its capability as a reconnaissance vehicle really came to the fore.

The Wiesel 2 weighs 2.6 tonnes and with a capacity to carry payloads up to 1000kg the upper weight limit in combat is 3.6 tonnes. Internal storage capacity is given as four cubic metres which provides sufficient space to carry ample reload missiles for either TOW or Milan anti-tank systems or anti-aircraft

missiles in a version called 'Ozelot' mounting missiles such as the French-developed Mistral. Armour protection is adequate up to small arms fire of 7.62mm calibre. Ground clearance of 302mm allows it to cope with approach gradients of 60%, side slopes of 30% and ford water obstacles up to 500mm deep. Its wheelbase is sufficient to allow it to cross ditches with a span of 1.5m.

The original Wiesel 1 had three pairs of road wheels, with the drive sprocket at the front, idler wheel at the rear and one return roller. With the addition of an extra set of road wheels an extra return roller was added and the suspension was also improved. Internal space for the six man infantry section allows for only personal weapons to

be carried inside – extra items of kit such as backpacks can be carried on the roof.

Wiesel 2 has already enjoyed a good service life and clearly there are many more years ahead of it. Its ability to be configured to carry a comprehensive range of weaponry continues to be exploited to the fullest and a version mounting a 120mm calibre mortar firing through an opening in the roof has been developed. It has also been adapted for ambulance roles, reconnaissance and battlefield radar versions. Given all this versatility the Wiesel 2 should be able to serve as a platform for emerging modern missile systems which will allow it to remain a useful reconnaissance vehicle and support vehicle.

Below: Wiesel 2 on left, closest to camera, compared to Wiesel 1, showing similarities.



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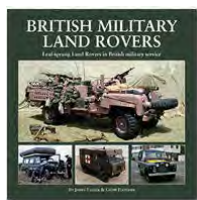
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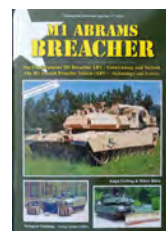
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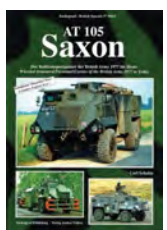
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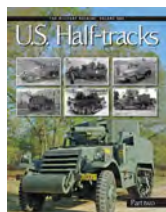
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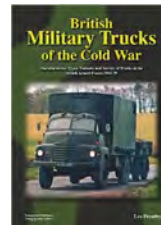
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BUYING A JEEP

Pat Ware takes a look at the pleasures and potential pitfalls involved in buying a Jeep

So, you think you'd like to buy a Jeep. Good choice... a Jeep is a genuine motoring icon, fun to drive, easily maintained, well supported by dealers, and small enough for any lock-up. Although, with prices for the very best examples regularly exceeding £20,000, you'll need relatively deep pockets. However, looking on the bright side, Jeep prices will almost certainly continue to rise for as long as demand outstrips supply. And, of course, they aren't making any more of them.

In this guide we're focussing on the original WW2 Jeep – the standardised Willys MB, the Ford GPW, and also the licence-built Hotchkiss M201. Pre-standardised Jeeps, in the form of the Willys MA, the Ford GP, and the Bantam BRC-40, or the early Hotchkiss 'licence MB 6V', are sufficiently rare to create their own market.

The difficulty is in knowing where to begin the search. If you are intent on owning a genuine WW2 vehicle, then your choice is between the Willys MB and the Ford GPW, with little to choose between them. If you are not hung up on the WW2 original, you might also want to consider the Hotchkiss M201, a licence-built version of the Willys MB that was constructed in France during the fifties and sixties, and which included some useful updates making what many consider to be a more usable machine.

ORIGINAL OR NOT?

The days of finding a Jeep fresh from military service are long gone and, unless it's a genuine barn find that has remained untouched since the Army disposed of it decades ago, any vehicle offered for sale these days will almost certainly have

passed through civilian hands. This means that, inevitably, it will have been 'restored' to some degree – an expression that conceals a multitude of sins. At the very least it will have had parts removed or replaced, either because of wear and tear or as part of a 'civilianisation' process. As soon as this process begins, the vehicle can no longer be honestly described as 'original', and this presents you with your first dilemma... are you looking for a carefully restored vehicle that will require very little further work – what might be described as a 'generic Jeep' – or a project that will enable you to do all of the work yourself? If the latter is the

case, don't underestimate the cost of buying all of the little bits and pieces that have gone missing over the years. Alternatively, if you are buying a restored vehicle be sure that you are happy with it. Too many people pay a high price for a vehicle that has had a lot of work done... and then proceed to do it all again!

However, unless you are an absolute perfectionist, there will never be a problem keeping a Jeep on the road. Almost every part you are likely to need is available, including replacement engines, gearboxes, axles and body parts. Some parts can still be found in the original mint in box WW2 packaging, others are modern pattern parts. Ford parts will fit Willys Jeeps, and vice-versa; and unless you are looking at French-made electrical components, Hotchkiss parts will also fit both Willys and Ford Jeeps and vice-versa.



Let's just deal with that name first. There are many fanciful stories explaining the origins of the word 'Jeep'. Unfortunately, the only true story remains lost in the mists of time. So, that aside, let's take a look at what makes the military Jeep so popular.

MODEL DIFFERENCES

There are those who are avid enthusiasts of the Ford GPW but, in truth, the differences between this and the Willys MB are minimal. Aside from the radiator cross-member (tubular on the MB, inverted 'U' shape on the GPW), any differences are generally confined to changes made to simplify production. Yes, when they left the factory, Ford GPWs were held together with large numbers of bolts that were marked with an 'F' script... and components such as the blackout-light support, the water pump, and the handbrake handle were similarly marked. The presence of these marks makes no practical difference to the vehicle, but, if you are the sort of person that cares deeply about such things – and remember the Army didn't – then you must be prepared to devote your life to a search for the 'correct' 'F' marked components. Good luck with that!

The Hotchkiss M201 most closely resembles the Willys MB, although, with its 24V radio-screened electrical system, the two are easy to tell apart. The M201 has the same tubular cross-member under the

radiator as the MB, but the chassis has additional reinforcements in the channels between the radiator cross-member and the bumper. Other differences include the shape of the body reinforcing channels ahead of the door cut-outs, the use of one-piece wheels shod with radial tyres, metric instruments, electric windscreen wipers, a dash-mounted starter button, and windscreen rests fitted to the windscreen itself rather than the engine cover.

Problems arise with M201s that have been 'Americanised'. It is relatively easy to replace all of the French parts with US originals, creating a hybrid Jeep that is neither one thing nor the other. But, remember, it will never be an 'original' US-built Jeep no matter what you do to it, and it will be surprisingly difficult, and expensive, to get it back to how it was built since many of the exclusively-French components are actually harder to find than the US equivalents.

ENGINE

All three Jeeps are fitted with what is essentially the same engine – the Willys 'Go-Devil' Type 441 or 442, a side-valve (flat head) four-cylinder unit producing 65bhp from 2199cc.

There are no particular weaknesses in the engine, but look under the distributor-drive housing on Ford-built units where frost damage can cause a crack to develop.

Right: US Navy Jeeps were painted in flat grey although under-surfaces often showed traces of the original green.



Below: British-marked Jeep showing how the front blackout lights can be converted into flashing indicators. Note also accessories such as the windscreen cover and large wooden stowage box.





The engine should start readily and idle quietly, sometimes exhibiting a slight 'chuffing' sound, and a Jeep should be lively to drive, with excellent low-down torque. A worn engine will be down on power and will probably exhibit low oil

pressure and a smoky exhaust. There is no timing chain tensioner and a worn chain may make its presence felt by rattling when idling. It is worth noting that the later version of the engine (Type 442) fitted to the very last wartime Jeeps and to the M201

has no chain for the valve gear, instead using a gear train, and is noticeably quieter.

The wartime Jeeps were fitted with a Carter carburettor, while the M201 has a French-built Solex; but the two are interchangeable.



The distinctive two-piece combat wheel was fitted to all Willys MB Jeeps after serial number MB120700 and all Ford GPWs.



Ford-built engines were originally painted a semi-gloss grey.



Above: British Number 19 wireless set fitted to the right-hand rear mudguard.

Right: A period-correct WW2 radio set is a popular Jeep accessory; typical sets include US Signal Corps radio stations SCR-510 or SCR-610, but there are many others. The photograph shows the so-called 'angry 9', a man-pack transmitter/receiver that was used during the Korean War.



Above: Instrument panel of the M201 showing metric-calibrated Jaeger instruments. The button above the speedometer is the starter and usually has a rubber cover.

Right: In order to accommodate the twin 12V batteries, the air intake/filter and the voltage regulator are installed in different positions under the engine cover of the M201. Note also the distinctive reinforcing channel welded inside the channel of the main chassis member.



TRANSMISSION AND DRIVE-LINE

Power from the engine is transmitted to the wheels via a three-speed gearbox and two-speed transfer case. The gearbox lacks synchromesh on first gear and, when the vehicle is stationary, will sometimes need to be put into second before first can be engaged. On the move, a worn gearbox may balk at the upward change from first to second, and may jump out of second gear on the overrun. Check that the front-drive selector operates correctly; long-term neglect can cause the levers to seize.

Wear in the clutch should be apparent through slippage or excessive pedal

travel. Check also for excessive wear in the propeller shaft universal joints and splined couplings.

SUSPENSION

Although the Jeep is astonishingly robust, neglect of any of the 30 or so grease points will result in excessive wear. Look for wear

in the spring hanger bushes, the multiple joints of the complex steering linkage, the steering box itself, and check for excessive play in the wheel bearings, the king pins, and the constant-velocity joints. The dampers do very little work since there

BRAKES

The hydraulic service brakes are surprisingly powerful and should be able to pull the vehicle up in a straight line. It is important to check the level of the hydraulic

fluid level regularly, albeit the reservoir is under the floor

and hard to get at.

The handbrake is not especially effective, and can be difficult to operate. Its efficiency is often made worse by oil leaking onto the shoes from the seal at the rear of the transfer case.

Continued on page 20

“On the move, a worn gearbox may balk at the upward change”





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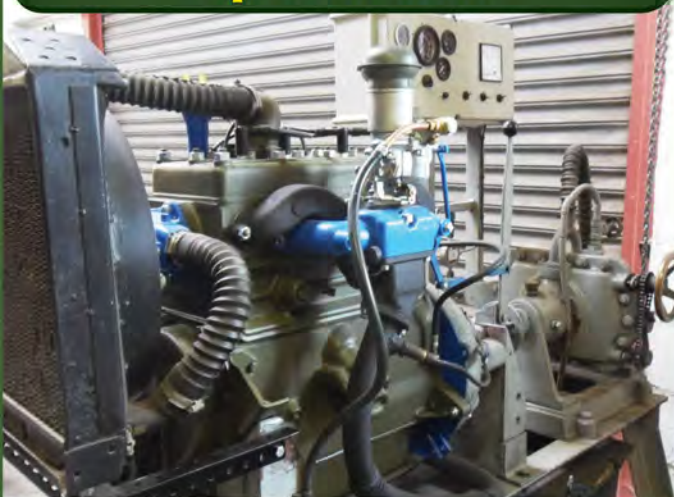
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Above: The Jeep vehicle data plates are riveted to the glovebox lid. This photograph shows the correct plates for a Ford GPW.

Right: Ford or Willys instrument panel showing the speedometer and secondary gauges for fuel level, oil pressure, dynamo output, and water temperature. The domed projections at the top are instrument panel lights and the lever to the right is the handbrake. The small square tooling cut-out at the top edge is distinctive to WW2 Jeeps.



WHEELS AND TYRES

Except for very early examples, WW2 Jeeps are fitted with two-piece so-called combat rims, fitted with mud and snow bar-grip pattern cross-ply tyres. Be wary of very rusty wheels; they will almost certainly be difficult to dismantle. The M201 was fitted with


larger-section (7.00-16 rather than 6.50-16) radial tyres on conventional one-piece rims, giving a slightly more comfortable ride.

BODYWORK

To modern eyes, the bodywork of the Jeep is simple and utilitarian. The largely

flat panels are crudely pressed, with spot welds apparent in various places, and the paintwork is often indifferently applied. This is all part of the Jeep's charm.

On the plus side, there is little scope for concealing rust in the body panels, since

Continued on page 23 

Below: A wire cutter was often fitted to the front bumper to protect Jeep crews from being decapitated by wires stretched between trees across roads in previously enemy-held territory.



WHAT THE EXPERTS SAY...

Don't just take our word for it, here's what the Jeep experts we spoke to at War and Peace Revival had to say about buying a Jeep...

Graham Lycett – Jeeparts UK (01743 762266, www.jeeparts.co.uk)

"Look at what's not there rather than what is there," is Graham Lycett's golden nugget of advice for would-be Jeep buyers. "Ask yourself if it's got the correct air cleaner and generator fitted, has it got the right engine and axles?" Once you've made an initial assessment of what's missing, go over the bodywork and check out the interior, he advises. "The more complete it is the better, basically. If you start having to find parts and swap things like incorrect seats it all starts to add up."



Cliff Harris – Universal Jeep Supplies

(01483 860403, www.universaljeepsupplies.co.uk)

"Don't buy a Jeep without looking at it," warns Cliff from Universal Jeep Supplies. "Too many people are buying Jeeps from photographs and spending money on vehicles that end up being nothing like their descriptions. You need to go and see it and drive it."

Apart from making sure everything's as it should be, Cliff says the condition of the gearbox should play an important part in any buying decisions you make, seeing as he reckons a good rebuild could be £1200.

Cliff obviously loves the wartime Jeeps, but is complimentary about the Hotchkiss, seeing it as the ideal entry level vehicle. "They're reliable, nicer to drive and never a lot of money to buy."



Nick Jeffrey – Jeffrey Engineering Ltd (01233 770007, www.jeffreyeng.com)

To make a successful Jeep purchase, prospective Jeep owners should find out what they are looking at, recommends Nick Jeffrey. "You need to do your homework, speak to owners and specialists to find out what's right and what's wrong and how much it's likely to cost correcting things."

Nick warns of buying anything that's been modified, or at least Jeeps being sold as original when they are anything but. "The term 'restored' is a much over-used phrase," he says. "There are lots of examples in the classifieds that are described as being fully restored, but have duff engines, axles and gearboxes. They've done a cosmetic makeover, but not touched the important bits."

Nick accepts that much of the work can be done by the enthusiast to keep maintenance and restoration costs down, but adds a caveat. "You need to be realistic about your skillset. If you end up having to farm lots of stuff out, a project can quickly become very expensive."

Again, Nick heaps praise on the Hotchkiss, the fact that it's just that bit younger making it nicer to drive and generally more reliable.





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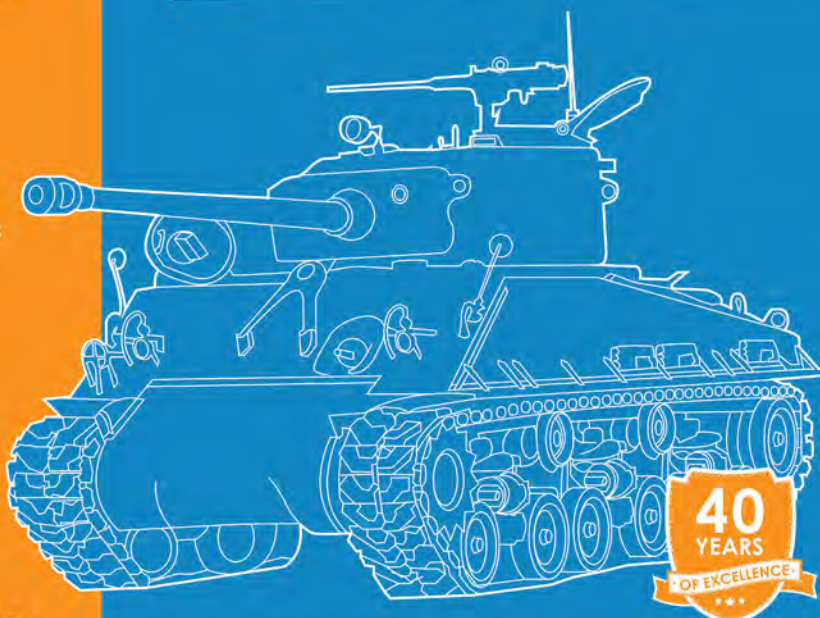
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Above: The M201 was fitted with conventional well-base drop rims; the original radial tyres on this example have been replaced by 6.00-16 bar-grips. Right: Lightly-Americanised Hotchkiss M201 up for sale at the recent War & Peace Revival.



the lack of any kind of internal trim means that almost everything is on show – you can see both sides of most panels and what you see is generally what you get. Common rust spots include the reinforcing

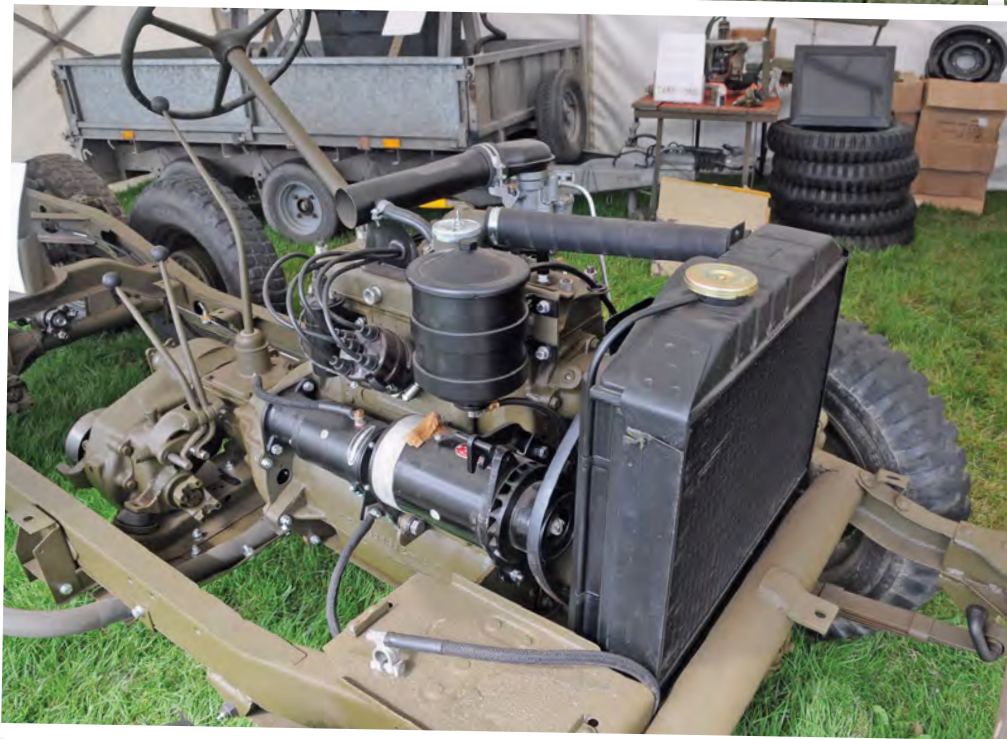
channels under the floor, the front bumper gussets which, in the past, were often very poorly repaired, and the edges of the floor, where it meets the body sides. The tool boxes in the rear compartment are

also prone to rust, and there is a small mud trap where the flat top of the front mudguards meets the angled rear panel. The windscreen frame also rusts in several places where water becomes trapped, as



Below: Jeep that has been modified to resemble the machines used by the Long Range Desert Group and the SAS in the Western Desert. Collecting all of the components required for the conversion can become something of an obsession.





Above: Restored Willys MB chassis showing the engine, radiator and transmission. Willys engines were painted olive drab during assembly. Right: Nicely-restored Ford GPW radio, showing typical items of kit that might be stowed on or in a Jeep, including a camouflage net, recovery rope, trophy helmet, hand grenades, and bags containing the crew's personal items.



THE DEVELOPMENT OF THE JEEP

Work on what became the Jeep started in 1940 when American Bantam and Willys-Overland entered a bidding process for the construction of a small all-wheel drive reconnaissance vehicle for the US Army. Of the 135 companies approached by the Army, only Bantam and Willys showed any interest. Neither company was in good financial shape and, hedging its bets, the Army subsequently persuaded the mighty Ford Motor Company also to become involved.

Bantam put together a small team led by Karl Probst and, using off-the shelf components wherever possible, had their paperwork and a working prototype, described as the Bantam BRC-60, ready in September, within the allowed 75-day timescale. Powered by a Continental engine, the prototype was driven to Camp Holabird and successfully demonstrated to the Army, leaving Bantam free to construct the other 69 vehicles.

Although officially disqualified from the competition, Willys, nevertheless, had its own prototype, designated Quad, ready for testing in November. The Army was quick to realise that the powerful Willys' Go-Devil engine gave a superior level of performance when compared to the Bantam. Meanwhile, Ford's Pygmy prototype was also delivered during November, this machine powered by the Ford NNA tractor engine.

All three vehicles were impressive in their own way and the Army seemed unable to decide which to select for production. After considerable deliberation, all three manufacturers were asked to construct 1500 vehicles for troop trials, with deliveries starting in December 1940. The vehicles were now being described as the Bantam BRC-40, the Willys MA, and the Ford GP. By February the following year, the decision was taken to standardise on the Willys version, now designated MB following some minor modifications. However, before the end of the year it had become apparent that Willys was unable to assemble the quantities required and the US government persuaded Ford to join the fray, building what was effectively the Willys MB under licence... but there were to be no more Jeeps produced by poor old Bantam.

Production of the wartime Jeep ended in August 1945, by which time a total of 639,245 vehicles had been constructed, 361,349 by Willys and 277,896 by Ford. Willys turned its production lines over to producing the civilian CJ2A, and Ford simply shut down its Jeep line.

However, this was not the end of the wartime Jeep because in 1956, the French Hotchkiss company constructed some 1000 examples of what was described as the 'licence MB 6V', essentially the Willys MB that used French components wherever possible. A year later, production switched to an improved version described as the Hotchkiss M201. Again, this was essentially an MB produced under licence using local components, but now incorporating a 24V electrical system and detail changes to the electrical system. Altogether, more than 28,000 M201s were constructed, with the line finally being shut down in 1966. Many remained in service until the 1990s.

does the fuel tank where mud can pack underneath it.

Body panels, repair panels and even complete body tubs are readily available at reasonable cost... but, of course, at the price of originality.

UPHOLSTERY

If a Jeep has one serious drawback it is the relative lack of comfort. The combination

Below: The Jeep is well-served by dealers, with most parts easily available. The photograph shows the original Autolite distributor (left-hand side) compared to a modern electronic distributor which obviates the often-troublesome contact-breaker points; 6V, 12V and 24V versions are available.





IT'S MY JEEP

Tim Wood owns this '43 Jeep. It was imported from the US in 2002 and he's since carried out a full restoration. William Galliers restored the body and Tony Sudds rebuilt the gearbox – but otherwise, Tim's done everything else himself. Extra kit includes an M1 Garand rifle, M1 carbine, M1 A1 Thompson sub machine gun, M3 'Grease Gun' sub machine gun, 1911 Colt 0.45 pistol, grenades, fighting knives, personal kit and webbing and a GRC 9 radio set.

of thin and poorly-sprung seat cushions, cart-spring suspension and stiff-walled tyres ensures occupants feel every bump in the road. Worse still, the seats are small

and have no adjustment, resulting in a curious splay-legged driving position. Ford and Willys Jeeps should have canvas seat covers, whilst the M201, which often has

slightly-thicker seat cushions, will usually have plastic-coated cloth covers, at least on the front seats.

Worn or damaged seat covers are very



Left: Close-up view of the driver's position. The steering wheel sits very close to the driver's chest, and the lack of any adjustment on the driver's seat leads to a curious splay-legged stance which is not especially comfortable for those of above-average height.


easily replaced but there is little that can be done about the comfort levels.

CANVAS TOP

Unless the Jeep you are looking at has the optional side curtains and doors, the minimal top offers little protection against bad weather. If you are unfortunate enough to get caught in really heavy rain, you will find that both sides of the windscreen will get wet, the inside catching spray kicked up from the front wheels and from passing traffic. Bear in mind that most WW2 Jeeps have nothing more than hand-operated wipers.

Don't be put off by a worn or damaged top, pattern replacements are cheap enough and easy to fit.

ELECTRICAL EQUIPMENT

Aside from the fact that the M201 has electrical windscreen wipers, and most examples were retro-fitted with flashing indicators, the on-board electrical equipment is more or less the same across the models. The big difference between the models in this respect is the WW2 originals are wired with a 6V electrical system, which can make starting difficult in very cold weather, whilst the M201 has a 24V system requiring two batteries. 

Below: Whilst the acquisition of military items such as a radio set, personal weapons, spare ammunition, grenades, etc, helps to create the illusion of a vehicle that is about to enter a combat zone, these items do rather restrict the practicality of using the Jeep from day-to-day... but, the choice is yours of course!

WHAT TO PAY?

Although prices for the M201 still generally lag behind the WW2 originals, Jeep prices continue to rise, with the best now regularly advertised at well over £20,000. As you would expect, dealer prices tend to be higher than private sales, but the dealer has to carry the cost of various legal obligations to protect the consumer. Although you can still find a Jeep at less than £10,000, real fixer-uppers or project vehicles are increasingly rare and don't underestimate the cost of restoration.

While writing this piece, I took a quick look at the Jeeps for sale on Milweb (www.milweb.net) and on Classic Cars for Sale (www.carandclassic.co.uk). Here's a summary of what was on offer:

- Ford GPW: six examples for sale, the lowest at £8000, the highest at £23,500.
- Willys MB: eight vehicles for sale, from £7000 to more than £28,000.
- Hotchkiss M201: five examples for sale, ranging from just over £9000 to just under £20,000.

PARTS

As regards parts, here's an idea of what you might expect to pay but obviously the price will vary between dealers. Unless stated, all of the prices quoted are for NOS or pattern parts:

BODYWORK

- Chassis: £1500
- Complete new body tub: from £1200
- Windscreen assembly: £225
- Front mudguard: £115
- Fuel tank: £210
- Upholstery set: £200
- Canvas top: £200

ENGINE AND TRANSMISSION

- Rebuilt engine (ex French Army reserve): from £4000
- Rebuild own engine (price from Jeffrey Engineering, 01233 770007): £2000
- Complete engine rebuild kit: £1200
- Set of inlet and exhaust valves, springs and guides: £175
- Carburettor rebuild kit: £50
- Rebuilt gearbox: from £1200

ELECTRICAL

- Dynamo: £250
- Starter motor: £400
- Wiring loom: £350

BRAKES

- Master cylinder: £70
- Set of brake cylinders: £100
- Set of brake shoes: £50

SUSPENSION AND STEERING

- Set of suspension bushes: £150
- Spring: £100 each
- Shock absorber: £45
- Steering box: £300
- Set of track rod ends: £70



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JEEP SPECIAL

ONE OF A KIND?

Jon Hickman revels in the standard of workmanship demonstrated by this custom-built Jeep conversion

Soon after the end of WW2 many of the soft skin vehicles used during the war were sold off or scrapped. During the period from the end of the war and the birth of the Land Rover in late 1948, the Jeep was really the only 4x4 of its kind on the market. As a result many were employed in numerous different roles all over the country, with examples often seen doing everything from towing a plough to being converted into everyday vehicles.

Some conversions were undoubtedly better than others but the example in focus here has to be one of the best. The conversion was carried out by an unknown entity and I know that its current owner, Mitch Hickman, would be most grateful to

Above: Pictured on a recent trip to the Isle of Anglesey, providing a perfect run around for the author and friends. Right: The Jeep has recently been used for green laning events, for which it has proven a very suitable vehicle, perhaps the only thing missing is a heater!





Above: The detail around the windows shows how much craftsmanship went in to the construction of the handmade aluminium rear body. Left: Both the windscreen and the door have been perfectly constructed to fit around what remains of the bulkhead belonging to the original body tub.

hear from anyone who has any information on its history in regard to the coachbuilders responsible for its creation.

Affectionately known by Mitch as the 'Hen House', for its obvious resemblance to a chicken shed, this Jeep conversion is actually a relative work of art. Remembering the fact that most Jeep conversions in to estate vehicles or shooting breaks were of the traditional 'Woodie' design, this coachbuilt wooden frame and aluminium skin style body has been exquisitely crafted to create a perfect long wheel base hard top Jeep.

CLEVER DICKIE

The chassis was extended by some 18in and the traditional body tub disposed of in favour of a custom built affair. The original seats were retained along with

"This coachbuilt wooden frame and aluminium skin style body has been exquisitely crafted."

the addition of two small dickie seats mounted on the sides. The original petrol tank was relocated to under the floor behind the rear axle. Principally the Jeep

retains most of its original mechanical components, which shows that whoever carried out the conversion was at their most resourceful. For no apparent reason the handbrake lever was changed from the usual dash pull lever to a floor mounted ratchet set-up and trafficators were also added to aid with practical everyday use.

RARE SURVIVOR

Under the bonnet the Jeep remains

totally original and even retains its original combat wheels, the spare for which has been relocated to the front bonnet, perhaps an idea copied from the Land




The rear door is also exquisitely made and despite having no seal as such, the perfect fit lets in very little water!



The original driver and passenger seats were adapted and retained and much of the original dash board remains as original with the exception of the relocation of the hand brake.

Rover. The A-frame was a later addition by its current owner to aid transportation to shows.

Whilst many might consider a Jeep with so many original parts, such as this one, ripe for conversion back to its original guise, the 'Hen House' has survived this fate. It is relatively comfortable to drive, and surprisingly much more pleasant than the Series 1 Land Rover which appeared some years later. Whilst it may not regularly appear at military vehicle shows, the Jeep has provided over 30 years of enjoyment for Mitch and his family. Over that time it was sold to a fellow collector in New Zealand and shipped half way round the world. When it reappeared on the market for sale some years later, a deal was done and it then made its way back round the world returning to where it started.

I know Mitch would be delighted to hear from anyone who may be able to shed some light on its history or perhaps owns a similar curiosity, so please do let us know! 

Above right: The original trafficators were neatly built in to the side of the body.

Right: The rear seat also remains, with the addition of side struts to hold the rear of the seat in position. This view also offers an insight into the construction of the body.





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THE ALTERNATIVES

So you've been to some military vehicle shows, like the idea of tootling around in a Jeep, but either can't afford one or simply want something a bit different. Here are James Taylor's five possible alternatives to consider

FORD GPA – THE SWIMMING JEEP



Left: Want a Jeep that will stand out from the crowd? Then the swimming GPA could be the answer. Parts are readily available, although rarity has had a knock-on effect on prices. Even this restoration project was £55,000.

Ford's 'other Jeep' was developed by Marmon-Herrington with input from naval architects Sparkman and Stephens Inc. It was based on Ford GPW running gear, although the chassis frame, hull and various other fittings were unique to the vehicle. The 'A' signified the fact that it was amphibious.

The 'Seep' as it became known, was capable of ten knots in the water and around 55mph (88km/h) on land. The

propeller (along with the bilge pump) was driven via a take off from the transfer box and was mounted aft like a conventional boat with the rudder controlled by the steering wheel. Making the transition from land to water involved the relatively simple process of disengaging the propeller in order to reinstate drive to the wheels.

Key features included a belt driven capstan winch located on the foredeck along with a hinged surf shield. The GPA was designed to carry five people including a crew of two, the seat cushions cleverly doubling up as life jackets. Despite being able to float, it was never massively capable of doing much else in anything other than relatively calm water conditions. Between 1942-43, 12,778 GPAs left the factory with production coming to a halt in March 1943.

With lots going off to Russian, surprisingly few GPAs have made it into preservation so they're not particularly cheap to buy. Especially as enthusiasts who want an amphibious vehicle see them as a much more practical alternative to the cumbersome and really just too big DUKW.

So, for something just a bit different that will make you stand out from all the other Jeeps, the GPA is a good choice. The added benefit is that all the mechanical parts are relatively easy to get hold of.

Where it gets trickier is the body because, as you might expect, lots have rusted to pieces by now so unless you know your way round a welding torch, full restorations can be pricey. Indeed, one in tip-top condition could easily be in excess of £100,000 these days.

JEEP M38 – A CREDIBLE SUCCESSOR



Above: Note the M38's bulging headlamps with their protective wires, and the single-pane windscreen. This fifties' gem is both affordable and practical. (Wikipedia Commons) Below right: This is a 1956 Dutch assembled M38A1 C Type. The A1 with its curvy wings and bonnet replaced the M38 in 1952.

By the time the US military came to replace its wartime MBs, Willys had moved the Jeep design on a stage with its civilian CJ-3A model of 1948. So the new military model that entered production in 1949 was based on this. Willys called it an MC; the US military called it an M38.

The M38 was still a 'flat-fender' Jeep with an 80in wheelbase, but it had a single-pane windscreen and more prominent headlamps than the MB. It also had a military-standard 24-volt electrical system and was waterproofed for wading operations. Suspension and chassis were both stronger than their CJ-3A equivalents, but the engine was still the 2.2-litre Go-Devil – just uprated a little. Note that there is a very big difference between an M38 and an M38A1, which replaced it in 1952 and is readily recognisable by its higher, rounded bonnet line and curved front wings.

The great attraction about an M38 is that it still looks like a classic wartime Jeep – well, almost. And it actually had an honourable wartime history as well, serving alongside the remaining MBs in the Korean war of 1950-1953. The M38s were

used in all kinds of roles; some were fitted with winches and some even had hardtops. These variations of specification add their own interest. Some 2300 examples were built by Ford in Canada during 1952 for the Canadian armed forces, and these are technically known as M38-CDN types.

More than 61,000 M38s were built, and

there is no real shortage of them. Even so, many were used for off-road fun when sold into civilian hands, and some will have been modified way beyond standard. Spare parts are not a problem, and nor is maintenance. Prices vary wildly. About £6500 buys a reasonable running example but really good ones might set you back £15,000 or more.



AUSTIN CHAMP – THE BRITISH ALTERNATIVE



When Britain needed to replace its wartime Jeeps, it turned to a home-brewed design. The original Nuffield Organisation proposal (the Guppy) was improved by a team at FVRDE, and after a second iteration as the Wolseley Mudlark, the design was signed off as the FV1801A. The production contract for 15,000 vehicles was awarded to Austin, who built the first ones in 1951.

The Champ was always intended to be even more capable than the Jeeps it was to replace, and incorporated some sophisticated and complex design solutions. It had a 2.8-litre Rolls-Royce B40 petrol engine (the four-cylinder version of the B range that the War Department planned to standardise for all new British military vehicles). The gearbox had five speeds, all of which could be used in reverse as well, and the suspension was all-independent, using torsion bars.

Although the Champ was immensely capable, squaddies generally found that they liked their Land Rovers better. One reason suggested is the better weather protection; another is that the Champ was too difficult to fix in a hurry if something went wrong. But this wasn't the only reason why the original order for 15,000 was cut back to around 11,000: the others were that by the mid-1950s the British Army was slimming down, and that they could buy two Land Rovers for the cost of one Champ.



Above: The engine in the Champ was a Rolls-Royce B40; most were licence-built by Austin. (Andy Dingley/WikiMedia) **Top:** The Champ was Britain's interpretation of the Jeep and was much more technically complex than the US version. You can still pick up a reasonably tidy example for under £10,000.

Most Champs had been sold out of service by 1968.

There's no doubt that the Champ is a complex design that demands routine maintenance. It also has two notorious weaknesses, one being the rear axle and the other being body rot. Fortunately,

spare parts are not a problem, and even body panels are available. A really rough Champ might look temptingly cheap, but for something sensible you're looking at an absolute minimum of £5000 – and a fully-restored one will be £15,000 or more.

VW TYPE 181 – THE GERMAN STOP-GAP



Above: About 50,000 Type 181s were delivered to NATO military forces in Europe. Known in civvy street as the VW Trekker and The Thing in the US, the Type 181 makes an excellent modern budget alternative to a Jeep. Below right: As you would expect, service parts for the tough looking VW are cheap and easily available.

Remember the VW Kubelwagen from WW2? The West German Army did towards the end of the 1960s, while they were waiting for the Europa Jeep project to come to fruition. (It never did, but that's another story.) So they asked Volkswagen to produce a modernised Kubelwagen as a stop-gap.

VW obliged, and in 1969 the VW Type 181 entered production. Though it looked like a Kubelwagen, it was really just a rugged runabout. It only had two-wheel drive and used production components from other VW models. Light weight allowed it to get along with an engine that developed just 46bhp, driving through a four-speed gearbox, and better ground clearance was obtained by using reduction gearboxes at each wheel station – in effect, portal axles.

Around 50,000 military versions were delivered during the 1970s as NATO forces in Europe waited patiently for the Europa-Jeep. VW meanwhile also saw its opportunity to market a version as a rough-road car (which it did in Mexico) and as a fun-buggy (which it did in the USA where it was called The Thing). There were RHD models for Britain during 1975, known as Type 182 models, but these sold so

poorly that they were withdrawn after less than a year. VW stopped Type 181 military production in 1980, turning to the Iltis for its military customers; production of civilian models ended in 1983.

If you're tempted by one of these VWs, do make sure you know what you're buying. Remember that no genuine military example

ever had right-hand drive, and that the standard military specification incorporated that portal axle design. Most onlookers won't know the difference, but those who are clued-up certainly will. Spares generally aren't going to be a problem (it's a VW, remember), and nor is maintenance. Get a good, genuine one for between £6000 and £10,000.



MAHINDRA CJ – IF YOU MUST



The Indian company of Mahindra & Mahindra built old-model Jeeps under licence, and in the first half of the 1990s also had an assembly plant in Greece where it made examples for Europe. Three different models were brought into Britain between 1990 and 1995. These were the CJ340 (based on the Jeep CJ3B), the CJ540 (a long-wheelbase version of the same model), and the CJ-5 (unsurprisingly based on the Jeep CJ-5). They were powered by licence-built Peugeot diesel engines, of 2.1-litres (CJ340 and CJ540) or 2.5-litres (CJ-5).

Despite the image, reinforced by a special-edition General Patton model in 1991, these were not military vehicles. Most had names such as Indian Brave and Indian Chief, which were displayed on big decals. However, a good rub-down and a coat of military drab will work wonders, and some people have created their own Jeep lookalikes from a cheap Mahindra. Don't be fooled – and if you're a serious MV enthusiast there isn't much chance that you will be.

It's not our job to stop people creating fake military vehicles if they want to, but we should warn potential buyers about the shortcomings of these Jeep lookalikes. As far as we know, UK imports of Mahindras



Above: The Mahindra was the Indian firm's take on models such as the original Jeep CJ-5 as seen here. Top: If you can't afford the 'real' thing, then why not give this militarised Mahindra jeep a punt instead? It's powered by a 2.5-litre Peugeot diesel lump, which drives through a four-speed gearbox. It certainly looks the part...

ended rather abruptly because a very high incidence of warranty claims was accompanied by a dispute between the importer and the assembler over who should settle them. Build quality, for the most part, was simply terrible. The bodysells rust badly, the electrics are unreliable, and the soft tops were shoddily made.

That said, if you want to base your MV project on a Mahindra Jeep, you should be able to pick one up cheaply. About £2500 will be top whack for a running vehicle with an MoT. Just remember – a military vehicle it is not, and repairs and maintenance may occupy a lot of your time and budget.

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ON ALL FOURS

David Fletcher looks back at the curious and generally ill-fated story of the Jeffrey-Quad armoured car along with a later equally odd and now virtually forgotten armoured car rival



Above: Said to be the first Jeffrey-Quad armoured car to be built, designed by Jerry DeCou the company superintendent, who is supposed to be the man alongside the car.

Right: An original Jeffrey Quad advertisement of 1915 featuring a form of armoured car.

There is, as I understand it, a full size replica of a Jeffrey-Quad armoured car on show at Pancho Villa Park, in Columbus New Mexico. It isn't very convincing; the wheels look too small so it might not even be on a Jeffrey-Quad chassis at all. Whether this will do as inspiration for an article is a moot point but if not there are reported to be four more on the bottom of the English Channel, off Selsey Bill. They were lost when the SS Shirala was torpedoed in July 1918 so there is probably not a lot left of them now. If they won't do then there are a few unarmoured Jeffrey-Quad lorries in a state of preservation in various parts of the world.

The Thomas B Jeffrey Company of Kenosha, Wisconsin introduced its four-wheel drive, four-wheel steer two tonner in 1913 and it became very popular with US Military forces. It was powered by a four-cylinder Buda petrol engine rated at 40hp linked to a four-speed transmission. A turreted armoured car was built in 1914, designed by Jerry DeCou, superintendent of the company, and two or three more were built subsequently, one of which (at least) was used on the Mexican Frontier during General Pershing's punitive raid into

Mexico in 1916. There is no suggestion that it ever accompanied the expedition but probably remained on the border as part of the Defence Force and to support local residents. The American built Quads are covered to some extent in a number of books but the entire subject would benefit from some more detailed research. Some armoured Jeffrey-Quads were also built and used in Russia, known as the Poplavko-Jeffery and designed by Staff Captain Poplavko of the Russian Army, about 30 were built in 1916.

No. 670, March 25, 1915

THE CAR.



The Car that can be driven from both ends, and has four forward speeds and reverse in each direction.

The value of such an arrangement is obvious. If in danger of capture, it is not necessary to turn the Jeffrey (perhaps in a narrow lane) or run on a reverse gear of about four miles per hour. The lorry returns the way it has come, and at its normal speed. It would be impossible to get this result, without great complication and weight, with any other chassis.

THE JEFFERY QUAD

BRAKES, DRIVES AND STEERS ON ALL FOUR WHEELS.

The Jeffrey Quad is most simple in design, and practically driver and fool proof. Parts are duplicated to a greater extent than with any other vehicle—hence the important question of spare parts is greatly simplified.

It is the ideal vehicle for Military service, and has been

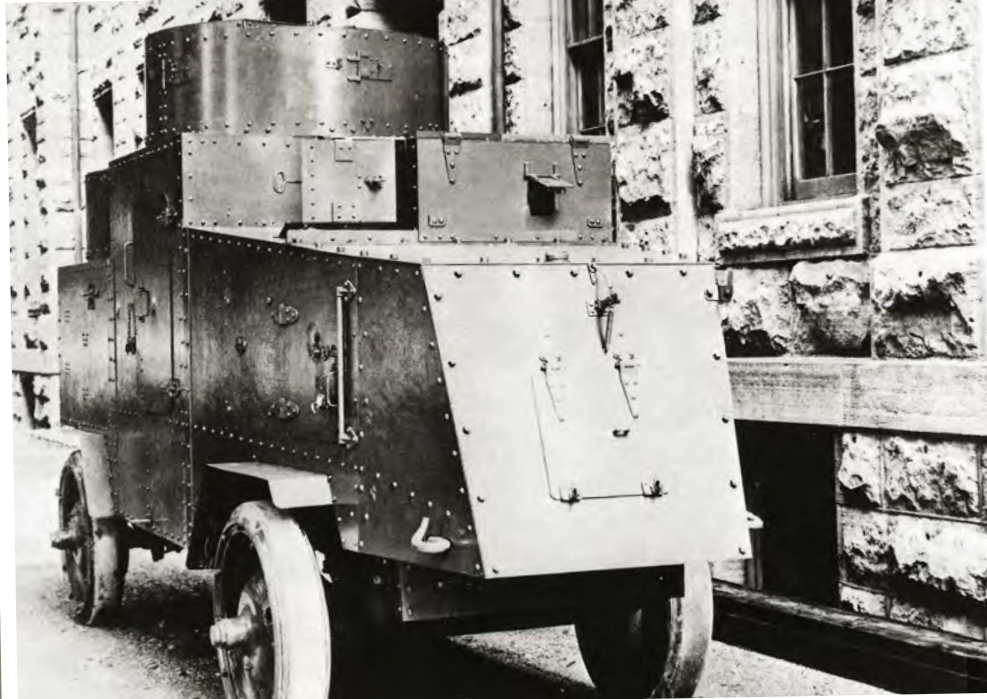
ADOPTED BY EIGHT GOVERNMENTS.

Where the ordinary lorry is useless, the Jeffrey still takes its load. Through Mud, Snow, or Sand; over roadless country; in fact, wherever a team of mules could venture, the Jeffrey will go. It has been built to do the extraordinary, and is reliable under all conditions. The chassis is built by one of the oldest automobile firms. The name of Thomas B. Jeffrey is a guarantee of first-class workmanship.

OUR CATALOGUE IS FREE AND MOST INTERESTING YOU.

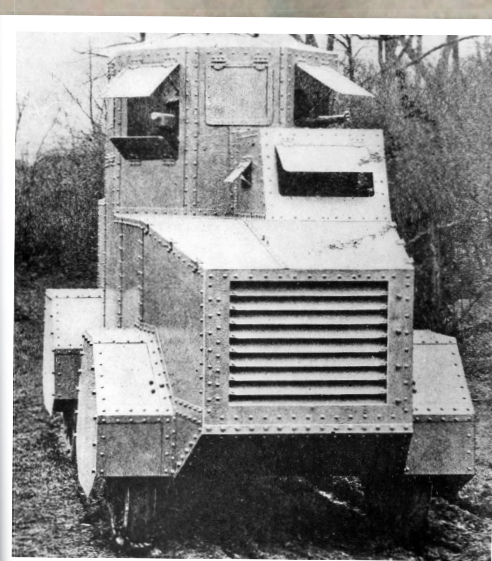
THE THOMAS B. JEFFERY CO. Main Office and Works: Kenosha, Wis., U.S.A.
Temporary European Address: Savoy Hotel, London.

Photo: General 4242.



Above: Another armoured Quad built in the States which looks very similar to the original design, although again we have no detailed information.

Right: A postcard of the Quad apparently sent to the Mexican border in 1916. A double turreted vehicle quite evidently with four-wheel steering.



Above: Another early Quad, this time with a fixed superstructure with apertures for Colt machine guns, but a car about which we have no other information.

CANADIAN QUADS

The most numerous and best known armoured versions of the Jeffery-Quad, however, are those supplied to Canada in 1915. These are sometimes referred to as Russell armoured cars because the armour was fitted by the Russell Motor Car Company of Toronto for Sir John Eaton in 1915. Some sources say 40 armoured cars were built, others give 42. Sir John was a wealthy department store owner in Toronto and among other things, during the war he raised and financed the Eaton Motor Machine Gun Battery which was shipped to Britain in 1916. As it turned out the Canadian military authorities did not want them so all the armoured cars along with a rather swish Russell-Knight scout car were dumped in a compound at Bulford Camp on Salisbury Plain in the hope that somebody would want them one day. Unarmoured Jeffery-Quad trucks had been supplied to the Royal Navy although they appear to have lost interest in them half way through the war, perhaps they were considered too complicated.

In 1916 the armoured cars were visited by John Douglas-Scott-Montagu, 2nd Baron Montagu or Lord Montagu of Beaulieu. He was Inspector of Motor Vehicles for the Army in India and was back in Britain after surviving the sinking of the SS Persia in the Mediterranean in December 1915. He had been travelling back to India with his secretary and mistress Eleanor Thornton who was drowned in the sinking. One of the reasons for his first visit to England early in 1915 was to find out why the British Government had reneged on a



promise to supply India with a dozen Rolls-Royce armoured cars (the Government decided the cars were more urgently needed nearer home) and on his second visit the Canadian Government offered to hand over the Jeffery-Quad armoured cars if they would do instead. At Bulford, Lord Montagu looked over the vehicles and decided that although they were not ideal they were probably all he was going to get, and accepted. He was also able to acquire all the spare parts accumulated by the

so only the other 20 would now be going to India. To begin with the government in India decided that the new armoured cars should be sent to support Indian Army units in Mesopotamia but then rejected this idea in favour of shipping them direct to India instead. Sixteen finally arrived, the other four and all the spare parts being lost on the SS Shirala as already mentioned.

Very little is known about the cars that went to Ireland. One very poor quality photo survives but that is all – it is a subject that requires some research, if anyone is interested.

The immediate fate of 15 of the

cars that arrived in India is known, however. They were issued in groups of three to the 4th, 5th, 7th 8th and 10th Armoured Motor Batteries of the Army, the 16th may have gone to their training centre at Ahmednagar but the lack of spare parts meant that many had to be cannibalised from other vehicles so that the number of operational cars soon diminished. Some Jeffery-Quads were certainly used during the Third Afghan War of 1919, although who was operating them is not clear. In October 1921 10th Armoured

“As it turned out the Canadian military authorities did not want them.”

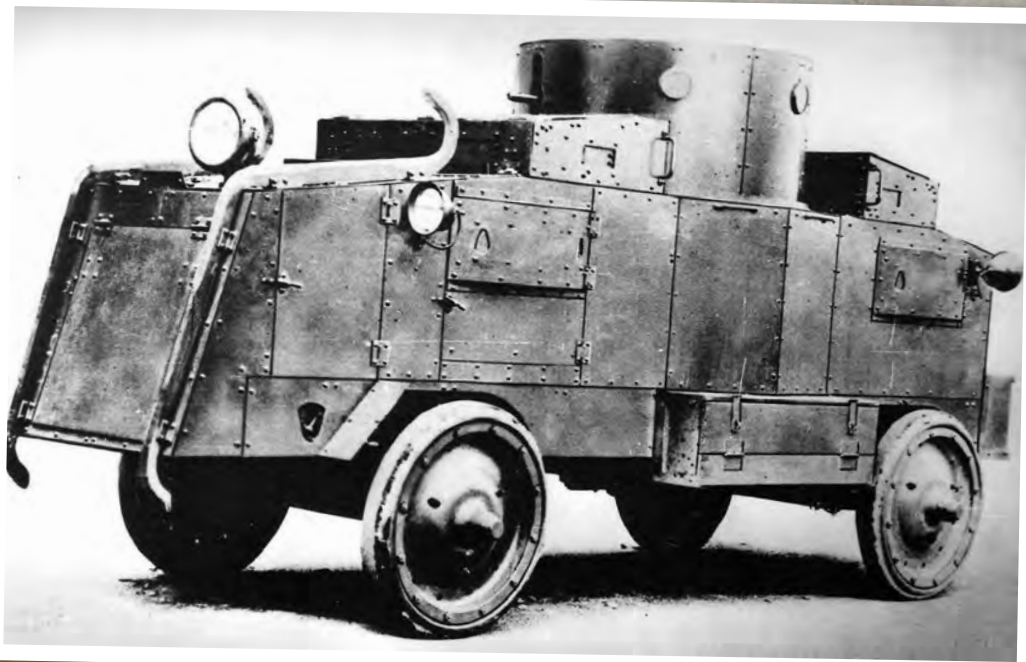
Royal Navy for its Jeffery-Quads in store at Shorncliffe. It is said that the cars were prepared for service in India by Hubbard Brothers of Basingstoke, to Lord Montagu’s design, although what this involved is not clear.

NEEDED CLOSER TO HOME

At this point the British Army stepped in and announced it wanted 20 of the cars (some sources say 22) for internal security duties in Ireland where they went in August 1917,

Car Company, Tank Corps which had come from Bovington and first been issued with Ford T pick-up trucks had taken over three Armoured Motor Batteries, the 5th, 7th and 16th of the old 10th Armoured Motor Brigade along with what remained of 13th Armoured Motor Battery. Between them they had operated most of the surviving Jeffery-Quads which were now inherited by 10th ACC. At the same time 8th Armoured Car Company, Tank Corps was allotted the three Quads originally issued to 10th Armoured Motor Brigade which were now languishing at Ferozopore from where they had to be collected. Of these three only one was in running condition and at various times on the journey to Lahore had to tow the other two.

In 1925 the remaining Quads were all sold off, by now all being considered wrecks and rapidly becoming redundant. The Quads in Ireland went even earlier than that, by 1919 apparently, when they were replaced by Peerless armoured cars (CMV August 2011) by which time the Quads are said to have been falling to bits. In India they were being replaced by more modern Crossleys (CMV July 2013) and although the lorries remained in service with the United States Army for a few years yet, latterly known as Nash-Quads (Nash acquired Jeffery in 1916) – no more armoured cars were built.



A posed picture of a Russell armoured car, using the Jeffery-Quad chassis, with a central turret and driving cabs at both ends.

LATER RIVAL

It might be a good idea to mention the three hefty looking armoured cars built for the 1st Motor Battery, New York National Guard in 1916. Since none of them has survived

this seems as good a place as any to tell their story.

The idea is attributed to Captain Harry G Montgomery of the New York National Guard and his idea might be said to be the

Below: Possibly in a town square in England, a fleet of Russell armoured cars perhaps on a training run. If anyone can identify the location would they please let us know.





Above: Russell armoured cars for service in Ireland, rather over-manned one feels.

diametric opposite of the Jeffery-Quad. That is instead of coming up with three or four designs of armoured hull to fit the one Jeffery chassis, Montgomery's idea involved coming up with a standard type of armoured car body that could be modified to fit different makes of chassis. With support from the US Steel General Trust Company and Redmond and Company bankers, both of New York City, Montgomery wanted to build his armoured cars and then present them to the War Department, complete with crews. But the US Army would not accept

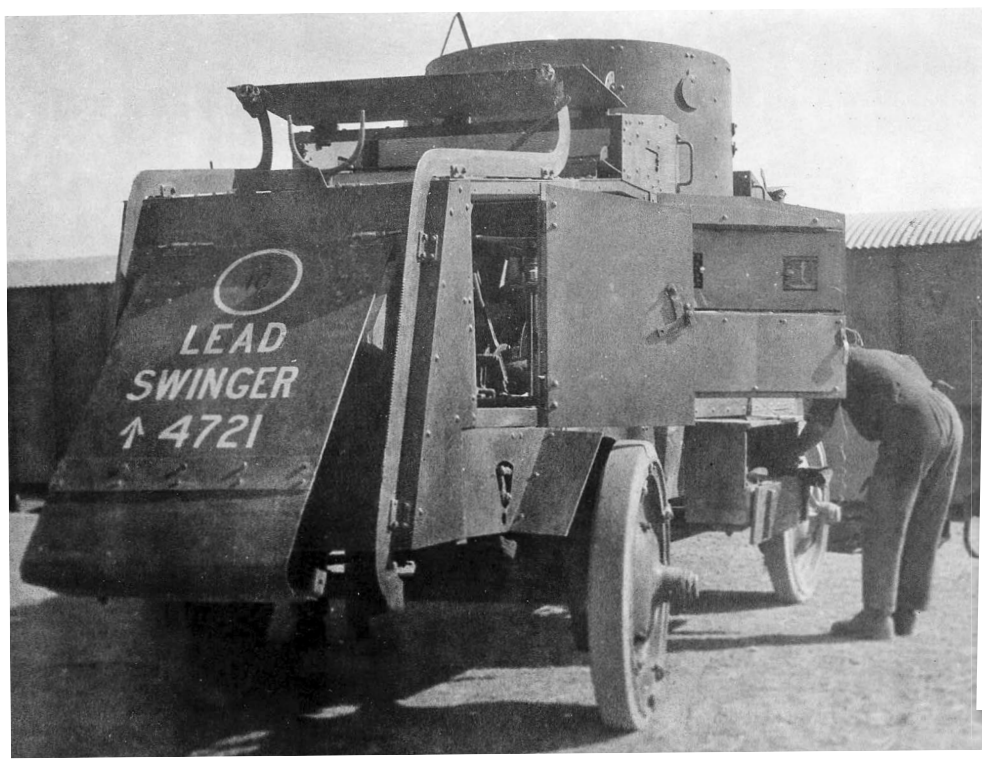
them mainly, it seems, because their crews were not prepared to transfer from the National Guard to the regular army. So in the end only Captain Montgomery himself made the change.

“Very little is known about the cars that went to Ireland.”

The prototype armoured hull was fitted to the chassis of a Mack (International Motor Company) two-tonner. Fully covered with 5mm thick plate it weighed in the region of 4 tons. The armour, which is open

at the top, was very heavily riveted. There was a single hinged door at the back, three sliding loopholes on each side, hinged visor plates in front of the driver and a hinged plate above his head which is described as a ventilator. The car carried two Colt machine-guns, each behind its own shield, fitted on either side along with a Gray and Davis ten inch spotlight mounted on the right side. In addition to a regular crew of driver, co-driver and two machine-gunners the car could carry up to five troopers. Armour for the three cars is said to have been supplied by the Carnegie Steel Corporation, and they all look a lot bigger and heavier than they actually were.

Although all three armoured cars are described as identical there are in fact a number of detail differences. On the White, which used a 1.5 ton truck chassis these are not easy to spot although this vehicle lacks the two machine gun mountings. On the Locomobile, which is said to have been built on a big six-cylinder car chassis rather than a truck (which would be a Riker in



‘Lead Swinger’ was an apt name for a Russell in India – there was always something going wrong.



A Russell in India, being delivered by rail. Probably the safest way to ensure it reached its destination.

any case) the most obvious difference is that the front loophole in each side, which also provided a side view for the driver, is a bit lower than the other two, perhaps to conform with the height of the driver's seat. It carried no permanent machine-gun mountings either.

All three cars had variations in the radiator cooling arrangements at the front, finally settling on a panel of armour plate with four or five horizontal slots. One source claims that these could be covered by sliding louvres although these are not easy to detect. All three cars are said to have gone to the Mexican border in 1916 although this appears to have been their only warlike act. Apart from that they took part in a number of parades through New York City and in War Bond sales events. While at least two of the cars are known to have taken part in a parade on Fifth Avenue in October 1917 which had as its main attraction the British female Mark IV tank HMLS Britannia.

As a result of the disagreement with the regular army, the First Motor Battery was disbanded in November 1917 although the armoured cars seem to have lingered on for a few years. All three were photographed in March 1920, looking as rugged as ever and the three of them were seen participating in some sort of manoeuvre that same year, although in aid of what is not clear.

Right: The Mack armoured car on the 2 ton model AC chassis.

Below: The three armoured cars of the New York National Guard with the Mack in the centre, identified by its two machine gun mountings. The Locomobile is on the left and the White on the right, a bit behind the other two.



During the Third Afghan War of 1919, Russells were used to knock holes in walls to create embrasures for field guns.





PUT TO GOOD USE

Les Freathy goes through his photo archives to reveal how some REME M9 half-tracks were used in post-war Britain



During WW2 the British Army received large quantities of American built half-tracks, the vast majority being built by the International Harvester group (IHC). These vehicles were designated the M5 and M9 and were employed in a number of roles but mainly for the transport of infantry in support of armour.

The end of the war did not see the end of the half-track in British Army service. Although large numbers were sold as surplus, enough of the better maintained vehicles were refurbished and continued in the role as infantry transport until the introduction of the wheeled 6x6 Alvis Saracen APC and the tracked FV 432, both of which had the added advantage

Left: An International half-track in very early bronze green livery. This standard infantry vehicle dates from 1950.

Left: This interesting conversion I have down as a Signals vehicle until I can obtain some positive identification. Of interest are the additional frame and stowage box above the windscreen. The railings around the top of the body and the extending cover above the side mounted racks are also unusual.
Right: A most bizarre role for a post-war half-track. Here a half-track serves as a prime mover for a 2-ton four-wheel trailer platform loaded with a motor launch and operated by the Royal Engineers.

of overhead protection for crew and passengers. The role of the half-track at this stage was not terminated but changed and numbers were employed by the Royal Signals with both the soft tops and custom built superstructures built by REME workshops. A small number were also used for towing artillery, the last I can remember observing as a lad being troop towing 17 pounder anti-tank guns leaving the ranges at Lydd camp in around 1955.

FITTER FOR PURPOSE

Probably the best known conversion and the longest serving half-tracks were the REME M9 fitters vehicles fitted with front mounted lifting jibs to allow the removal and refitting of engines and components in armoured vehicles amongst other repair roles – and it is this vehicle that forms the basis of this article. Two types existed; the early model was a simple one-piece tubular rigid design frame with five cross support members mounted on the front bumper which wrapped around the winch. From the front-mounted winch the cable ran up the frame and over a central pulley wheel. Support for the frame whilst in operation came from two cables connected to each side of the jib sides and running back to fitments mounted just forward of the windscreen corners. Being a rigid frame the whole unit would be pulled back over the bonnet and laid across the superstructure. This, of course, added to the overall travel height of the vehicle – the height depending on whether the halftrack featured a soft top



Above: Here you can see the early tubular frame jib from a different angle. This one is in operation in Germany (BAOR). Repairs appear to be the order of the day on this Centurion. Note the extensive camouflage draped over the half-track's superstructure. Below: This photo shows the early tubular steel frame design in operation with its wire supports fixed to brackets welded to the rear of the bonnet sides. This image to my knowledge was taken in Aden and shows the replacing of a Centurion MBT power pack.





Above: This shows the closed down frame and the mounting brackets.

Right: This fitters vehicle 35YT29 was photographed in the UK and features the later model jib with folding centre. It is seen here in the travel position and has an additional spotlight mounted under the front bumper and a chore horse generator visible on the front wing.



or a higher built superstructure. A number of the soft top models did have the tilt frames raised to allow the crew better manoeuvrability within the body.

frame were constructed of channel girder with two main support legs bolted to the front bumper. At approximately 6-8ft along the stay the top section was able to fold

the windscreen, a box design support was welded centrally on the bonnet top. During operational use the winch first pulled the top frame over into a locked position ready

GETTING THE LOW DOWN

It was not long before a much improved design was tested and approved, this being of a more complicated arrangement. This model was hinged in the centre of the jib to reduce overall height when the vehicle was in travelling order. The components of the

“The better maintained vehicles were refurbished and continued in the role as infantry transport.”

rearward over the bonnet as per the earlier model, only this time on a horizontal plane as apposed to being angled upwards. To prevent the apex of the jib contacting

for use. Most images of the later model show the vehicle with high metal sheet superstructures with side racks and a side-mounted spare wheel. That said, all were basically of the same design but various differing features were to be seen stemming presumably from crew



A more sophisticated superstructure has been fitted to this half-track with roof railings to accommodate extra crew stowage. The chore horse generator can clearly be observed in this image.



Again a detailed image of the jib here in its extended position. Note the pulley wheel and guides on the sub frame and support cables now running back to brackets welded just behind the cab doors.

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Above: Another image from Germany with a different design superstructure. This one is minus its jib. It is interesting to note the spare wheel has been mounted further back than normal. Fitters vehicles are known to have towed the 1-ton trailer but this one has a WW2 10cwt GS trailer in tow.



Left: A better image of the camouflage vehicle which appears to be minus many fittings. It was probably robbed to keep vehicles still serving in running order. One has to wonder where they all ended up after the sale.

instructions to various workshops and, of course, from additions added in the field. The half-tracks were employed for many

years from the early 1950s even after the introduction of the full tracked FV 432 which was equipped with a hydraulic crane able to

reach the greater lifting heights required on later and heavier main battle tanks. Whilst in service the fitters vehicles were often seen towing Sankey-built 1-ton single axle trailers which would be loaded more often than not with a replacement power pack for stranded armoured vehicles. 

Below: If only! Five half-tracks seen at a Ruddington auction in the mid-1960s. Two are fitters vehicles with very different superstructures the closest being of a rather crude construction. The sand/green camouflage half-track has had its jib removed.





Above and below: During the early days of military vehicle preservation a number of the REME half-tracks were restored and shown at rallies but of late very little has been seen of these vehicles. This is a very early restoration by the REME museum and is seen outside the old museum building in the late 1960s.



This one still survives but I believe it to be in a sorry state at Headcorn Aerodrome in Kent. When this image was taken it was in good working order acting as an aircraft crash rescue vehicle.



Right: Another early restoration of a soft top with folding jib seen here at Warnham War Museum in Sussex in the early 1970s.

Below: Another image from Ruddington, this half-track looks to be in excellent condition with the metal sheet superstructure covered in a canvas tilt.





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CHASING BAN

Tim Gosling traces the evolution of the US Heavy Aviation truck



Photographed at the Army Cars Auction the Heavy Aviation looked remarkably complete except for the missing front bumper and the replica wooden bodywork.

With war waging many thousands of miles away in Europe, the US wrestled with the idea of motorisation. There was a very strong isolationist argument saying that the United States should not get involved in any foreign wars and even if there was an invasion the best way to move an army to counter it would be by train and then use horses for the movement of guns and supplies from the railhead. Although there were some visionaries who had identified the value of motor transport, wholesale expansion into the use of trucks had been slow and by the start of 1916 the US Army had just 370 trucks in service.

This rather optimistic plan which would reduce the need for any more trucks lasted right up until 9 March 1916 when the Mexican bandit Pancho Villa and his men attacked the town of Columbus in New Mexico murdering eight US soldiers and ten civilians. General Pershing was put in charge of a punitive expedition to chase down the bandit and bring him to justice. The terrain was very difficult for horses and the Mexican Government understandably unhappy about a foreign

army operating in its country prevented the expedition from using the railways. General Pershing ordered the immediate purchase of commercial trucks to help overcome the logistics problem. These came from a variety of different manufacturers and in most cases were delivered directly from the factory without having been tested by the army. This was perhaps the least of General Pershing's concerns as most of the drivers were completely inexperienced with these trucks or with their operation in

such dreadful terrain. Just five months after Pancho Villa crossed the border and into the town of Columbus, the number of trucks in US Army service had nearly trebled to 1050, but comprised 128 different makes and models. As the Americans crossed back over the border into New Mexico they left many of their trucks behind. The lack of standardisation created a spare parts shortage which was keenly felt by those tasked with keeping the trucks running in such hostile terrain. Many trucks were irreparable and had to be abandoned when the campaign ended.

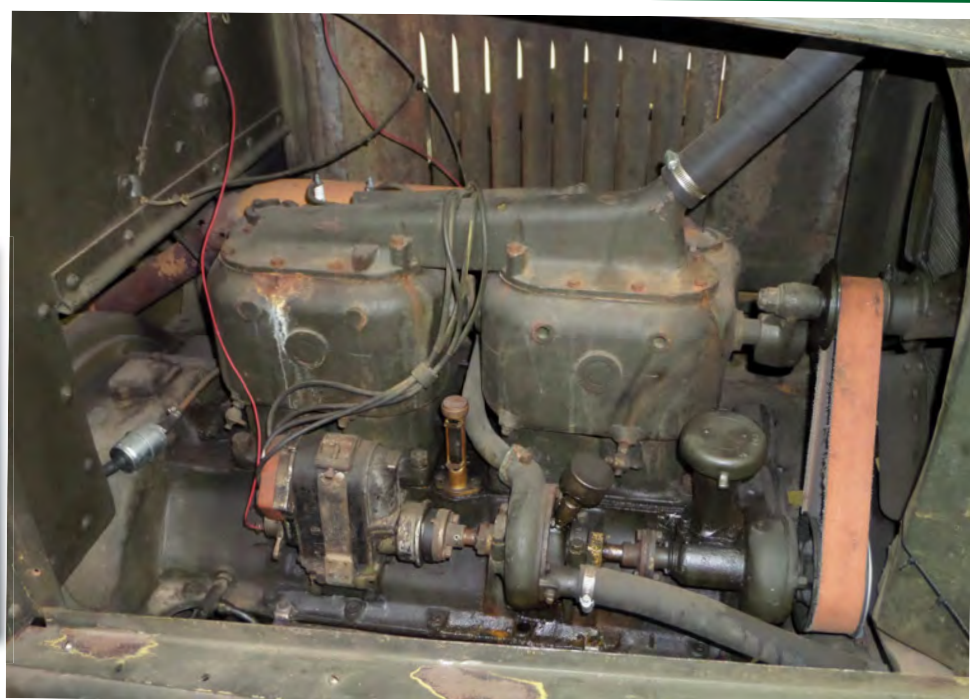
GREAT WAR

The United States declared war on Germany on 6 April 1917. This was hardly a surprise to many in the military and a programme of motorisation had already commenced.

DITS



The missing wooden floor in the cab must make it a little awkward to drive. The controls are quite conventional but instead of an accelerator pedal it has a sprung metal lever which the driver has to push to the right with the side of his boot.



Hand cranking the 5719cc engine is not a task for the faint hearted. To make matters easier the magneto was fitted with an impulse coupling which 'winds up' in order to create a greater spark.

In 1916 the US Quartermaster Corps had been assigned the task of supplying all mechanical and horse drawn transport for the army with the exception of 'specialist vehicles'. Despite this, the different Corps of the US Army (Engineers, Ordnance, Medical, Quartermaster and Signal) all acted independently and purchased their own types of motor transport under the auspices that it was of a 'specialist' nature. The concept behind this was good in as much as it allowed for the purchase of vehicles to meet specific requirements unique to that Corps, but the end result was an exceptionally diverse fleet of vehicles. A figure which is often quoted is that during its time in Europe the US Army used 294 different makes and models of vehicles. One

of these vehicles that was procured in large numbers directly by the Signal Corps was the Heavy Aviation. It is questionable as to whether it was indeed a specialist vehicle or whether the Signal Corps was flexing its muscles and acting independently from Quartermaster Corps interference.

The US Army Signal Corps was created in

renamed the Air Service, United States Army.

Equipped with eight Curtiss JN3 aircraft and supported by ten Jeffery trucks, one car and six motorcycles the 1st Aero Squadron travelled to the border to join General Pershing's search for Pancho Villa. The aeroplanes were not a great success and suffered badly from the heat. The propellers

had to be removed when not in use and stored in a humid environment to stop the glue which held them together from melting. The exposed

ring gear on the four wheel drive Jeffery trucks wore badly in the dusty conditions and many of them broke down. Due to the poor equipment the Aviation Section had little opportunity to achieve what had been hoped for it, but in August 1916

"During its time in Europe the US Army used 294 different makes and models of vehicles."

1860 with the aeronautical division (which had the responsibility of operating powered military aircraft) being formed in 1907. It was renamed the Aviation Section of the US Army Signal Corps on 18 July 1914, this name lasting until May 1918 when it was



Above: One of the first trucks used by the Aviation Section of the Signal Corps was this four-wheel drive Jeffery workshop truck. The rather primitive open ring gear drive mechanism of the Jeffery suffered very badly in the dusty conditions and many had to be abandoned. Left: Photographed in October 1918 at Beauchamps this Heavy Aviation is towing a stuck British-built Dennis out of a ditch.



it got a significant boost when it received \$13 million from Congress followed by a further \$640 million in July 1917. This would not just be spent on

the purchase of new aircraft but also in establishing a comprehensive support arm of equipment including purpose built mechanical transport.

MADE TO MEASURE

Dissatisfied with the commercial trucks that were available, the Air Service commissioned the manufacture of two trucks to their own design using proprietary parts from different manufacturers. Both models would look similar, with the 1½-ton version being known as the Light Aviation which looked like a scaled down version of the 3-5-ton Heavy Aviation. The most obvious difference between the two was that the Light had pneumatic tyres while the Heavy had solid tyres. Both versions of the truck had the letters AS (Aviation Section) cast into the top tank of the radiator and drilled into the side of the cab resulting in them regularly being referred to as AS trucks.

The well-known engine manufacturer Continental supplied the four-cylinder engines, with the Heavy having a 5719cc Model E4 and the Light having a 4621 cc Model C2. The Edward G Budd Manufacturing Company made the metal body and the Budd Wheel Corporation the cast disc wheels. It seems the firm could not keep up with demand though as wooden spoke wheels were also used.

Due to fears about sabotage the assembly of these trucks was split between several companies and by November 1918 the Michigan-based General Motor Truck Co, Paige Motor Car Co, Republic Motor Truck Co and Denby Motor Truck Co had built 1888, 480, 354 and 488 Light Aviation trucks respectively. But of all these just 1829 made it to Europe. Similarly, the construction of the Heavy Aviation was split between the United Motors Co, Federal Motor Truck Co, Kelly Springfield Motor Truck Co, Standard Motor Truck Co and Velie Motors Corporation who built 188, 1000, 1725, 186 and 700 trucks respectively of which 2110 made it to France before the end of the war.



Most of the Heavy Aviation trucks which arrived in France were fitted with the standardised B Type body which was fitted to most 3-ton trucks. Just visible on the front wheel is the oval wheel maker's plate Budd. Like most trucks of this type it has been fitted with a large single spot light on the scuttle.



Built at the Moline (Illinois) factory of the Velie Motor Corp is this very fresh looking Heavy Aviation. It has been clearly labelled Air Service on the chassis, the bonnet, the door and the cab giving the impression that there was a concern of it being misappropriated.

Left: Unusually, this Heavy Aviation has been fitted with a hydraulic tipper body. The ram located behind the cab has two cables running to metal spurs on each side of the body in order to give it a stable lift. The driver can even release the tailgate without getting out of the cab!



Built in Springfield Ohio by the Kelly Springfield Corp this Heavy Aviation is undergoing testing with 25,000lb of concrete and metal springs on the back. No wonder it appears to be sinking into the mud.

SURVIVORS

You would think that with so many being built there would be a good number of survivors in preservation but sadly this is far from the truth and only a handful survive today. The first example I was made aware of featured in *Wheels and Tracks* magazine back in the 1980s when a photograph appeared of a Heavy Aviation standing outside a factory outlet in Nevada looking rather forlorn. I can confirm that nearly 35 years later it is in exactly the same position, probably because while looking complete the engine and gearbox are missing. All is not lost, however, as



Above: Not easily identifiable as such is this completely dismantled Light Aviation which is being prepared for shipment to Europe in a crate. The parts have been labelled for the benefit of the photographer. Below: This Heavy Aviation has a couple of design differences from the other examples, having wooden spoke wheels as opposed to discs and a rather primitive cab roof which is held up by four metal poles as opposed to the more common 'pram iron' roof.





Above: Another example built by Kelly Springfield. It clearly shows the letters 'AS' drilled into the side of the cab to help prevent it being misappropriated. A problem more commonly associated with Jeeps and GMC trucks in WW2.



The only lighting, the paraffin side lamps made by Adlake, look rather incongruous on such a large truck. The metal body is another product of Budd, but is a non-tipping version which would require emptying by hand.

a recently discovered Heavy Aviation in Virginia has an engine and gearbox although not much else. Possibly these two could be mated together to make a complete example? With the Americans disposing of

most of their trucks in France at the end of the war, unsurprisingly most of the survivors remain there although there seems to have been little desire to restore them. There are a couple of exceptions, of course, one of

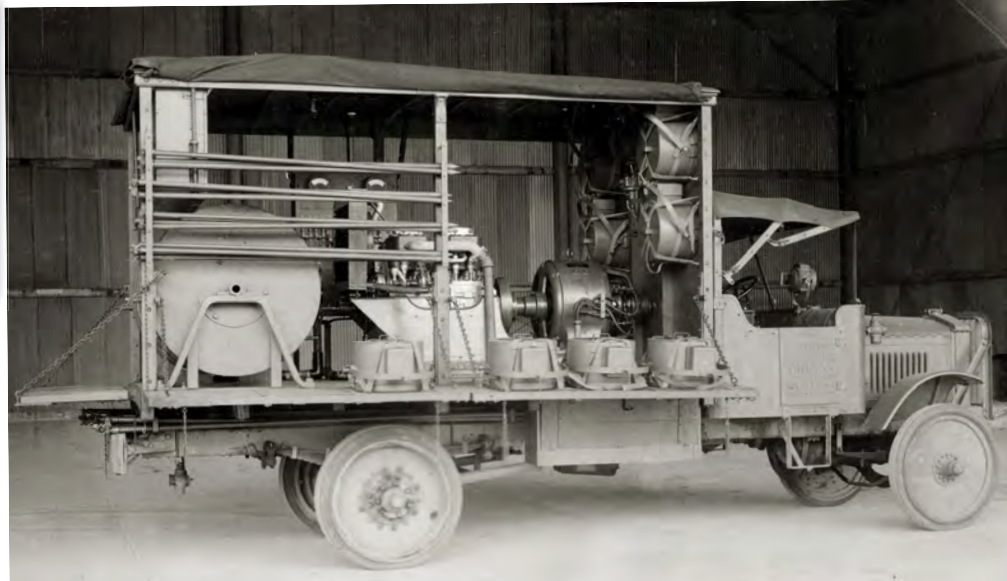


A freshly un-crated Heavy Aviation is being reassembled after having arrived in France after its long journey across the Atlantic.

which was recently recovered from a quarry and is receiving a full ground up restoration while the other, seen on page 50, was sold at the Army Cars Auction in Holland. Whoever the new owner is I do hope that they take the opportunity to show this incredibly rare and unusual vehicle. (Auction photos courtesy of Hanno Spoelstra).



Above: The Heavy Aviation made an ideal platform for the specialist equipment required by the Air Service. This example is a field lighting set but another specific requirement by the Air Service was for mobile dark rooms to develop aerial photographs. **Right:** With the side screens rolled up and the sides folded down it can be seen how this truck was used to carry an engine, generator and two large drums of cable in order to power the 12 enormous lamps for airfield illumination.



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TANKFEST 2016

John Norris reports for CMV on the ultimate annual treat for tank enthusiasts



Above: A new lease of life has been given to the CVR(T) range. Right: Marilyn Monroe lookalike, Marina Mae, in a post-war French-built Hotchkiss Jeep.

This year's Tankfest, held in the grounds of the Tank Museum over the weekend of 25-26 June, proved a bigger success than usual with tickets quickly selling out in advance for Saturday's entertainment. And given the star-studded line-up, it's easy to understand why.

The display of Sherman tanks this time included the M4A2E8 'Fury', M4A2 'Lucy Sue' and the M4A1 'Old Phyllis', which joined with the museum's Tiger tank to reassemble as the cast of the 2014 film *Fury* starring Brad Pitt. Many of the other

vehicles have also made appearances in other features and documentaries and also photographed for many books. Unlike human film stars, these celebrities do not preen and pose.

The doors opened at 9am each day which

allowed one to get orientated and have a general look to see what was scheduled in the programme. Then, at 10.35am each day's programme of displays began with Shock and Awe, featuring a trio of Leopard 1 tanks rumbling around the

Below: High speed and heavy firepower made the Jackal effective as a reconnaissance vehicle in Afghanistan.





Above: The Jackal was used in Afghanistan. Left: Huge in size but essential for keeping things moving on the battlefield. Below: The Scimitar 2 uses the turret from a standard Scimitar fitted to a Spartan CVR(T).



arena to demonstrate speed and mobility. As an opening, it had the desired effect of grabbing everyone's attention. Including this opening display, the programme featured an impressive 11 separate set-piece presentations.

STILL IN SERVICE

The morning arena displays showed the vehicles currently in service with the British

Right: Titan unfolding its bridge which can span gaps up to 24 metres. Below: Titan making easy work of earth bank obstacle.

Army and some of those which have been recently retired from frontline service. This included the Scimitar 2, Warrior 513 and 510 versions, along with the Terrier, Trojan, Titan, AS90 SPG and the Challenger 2. They were all put through their paces, which included the Terrier armoured digger in service

with the Royal Engineers, digging up part of the main arena and removing concrete obstacles. The Titan bridge-layer, also used by the REs, deployed its bridging equipment, which thrilled the crowds by its immense size. Meanwhile, other vehicles were speeding around to demonstrate mobility.





Above: The Terrier is currently in service with the Royal Engineers. **Right:** The Terrier can cope with most things on the battlefield. **Top:** The Terrier making light work of concrete obstacles.

The Warrior sped around the arena and after a few laps came to a halt. The rear door opened and a section of infantry emerged and, using battlefield tactics, mounted an attack against a target. It was one of those surprises which Tankfest is known for and keeps quiet about until the actual display. Then, when the action starts, it grabs the attention. The demonstration was under controlled conditions, but it showed how soldiers are trained and the tactics they may be called on to use one day

if deployed into an operational area.

This set the scene and pace of programme of displays in the main arena. The morning part of the programme closed with a display showing the evolution of the tank from the Great War and comparing it to the Challenger 2 which is currently in service. The early tank was actually the replica Mk IV 'Male' from the 2012 film *War Horse* which was built for the production using facilities provided by the Tank Museum.

STAR APPEARANCE

CMV regular David Fletcher arrived in the arena in grand style, riding in a Rolls-Royce armoured car, and from the back of the vehicle he described the evolution of the tank.

A short break in the programme allowed the museum staff to make last minute preparations for the afternoon's displays, which picked up the story of the tank with Chieftain and Challenger tanks to show what was being used during the Cold War period.

Left: The Challenger Armoured Repair & Recovery Vehicle; CRARRV can easily recover Challenger 2. **Below:** The CRARRV seen head on showing its powerful size.





Top, above and left: Challenger 2 with latest in camouflage covering. Top left: The Stormer CVR(T) with Starstreak anti-aircraft missiles.

In total there were 11 parts to the daily programme amounting to more than four hours of continuous displays by tanks and other AFVs. As soon as one vehicle left the arena another entered to take its place and keep up the action.

With its unique collection of tanks and AFVs from around the world the Tank Museum is able to present a truly International display of vehicles. China,

Below: The Warrior recovery vehicle.

Russia, America, Germany and Sweden were all represented, spanning a period of almost 80 years. The familiar and the not-so-familiar all line up to satisfy all interests. Even if they have been seen before, there is always something new to be noticed. A couple of the familiar types, such as the Matilda II and Churchill, were conspicuous

by their absence, due to servicing and maintenance, but there was plenty of others to more than compensate.

EYES ON THE TIGER

The Cold War vehicles included a mobility section entitled East versus West and included a Type 72 and Chinese-built Norinco Type 59 compared to the American-built M60 and the M110A1 SPG. This last vehicle is technically artillery, but it served





Above: The Warrior APC is currently in service with the British Army. Left: Looking remarkably authentic for a replica. Top: Comparing old and new to show what 100 years of development achieved.

the purpose and no one was going to complain. However, for all this diversity it is always the vehicles from WW2 which people come along to see with the real show

stopper being the Tiger tank. The Tiger had starred in the 2014 film *Fury* and here it was along with its co-stars the three M4 Sherman tanks; 'Lucy Sue',

'Old Phyllis', and 'Fury' itself, together in the arena. The story of how the museum's Tiger was captured is well-known to enthusiasts, but to the general public at large it is not

Right: The M16 half-track armed with quadruple .50in calibre machine guns. Below: CMV's David Fletcher in the Rolls-Royce armoured car.



Left: The Saladin armoured car always looks good. Below: The Daimler Dingo is a popular vehicle with owners and modellers alike.





Above: The South African Buffel was an APC used on reconnaissance patrols in the bush. Right: The T-72 is a relic of the Cold War, but still in service.



so familiar. So, for their benefit the grand finale battle was a recreation of how it was captured. Obviously the actual action could not be recreated, but a good representation showed something of the story.

Tiger tanks were sent to the North Africa theatre of operations between November 1942 and March 1943, with the Bovington Tiger being among some of the last of the type to arrive. It was given the unit

numbering 131 and served with 504 Schwere Heeres Panzerabteilung (army heavy tank battalion) which tells us that it served with Three Platoon of Number One Company of that battalion. It was deployed in action on 21 April 1943 at Medjez-el-Bab where it engaged three Churchill tanks of No.4 Troop, A Squadron of the 48th Royal Tank Regiment. It was a fierce exchange of fire during which the Tiger was hit, but

destroyed one of the Churchills. One of the remaining Churchills made a chance hit on the underside of the barrel of the 88mm gun, the shell ricocheted off to jam in the space between the hull and the turret thereby disabling it.

With the turret jammed the crew abandoned the vehicle and left it intact on the battlefield. The British Army consolidated the area and the knocked out Tiger was recovered from the battlefield by 104 Army Tank Workshops of the Royal Electrical and Mechanical Engineers and the 25th Tank Brigade Workshops of the REME. It was



Above: The unusual Malkara version of the Humber Pig with anti-tank missiles. Left: It's hard to believe the tiny Matilda I saw service during the Dunkirk campaign in 1940. Below: The M110A1 SPG with 155mm gun puts in a good appearance.





Above: The eponymous 'Fury' which starred in the film of the same name. **Top right:** The Kettenkrad served with the German Army in Europe, Russia and Italy. **Right:** The Valentine was used in all theatres of the war, including Russia and North Africa, and over 7000 were built.



taken back to Tunis on 24 May 1943, having only been in the theatre of operations for barely two months. On 2 June the prime minister Winston Churchill and Anthony Eden inspected the captured tank. On 18 June King George VI visited the area and took a keen interest in the Tiger. It was

then decided to take it back to Britain as an exhibit where it was displayed briefly at Horse Guards Parade in London.

After the programme the Tiger display was the perfect way to end a perfect show. We at CMV would like to extend our gratitude to all the staff at the Tank Museum for their

assistance and support which made our visit so rewarding. The museum has a full programme of other events throughout the year and the date for next year's show has been released as being the 24-25 June 2017. Full details of all these events and others news can be found on the website at: www.tankmuseum.org.



Above: The Comet was a late-comer to the war but continued to serve afterwards and saw service in Korea. **Above right:** The Comet is now a familiar sight at Tankfest. **Below:** The M18 Hellcat Tank destroyer with its unit emblem and motto on the hull; 'Seek, Strike, Destroy'.





Above: Over 70 years old and still going strong, the Tiger looks good. Left: The Tiger is always an impressive sight. Below: The Panzer III was the mainstay of the armoured units being used in Europe, Russia, Italy and North Africa.



Right: Big and small, vehicles are the stars of Tankfest and attract large crowds. Below: This version of an armoured Jeep is a replica of a design know to have been used in the war. Left: The Stuart Light Tank served in all theatres of the war from the Pacific to Europe.



COMING IN NEXT MONTH'S ISSUE...



Watch out for these exciting features in next month's issue, on sale 20 October 2016

FRENCH CONNECTION

John Norris spends a day with the French Army Re-enactment Group (FARG)

THE MIGHTY MATADOR

David Fletcher looks at the various armoured vehicles based on the AEC Matador chassis.

BEAVERETTE MK IV

Standard Motor Club historian Phil Homer gets offered an exclusive drive in a 1944 MK IV Standard Beaverette.

ON CONVOY!

We report from Armour and Embarkation 2016.



REGULAR FEATURES

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

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



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Expedition to Russia

Andy Thomas concludes his two-part series on the RAF in Russia in his study the RAF's 81 Squadron and their heroic exploits on the Eastern Front.

King of the Jebel

Steve Snelling brings us the story of Britain's 'Second Lawrence of Arabia', the daring and audacious commando leader, John Haselden, the man who found Rommel.

The Wasbies: Frontline Women

The often overlooked contribution of the Wasbies in Burma is explained by Anne Cuthbertson, who details their brave and dangerous efforts to keep British troops fed and watered.

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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

September

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

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, Croxton 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.chatham-militaria-fairs.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.chatham-militaria-fairs.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.chatham-militaria-fairs.co.uk

GHQ MILITARIA FAIRS

Date: Sun 18 Dec 2016

Location: The Maltings, Farnham, Surrey GU9 7QR

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

EVENTS 2017

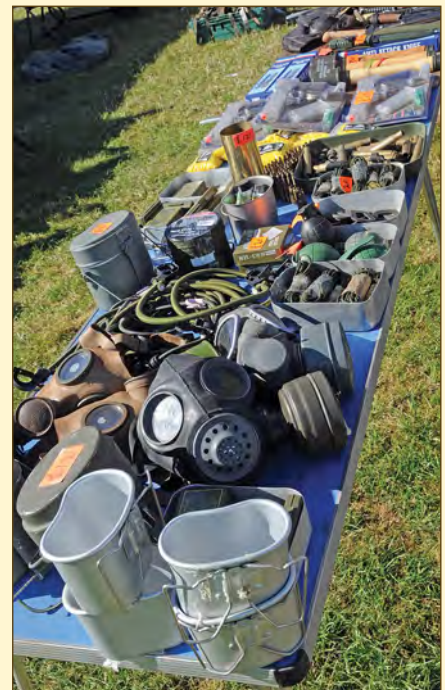
January

**CROYDON AIRPORT AVIATION & MILITARY
COLLECTORS FAIR**

Date: Sun 8 Jan 2017

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

Contact: David Sutton: 07973 885754, davidsutton16@aol.com



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A friend recently bemoaned the current price of Jeeps saying he had never paid more than £200 for one. I had to remind him that he bought his Jeeps in the late 1970s and he had recently sold his last Jeep for over £16,000. As well as having a good return on it, he had enjoyed a lot of fun with it. And that is actually most Jeep owners incentive for buying – not the investability but the fun factor.

In those heady days there were just a few specialists who stocked parts for Jeeps, notably Metamet in London. The uber charming Mr Churlew would take great delight in emptying our wallets, gleefully

telling us “You simply cannot get these any more,” as he plonked boxed NOS parts on the counter making it almost impossible to say no to the Jeep treasure that lay hidden within the mews.

Fast forward to the present day – a project Jeep costs around £5000 upwards and we have a whole industry to support the thousands of military Jeeps in private hands. Some NOS parts are still around but every component is available to keep our Jeeps rolling or to build one from scratch if you really wanted to. And, nice as they are, boxed original oil seals, brake rubbers and gaskets are best kept as souvenirs nowadays. They were never intended to last,

even in Cosmoline rust inhibitor, for 70 years and for this type you are better off buying good modern replacement parts for safety and reliability. We have all struggled to free a rotor arm from its original packaging to find it's already pitted with rust. In addition to the well known replacement parts from the MD Juan range, which have improved in recent years as manufacturing techniques have evolved, modern manufacture Seal Tested parts are starting to appear again thanks to Gustave Desmet in Belgium (www.desmetjeep.com) who has bought the rights to the name.

IF THE PRICE IS RIGHT

We see a wide differential in the price and perceived value of Jeeps across the board. It's easy to think a Jeep is a Jeep and split them into two distinct categories – wartime and Hotchkiss. For many, a Hotchkiss that has, with some detail modifications, been painted to look like a wartime Jeep, is perfectly acceptable and certainly as much fun. And to be honest there would be far fewer Jeeps still around if Hotchkiss had never made them under licence. The flood of Hotchkiss Jeeps sold off by the French government stopped in 2009. Arguably better with its 24V electrics, the M201 can be a close competitor for the real thing and



Hotchkiss M201 – unchanged since the French Army had them; looks good value at £9995.



At £21,000 this accessorised Jeep looks straight but may not appeal to the purist.



This 1941 Ford GP is one for the true believer at a very reasonable £22,000 – note how uncluttered it is.



Modern replacement brake parts from Jays Jeeps should be a safer bet than 70 year-old rubber seals.



Above and left: At £5000 this '42 Ford Script sold quickly – a viable project.

we see periods of prices approaching parity from time to time.

With far fewer project Jeeps now coming onto the market, the majority of what we now see for sale are older restorations – and some of those have had several full restorations – so in some cases much of the originality is lost.

For Jeep purists, their hunt for the right Jeep involves the provable date of delivery, matching chassis and engine. This, of course, is a challenge as so many Jeeps from Europe have been rebuilt several times during their military service. Jeeps found in the USA do seem to have a greater chance of matching numbers as they haven't been through the post-war rebuild programme at Maltournée in France – which resulted

in the biggest mix up of Jeep units you could imagine.

Some aficionados want a slat grille Jeep, or a Ford or Willys Script body. Some prefer a Jeep within a range of chassis numbers, to reflect particular changes or production features. The purist certainly wants a clean,

“The purist certainly wants a clean, aesthetically pleasing Jeep with as many original parts as possible.”

aesthetically pleasing Jeep with as many original parts as possible, unspoilt by over accessorising which, of course, includes the increasingly popular canvas shovel covers, mirror covers and spare wheel covers which I absolutely defy anybody to find a period photo of – as far as I am aware they never existed in WW2 or even afterwards!

WORTHWHILE INVESTMENT?

We all know the wartime Jeep in its wartime or Hotchkiss form, is the most iconic military vehicle of all time but it is also one of the most practical to own. You can fit it into the smallest garage and depending on your marital situation and the size of the doors get it into your house. And it is, of course, affordable to own, run and maintain.

With prices generally between £5000 (for a project) and £18,000 does it still represent a wise investment? Well, that depends on what you paid for it, what you spent on it and ultimately what you sell it for. But those who bought reasonable Jeeps at under £10,000 a few years ago, should see them fetching upwards of £15,000 now. Put the same money in the bank for six years and you won't even notice the increase.

WHAT ADDS VALUE TO YOUR JEEP

- Matching numbers and still having an original body can make a tangible difference.
- Attention to the mechanical aspects as well as the appearance.
- Good quality and correct paint finish with minimum markings.
- Good quality canvas throughout.
- Attention to detail.
- A current MoT. Although unfortunately this is no longer obligatory in the UK, an MoT certificate shows that the owner is keeping his/her Jeep to a safe standard.

WHAT REDUCES VALUE AND MAKES IT HARDER TO SELL

- Flags, bunting and every accessory you can possibly fit onto it. Experience shows that if you offer a Jeep for sale with all

the clutter removed, it gets a better response. You'll be able to sell it all separately.

- Bad choice of stencils – there are now more Jeeps marked up as *Band of Brothers* than the entire 101st Airborne had in 1944. Other units fought in WW2.
- Metric nuts and bolts.
- Varga girls and slogans painted on the body. Not everyone likes these, they were fairly rare in WW2 – even the US Army had a fair degree of discipline and decorating Jeeps was not allowed. Those that were decorated were normally just outline drawings or slogans in either chalk or white paint. The troops even in the rear echelons simply didn't have suitable paint. Several sellers have told us that a prospective buyer was put off by his wife taking exception to a scantily clad lady plastered on the windscreen surround, resulting in a no-sale.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES:			
					LOW	HIGH	AVERAGE	TREND
SOFT-SKIN VEHICLES								
AM General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£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	£5000	£3500	▲
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4500	£4750	£4625	–
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£7000	£8200	£7600	▼
Dodge WC54 ambulance	USA	1942	3770cc; 6; petrol	26,000	£9500	£13,250	£13,100	–
Dodge WC55-WC58 command	USA	1942	3770cc; 6; petrol	37,000	£14,000	£21,000	£19,500	▲
Dodge WC62, WC63, WC64	USA	1942	3770cc; 6; petrol	43,000	£7000	£9500	£8305	▼
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£4200	£8500	£6140	▼
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£5000	£9615	£6197	–
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£9950	£14,000	£11,486	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£5995	£8995	£7872	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£14,995	£21,000	£17,299	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	–	£3995	£7000	£5399	▲
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Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£10,000	£10,000	£10,000	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£3000	£4995	£3326	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£9200	£10,000	£9600	▲
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Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£15,000	£21,500	£18,166	▲
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Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£14,000	£27,750	£17,750	▼
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£12,500	£15,000	£13,750	▼
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Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£9000	£14,500	£11,750	▼
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¼-ton (for WW2 Jeep)	–	–	–	–	£850	£1100	£985	▼
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* 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.

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US Army maintenance units were a canny lot and experts in ingenuity when it came to arming their Jeeps. There was no set pattern but instead 'in-the-field' modifications led to metal plates being added to protect the driver and passenger as well as the vehicle itself. Lots of archive photos exist of them during the Battle of the Bulge in the winter of 1944. Fascinatingly, similarly primitive looking armour was added to CJ3B Jeeps when serving in Vietnam several decades later. This one has the usual .50 cal machine gun and handy stowage bustle for crew kit at the back.



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