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ISSUE 152
JANUARY 2014

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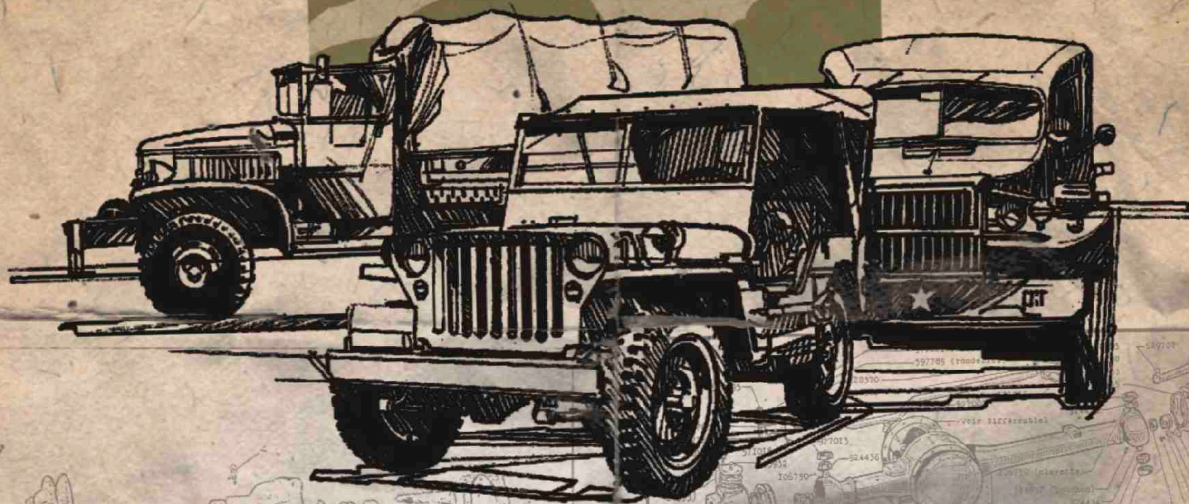
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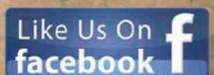
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prepares the engine for a test run and gets the
ACRT looking like a Land Rover again by fitting
more of the bodywork.

30 A MAN ON A MISSION

★ COVER STORY ★

Glynn Beresford has made it his mission
to collect one of every 15cwt early-WW2
aeroscreen-fitted British WW2 vehicle.
Scott Smith went to take a look at his latest
restoration, a 1940 Morris-Commercial CS8.

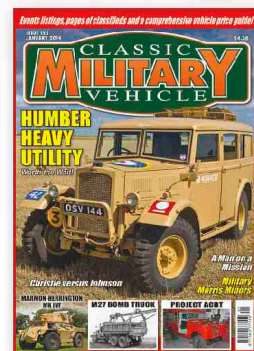


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Chris Morter's beautifully
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Photograph by John
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OPENING SHOT

HILLMAN MINX RAF STAFF CAR

Chris Morter, whose Humber Heavy Utility is this month's cover feature (see page 42), purchased this 1945 Hillman Minx when he was just 17. It is a genuine military specification vehicle that was employed by the RAF and is now marked as a vehicle belonging to 3 (Bomber) Group stationed at RAF Mildenhall.

Photograph by John Blackman





NEWS & REVIEW



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



Despatches



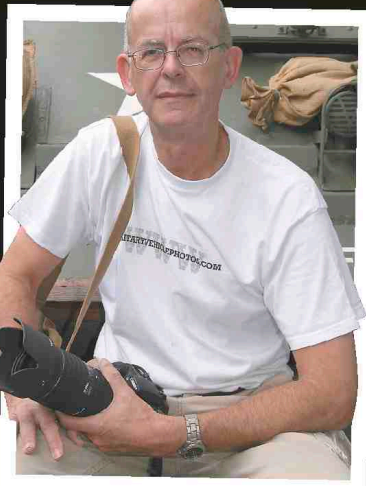
The letter I recently got from a young reader (see page 15) asking about the relative investment value of a range of popular military vehicles set me thinking. You can see my answer – or the best answer I could give to a difficult question in the space available – which in a nutshell was to not get too bogged down with the investment aspect but to start with something manageable on which he would gain knowledge and experience.

You may or may not agree, or you might think I was dodging the question. But you have to consider that if you buy a fully restored vehicle at the top of the market, your investment will take a lot longer to appreciate than it would have done had you bought a project vehicle and added value yourself by restoring it. Presuming, that is, you have the skills to do so. Hence my point about gaining knowledge and experience.

This month's cover feature, Chris Morter's Humber, is a fine example, and Rick Wedlock's Cromwell that was featured last month is probably an even better one. Chris and Rick both bought 'sow's ears' and turned them into 'silk purses', upping their value considerably. It would be a gross exaggeration to use the phrase

'wrecks to riches' when discussing such projects, but it does suggest that the best advice that ambitious young readers can be given is to pick up the practical skills that will enable them to add value to whatever it is they choose to buy. And, of course, to keep reading *CMV*!

John Blackman



DIGGING FOR CASH

You may never have heard of crowdfunding, but it is an alternative means of funding that allows individuals to put their projects and ideas forward in the hope of obtaining financial backing from other individuals rather than financial institutions.

It has become something of an internet phenomenon but we'd never heard of it being used in an MV-related context until now. The Dig For Victory Show, a forties-themed festival to be held in the summer of 2014 at the North Somerset Showground near Bristol, has turned to crowdfunding to find the £8000 needed to put the show on.

Using the UK's largest crowdfunding network, Crowdfunder, show organiser James Shropland makes an eloquent case for his vision to provide his local community with an affordable, family-orientated weekend event to explore, as he puts it, 'this turbulent yet thought-provoking period in our recent history'.

You may recall that it was James together with the Invicta Military-Vehicle Preservation Society (IMPS) that were responsible for Tyntesfield WW2 Weekend (see September 2013's *CMV*). They have outgrown that site, hence the move and the need for extra funds.

It's an innovative approach and we wish James and IMPS the very best of luck. If you want to make a pledge, go to the Dig for Victory Show crowdfunding webpage at www.crowdfunder.co.uk/dig-for-victory-show/.

JEEPERS!

If you've ever wondered what *CMV*'s palatial accommodation looks like... well, keep wondering. This isn't it, unfortunately. Trust me when I say that reality is best kept under wraps.

This desk, modelled on a WW2 Willys, recently appeared on a well-known auction site with a starting price of \$1800 and a 'buy now' price of \$2400. If your reaction to that information involved a sharp intake of breathe, you are not alone. It didn't sell.

The vendor's description says that it has a real grille, headlight buckets, blackout lights and dash plaque. The fenders are an exact copy and are made of wood. The hood is also an exact copy but made of metal.



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BATTLE BUS



To mark the centenary of WW1, the London Transport Museum is restoring one of the last surviving B-type buses to full working order and military livery. Once restored, the Battle Bus will act as the centrepiece for a programme of commemorative events and displays. It is hoped this will include a recreation of the journey made by these buses from London to the battlefields of France.

Over 1000 B-type buses were commandeered for transporting troops to and from the Western Front throughout the war. Despite the often extremely hazardous conditions, the buses were manned by civilian drivers and had only wooden boarding for protection and a coat of khaki paint for camouflage.

Please help the London Transport Museum tell the story of the unique contribution made by the Battle Buses and their brave drivers and mechanics. The project, which also includes a five-year community programme, is supported by the Heritage Lottery Fund and the London Transport Museum Friends. The Museum needs to raise a further £100,000 towards the restoration of the bus by August 2014.

To find out more about the project and to help the London Transport Museum get the Battle Bus back on the road, visit www.ltmuseum.co.uk/battlebus.

All photos copyright London Transport Museum/Transport for London.



K-SEAL HD

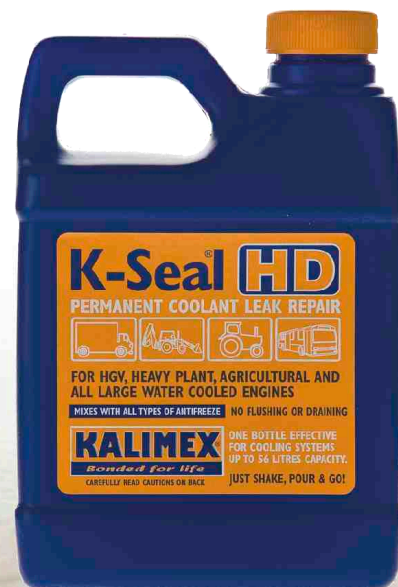
If you own a classic military vehicle, the thought of a leak in its head gasket, radiator, or block doesn't bear thinking about does it? It can lead to an expensive repair bill or the part itself may have to be replaced (if you can find a replacement that is). K-Seal HD is a one-step permanent repair product that could well be a low-cost alternative should your prized possession spring a leak.

K-Seal was launched 10 years ago with three million bottles being sold to date. There's the small size which is suitable for cooling systems of up to 20 litres capacity, and the HD version – exactly the same formula but double the size for heavy-duty engines with larger cooling systems.

The makers claim that one application of K-Seal can have your beauty back on the road within five minutes of the leak being diagnosed and, in the last 10 years, K-Seal has successfully sealed large and small leaks in thousands of heavy-duty vehicles. One driver wrote to the Kalimex team (the distributors of K-Seal) reporting that after just one application of K-Seal HD the nightmare radiator leak in his 7½-ton Iveco was fixed in seconds and several months later the lorry was still going strong.

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The team at Kalimex would like to hear from you at enquiries@kalimex.co.uk if you have used K-Seal on your military vehicle. To locate your nearest stockist please visit www.kseal.com or call 0800 7833717.



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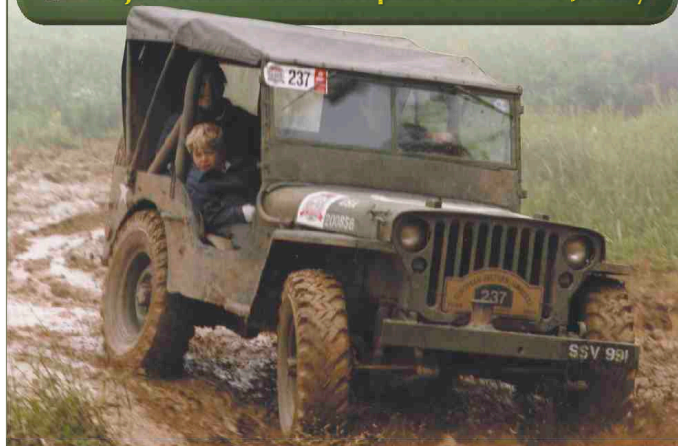
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BOOKS ROUND-UP

THE NEW YORK TIMES COMPLETE WORLD WAR II

Within this weighty volume of 600+ pages are more than 500 articles published by *The New York Times* between 1939 and 1945. If that were not enough, an accompanying DVD-ROM includes a further 98,367 articles so that the reader has available every single article published by that newspaper concerning the war – everything from Poland to VJ Day.

It is interesting to look back now with the benefit of hindsight to see how these events were portrayed at the time by a prestigious American publication. The book's editor, respected author and Professor of History at the University of Exeter, Richard Overy, has deftly selected historically important articles alongside which are others that are of less import but nonetheless telling of the times. For instance, next to a report on Chamberlain's 3 September 1939 address to the nation there is a snippet concerning the killing by London Zoo of its poisonous snakes and spiders lest an air raid free them.

The articles in the book include a selection of photos, whilst those on the DVD-ROM are text only, but searchable. This is a book which will probably end up, wrapped, beneath more than a few Christmas trees, and deservedly so.

The New York Times Complete World War II, editor Richard Overy. 2013, 9781579129446. Hardback; 312mm x 240mm, 612 pages; £26.95.

GAMA GOAT

The articulated twin-bodied Gama Goat was derived from a Swiss vehicle, the Meili Metrac, which came to the attention of the US Army after it appeared at the 1960 Geneva Motor Show. Following the testing of two prototypes licence-built by the Clark Equipment Co, the US military contracted Chance Vought to develop a similar vehicle incorporating an innovative articulated coupling invented by Roger Gamaunt (hence 'Gama' Goat) which transmitted the power between the vehicles two halves.

David Doyle has done his usual excellent job in compiling a collection of photos showing the peculiar machine's development and use in service, plus a host of detail shots taken of preserved examples.

Gama Goat, David Doyle. Squadron/Signal Publications, 2013, 9780897477369. Softback; 280mm x 210mm, 80 pages; £16.99.

PANZERKAMPFWAGEN T34-747(r)

The Soviet T-34 Tank as Beutepanzer and Panzeratrappe in German Wehrmacht Service 1941-45

As you might gather from the title, this is a T-34 book with a difference. While other Beutepanzers, or captured tanks, were relegated to hinterland policing and anti-partisan duties, the hundreds of T-34s that fell into German hands were put to good use supporting panzers in the medium tank and tank destroyer roles on the Eastern Front.

While this book traces the development of a tank that came as a nasty

shock to the Wehrmacht, its main thrust is to expose the little-known story of its use as a Beutepanzer with hundreds of rare photographs illustrating how the T34-747(r) – as it became in German service – was marked, modified and employed.

A sizeable part of the book is devoted to dummy training tanks, the 'Panzeratrappen' in the title. The T-34 made such an impact when it first appeared that a range of look-a-like dummies were created by the Wehrmacht which went on to play a major part in anti-tank training and the development of tactical doctrine. Again, this story is told via a collection of fascinating photographs, the majority of which are hitherto unpublished.

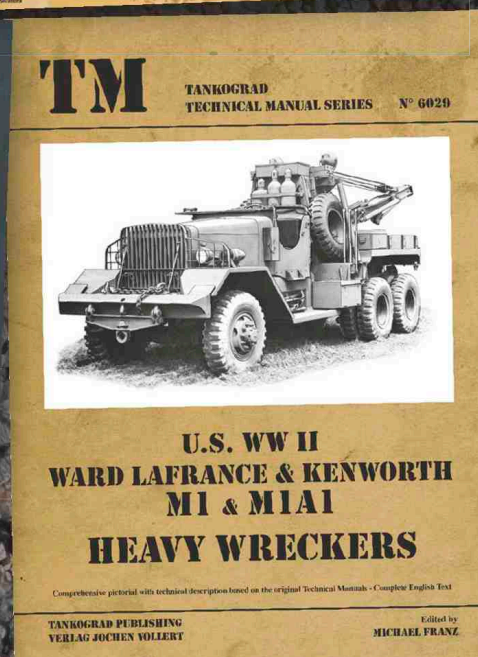
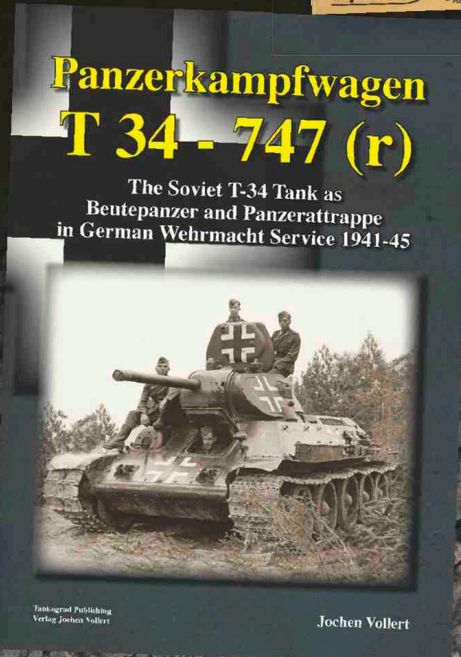
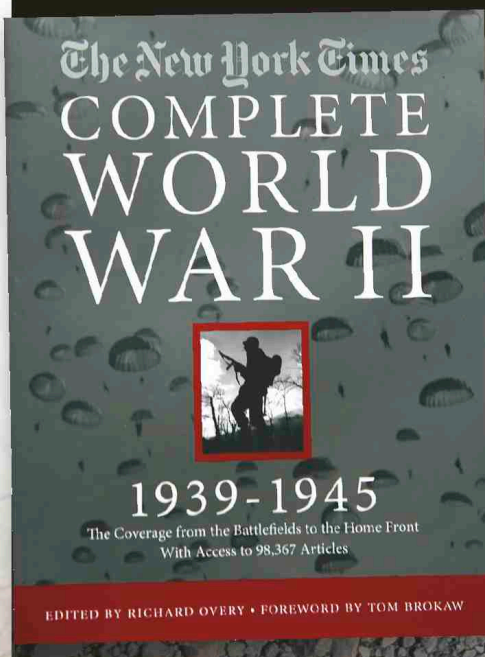
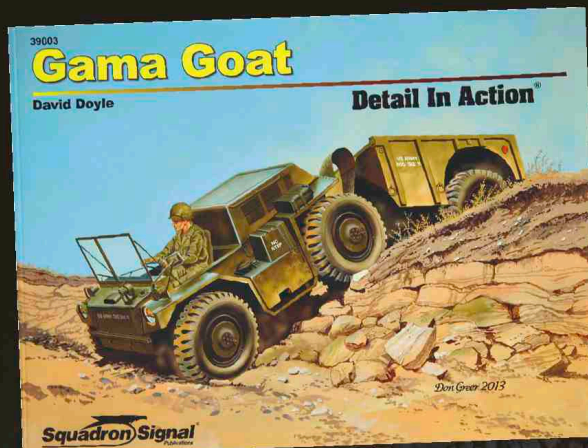
This book is, if I can use a French phrase to describe a book by a German author/publishing house about a Soviet tank, a veritable tour de force. Very good indeed.

Panzerkampfwagen T34-747(r), Jochen Vollert. Tankograd Publishing, 2013. Hardback; 305mm x 220mm, 328 pages; 49 euros plus postage direct from www.tankograd.com.

US WWII WARD LAFRANCE & KENWORTH M1 & M1A1 HEAVY WRECKERS

Another in Tankograd's excellent Technical Manuals Series which examines a popular vehicle on the rally scene. As well as describing the type's history and development, it explains the differences between the various models and delves into the appropriate technical manuals to illustrate the inner workings of both the basic vehicle and the lifting and winching equipment. Excellent as always.

US WWII Ward LaFrance & Kenworth M1 & M1A1 Heavy Wreckers, Michael Franz. Tankograd Publishing, 2013. Softback; 298mm x 210mm, 48 pages; 9.90 euros plus postage direct from www.tankograd.com.





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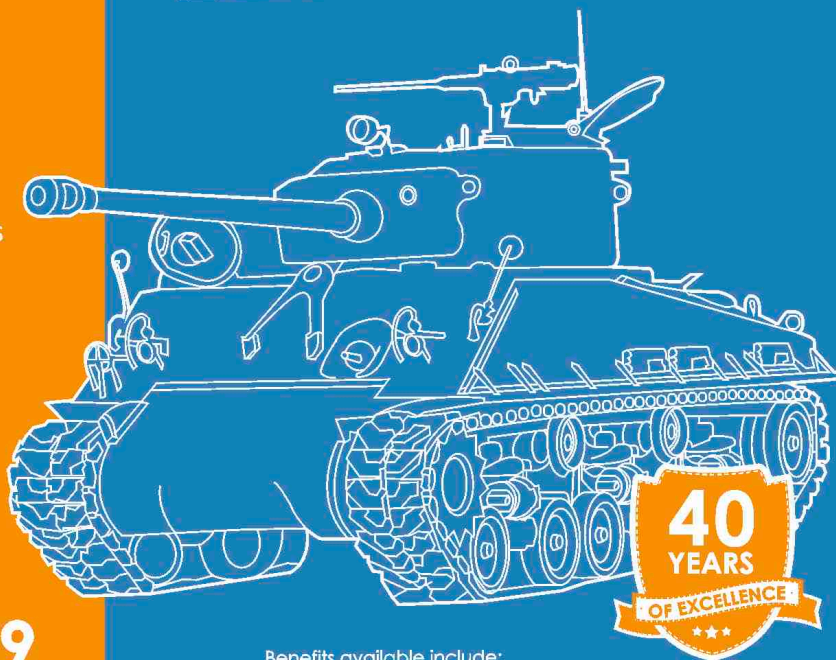
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COMING IN NEXT MONTH'S ISSUE...



Watch out for these exciting features in next month's action-packed, all-colour issue on sale 17 January 2014. Don't miss it!

IT'S A GAS!

John Blackman enthuses over the White 444T fuel tanker restored by Pierre Malvaux and Eddy Louis and briefly profiles the type.



THE CHURCHILL MK I AND MK II

The Churchill eventually made good, but had a difficult birth, as David Fletcher explains.

ARMY AIR CORPS CCKW VARIANTS

David Doyle profiles two more interesting 'Jimmy' types.

CANAL ZONE CALL UP

Les Freathy looks at photos taken by John Newton during his National Service in the Canal Zone.



OUT AND ABOUT WITH CMV

Show reports from our roving reporters – next month, The Victory Show and Tanks, Trucks and Firepower.

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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POST ROOM

We welcome readers' views, comments, corrections, criticisms and anecdotes...



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MRA1 NOTES



An MRA1 welding truck.

Just a few notes to follow up the Morris MRA1 article by Geoff Fletcher in the autumn issue. On page 63 he describes the welding plant and on page 64 he assumes the use of the stud welding plant. Fond memories are based on the Morris 1-tonner, 71BF63, which was mine for a time. The Murex generator was powered by a Ford V8 petrol engine, hand-crank started. From memory, the welding output was 150A, with a single operator.

The stud welding set that I was familiar with was the second-line REME workshop, Compton,

twin arc. It was a trolley-mounted welding plant which powered the automatic stud welder. The Compton unit was a three-phase fed unit, either from a 63A wall socket or a 27½-kVA Meadows generator set. It had the capability to run either two 400A arc welding sets or a single stud welding set up. The stud welding kit consisted of a timer relay unit and a hand-held chuck and trigger unit, about the size of a small electric drill.

The purpose of the kit was to 'automatically' weld threaded studs to steel plate, such as P-clip studs and FV432 coaxial aerial outlet studs. The threaded stud had a plain portion at the welding end, which was surrounded by a loose fitting disposable ceramic ferrule. The stud and ferrule were held by the gun chuck in contact with the steel plate surface. With the welder powered up, when the trigger was squeezed to initiate the welding sequence, the stud chuck was withdrawn a short distance inside the ceramic ferrule, an arc was struck for a timed period, and the stud was then driven into the melt pool by the gun.

As I recall, the arc for a 5/16in stud was about 1400A. Cooling of the weld took several seconds before the gun was removed and the ferrule broken away. Cylindrical tapped bosses could also be welded on, as in the Abbott 5W induction-loop mounting on the turret rear plate.

As for 71BF63, it was cast locally in Sharjah after losing an argument with the back end of a Leyland wrecker.

Roger Barnett; by e-mail

HALF-TRACK TALES

I am writing a story about a half-track and would like to get in contact with any veterans who lived and fought in them during WW2 or the family of veterans who have stories to pass on.

For instance, how did they cope with living in an open-topped fighting vehicle in the

snow of the Ardennes? Half-tracks in combat always look like they're overloaded; I have driven an M16 and considered it to be underpowered and that wasn't fully loaded with all the crew and ammo at the time. What were they like to drive with all the gear? Did the quad .50cal turret always start with

the flick of a switch even in sub-zero temperatures?

I've a host of questions of the type you would never get answers to except from a veteran. If anyone can help, please contact me by e-mail at greatpics@naturallightsapes.com.au.

Peter McNeill; by e-mail

KIWI CCW-353



Above: Photographed in Auckland in 1948.
Right: A CCW-353 carrying a generator set.



When the August issue of *CMV* arrived here in New Zealand I was particularly interested in the article on the GMC CCW-353 as New Zealand was the recipient of a fair number of these trucks which, as can be seen from the attached photos from Mark Priestley's collection, soldiered on for many years.

As well as the standard version of the truck, many were rebodied both here and in the Pacific as the requirement arose. There were a number converted for use as Bren Carrier Transporters. There was also a bathtub-style tipper built here as well as wooden-bodied workshop machinery trucks and binned stores trucks. I have also seen photos of a CCW-353 fitted with a LeRoi compressor and what may have been a CCW-353 tractor unit used in the Pacific by the RNZAF.

Dave Hardway; by e-mail



Pressure washing a Kiwi CCW-353.

A SPECIAL BREED

The September issue of *CMV* included a feature on the Wicksteed at War event, including a photo of Alec Bilney's GPA out for a swim. Sadly, this was our last splash as Alec died in early September. Like most vehicle men he left a legacy of vehicles, spare parts, and can-never-have-too-many-of-these items.

It has been a privilege to sort these out as he wished, but I want to record just how helpful Military Vehicle Trust, Heathrow Section, members have been at a difficult time for me, a passenger/navigator during years of events and rallies.

Military-vehicle men are a special breed, and in the past few weeks they have proved this on many occasions. I'd like to thank them all for their good wishes and practical help.

Carol Bilney; by e-mail

INVESTMENT POTENTIAL?

I'm 14 and look forward to your magazine each month and love to read the articles and classifieds.

Recently I have been looking at saving for a WW2 vehicle from this list: M8 Greyhound, M3 half-track, M5 Stuart, Dodge WC63, Chevrolet CMP C60L, Dodge WC54, the entire Diamond T series, Federal 94x43, Dodge WC12 and M25 Pacific. If you could give me some advice on what would be a sound investment in the next few years it would be much appreciated.

Again, love the magazine.

Will Simpkins; Dadbrook, Bucks

Ed: That's a long, comprehensive and ambitious list, Will. Conventional wisdom has it that WW2 tracked armour has proved to have been the best investment over the past decade or so. But would an M5 Stuart, for instance, make a good first vehicle? Even if you could save up enough to afford one, there are many other considerations, not the least of which are maintaining and housing it.

Collectors I have interviewed have tended to work their way up, so to speak, starting with less complex types like the Dodge WC-series and then trading up as their circumstances allow. Such vehicles may not have quite the investment potential as some of the more exotic types but the return you'll get in terms of knowledge and experience is incalculable.

Best of luck and keep reading *CMV*.

WHEN IS A MARMON A MARMON-HERRING

When it's a Mk IVF reconnaissance car, that's when. John Blackmore and takes a look at John Denney's example



John Denney's Mk IVF, a Marmon-Herrington that isn't.

While the Marmon-Herrington Mk IVF reconnaissance car owes little or nothing to the company whose name it bears, there is a kind of twisted logic behind the misnomer. In 1938 the South African government promoted the development of an indigenous armoured car with an order for two experimental types. This was increased to 22 when war broke out in September 1939 and, since South Africa had no automotive industry to speak of, the vehicle relied upon imported components and was based upon a Ford 3-ton truck chassis.

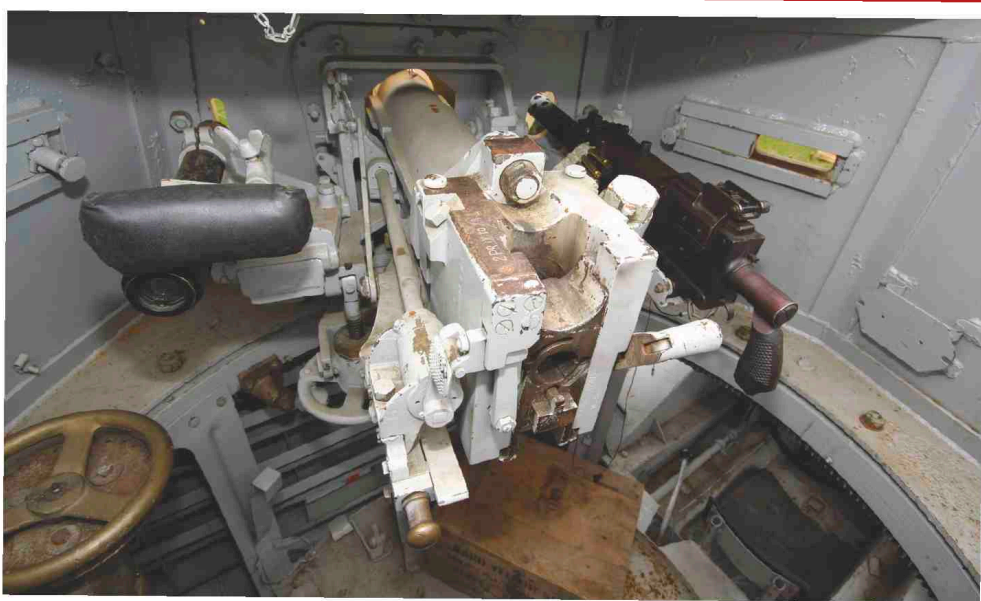
It initially emerged as a front-engined 4x2 known as the Mk I Reconnaissance Car SA. Only 113 were manufactured before the Mk II version arrived featuring four-wheel drive using components imported from Marmon-Herrington of Indianapolis. Fewer than 1000 of these were manufactured in 1940/1 before

the improved Mk III arrived with a shorter wheelbase but with the same front-engine configuration. The Mk III, of which 2630 were built, served in several theatres, particularly in North Africa as did the Mk II, but these early marks were both lightly armed and armoured; something more capable was needed.

The Marmon-Herrington Mk IV which entered production in March 1943 was the result of a complete rethink. For a start it dispensed with the conventional chassis of its predecessors and was of unitary construction with the all-welded hull giving the vehicle its strength and supporting the drivetrain and running gear. Although the Mk IV was powered by the same 85bhp Ford flathead V8 as other marks, the engine was moved to the rear. The standard armament was a two-pounder coupled with a .30cal Browning. An additional Browning could be mounted on the turret roof for anti-aircraft protection.

N-HERRINGTON NOT GTON?

an explains why



The Mk IVF was armed with a two-pounder and a .30cal machine gun. The hulls were manufactured by South African Iron and Steel Industrial Corp.

The Mk IV still used Marmon-Herrington four-wheel drive components but they became difficult to obtain, and when the British government placed an order for 1180 Mk IVs, the decision was taken to use instead similar parts taken from Canadian Ford F60L 3-ton trucks. Known as the Mk IVF (the 'F' for Ford, it has been suggested) and benefiting from that vehicle's 95bhp engine, it nevertheless seems to have retained the Marmon-Herrington association despite not having any of that company's components. The engine was mounted facing to the rear with the radiator between it and the turret. The main drive went to the front axle but the driver could engage the rear axle when four-wheel drive was required.

While the Mk IV and Mk IVF arrived too late to take part in the North African campaigns, they may well have served elsewhere with British and Commonwealth forces during WW2

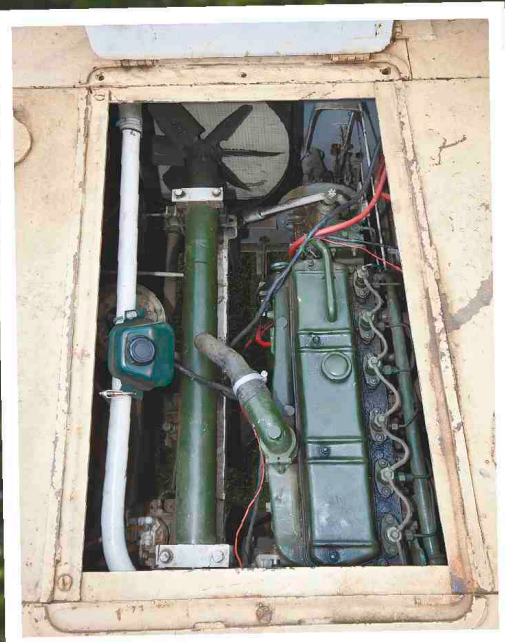
albeit not in the frontline. However, the Mk IVF at least was passed on to other armies post-war and was certainly used by both the Arab Legion and the Israelis in 1948, and the Cypriot National Guard as recently as July–August 1974 during the Turkish invasion of Cyprus. Indeed it is said that the Greek Army used several Mk IVFs well into the nineties. Which brings us neatly to John Denney's example which is, indeed, ex-Greek Army.

John's involvement with military vehicles started back in the mid-nineties with a Jeep. He then progressed to a White half-track – an M16 without the gun turret – which he campaigned for a few years before passing it to Stuart Gardner of Armouredgeddon in return for the Marmon-Herrington Mk IVF you see here. The Greek Army had replaced the original V8 petrol engine with a Perkins P6 diesel, but that had expired by the time the vehicle reached these shores, so Stuart Gardner



Right: Scorch marks and a wartime German flag draped over the hull are evidence of recent participation in a battle re-enactment.





Looking into the engine compartment from the rear one can see that the powerplant and gearbox are installed back to front. Note the drive to the fan.

sourced another from a generator set and installed it. 'There were a few issues lining the starter motor up with the flywheel,' says John, 'but we've sorted that out and it's fine now. I also rebuilt the brakes. The shoes were




The unusually good view from the Mk IVF's driving seat.

OK but I honed out the wheel cylinders and installed new seals plus I replaced the master cylinder with a post-war alternative.'

Although the original engine might have disappeared years ago, when the vehicle arrived in the UK it still had its wartime-dated run-flat tyres. They've since been replaced, you will be relieved to hear. 'I've fitted new tyres – with radials on the front – and it sits

good as gold on the road. It's not so capable in front-wheel drive when off-road on wet grass, however, because the wheels will just spin until you put it into four-wheel drive.'

Although there are other Mk IVs around – the Tank Museum has an ex-Cypriot National Guard example, for instance – it is a rare and unusual vehicle so lends itself, John finds, to being used as either friend or foe during battle re-enactments, hence the scorch marks on the hull and the wartime German flag draped over the hull. 



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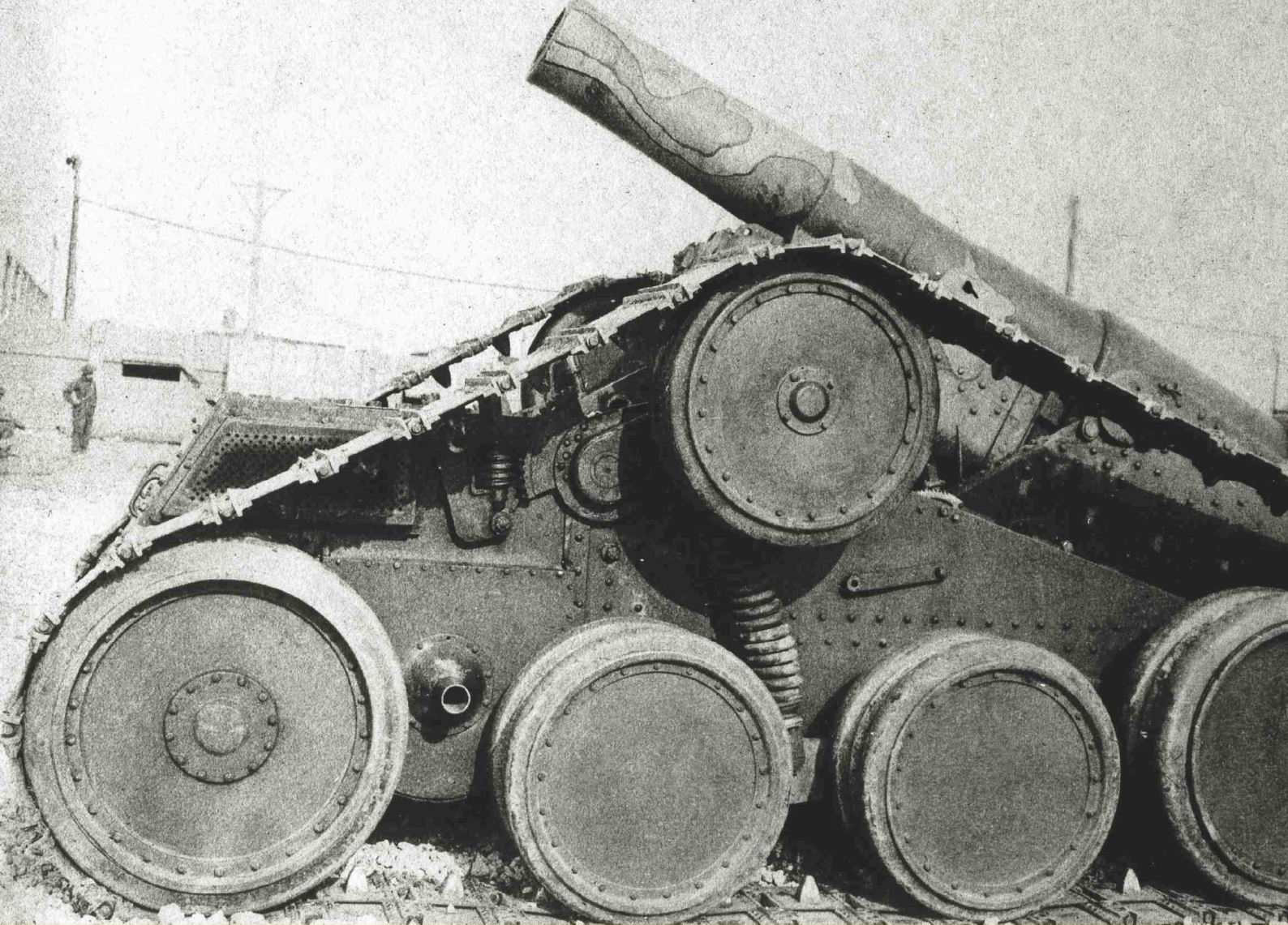


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CHRISTIE VERSUS JO

David Fletcher discusses and compares the work of two innovative

I have always been fascinated by the work of the British tank engineer Philip H Johnson and his American counterpart J Walter Christie. In the aftermath of the Great War both men were striving to produce fast, high-performance tanks which would break free from the slow, plodding leviathans hitherto fielded. Both men were testing new technology and engineering concepts and, perhaps not surprisingly, both men were of a very independent frame of mind – strong characters who did not always get on with their contemporaries.

But both men were operating in different countries on opposite sides of the Atlantic Ocean and there seems little chance that their ideas could have been compared directly, which one feels would have been the ultimate test. However, in a sense they were, not here but on the other side of the Atlantic, in the same place and roughly at the same time although not directly in competition with one another.

Johnson was famous in the British Army for developing a series of high-speed tanks based upon a suspension system that relied on flexible steel wire rope and springs – which on good days gave an excellent ride – and laterally flexible tracks also based around wire rope, which avoided all the usual problems associated with tracked vehicle steering such as skid turns and side thrust. But Johnson's period of tank design, which more or less

ended with the appearance of his Light Infantry Tank of November 1921, was coming to an end just as Walter Christie's was getting under way. And in all this time Johnson had never produced anything that the Army could actually use, only a series of innovative but troublesome prototypes.

The same might be said of J Walter Christie. He began his career in military vehicle design with a truck in 1916 which he adapted into a wheeled mount for an anti-aircraft gun in 1917. Then, in 1918, he came up with a design for a self-propelled mount for an 8in howitzer that ran on wheels when it could and tracks when it had to. It was an amazing looking thing with wheels everywhere, powered by one of Christie's own six-cylinder engines rated at 120bhp, giving the vehicle a top speed of 16mph (26km/h) – much too fast for that dignified old British weapon which had been designed to be hauled by horses.

The United States Artillery was in the throes of developing a range of self-propelled mounts for its various weapons, and Christie was in the thick of it. But the same could not be said to be true of the Tank Corps, which was about to be abolished anyway. However, the Tank Corps was also treated to a demonstration of the self-propelled howitzer at Camp Meade and, as a result, placed an order for one tank with Christie's firm.

It is said that Christie scrapped the self-propelled howitzer and incorporated some of the parts into the tank, which would be quite typical of him. Christie called his tank M1919, reflecting the date when the order was placed, but it was January 1921 before it was ready to leave the Hoboken factory and proceed to Aberdeen Proving Ground in Maryland for trials, by which time the US Tank Corps had been abolished and tank procurement put in the hands of the Infantry. The Christie tank was a relatively crude design, as one might expect, although at least it looked like a tank, with a fully-rotating turret. Indeed it was the first and last time Christie ever designed a tank with a turret, except on the rare occasions when he was obliged to for a customer.

Left: Christie's first wheel and track design, the self-propelled 8in howitzer built around 1918.

M1919 was powered by the same type of Christie six-cylinder engine, maybe indeed the same engine, as fitted to the howitzer motor carriage. It was mounted crosswise at the back driving the rear sprockets through a four-speed each-way gearbox to a rear drive sprocket on each side and probably steered by a simple clutch and brake mechanism. Of course, since it was designed also to run on wheels, the drive sprocket could not be equipped with teeth in the normal way but relied on enlarged guide horns on the tracks which engaged bars or rollers between the rims of the inner and outer drive sprockets on each side, a typical Christie feature. Towards the front of the hull was a large, two-man turret mounting a six-pounder gun and a coaxial machine gun, with another machine gun in an independently rotating cupola on top of that. The third crew member, the driver, was located centrally in front of the turret.

The four large-diameter wheels that comprised the drive sprockets and idlers were located at each end of the tank, and the front ones, the idlers, must have been steerable for running on wheels. None were sprung. The

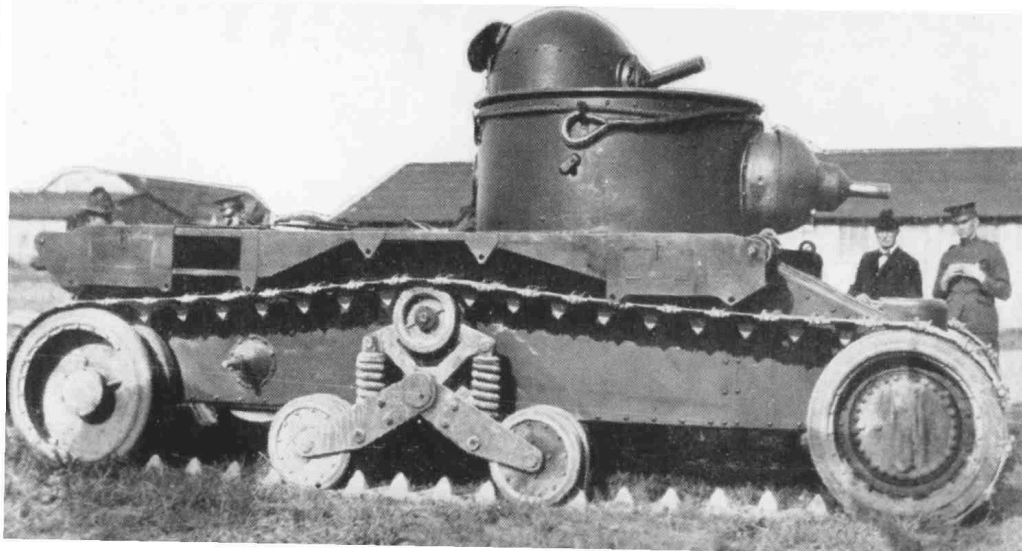
central bogie suspension unit on each side consisted of a pair of much smaller wheels on scissor-action swing arms and sprung by vertical coil springs with a single return roller at the top. This bogie unit could be manipulated by engine power so that it was capable of lifting the entire tank clear of the ground to facilitate the changeover from wheels to tracks or vice versa. The tank did a lot of its running on wheels, about 300 miles (480km), but only 74 miles (118km) on tracks. However it delivered a top speed of 13mph (21km/h) on wheels and only 7mph (11km/h) on tracks, which was not much of an improvement over an old Great War tank. Christie ended the trials in April 1921 and took the tank back to Hoboken for modifications which, as we shall see, were extensive.

Philip Johnson severed his connection with the British Army in March 1923, when his department was closed down and all work on the experimental tanks ceased. However he had already created his firm Roadless Traction which would, to some extent, pick up where the Department of Tank Design had left off, but with more concentration on civil use and

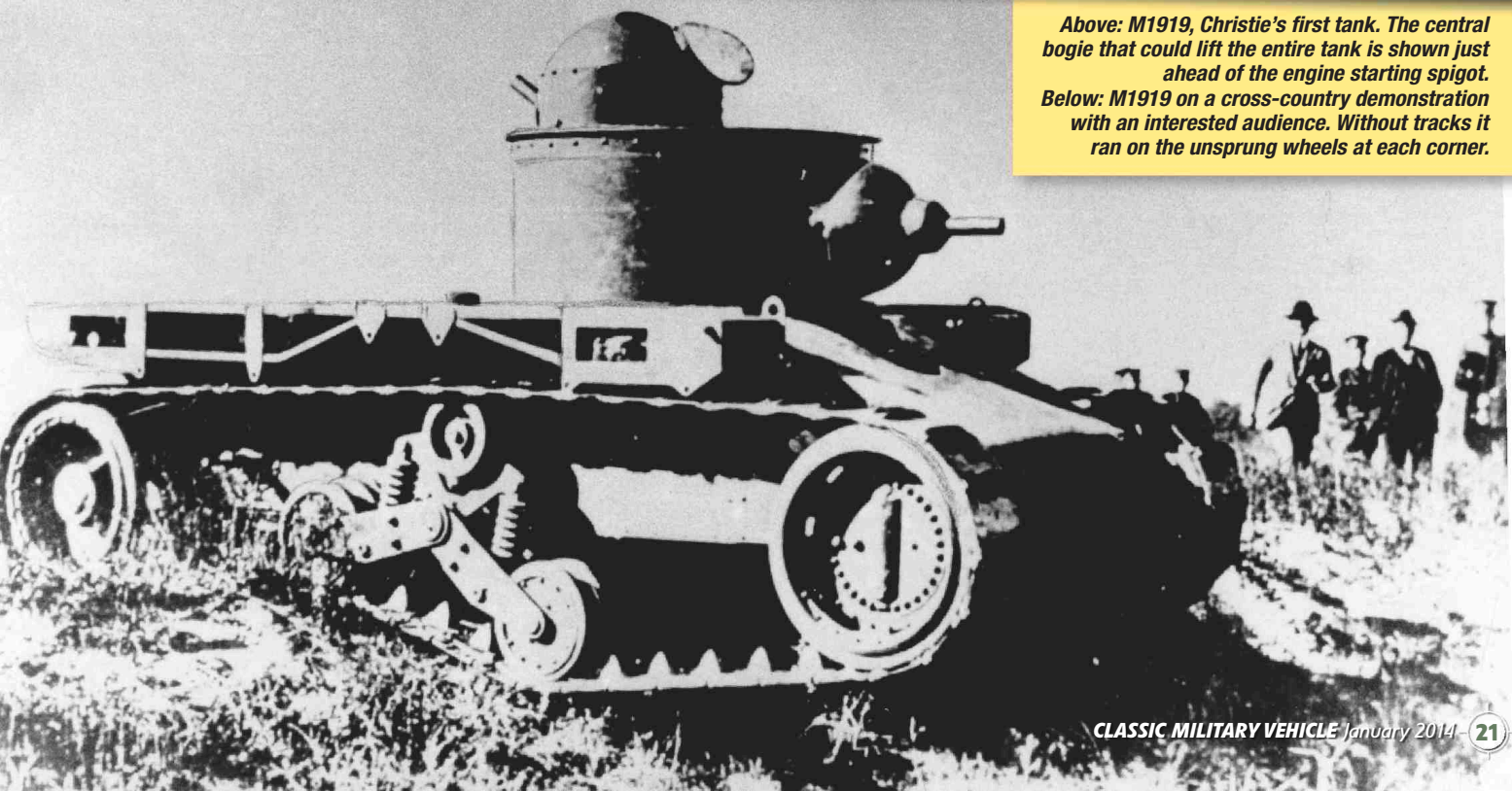


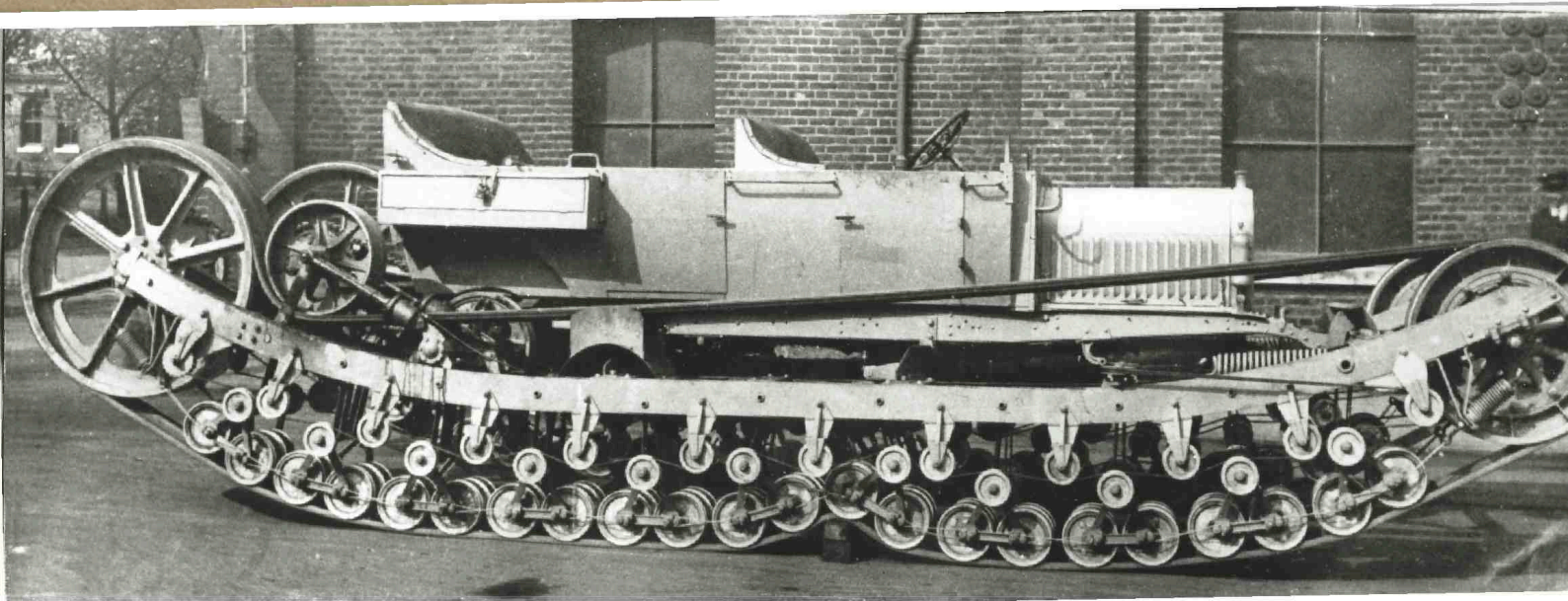
PHILIP JOHNSON

tank designers



Above: M1919, Christie's first tank. The central bogie that could lift the entire tank is shown just ahead of the engine starting spigot.
Below: M1919 on a cross-country demonstration with an interested audience. Without tracks it ran on the unsprung wheels at each corner.





Above: The rather striking modification of a White Reconnaissance Car carried out by Johnson for the U S Army. It looks very flimsy and vulnerable, and was probably much more complicated than it needed to be.

Left: Rather against the odds, M1922 survived in the Ordnance Museum collection albeit stripped of its armament. The large crew doors at the front look very vulnerable.



modifications. Johnson also took with him a number of prominent engineers from the Tank Corps including Harry Buddicom and another genius, J G Rackham.

Meanwhile, Johnson had been attempting to improve his position in the United States. His team had already produced a fully tracked version of a White Reconnaissance Car with Johnson's suspension and smooth fabric tracks. The car is believed to have

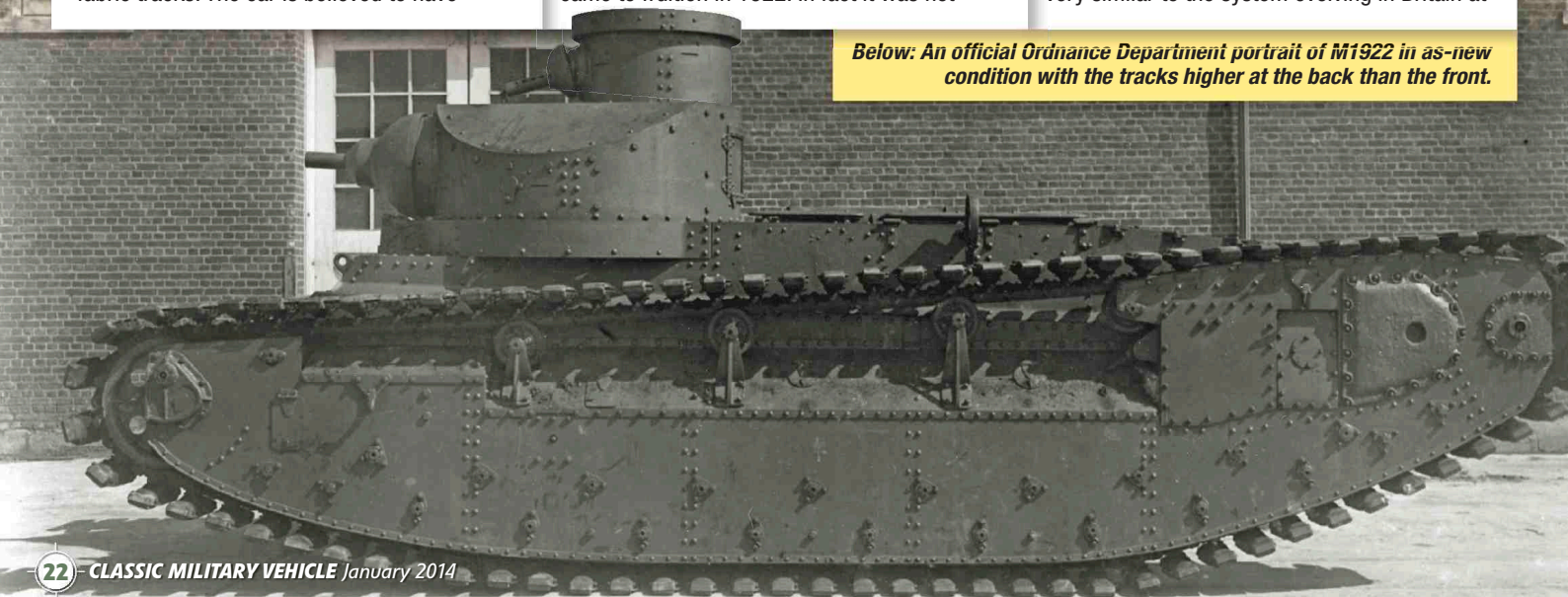
been assembled in Britain and then shipped to the United States. Roadless also opened an associated firm in the USA, the Roadless Patent Holding Company, which licensed the construction by the Ordnance Department of a fully tracked tractor also equipped with Roadless tracks and suspension.

However, the highlight of Johnson's vicarious involvement in American tank development came to fruition in 1922. In fact it was not

a ground-up construction but, instead, Johnson's tracks and suspension were fitted to an existing design. The original tank, at first classified Medium A but known latterly as M1921, was a conventional tank as far as anything was conventional in those days. It had a rectangular hull with the powerplant, a Murray and Tregurtha six-cylinder marine engine said to be rated at 200bhp but found to be incapable of delivering that figure and unreliable to boot, coupled to a two-speed and reverse gearbox with a two-speed epicyclic auxiliary gearbox giving four forward speeds and two in reverse driving to a rear sprocket.

The turret, at the front of the hull, was quite big and mounted a six-pounder gun with a coaxial Browning and had a smaller machine-gun turret superimposed on it. Very similar, in fact, to the turret on the Christie M1919 except that it contained three men altogether with a fourth, the driver, located in the hull at the very front. The enclosed track frames housed a suspension system described as bogies, rollers and coil springs, and which would appear to be very similar to the system evolving in Britain at

Below: An official Ordnance Department portrait of M1922 in as-new condition with the tracks higher at the back than the front.



the time: dull, unadventurous and pedestrian, but it worked.

M1922 was exactly the same in most respects until you came to the track frames. It certainly looked very different but that is only because the track frames were a different layout and somewhat longer. In between them, the hull and turret were near enough identical. In keeping with Johnson's design philosophy the tracks were higher at the back than the front, although one could question the need for this. On British tanks this was done supposedly to permit the tank to tackle difficult obstacles in reverse, but the need for this is not so obvious on M1922.

Once again, the drive sprocket was at the back and the suspension hidden behind outer skirting plates while the track was pure Johnson, thin metal shoes with wooden inserts threaded onto a wire core. As with all Johnson designs the suspension consisted of flexible steel wire rope anchored to springs at each end and threaded over and under rollers attached to the tank's sides and suspension units. The theory was that when the tank met an obstacle, only one bogie at a time, on each side, would be displaced upwards, in turn stretching the wire cable and pulling on the spring. Then the second bogie would follow while the first one went back to its normal place. The idea, of course, being that only one spring was required on each side for all the suspension units, thus saving weight.

The new tank was built at the Rock Island Arsenal and went from there to Aberdeen Proving Ground where it arrived on 1 March 1923. At first trials went well and everything looked promising. The tank delivered a maximum speed of 16mph (26km/h), against 10mph (16km/h) for M1921 and it was described as having good riding qualities, which one would expect from a Johnson suspension system in its prime. However, problems were later experienced with the suspension cables, perhaps due to them stretching, just as happened to the experimental prototypes in Britain. The


American solution was to replace the cable with light chain but it is not clear how well this worked. It does not sound as free-flowing as cable, and may have given a rougher ride, but it was less prone to stretching and seems to have lasted out the life of the tank. Not that we know exactly how long this was, but it is reported that it remained in use as a test bed for other components until the advent of the next new tank, the Medium T1 which was completed in 1927. Thereafter M1922 was relegated to the Ordnance Museum at Aberdeen Proving Ground.

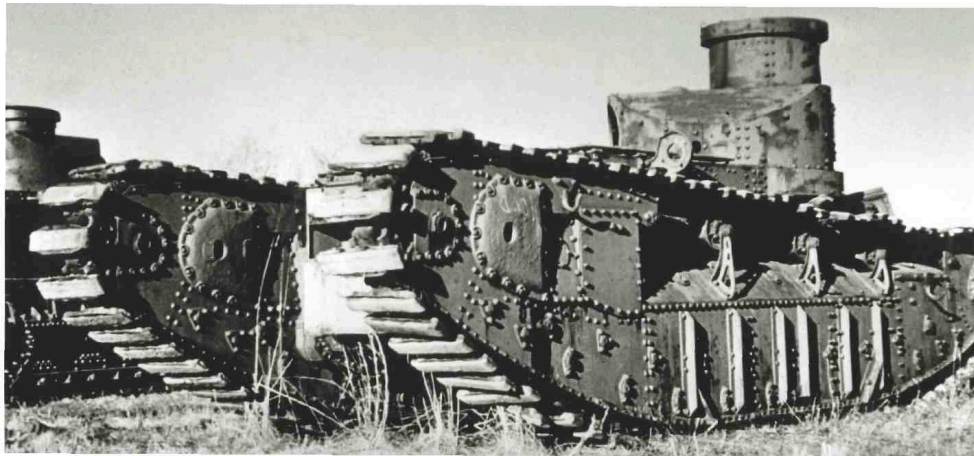
'Philip Johnson severed his connection with the British Army...'

Incidentally, the Medium T1 was modelled closely on the original tank M1921, which tells you all you need to know about M1922.

Meanwhile the rebuilt Christie tank M1919, now designated M1921, arrived back at Aberdeen on 25 March 1922. It had undergone a dramatic transformation. The central suspension unit on each side had been enlarged, with road wheels nearly as big as the idlers. These were now sprung, although

the drive sprockets at the rear remained rigid. But the most dramatic change of all concerned the hull. The turret had gone completely and the six-pounder gun was located in the front of the hull, flanked by two Browning machine guns in independent mounts. The driver, of course, could not occupy the front of the tank where he ought to be, but was moved backwards and above the gun mounting from where he could observe the way ahead as best he was able. The tank commander was placed alongside him and this became the regular layout for Christie-designed tanks for the next 20 years with very few exceptions.

So as we have seen, both Christie and Johnson tanks were evaluated at Aberdeen Proving Ground over a period of about three years, although never simultaneously nor in direct comparison. However, from our point of view, the fact that a Johnson-type tank has survived at all should be a cause of some rejoicing. They were highly innovative and, although ultimately unsuccessful, deserve to be commemorated. 



From the rear M1922 looks particularly unusual and the length of the rear track frames becomes obvious. This would be a typical Johnson feature, whereby tracks and suspension dominated all other features of the tank.

Right: M1921 showing the enlarged central bogie with the new layout. With the six-pounder gun at the front and the driver's cupola behind and above, it is more like a self-propelled gun than a tank, but typically Christie. The soldier with the plumb-line is sitting on one of the front machine guns, but whether the tank is actually stuck in the trench we don't know.



PROJECT

This month, Paul Hazell deals with failed brakes, prepares the engine again by fitting more of the bodywork



Brand new brake drums were fitted to the front axle as the originals were scored and one was, in fact, from a Series III, which was a poor fit due to larger stud holes meaning it could slightly rotate on the hub under braking.



The new drums arrived unpainted and covered in grease to prevent corrosion. Once de-greased, the ideal paint for such a component is black etch primer which requires no undercoat, dries very quickly and is hardwearing.



Before the hubs could be refitted the seals needed replacing. The old seals can be removed by using one screwdriver as a lever and a second as a fulcrum. The new seal can then be carefully tapped into place with a block of wood and a hammer.



The refurbished hub complete with new brake shoes, wheel cylinders and brake drum. It almost seems a shame to cover it up with a wheel.

Despite having an MoT, the ACRT's brakes failed soon after I acquired the vehicle so I knew I was going to have to attend to them. A retired ex-mechanic friend said to me many years ago when discussing restoration priorities: 'first make it stop, then make it go!'

He was right of course. It's easy to get carried away with the appearance of the vehicle and to put up with poor brakes with the justification that 'they were all like that in the old days'. Well, this is rarely true. When new, most brake systems were perfectly capable of stopping the vehicle safely, so this ought to be the case now,

particularly if the vehicle is MoT exempt.

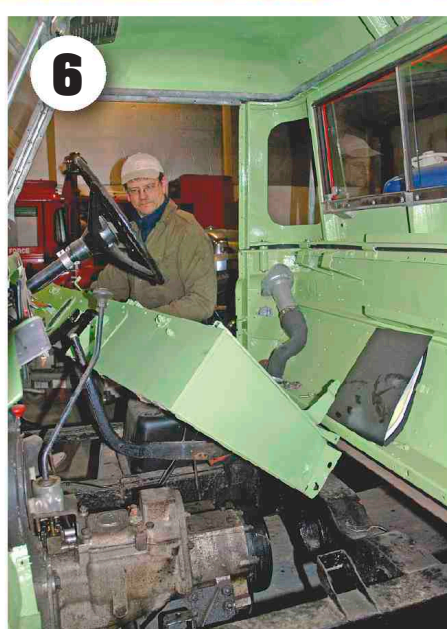
A common problem on vehicles with drum brakes is that if left unused for several months (as many restored vehicles are) corrosion can develop in the wheel cylinders due to the hydroscopic action of brake fluid – in other words it absorbs water – and this can lead to pitting in the

ACRT - II

for a test run and gets the ACRT looking like a Land Rover



Earlier in the series the floor plates and seat box were painted in the distinctive eau-de-nil finish of RAF crash vehicle interiors (or 'puke-green' as some crews called it). This was now ready for refitting.



It is a squeeze to fit single-handed but fortunately the seat box is relatively light. The trickiest part is passing the component over the handbrake without damaging anything. An assistant would make the job much easier.



The many 7/16in nuts and bolts are fitted and tightened up. At this stage the side runners that support the floor and sills can also be bolted in place.



The next task was to make up some lengths of replacement brake pipe. These are the tools required: a brake-pipe flaring kit, a pipe cutter and, although not essential, a brake-pipe bender is also very useful.



The miniature pipe cutter has two circular blades and is clamped to the pipe and revolved until a clean cut is achieved. Don't be tempted to use a hacksaw as the cuts will be ragged and swarf can get into the brake line.

cylinder walls. The problem doesn't always materialise on the vehicle's first run, it's usually on the second or third that the seal of the wheel cylinder passes over the corroded region letting the fluid escape, resulting in a partial loss of the brakes.

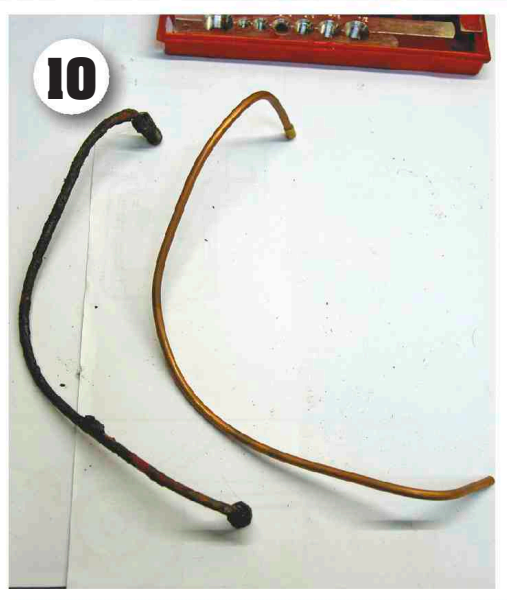
To some extent the problem can be avoided by pumping the brakes every

few weeks while the vehicle is stood, so the seals are not in the one position indefinitely. Regular fluid changes can also help but ultimately fitting good quality wheel cylinders and considering the use of non-hygroscopic brake fluid in the answer. The ACRT was fitted with unbranded (ie cheap) wheel cylinders, but I have found

out the hard way that it is far better to fit quality parts and then not have to replace them every couple of years. In fact it is often better to hone out old but original brake cylinders rather than replace them with cheap pattern parts.

However, as the wheel cylinders on the ACRT were not the originals I replaced





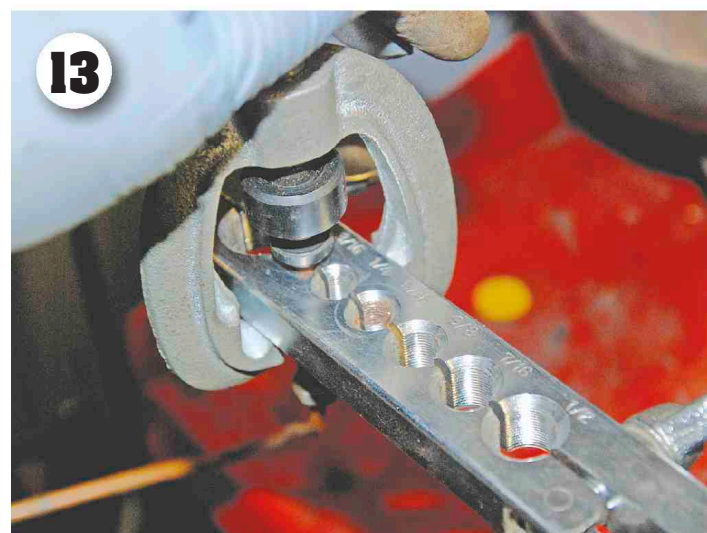
10
The old length of pipe on the left with its replacement roughed out on the right. Copper pipe is easy to manipulate and bend to shape by hand for large radiuses.



11
For neater curves the bending tool is simple to use, can handle several different diameters of pipe and is marked in degrees so the pipe is bent accurately.



12
While not forgetting to fit the threaded coupling first, the pipe can then be gripped in the flaring clamp. The amount the pipe stands proud of the clamp should be the same as the depth of the head of the forming tool (shown on the right).



13
The forming tool can then be screwed down onto the copper pipe end to achieve a flare. This flare will form a seal between the threaded coupling and the wheel-cylinder casting.

them with new better-quality items rather than attempt renovation. If you are restoring a vehicle with badly corroded brake cylinders and replacements are not available there are companies that can remanufacture them by machining out the cylinders and lining them with a stainless steel sleeve. This is not usually cheap, but it is virtually a 'fit and forget' solution so is worth considering.

Unfortunately, when replacing the front wheel cylinders, the brake pipes that connect the pair on each front hub became twisted as the couplings were undone and, as a result, fractured. Land Rover originally fitted steel brake pipes and although strong when new, they can rust badly with age and need replacing. Copper replacement brake pipe sets with all the fittings in place and the pipes made up to the correct length are available for all Land Rovers, and it looks like the previous owner had sensibly fitted one of these kits. However such kits are not

available for most ex-military vehicles, and the ability to cut and flare your own brake pipes, as shown in the photos, is useful.

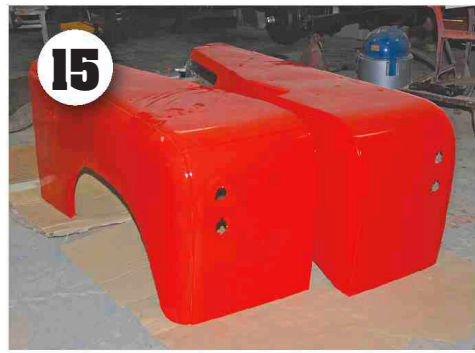
Other jobs this month included fitting a complete new exhaust system. This was a fairly straightforward task although I discovered one of the chassis brackets had been welded in the wrong place when an outrigger had been replaced at some point in the past, so this needed modification to complete the job.

Having fitted the radiator in the last instalment I also filled the cooling system with antifreeze and carefully checked for leaks. I was now ready to see if the engine would run. With a few stokes of the fuel pump, the carburettor was refilled. I then temporarily connected the battery, turned on the ignition and flicked the engine over. I'm delighted to say after an initial splutter it leapt into life and settled down to an even tick over. Then, while the engine was still running, I had a good look over the block for oil or water leaks and also



14
The finished pipe flare. Flaring kits cost about £20 upwards and are a useful addition to the tool kit as the copper pipe and fittings can be inexpensively bought in a large range of sizes and thread pitches.

listened to each of the exhaust couplings for any gas leaks. The fuel mixture will need further adjustment when the air cleaner is fitted as running without causes



15

With engine tested and the brakes bled – both jobs easier to do with the wings removed – the restored wings are taken out of storage ready for refitting.



16

There are several threaded studs on captive plates used for attaching the wings to the bulkhead and front panel. These make life much easier as you don't need to struggle to get a spanner into inaccessible spots.



17

It is worthwhile applying a little copper grease to the threaded studs as it will minimise corrosion and make the nuts much easier to undo if the wings need to be removed at a later date.



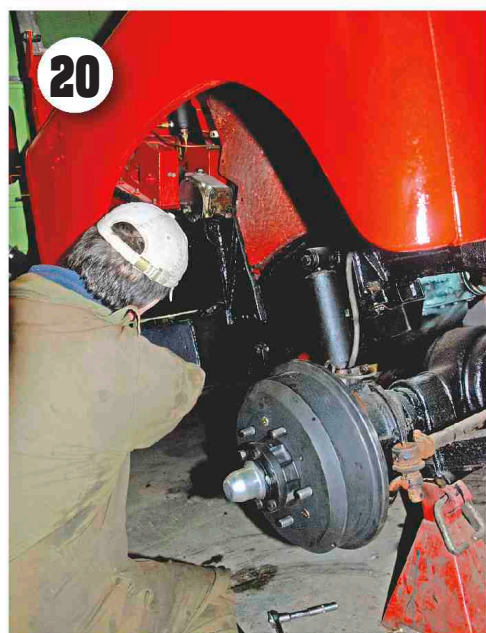
18

With the nearside wing already fitted, Paul prepares to fit the offside wing. They are unwieldy to handle but, being aluminium, they are light.



19

Being careful not to scratch the paintwork, Paul balances the wing on his head while he lines it up and inserts the fitting bolts.



20

Once the wing is loosely in place, the next task is to fit the many nuts and bolts that secure it. Most of the holes are slotted or oversize so allowing adjustment to the alignment.



21

Beginning to look like a Land Rover again. The sill has also been fitted in this picture and Paul has temporarily fitted a couple of wheels so an overall impression of progress can be seen. The ACRT is coming back to life!

the engine to run 'lean' and the carburettor cannot be adjusted properly.

With the brakes bled and the engine's first successful run since the restoration

started, the final task for this month was to refit the front wings. All these jobs combined have given me the feeling of passing a major milestone as the Land

Rover gradually comes back to life. 

Next month, Paul addresses more bodywork issues and gets the vehicle back on its wheels.

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A MAN ON A

Glynn Beresford has made it his mission to collect one of every Scott Smith went to take a look at his latest restoration, a 1940

Like many of us, the fascination for all things military started at a young age for Glynn. As a youngster he would spend hours tinkering in his father's workshop which adjoined the family home. Sadly though, his father passed away when Glynn was just 11 and the Beresfords were not in a position to keep up the workshop. However, the skills his father had taught him such as welding and how to use a forge would last him a lifetime.

At the age of 14, Glynn decided that it was time to dip his toes into the military-vehicles world, 'Although I had always wanted a Willys

Jeep,' he says, 'I decided to chase a Humber Box instead and saved up £650 to buy it whilst working at a local Volvo dealership. I'd

The restoration of a 15cwt 1940 Morris-Commercial CS8 brings Glynn Beresford closer to completing his collection of early-WW2 British trucks.



MISSION

**15cwt early-WW2 aeroscreen-fitted British WW2 vehicle.
Morris-Commercial CS8**





Glynn tracked down original WD-issue oil cans to set off the CS8's engine compartment.

arranged a trailer and someone to pick it up for me, but on the day we were to complete the deal, the man I was buying from said that he couldn't go through it. I was completely gutted.'

This setback didn't entirely deter Glynn although he made something of a step sideways by purchasing an old Austin A30 before moving on to Lambretta and Vespa scooters. One of the scooters was an ex-Royal Navy machine and this is where the military side of things started to creep in once again. A Dodge weapons carrier soon followed, along with a BSA M20 and then a Guy Ant.

'I bought the Dodge weapons carrier and loved it to bits, but an incident at home when a tree came down through the garage onto the Dodge caused me to re-evaluate things. That was the point I decided that the Dodge had to go and that I was going to stick to British vehicles from then on. I got planning permission for a new garage at home which allowed me to park my trucks there and, as I had more room to fill, I started buying up early aeroscreen vehicles with the target of buying one of each type. I've nearly got there.'

This brings us to Glynn's beautifully

Below: Like many British vehicles of the period, the Morris had quite a low profile.





The Morris was in sound condition when Glynn purchased it in 2004, but has recently been rebuilt.

restored 1940 Morris-Commercial CS8. Judging by the fact that you can just see where the letters 'AT' have been filed off

the brass ID plate attached to the body, the truck was originally built as a two-pounder anti-tank gun portee and then converted to a general service truck, perhaps before it was ever issued to a unit.

This is as much as Glynn has been able to glean so far on the truck's wartime history,

although thankfully the original data plates have survived. As is usually the case, the vehicle's post-war history has been easier to come by. It was auctioned off by the Army in 1947 and bought by a coal merchant who ran it around the Preston area of Lancashire for many years. It was then bought for



You can just see on the original data plate where the letters 'AT' for anti-tank have been filed off.



Above: The markings are for a vehicle serving with the 2nd Battalion of the East Yorkshire Regiment. The red circle with black triangles indicates attachment to the 3rd Division. **Right:** It is believed that the CS8 left the factory as a two-pounder anti-tank gun portee but was converted into a general service truck, perhaps before even being issued to a unit.

preservation in the early seventies by Terry Till, now chairman of the Military Vehicle Trust.

After undertaking a full restoration of the Morris it sat in the Till family garage for a number of years before Glynn stumbled across it. 'I actually tried to buy it from Terry a couple of times but as it was the first truck the Tills had ever restored he was loath to part with it. The last time I saw it advertised I didn't even bother going for it and a friend of mine, Chris Brook, ended up buying it. Chris had it for a little while but then decided to sell, so I bought it from him in 2004. Chris stored it for me until 2005 by which time my new garage at home had been built.'

As you might imagine, there wasn't too much wrong with the CS8, just a few niggles associated with it having been stored for a number of years. The electronic ignition was taken off and replaced by a period distributor and the cooling system made watertight. After a couple of years on the road Glynn finally decided that it was time to do some work on the truck. 'I'd been getting some stick from a friend about it,' he explains. 'So at the end of the 2009 season we decided to take it apart, changing all the nuts and bolts on the back body and, although the planking

was all OK, there were some bits of metal trim that also needed to be replaced.'

By the beginning of 2010 the vehicle was in bits. Glynn picks up the story: 'Although we'd started with the intention of giving it a quick spruce up, we then decided to strip it down further for a full repaint. I also made a new locker box from plans Rory Ballard gave me and carved a new rifle butt holder. I had also just got from Norway a part I had been chasing for some time, a proper air filter, so it made sense to do everything in one hit.'

The Morris was finished in SCC2 brown, a standard camouflage colour that started to appear around the time that the vehicle rolled off the production line. Meanwhile, although nothing could be found about the truck's wartime history, Glynn decided to mark it to represent a vehicle of the 2nd Battalion of the East Yorkshire Regiment, which was part of the 3rd Division. Indeed, the final markings on the sides of the Morris were only applied a few hours before the photoshoot.

During the restoration process it was Glynn himself who undertook most of the work although his nephews JR and Daniel were also on hand when required. And the skills Glynn picked up from his father

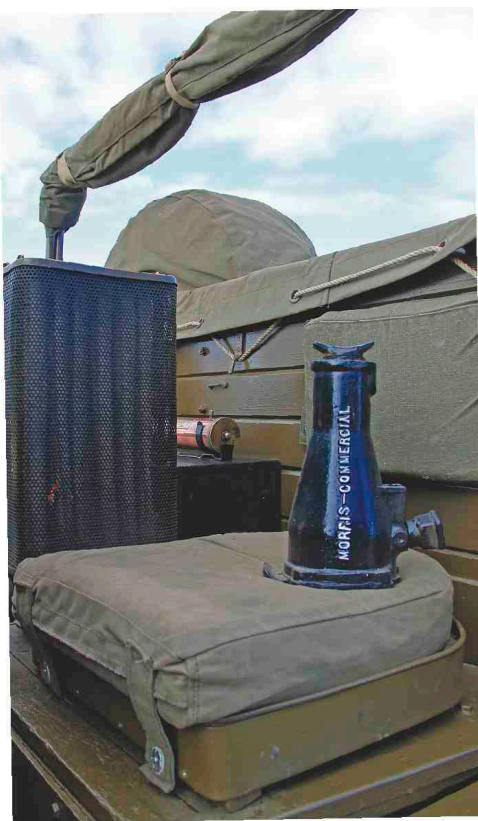


certainly came to the fore, as he explains: 'It's difficult finding parts for early vehicles so a lot you have to make yourself. Most of the nuts were made on the lathe, whilst the plough bolts were made using the forge and hand beating them into shape... all 138 of them.'

The finished product is something which its owner can be well and truly proud of. Having taken the Morris all the way back to its chassis and added small items such as the fire extinguisher on the battery box, correct tax-disc holder and an early Morris-Commercial jack, he is confident enough to say that it is now 99% correct.

So what's next for Glynn? 'I now own three Guy Ant 4x2s out of the 11 known to exist worldwide,' he says. 'I've got the earliest Guy Ant, built in 1937 with the square tanks, the only known complete wireless truck and a 1940 model. But I've always wanted a beetle-back Morris-Commercial Quad, so if anyone knows of one then please get in touch. I also want an aeroscreen Fordson WOT2. I think there are two in this country and one in Malta. I've been in contact with one of the owners who has promised me first refusal when and if he ever decides to sell.'

Thanks to Glynn and his nephew JR for their cooperation during the preparation of this feature and for manoeuvring the CS8 for the photo shoot.



The early type of Morris-Commercial jack helps give the vehicle a period look.



Not much thought was given to crew comfort when it was decided to fit aeroscreens to trucks such as the CS8.





ALRIGHT JACK

Despite not yet being old enough to be road legal, Jack Povey has the use of a Jeep and a Harley, as a green-with-envy John Blackman reports

I suppose that growing up with a father who restores military vehicles and a mother who runs the best little NAAFI van on the show scene, Jack Povey could have rebelled and taken up stamp collecting, origami or some such, but it was never likely. He went to his first War & Peace Show at the age of eight months and hasn't missed one since. Indeed, at around the age of eight or nine, he persuaded his parents to cough-up for a child-sized reproduction uniform and went from a gas-mask-in-a-cardboard-box-carrying evacuee to a 101st Airborne trooper in one fell swoop.

As he got older, Jack collected more bits of military kit and joined the Kelly's Heroes re-enactment group known for its innovative battle scenarios. The late-1941 slat-grille Jeep you see in the photos came into the family's possession about four years ago when they spotted it at a War & Peace Show

and asked the owner if it was for sale... which it was. It had been fully restored and was in excellent condition so needed nothing mechanical doing to it, but Jack set about kitting the vehicle out... hence the .50cal, ammo boxes, helmets and all the other bits and pieces that bring it alive.

'Everyone has a plain Jeep, and I like them,' Jack explains. 'But I think the kit draws attention to the vehicle. *Home Run* was painted on the side of the Jeep when we bought it but I wanted it bigger and across the windscreen frame.'


Just in case your envy thermometer isn't about to burst, Jack now also has a 1942 Harley Davidson WLA at his disposal... not on the road, obviously, he'll have to wait a couple of years for that. 'We saw it in a magazine's classified ads in January 2013,' he says. 'It's never been repainted and is still in original condition. You can see on one side where the

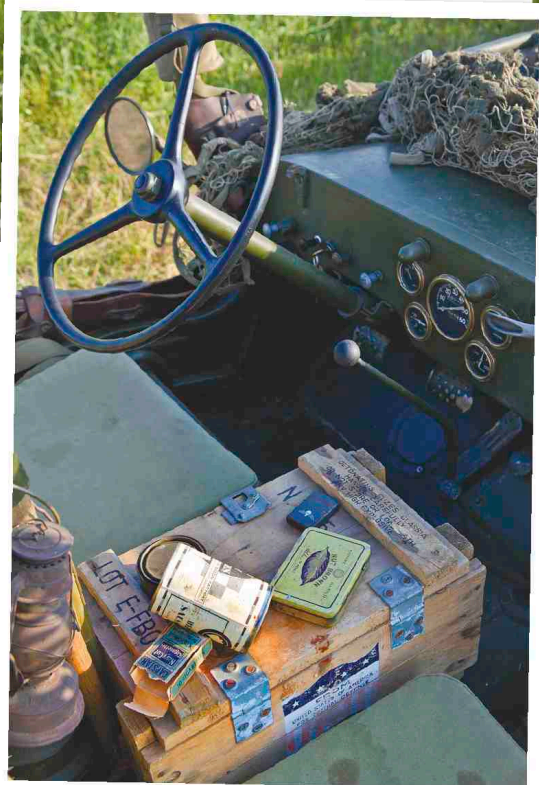


Above: Jack Povey on the Harley with friend Darren Roberts riding pillion.
Right: The slat-grille Willys is adorned with all manner of kit.
Below: The WLA has a wonderful patina of age. Only the name Daisy Mae has been newly applied and that will be 'aged'.

paint was slightly damaged when the barn it was being stored in caught fire in the late-fifties. I understand it was imported from the US in the mid-sixties. It still has the original siren, brass pump, pannier bags, Thompson holder... everything.

'The only thing I have added is some kit and the name *Daisy Mae*, which will be sanded back to look old. I don't plan to restore it; anyone could make it look mint but no one could make it look like it does now. Restoring would ruin its character. I like it looking dusty... I'll never clean it.'

Where's that envy level now? Mine's pretty high while comparing Jack's Harley with the push bike I had at 14. Come to think of it, I still have a push bike but no Harley. Ah well, good luck to him. The hobby is in safe hands with the likes of Jack and his friends. 





Left: 47FG67 seen in service with divisional signs mounted on the front bumper.

A TRAVELLER'S

Russell Harvey profiles the military Minor

It was in 1967 that the iconic Morris Minor was adopted by the armed forces in significant numbers. The military had a preference for the half-timbered Traveller version although there were other occasional Minor variants that had been used before this date. According to the contracts signed between January 1967 and January 1971 when production of the Traveller ceased, just over 2000 military Morris Minors were deployed across the three services. However there were numerous allocated registrations that were never used, so it is best to take that figure as a basic guide and work downwards.

Sadly only very few have survived, with around 65 currently on record with the Military Minors Register. I am sure there are more examples out there but sadly their

true military identities have been lost. These vehicles carried many unique features and differed from their civilian counterparts, and I hope that I can raise awareness of that fact

and help to identify more. A number of the ex-British Army of the Rhine (BAOR) Travellers are to be found residing in Holland, having been discovered after the MMCN, the Minor club in the Netherlands, helped to reveal their military past.

The Morris Minor Traveller commenced production during 1953 as part of the Series II range and continued through the introduction of the Morris Minor 1000 range in 1956, appearing in both standard and with deluxe levels of trim. The Traveller had followed the Minor commercial into production and it afforded as much versatility and space as the van as well as the luxury of being an estate car complete with a rear seat.

The Traveller mated the front of the body shell from the two-door saloon with an extended rear frame onto which the ash-timbered body was built. It carried chrome quarter bumpers at the rear with a centrally-fitted number plate and light unit. The rear seat accommodated two passengers or could be folded flush with the rear floor. It came equipped with double rear doors with an automatic click/locking device.

The type had a simple chassis numbering system. For example, the number MAW 5(L) 127xxxxF could be translated thus: M = Morris, A = A-series engine, W = Traveller, 5 = Series V, L = left-hand drive, 127xxxx = the chassis number, F = constructed at Adderley Park. If the last letter were 'M' it would indicate Cowley production.

Referred to as a 4x2 utility by the military, Travellers were ordered in batches under contracts with each batch being given its own



Army Traveller 01FG63 fitted with overrides, which were not normally fitted to military Travellers. Note the round chrome wing mirrors.



**Left: 37AM70
restored to
RAF blue-grey.**

registration in the year that this occurred. If you have wondered why some Morris Minors are seen with R, S and T registrations although production came to a halt in 1971, you now know why.

This anomaly is perhaps the easiest way to recognise a military Minor, but since some have been reallocated age-related plates, you need look deeper. The military ID plate is normally located on Army vehicles under the bonnet on the bulkhead and on the glove box lid on RAF/RN Travellers. The bulkhead plate is around 6x4in (152x102mm) and even if it's missing the four mounting holes will help confirm a military origin. The plate carried the contract number as well as chassis number details and the military registration number.

Most military Travellers were disposed of during the seventies via the Ruddington sales. However, on occasions they were sold off directly from MoD premises such as the Royal Armament Research and Development Establishment at Fort Halstead, Sevenoaks. I already have mentioned briefly the ex-BAOR Minors in Holland; these would have been sold through auctions held at Mönchengladbach.

Features that distinguish military Travellers from their civilian counterparts include rubber matting and a fire extinguisher either in the front footwell mounted on the A post or on the gearbox cowl. Early vehicles carried a brass Pyrene extinguisher, although later models would have carried the green NATO type. Later Minor batches that were assembled at Adderley Park were fitted with steering locks – certainly all the BAOR versions were so equipped. BAOR Travellers were also fitted with hazard warning lights and came with a 140km/h speedometer. To enable the use of two-star fuel, low compression engines were fitted.

Livery depended on which branch of the

TALE

Army Ordnance Corps, Royal Electrical and Mechanical Engineers, Women's Royal Army Corp, Military Police and the Royal Corps of Transport. Travellers saw service in various countries including Malta, Gibraltar, Cyprus, Hong Kong, the Maldives, Singapore and Germany, hence the left-hand drive versions.

I need to mention military registrations. They are usually allocated from 00**01 to 99**99, but as we know, Minor Traveller batches were not all used. Royal Navy Travellers always carried 'RN', RAF variants carried 'AM' and the Army suffix was 'F' followed by another letter to indicate the year, for example FH was for 1968/9. When the vehicles were decommissioned or sold out of service, they were then allocated a civilian

unique number. There were three different code numbers allocated to the Traveller under these contracts – 5659, 3659 and 0659 – equating to left-hand drive, tropical and right-hand drive respectively.

The Army and the RAF employed the Traveller in a wide variety of roles including that of senior officers' transport, the chaplain's runabout, staff cars, courier duties, bomb disposal duties and driver training. The list goes on. The Royal Navy police used them and they were even taken onboard aircraft carriers and used by officers upon docking. Travellers were also allocated to – and this is by no means an exhaustive list – the Royal



Above: The rear compartment of an RAF Traveller. Note the lack of covering on the wheel arches. Right: An ex-Royal Navy Traveller owned by a Dutch enthusiast.





Above: Ex-British Army Traveller 40FJ34 based in Southport.

services the vehicle was destined for and was taken from the British Standard 381c colour range. Most Minors will by now have had a repaint so the colour is no longer an easy way of confirming military use. However if you look in the awkward places you may well still find traces of the original finish. Army Travellers were mid bronze green, BS381c 226/Berger no 3619, RAF Travellers were blue-grey, BS381c 633/Berger number 3695, and Royal Navy Travellers carried a black livery and were possibly standard civilian vehicles taken from the production line. White was used on the tropical versions and possibly as a NATO or UN livery.

Wheels were the body colour, but the grille would have remained white. There would also have been some variations depending on the vehicle's duties. It is a well-known fact that bomb disposal unit vehicles had red wings and some RAF Travellers that were used on or around runways carried a large yellow stripe around the body to aid visibility.

Army Traveller interior trim ranged from Autumn Leaf to Porcelain Green on early models, following which black was used. Note that all trim panels were plain vinyl, not fluted as the civilian range, and no arm rests were provided for the rear seats. RAF Travellers came from the factory with light



Hazard warning lights were fitted to BAOR Travellers.

blue or red trim before they too appeared with black trim. Royal Navy vehicles came with either red or black interiors.

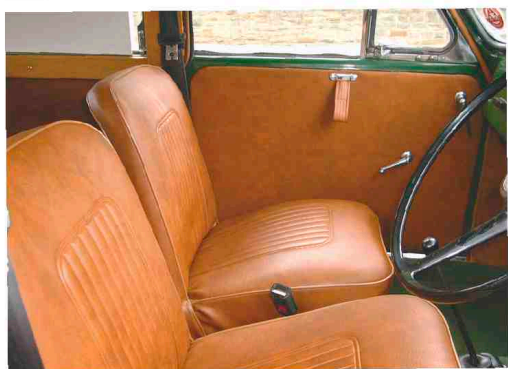
Whilst in service, vehicles would have been subject to repaints and it would not have been unusual for some to have had the wood painted as well. Routine maintenance occasionally saw the Travellers having their chrome hubcaps removed and being fitted with double-ended wheel nuts painted white. These nuts were also used on the



An overhauled engine bearing OHMS labels.

General Post Office fleet of Minors which, it is said, ensured that the nut could never be fitted the wrong way round.

Finally, after a major engine overhaul it was not unusual for the engine and gearbox to be repainted in a Duck-Egg Blue and a plate affixed to the block indicating what work had been carried out.



Above: Note the plain, not fluted, door panels.



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WORTH THE

Some two decades spanned Chris Morter acquiring the remains of a Humber Heavy Utility and the finished restoration rolling onto the rally field. John Blackman has the story

In most enthusiasts' minds, particularly those involved with British vehicles, the names John and Chris Morter are indelibly associated with the Bedford marque. And rightly so; the company John Morter created and which is now headed by son Chris, is one of the pre-eminent go-to places for anyone searching out Bedford spares. You would, perhaps, expect that in the Morter's outbuildings alongside tons of Bedford components, there would be a bevy of beautifully restored Bedford types. Well, there isn't – a bevy, that is – there is only one, an OY that was restored some years ago. There is however, the superb Humber FWD Heavy Utility that you see before you on these pages, and that should surely make up for any disappointment vis-à-vis the lack of Griffin-badged vehicles.

Returning to the Bedford OY for a moment, it was rescued by John Morter from a field near Lakenheath in the late seventies. It

had been converted into a tipper and had twin rear wheels. Despite its uncared for condition at the time, John with the help of

Chris Morter's Humber Heavy Utility picked up the 'Best Medium Vehicle' award at the War and Peace Revival in July 2013.



WAIT





The Humber has been beautifully finished inside and out.

son Chris, then in his mid-teens, managed to get it started in the field where it lay. The restoration took several years helped along by the fact that on leaving college, Chris went to work as a coachbuilder and was therefore ideally placed to handle the OY's bodywork.

The OY was finished in 1984, just in time to be MoT'd on the way to Portsmouth to

'What he didn't know about Bedfords wasn't worth knowing.'

catch the ferry over to Guernsey to take part in the 40th anniversary liberation

commemorations on the island. It was the OY that led to the setting up of John's business, as he explains.

'I used to buy my spares from Bill Vince who was probably one of the major Bedford men in the country in those days. He had a yard in Ely and used to buy a lot of things from the



An 'office' fit for an officer. Chris has collected various bits and pieces to dress the Humber's interior.

Right: A side view illustrates why the Humber Heavy Utility was nicknamed 'The Box'.



THE RESTORATION

Photos courtesy of Chris and John Morter



Above: Here is the chassis, cleaned and painted with a protective coat of yellow gloss.

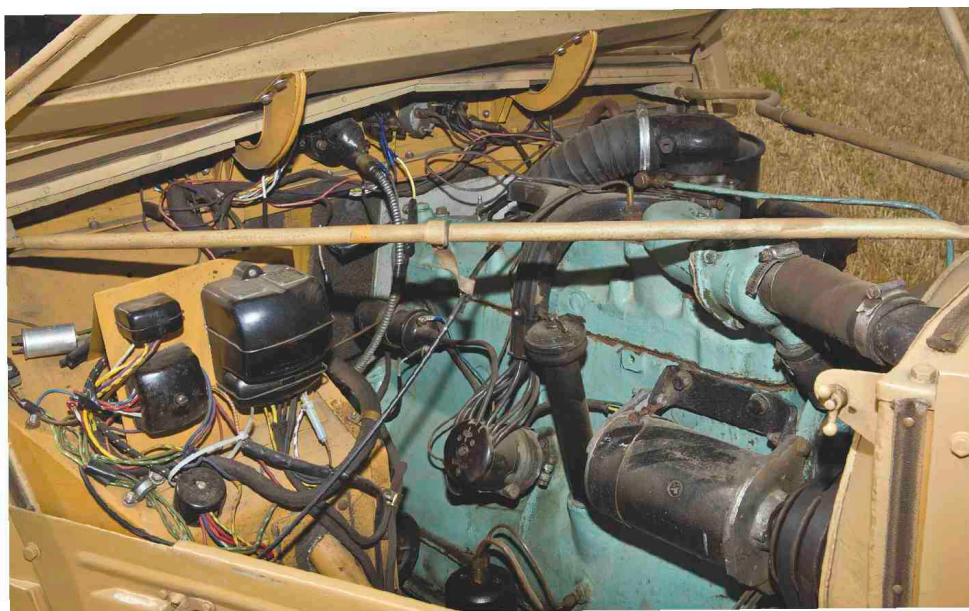
Left: Twenty years ago Chris Morter swapped a BSA M20 project for a Humber Heavy Utility chassis and engine.

Below: Here work on the body's ash frame is well advanced.



Above: John Morter (right) in 2008. The rebuilt and painted engine has just been reinstalled.





Above: The Humber's six-cylinder 4086cc engine drove all or the rear wheels via a four-speed box.

Ruddington sales. What he didn't know about Bedfords wasn't worth knowing. One day he suggested I sell some bits and pieces for him in Norfolk, and by the time he reached his late seventies I was going out with him to

auctions and buying stock in conjunction with him. Then, about 10 years ago when Bill's health started to fail, he asked if I'd like to buy all his stock. Which I did, and set up in my own name.'

Below: During WW2, Humber produced a range of vehicles based on the same 8cwt 4x4 chassis including the Heavy Utility, an ambulance and a truck.





About a year ago, John's son Chris took over the company reins. 'We stick to Bedfords,' he says. 'It can be difficult getting parts. We do have quite a bit of ex-government stock but a lot of things, windscreen rubbers for instance, have to be remanufactured. The trouble is tooling costs can be very high for what may be very small components that there is a limited demand for. You've got to sell a lot of parts to get your money back and so such things are just not cost-effective.'

The Morters specialise in all Bedfords, from the W-models of the thirties up to the TK of the early seventies. And that includes both civilian and military types. In fact there are probably more vintage civilian Bedfords in preservation than military types. A look around their outbuildings shows that reconditioned engines and gearboxes aren't too much of a problem. They also have an exchange system for other components such as water pumps, petrol pumps, distributors and clutches, all of which are worked on in house.

Of course, there is a regular turnover of service parts such as gaskets. Indeed, business has been very buoyant recently. 'I think part of the reason for that,' suggests John, 'is that with savings not making any

interest in the bank, people are putting their money into old vehicles and antiques etc. In the case of a vehicle, once bought it has to be maintained, hence the need for spares.'

As you might imagine, Chris Morter inherited his interest in military vehicles from his father, and purchased his first, a 1945 Hillman Minx RAF staff car, at the age of 17. He still has it, and you can see it on page 4. The basis of the Humber Heavy Utility was acquired some 20 years ago when an acquaintance wanted to clear

his garage of an unrestored 1943 Humber chassis, engine and running gear. It so happened that he also coveted a BSA M20

motorbike that Chris owned at the time, so a swap was agreed.

John Morter subsequently purchased the wreck of another Humber Heavy Utility that had no engine, gearbox or viable body but at least what was left of the latter provided a pattern for the construction of a new ash frame. Then, in 2005, John bought three more Humbers from a Scottish estate where they had been used by shooting parties. In the event, one, which was fairly complete, was sold on to another enthusiast. Another, actually an ambulance that had been converted into a pickup,

'...quartet of other Humbers acquired over the years...'



the Morters still have, while the last was stripped of usable components and the little that was left was scrapped.

Having collected all the parts and measurements they possibly could, the actual restoration work took some four or five years on and off. Interestingly, the ash timber from which Chris constructed the body frame (with the exception of the doors, which a cabinet maker fashioned) came from a tree cut down by Bill Vincent in 1946, so it was certainly well seasoned.

The engine – rebuilt of course – and chassis that Chris had acquired some 20 years ago served as the basis of the restoration to which were added various rejuvenated components from the quartet of other Humbers acquired over the years and, of course, refabricated elements such as the aforementioned ash frame. Although there are still a few bits of trim that Chris needs to attend to, to all intents and purposes the restoration was completed three years ago, allowing the Humber to make its debut at an event organised by the Carlton Coleville Transport Museum in Lowestoft.

Chris has named the Humber *Elysia* after his middle daughter and the markings are those of the 8th Mechanised Equipment Platoon, Royal Engineers, attached to the 8th Army with which John Morter's uncle, Frederick Jack,




Chris (left) and John Morter surrounded by a small fraction of their Bedford spares stock.

served. There's no evidence to say that that unit had any Humbers but it's a nice touch

bones of a Humber and driving it onto the show field, it's been a long time coming.

But it was worth the wait. And, we suppose, if your daily bread and butter comes from Bedfords, it makes

sense to turn to a different marque to fill your free time. 

'...it's a nice touch and cements family ties.'

and cements family ties. With some two decades between getting hold of the bare





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CCKW BOMB TR

David Doyle profiles M27 and M27B1 bomb service trucks

The Allied bombing campaigns in both Europe and the Pacific consumed huge numbers of bombs – 1,613,000 tons in Europe alone – and with most bombs weighing ½-ton or less, the sheer number dropped is simply staggering. Given that most were manhandled into position in the aircraft, the need for an efficient means of transporting them is readily apparent.

In December 1942 the US Army Air Force requested that a power-operated hoist for installation in a 2½-ton truck be developed.

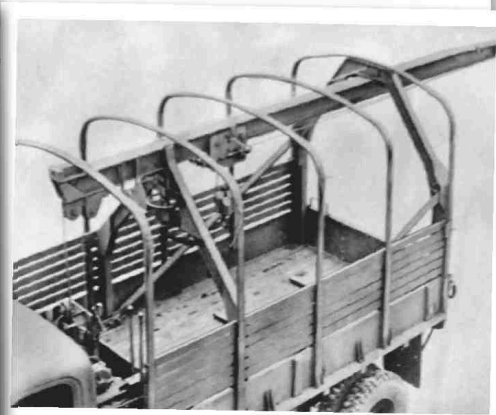
Such a truck could then be used to load and unload bomb trailers at both bomb dumps and the aircraft, as well as transporting

the bombs between those points. It was envisioned that this truck would replace or supplement the Bomb Trailer M5.

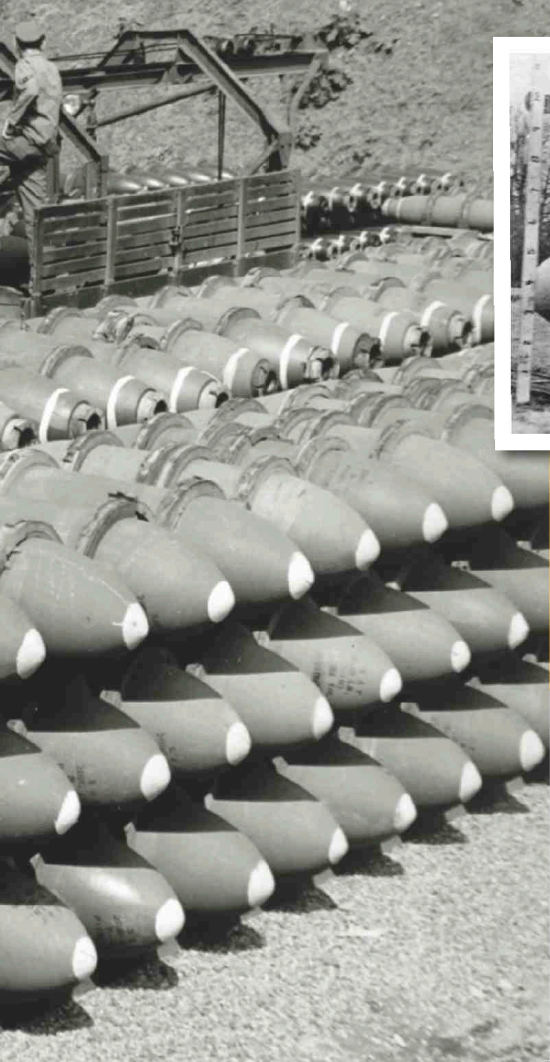
Gar Wood of Detroit, a company that took its name from that of its founder, Garfield Arthur Wood who was widely recognised as the father of the power-operated dump truck, built a prototype bomb service truck and



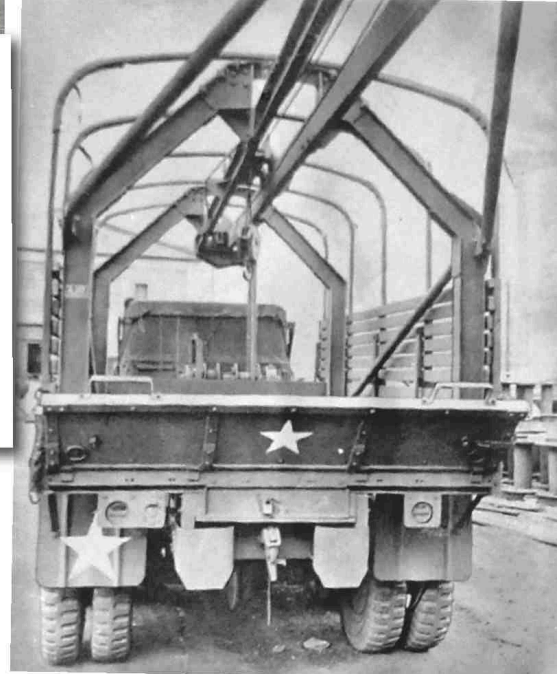
Shortages in the supply of the prescribed winch for the M27 led to the development of the M27B1, which used a different type. Ultimately this vehicle became the preferred model while the M27 was reclassified as Substitute Standard.



The prototype vehicle was built by Gar Wood and featured a bomb hoist frame made of I-beam, creating the unacceptably tall vehicle shown here.



Above: On the first prototype, the hoist rode on the lower flange of an I-beam. The truck is shown here placing a bomb on the dolly and track supplied with the truck. **Left:** A trio of US Air Force CCKW bomb service trucks pick up their deadly loads of 2000 lb (909kg) bombs at a dump in Japan on 17 June 1953. These bombs are destined for Korea.



Above: The height issue was resolved on the second prototype, shown here, by using two channels as a track for the hoist carriage rather than an I-beam.

delivered it to Patterson Field near Dayton, Ohio, for testing by the Air Service Command in April 1943. Starting with a GMC CCKW and using I-beams, Gar Wood had crafted a steel superstructure consisting of two A-shaped frames mounted to the truck bed. These frames supported yet another I-beam which projected beyond the rear of the truck and supported a four-wheel trolley riding on the lower flange of the beam. Also included with the truck were a dolly and two 9ft (2.7m) sections of what was in essence miniature railroad track which was used to enable the bombs to be pushed directly to the bomb bay of the waiting aircraft.

After testing and evaluating the equipment, in May 1943 the Air Service Command recommended that it be adopted after a few modifications had been made. These included reducing the weight of the hoist, track and support, and redesigning the lifting hook to conserve space. In addition it was suggested

that the outfit should include two dollies and four sections of track, and that the winch should incorporate an automatic dead-man device.

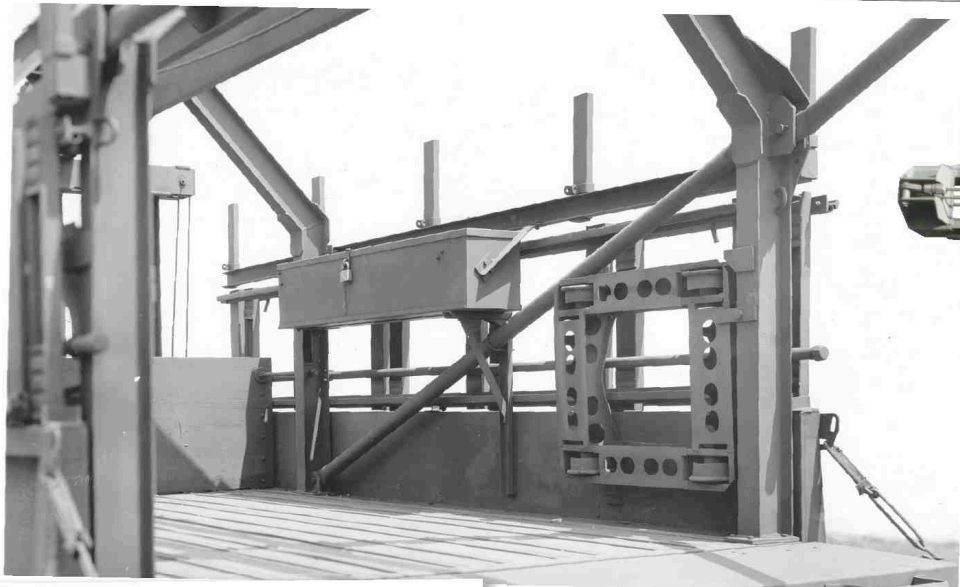
Two pilot vehicles were built in an effort to meet the criteria outlined above. The overall height was reduced from 143in to 126in (3632mm to 3200mm) by redesigning the A-frame structure. The trolley now rode on top of a track made from two pieces of channel, rather than beneath an I-beam, with the hook passing between the two channels. The addition of an overload slip clutch satisfied the requirement for a dead-man device.

The crane trolley was operated by a winch mounted behind the truck cab. The winch consisted of two drums, two gear

UCKS



Each truck was furnished with four sections of straight track for the dolly. These track sections were stowed on the outside of the body. This production vehicle shows the hoist arrangement that became standard.



Above: A second dolly and tool chest are secured to the inside wall of the bed on the right-hand side. This bed is of composite construction.



Stowage for the curved track section as well as a dolly was provided on the inside bed sidewall of the M27B1.

cases, two control levers and associated sprockets, shafts and linkages, and was chain-driven from the truck's power take-off – an arrangement which required that any reversing of the winch operation had to be achieved using gears in the winch gearbox. A narrow winch drum was wrapped with wire rope that was used to raise and lower the hook while a wider winch drum moved the trolley, and thus the hook, fore and aft

along the boom beam. A flag attached to the left boom channel marked the normal rearward position of the trolley when a 4000 lb (1818kg) bomb was being lifted. Normal in this instance meant a position that just permitted adequate clearance between the bomb and the truck's tailgate. In the event that the trolley went beyond the normal position, a semaphore extended horizontally, signalling to the operator what had occurred. The reason for this precaution was that with such sizeable bombs there existed the possibility of tipping the truck or damaging the boom were the weight to be too far to the rear.

With the previously mentioned modifications in place, the truck was classified as Standard in October 1943 as the 2½-ton, 6x6 (4dt) Bomb Service Truck M27. In March 1944, however, the specifications were modified to include the addition of a curved section of track for the bomb dolly. In May of the same year the Ordnance Committee laid guidelines, which were

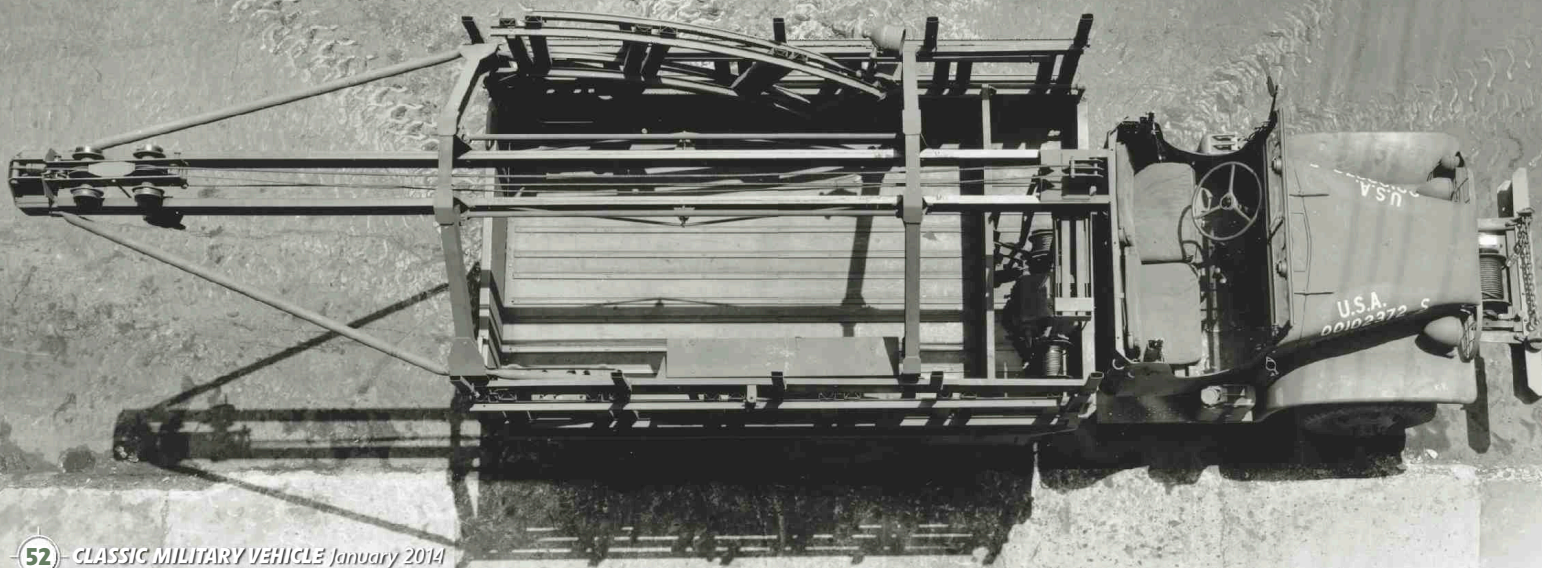
approved the following month, for converting a cargo truck to a bomb truck in the field.

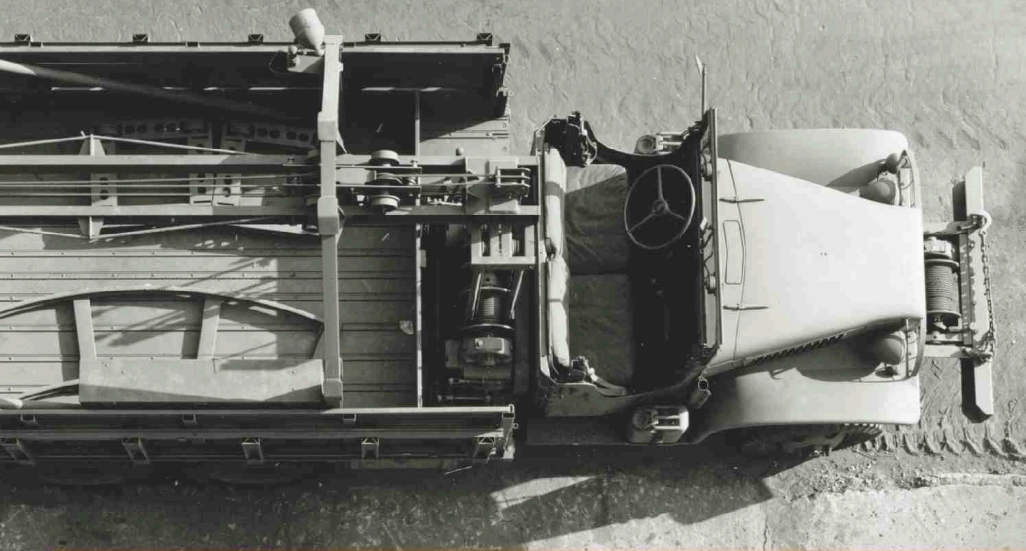
The M27's Gar Wood winch used many of the same parts as that fitted to the Ward LaFrance M1A1 heavy wrecker, a vehicle in high demand. Hence, Ordnance wanted to utilise a different winch. Ultimately it was decided to use one nearly identical to that used on the Diamond T wrecker which, while also in demand, was more readily available and for which parts already existed in the supply system. In June 1945 the Ordnance Committee classified the vehicle using the Diamond T-style winch as Standard and gave it the designation of M27B1 while the M27 was reclassified as Substitute Standard. The conversion kit for field use mentioned earlier was reclassified as Limited Standard at the same time.

Concurrent with development work on the truck, work was underway concerning the dolly. The one furnished with the original Gar Wood prototype was fabricated from steel pipe with wooden chocks to hold bombs in place. It rode on track made from standard 12 lb (5.45kg) ASCE rail, with 31in (787mm) gauge spacing.

During testing at Patterson Field, three additional dolly and track sets of different designs were also evaluated. Dolly number two was constructed of welded sheet metal

Below: The layout of the M27B1 was essentially a duplicate of the M27 but for the different winch.





Above: This overhead view shows the winch behind the cab which operated the bomb hoist, as well as the spare curved track section which is stowed in the bed of the truck along with the two dollies. **Right:** The original Department of Defense caption for this 12 September 1950 photo states that as of that date 24-million pounds of bombs had been dropped on Korea since the US became involved in the war on 27 June. This statement underscores the critical need to have an efficient means of handling bombs – the task for which the CCKW bomb service trucks had been engineered.



and featured a concave top to fit the shape of the bomb. The track furnished with this was made of pressed steel with 19.75in (502mm) spacing. Dolly number three was also pressed steel, riding on a pressed steel track with a 20in (508mm) gauge, but it had a unique feature. The wheels on this dolly were exposed above its concave top, as well as below, enabling the user to flip the dolly over and use its flat bottom to carry loads. Dolly number four was fabricated from sheet steel with a shallow V-shape at the top to stabilise bombs and rode on solid T-section track with a 21in (533mm) gauge.

These three additional sets, as well as the set originally furnished by Gar Wood, were tested and evaluated, and a fifth set then designed encompassing the best features of all. This set used a modified version of the number two dolly incorporating cast steel

wheels with a pressed steel car body and track sections lengthened to 11ft (3.35m). A curved section of track was also included, allowing greater flexibility in the positioning of the truck relative to the bomber. The stowage brackets for the straight track sections were provided on the outside of the truck.

'...saw relatively limited use during WW2...'

This set, known as the Dolly and Track Set Pilot Model No 5, along with one of the improved pilots for the Bomb Service Truck M27, were sent to the Army Air Forces Board, Orlando, Florida, for testing. After those tests, the Board recommended that one dolly, four straight track sections and one

curved track section be included with each M27. The Board also developed an adapter, or removable bomb rack, which would permit the dolly to carry simultaneously a number of 500 lb (227kg) or smaller bombs, making more efficient use of the equipment. This too was standardised along with the track and dolly in September 1944. The complete outfit, including trucks, was in

production by 1 May 1945.

While 3713 M27 and M27B1 trucks were ordered in 1944, since production began so late in the war, the types saw relatively limited use during WW2 but were widely used in the post-war era, including during the bombing campaigns of the Korean War. ARMY



The bomb service truck was furnished with a canvas cover for the cargo bed and the design of the truck was such that the cover did not interfere with the bomb handling operation.



While the bomb trucks were furnished with dollies and tracks, on many occasions it was more efficient to use specialised bomb lifts, as here, to move the ordnance from the truck to under-wing hard points.



READERS' DRIVES

A MODEL JEEP OR

Martin Booroff's little and large GPWs



The full-size Jeep shown in the accompanying photos is a Ford GPW built in Louisville, Kentucky and delivered to the US Army on 21 June 1944. 'What happened to it after that date is anybody's guess,' says the proud owner, Martin Booroff. 'The hood number is correct as far as the frame and engine numbers are concerned.'

Martin bought it about two years ago and although it had been restored it had been a fairly haphazard job. 'The body panels did not fit properly,' Martin explains, 'so I disassembled it and put it back together so that everything lined up correctly. Whilst it was in bits I renewed the clutch. Also the steering was found to be very worn, with the drag link having been fitted back to front at some time. This in turn had almost completely worn through the pitman arm. Jeep owners beware! I absolutely love the old Jeep and I'm looking forward to attending

a lot of shows as I'm lucky enough to live in an area surrounded by old USAAF airfields which frequently hold open days.

'The model was built from a much modified 1:16 scale Dragon kit which was essentially a large toy and required a fair amount of refinement, such as scratch-built spring U bolts, front and rear, made from brass rod. Also the addition of small details like the jerrycan screw cap which was made from a small piece of aluminium from the side of any empty beer can – after four attempts I finally got it right.

'The working lights are from a cheap set of Christmas tree lights with tin foil reflectors in the headlamp shells. The model was built over a three-year period in between restoration of the full-size Jeep so has taken almost as long to finish.'

Martin also sent in a photo taken in the sixties of a Jeep that almost became his first project. It is pictured laying derelict on his late Uncle's farm in Ockley, Surrey. 'It was promised to me when I was old enough to restore it,' Martin recalls. 'Unfortunately, when that time came the Jeep had disappeared. Apparently some kind chap had relieved my uncle of the worry of it. Notice that the Jeep had a wooden body fitted at some time. I believe my uncle used to carry out conversion work for a firm called Farmcraft in New Malden, Surrey.'

TWO



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Does anyone know the fate of MPL368?



US ARMY ASSAULT TRAINING CENTER 70TH ANNIVERSARY, WOOLACOMBE, 31 AUGUST – 1 SEPTEMBER 2013

Nigel Worth reports




On 1 September 1943, Colonel Paul W Thompson opened a state-of-the-art training facility for US troops at Woolacombe on the north Devon coast. Covering an area from Appledore in the south to Morte Point in the north, its purpose was to train mainly US troops in the art of amphibious assault. With the Atlantic Wall being constantly improved and modified by the enemy, training aids built by engineers at nearby Branton Burrows were also modified as information came available. Everything the infantry needed to know was taught at the Assault Training Center (ATC) and full-scale landing exercises took place at Woolacombe.

In the six months the ATC was open over

10,000 troops passed through, including 2000 from the 101st Airborne who trained with a full-size sand table representing the gun emplacement at Saint-Martin-de-Varreville. Live ammunition was used and the exercises included Sherman tanks, howitzers firing from LCTs and strafing runs by Spitfires. The US Navy base at Appledore provided LCPV, LCM and LCT craft.

On the Esplanade at Woolacombe, overlooking the long sandy beach, is a memorial stone which was dedicated by Paul Thompson himself in 1992. So it seemed a logical place to hold the two-day commemorative event. Living-history displays, military vehicles, a full-size LCPV

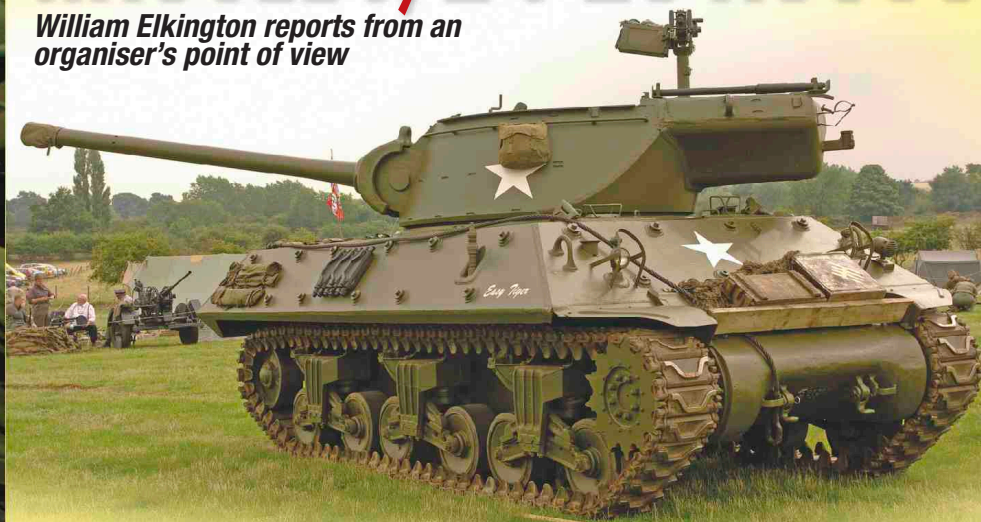
replica, parades and demonstrations all took place in superb weather and were well received by the public. On the beach, obstacles such as the so-called Belgian gate and hedgehog were demolished by engineers before a beach assault took place.

The Sunday morning saw a very moving wreath-laying ceremony at the memorial which ended with a superb fly-past by a Hurricane from the Battle of Britain Memorial Flight. The organisers would like to thank all involved for helping to make the event happen. For more information visit the website set up by the Friends of the ATC at www.assaulttrainingcenterfriends.co.uk. 



THE RAUCEBY WAR WEEKEND, SOUTH RAUCEBY, 24-26 AUGUST 2013

William Elkington reports from an organiser's point of view



*Above: Tony Pearson's 1944 M29C Weasel.
Left: Phil Wood's M36 tank destroyer.*

Well here we are again; another show over (the fifth) and already planning for 2014. No rest for the wicked. The 2013 event started on the Tuesday before, with the marquee going up. Some stallholders also started arriving from Tuesday onwards but mainly from Thursday. My thanks go to those early arrivals as they gave me a hand where possible to set up the field. We had to expand the event this year due to larger displays and even more vehicles booking in.

A week before, the weather forecast suggested we'd have a heatwave, so where did the rain come from early Saturday morning? It cleared around 9am and we managed to get a full day's programme in, but started again around 3.30pm just before the battle. Nevertheless, the lads kept their spirits up and did us proud. Bearing in mind the rainy start, we also had a good turnout by the public, to my surprise.

The dance on Saturday night was packed as usual with everyone having a ball as the Ashby Big Band got most people dancing. Those that had plenty of old pennies had an even better time purchasing real ale at the wartime price of 6d a pint (a mere 2.5p).


The rain stopped early Sunday morning and, hey presto, we had our heatwave for the

remainder of the show. In fact Sunday was our best day ever and we had to open the sides of the marquee and the NAAFI to move tables and chairs outside giving people the chance to enjoy the weather.

Entrants came to the event from as far as France and Northern Ireland which was great and, for the second year running, we had an adjacent field for any vehicles that wanted to have a good run around. We also had flypasts from the Battle of Britain Memorial Flight on Sunday and Monday, but not Saturday due to the weather.

The remembrance service on Sunday all went according to plan with the parade being inspected

by the King (Paul Eastwood) aided by Lord Mountbatten (Dan Hyndman). The Lincolnshire Cadet Band played the hymns and then played from their own marquee for the rest of the day.

I would like to take this opportunity to thank all those who have attended over the years and made this event what it is today; they have made it a friendly, relaxing and clean show. The two things that are most important to an event are well looked after toilets and a litter free site. And we achieve both. Next year dates are 23/25 August 2014 and it already looks like we will have to expand once again. Keep watching the website www.raucebywarweekend.co.uk for details. 



*Above: Mike Wild's 1934 Rolls-Royce, fit for a King.
Below: Tony Pearson's 1944 Diamond T-built half-track.*



Above: Alex Smith's 1942 10HP Hillman Minx staff car.



Above: The Bedford MW owned by Tony Simmons.



OUT AND ABOUT WITH CMV...

MVPA CONVENTION, PORTLAND, OREGON, 25-27 JULY 2013

David Doyle reports



Mount Hood forms a backdrop for two of the eight DUKWs that attended the MVPA Convention as they carry convention attendees along the Columbia River. The vintage vehicles performed flawlessly. (Scott Taylor)

The 38th annual convention of the Military Vehicle Preservation Association (MVPA) was held this year in the Portland Expo Center, Oregon, where over 150 vehicles and hundreds of attendees were housed in air-conditioned comfort for the event. In addition to the usual plethora of MBs and GPWs, vehicles displayed this year

ran the full gamut from bicycles via wheeled and tracked vehicles to a Vietnam-era helicopter which landed on site.

Despite what seems to have become an urban myth, MVPA conventions are not purely 'show-n-shine' events, but include a range of activities. This year's convention was no exception, with eight restored DUKWs operating as a unit taking

convention goers on a cruise on the Columbia River, including a beach landing and return to the water. One of those DUKWs, owned by John Engelke, even arrived at the convention via the river after a 200-mile swim from the Tri-Cities, Washington.

Another highlight of this year's convention was Camp White – an excursion to view the combined military-vehicle collections of Lloyd White and Mark and Debbie Strassel. Lloyd and Mark felt the logistics of transporting their 30-plus trucks and trailers to the convention site too challenging, so attendees were invited to view the collection in situ, and have a

Left: Jeff Norgren showed off this rarely seen vehicle, a 1942 International Harvester M-1-4. His efforts were rewarded with a Gold Award in the restored class. Below: Along with his V100, Dave Chaney brought along this 1979 Commando Scout, which earned him a 'gold' in the Motor Pool Class.





Above: John Cliche brought his award winning 1944 Ford M20 from Maine to Oregon – a distance of over 3000 miles (4800km).



This 1969 Cadillac-Gage V100 Commando is owned and was restored by Dave Chaney, who took home a Master Class award.

barbecue to boot. A rare treat at the convention was the chance to meet William Janowski, one of the engineers involved in the design of the M561 Gama Goat, who was on hand along with the very first Gama Goat prototype.

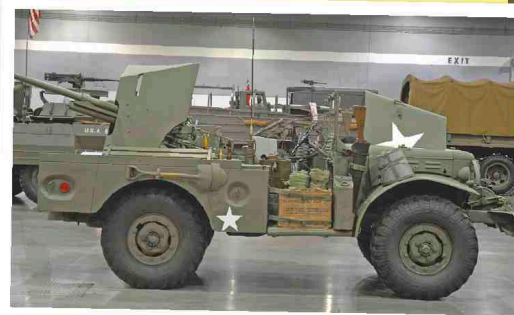
Many convention attendees look forward to

each year's fundraising auction. Items coming under the hammer ranged from scarce NOS parts to tongue-and-cheek fabrications. The auctioneer for this year's event was Tom Burton, president of Government Liquidation, the US military's official disposal contractor and a real old-school auctioneer. Tom offered the items

»»



Above: In one corner of the convention hall was an assortment of larger vehicles, among which were half-tracks, 2½- and 5-ton 6x6 trucks and a number of Ford 6x6 armoured cars.



Above: Among the many unusual vehicles displayed at the convention this year was this Dodge WC-55 (M6), which gained the owner/restorer, Joseph Meserve, an award in the Master Class.

Below: This shot shows but a portion of the vehicles that members displayed in the massive air-conditioned facility. On the right is Steve Greenberg's M3A1 Stuart, two of the half-dozen or so fully tracked vehicles at the convention.






with lively, spirited descriptions befitting the fun aspect of this event, while eking out the maximum for the benefit of the clubs.

This year's outstanding restorations and preservations were recognised at the awards

banquet on Saturday evening, as were various notables in the hobby. Top honours at the banquet went to David Fletcher, who was recognized with the MVPA's Vanderveen Distinguished Service Award, and the Auto and Technik Museum in Sinsheim, Germany,

which won the Jacques Littlefield Award for Preservation and Education Excellence. A complete list of awards and winners is posted on the Association website at www.mvpa.org. The 2014 convention will be held 26-28 June in Louisville, Kentucky. 



Above: Capable of providing services which fortunately were not needed, the Oregon Military Museum's M816 was displayed with a full array of recovery gear.



Above: Ivan Urnovitz's nicely displayed 1958 GAZ earned a gold award in the Motor Pool Ready class. Left: Not all vehicles at the convention were entered for judging, some owners preferring to merely show off their vehicles. Such was the case with this AM General M923 presented by Del Blanchard.





Above: Some members pooled their resources to create interesting displays, such as this Long Range Desert Group diorama arranged by Jack Valenti, with plenty of help from his friends.



Above: The Oregon Military Museum brought along this 1918 3-ton Class B US Army Liberty truck.



Above: Mark Wiesner's 1953 International Harvester M74 armoured personnel carrier is one of the scarcest pieces of post-war US armour in private hands, and got plenty of attention.



Above: The very first Gama Goat, built by inventor Roger Gamaunt in 1960, was restored and displayed by William Janowski, who was on the Chance-Vought engineering team that subsequently developed the XM561 Gama Goat.

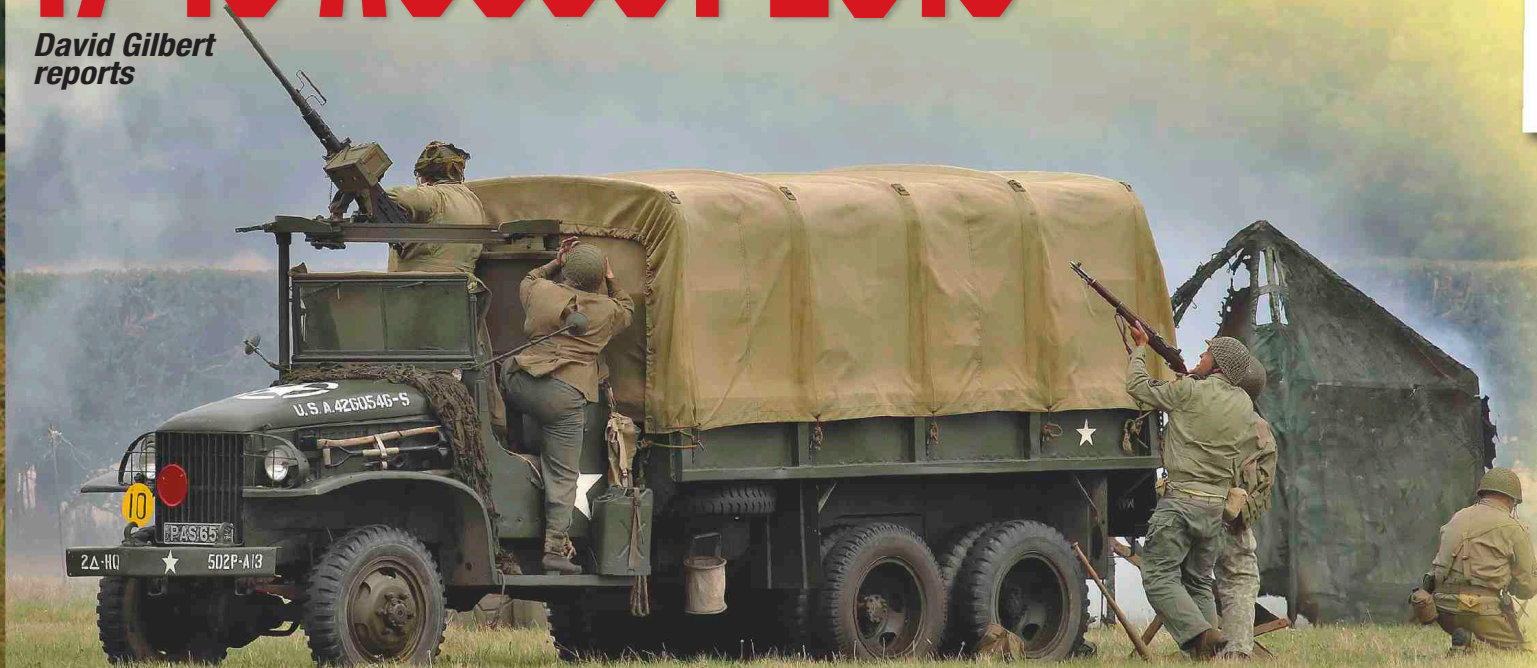
Below: With river rides spread over two days, MVPA members had plenty of chances to 'splash out'. (Scott Taylor)



OUT AND ABOUT WITH CMV...

COMBINED OPS, HEADCORN, 17-18 AUGUST 2013

David Gilbert
reports



Air attack!

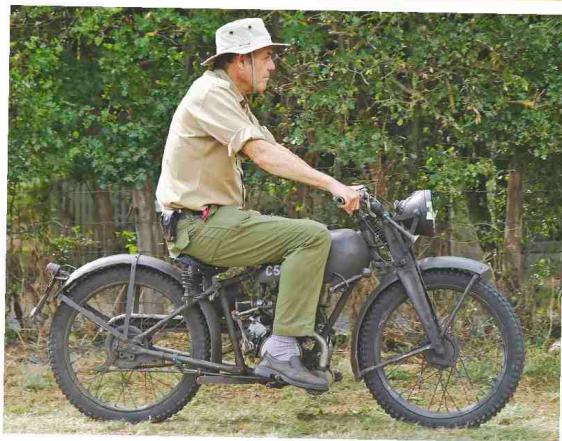
Under a rather overcast and stormy sky, the fifth annual Combined Ops got off to a humid start. Planned to run over the weekend of 17-18 August, the event schedule promised much but the weather gods didn't seem to have read the script. However, spirits were certainly not dampened, for the reported visitor numbers for the 2013 event showed an increase of over 14% on 2012

numbers while the number of vehicles booking to display increased by 10%.

So what was there to see? Combined Ops, organised by the Invicta Military-Vehicle Preservation Society (IMPS), has always had the advantage of being held at a live aerodrome so, as you might expect and the name of the show suggests, numerous aircraft appeared overhead throughout the afternoon giving both aerial displays and

participating in re-enactment scenarios. The highlights of the flying display were probably the BBMF's Avro Lancaster, Hurricane and Spitfire, plus the Yak 11's low-level flypasts, but I suspect the aircraft that received the most reaction from the crowd was the colourful and extremely noisy Hawker Hunter, *Miss Demeanour*.

The airfield also played host to the novel idea of a 'strafe the infantry' re-enactment with a twist. The storyline was simple; US troops in a Jeep and a truck get caught in the open by enemy aircraft, and much ground-to-air fire and strafing ensues. However, the



Above: A 125cc James ML, sometimes known as the 'Clockwork Mouse'. Left: Arthur Carter's Diamond T linked to an Explorer.



Above: Adrian Scott with his Ward LaFrance M1A1.



The superb 1939 Dennis New World fire pump which actually saw wartime service.

arrival of a Hurricane results in some nice aerial combat manoeuvres and the seeing-off of the Me 108 as the crowd whoops in approval.

As always, a full programme of events filled the day and the arena gave the public an excellent view even though the ditches and humps seen at last year's event were missing.



Above: Scammell Explorers were well represented.

Away from the arena various attractions were on hand such as re-enactors with a 1939 Dennis fire tender, the Royal West Kent Regiment Living-History Group and plenty of other displays along the main concourse depicting WW2 units both Allied and Axis.

To finish the day there was the traditional battle re-enactment including pyros, tanks,

Below: A nice M8 Greyhound.





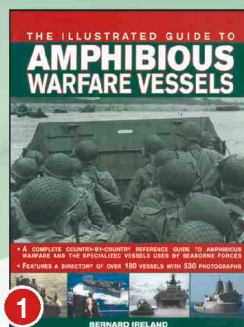
goodies and baddies. On this occasion the goodies were played by Kelly's Heroes who, while reconnoitring in advance of the US infantry, ran across the German Second Battle Group armed with a lookalike Panzer III and Sd Kfz 251.

So overall how did the fifth Combined Ops show fare? James Baxter, one of the organisers, commented: 'This was a great fifth year for the show, and undoubtedly the

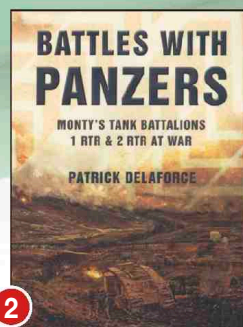
Above: Paul Gurr's Morris-Commercial CS8 compressor truck.

most successful. We have developed, in conjunction with Headcorn Aerodrome, an event that combines an exciting airshow with first-class living-history and vehicle displays, and offers the public a really good, fun day out for the family.'

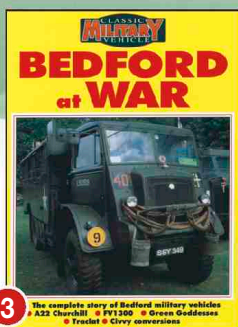




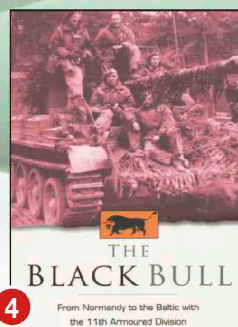
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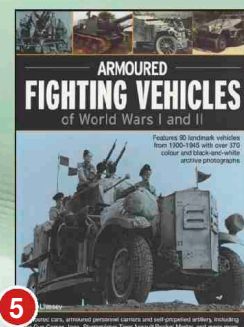
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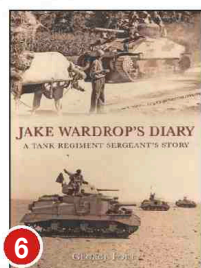
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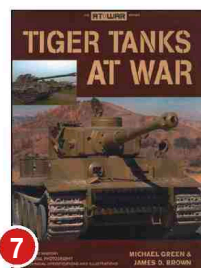
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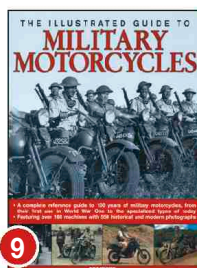
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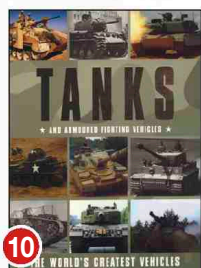
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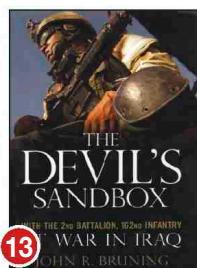
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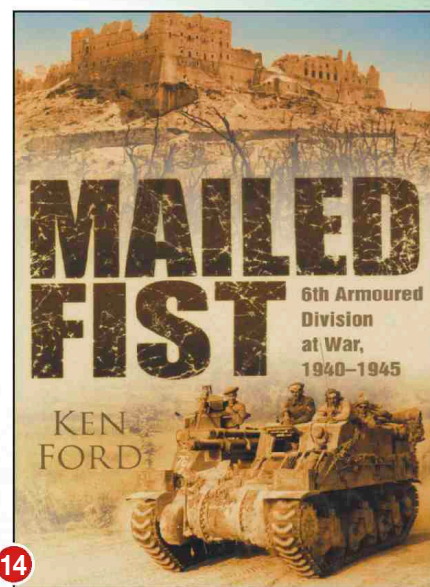
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IT'S SHOWTIME!

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



There are many military-vehicle rallies held in the UK and elsewhere; only the larger events are listed here but more appear in the major club magazines – or look at www.milweb.net, www.mvpa.org, or www.mvt.org. It is always wise to ensure an event is still on before setting out on a long journey. *CMV* can accept no liability for errors or omissions in this list.

Show organisers, please send details of your event to events@kelsey.co.uk or to the editorial address at least eight weeks in advance. Unfortunately we have space only for shows with significant military-vehicle content.

MILITARY-VEHICLE EVENTS

December 2013

HISTORY ON WHEELS MUSEUM OPEN DAY

Date: Sun 22 Dec 2013

Location: Longclose House, Common Road, Eton

Wick, nr Windsor, Berks, SL4 6QY

Contact: 01753 862637/833833;

www.historyonwheels.co.uk

2014 EVENTS

March 2014

AA COMMEMORATIVE ROAD RUN

Date: Sun 30 Mar 2014

Location: Sevenoaks Leisure Centre

(Buckhurst 2 car park) to Hastings

Contact: James Baxter, 01883 740276,

jac.baxter@virgin.net

April 2014

TIGER DAY

Date: Sat 5 April 2014

Location: The Tank Museum, Bovington, Dorset

Contact: 01929 462359; www.tankmuseum.org

May 2014

1940s RELIVED

Date: Sat 17 May 2014

Location: Brooklands Museum, Brooklands Road,

Weybridge, KT13 0QN

Contact: 01932 857381;

www.brooklandsmuseum.com

MUCKLEBURGH COLLECTION MILITARY DISPLAY WEEKEND

Date: Sat/Sun 31 May-1 June 2014

Location: The Muckleburgh Collection, Weybourne

Camp, Weybourne, Norfolk NR25 7EG

Contact: 01263 588284;

www.muckleburgh.co.uk

June 2014

JEEP GATHERING NORMANDY 2014

Date: Sat 7 June 2014

Location: Normandy Tank Museum/A10 Airfield,

Pa La Fourchette, Ave du Cotentin, 50500 Catz

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

WICKSTEED AT WAR

Date: Sat/Sun 14-15 Jun 2014

Location: Wicksteed Park, Kettering

Contact: Tim Hawkes, 07990 574 338,

tim@letscrushit.com; www.wicksteedatwar.co.uk

WOODVALE TRANSPORT FESTIVAL

Date: Sat/Sun 21-22 June 2014

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

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

TANKFEST

Date: Sat/Sun 28-29 June 2014

Location: The Tank Museum, Bovington, Dorset

Contact: 01929 462359; www.tankmuseum.org

July 2014

YORKSHIRE WARTIME EXPERIENCE

Date: Fri/Sun 4-6 Jul 2014

Location: Cockleshaw Beck Farm, Hunsworth Lane, Hunsworth, West Yorks BD4 6RN

Contact: Stuart Wright, 07748 604461; www.ywe-event.info

THE WAR AND PEACE REVIVAL

Date: Wed/Sun 16-20 Jul 2014

Location: Folkestone Racecourse, Stone St, Westenhanger, nr Hythe, Kent CT21 4HX

Contact: 01304 813945, 01304 813337; www.thewarandpeace revival.co.uk

WOODHALL SPA FORTIES FESTIVAL

Date: Sat/Sun 19-20 Jul 2014

Location: Jubilee Park, Stixwold Rd, Woodhall Spa, Lincs, LN10 6QH

Contact: Stuart Holmes, 01526 353215; www.woodhall-spa-40s-festival.com

August 2014

NORFOLK TANK MUSEUM MV WEEKEND

Date: Sat/Sun 16-17 Aug 2014

Location: Norfolk Tank Museum, Station Road, Fornsett St Peter, Norwich, Norfolk, NR16 1HZ

Contact: Stephen Machaye, 01508 532650, info@norfolktankmuseum.co.uk; www.norfolktankmuseum.co.uk

RAUCEBY WAR WEEKEND

Date: Sat/Mon 23-25 Aug 2014

Location: South Rauceby, nr Sleaford, Lincs NG34 8PT

Contact: William Elkington, 01529 488354 or 07713074418; www.raucebywarweekend.co.uk

September 2014

TANKS IN TOWN

Date: Fri/Sun 5-7 Sept 2014

Location: Mons, Belgium

Contact: www.tanksintown.be

November 2014

BROOKLANDS MILITARY VEHICLE DAY

Date: Sun 16 Nov 2014

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

Contact: 01932 857381; www.brooklandsmuseum.com

MILITARIA EVENTS, AUCTIONS, ETC

GOVERNMENT SURPLUS SALES

Witham Specialist Vehicles

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

RAMCO UK

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

FORTHCOMING MILITARIA EVENTS

January 2014

CLIFF'S CLEAR OUT

Date: Sun 5 Jan 2014

Location: Universal Jeep Supplies, Godalming, Surrey, GU8 5AE

Contact: Lucy or Cliff, 01483 860403 or 07831 655661.

February 2014

MILITARIA 2014

Date: Sun 2 Feb 2014

Location: Stoneleigh Park Coventry Warwickshire

Contact: Amanda Lycett, 01743 762266; amanda@jeeparts.co.uk

March 2014

AVIATION & MILITARY FAIR

Date: Sun 9 Mar 2014

Location: Vauxhall Motors Club House, Ellesmere Port, Cheshire

Contact: Christine Thomas, 07745873491; thomasc@sky.com

MALVERN MILITARIA FAIR

Date: Sun 23 Mar 2014

Location: Three Counties Showground, Wye Hall (Brown Gate), Malvern, Worcs

Contact: Amanda Lycett, 01743 762266; amanda@jeeparts.co.uk

November 2014

MALVERN MILITARIA FAIR

Date: Sun 16 Nov 2014

Location: Three Counties Showground, Wye Hall (Brown Gate), Malvern, Worcs

Contact: Amanda Lycett, 01743 762266; amanda@jeeparts.co.uk





Above: Running Canadian Chevrolet at £3700 in Italy – a practical project. Left: At nearly 100 years old, this Latil is a project for the committed enthusiast.

Winter has certainly arrived but it hasn't dampened enthusiasm as vehicles continue to come onto the market and, most importantly, sell. Adverts from overseas outnumbered those from the UK on Milweb during November, which is interesting. Sellers are obviously confident that UK buyers, private and trade, are not phased at the prospect of importing. But curiously, many UK advertisers tell us that they have sold to European buyers, making this a two-way market. So the main beneficiaries of all this must be the car-ferry operators.

There has been a flood of viable restoration projects being offered by Italian advertisers, including M38 and M38A1 Jeeps for £2500 and a running CMP 3-ton Chevrolet cargo for £3700. Elsewhere there have been several Studebaker Weasels up for sale, ranging from five restoration projects to a ready-to-show

M29 in winter camouflage at £16,500. The Weasel is really the only tracked vehicle that can be safely towed behind a 4x4, and with repro tracks readily available, they are proving popular with collectors.


For the enthusiast of Soviet vehicles who has everything including understanding neighbours, TDM Electronics in Poland offered a mighty and top-heavy 2K11 Krug-M (SA-4 Ganef) built on a Ural chassis with two deactivated 3M8M3 guided missiles. Turn up with it at the War and Peace Revival with the missiles pointing skyward and you'll be guaranteed the front cover of *CMV*. With major dealers in the EU like TDM and the STV Group, buying ex-Soviet bloc vehicles, wheeled and tracked, is a practical proposition, and transport costs are not generally prohibitive.

British wartime motorbikes continue to rise in price. This month we have seen a pair of BSA WD-COs at £4850 and an 'as found' Norton 16H at £5500. These

contrast with a Zundapp KS750 that 'needs finishing' at £23,000.

With the 100th anniversary of the start of WW1 looming, vehicles and material from that period are inevitably starting to surface. Indeed, a Latil artillery tractor came up for sale in Portugal for £5000 – it's a difficult project but certainly viable. Collectors of Great War vehicles form a small but motivated band and we look forward to seeing this one restored.

As we go to press, the shooting of the much-publicised (for sometimes unfortunate reasons) film *Fury* is almost complete and it is about to go into post production. A certain magazine editor got an exclusive invitation onto the set and *CMV* will be running a major feature later in the year. One thing is for sure, there are no 'fake' vehicles in this one. It is going to be interesting to see if, once the film is out, it achieves the almost cult status of recent Spielberg productions. Let's hope it has the *Private Ryan* effect on the hobby and we see an influx of new faces at shows.

2014 promises to be a spectacular and very busy year for our hobby and, with that in mind, on behalf of Milweb and *CMV* I wish all our readers a happy new year... to quote Captain Miller: 'See you on the beach!' 



Very rare 1940 Commer Q15 still with its RAF markings and up for offers.



Unlikely to be road registered, this Krug M is menacing. Yours for 42,000 euros.



An M113A2 from Norway at £50,000.

VEHICLE	COUNTRY OF ORIGIN	YEAR OF ORIGIN	ENGINE: CAPACITY; CYLINDERS; FUEL	APPROX PRODUCTION	ASKING PRICES: LOW HIGH		AVERAGE	TREND
SOFT-SKIN VEHICLES								
AM General HMMWV	USA	1984	6200cc; V8; diesel	(on-going)	£32,500	£32,500	£32,500	—
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£4500	£5300	£4966	—
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£5250	£5250	£5250	▼
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£3500	£4000	£3766	—
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£6000	£9500	£7945	▲
Dodge WC54	USA	1942	3770cc; 6; petrol	26,000	£4200	£15,500	£9850	—
Dodge WC56, WC57, WC58	USA	1942	3770cc; 6; petrol	37,000	£19,250	£21,000	£20,187	—
Dodge WC62, WC63	USA	1942	3770cc; 6; petrol	43,000	£9000	£10,500	£9750	▼
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£4000	£7950	£6337	▼
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£2600	£16,350	£11,535	▼
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£2900	£10,500	£6725	▼
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£2500	£8200	£6675	▼
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£6500	£18,000	£12,717	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£1750	£6450	£4128	▲
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4200	£5500	£4985	▼
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£2999	£3800	£3335	—
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	—	£4600	£16,995	£10,700	▲
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£1950	£2800	£2375	▲
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£1700	£4750	£2880	—
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£4000	£6000	£4833	▼
WHEELED ARMoured VEHICLES								
Alvis Saracen, FV603 (etc)	UK	1952	5660cc; 8; petrol	1850	£8750	£9750	£9316	—
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£8500	£8500	£8500	—
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£10,400	£25,000	£15,869	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£4850	£12,500	£8435	—
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£12,950	£12,950	£12,950	—
AMPHIBIOUS VEHICLES								
Alvis Stalwart, FV620 (etc)	UK	1959	6522cc; 8; petrol	1575	£6000	£8500	£7133	▼
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£10,250	£13,500	£11,750	▼
TRAILERS								
¼-ton (for WW2 Jeep)	—	—	—	—	£650	£1250	£1055	▲
¾-ton British (for Land Rover)	—	—	—	—	£300	£650	£410	—

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

** Includes civilian production.

Note

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

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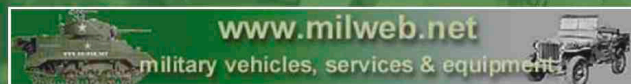
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JEEPS, LAND ROVERS ETC (UP TO 1-TON)

1943 FORD GPA WITH INTERESTING PROVENANCE

£POA. During 1954-1956 the 1943 Ford GPA "La Tortuga" drove from Alaska to Tierra del Fuego a 20,000-mile trip. Read about the trip in the book: "20,000 Miles South". +47 913 55660. e-jostad@online.no (GD)

1961 M201 HOTCHKISS JEEP

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

1962 HOTCHKISS JEEP

£POA. Good runner, if you want a show car this is not for you, it has bumps and scrapes and looks like a jeep should (the combat look) comes with loads of extras bustle, aerial, spare engine ancillaries, more fuel cans etc. £11,500. A trailer is available by separate negotiation, PX is possible for the right US muscle car. 07837 788334. mv4u@live.co.uk (GD)

1986 EX-MILITARY POLICE LAND ROVER 90 SOFT TOP

£POA. 42,500 Kilometres on the clock. Regularly serviced and maintained. 07714 300586. giles@george-mills.co.uk (GD)

EX ARMY LAND ROVER DEFENDER 110 FFR, WINTERISED

£POA. Owned by myself for the last 3 years. Military registration number and history known. Spent its entire service with 249 Sig Sqn (AMF(L)). ms.turner@btinternet.com (GD)

FORD GPA

£POA. Freshly and fully restored in 2013. Drives and swims very well. +33 1 300 50412. dd@indiancars.fr (GD)

FORD GPW 1943 GPW110736

£POA. Very nice and good early and original Budd (Ford) body straight and new bottom, with original data plate's, running engine very good and nice chassis with papers many F parts. Price 10,900 Euros More info: www.keizer.nl. 0031 599 618800. willel@keizer.nl (GD)

FORD GPW BRITISH ARMY CONTRACT JEEP 1944 M6270144

£POA. Chassis No: 247674. Painted in Post War Army Green. This Ford GPW Jeep is a very rare surviving British Army WW2 Contract issue Jeep with Butler sidelights, extra convoy & horn switches on dashboard & Original 1940's tyres. 07801 422691. hadrian121@aol.com (GD)

FORD GPW NOVEMBER 1942 AND TRAILER

£POA. It is so close to the original as possible. no rust, in top condition. +452 510 6023. jokblok@gmail.com (GD)

FORD MUTT 151 A2

£POA. US Army, 28/02/1971, uncut, no rust or bodywork, drives and starts well, 24 V, plastic top, seats and doors, heater, Vietnam era, new exhaust, very good base, chassis been treated rust free, with papers. Very honest Mutt for a fair price: 9500 Euros. 0032 485 451406. vanderstraeten_kristof@hotmail.com (GD)

FORD MUTT 151 A2

£POA. USMC, 30/06/1968, uncut, no rust or bodywork, drives and starts well, 24 V, plastic top and seats, very good base, chassis been treated rust free, with papers. Very honest Mutt for a fair price: 9250 Euros. 0032 485 451406. vanderstraeten_kristof@hotmail.com (GD)

HOTCHKISS M201

1961, £16,250. A very nice vehicle in US livery and equipped with various weaponry and field/personal equipment including 30 Browning 2 x.30 m1 carbines. Call for photos. Surrey. 01883 713663 (BM)

HOTCHKISS M201



£10,000. Very low 52000 kilometres and loads of extras including heater, roll bar and gas conversion very little rust and lots of service history including all new brakes in 2009 ideal for the run over to Normandy in June for the D day celebrations. Devon. 01548521278 (BM)

HOTCHKISS M201 1962

£POA. £11950. Professionally converted to 2.4l Mercedes diesel giving superb performance on and off road. Excellent condition with new tyres, battery and all new canvas. MOT to June 2014. Full details on our web site: www.naddervalleyclassics.co.uk. 01722 716052. info@naddervalleyclassics.co.uk (GD)

HOTCHKISS M201 JEEP 1965

£POA. Full body off restoration, new wiring loom, Worthing canvas and much more. £11,950. 01746 712273. germy1@hotmail.co.uk (GD)

JEEP



1944, £6,200. GPW chassis, French body shell, 12 volt conversion, garaged, unfinished rebuilt project. Most parts available. Greater Manchester. 01204 593218 (BM)

JEEP FORD GP, 1941

£POA. Wonderful Early model Ford GP Jeep, November 1941, only 4500 models in production and 250 remain in the world. Body original and restored, frame and axles restored, with complete parts to finish the restoration. Price 295000 Information at www.military-classic-vehicles.fr. 0033 (0)233 44 44. military-classic-vehicles@orange.fr (GD)

JEEP M38A1

£POA. For restoration. Parts available. +393 292 163110. gaia@fastmail.it (GD)

JEEP M38A1

£POA. For full restoration. +393 292 163110. gaia@fastmail.it (GD)

LAND ROVER 90 WOLF REPLICA

£POA. 5 months tax, 12 months M.O.T. Full Wolf components: Front axle guard, Pioneer tools, rifle rack, antenna's, 2 x Jerrycans. Rear Discovery axle, 2 x rear seats, tow bar, new exhaust. 200 tdi engine, recent full service 04/10/13. Redundancy forces very reluctant sale. Located: Devon. £4,650 onvo. 07721 018894. jon_seward2002@yahoo.co.uk (GD)

LIGHTWEIGHT



1983, 31,000 miles, £6,850. New MoT. In beautiful original condition throughout with lovely interior and canvas. Superb to drive commensurate with mileage, taut and rattle free with powerful brakes and positive light steering. Fully serviced and waxoiled, a very rare vehicle in this un-molested show condition. 07446881808 (BM)

M38A1 JEEP

£POA. A good basis for restoration. +393 292 163110. gaia@fastmail.it (GD)

MORRIS MRA1



1953, £1,850 ono. Rare truck with original body. Nice engine and good mechanics. Much work done but needs finishing. Some spares included. Murex welding plant also available. Aberdeenshire. 01261 842982 (BM)

MUTT 151 A2

£POA. Built in 1969, first reg in uk 2004. Dry stored in between. 650 miles on the clock. Uncut, no rust, plastic top. £9,500. 01384 221325 or 07836 706577. b.hickman123@btinternet.com (GD)

MUTTS FROM PORTUGAL

£POA. All M152A2 model from 1977/78, not cut, low mileage, some runs, 100% originals. 00 351 917543180. fernandopamartins@gmail.com (GD)

PINZ GAUER RADIO TRUCK

1974, £9,750. Rare closed cab radio truck with antennas, tools etc. Harly Bombader 350, unregistered, low mileage, £1,950. FV 434 drivers hood complete with windscreen wiper etc, £50. Kent. 01634 268038

PINZ GAUER RADIO TRUCK

1974, £9,750. Ex swiss army closed cab, 5 seater. Die cast luger, fires caps 1960's mint condition £25- cast iron working search light plus other early military toys. Valve tester USA WW2 £75. Dodge springs £50, dodgewheel £50 mein kampe early edition £10. Kent. 01634 268038

R.E.O. AMERICAN ARMY DUMPTRUCK



1959, 6,500 miles, £POA. MoT exempt. Taxed. Ready to work or play. Dorset. 07836 599611 (BM)

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RARE WINTERISED 110 LAND ROVER 1991

EPOA. Resprayed in Nato Satin Green, including full interior and engine compartment. 01494 758984 or 07967 384827. andreapickess@btinternet.com (GD)

SCAMMELL PIONEER

1943, £12,500. Original Gardner Engine-Runs perfectly-Can drive away. Worcs. 07710765437 (BM)

SERIES III



1978, £4,750 ovno for both. Ex Dutch Army Ambulance. LHD, 2.25 Diesel, 24 volt, sound chassis/bulkhead, with 3 stretchers, also remains of a 71 with V5. Hertfordshire. 01920468997 (BM)

VERY NICE 1961 HOTCHKISS JEEP

EPOA. Comes 'ready to roll' in good overall and mechanical condition, with MOT. 01883 713663. rogermetcalf@hotmail.com (GD)

WILLYS JEEP NORMANDY LOOK

EPOA. Excellent looks, looks like a 15K car. Complete rebuild 1000 miles ago. Originally 49CJ3a from Swiss army Alpine model. 01252 622530 or 07767 313142. Simon.cheswell@vodafoneemail.co.uk (GD)

WILLYS JEEP (REPLICA)

EPOA. Dog Company replica Mark V jeep Built by Dog Company replicas of Newport. 07920 561497. phil.scaife@ntlworld.com (GD)

WOLF 90 110 TIPPER

1995, £6,500 ono. Will sell or swap my 110 tipper for Wolf 90, no replicas, plus cash, 110 tipper greedy boards, 3/4 overhead galvanised roof rack, MoT/tax. May have to leave message, remember no replica Wolfs. Kent. 07931 857604 (BM)

WOLF IN SHEEPS CLOTHING

EPOA. V8 4.6 auto. Built engine and auto transmission. All the correct equipment. Allisport rads. Ashcroft drive line. Qt arms. Devon 4x4 suspension. Td5 dash with VDO gauges. Mach5 rolled rims. Over £25 k build cost. Very unique truck, if Carlsberg has built an army truck it would have been like this. 07860 292900. Quick2929@aol.com (GD)

WW2 FORD JEEP



£6,500 ono. Dry stored good restoration project. Hercules engine runs, well, WW2 screen and steering column included. 07505854283

WW2 FORD JEEP

EPOA. Dry stored good restoration project. Hercules engine runs, well, WW2 screen and steering column included. £6500.00 o.n.o. 07505 854283. dingoman@ntlworld.com (GD)

SOFTSKIN VEHICLES

1939 AEC MAMMOTH MINOR

EPOA. Acquired by Ministry of War Transport. Restored but requires finishing. Viewing recommended. Genuine buyers please. 07969 950479. James_allan1989@hotmail.com (GD)

1940 COMMER Q 15

EPOA. All original, engine running, truck to be restored, French papers, RAF markings left, 2 known in continental Europe from 600 units built. Offers welcome. +33(0)232 583 899. Ludovic.Claudine.Geoffrey.MEYER@wanadoo.fr (GD)

1940 FORD F15, NO 11 CAB

EPOA. Only 3400 genuine miles from new. Reduced Price, due to selling house. Has been kept in the dry. 01208 74429. m.stringer1@talktalk.net (GD)

1941 DODGE 1/2 TON WC

EPOA. Partly restored, engine transmission rebuilt new parts, new radiator, correct seats, complete winch five new tyres, will require finishing extra cab and bedsides included. £10,000. 07990 593970. nickwilson4@aol.com (GD)

1941 DODGE WC-1 POWER WAGON

EPOA. This Dodge is in really nice shape and very very solid. Look at its cargo bed. Rear window has correct guard on it. It has the correct light blue prewar hood markings and is nice and correct in many details. +31 641 845859. info@airbornegarage.com (GD)

1941 DODGE WC15 COMMAND CAR

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

1941 U.S. ARMY PACKARD HENNEY AMBULANCE

EPOA. Very rare only 300 made for us army and navy, used only in main land USA and Pearl Harbour, there is no rot on this vehicle and it is virtually complete. Still has original o/d paint and data plates under later civvy paint. Only one other know out side USA £9,800. Maidstone Kent area. 01689 812998 or 07956 543421. melvin.g@ntlworld.com (GD)

1942 CHEVROLET C15

EPOA. New brakes, overhauled engine. A very original and untouched vehicle. +47 913 55660. e-jostad@online.no (GD)

1942 GMC 353 HARD CAB

EPOA. Good condition and converted to 12volt with a new carb battery and electronic ignition fitted. Being sold as I have another truck and can only use one at a time, a shame to see it sitting around. A good honest truck needing someone to use it. Would be a great truck to use in Normandy next year. Looking for offers around £7500. 07919 008940. alan.hull9@sky.com (GD)

1943 MORRIS C8 QUAD GUN TRACTOR

EPOA. Older restoration, recently repainted. Runs and drives. +47 91355660. e-jostad@online.no (GD)

1944 DODGE WC52

EPOA. Rebuilt two years ago fantastic looking truck, great eyecatcher and fun to drive. Has full canvas (although would benefit from a new one) Slight oil leak from where crank pulley is worn, new pulley is available to go with the Dodge. £9,000. 07920 561497. phil.scaife@ntlworld.com (GD)

1944 GMC CCKW CLOSED CAB WITH WINCH

EPOA. Runs ok. Wooden steering wheel and og. metal door cards are still present. +31 641 845859. info@airbornegarage.com (GD)

1944 LEYLAND HIPPO GS MK 2B

EPOA. I have owned her since 2003. The previous owner did a ground up rebuild in 1996. Since she has been in my ownership I have done the following: reconditioned injectors (original), regular service, adjusted timing, new batteries, repainted twice. 01992 511 285. julian@globalrovers.f9.co.uk (GD)

1944 OPEL BLITZ 3,6-6700 TYPE A (ALLRAD) LF8 (LOESCHFABRZEUG 8)

EPOA. The truck is very solid, shows no rust and the wooden body is in a perfect condition. +31 641 845859. info@airbornegarage.com (GD)

1944 OPEL BLITZ FEUERWEHR

EPOA. Running, to be restored, French papers collection, good body, all original state, comes from Luftwaffe airfield, located in Normandy. Price: 25 000 Euros. +33(0) 616 332286. alainvmill@gmail.com (GD)

1945 KUBELWAGEN TYPE 82

EPOA. Original VIN plate present, restored a few years ago, runs and drives good. 35,000 Euros. +31 641 845859. info@airbornegarage.com (GD)

1953 SAURER 4MH

EPOA. Artillery tractor of the Swiss Army 4x4 Quality construction of Switzerland 1953. 0041 792 037055. tecobois@bluewin.ch (GD)

1953 SCAMMELL EXPLORER MKII

EPOA. Fully fitted out, same owner for last 18 years, driven to all events, everything original and it all works. Many spares and parts to be included in sale. 01379 384280. mark@markpeacockr.co.uk (GD)

6 WHEEL DAF TRACTOR UNIT

EPOA. Middle lift up axle pulls well looks great runs smooth overall good condition, ex Royal Mail so its been looked after, great lorry to pull FV432's about or other green kit, sleeper cab very cosy, looking to part ex it with military vehicle, W.H.Y?. Located in Brentwood Essex. 07951 547510. billyruston@mail.com (GD)

AIRCRAFT TUG

EPOA. Mercedes diesel engine, working. +393 292 163110. gaia@fastmail.it (GD)

ALVIS STALWART MK2

EPOA. Year 1968, 6 wheel drive, weight approx 9 ton, 6 litre Rolls Royce engine, 5 ton payload, good running condition, located in Poland 6100 Euros. +48 603031453. bartlomiejholka@wp.pl (GD)

AM GENERAL M923A1

EPOA. Cargo truck in very good condition. 1984. 1400-20 tires. Truck comes with Ub and release documents. 0654 990137. r.pleunis@tele2.nl (GD)

AUSTIN CHAMP

EPOA. Road registered in 1967. Good working order for 50 year old truck. 07900 698905. lee.deacon1@ntlworld.com (GD)

BEDFORD MJ ARMoured WRECKER

EPOA. Excellent condition inside and out. £8,000 no VAT. 01162 792245. dave@crouchrecovery.co.uk (GD)

BEDFORD OY TIPPER

EPOA. Cab and body in good condition, did run well. Brakes need new master cylinder kit, tyres are serviceable. Its road registered. Always been kept under cover. Needs very little restoration nice project for someone to complete. £3250 ono. 01386 41585. jamesdukw@aol.com (GD)

BEDFORD OYD 1943

EPOA. Exceptionally good condition, 6 brand new tyres, new canvas. False load doors through to sleep area. Rallied for the last 2 years with no problems arising. Sold with various spares, any trial welcome. Delivery can be negotiated on sale. Ideal for 70th anniversary or 30 Corps. £8995. 07545 502631. kathy.beckwith@ksgs.cumbria.sch.uk (GD)

BEDFORD OYD 1943 RESTORED

EPOA. Complete hoops, new tarpaulin, 5 new tyres, battery, engine, brakes. Excellent condition. Rolls all distances. French papers. CT OK. £11800 Pounds. 0033 6035 65264. turrelles.guy@wanadoo.fr

BEDFORD QLR HT TEV TYPE B

EPOA. 16ft body, ideal for camper conversion. The vehicle is complete minus the office body. Completely stripped ready for rebuild. This is a very rare vehicle, and I have not seen another on the show circuit in 5 years. Located near Chester. £2500 no offers. 07795 057209. paula_foster19@o2.co.uk (GD)

CANADIAN CHEVROLET C15

EPOA. Engine running, to be restored. +393 292 163110. gaia@fastmail.it (GD)

CHOICE OF UNIMOGS DIRECT FROM GERMAN MOD

EPOA. In very good condition and complete with tool kits etc. £10,000 + vat. 01162 792245. dave@crouchrecovery.co.uk (GD)

DAF T244

EPOA. First into service 1999 (V reg). Ex-RAF Reg, LHD, very good condition, lots of work completed, bunk in cab, BMW seats. Plated as 10,500kg private hgv. Tax to March 14, MoT to Sept.14. Private number plate included. Ready to drive away & use. £7,000 ovno, not cheap disposal junk. 07751 857418. brendenkumuka@hotmail.com (GD)

DIAMOND T 969A WRECKER

EPOA. One of over 5000 produced between 1941 - 1945. This particular example is ex Norwegian reserve which was in fair condition when purchased. 01544 327294. cameronandrew1942@gmail.com

DIAMOND T981 WITH MATCHING ROGERS TRAILER

EPOA. Both having undergone complete rebuild and restoration to a very high standard. 01544 327294. cameronandrew1942@gmail.com (GD)

DKW F8 MEISTERKLASSE 1940

EPOA. For restoration, very original. More info: www.keizer.nl. 0031 599 618800. willem@keizer.nl (GD)

DODGE WC21, 1941

EPOA. In original condition, never restored. Original color and stencils, data plates. Building Dodge plate 27th November 1941, serial number 815502387, WW2 number register USA W 234919. 16500. Information at www.military-classic-vehicles.fr. 0033 (0)233 44 44 44. military-classic-vehicles@orange.fr (GD)

DODGE WC51 WEAPONS CARRIER

EPOA. 6 volt type, petrol and LPG gas. Dutch title. 0031 648 570258. nick_goosselink@outlook.com (GD)

DODGE WC63

EPOA. Overhauled during 1992 to 1994, Worthing canvas, located near Cologne, Germany, good condition, approx. 15,000 km since overhaul. 12,500 Euros ono. +49-2263-4590. dksgrm@aol.com (GD)

DODGE WEAPONS CARRIER 1942

EPOA. Ex film star, Yanks, Paton, & Bridge to Far, same owner since before total restoration for Normandy 1994 (50th) since been 55th 60th & 65th. Ready for you to take to France for the 70th anniversary. Fully maintained by Ex REME mechanic £8975. Devon. 01822 855445. trevor@duskhunter.co.uk (GD)

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FODEN 6X6 (FH70) GUN LIMBER, FULLY FUNCTIONAL

£POA. Long reach folding hydraulic crane behind cab (can be operated from both sides). Excellent cross country performance with low ratio and diff-locks. Recently refurbished, stored inside. Drops racks on bed available separately. Road registered. £4750 ono. 0191 232 5872. info@turboventures.co.uk (GD)

FODEN HEAVY RECOVERY 6X6

£POA. With 25 ton Rotzler main recovery winch and 10 ton Fairly front winch. Eka underlift recovery equipment all in working order. 1 of 9 prototypes built only 3 left in working order. 07843 082074. joefreer25@yahoo.co.uk (GD)

FORD G8T 6 CYLINDER 1943 1 1/2 TRUCK

£POA. For more info and pictures or videos send me an e-mail. G8t runs and drives, inside cabin has still all original olive drab. This truck was used for the Lendlease program for Russia during world war 2. schriemerjohan@hotmail.com (GD)

GMC 1945

£POA. Open cab. Exc cond. From Norwegian Reserve. Just had new 6 volt battery, mechanically sound. All tyres 80%. Brakes brilliant, would benefit from respray but haven't done this as the vehicle can be checked that there is no filler any where. Located in Kent. £7650 ono. 01233 720443. jemmettfarm@gmail.com (GD)

GMC TRUCK DUMP (GALLION) 2.5 TON 4X2 1951 MODEL

£POA. 33154 miles. Built for US Air Force. Only original one, of 3 existing in Norway. 0047 951 02799. homdrum@gmail.com (GD)

LANCHESTER 1947

£POA. Very good condition runs well recondition engine only done 1000 miles. MOT exempt will make good staff car. £3500 ono. 07789 936617. raychurher21@yahoo.co.uk (GD)

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£POA. This is the off road, high performance sports car of the military vehicle world. These are very, very rare vehicles that were hand built and designed in Great Britain and made in strictly limited numbers for our special forces. Own a piece of history. 07427 655931. paul.thompson11@virgin.net (GD)

M561 GAMA GOAT RESTORATION PROJECT

£POA. With two engines complete with gearboxes and radiators extra body parts. 6 extra tyres. 95% complete needs new tailgate and complete restoration. Price 9000 Euro. 0032 472 932944. sachahaelen@skynet.be (GD)

MERCEDES 404 UNIMOG DOKA TRAINER 1961

£POA. Very rare 4seat flat bed body. 07973 830956. mark@bedsteads-uk.co.uk (GD)

OPEL KADETT 1938, GERMAN STAFF CAR

£POA. Running, complete with all parts and rust free. Restored original motor, good battery. Comes with new tiers and tubes, service repair book, front and rear Notek lights and cans with new paint dunkelgelb. Swedish papers. Located in south Sweden, near harbour and the bridge to Denmark. Euro 4000. 0046 705 500658. magnuswiksten@gmail.com (GD)

REO WITH WHITE ENGINE

£POA. It is in good condition and has a new canvas. renaat.van.roelen@gmail.com (GD)

REYNOLDS BOUGHTON RB44

£POA. It is Direct from the MoD and has no warranty this vehicle is supplied with the military release certificate. The speedometer shows 20,647 miles however this cannot be verified for accuracy but is likely to be correct. The first date into service was 23/07/1991. Bid Now! Auction ends 28.11.13 at 20:40. 01476 861361. onlineauctions@mod-sales.com (GD)

SWOP 1996 EX FIRE SERVICE LDV 2.5D

£POA. 26000 miles, twin wheeler. For any light military or w h y. On SORN, contains no firefighting gear. 07765 835027 or 01642 614055. stevenccabe@hotmail.co.uk (GD)

TRUCK RENAULT G230

£POA. Left hand drive. French papers, crane 12 m, plateau 8.30 m useful, new floor, tyres good (at the front) payload 10 tons. Carries 2 Dodges, or 1 Half track, or 1 GMC. Dropsides alu 4 m. Price: 10,900 Euros. 0033 6035 65264. tourelles.guy@wanadoo.fr (GD)

UNIMOG 1300L

£POA. With comms body. £12,000.00 +vat. Others available contact us for details. 0116 279 2245. dave@crouchrecovery.co.uk (GD)

VW 92SS REPLICA BASED ON A 1958 CHASSIS

£POA. Totally stripped down and rebuilt with new and original parts but it needs finishing. I have new everything for this car wiring loom etc just fitted new set of Wessa tyres. £11,000 ovno. 01404 46912. alecsml12@gmail.com (GD)

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£POA. Older restoration. Runs well. 703 594 3030. vmmv1@aol.com (GD)

WWI LATIL 1914

£POA. Very few survive. Have some parts, gas tank, mudguards. Can be viewed in Lisbon. Transport possible. Price £6,000. 00 351 917543180. fernandopamartins@gmail.com (GD)

MOTORCYCLES & CYCLES

1930'S WONDER FRENCH BICYCLE

£POA. Great for WW2 reenactment. Rides well unrestored. 01323 488148. stuartbray.bsa@btopenworld.com (GD)

1942 HARLEY WLA

£POA. With original dated 41 leather Thompson sleeve with Thompson replica. Original pannier bags on back. The bike is very original with original saddle, speedo, handgrips, markings, contract number, foot siren on back wheel. Brand new battery. Original brass hand pump. Taxed. Bike starts very easily and rides very well. All round a very nice and original bike. £13,750. 01795 511835. Joannepovey@hotmail.co.uk (GD)

1944 HARLEY DAVIDSON WLA

£POA. Restored some years ago, now with great patina. Includes panniers, scabbard, shovel and ammo box. Rides lovely. Be the king of the road in Normandy next year. £12750.00 ono. Delivery negotiable. 07831 111802. martin.shaw2@sky.com (GD)

1944 ROYAL ENFIELD WD-CO

£POA. History known, runs good, brandnew tyres, canvas grips, 1944 dated cargo bags etc. Nice original survivor. We can assist with worldwide shipping. £5750 or £4850. +31 641 845859. info@airbornegarage.com (GD)

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£POA. Serial No R24176. Museum spec, complete & totally w/time condition inc "war grade" tyres. Norfolk. £1,900. 01379 854947 or 07845 401431. michael.williams85@talktalk.net (GD)

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£POA. Complete for restoration some pitting to parts war grade tyres, correct brakes, levers, wheels bars, frame and forks. £1200. Free delivery to most of UK. 01323 488148. stuartbray.bsa@btopenworld.com (GD)

COLLECTION OF BSA PARABIKES

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

CUSHMAN 53 AIRBORNE, 1944, US SCOOTER

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

LARGE FRAME ARGYLE CYCLE 1930'S ERA

£POA. Fully restored, new tyres, in olive drab, military pannier. nice Middlemores leather saddle, £275.00, buyer collects. 01492 530745. rob.gpw@btinternet.com

PINZ GAUER RADIO TRUCK

1974, £9,750. Rare closed cab radio truck with antennas, tools etc. Harly Bombader 350, unregistered, low mileage, £1,950. FV 434 drivers hood complete with windscreen wiper etc, £50. Kent. 01634 268038

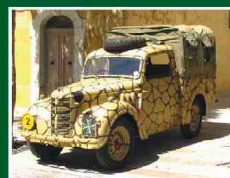
ROYAL ENFIELD WDCO/B

£POA. Excellent fully restored condition. Rare Burman gearbox version. Electronic 6volt ignition. Runs unleaded. Hitchcocks panniers etc. Full build history plus original logbook. £4750. Middx. 07798 866071. dthomas409@hotmail.com

SAS HONDA XR 400

£POA. In perfect condition after complete restoration since its return from Afghanistan. 06 reg. Taxed. MoTready for road use, spare plastics and seat included new michelin tyres, kick and electric start. A must see machine if you want a war bike. £3500. 07805 567745. michaelrogers929@btinternet.com

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ZUNDAPP KS750

£POA. Ex German Wehrmacht machine already a lot of work done needs some finishing. Engine and gearbox already overhauled. The bike is engine and frame nr identical the bike has a lot of original parts. We would trade in English or American bikes pre 1945. Best price 27500 Euros. More info www.dutch-lion-motorbikes.com. +(31) 655 747521. info@dutch-lion-motorbikes.com

WHEELED ARMOUR

1942 VOLVO VKP (VOLVO KAROSS PANSAR)

£POA. 100 of these were built to meet a German invasion. Only a handful still exist. This might be the only one with civil registration. Euro 14000. 0046 705 384888. prokpg@hotmail.com (GD)

ALVIS SALADIN 1959

£POA. In good condition with large proportion of CES. Main gun deactivated with certificate. Offers. Would consider trade with something smaller WW11. 07794 460299. philipharrison59@aol.com (GD)

BTR-60 WITH TURRET-SOVIET ARMoured TRANSPORTER

£POA. Its in perfect condition and it is moving. Located in Sofia, Bulgaria. Price (EXW) 8,000 Euros. +359 (0) 888 408790. ecobioenergy@abv.bg (GD)

BTR-60 WITHOUT TURRET - SOVIET ARMoured TRANSPORTER

£POA. Its in perfect condition and it is moving. Located in Sofia, Bulgaria. Price (EXW) 8,000 Euro. +359 (0) 888 408790. ecobioenergy@abv.bg (GD)

DAIMLER ARMoured CAR MK1 1943, FOR RESTORATION

£POA. This is an opportunity to own a very rare piece of British armour. The hull is stripped internally but comes with the pallets of internal parts, way to many items to list here. Please supply landline number for security. £19,500 ono. 07786 684730. shaun.hindle@btinternet.com (GD)

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£POA. In excellent running order. Early de-acc Rarden and good tyres. Low mileage since engine re-build. Aberdeenshire. 01261 842982 (BM)

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TRACKED VEHICLES

1943 MK1 CARRIER PROJECT

£POA. Very solid and complete project, would make for easy restoration. 01 705 444 1121. trimifam@bmts.com (GD)

1944 M29 WEASEL

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

2K11 KRUG-M (SA-4 GANEF)

£POA. With missiles and crane on Ural chassis, from Polish Army original. The offered assembly comprises:- launcher 2P24M on GM123 tracked chassis; 3psc. of guided missiles 3M8M3 (demilitarized); crane 2T6 on Ural 375IE chassis. All assembly is in excellent condition, working order. Low mileage, all original parts, produced in year 1976. +48 519637545. ewa.stykowska@tdm-electronics.com (GD)

434 REME VEHICLE

£POA. Very good order, outside paint nice condition, inside good condition. Good clean engine with 392 hours and 55 miles. Hiab is in working, good all round track pads, sprockets, wheels. A-bar not included. Road registered £12,000. 07979 917178. shaun@shaun40.wanadoo.co.uk (GD)

ATL (ARTILLERY TRACTOR LIGHT)

£POA. It is fully restored. It is located in Sofia, Bulgaria. (EXW) 12,000 Euro. +359 (0) 888 408790. ecobioenergy@abv.bg (GD)

ATS-712 (ARTILLERY TRACTOR)

£POA. ATS-712 in perfect condition. It can be driven. It is located in Sofia, Bulgaria. We can arrange transportation to any country in EU. Price (EXW). 12,000 Euros. +359 (0) 888 408790. ecobioenergy@abv.bg (GD)

BRDM-2 AMPHIBIOUS ARMoured SCOUT CAR FROM POLISH ARMY

£POA. TDM Electronics offer to sale ex-military vehicles coming directly from Polish Army. Amphibious Armoured Scout Car. It's in excellent condition, working order. Pictures showing one of many pieces for sale. Currently we dispose 12 pieces. Low mileages, all original parts, produced in years 1970-1980. We are offering two types of BRDM-2: -with turret or with launcher (9P133 Malutka). We can help to gain an International Import Certificate for our vehicles. +48 519 637545. ewa.stykowska@tdm-electronics.com (GD)

COLLECTION OF STUDBAKER WEASELS

£POA. All the Weasels need to be restored, but are very complete and many off all the hard to find special Weasel parts there. 0032 (0) 479 236760. gustrvn51@gmail.com (GD)

CVR(T) SABRE

£POA. Original, complete and runs very well. Jaguar petrol engine. All periscopes. Intercom. Can be seen in action on YouTube when it served in the British Army and more recently driving in the snow. £22,000. 07976 230425. Info@oeau.co.uk (GD)

CVRT STRIKER

£POA. Road registered, MOT exempt and taxed until the end of December 13. Tracks are in good condition. 07767 608882. paul.reddington67@googlemail.com (GD)

D2 CATERPILLAR, FULLY RESTORED

£POA. Everything works as it should. Now surplus to requirements due to the arrival of a bigger one. Comes with operators manual and parts list. £4250. Located near York. 07768 367475. ken.pugh@pks-ltd.co.uk (GD)

EX RAF GREEN GODDESS



£5,000. Fully equipped with hoses and pipes all in working order. Complete with working pump. The whole vehicle working completely with road worthy Certificates. 01304 842555 (BM)

FV432 APC MK 1, 8 CYL PETROL

£POA. Probably unique, outwardly original; some armoured panels have been replaced with ply-wood by the army, for reasons unknown. Significantly lighter, so goes well! Loaned to Army recruiting team at Sunderland Airshow 2011 as picture shows. £4850 ono. 0191 232 5872. info@turboventures.co.uk (GD)

FV432/30 REPLICA BUILT ON STANDARD 432 RUNNING GEAR

£POA. 100% reliable on the button, been very well maintained on oil / filters and greasing for the last three years during our ownership. 07787 385145. info@tankyou.co.uk (GD)

GERMAN GOLIATH REMOTE CONTROLLED DEMOLITION VEHICLE SDKFZ 302.

£POA. To be auctioned in Caen France November 30th - December 1st. Viewing 29 -30 November. This major auction of WW2 items has over 600 lots - see our web site to download the catalogue. +33(0) 607 433805. info@aiofipartners.com (GD)

HALF TRACK M5 INTERNATIONAL 1942

£POA. The vehicle runs and drives, road registered. 07979 917178. shaun@shaun40.wanadoo.co.uk (GD)

JEEP TRAILER

£POA. For wartime and postwar jeep. Willys, MB, M38, M38a1. +393 292 163110. gaia@fastmail.it (GD)

M113A2

£POA. In very good condition. Lots of spares. 60,000 Euros. hugo@armydays.no (GD)

M4 HIGH SPEED TRACTOR (LITTLE CHARLIE)

£POA. 1943 rebuilt 2010, 2011. Runs perfectly, no problems. 07803 740239. woodphilip540@aol.com (GD)

MTLB - SOVIET MULTI-PURPOSE VEHICLE

£POA. In perfect condition. Located in Sofia, Bulgaria. Price (EXW). 15000 Euro. +359 (0) 888 408790. ecobioenergy@abv.bg (GD)

OT-810/SDKFZ-251D HALF TRACK

£POA. Produced 1969. Totally restored in 2009. V8 diesel engine. Normandy 1944 camouflage and paintings. Fully operational. Placed in Bielsko-Biala, Slaskie district, Poland. Price 36500 Euros. +486 02345046. patrykw@post.pl (GD)

PANZER III REPLICA

£POA. AFV432 based. Rolls Royce multi-fuel engine and automatic gearbox. 01634 317545 or 07774 620670. welderbeat@hotmail.com (GD)

RECOVERY TANK VT-55A

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

REPLICA PLASTIC TANK

£POA. Size; 28"x12"x10" approx. Fitted with a 7.5 T Iveco truck underneath running on the 4 wheels with a chain drive to turn the tracks. The truck is 2012, 154 km. 3.9 l, 130 hp semi auto engine. 2 bucket seats inside with normal driving controls. weighs 7.5 T approximately. £18,000 ono. 07979 917178. shaun@shaun40.wanadoo.co.uk (GD)

SCORPION CVRT FOR RESTORATION

£POA. Complete with deactivated 76mm gun £10950. Delivery available at cost. 01843 842682. bterrybrooks@aol.com (GD)

SHERMAN HULL M4A2

£POA. Easy restoration project, with complete final drive. Nice condition. No turret. Would consider swap with WW2 military vehicle like M20 armored car fully restored or Halftrack, Bren Carrier etc. For trade or for sale, sensible offers considered. Located in Normandy France. 0033 685 046525. atr435@hotmail.com (GD)

SPARTAN CVRT

£POA. Uparmoured late production model with new spec 7 seat interior. Original unmolested excellent condition throughout complete with all optics. Any inspection welcome. Shipping and export a pleasure. £15,750. 01843 842682. bterrybrooks@aol.com (GD)

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152 MM HOWITZER-GUN 1937 (ML-20) FROM THE WWII

£POA. Soviet gun from the WWII. In perfect technical condition. It is located in Sofia, Bulgaria. Price (EXW) 10000 Euros. +359 (0) 888 408790. ecobioenergy@abv.bg (GD)

FRENCH 155 MM MODEL 1950 GUN

£POA. Perfect condition, gun has been cut and welded again, deactivated. Selling for a friend, Asking 12 000. +33 (0) 321 38 57 01. lystt@wanadoo.fr (GD)

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US 155MM HOWITZER M1

£POA. Mechanically in good condition, needs new paint. Seller declares deactivated to German standards. Price 8,000 Euros. 0049 163 6692490. drtma@online.de (GD)

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

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GERMAN TRAILER

£POA. For restoration. +393 292 163110. gaia@fastmail.it (GD)

ORIGINAL BANTAM TRAILER, NR 10222, 1-18-43, USA NUMBER 0260158

£POA. Completely restored/overhauled. New dataplate by Robert de Ruyter. More photos and complete identification available on request. Asking price: £1,750. +31 611 708909. noeldaemen@home.nl (GD)

RARE AND TOTALLY ORIGINAL WW2 US RL-35 CABLE REEL HAND CART

£POA. This cart is complete with it's original WW2 wheels and Firestone tyres, GC-10 brake unit and handle bar. 07870 230885. zippy144@hotmail.co.uk (GD)

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£POA. Built on genuine M7 trailer. D.I.Y constructed body in steel. Two bunks and fridge inside, needs TLC and paint. Offers around £6000. 01384 221325 or 07836 706577. b.hickman123@btinternet.com (GD)

TWO M7 TRAILERS

£POA. Needing rebuild 2,000 Eur each or 3,000 for both Will swap with road wheels and torsion bar for M24 Chaffee. 0045 268 05632. gmcwillys@stofanet.dk (GD)

WW2 LUFTWAFFE 750KG5 AMMUNITION TRAILER

£POA. With 2 training 250kgs bomb. Restoration project. pkw15@hotmail.fr (GD)

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BOSTON A-20 FRONT UNDERCARRIAGE LEG

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EX ARMY 35 TONNE TOWING / STRAIGHT BAR

£POA. SWL: 35 Ton. Nato towing rings, 8ft in length. All bars are in good condition. Choice available upon collection. Price: £105. 01476 574449 or 07932 141 552. gijoeearnystores@btinternet.com (GD)

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FOR FV432

£POA. New radiator. £350 +vat. 01233 820 219. kerry@rrservices.co.uk (GD)

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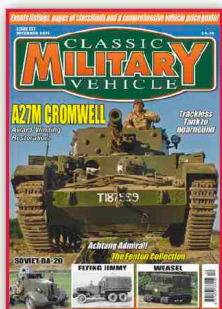
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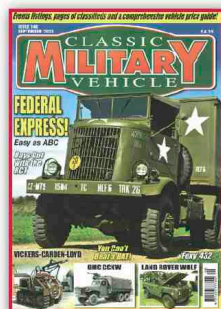
DECEMBER 2013: THE FENTON COLLECTION, THE FLYING JIMMY, FROM TRACKLESS TANK TO BOARHOUND



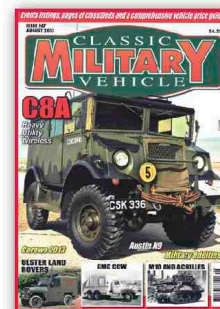
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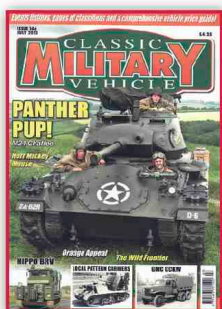
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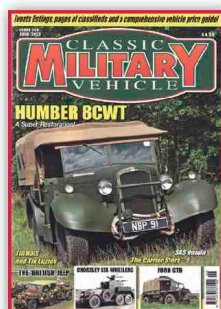
SEPTEMBER 2013: FEDERAL 94X43, VICKERS-CARDEN-LOYD UTILITY TRACTOR, THE TURRETED FV432, LAND ROVER WOLF, PROJECT ACRT - 8, WICKSTEED AT WAR



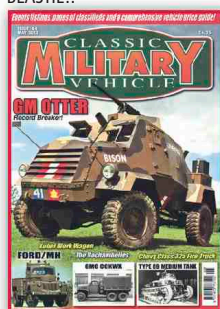
AUGUST 2013: CHEVROLET C8A RESTORATION, ULSTER LAND ROVERS, MILITARY ODDITIES, AUSTIN K9, PROJECT ACRT-7, GMC CCW, CARRIER STORY - 7



JULY 2013: M24 CHAFFEE, DODGE WC60 LOOK-A-LIKE, HIPPO BRV, C15A WRECKER, THE CCKW IS BORN, TOPOLINO IN GERMAN SERVICE



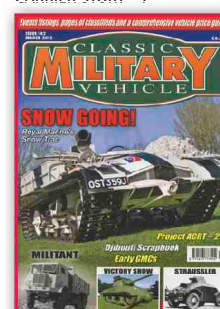
JUNE 2013: 8CWT HUMBER RESTORATION, FORD MODEL T AT WAR, FORD GTB PROFILE, CARRIER STORY - 5, CCKWX, SAS HONDA, PROJECT ACRT - 5, CROSSLEY ARMoured CARS.



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



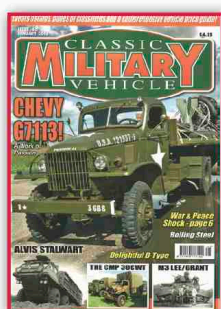
APRIL 2013: A7V TANK, CMP IN WEHRMACHT SERVICE, GMC 270 ENGINE, PROJECT ACRT - 3, WELBIKE RESTORATION, ARV MK II, COMMER Q4.



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



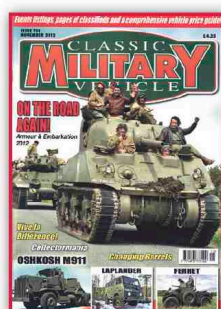
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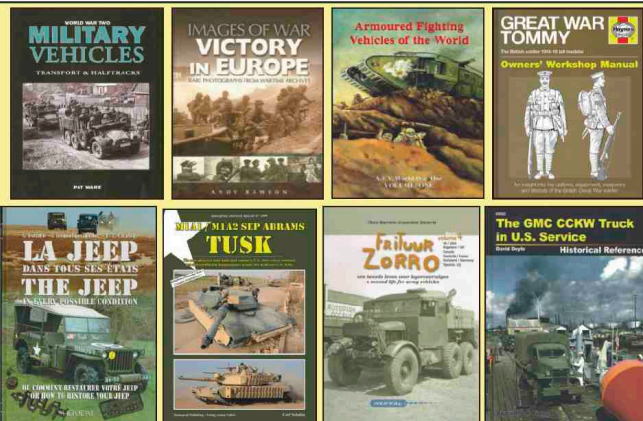
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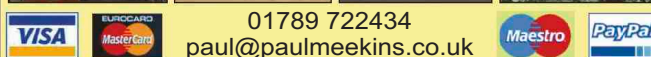
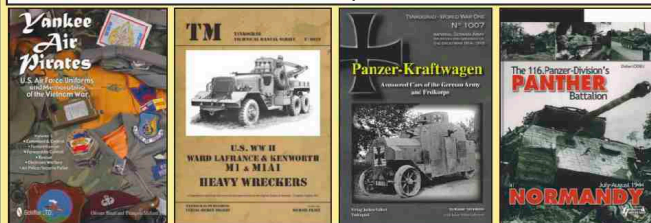
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