

ISSUE 164  
JANUARY 2015

£4.30

# CLASSIC MILITARY VEHICLE

## CHASING THE DRAGON

M113 – the world's  
most iconic armoured  
personnel carrier

Now  
incorporating

**MILITARY  
MACHINES**  
INTERNATIONAL



Nato's MVs  
on exercise



## Master of disguise

Was Otto Skorzeny the  
most dangerous man in Europe?

Tanks in  
Town report

### GMC DUKW



### FORDSON WOT6 & KARRIER K6



### THORNYCROFT NUBIAN







# Cherished Vehicle Insurance

## Classic Military Vehicle Insurance for your pride & joy



- ✓ Up to **25%** military vehicle club membership **discount**.\*
- ✓ **Multi-vehicle** policies to suit collectors both large & small.
- ✓ **Free** and simple agreed value service available.
- ✓ Cover for **Jeeps** and **APC's**, **Tanks** or **Military Trailers**, **Gun Carriages** and **Limbers**.

\*Subject to minimum premium and normal underwriting criteria. Terms and conditions may apply. Please ask for details.



# 0333 003 8162

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



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

Cherished Vehicle Insurance is a trading name of K Drewe Insurance Brokers Limited who are authorised and regulated by the Financial Conduct Authority. Registered in England No. 00743268, Registered Office: 14 Load Street, Bewdley, Worcestershire DY12 2AE.

CVI 086 02/14



## EDITORIAL

**Editor:** Ian Cushway [ian.cushway@keypublishing.com](mailto:ian.cushway@keypublishing.com)  
**Regular contributors:** Pat Ware, David Doyle, David Fletcher, Geoffrey Fletcher, Scott Smith, Ian Stead, Andy Stead, Nigel Hay, Les Freathy, Diana Hawkins, Paul Hazell, Peter McNeil, Duncan Nicholson, John Norris, Kim Kinnear, Jon Hickman, Jon Burgess, James Taylor, John G Teasdale, David Gilbert, Alain Henry de Frahan, Ian Young, John Blackman, Carl Schulze, Tim Bolton  
**Designer:** Sean Phillips, AT Graphics Ltd

## ADVERTISEMENT SALES

**Advertisement Sales Manager:** Julia Johnston  
 tel: +44 (0)1780 755131;  
[julia.johnston@keypublishing.com](mailto:julia.johnston@keypublishing.com)  
**Group Sales Manager:** Brodie Baxter

## PRODUCTION

**Design and Colour Repro:** AT Graphics Ltd  
**Production Manager:** Janet Watkins  
**Advertisement Production:** Lousie Talbot

## MARKETING

**Group Marketing Manager:** Martin Steele  
**Marketing Manager:** Shaun Binnington

## MANAGEMENT

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

## SUBSCRIPTIONS/MAIL ORDER

**Customer Services Team Leader:** Ann Petrie  
 PO Box 300, Stamford, Lincs, PE9 1NA, UK  
 Tel: +44 (0)1780 480404 Fax: +44 (0)1780 757812  
 Email: [Subscriptions:subs@keypublishing.com](mailto:Subscriptions:subs@keypublishing.com)  
 Email: [Mail Order:orders@keypublishing.com](mailto:Mail Order:orders@keypublishing.com)  
 Or order online at [www.keypublishing.com](http://www.keypublishing.com)

Readers in the USA can place subscription orders by visiting our website as above or by calling toll free 800 676 4049 or fax 757 428 6253 or by writing to *CLASSIC MILITARY VEHICLE*, 3330 Pacific Ave, Ste 500, Virginia Beach, VA23451-9828. *CLASSIC MILITARY VEHICLE* is distributed in the USA by Mail Right Int., 1637 Stelton Road B4, Piscataway, NJ 08854. Periodicals Postage Paid at Piscataway, NJ and additional mailing offices.

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

## DISTRIBUTION

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

## PRINTING

Precision Colour Printing Ltd

ISSN: 1473-7779

All rights reserved. The entire content of *CLASSIC MILITARY VEHICLE* is © Key Publishing 2015. Reproduction in whole or part and in any form whatsoever is strictly prohibited without the prior permission of the Publisher.

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

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

## PUBLISHED MONTHLY BY

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



# Contents

## FRONT COVER

Page 28. This M113 armoured personnel carrier caused quite a stir at W&PR 2014. We delve into the history and evolution of the iconic military people carrier...



**04 OPENING SHOT!**  
 It's none other than the Leyland Hippo!

**06 REVIEW**  
 A round up of the current military-vehicle news, books and correspondence.

**12 TANKS IN TOWN**  
**★ COVER STORY ★**  
 Alain Henry de Frahan reports on the impressive gathering of WW2 tanks and armoured vehicles in Mons.



**14 WOT A CHALLENGE**  
**★ COVER STORY ★**  
 Owner Dominic Legg's restored Fordson WOT6 is something to behold – and his Karrier K6 is even rarer!



**23 LOVE A DUKW**  
**★ COVER STORY ★**  
 Did the GMC DUKW represent the pinnacle of amphibious vehicle design? Pat Ware certainly thinks so, and here's why...

**28 CHASING THE DRAGON**  
**★ COVER STORY ★**  
 The M113 armoured personnel carrier, or 'Green Dragon' as it became known, has become an icon the world over. We explain what made it so unique and how it evolved.



**34 THE MOST DANGEROUS MAN IN EUROPE**  
**★ COVER STORY ★**  
 A profile of the audacious master of tank disguise, Austrian Otto Skorzeny.

**40 LIGHT GUN**  
 Here's one for the home restorer!

**42 BEST OF BRITISH – LEYLAND NUBIAN**  
**★ COVER STORY ★**  
 Pat Ware looks at the Thornycroft Nubian, a robust, no-nonsense forward-control which survived in various forms into the eighties.

**48 DORSET STEAM FAIR**  
 We report on this year's West Country spectacle.

**55 FULL OF RESOLVE**  
**★ COVER STORY ★**  
 Carl Schulze is on exercise with Nato's latest military vehicles.



**61 CAMERON COLLECTION CLEAR OUT!**  
 Tim Bolton was at the sale for *CMV* and has the results...

**68 COMING NEXT**  
 Find out what's in store in next month's *CMV*.

**70 IT'S SHOWTIME**  
 A listing of major military shows and militaria events.

**72 THE MILITARY VEHICLE MARKET**  
 Nigel Hay, in collaboration with Milweb, charts the ups and downs of the MV market.

**74 MILITARY VEHICLE PRICES**  
 What you should be paying for your next classic military machine!

**78 ECHOES OF WAR**  
 We take a look at the GM Fox armoured car.

**SUBSCRIBE AND SAVE – PAGE 66**

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



# OPENING SHOT

## LEYLAND HIPPO MK II

Rated at 10 tons, the original military Leyland Hippo was a militarised version of a pre-war commercial vehicle fitted with a typical open-sided cab. In 1944, it was replaced by the Hippo Mk II, an altogether more modern truck, designed specifically for shipping the large amounts of supplies that would be required following a successful breakout from the Normandy beach heads. The truck remained in production into the post-war years, with a total of 1000 constructed.

Power came from a six-cylinder Leyland diesel engine, producing 100bhp from a capacity of 7399cc, and coupled to the rear wheels through a five-speed main gearbox and a two-speed auxiliary 'box. Live axles were suspended on semi-elliptical multi-leaf springs, inverted at the rear, and the brakes were servo-assisted hydraulic.

Unlike the earlier Mk I, the steel cab was fully enclosed, but could be split at the waistline for transportation. Most were fitted with a well-pattern timber-panelled general-service (GS) cargo body, but some van variants were produced after the war. Later Mk IIA and IIB variants were fitted with different tyre and wheel equipment.

*Photograph from the Warehouse Collection*









# NEWS & REVIEW



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



## Despatches



This December marks the 70th anniversary of the Unternehmen Wacht am Rhein – better known as the Battle of the Bulge. Catching Allied forces totally off guard, it was a daring offensive helped by rubbish weather (which prevented Allied aircraft taking to the skies) and the audacity of those involved. Among the key players, none was craftier than SS-Standartenführer Otto Skorzeny. As Hitler's go-to man when it came to deception and dirty tricks, he was considered by many as the most dangerous man in Europe and a ghastly duelling scar on his cheek served to reinforce this notion. Accompanied by English speaking troops dressed in US Army uniforms he hoodwinked his opponents by disguising his Panther tanks as M10s. It's a fascinating story, which we tell on pages 34-38.

Elsewhere this issue, we've plenty of other features to interest and thrill in equal measure, including the restoration of a Fordson WOT6, a piece about the history and evolution of the talented DUKW and Thorneycroft Nubian, as well as all the usual market information – including the results from the recent Cameron Collection sale – shedding light on what's been happening in the classic military vehicle world. Meanwhile, in our quest to include more modern machinery, check out some of the hardware on exercise in Germany recently. We hope you enjoy it.

**Ian Cushway**



## MURRAY WALKER OBE OPENS THE TANK MUSEUM'S LATEST EXHIBITION, 'FURY'



Hopefully you will have seen the film by now and with your appetite for *Fury* well and truly whetted, here's a chance to see more of what went on behind the scenes of this year's military-vehicle rich blockbuster, courtesy of a new exhibition at the Tank Museum.

Racing commentator, Murray Walker, a former Sherman tank commander with the Scots Greys during WW2, officially opened the new exhibition then enthralled the audience with stories from his time in service.

The ribbon in front of the new exhibition was cut by two Tank Museum employees, Ian 'Buzz' Aldridge and Brian Frost, who were heavily involved in the filming of *Fury*.

Situated in the WW2 hall, 'Fury' tells the story of the museum's integral part in the making of David Ayer's visionary war film, using props and images from the set, interviews with museum staff and the Sherman M4A2E8 *Fury* itself.

Visitors will be transported from the familiar surroundings of a cinema to the backdrop of a destroyed town at the end of WW2; similar to the sets used in the film.

The exhibition also includes gaming stations, where visitors will be invited to play *World of Tanks* and recreate battles fought in the film.

It is hoped that people will come away with an insight in to the issues faced by the museum during this time; the difficult decisions that had to be made when working to protect the vehicles, what being involved might mean for the museum's reputation and what it was like for the staff on set.

A YouTube video [www.youtube.com/watch?v=FFItR5hQIDE&list=UUhl-XKVBAzoEVsnbOfpcqw](http://www.youtube.com/watch?v=FFItR5hQIDE&list=UUhl-XKVBAzoEVsnbOfpcqw) put together by The Tank Museum, gives viewers an insight in to the themes explored in the 'Fury' exhibition, as well as a look at the exhibition itself. The 'Fury' exhibition is set to run until the end of 2015 and entry is included in the admission price.





# STONELEIGH MILITARIA 2015

**The Exhibition Centre,  
Stoneleigh Park,  
Coventry CV8 2LZ**

*70th Anniversary of  
VE and VJ Day*

**Europe's Premier  
Indoor Military Collectors Exhibition**



# 25<sup>TH</sup> JANUARY

**Admission  
£10**

**[WWW.MILITARIASHOWS.COM](http://WWW.MILITARIASHOWS.COM)  
INDOOR MILITARIA FAIR**

**TEL: 01743 762266 FAX: 01743 762277**

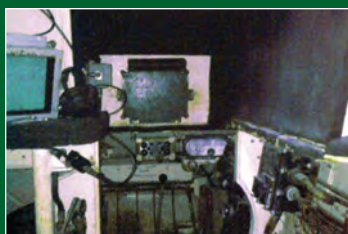


# BARV PICTURES UNCOVERED

Further to our story last issue concerning the long-term loan of a Centurion BARV to the Yorkshire Wartime Experience for its show on 3-5 July 2015, the vehicle's owner, Phil Turner, has sent us some fascinating images and interesting historical background to its past adventures. Records held by Phil show that 02ZR77 was originally T351699 from the first batch of Centurions built by Vickers-Armstrongs to a contract (M14442) dated 4th July 1944. There were 300 Centurions Mk I, II and III in all and T351699 was the last of them. Sadly, it is not known when they were delivered or when they entered service as those records are gone. "The most we can say," says Phil, "is that T351699 must have been delivered sometime between 1945 and 1948 and presumably, since it was the last one, pretty near the end of that period, but there is no documentary evidence at all apart from the Contract Card quoted above and what is known as the Key Card from which we can trace 02ZR77 back to its original number."



The BARV was on HMS Intrepid in the Falkland's conflict and was the last in service – being on Fearless at the end. She was used in both Gulf conflicts as a decoy beach landing faint. Says Phil: "I understand all the BARVs were given names after British rivers and that she was called Clyde. I would have liked to have had Tyne but beggar's can't be choosers!"



## READ ALL ABOUT IT...

### ALLIED TANKS OF WORLD WAR II

by David Porter, Amber Books, £29.99 in hardback (ISBN: 978-1-78274-208-1)

This is a illustrated guide to the main armoured fighting vehicles used by the Western Allies and Red Army from 1939-45; the first half of the book is devoted to the former, the second part the latter. In chronological order, it details the defence of Poland, France and the Low Countries, North Africa and the Soviet Union as well as including the various tank battles at Kharkov and Kursk, D-Day, Operation Bagration, the Ardennes, the fall of Germany and the invasion of Manchuria. Each chapter is illustrated with a selection of vehicles that fought in the campaign, along with accompanying specifications. Packed with more than 400 illustrations it provides a useful reference guide to WW2's key military vehicles – as well as a valuable source of interesting facts and figures.

### AM GENERAL HUMVEE

by Pat Ware, Haynes Publishing, £25 (ISBN: 978-0-85733-374-2)

Covering vehicles made from 1985 onwards, CMV contributor Pat Ware outlines the Humvee's development and its key features, as well as offering essential buying tips and advice on ownership and restoring one of these US icons. In short, it covers all the bases for anyone with

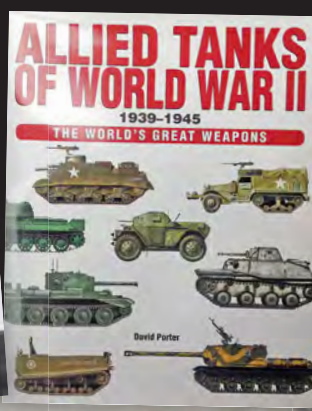
the slightest interest in the high-mobility multi-purpose wheeled vehicle (HMMWV). Indeed, it's stacked full of great images and useful information – including first hand accounts from military personnel who used them in conflict situations; the level of detail is truly impressive. In fact, even if you weren't previously interested in Humvees, it still makes good reading and for that reason, it's a nice book to have on your bookshelf.

### FIRST WORLD WAR FOR DUMMIES

by Dr Seán Lang, Wiley, £15.99 (ISBN: 978-1-118-67999-9)

We like this book. It's easy to read and a brilliant way to remind yourself of the political nuances

surrounding the start of the Great War as well as the various treaties that formed and, of course, the battles themselves – namely Tannenberg, Gallipoli, Ypres, Verdun, the Somme and Vimy. Admittedly, the layout and symbols to point out key points sometimes make you feel like you're back at school but if you're willing to overlook this, it's definitely a worthwhile purchase. As for military vehicle content, well, to be honest it's minimal. But as a background to the world's first truly global conflict there's a lot you can learn inside and because it's published in collaboration with the Imperial War Museums, the text is supported by some fascinating images. Best of all, it's a book that is easy to dip in and out of – so there's no risk of getting too bogged down in the historical detail.







Policies from  
**£74\*\***



**Classic benefits included\*:**

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



**Cover options\*:**

- + Breakdown with options to include European cover and Homestart
- + Agreed value
- + Drive to work
- + Wedding hire cover
- + and many more

**Specialist rates for club members**

## Classic insurance redefined.

Tailor your classic military vehicle insurance policy to suit your needs. To discover the Footman James difference, call our friendly UK team for a quote today.



**Footman James**

We share your passion

**0333 207 6021**

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

follow us @Footman\_James

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

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

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

**www.mod-sales.com**



**Combat engineer tractor (CET)**, Fitted Rolls Royce Diesel engine, 2x Driving positions, Front bucket, Winch Etc. Very good condition, Guide price from **£7,500 (5 Available)**



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



**EPS Springer ATV LHD**, 1.1 ton payload, 2 seater left hand drive configuration, 4x2, fitted Lombardini 1.4 litre diesel engine and 2 speed forward and 2 reverse CVT, 1.4 litre Lombardini diesel engine, etc, Year 2009, Mileage from 100 kms, Excellent Condition, Guide price from **£10,500 (20 Available)**



**Reynolds Boughton RB 44 Truck Cab Pickup R.H.D**, Permanent 4x4, 5 speed g/box, hi/lo box differential Lock, power steering, carries 2250 kgs, Perkins Phaser 110T T/Diesel engine, Mileage from 37,000, Guide price from **£3,750 (10 Available)**



**Land Rover Defender 110 Tithonus**, fitted with 2.5NA diesel engine, 5 speed LT77 gearbox, Hi/Low transfer box, centre diff lock, year 1986 onwards mileage from 125,000km  
\*\*\*Limited time offer **£3,500 Qty 20 available\*\*\***



**Land Rover Wolf 90 300Tdi Hard Top RHD**, Fitted 300Tdi engine, 5 speed R380 gearbox, Hi/Low transfer box with centre diff lock, full FFR installation kit, 24-volt electrics, PAS, front and rear disc brakes etc, Mileage from 45110km, Guide price from **£5,750 (6 Available)**

**WITHAM (SPECIALIST VEHICLES) LTD**

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

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

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



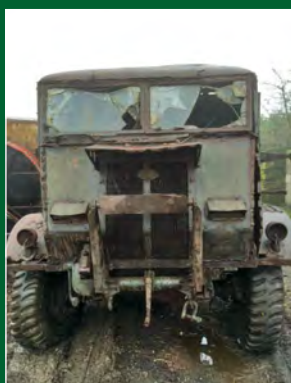
**FOLLOW US  
On Facebook**





# RUST IN PEACE! WOT'S ALL THIS?

Stuart Wright has an uncanny knack of stumbling across derelict classic military vehicles, and his latest discovery includes this sorry looking but otherwise incredibly original (and complete) WOT6. Stuart tells us it's about to be saved, and we'll have more news on that next issue. You never know, with a bit of TLC Stuart could have it looking like the gleaming example we've featured on pages 14-20!



Send it in! If you spot an abandoned military vehicle rusting away somewhere, grab a photo and email it to RIP at [ian.cushway@keypublishing.com](mailto:ian.cushway@keypublishing.com)

# JEEP JOKE?



No – the inset picture isn't a cheap and nasty Chinese toy or a home made pedal Jeep. It's a Belgian made Minerva license built Land Rover – probably ex-Belgian Gendarmerie. Its owner seems confused and someone needs to tell him it's not a WW2 vehicle... we must marvel at all the effort he has put in to completely degrade a vehicle that is of interest in its own right.

Maybe it landed on 6 June with the first wave on Omaha beach? He may well actually believe that but its absolute fodder for any arena commentator. The main picture is what an original Minerva 'should' look like. *Nigel Hay*

# ISLE OF WIGHT MUSEUM REOPENS

Following much publicity at its closure some months ago the Isle of Wight Military Museum is now open again, reports Simon Thomson. It is now called the Conflict History and Remembrance Museum (CHARM). The remains of the old museum were pulled together by members of the British Legion Riders Club with the support of ex-servicemen and local military vehicle owners to provide not only a museum for the public to visit but also support for ex-servicemen to learn new trades. The plan is to grow the complex on the site of an ex-Army barracks and introduce new exhibits. Well worth a visit if you are on the IOW.



# MEET THE CMV TEAM...

"Why do people leave vehicles to rot? I think this on a regular basis on my commute to work as I drive past a classic WW2 vehicle which must have been sitting outside for well over a decade

now. Is it because they have some kind of sentimental value? Or perhaps the owners don't want anyone else to have that particular vehicle for some reason. Whatever the case it's a shame to see a green machine just dwindle away to rust as we look to conserve these machines whilst they are still here.



*Scott Smith*

*Scott Smith*



## Specialist Insurance for Military Vehicles

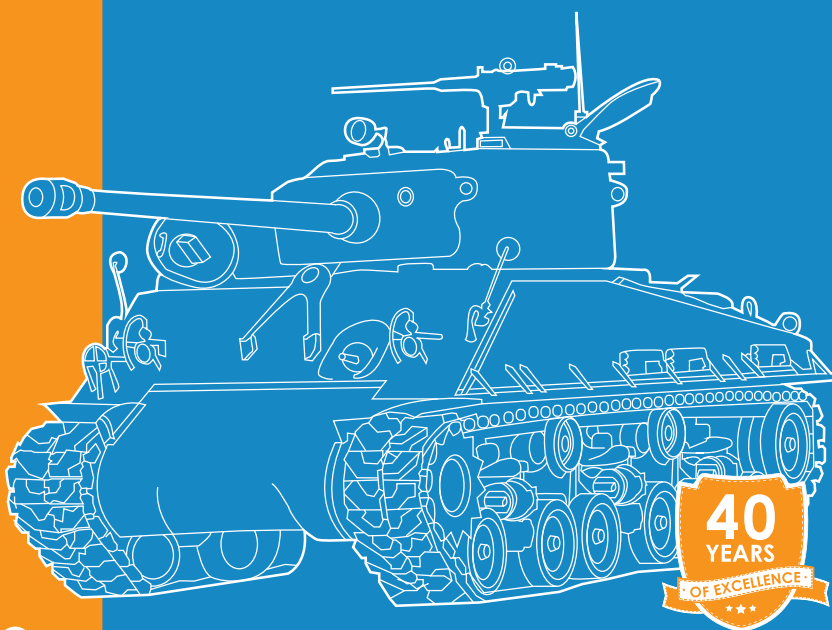
Adrian Flux Insurance Services know how much your classic military vehicle means to you. That's why we are dedicated to finding you a policy, tailor-made to your own personal requirements and driving history. Call us today for a free, no obligation quote.



**0800 081 8989**  
**adrianflux.co.uk**

Authorised and regulated by the Financial Conduct Authority

## Cheaper Insurance



Benefits available include:

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



## Chelmsford Militaria Fair

**Next Fair Date Sunday 4th January**

Marconi Social Club, Beehive Lane,  
Chelmsford, Essex. CM2 9RX

**Open 10AM - 2PM**

Two halls of dealers selling quality militaria for the discerning collectors and reenactors.

Refreshments available.

TRADERS: 6ft table in advance £25

**Future 2015 Dates:**

FEB 15th, MAY 17th, SEPT 20th,  
OCT 18th, NOV 29th

*Deacts, inert & ammo, weapon  
accessories available at online shop.*

**See website for more information:**

**[www.chelmsfordmilitaria.com](http://www.chelmsfordmilitaria.com)**

## Chatham Fair

**Next Fair Date**  
**Sunday January 11th**

Historic Dockyard,  
Chatham, Kent. ME4 4TZ

**Trade from 5:30AM and Public from 7AM**

Most fairs are on the 2nd Sunday  
of each month

**Future 2015 Dates**

FEB 8th, MAR 8th, APR 12th, MAY 10th, JUN 14th,  
JUL 12th, AUG 9th, SEPT 13th, OCT 11th, NOV 8th,  
DEC 13th

**CONTACT:**

[james@chatham-militaria-fairs.co.uk](mailto:james@chatham-militaria-fairs.co.uk)  
07595 511981

**NEW WEBSITE**

**[www.chatham-militaria-fairs.co.uk](http://www.chatham-militaria-fairs.co.uk)**



# TANKS IN TOWN

*Alain Henry de Frahan reports on the impressive gathering of WW2 tanks and armoured vehicles in Mons, Belgium – appropriately awarded Europe's cultural capital of 2015!*



**T**he 15th edition of Tanks in Town and the inaugural 'Amphibious Operation' took place on 6-7 September 2014; it was a big success which the organisers, the Royal Mons Auto Moto Club (RMAAC), can be proud of. Once again, the spectacle was led by the indefatigable Pierre Deghaye, and a large and devoted team motivated by Jean-Marc Devos, Jean-Claude Busine and a few other pillars of the RMAAC who succeeded in managing various diplomatic, administrative, logistical and financial challenges. The support afforded by the town and its police was appreciated by all.

The result? More than 150 vehicles – of which around a third were WW2 tanks, half-tracks and wheeled armoured vehicles – arriving from Belgium, the UK, France, Luxembourg and Holland. As well as privately owned vehicles, the Royal Museum of the Army (based in Brussels and its especially dedicated team from Bastogne) participated with several tanks, some of which were on static display or running with the other tanks.

## **BRITS ABROAD**

The British club 2nd Armored in Europe (honouring the US Hell-on-Wheels 2nd armored division) with superb half-tracks and M8s took part on their way from Normandy to Berlin, along with three veterans of the 2nd AD.

On Saturday the vehicles were free to drive off-road in the woods of the Bois Brûlé, a location used for off-road competitions.

At the same time, at the Grand Large lake located in the vicinity, five DUKWs and five GPAs took part in the first edition of the 'Amphibious Operation' linked to the Tanks in Town event. The two VW 166 Schwimmwagens announced did not come. It is hoped they (and more) will be there next year, along with M29 and M29C Weasels.

On Sunday, two convoys – tracked and wheeled vehicles – set off in thick fog, driving on public roads to join first in Cuesmes where a ceremony was held to pay homage to the three veterans of the Hell-on-Wheels.

After that stop the tanks travelled towards Nouvelles via la Malonne and, an always very spectacular section, the former quarry of Cipy. This is like a jungle where tank drivers must



# 2014

*Right: A ceremony was held at Cuesmes for the US 3rd Armored Division veterans.*

*Below: Ford GPAs and a DUKW at Le Grand Large.*



*Above: A British DUKW swimming at le Grand Large. Below: VW 82 Kübelwagen overflown by a light aircraft resembling a Piper L-4 Grasshopper.*



*Jean Weiler's Hetzer, in fact a former Swii G13.*



*M5A1 Stuart in the 'jungle' of the former quarry of Ciply.*



really prove their skills among the trees and through the deep and low vegetation on steep slopes and holes.

## BATTLE RE-ENACTMENT


On the large field located between Nouvelles and Mesvin a 'soft' battle re-enactment involved all the participating vehicles, opposing a weak 'German' side that, believe it or not, lost once again! In September 1944 Mons was nicknamed the 'Belgian Stalingrad', as some 27,000 Germans were taken prisoner by the 3rd Armored Division and the 1st Infantry Division (the Big Red One), including three generals.

A very special participant among the Harley drivers was General Philip M Breedlove, Supreme Allied Commander Europe (SACEUR) and commander of the US Forces in Europe (USEUCOM). He drove a WLA lent by Pierre Deghaye. His six bodyguards had a hard time, for sure!

After the 'battle' all the vehicles drove to Mesvins and Hyon, and finally to the main square in Mons where I was in charge of the

public address system to explain, comment... and sometimes joke about this very impressive gathering on the venerable square. An official ceremony was held at the prestigious city

hall to once again honour the veterans.

Tanks in Town 2015 and the Amphibious Operation will take place on 29 and 30 August. 



*M3 half-track, one of the splendid examples brought by the 2nd Armored in Europe.*



# WOT A CH

*John Blackman looks at Dominic Legg's most recent restoration, equally challenging Karrier K6 that preceded it*

I've said it before and will no doubt say it again, but I wish there were more WW2 British trucks on the military-vehicle scene. That they are vastly outnumbered by GMCs, Dodges and the like is, I admit, completely understandable. For a start there were less of them manufactured, and they tended to get sold straight onto the post-war civilian market where they were worked into the ground. On the other hand, many thousands of American-made trucks were passed on to Allied armies where they were maintained, rebuilt and stockpiled so delaying their entry onto the civilian market. That being the case, spares are also easier to source for them because they were also stored in big numbers.

And while I almost hate to mention it, I've been told many a time by enthusiast owners that, while patriotism is all very well, American trucks are generally better engineered, more rugged and easier to drive than our home-grown types.

However, someone not put off by any of the aforementioned is Dominic Legg, who has put an enormous amount of sweat and





# CHALLENGE!

*a Fordson WOT6, and compares it with the*

toil into restoring a couple of British trucks, and rare ones at that, a Karrier K6 and a Fordson WOT6.

Indeed, we aren't aware of any other Karrier K6s currently on the rally scene, so that truck is particularly rare. Although there was no British commercial manufacturer of four-wheel-drive vehicles when war broke out, several companies – including Karrier

Motors Ltd (part of the Rootes Group) – had built prototypes and were well-placed to meet the War Office's demand for a 3-ton 4x4. Despite being a relatively small concern, Karrier was able to put its K6 into production in December 1940. The company clearly didn't waste much time on styling considerations and it was at best a rugged-looking beast. Karrier's own six-cylinder

4086cc, 80bhp petrol engine drove the rear or all wheels via a four-speed gearbox and two-speed transfer box.

## **CASH AND KARRIER**

While some K6s were equipped with a 4½-ton capacity power-driven vertical winch, mounted just ahead of the rear axle, there was also an air-portable version that could







*Although the K6 entered production first, Karrier only built around 4500, while Ford's manufacturing might resulted in almost 30,000 WOT6s.*

be disassembled and carried in two C-47 transport aircraft. After removing six bolts, the body could be removed from the chassis and then, after undoing nine more, split in half. Likewise, the cab could be split, and the chassis even had provision for castors to be fitted to assist with loading once the wheels and suspension components had been removed. The Karrier chassis, complete with the engine, gearbox, and radiator, could fit into the cargo hold of one C-47, while the rest of the vehicle – body, cab, wings etc – were carried in another.

Dom first set eyes on his K6 some 30 years ago when he watched it being dragged out of woods near his home in Essex. He

was 12 years old at the time and already a keen MV enthusiast, but hardly in the market for a 3-ton restoration project. However, in June 2001 he saw the very same vehicle advertised for sale on the internet and snapped it up. The intervening years

is evidently a 1942 model as it has a split-screen, a feature discontinued from 1943 onwards. Nothing is known of its service history except that when the paint was stripped off, evidence of 3rd Infantry Division markings were discovered. Since being

completed, the Karrier has covered many miles both at home and abroad but, unfortunately,

***“Someone had welded the wings and all the cab panels together instead of using the screw fixings, so we had to scrap it”***

hadn't been kind, and he found himself in possession of little more than a chassis, a rusty cab and a seized engine. With so much fabrication involved, it wasn't an easy restoration, but by the summer of 2003 the K6 was finished and road registered.

According to the chassis number, Dominic's K6 was manufactured in 1943 but

has had to live in the open air, exposed to the elements. You could say that it has gained the patina of a well-used and slightly abused military vehicle, but that is not really the way Dom wishes it to look. So, now that he has finished his WOT6 restoration, the K6 will soon be coming off the road for some remedial work.



# FORDSON WOT6 RESTORATION



*A second cab was sourced from the Muckleburgh Collection. It had a bad case of tin worm but elements were salvageable. (Daniel Smith)*



*The panels of the cab that originally came with the WOT6, seen here inverted, had been welded together. (Daniel Smith)*



*Most of the gantry framework is in place and a start has been made on the woodwork. (Daniel Smith)*



*Above and left: Unfortunately, few photos exist of the restoration process; these two showing the windscreen frame and surrounding area – which had been badly affected by rust – give a small indication of the effort and skill that Dom put into the project. (Daniel Smith)*

## WOT'S THIS?

Fordson's WOT6 came along in 1942, two years later than the K6, and was produced in far greater numbers, with almost 30,000 being manufactured before the end of WW2 as opposed to the mere 4500 or so K6s built between 1940 and 1945. Powered by Ford's ubiquitous 85bhp flathead V8 of 3621cc capacity, the basic general service truck spawned a whole range of variants.

Dom acquired his WOT6 in 2006 and although he knows absolutely nothing about its service life, he has worked out that in the late seventies it was being used as a showman's wagon but powered by a diesel engine rather than the original flathead V8. In 1986 the Fordson was re-registered as an historic vehicle but, apart from the diesel powerplant being given the heave-ho in favour of a Ford V8

of the correct type, it is unclear exactly what happened to the truck in the 20 years before Dom came across it quietly rotting away at a museum near Thetford in Suffolk.

Dom realised the WOT6 was 'a bit rosey' but it wasn't until he got around to taking it apart that he discovered just how bad it actually was. "Someone had welded the wings and all the cab panels together instead of using the screw fixings, so we had to scrap it," he recalls. "There was really nothing you could do; it wouldn't have been practical to cut it apart. But in 2008 we found out through the grapevine that the Muckleburgh Military Collection had two spare cabs. One was exceptional rough and one was just rough... I bought the rough one!"

Another boost came when Dom realised that his WOT6 wasn't one of the more common general service types, it was an

RE (Royal Engineers) machinery truck, one of 150 included in a 1943/44 contract and which would have been kitted out with a gantry, a 24Kw generator and various items of machinery... all of which were missing of course. However, before Dom could get stuck into what was clearly going to be an involved and demanding project, he suffered a stroke which all but side-lined him for two years.

## TEAM EFFORT

By this time, the remains of the WOT6 had been hauled over to the premises that members of the Earls Colne Military Vehicle Group use courtesy of owner Phil Parrish. There, and once Dom was on the mend (who'd have thought that teaching yourself to weld would form part of a rehabilitation programme?), he was able to start work on the project with a lot of help from other





**Above: Dom's WOT6 was an RE machinery truck which, as well as the gantry, would have been equipped with a 24Kw generator and a variety of tools.**

group members. And even when they cast doubt on the viability of the project, it only acted like a red rag to a bull as far as

Dom was concerned. "I had to prove them wrong," he now says. And he did.

"We could pick the original cab up off

the chassis and put it down again," he continues. "It wasn't attached. And the roof could be lifted up and down like the lid on a tin can. Much of the cab had simply rotted away, as had the wings. Basically we used the best of the two cabs we had – they were both of the airortable type that could be split for shipment – to make one good one, although we had to put new panels in the wings, at the front where it had rusted away beneath the windscreen, and in the rear quarters. A lot of the folding of metalwork was done by Eddie Webb who had also worked on the K6."

Of course it wasn't only the WOT6's tinwork that had deteriorated over the years; the woodwork had also succumbed to rot. Although the rear body had been covered by a canvas, water had inevitably dripped through with the result that the body had rotted from the centre out. Most of the metal fixings were salvaged but every scrap of wood had to be replaced, for which purpose Dom used 1½in yellow pine as he couldn't get a supply of pitch pine, which would have been his first choice.

We've already mentioned that Dom's



**The interior of the WOT6's RE body, which once would have been packed with tools and equipment.**



*Right: An inverted red triangle within a black triangle marks the WOT6 as belonging to the 3rd Infantry Division, which landed on Sword Beach on D-Day, 6 June 1944.*



*Below: Although the body's metal fittings and fixtures are original, all of the wood had rotted and had to be replaced.*

WOT6 was an RE machinery truck, a major feature of which would have been the gantry, so it is fortunate that he managed to track one down in Oxfordshire. But that is as far as it goes regarding the RE's special equipment, because although the truck retains the related linkages in the cab, the

generator is long gone. Dom has, however, left a trapdoor in the body so that one could be installed should it turn up.

#### **WOT A MESS**

Since the WOT6's cab was little more than a combination of weld and rust, and







*Aesthetically, Karrier's K6 is a fine example of function over form, but curiously attractive none the less.*

*Dom remarks that the WOT6's cab is roomier than that of the K6.*

its body a fine example of wet rot, you won't be entirely surprised to hear that the engine was seized. Does Dom like a challenge or what? "Yes, water had got in," he says, "and we had to strip it right down and rebuild it, but we also had major issues finding a distributor. Eventually we located one at Belcher Engineering Ltd

([www.belcherengineering.co.uk](http://www.belcherengineering.co.uk)) which specialises in vintage Fords. Actually they helped with quite a few bits and bobs."

Now that the WOT6 project is complete bar some tweaking, Dom has finished it as a vehicle attached to the 3rd Infantry Division, the first British formation to land on Sword Beach on D-Day, 6 June 1944.

The Karrier K6 is currently marked for the 49th (West Riding) Division, which also took part in the Normandy campaign, but that will probably change when it is refurbished, something that Dom is keen to get on with. "I want it to look as good as the WOT6," he smiles. Frankly, we have no doubt that it will. **DAVID WILKINSON**

*Below: Now that the WOT6 is finished, Dom will take the K6 off the road for refurbishment.*





# *Military Vehicle Insurance*

*“We love Military!”*

## **Some of the Benefits and Discounts Available**

- ✓ Members of Approved Military Vehicle Clubs
- ✓ Insured Only Driving
- ✓ Age of Vehicle
- ✓ Special Rates for Multiple Vehicles

**Graham Sykes Insurance No. 1 to be with**

**Call us on 01395 255100**

**or visit our website at**

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



# MILITARY MACHINES FROM



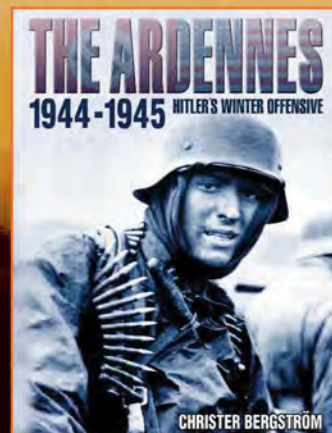
# CASEMATE

| uk

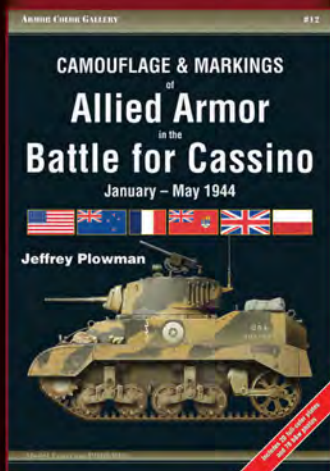


Describes the forgotten tank battles in the Battle of the Bulge. 400 illustrations, including many previously never seen photographs and colour profiles.

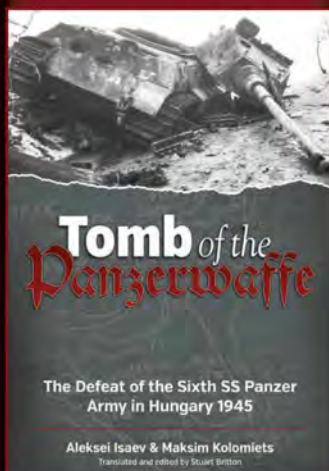
9781612002774 | **£45.00**



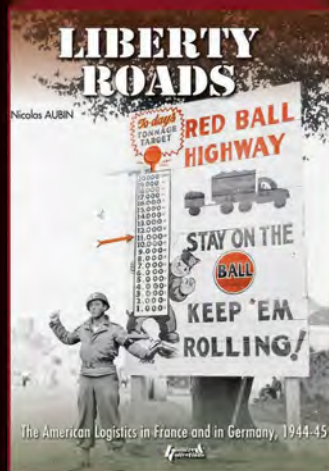
9788360672228 | **£22.95**



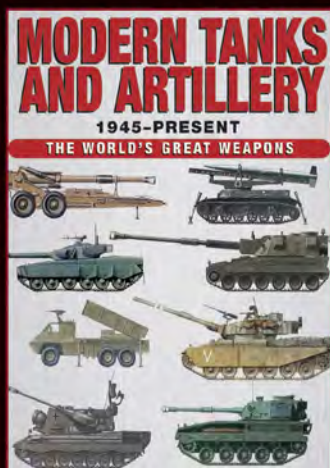
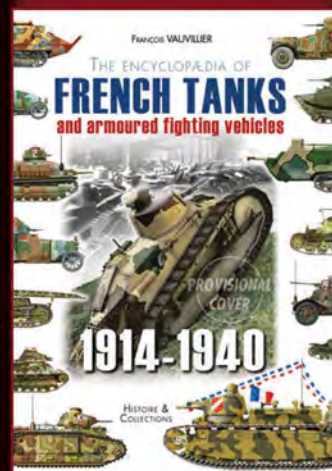
9781909982161 | **£35.00**



9782352503200 | **£39.95**



9782352503224 | **£34.95**



9781782742050 | **£29.99**



9788364596049 | **£16.99**



9780985521233 | **£32.99**

Available from all good bookshops or order direct at  
[www.casematepublishers.co.uk](http://www.casematepublishers.co.uk) | Tel: +44 (0)1865 241249



# LOVE A DUKW!

***Pat Ware believes that the GMC DUKW still represents the pinnacle of amphibious vehicle design, and is unlikely to be bettered despite being more than 70 years old***



***This cardboard- and plywood-hulled mock-up was constructed around the chassis of a GMC AFKWX 2.5-ton 6x6 forward-control truck.***

**A**lthough, inevitably, attempts had been made to create vehicles that were equally at home on land or water since the invention of the motor car, the first practical amphibious vehicle didn't arrive until 1931. And then, like anticipated buses, two or three different vehicles appeared almost at the same time. Sadly, none proved to be able to pull off that trick of being both a good boat and a good truck, and in most cases, excelled at neither role.

The first such machine was demonstrated in July 1931, when Captain Geoffrey Malin, a British explorer, attached inflatable bladders to a motor car in such a way that it could float, and used paddles attached to the rear wheels to provide propulsion, a technique which was 'borrowed by the British Army in the fifties and sixties to allow vehicles such as the Ferret and Land Rover to become amphibious. During that same month, *Modern Mechanix* magazine reported on a New Jersey resident by the name of Peter Prell who had demonstrated his 'Auto Boat' in the Hudson River, claiming that it was capable of achieving 25mph (40km/h) in water and 40mph (65km/h) on dry land.

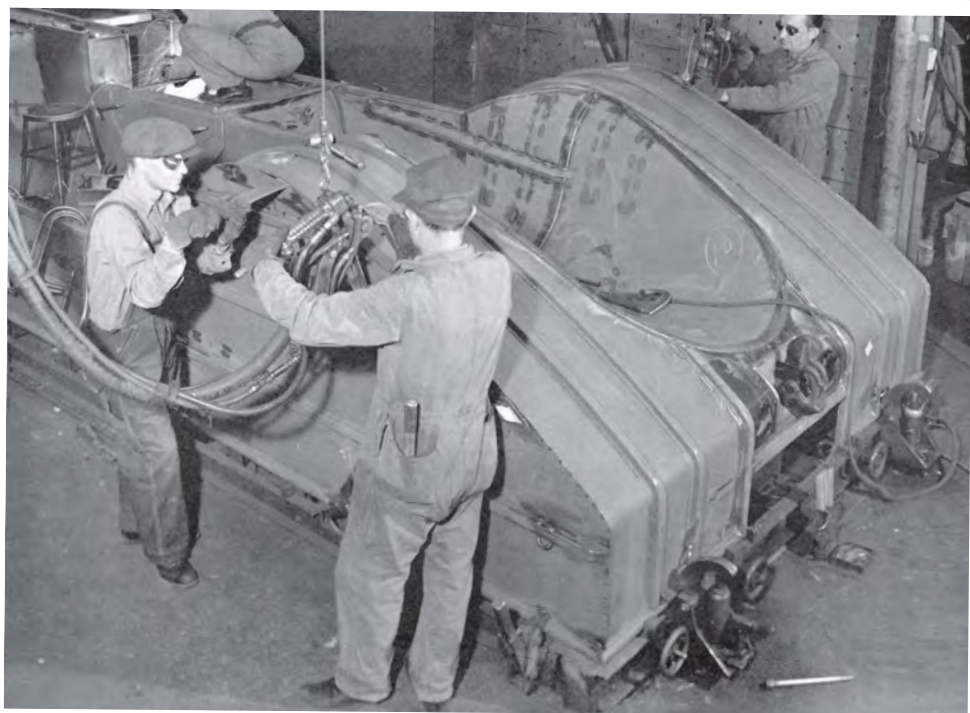
#### **YANKS A LOT**

The first military application for an amphibious vehicle also came in 1931 when Vickers produced the A4E11, and the subsequent A4E12, light amphibious tank; the design was also copied in Poland in the form of the PZIn 130 amphibious tank but there was no production. Four years later, in 1935, Rheinmetall-Borsig started work on the development of a tracked amphibious vehicle for the German Army that was designed to operate as a tractor-cum river tug. Powered by a Maybach HL120 V12 engine, the so-called *Landwasserschlepper* was finally demonstrated in 1940, and eventually went into limited production, with just 21 examples built.

But, inevitably it was the Americans who demonstrated how it should be done with the development of three amphibious vehicles. The Amphibian Car Corporation's civilian Aqua-Cheetah was prototyped in 1941, with a small number produced and supplied to the military. In 1942, this project was cancelled in favour of the Ford GPA amphibious Jeep of which some 12,778 examples were eventually constructed. However, it was the larger DUKW-353, generally simply described as the DUKW, which went on to become the best amphibious vehicle of WW2, and probably the best amphibian of all time.

The DUKW project was assigned to naval architects Sparkman & Stephens, who were already working on the amphibious Jeep, by the National Defense Research Committee (NDRC) in 1942. The NDRC asked the company to come up with a basic design for an amphibious truck that could be constructed around a standard 2.5-ton 6x6 chassis.





**Above:** View of the early DUKW production line, which was established at the GM Yellow Truck & Coach Plant number 2 at Pontiac, Michigan.

**Left:** Spot-welding the side panels of the hull in position. Welding the thin panels in such a way that they would be able to withstand shock loads from heavy seas presented one of the most serious production problems.

### EARLY TESTING

Now, let's get that name out of the way right now. It is tempting to believe that the DUKW acronym was selected because it could be pronounced 'duck' but, in fact, the truth is far more prosaic. The first letter of the acronym indicates the year of manufacture, the second shows that it is a utility (in this case, amphibious) vehicle, whilst the third and fourth letters indicate that it has a 6x6 driveline; the suffix '353' was a model indication.

Work on the project began on 24 April

1942 with a group of draftsmen assigned to laying out the basic parameters of the vehicle. At the same time, a workshop team started work on producing a plywood- and cardboard-hulled mock-up constructed around a standard 2.5-ton 6x6 truck, in this case a forward-control AFKWX-353. Less than six weeks later, a prototype vehicle was driven out of the workshop. Powered by GM's ubiquitous 4425cc 'stove-bolt six', the vehicle incorporated the five-speed transmission and axles of the AFKWX truck in a welded-steel boat-shaped hull. The axles,

and the shafts required to drive the propeller, pierced the hull via sealed openings, and there was a rudder connected to the steering gear to allow the vehicle to be guided through the water. A winch was fitted to the deck at the rear, driven by a power take-off on the transmission, and arranged to allow winching from the front or the rear. From February 1943, the DUKW was also the first vehicle to feature a central tyre inflation system (CTIS), allowing the driver to alter the tyre pressures from inside the cab; this meant, for example, that the tyres could be fully inflated for road use, and deflated for soft surfaces such as sand.

On 2 June 1942 the hull was filled with water to test it for water-tightness, and was emptied using the bilge pumps. The following day the DUKW was given its first test in water at Crystal Lake, near Pontiac in Michigan; testing continued for a week, with modifications made to the prototype as and when problems arose. Various propeller designs were trialled to improve speed in the water and the arrangement of the propeller and the shape of the water tunnel were considered, again with a view to improving performance. The vehicle was subsequently demonstrated at the GM Proving Ground and at Fort Belvoir, Virginia,



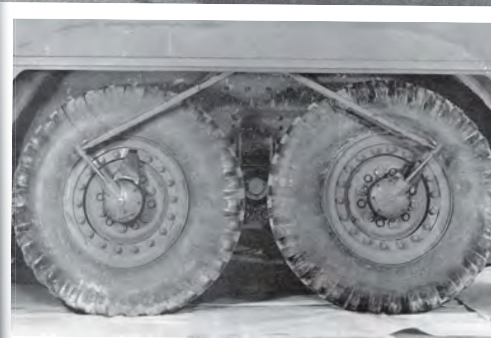


*Above: Interior of the driving position showing the major controls; the box on the floor ahead of the passenger seat controls a rocket-launcher system.*

*Right: British Army medical DUKW being used to transport German prisoners of war.*



*Production DUKW with the later windscreen in which the sides were angled rather than straight; this vehicle lacks the central tyre inflation system (CTIS) that was fitted from early 1943.*



*In February 1943, the central tyre inflation system (CTIS) was released for production. This allowed the driver to alter the tyre pressures from inside the vehicle, matching them to traction conditions during an amphibious landing.*

before the prototype was driven to Kittyhawk, North Carolina for sea trials.

#### **EARLY EVOLUTION**

GM was authorised to construct four more

prototypes, three of which were required for training purposes, with the fourth used as a check on the production drawings. At the same time, the company was also given a contract for 2000 production

vehicles. Inevitably, there were further changes, and the decision was eventually taken, in late 1942, to use the engine and automotive components of the standardised CCKW-353 truck, and the DUKW was

*Below: Early DUKW with the surf shield raised; note the straight-sided windscreen.*







**Above:** This was described as a 'teeter type dry ferry' and used a pair of DUKWs tied together with cross tubes.

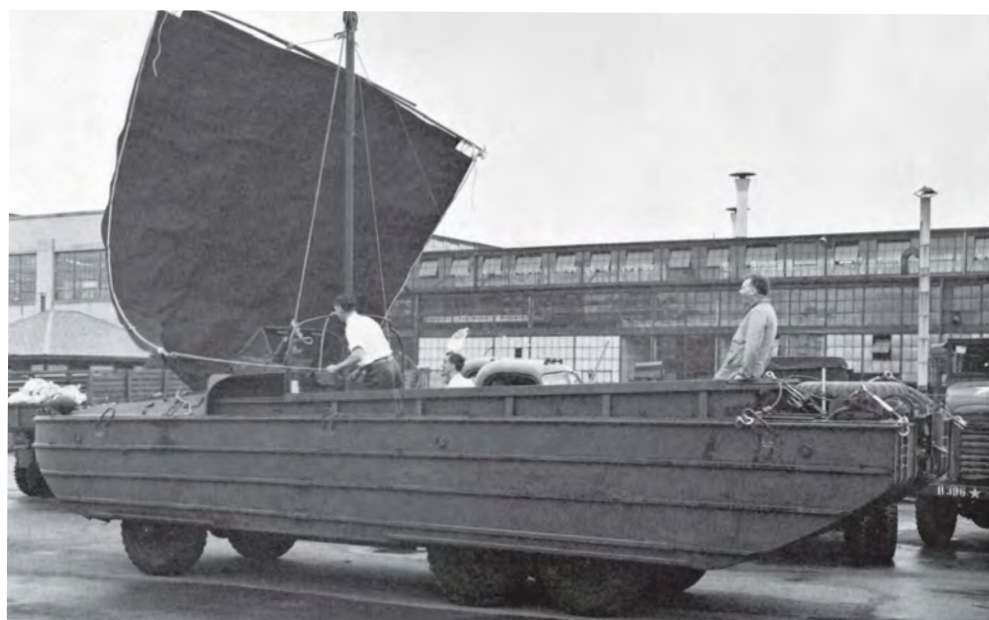
released for production in September 1942.

Although the design was far from settled, production started in the summer of 1942. Changes to the design continued to be made, with a total of 70 changes authorised for production between September and November 1942, a further 171 changes between the end of November and 1 March 1943, and another 205 between October 1943 and June 1944. The first vehicles started to be delivered in November 1942 but, curiously, the US Army remained uncertain as to the value of the DUKW. According to GM's official history of the vehicle, the Army's indifference to the potential of the vehicle only began to change when, on 2 December 1942, two DUKWs were able to rescue the crew of a coastguard ship that was in trouble close to Cape Cod. At the same time, the testing and demonstrations continued through December and January 1942/43.

A total of 4508 DUKWs were constructed during 1943, with a further 11,316 built the following year. In total five separate contracts were issued for the DUKW and, by the time production ended in 1945, 21,147 vehicles had been built.



**DUKW fitted with experimental frontal armour intended to be supplied as a kit for use in the field. Constructed from face-hardened steel, the forward-facing plates were 9.5mm in thickness, whilst those at the side were 6.5mm.**



**GMC conducted trials with this sail-equipped DUKW to see if this could provide a feasible method of allowing a stalled or mechanically-disabled vehicle to return to shore. Although it seems that the idea had possibilities, work on the project was eventually discontinued.**








**Dry ferry in use carrying a GMC 2.5-ton 6x6 truck. The treadways which were used to support the truck were 31ft (9.455m) long and the ferry could support a load of 65,000 lb (29,545kg) which was sufficient to allow a Sherman tank to be transported in this way.**

### FIENDISHLY CLEVER

Whilst it would be fair to say that the DUKW was little more than a welded steel hull into which the automotive components of a 6x6 truck had been incorporated, this would be something of an understatement. This was a unique vehicle, and one which had the ability to operate in or out of water to any depth without compromising its road-going performance. The DUKW proved invaluable during the early stages of the Normandy landings when fleets of vehicles were used to

ferry supplies from ship to shore before the Mulberry harbours were constructed. DUKWs were also used in the Pacific and during the Sicilian operation in the Mediterranean; they also featured heavily during 'Operation Veritable', which sought to clear the Germans from the land between the Maas and the Rhine, in the crossing of the Rhine ('Operation Plunder'), and in the Battle of the Scheldt. The vehicle was trialled for a number of specialised roles including wet and dry ferry, self-propelled pontoon, and rocket launcher;

there was also a special amphibious trailer, and DUKWs were trial-fitted with armour.

After the end of WW2, DUKWs remained in service with the US, British and French Armies, in some cases for another 30 or more years and, astonishingly, the Royal Marines still maintain and operate a fleet of five DUKWs at the Amphibious Trials and Training Unit (ATTU) at Instow in Devon. Many DUKWs have also been heavily modified for use as tourist attractions... not bad for a 70-year old design! 

**Below left: These days, even a DUKW in poor condition will command a considerable price; it is hard to imagine who might have been in the market for such a machine back in the fifties and sixties when they were being demobbed. This very-complete example, with the post-war British Army registration 71YP46, was offered for sale by Swarder Motors once its original owners had finished with it.**

**Below right: This timber-construction two-wheeled amphibious trailer was delivered to Camp Gordon Johnson, Florida for trials in May 1944. Although design changes were planned to correct various handling problems, they were never implemented, and an alternative trailer design, by Cleaver-Brooks, was selected for production.**





# CHASING THE

*The 'Green Dragon' has become something of an icon among MV sixties M113 at War and Peace Revival 2014 certainly attracted quite a crowd. This issue takes a brief look at its history and evolution...*

**S**eeing the guys from the American Infantry Preservation Society (AIPS) fully kitted out atop a M113 at this year's War and Peace Revival, you could almost imagine it emerging at breakneck speed from a dense thicket of Vietnamese jungle in pursuit of fleeing Viet Cong. The searing heat of this year's Kent spectacle, the beads of sweat on the forehead and the cans of cold beer (Coors or Schlitz possibly?) being consumed in the group's tent nearby only added to the authenticity.

Yet while Vietnam probably saw the most notorious deployment of the world's most widely used armoured personnel carrier, it certainly wasn't the only place it was deployed. Indeed, with production exceeding

80,000 units it's been used in hundreds of combat situations globally and with various modifications it has gone on to lead a long and successful term of service which lasts to this day.





# THE DRAGON

enthusiasts and this  
ite a buzz. Ian Cushway







**Above:** With a crew of two, the M113 could carry up to 11 troops inside.  
**Right:** The beer cooler, we presume, must have been a standard M113 fitment in Vietnam.



### EARLY HISTORY

The fully tracked M113 was developed by the Food Machinery Corporation (FMC) in the late 1950s and pioneered the use of 5083 aircraft grade aluminium armour to keep weight down; it was thick enough to protect its occupants against shrapnel and small arms fire, but made the vehicle light enough to be transportable by air (usually the Lockheed C-130 Hercules, of course) and be mildly amphibious.

Working closely with the Kaiser Aluminium and Chemical Company, FMC came up with two proposals initially, creating a thick and thin aluminium armoured vehicle (T113) and a mostly steel version to test alongside it – the T117. The thicker version of the T113 was chosen because it effectively weighed less yet miraculously offered a similar level of protection to the heavier steel vehicle. This effectively became the prototype for the M113 and an improved design was adopted by the US Army in 1960.

The original M113 was powered by a Chrysler petrol engine, but this was replaced

in 1964 by the GM 5210cc six-cylinder diesel engined M113A1 mated to a three-speed Allison automatic transmission.

Where the M113 would excel best was in the jungle where forces needed a relatively lithe and reliable tracked vehicle that would

**“...various modifications to the Vietnam icon have been applied to M113s still in service.”**

enable troops to move quickly and relatively safely while keeping up with gun trucks. Obviously, the fact that it could be dropped into forward combat zones by air was essential and the M113's lightness allowed this. It would be used for transportation in the majority of cases, bringing troops forward, allowing them to exit swiftly, then retreating.

### SHIELD OF HONOUR

The vehicle was first fielded by the US mechanized infantry units in Vietnam in the spring of 1962, where it quickly earned the name 'Green Dragon' by the Viet Cong. Along with a crew of just two (a driver and commander) it could carry 11 troops sat on benches facing inwards and its

main armament was a single .50 calibre M2 Browning, which was operated by the commander.

During early deployment with the Army of the Republic of Vietnam (ARVN), however, a high percentage of the highly vulnerable gunners were killed which necessitated modifications to improve crew

survival rates. At first, makeshift steel shields were employed using salvaged bits of metal, but these proved ineffective and so something a little more substantial had to be considered.

It was left to the ARVN 80th Ordnance Unit



**Gun shields were improved early on to address high crew casualty rates.**



**Examples still in use have been significantly modified with the latest getting turbocharged engines, better driver aids and sophisticated comms equipment.**





in South Vietnam to develop the shield, and the successful modification was issued to all units during the 1960s. During this time, as needs and changing situations demanded, the M113 was variously used as an amphibious light tank and a reconnaissance vehicle, complementing its intended use as a bush taxi.

#### ACAV VERSION

Recognising the versatility offered by the M113 and the many ways the Vietnamese were able to exploit this, the US Army developed their own Armored Cavalry Assault Vehicle (ACAV) variant – as seen on the example here. It featured extra shields as well as a circular turret for the .50 calibre M2 machine gun in the Track Commander position, two M60 machine guns with shields for the left and right rear positions and belly armour made up of steel sheets bolted from the front to the rear. The two rearmost gunners could operate their weapons while positioned inside the rectangular cargo hatch, thus transforming the M113 into a fighting vehicle.

The only aspect that held it back from becoming a truly effective combat machine was the fact that it remained lightly armoured.



*Rear exit port allowed quick troop dispersion. Crews sat on benches facing inwards.*

Experiments in the 1960s (under project MICV-65) to overcome this resulted in the Pacific Car and Foundry's steel armoured XM701 and FMC's similarly steel armoured

XM734 but weight and lack of pace meant neither were deemed viable. That said, FMC continued with the theme, developing the XM765 Advanced Infantry Fighting Vehicle



*This M113 dates from 1968 and was on loan from a private collector when the AIPS took it to Folkestone this year.*





(AIFV) which was sold to Holland, Belgium and the Philippines in the 1970s.

#### FURTHER EVOLUTION

The M113A2 appeared in 1979 with improved engine cooling and stronger suspension and 12,700 existing APCs were subsequently upgraded to A2 spec in the US. The M113A3 went into service in 1986 with a more powerful engine, a longer hull, better armour and repositioned fuel cells.

Having been successfully deployed in countless subsequent Reconnaissance In Force (RIF) search and destroy missions during the US invasion of Cambodia in 1970 and Laos in 1971 the M113's flexibility was exploited throughout the seventies. It was frequently used alongside Sheridan tanks and even saw service with the USAF as well as the Australian Army in Vietnam who experimented with their own gun shields before settling for the Cadillac-Cage T-50 turret equipped with two .30 Browning machine guns. They even produced a variant with a Saladin armoured car turret fitted with a 76mm gun as a fire support vehicle.

Since then, various modifications to the Vietnam icon have been applied to M113s still in service. For example, those deployed in Iraq featured further modified gunshields, some




**Above left: Free The Army was the official meaning of this acronym – but troops adopted an altogether different 'F' word... Above right: This one carries the markings of the 9th Infantry Division, 5th Battalion, 60th Infantry Bravo Company – nicknamed 'The Playboys' – hence the graphic of the Playboy comic strip character Little Annie Fanny.**

even with locally made custom fabricated windows, while the rear port and starboard gunshields have been deleted.

Other M113s have been upgraded with add-on steel plates as well as reactive and slat armour to offer protection against rocket propelled grenades. Band tracks providing silent operation, higher top speeds and reducing damage to roads, have proved popular with Canadian forces.

Bringing the M113 story up to date, most still in service have been upgraded to A3 specification with the latest Reliability

Improvements for Selected Equipment (RISE) kit which includes turbo power, better driver controls, external fuel tanks and a beefier alternator – as well as spall liners and the option of mounting external armour.

With further upgrades including hi-tech data transfer systems, even though it's reported that the US Army stopped buying them in 2007, it's likely the M113 will remain a familiar sight for many years to come. It's just nice that its essential role is finally being recognised – and that we're seeing the first ones at shows. 

**Below: M113 first saw service with US troops in Vietnam in '62. Modified versions are still in use today worldwide.**





# Bookworld Wholesale Limited

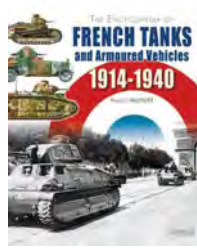
Incorporating Avid Reader Mail Order Books  
**UK Distributors of Tankograd**



Green 38. Up-Armoured Landies in Detail. Snatches in British Private Collections. Contents include Petrol V8 Snatches Diesel TDI Snatches Walkaround section, engine details, front cab, rear cab, 84 pages, Over 160 colour photo's. **£20.99**



Nuts and Bolts Volume 33. Leichte Feldhaubitze 18, GW II für le.F.H. 18/2 Wespe and Hummel-Wespe. Paperback, 184 pages, Black/white and Colour photos, line drawings. **£25.15**



The Encyclopedia of French Tanks and Armoured Vehicles 1914-1940. The tank, a weapon which would revolutionize warfare, was created in France almost exactly at the same time as in Britain, to meet the same tactical need. And even before the first tanks were built, it was in France, at the turn of the 20th Century, that the very first proper machinegun car with partial armour appeared. Hardback. **£34.95**



Challenger 1 Main Battle Tank Volume 2. In Challenger 1 Volume 2 Robert Griffin outlines the service career of the Challenger 1 Main Battle Tank and Challenger Repair and Recovery Vehicle. 80 pages, 185 Archive photos, 10 colour maps. **£13.99**



M2A2 ODS Bradley Infantry Fighting Vehicle in Detail. 96 pages, full colour. Chapters include: Introduction, Hull Walkaround, Drivers Compartment, Squad Compartment, Turret exterior details, Turret Interior details, NBC Protection System, OIF M2. **£19.99**



Army Wheels in Detail 10. Humber F.W.D. 4x4. This publication contains detailed photos, historical photos, scale drawings, detailed drawings from the instruction manual and colour profiles. English and Czech language. 44 pages, B/W and Colour photos. **£13.99**



Tankograd In Detail Fast Track 04. M109A6 Paladin US Army Self-Propelled Howitzer - In action photographs and a detailed walkaround. English text. - Limited print-run 999 copies - As our series In-Detail but half size / half price! Quantity Photos and Illustrations: Illustrated with 89 colour photographs, Pages: 40 **£10.99**



Tankograd In Detail Fast Track 05. M992A2 FAASV US Army Field Artillery Ammunition Support Vehicle (for M109) - In action photographs and a detailed walkaround. English text. - Limited print-run 999 copies - As our series In-Detail but half size / half price! Quantity Photos and Illustrations: Illustrated with 75 colour photographs, 40 pages. **£10.99**



Tankograd Fast Track 06. Type 10TK Modern Japanese Army Main Battle Tank - In action photographs and a detailed walkaround. English text. - Limited print-run 999 copies - As our series In-Detail but half size / half price! Quantity Photos and Illustrations: Illustrated with 70 colour photographs, 40 pages. **£10.99**



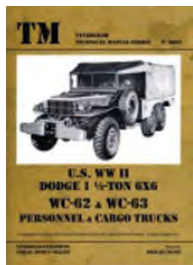
Liberty Roads. The Red Ball Express Highway is the nickname given to the supply route opened in August 1944 which stretched from the landing beaches to the American armies launched in an incredible pursuit throughout France. Hardback, 224 pages, Very well illustrated with Colour and Black/White photos **£34.95**



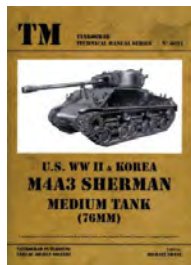
U.S. Army Earth Movers in detail. WWII Bulldozers, Graders and Scrapers. Chapters include Clark, Cletrac, JH T-6, Allis Chalmers HD015A, Cat D2, CAT D4, CAT D7, CAT D8, Scrapper Le Tourneau, CAT Grader No.12, Clark Airborne CA-1 Dozer. Paperback, 155 pages, Over 300 colour walk around and detail photos. **£30.99**



Tankograd 9022 Cold War Exercise SPEARPOINT 80. Joint British and American Forces face the Threat from the East. After two years of preparatory work, the field training exercise Spearpoint 80 was conducted as part of the large-scale Exercise Crusader 80 between 11 and 26 September 1980. Since NATO came into existence, this exercise was the largest British one held on West German soil. Illustrated with 86 colour photographs, 32 black & white photographs and 4 maps. **£13.99**



Tankograd 6033. U.S. WW II Dodge WC62-WC63 6x6 Trucks 48 pages with 150-200 illustrations, among them WW2 action photos, colour photos and technical drawings. Illustrated throughout. Excerpts of technical manuals, wartime photos, photos of restored vehicles. Ideal companion for modellers and fans of technology. Complete background history and variants. **£9.99**



Tankograd 6034. U.S. WW II & Korea M4A3 Sherman (76mm) Medium Tank 48 pages with 150-200 illustrations, among them WW2 action photos, colour photos and technical drawings. Illustrated throughout. Excerpts of technical manuals, wartime photos, photos of restored vehicles. Ideal companion for modellers and fans of technology. Complete background history and variants. **£9.99**



Painting Wargame Tanks. The definitive guide to paint Wargames armored vehicles by the hands of the famous Ruben Torregrosa (Heresybrush) and Mig Jimenez. Through its 96 pages we will discover, in a very visual and easy manner, how to get the results we want in our vehicles, since the book adapts to the needs of each player. From a basic guide for materials, through painting a tank in an easy but effective way, to obtaining the best possible professional finish. **£21.99**



Camouflage Profile Guide Eastern Front Russian Vehicles. In this book you will find all the inspiration you need to make original Soviet vehicles with a wide and never seen variety of colors, effects, and camouflage. Here you have more than 180 profiles which are strictly based on historical photos, many of them never seen before, in which the colors have been studied in depth. Paperback, 80 pages. **£19.99**



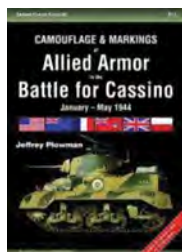
Nuts and Bolts 32. The medium cross-country Lorries 3 ton (6x4) of the Reichswehr and Wehrmacht. To date, Nuts & Bolts has only produced publications on tracked, half-track vehicles and weapon systems. With this volume, the first issue in a series which will deal exclusively on Lorries in particular the medium cross-country Lorries (commercial) m. gl. Lkw. (o) of the Reichswehr and Wehrmacht. 225 pages, 16 camouflage schemes, 471 photos. **£25.15**



WWII German Solo Motorcycles in detail DKW, Z ndapp and BMW. Published by Wings and Wheels publications. 72 pages, 143 colour photos. Paperback. **£19.99**



How to Build The Leopard Family in 1:35. How To Build The Leopard Family in 1:35 is a comprehensive guide to modelling this famous vehicle in its many forms. From battle tanks to recovery vehicles, homeland protectors, to battle-hardened veterans, you'll find much to enjoy and inspire within the pages of this exciting new book. 82 pages, full colour. **£12.95**



Camouflage & Markings of Allied Armor in the Battle for Cassino. January-May 1944. Published to coincide with the 70th Anniversary of the battle for Cassino, this is an authoritative guide to the armor deployed by the Allies over the course of the fighting for this strategic objective. Covering American, British, Indian, Canadian, French, New Zealand and Polish armor, this book includes a number of rare and unpublished photos with detailed captions. 56 pages, 78 b&w photos and 20 full color plates of artwork. **£19.99**



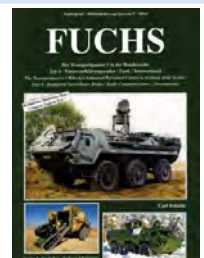
The Men Inside the Metal Volume 2. This book, the second volume in a series of two, completes the story of the uniforms and equipment of British and Commonwealth tank and AFV crews, 1939-1945. Paperback, 124 pages, Black/White and Colour photos. Author Dick Taylor. **£24.99**



The Big Macks. The Visual History Series are single-subject reference books featuring a historical introduction followed by walk-around and white period and extensive black-and-white photographs, many of which are otherwise unpublished. A Visual History of the Mack Wheeled Prime Movers in U.S. Army Service, 1940-1985. One hundred twelve pages, over 180 b&w photos. **£16.99**



FUCHS Part 3. Ambulance / Electronic Warfare / NBC The Transportpanzer 1 Fuchs (Fuchs' being German for fox) wheeled armoured personnel carriers are, aside from the Leopard main battle tanks, the most iconic and most prominent assets of the modern German Army. 64 pages, full colour. **£13.99**



Tankograd 5054. FUCHS Volume 4. FUCHS The Transportpanzer 1 Wheeled Armoured Personnel Carrier in German Army Service Part 4 Battlefield Surveillance Radar / Radio Communications / International The Transportpanzer 1 Fuchs (Fuchs' being German for fox) wheeled armoured personnel carriers are, aside from the Leopard main battle tanks, the most iconic and most prominent assets of the modern German Army. **£13.99**

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

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





# THE MOST DANGEROUS MAN IN EUROPE

*John Blackman profiles Otto Skorzeny and Operation Greif, during which German commandos dressed and equipped as US troops were controversially employed*







**Above: A left front view with the turret reversed. Note the false final-drive housings and side apron. Left: Wheels and tracks aside, the fake M10s are very convincing. Note the rectangular aperture on the false front to allow the use of the Panther's bow machine gun. Bottom left: A wartime photo of Otto Skorzeny, complete with duelling scar.**

**I**n the early morning hours of 16 December 1944 German forces launched **Unternehmen Wacht am Rhein** (operation Watch on the Rhine), a massive offensive in the Ardennes directed primarily against the American 1st Army. The plan was for the 6th Panzer Army to capture the port of Antwerp while the 5th Panzer Army secured the strategic road and rail centre of St Vith and then advanced on Brussels. For its part, the 7th Panzer Army was to attack to the south to protect the flank and create a buffer zone to prevent American reinforcements from attacking the 5th Panzer Army.

#### ONE OF A KIND

We know Wacht am Rhein better as the Battle of the Bulge because of the 'bulge' 60 miles deep and 80 miles wide that the offensive's opening successes created in the American lines. The attack caught the Allied forces completely off guard. However, since final success was dependent upon poor weather preventing Allied aircraft taking to the skies and on the German advance being swift enough to capture Allied fuel dumps, some commentators have suggested it was an absurd plan. But it was Hitler's absurd plan so it went ahead nonetheless. It was certainly an audacious plan, and one of the most audacious elements within it was Operation Greif, orchestrated by SS-Standartenführer Otto Skorzeny.

Skorzeny was born in Vienna in 1908. In 1931 he joined the Austrian Nazi Party and then, in 1939 after the invasion of Poland, he volunteered for service with the Luftwaffe. When rejected because he was both too old and too tall for aircrew training, he joined the elite Leibstandarte SS Adolf Hitler as an officer cadet. Skorzeny went on to fight in the Netherlands, France, the Balkans and then on the Eastern Front. After being seriously wounded in December 1942 he was given a staff role in Berlin, where he started to develop his ideas on unconventional commando warfare. This led to him being given command of

Sonderverband zbV Friedenthal, a special operations unit later redesignated as the 502nd SS Jäger Battalion Mitte.

#### PLAYING DIRTY

Undoubtedly Skorzeny's most high-profile operation during this period involved the rescue of deposed Italian dictator Benito Mussolini who, when his regime collapsed, was arrested and held in a remote hotel at the top of Gran Sasso d'Italia, a mountain located in the Abruzzo region. On 12 September 1943, Skorzeny's men landed by glider and took over the hotel without a shot being fired. Using a Fieseler Storch, an aircraft with incredible short take-off and landing characteristics, Skorzeny himself then escorted Mussolini to Rome. As a result, Skorzeny was promoted to Sturmbannführer and awarded the Knight's Cross of the Iron Cross.

An operation in the spring of 1944 to capture Josip Broz Tito, the Yugoslav partisan leader, went disastrously wrong but in October of the same year Skorzeny's plot to kidnap the son of Hungary's Regent, Admiral Miklós Horthy, and so force his resignation and subsequent replacement by a pro-Nazi government, was entirely successful. It seems that Skorzeny became Hitler's go-to man when deception and dirty tricks were involved and so it was that, on 22 October 1944 while Unternehmen Wacht am Rhein was being planned, Skorzeny was summoned to a meeting with the Führer.

He was tasked with forming an English-speaking unit equipped with American uniforms and equipment that could slip behind enemy lines to generally confuse and disrupt during the offensive. Ironically, it was Hitler who in 1942 issued the *Kommandobefehl*, or Commando Order, which stated that all Allied commandos encountered by German forces in Europe and Africa should be killed immediately without trial, even if they were dressed in proper uniforms or were attempting to surrender. It is said that Skorzeny was aware of the contradiction and that the operation as proposed by Hitler could breach the 1907 Hague Convention, but considered it would be futile to argue the point.

#### LIMITED RECRUITS

The clandestine unit was to be known as Panzerbrigade 150 but Skorzeny had very little time in which to recruit, train and equip the men. His task was immediately jeopardized when, on 26 October, the Oberkommando der Wehrmacht openly distributed a notice requesting that soldiers with knowledge of the English language and American slang volunteer for a secret commando operation. Allied intelligence did indeed get wind of the document but considered it a hoax.

In the event, the quest brought forth only 10 men who spoke perfect English and had some knowledge of American idiom, and these were augmented by several hundred more whose knowledge of the language ranged from excellent to schoolboy. Skorzeny therefore scaled down Panzerbrigade 150 from three battalions to two and put the 150 most proficient English speakers into a commando unit named *Einheit Stielau*. Skorzeny also





**Above: A rear view. Note the dummy brackets and fittings and the ports for the Panther's exhaust. Left: A close-up showing the false gun shield and turret sides complete with dummy studs and lifting rings.**



employed a company of SS Jagdverbände Mitte, a unit formed from foreign volunteers, and two Luftwaffe parachute battalions. Together with tank crews borrowed from Panzer regiments and gunners from artillery units, Skorzeny eventually assembled some 2500 men for training at Grafenwöhr in eastern Bavaria.

The shortfall in equipment was even greater. Skorzeny only received a fraction of the requested US vehicles, a mere handful of half-tracks plus 30 Jeeps, 15 trucks and two Shermans. However, he received a number of German vehicles which were repainted in the Allied style and five Panthers which were quite elaborately disguised as M10 tank destroyers. Four were subsequently knocked out in the Malmedy area and subjected to close examination by US technical intelligence officers attached to the 1st US Army.

#### MASTERS OF DISGUISE

The resulting report emphasised the amount of effort that had gone into the deception, noting that in each case the Panther's distinctive cupola had been removed and replaced by two semi-circular hatch covers.

The turrets were further disguised by sheets of thin metal cut and fixed to represent the profile and counterweight of the M10's distinctive turret. Even the M10's lifting rings, brackets and studs were duplicated and fixed to the false turrets.

The Panthers' hulls were also cloaked with sheet metal to resemble the M10. A rectangular aperture with a chain-operated cover was cut in the front to allow the use of the Panther's machine gun and, again, the M10's brackets and fittings were duplicated. The ersatz M10s examined were all marked as belonging to the 5th Armored Division, 10th Armored Regiment, and bore the vehicle numbers B-4, B-5, B-7 and B-10.

On 10 December 1944 Skorzeny revealed to his commanders that three elements of Panzerbrigade 150, Kampfgruppe X, Y and Z, would be tasked with capturing at

**"The turrets were further disguised by sheets of thin metal cut and fixed to represent the profile and counterweight of the M10's distinctive turret."**

least two of three bridges over the Meuse at Amay, Huy, and Andenne before they could be destroyed. The Einheit Stielau commando unit, wherein were the best English speakers, was given three missions. Demolition squads of half-a-dozen men were to destroy bridges, ammunition dumps and fuel stores, while smaller reconnaissance squads were to operate either side of the Meuse River reversing road signs, removing minefield warnings, cordoning off roads and generally causing confusion wherever and



**Above: A top view of the turret showing the hatch covers used in lieu of the Panther's cupola. Right: The plate over the machine-gun aperture is visible to the left of the star. Although partly hidden by the gun barrel you can just make out an aperture for the Panther's coaxial machine gun.**

whenever they could. A third squad was to disrupt communications and the US chain of command by cutting telephone cables and issuing false orders etc.

#### AVOIDING SUSPICION

On 16 December 1944 Panzerbrigade 150 moved out behind the three attacking Panzer divisions, the 1st SS Panzer Division, the 12th SS Panzer Division and the 12th Volksgrenadier Division, with the aim of moving around them and through American lines when they reached an area known as the High Fens. However, when the advance faltered and it became clear that Panzerbrigade 150's original objective was unattainable, it was diverted to attempt to take Malmedy where, despite several assaults commencing on 21 December, it was repulsed.

The commandos of the Einheit Stielau were perhaps more successful in that their disruptive activities created an atmosphere of paranoia among American troops. Even General Bruce Clark and General Omar Bradley were stopped at US checkpoints and asked questions that it was felt only Americans would know the answers to, such as on sports trivia. On at least two occasions,

genuine US servicemen were killed by suspicious compatriots, but a number of German commandos were captured when their knowledge of US idiom and slang

let them down. One group drove into a fuel dump and asked for petrol rather than gas, while the leader of another group used the very British expression 'keep your pecker up' and immediately aroused suspicion.

Ironically, the capture of three German commandos in US uniforms near Aywaille on 17 December sent the American's paranoia levels sky high when they alleged that one of Skorzeny's aims was to capture General Dwight Eisenhower and his staff. Such was the Austrian's reputation at this point that the





Americans tended to believe the story and Eisenhower spent Christmas 1944 isolated for security reasons.

It is said that on hearing of Eisenhower's confinement, Field Marshal Montgomery took it upon himself to head for Malmedy. What he didn't know was that a rumour was circulating in the Ardennes that a German Montgomery lookalike was on the loose. Apparently, when US troops halted Montgomery at a checkpoint, he took umbrage and told his driver to keep going, with the result that the guards shot out the staff car's tyres and detained the irate Field Marshal for several hours. He was only

released when a British officer known to the Americans vouched for him. What started out as, quite literally, an ego trip for Montgomery turned out to be the exact opposite, and one doubts he saw the funny side. Eisenhower did, however, and while he is quoted as having called Skorzeny 'the most dangerous man in Europe', Ike also remarked that the

'Monty' incident was the best thing for which Skorzeny had ever been responsible.

#### ON THE RUN

The three Einheit Stielau men captured near Aywaille were tried for espionage, found guilty, and then executed by a firing squad on 23 December. In the following three weeks a



A rear view of the false turret with the bottom plate removed showing how the false plates were attached and braced.



A Stug III used during Operation Greif. To the left is a US half-track. All the uniforms visible are German.





*An M8 armored car employed by Panzerbrigade 150.*

further 13 were similarly tried and executed by the US 1st Army. It wasn't until 1947 that Skorzeny and nine officers of Panzerbrigade 150 were tried as war criminals charged with 'improperly using American uniforms by entering into combat disguised therewith and treacherously firing upon and killing members of the United States armed forces'. All were acquitted when the military tribunal drew a distinction between using enemy uniforms during combat and for other purposes including deception, concluding that it could not be shown that Skorzeny had actually given any orders to fight in US uniforms.

But the acquittal was far from the end of the Otto Skorzeny story. On 27 July 1948 he escaped from the internment camp at Darmstadt where he was being held and for the following 18 months hid out at a farm in

***"...Skorzeny's post-war exploits were even more incredible than his wartime operations."***


Bavaria rented by Countess Ilse Lüthje, the niece of Hitler's former finance minister, who he was later to marry. In February 1950 a photo of him in a café on the Champs Élysées in Paris appeared in the French

press, causing him to flee to Salzburg. But in 1952 Skorzeny was declared 'de-Nazified in absentia' and was able to move to Madrid where he became the Spanish coordinator for ODESSA (Organisation der Ehemaligen SS-Angehörigen), a network set up by a group of SS officers towards the end of WW2 to facilitate secret escape routes allowing SS members to avoid capture and prosecution.

In 1953, Skorzeny was employed in Egypt as military advisor to General Muhammed Naguib, the country's first President, and recruited a number of former SS officers to train the Egyptian Army. Subsequently, in the vain hope that Nazi hunter, Simon Wiesenthal, would remove him from his list of wanted Nazi war criminals, Skorzeny was to provide intelligence to Mossad, the Israeli secret service, regarding ex-Nazi scientists working for the Egyptian government.

Frankly, Skorzeny's post-war exploits were even more incredible than his wartime operations... founder of Die Spinne, a secret organisation said to have assisted 600 former SS men escape from Germany to Spain and South America, advisor to Argentine President Juan Perón

and bodyguard to his wife Eva, founder of the Paladin Group established in the seventies and said to have recruited mercenaries for right-wing regimes around the

world... his curriculum vitae is way beyond the scope of this short feature but surely a case of truth being stranger than fiction. Otto Skorzeny died of lung cancer on 5 July 1975 in Madrid. 



*A US soldier inspects a knocked out StuG III near Malmedy. Allied stars have been painted on its hull and Schutzen.*



# ACTION ON EVERY FRONT



## Italian Resistance

Design uses the badge worn by Italian Partisans who from 1943 onwards fought Axis forces in the northern parts of their country not yet liberated by the Allies' advance from the south.



## Battle of Kursk

Features the Soviet tank, the T-34, so crucial at Kursk, the biggest of all tank battles in WWII. Widely regarded as the most effective, efficient and influential military design of the war.



## Desert Rats

The British Eighth Army's 7th Armoured Division 'desert rat' badge became emblematic of the Allied forces in North Africa and their most famous victory, at El Alamein in October 1942.



## Overlord

'Operation Overlord' was the codename for the Battle of Normandy, first stage of the liberation of Nazi-occupied Western Europe. British, American and Canadian paratroops were the first into combat.

**JUST  
£19.99  
PLUS P&P**

## Seasonal shopping worries sorted

Order from [www.philosophyfootball.com](http://www.philosophyfootball.com) or by phone from 01255 552412




# LIGHT GUN RE

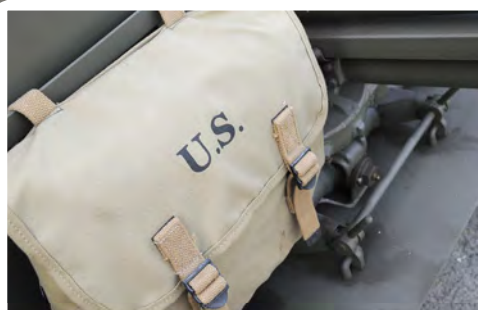
***A light gun makes an excellent restoration project – not least because you can usually carry out the work in your own garage. This is what can be achieved...***

**T**his 37mm anti-tank gun was located in Brazil in 2009 by top Lincolnshire military specialist Marcus Glenn. It was reasonably complete but in a pretty scruffy state. He took delivery of it in May 2010 and immediately sent it to Darrell Hazelton and Andy Crocker – artillery specialists based in Swindon.

Following that Glenn embarked on a long and often challenging quest to find all the missing parts and accessories. "A new sight was found on eBay, and was being sold by a vendor in Eastern Europe," recalls Marcus. "Similarly, a new battery box/stowage bin was found in America."

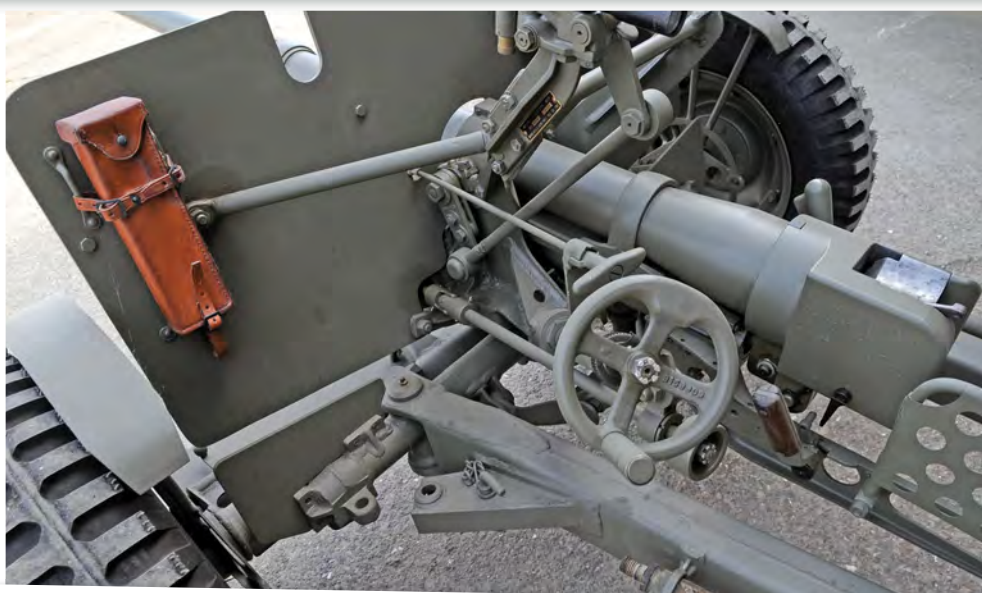
Sadly, little has been discovered of the gun's history. Regarding its manufacture, all that is known is what appears on the maker's plate – 'US Mach Corp 1943'.

Still, it's a lovely piece of military history – and it's compact enough to keep in a small garage and wheel out at weekends to admire. Which is what we imagine the gun's new owner will probably do. 

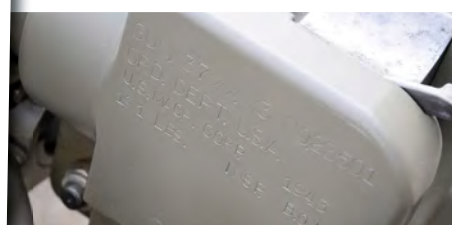


**Above:** A suitable battery box/storage bin was sourced from America.





Left: Marcus Glenn stumbled across the gun in Brazil. Below: Maker's plate reveals year of manufacture as 1943.





***Best of British***

# THORNYCROFT

***Pat Ware looks at the Thornycroft Nubian, a robust, no-nonsense Department requirements' and which survived, in various forms***



*During WW2, Thornycroft's major contribution was the Nubian TF/AC4/1, a 3-ton 4x4 chassis of which some 3824 examples were constructed between February 1941 and May 1945. There was also a diesel-engined variant designated TF/DC4/2.*

**A**ccording to Wikipedia, that font of all knowledge, Nubia is a region along the River Nile, which is located in northern Sudan and southern Egypt... and a Nubian, much prized incidentally as a Roman slave, is presumably, an inhabitant of that region. Quite how, or why, Thornycroft came to use the name Nubian for what was originally a 3-ton 4x4 general-service (GS) military truck remains something of a mystery, particularly when you bear in mind that previous Thornycroft truck names included the likes of Trusty, Handy, Nippy, Dandy and Strenuous... which sounds more like a group of second cousins to the Seven Dwarfs!

However, putting the origins of the name to one side, the Nubian was Thornycroft's most numerous contribution to the war effort, although perhaps it should also be

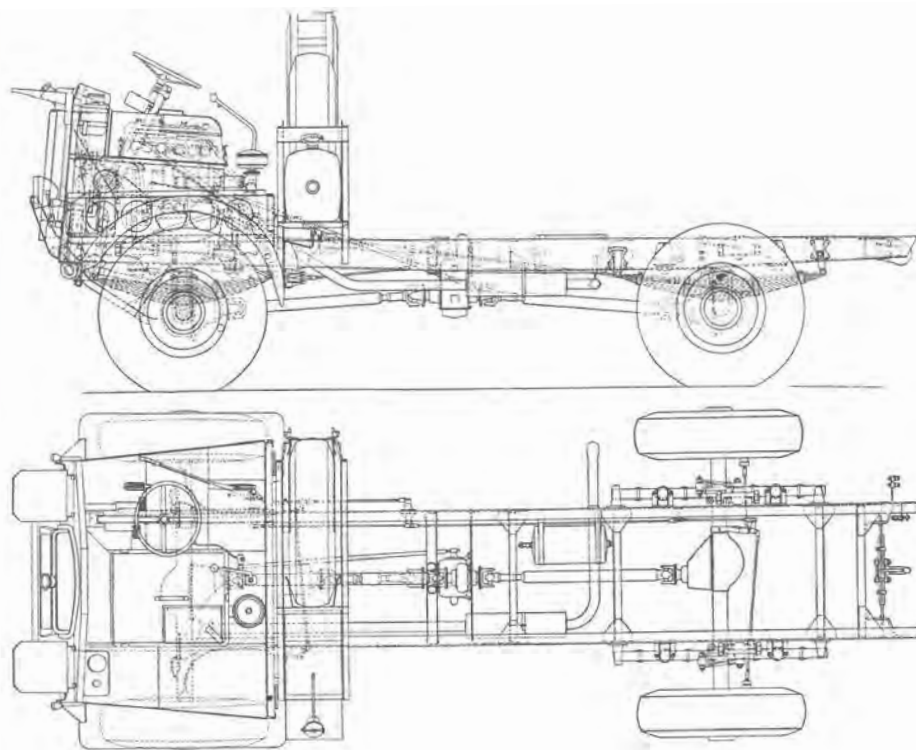
pointed out that the company designed Britain's only war-time wheeled amphibian, and built something like 8250 tracked carriers, as well as other trucks.

The Nubian was constructed against a War Department specification that called for the ability to climb a 50% gradient, as well as being able to operate reliably in deep mud and loose sandy soil, and to wade ashore from a landing craft. A pre-production vehicle was delivered for trials in June 1940, and the first production vehicles rolled out of Thornycroft's 15-acre Basingstoke factory in February 1941. The total number of vehicles produced by May 1945 was 3824, with large numbers of these ending up with the RAF.



# FT NUBIAN

*forward-control truck that was 'built to comply with War into the eighties*



*Above: General-arrangement drawing for the Nubian TF/AC4/1 3-ton chassis showing the layout of the major components.*

with a separately mounted two-speed transfer case that was coupled directly to the fully-floating spiral-bevel axles by means of conventional propeller shafts; the forward shaft passed under the engine; an epicyclic

gear train in each of the hubs served as the final reduction gear. The front axle drive could be disengaged when not required, and was automatically selected when low-range was engaged.

## **TOUGH AS OLD BOOTS**

Described by its makers as the Nubian TF, both petrol- (TF/AC4/1) and diesel-engined (TF/DC4/2) variants were developed, and while there is no evidence that any of the latter were supplied to the Army or the RAF, it is possible that the Royal Navy favoured this engine. The petrol engine was a four-cylinder overhead-valve unit of 5173cc, producing 85bhp at a governed 2500rpm. The truck adopted the forward-control layout with the front-mounted engine installed with a slight rearward tilt. There was a unit-constructed four-speed gearbox,



*Side view of the wartime Nubian TF/AC4/1 3-ton general service (GS) cargo vehicle.*





**Left:** Post-war Nubian TF/AC4/1 3-ton artillery tractor, very much in the WW2 style.

**Right:** Post-war Nubian 6x6 chassis being put through its paces in near-liquid mud in the early sixties.

**Below:** The post-war military Nubian was produced both as a 3-ton 4x4 (FV13402) and as the 5-ton 6x6 (FV14101-3) seen here. Both chassis were powered by a Rolls-Royce eight-cylinder petrol engine, in the form of the B80 for the 4x4 chassis (designated TFA), and the B81 for the 6x6 (TFB).

**Below:** Nicely undamaged and complete war surplus Nubian TF/AC4/1 awaiting a new owner.



The suspension was thoroughly conventional, employing multi-leaf semi-elliptical springs, in combination with Luvax hydraulic lever-arm shock absorbers.

Brakes were hydraulically-operated, with vacuum servo-assistance from a Clayton Dewandre unit, and the mechanical handbrake operated on only the rear wheels.

Typical of the period, the steering consisted of a Marles cam-and-roller unit with a drag link to the right-hand hub, and a full-width track rod conveying the steering inputs to the left-hand side.

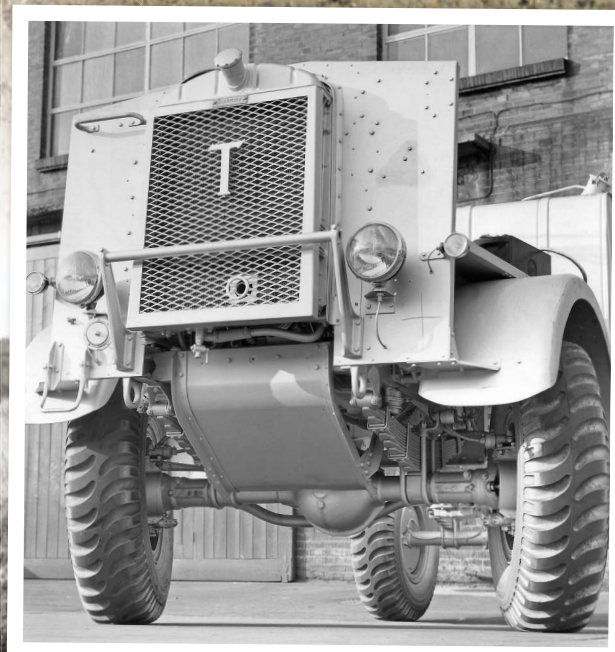
With its deep channel-section chassis incorporating six cross-members, it was a robust and well-constructed vehicle that was sufficiently flexible to withstand off-road use. The wheelbase dimension was exactly 144in (3658mm) and this combined with the forward-control layout to give the truck a compact appearance, even if this was, to some extent, at the expense of overall height. The two-man cab was coach-built, consisting of a timber frame to which were attached steel-panels, whilst the most common body type was the standard 3-ton timber general-service (GS) cargo body having a flat floor and drop-down tailgate. A removable canvas cover was supported on a tubular-steel framework.

The maximum speed on the road was 39mph (63km/h), which was almost double the blanket 20mph (32km/h) limit



**Left:** Post-war Nubian 5-ton 6x6 cargo vehicle, FV14102.





**Above: Under-chassis shot of the post-war 4x4 Nubian; note the WW2 style radiator that was retained into the sixties. Although primarily aimed at civilians, a number of these vehicles also entered military service.**

that applied to goods vehicles until 1957, whilst the operating range was stated to be 200 miles (325km) from a 30-gallon fuel tank. The availability of four-wheel drive and the excellent ground clearance figure of 13in (330mm) under the axles gave a creditable off-road performance.

There is little doubt as to the suitability

of the design, since it seems that the only changes made to the vehicle during the

***“The Nubian was Thornycroft’s most numerous contribution to the war effort.”***

wartime production period covered the substitution of coil ignition in place of

the original magneto set-up, and a small modification to a gearbox bush.

After the war, the Nubian 4x4 continued to be produced for commercial users, with a bare chassis put through its paces at the Farnborough military test site in 1949 by Lawrence Cotton, technical editor

of *Commercial Motor*. It would be fair to say that he was impressed by its performance. The name was also applied to a civilian 4x2 truck powered by a

Thornycroft NR6 diesel engine, but there was little commonality with the wartime original. Production of this latter

**Below: Nubian 4x4 chassis with Bedford RL engine and running gear, used to provide the basis for a missile-handling crane. Registered 00EX21, the vehicle was one of two delivered in 1965 to the School of Artillery.**







*The Nubian-based light mobile digger was developed for the Royal Engineers to provide a fast method of digging slit trenches. The cutting gear was borrowed from coal-mining technology and the vehicle incorporated an auxiliary hydrastatic transmission system that allowed it to creep forward automatically whilst digging.*

variant, which was described as the Nubian WF8, ended in 1952/53, when the name was once again applied to an all-wheel drive chassis.

#### POST-WAR PRODUCTION

Based on the chassis of the original military Nubian, and described as the Nubian TF, the post-war all-wheel drive version was manufactured in both 4x4 and 6x6 configurations, and was available with a choice of engines. Military users were offered an eight-cylinder Rolls-Royce petrol engine, either the B80, producing 169bhp from 5675cc, or the B81 which produced an additional 28bhp from its 6522cc; there was also a choice of the Thornycroft AC4/1 four-cylinder petrol engine, or the Thornycroft NR6 or CR6 diesels.

In 1952/53, the British Army took delivery of a further batch of Nubians in the form of the TFA – a 5-ton 6x6 truck, designated as the FV14100 series, and the TFB, a 4x4 rated at 3-tons and described as the FV13400 series. All were powered by Rolls-Royce petrol engines. Three separate contracts were issued, with a total of perhaps 177 vehicles eventually

constructed for the British Army. The vehicles were bodied for a variety of roles, including general-service (GS) cargo, winch-equipped artillery tractor, missile erector, airfield fire-crash tender, and the complex hydraulically-operated light mobile digger (LMD).

Aside from the LMD, which had a single-seat half-cab, early vehicles were fitted with a typical coach-built cab, closely resembling that used on the wartime Nubian, whilst later examples wore an altogether more modern-looking pressed-steel cab manufactured by Motor Panels (Coventry) Limited. The Motor Panels cab was also shared by other Thornycroft trucks, including the Antar Mk 3, as well as being used by Guy. Despite the adoption of the new cab, as late as 1961, Thornycroft was still offering 4x4 Nubians equipped with the old coach-built cab.

#### WHAT'S IN A NAME?

In 1964, Thornycroft was acquired by AEC's Associated Commercial Vehicle (ACV) group, which resulted in the AEC AV410 six-cylinder diesel engine, with a power output

of 124bhp from 6756cc, also being offered as an option alongside the two Rolls-Royce B Series engines. ACV was subsequently acquired by Leyland, by which time the 6x6



*Right: Chassis of the 4x4 Super Nubian, powered by a Cummins 400bhp V903 series diesel engine. Driving all four wheels through an Allison HT750 five-speed gearbox and Kirkstall two-speed auxiliary gearbox.*



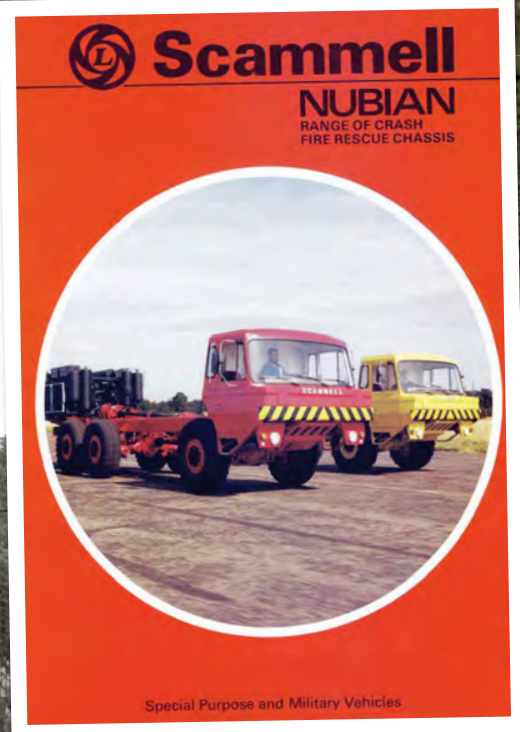
variant was being marketed exclusively as a military or civilian airfield fire-crash truck, fitted with a powerful Cummins diesel engine.

The Basingstoke factory was closed in 1972 and most production was moved to the Scammell plant at Watford... here, the names Thornycroft Nubian, and Nubian Major – continued to be used until 1977, with both 4x4 and 6x6 rear-engined chassis being constructed. From 1977, it became the Scammell Nubian, and from 1988, the Nubian name was licensed to Unipower. Of course, it hardly needs to be said that these later Nubians owed nothing to the wartime original!

Curiously, very few of the wartime military Nubians have survived into preservation, although there is a handful of restored post-war fire-crash tenders, and half a dozen or more of the light mobile diggers (LMD) are in private hands... with more than one remaining in full operating condition.



**Above:** Rolls-Royce B81 engined Nubian Major Pyrene Protector airfield crash truck dating from the seventies. **Left:** The Nubian 4x4 chassis was much favoured as the basis for airfield fire-crash-rescue vehicles. This is the Nubian TF/B80 RAF Mk5 fire-crash-foam tender (FV13402), which was introduced in the mid 'fifties to replace ageing wartime equipment. **Below:** Dated October 1981, this Scammell brochure shows the rear-engined 4x4 and 6x6 fire-crash-rescue chassis. Five variants were offered: the 300bhp 4x4 Nubian 2; the 400bhp 4x4 Super Nubian; the 400bhp 6x6 Nubian Major 2; the 500bhp 6x6 Super Major; and the 500bhp 4x4 Nubian rapid intervention vehicle (RIV).





# THE GREAT DORS

**Scott Smith visited The Great Dorset Steam Fair at Tarrent Hinton, that even the Great War mud this year was authentic!**

**T**here have been many things which The Great Dorset Steam Fair has been capable of arranging during its long and prestigious history, however the mud which accompanied the special Great War display perhaps was something it could never have planned for.

The site was turned into a scene underfoot which many of the fighting men from the Western Front some 100 years ago would have been familiar with, which led to the

site becoming a quagmire with many areas impassable on foot and almost impossible to negotiate by vehicle.

Despite all of this the organisers wouldn't

be beaten and the show continued to the best of its abilities. I paid my visit to Dorset on the first two days of the event and it's the first time ever in my time attending the show that I haven't seen at least some vehicle movement in the numerous arenas around the site.

This was somewhat of a shame as although the thousands of exhibits on site

*Below: Serial collector Richard Shepard has been a regular attendee at The Great Dorset Steam Fair and lives just a few miles away in Sturminster Newton. Pictured here is his 1944 GMC Fuel Bowser which was one of half a dozen vehicles he had brought to the show.*





# ET STEAM FAIR 1

27- 31 August 2014 and discovered



Above: This 1943 Bedford QLR was one which I hadn't seen out and about before. It has recently been purchased by the current owners from The Tank Museum in Dorset and is undergoing restoration. Notice how the body shown is not the standard wireless house type seen on many QLRs.



Above: Dating from 1941, this Morris Commercial CDSW gun tractor is somewhat of a rarity on the rally scene and would have originally towed a 40mm Bofors gun. The vehicle was overhauled in 1947 and sold at a disposal sale to the Bendry Brothers who removed the rear bodywork and used it for hauling timber in their sawmill for 20 years. Current owner Graham Jones saved it from being scrapped in 1970 and restored it to its present condition.



Above: Show regulars Graeme and Sandra Sty came with their 1943 Austin K2/Y Ambulance. They travel all the way from Jersey with the ambulance which has spent all of its life in the Channel Islands after originally landing with the liberation force in May 1945 and being used by the RAF at Guernsey Airport.





**Above:** Former military vehicles can quite often be found in the Diesel Heavy Haulage section at the show. All three of these vehicles would have started their lives in the military world with the nearest exhibit being a 1954 Scammell Constructor which was built with a 20-ton ballast body for use with the REME. It is now owned by Samantha Sherriff.

provide lots of interest, it's really the movement of vehicles – especially in the heavy haulage arena or 'Play Pen' as it is more affectionately known – which gives

the Dorset show its edge. To be able to witness the power of both steam and diesel machines is a sight to behold, although thankfully this was something that was able

to be witnessed later in the week.

So what about the military vehicles I hear you cry? Well, Dorset has traditionally had a strong and varied military-vehicle presence



**Above:** Still very much working for a living, this AEC Matador belonging to Sussex showmen the Harris Brothers, could be seen powering their Chair-o-Planes which were situated on the vintage fairground area.

**Below:** Over 20,000 white M3A1 scout cars were built between 1940 and 1944, including this very nice 1942 example which is owned by Preston Isaac of the Cobbaton Combat Collection. These scout cars were used not only by American forces, but also by British, Canadian and Soviet Union forces on a lend-lease basis.



**Above:** This 1984 Bedford MJ owned by Roger Chedgzoy couldn't move very far due to the mud.





*Above: This 1965 Bedford RL still carries the livery which it had when it was first supplied to the Auxiliary Fire Service. Built as a general purpose vehicle it was disposed of from Branston in November 1988 with just 983 miles on the clock.*

*Right: Nikki Owen finished the rebuild of his 1951 Scammell Explorer in time for the show. It has been a regular at the Dorset show for a number of years – it was originally supplied new to the REME.*



and 2014 was no different. And while there were a number of 'regulars' in attendance, it was also good to see some different machines.

It's not only the military section where green machines are prevalent with various

bits of ex-military kit also present in both the Commercial Vehicle and Diesel Heavy Haulage sections of the show. Most now don't carry the livery they would have done when in service; however they are pretty

recognisable if you keep an eye out for them around the different areas.

### **TRENCH ATTRACTION**

This year saw a special Great War



*Below: Some machines come to the event in order to show how they would have been used while in service. This 1941 Caterpillar D8-8R, owned by Andrew Bettney and Paul Marriott, was actually used on Gold Beach on D-Day +4. It is seen here with a Le Tourneau Carryall Box Scraper which dates from 1940.*

*Above: Dating from 1942 Alan Oxborough drives his Diamond T 981 all the way from Derbyshire to attend the show. Although it's carrying a very different paint scheme to what it would have done originally you would have to agree that it still looks very imposing. Left: You always find a handful of vehicles amongst the Commercial Vehicle section with military history attached to them, including this 1950 Scammell Explorer. When it was demobbed it went to work in a garage in Cirencester before being used in showland by Brian Botham to pull his living van.*



*Left: North London Barmy Army member Andy Long brought along his 1978 Combat Engineer tractor – it was one of the few vehicles that found the ground conditions relatively straightforward.*



*Above: There were over 10,000 Leyland Hippo Mk11s produced. This tidy 1944 example is owned by Nigel Bartlett from Bridport who has restored it to its present condition after he purchased it as a total wreck in 1996.*





**Above:** It was little touches like this Model T Ford pick-up truck which helped create a very good Western Front display for the Great War commemorative area. This example dates from 1913 and was used by the Army Service Corps for repairing vehicles. They performed well over tough terrain.




**Above:** There are military connections across many areas of Dorset with this 1940 Caterpillar D6 being a prime example. Supplied as a lend-lease machine it was used to pull timber in the New Forest for the war effort. It is now owned by Oliver Cutts who found the vehicle on a farm in 2003 before restoring it during 2004 and 2005.

commemorative display being set-up on one side of the show site in order to honour those who served their country between 1914 and 1918. The display was divided into three sections; a Western Front area, a Home Front area and an Exhibition Marquee along with a number of vehicles both mechanical and horse-drawn on show.

The main attraction in the Western Front area proved to be the massive trench system which had been created in order to give visitors an idea of what life might have been like 100 years ago. Manned by

The Queens Own Royal West Kent Regiment, this created a great deal of interest and those responsible for creating it must be congratulated for making an area unlike anything seen before at a UK show.

All the Great War displays proved popular with the public and certainly added a unique element to this year's event.

Elsewhere, here's some of the vehicles which really stood out... 

**Right:** This Fordson Standard dating from 1939 is believed to have been used by US military forces at some point.

**Below:** This 1915 Daimler Y Type dates from 1915 and was built at the AEC factory in Southall. It had a top speed of 20mph (32km/h) and is powered by a four-cylinder petrol engine. Little is known of its activities during the Great War but when it was purchased by current owner Ronald Harris it was still in its original wartime livery.



**Above:** Manufactured in 1915 this Napier carrier displays the battleship grey colour it would have had when it rolled off the production line. Originally registered in County Louth, Ireland it was kept in War Department service until 1919 before being sold to Sutton Seeds who used it to carry its produce. After being laid up in 1931 the engine was restarted for the first time in 2012 and restored to its present condition.





*Above: Despite the weather conditions Simon Webb from Suffolk managed to bring along his Locomobile Truck which is believed to have served with the 51st Highland Division at the Battle of the Somme in 1916.*

*Above right: At the start of the Great War the military needed heavy transport for guns and the Holt 75 Gun Tractor such as this one pictured was the first choice. This example was built in 1917 to army specification and is believed to have been one of the many still in the factory when the war ended. It was purchased by the US government for use by public authorities but little else is known of its history. It was purchased by Ron and Keith Harris in 2003 and is seen here with a replica 8in Howitzer gun.*



*Above: Originally an RAF tractor unit when it was demobbed, this 1952 AEC Matador was put to work subsequently with Hoffman's Circus. After finishing work on the show it passed into preservation before being purchased by the current owner Nigel Blatch from Somerset some ten years ago.*

*Left: Something completely different was this 1918 Holt artillery tractor. The 5-ton tractor was designed by Holt with an RE Olds engine before being armoured by the Diebold Safe & Lock Co. They were used extensively on the Western Front to move artillery into forward firing positions. This rare example is part of the Ward Collection from North Yorkshire.*



*Below and right: The Western Front area of the Great War display featured a spectacular trench system which had been specially dug in order to show visitors what life might have been like between 1914-18 for soldiers on the front line. Members of The Queens Own Royal West Kent Regiment manned the trenches and helped give them that authentic look.*





**FEBRUARY ISSUE AVAILABLE  
FRIDAY 26TH DECEMBER \***

# AEROPLANE



## POLISH SPITFIRE SALUTE

How Jacek Mainka became the first Polish citizen to fly a Spitfire for nearly 70 years

## PRESERVING POST-WAR CLASSICS

Four very different, but equally fascinating – and challenging – ways of preserving Britain's post-war aviation heritage in focus: the Midair Squadron, the Duxford Aviation Society's British Airliner Collection, Shackleton WR963 and Vulcan XM655

## FINNISH WW2 ACES

Finland's so-called 'Fighter Knights' more than showed their mettle during the Winter and Continuation Wars

## DATABASE: DH60 MOTH

The remarkable de Havilland aircraft that proved to be the world's first truly practical light aeroplane. Moth expert Stuart McKay tells its story

## BRISTOL 188

First-hand insights into the stainless steel research aircraft that, contrary to the views of some, wasn't a complete waste of money

## AND MUCH MORE!

Inside each monthly issue of Aeroplane, you will find fascinating articles from the finest aviation writers alongside detailed airshow listings and the very latest historic aviation news. If your interest lies in the fascinating world of early military aircraft, then make Aeroplane your magazine of choice.

AVAILABLE MONTHLY FROM **WHSmith**  
AND OTHER LEADING NEWSAGENTS

**FOR THE LATEST SUBSCRIPTION DEALS**

\*UK scheduled on-sale date



Call:

UK: 01780 480404

Overseas: +44 1780 480 404

Monday - Friday 9:00am until 5:30pm



Visit:

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

Available on PC, Mac, Blackberry, Windows 8 and kindle fire from

pocketmags.com

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download.  
Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2014. All rights reserved. App prices subject to change.

1097/14



*The tank companies of the 2nd Battalion, 5th Cavalry Regiment used M1A2 SEP (v2) Abrams main battle tanks. In addition to the M1A2 SEP (v2) enhancements the vehicles employed during Combined Resolve II were fitted with the Loader's Armor Gun Shield (LAGS) and the Drivers Rear-View Camera (DRVC).*



# FULL OF RESOLVE

***Interoperability is key in today's NATO doctrine. With the aim to train and further enhance this capability the US Army conducted exercise Combined Resolve II at the Hohenfels Training Area in southern Germany in May and June 2014. Carl Schulze was there to report on the military vehicle action...***

**T**aking place between 8 May and 2 June 2014 at the Joint Multinational Readiness Center (JMRC) of the US Army Europe (USAREUR), situated at the Hohenfels Training Area, the invitational exercise Combined Resolve II conducted by the US Army saw the participation of 4300 troops from 15 NATO nations and allies of the USA that are not NATO members. Sixty percent of the troops belonged to the US Army and US Army National Guard, the remaining came from Albania, Austria, Belgium, Bulgaria, Croatia, France, Georgia, Hungary, Kosovo, Lithuania, Poland, Romania, Serbia and Slovenia.

## **FORCE ON FORCE**

Using the Multiple Integrated Laser Equipment System (MILES) tactical engagement simulation system and other state-of-the-art simulation technology the exercise took on a force on force theme set in a high intensity conflict scenario. For this the Hohenfels training area became the fictitious state of Atropia, situated in the Caucasus region. Disputes over the control of water, oil and gas



***Among other modifications the M1A2 SEP (v2) Abrams features improved microprocessors, colour flat panel displays, improved memory capacity, better Soldier-machine interfaces, a new open operating system designed to run the Common Operating Environment (COE) software, a Tank Infantry Phone (TIP), a Common Remotely Operated Weapon Station (CROWS), the Total Integrated Engine Revitalization (TIGER) AGT1500 gas turbine engine, an upgraded transmission and a battery-based auxiliary power supply.***





**Above:** For command and liaison purposes the French troops employed a couple of Petit Véhicule Protégé (PVP). The light armoured 4x4 PVP is 4.6m long, 2.28m wide, 2.17m high and has a combat weight of 4.4 tons. The vehicle can be armed with a 7.62mm machine gun, as seen here, or a 12.7mm heavy machine gun.



**Above:** M2A3 Bradley infantry fighting vehicles of the 2nd Battalion, 5th Cavalry Regiment operate on the Hohenfels training area. The latest variant of the Bradley features among other improvements the Improved Bradley Acquisition Subsystem (IBAS) and the Commander's Independent Viewer (CIV).



**Instead of a TOW launcher the Bradley Fire Support Team Vehicle (BFIST) is fitted with the Fire Support Sensor System (FS3). The vehicle is used by fire support teams to direct mortar and artillery fire. The FS3 is a long-range multisensor system that allows to detect, recognize, identify and geo-locate targets in real time.**

resources, instability resulting from ethnic tension and economic difficulties and a weak and non-representative government had eventually led to Antropia being invaded by a neighbouring country. In order to re-establish the status quo a US-led multinational NATO contingency force was deployed. Together

with the Atropian Army they now had to face the invading Opposing Forces which consisted of the 1st Battalion, 4th Infantry Regiment, the in-house OPFOR of the JMRC and a Romanian Armoured Battle Group provided by the Brigada 282 Mecanizat, Unirea Principatelor. Elements of the 1st Battalion, 4th Infantry



**The Scout Platoon of the 2nd Battalion, 5th Cavalry Regiment employed a mix of M3A3 Bradley cavalry fighting vehicles and M1151A1 HMMWV Expanded Capacity Armament Carrier IAP/Armor Ready fitted with the Long Range Scout Surveillance System (LRAS3).**

Regiment acted as local militia in order to add flavour to the spectacle. The Atropian Army was played by the elite airborne infantry unit Jägerbataillon 25 of the Austrian Army, reinforced by a Bulgarian infantry company and an infantry company of the US Army National Guard.

The forces of the remaining participating nations formed the brigade size NATO

**Below:** Mobility for the French infantry and engineers that took part in the exercise was provided by different variants of the Véhicule de l'Avant Blindé (VAB) 4x4 wheeled armoured personnel carrier.



**Below:** A couple of nations that took part in exercise Combined Resolve deployed their troops without vehicles and borrowed US vehicles for the duration of the exercise. Here Bulgarian infantry can be seen operating a US Army M1025 HMMWV Armament Carrier with Basic Armor.







**Above:** The Tank Company of the 1st Battalion, 4th Infantry Regiment, the in-house OPFOR of the JMRC, uses the M113 based OPFOR Surrogate Vehicle – Tank (OSV-T). The OSV-T is used to act as a T-80 MBT and its MILES equipment simulates the effects of a 125mm tank gun.



**Above:** Another wheeled light armored vehicle used by the French forces participating in exercise Combined Resolve II was the Véhicule Blindé Léger. The fully amphibious vehicle is employed for reconnaissance and liaison purposes. This VBL belongs to the 126e Régiment d'Infanterie.



**The US forces use the M88 A2 Heavy Equipment Recovery Combat Utility Lift and Evacuation System (HERCULES) as armoured recovery vehicle. Here the vehicle is towing an M1 A2 SEP (V2) Abrams main battle tank.**



**An M1151A1 HMMWV Expanded Capacity Armament Carrier IAP/Armor Ready provides security for the airfield of the aviation assets of the US-led multinational NATO contingency force. The vehicle is fitted with a Gunner Protection Kit.**

contingency force, spearheaded by the European Rotational Force (ERF) of the US Army consisting of elements of the 1st Brigade Combat Team of the 1st Cavalry Division, based in Fort Hood, Texas. In addition the NATO contingency force in the exercise consisted of a multinational infantry battalion including Georgian, Serbian, Lithuanian and US troops. An Aviation Task Force using US and Austrian combat and utility helicopters provided aviation support. The brigade size NATO contingency force also included reduced brigade engineer, artillery and brigade support battalions of the 1st Brigade Combat Team of the 1st Cavalry Division. With us so far?

#### EXERCISE PHASES

The exercise was conducted in several phases, beginning with the Reception, Staging, Onward-movement and Integration (RSOI) phase that included deploying the

troops to southern Germany, fitting vehicles and weapons with the MILES kit and familiarising the troops with it, integrating the forces from different countries into a combined task force command structure and conducting low-level interoperability training.

The RSOI phase was followed by the Situational Training Exercises (STX) phase which are short, scenario-driven, mission-

oriented, limited exercises conducted over a limited period of time and designed to train one collective task or a group of related tasks or battle drills. Among other subjects

**Right:** Lithuania took part in exercise Combined Resolve II with a reinforced mechanized infantry company of the Geležinis Vilkas Motorizuotoji Pėstininkų Brigada Iron Wolf motorised infantry brigade. The company was equipped with M113 armoured personnel carriers fitted with the ACAV kit.







*The mortar platoon of the Romanian Armoured Battle Group fielded a couple of TAB-79AR mortar carriers. The amphibious 4x4 driven wheeled armored vehicle is fitted with an 82mm M-1983 mortar. The mortar can be fired from the vehicle or used in a dismounted role.*

obstacle breaching, fighting in urban areas, heliborne air assaults, engineer tasks and the evacuation of civilians from the battlefield were trained during the STXs.

Then came the actual combat phase of the exercise, which in turn was split into an defensive part, which saw the Opposing Force attacking further into Atropia and the brigade size NATO contingency force together with the Atropian Army fighting a defensive battle, and an attack part that involved the counter attack of the NATO contingency force and Atropian Army pushing back the Opposing Force.

The Combat phase was followed by an After Action Review day during which reviews were conducted on all levels.

### CONCLUSION

From the political point of view exercise Combined Resolve II provided strong evidence that the US are still willing to support their European NATO allies. While planned long before the crisis in Ukraine flared up, the exercise, together with other exercises held at the same time such as Sabre Strike 14, also provided an emphatic message to Russia.



*Above: The MLI-84M Vehicul de Evacuare Medicală is the armoured ambulance version of the MLI-84M AIFV. The hull of the vehicle features a raised roof. The vehicle can carry four patients on stretchers and carries a wide range of medical equipment.*



*The armoured infantry company of the Romanian Armoured Battle Group fielded MLI-84M 'Jderul' armoured infantry fighting vehicles. The Romania-built variant of the Russian BMP 1 is fitted with an OWS 25R stabilized overhead weapon station that features a 25mm automatic cannon, a coaxial 7.62mm machine gun and a Spike anti-tank guided missile launcher.*

## EUROPEAN ACTIVITY SET

Known under the designation European Activity Set (EAS), the bulk of the equipment for the European Rotational Force (ERF) of the US Army has been prepositioned in southern Germany at the Grafenwöhr Garrison of the US Army Europe (USAREUR). The EAS contains most modern combat vehicles of the US Army such as the M1A2 SEP (v2) Abrams main battle tank, the M2A3 Bradley infantry fighting vehicle, the M3A3 Bradley cavalry fighting vehicle, the Bradley Fire Support Team Vehicle (BFIST) and the M109A6 Paladin self-propelled howitzer. It also includes all kinds of modern support vehicles ranging from M1151A1, M1152A1 and M1165A1 HMMWV variants across different types of FMTV and HEMTT A4 trucks to M9 Armored Combat

Earthmovers, High Mobility Engineer Excavators (HMEE) and M88A2 HERCULES Armored Recovery Vehicles. With the heavy equipment already in Europe only the troops with their personal equipment and small arms need to deploy, allowing for a much reduced deployment time of the European Rotational Force (ERF) and therefore a quicker reaction to swiftly developing threats. Placing the EAS in Germany is not the first time that heavy equipment of the US Army is prepositioned in Germany. During the Cold War the Rapid Reinforcement Concept (RRC) of NATO had the heavy equipment for several divisions of the US Army prepositioned in Germany in the POMCUS (Prepositioning Of Materiel Configured in Unit Sets) depots.



*Above: The Romanian Armoured Battle Group provided by the Brigada 282 Mecanizată Unirea Principatelor included one tank company of the Batalionului 284 Tancuri equipped with TR-85 M1 Bizonul main battle tanks.*

*Below: Based partly on the Russian T-55 the TR-85 M1 Bizonul main battle tank is fitted with the 100mm A308 rifled tank gun, a coaxial 7.62mm PK general purpose machine gun, a 12.7mm DShK heavy machine gun and a smoke grenade discharger system with 20 launch tubes. The MBT has a gross vehicle weight of 50,000kg, is 9,920mm long, 3,430mm wide and 2380mm high.*





**JANUARY/FEBRUARY ISSUE OUT NOW**



# JETS

## FROM THE COCKPIT: A LIGHTNING DASH

On par with the Spitfire in terms of popularity, a select number of English Electric Lightnings have staved off extinction and continue to roar. Jamie Ewan visits the protectors of two such jets and learns what it takes to keep a Lightning alive.

## PRESERVATION SUPER DROOPER

The Duxford Aviation Society's Concorde has emerged from a meticulous restoration and, as Steve Bridgewater reports, visitors are able to look down its nose once again!

## MODERN MILITARY: PERSIAN TOM CATS

Babak Taghvae speaks to Iranian Grumman F-14 Tomcat pilots and provides a detailed look at the role the F-14 continues to play in the Iranian Military.

## JET NOISE

News from the Jet World

**AND MUCH MORE!**

AVAILABLE BI-MONTHLY FROM **WHSmith**  
AND OTHER LEADING NEWSAGENTS

**FOR THE LATEST SUBSCRIPTION DEALS**



Call:

UK: 01780 480404

Overseas: +44 1780 480 404

Monday - Friday 9:00am until 5:30pm



Visit:

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

1099/14

Available on PC, Mac, Blackberry, Windows 8 and kindle fire from

**pocketmags.com**

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download.  
Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2014. All rights reserved. App prices subject to change.



# JEFFREY ENGINEERING LTD

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

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

All major credit cards accepted. Call Nick Jeffrey



**TEL: 01233 770007**

MOBILE: 07770 836438 FAX: 01233 770670

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

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

**WHB JEEPS**

The Garage, Dalry  
DG7 3SW

Email: [jeeps@whbjeeps.co.uk](mailto:jeeps@whbjeeps.co.uk)

**Tel:**

**01644**

**430208**

**Jeeps, Ex-military  
Vehicles & Surplus  
Sales, Parts &  
Spares**

Visit our **ebay** shop

@

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



**To Advertise, please  
call Brodie Baxter  
on 01780 755131**



**[www.EpicMilitaria.com](http://www.EpicMilitaria.com)**

Freephone: **0800 772 3448** (mobile calls may vary)

✉: [contact@epicmilitaria.com](mailto:contact@epicmilitaria.com)

**WW2 American, British and German  
Plus Modern and Surplus Kit**

3000+ Products  
Freephone from UK landlines  
Fast shipping worldwide  
Great customer service



One stop shop for WW2 Original/Repro Clothing & Equipment. For every occasion - historical reenactment, films, parties etc



A new range of spray paints for you to customize your equipment with! Priced from £7.95!



High quality  
playing  
card set!

Inspired by the  
educational sets  
distributed to RAF  
troops during WW2

These are the  
perfect gift idea  
priced at just  
£17.95!

Epic Militaria Ltd is a family-run business based in Aberystwyth, UK. For friendly help or advice, please contact us by phone or email.



# CAMERON COLLECTION CLEAR OUT!

*The auction of military kit caused quite a stir at Letton Court in October, not least for the excellent condition of the sale items. Tim Bolton was there for CMV to report on the hammer action...*



1970s IH BTD 8 bulldozer was acquired as a 'load' for a Rogers trailer. The hammer went down at £8000.

**F**arm machinery sales are not an uncommon event in Herefordshire. However, what made the auction sale at Letton Court, Letton, on Saturday 25 October different was the inclusion of vintage and classic tractors and a number of military vehicles which had been collected over the years by Andrew Cameron.

The Cameron family has farmed in the area since the late 1940s, building up a substantial farm of 1230 acres at Letton Court as well as a noteworthy collection of old vehicles. Andrew Cameron has scaled down the operation over the last few years and has now decided to retire, although he will most likely move to a smaller farm nearby and has

decided to have a complete clear out. Auctioneers HJ Pugh & Co of Ledbury were given the task of selling all the farming equipment together with the items from Andrew's private collection. Andrew got into collecting military vehicles via Great Western Railway items such as loco name plates and collectable tractors. The first military items in the collection were a

Dodge M37 and Dodge WC51, both bought some 10-12 years ago from a farm sale in Cheshire. From these two the collection just grew. Other early purchases were a Diamond T 981 tractor and a Rogers tank retriever trailer, which was in 'hedgerow condition' when he acquired it. Since then Andrew has made it his policy not to buy vehicles requiring too much work, which on reflection seems wise, as all the vehicles appeared to be in very good condition and on visual examination it was difficult to see where any





**Above:** Studebaker Weasel was an ex-Norwegian Army vehicle – it sold for a very reasonable £6700.



**Above:** As with many of the vehicles Weasel had lots of additional equipment...  
**Left:** ... including the benefit of a radio and aerial.



**Above:** Maintenance engineer Dave Gurney, demonstrates the Weasel's detachable spotlight.



improvements could be made. Indeed, with paintwork and canvas tops generally without fault, all road going vehicles had matching tyres with plenty of tread left, current registration documents and were taxed.

A number of vehicles had the benefit of an electronic ignition upgrade and when not in use the batteries had been connected to intelligent battery chargers.

#### LOTS TO CHOOSE

The Diamond T tractor and Rogers trailer were sold privately earlier this year so were not in the sale. Included though was the only

the early 1970s and was purchased as a suitable 'load' for the Diamond T and Rogers trailer combination, originally in International Harvester industrial yellow. The crawler has been over painted in olive drab, although some of this has now peeled away to reveal the original yellow underneath.

The Studebaker M29 Weasel came from the Norwegian Army and was in very good order, the six-cylinder engine starting and running well, and was equipped with radio, aerial and detachable

***"All the military vehicles looked good enough to be rallied immediately"***

tractor in military colours, the International Harvester BTD 8 crawler with 6-way blade and rear mounted winch. It dates from

spotlight with cable. Another ex-Norway vehicle was the Dodge WC54 ambulance previously used by Norwegian Army Reserves. Again, this was a well equipped vehicle, with jerry can, spare wheel and four stretchers in the back.

The GMC CCKW 353 6x6 general cargo truck was produced in large numbers so it was no surprise to see one in this sale, the canvas cover to the cab dating it to post July 1943. As well as the cab covering, a canvas cover was provided for the front winch and that for the load area was stated as being new. These vehicles were also used for troop carrying and the load area had fold-down benches along each side to accommodate up to 10 troops. As a sop to fuel economy an LPG gas conversion had been fitted.

The Diamond T 975 long wheelbase truck was made for the Canadian Army and around 1500 vehicles were produced. The example on offer carried Canadian Army markings. The Diamond T 968 general purpose truck was the closed cab version and stated to be built in 1941 making it an early example. Diamond T used the same chassis on the 968 and the 969 wrecker. One of two wreckers in the sale included



**Considering only about 1500 were built it was surprising that the Diamond T 975 didn't sell.**





**Above:** Ambulance was well equipped with siren and four stretchers. **Right:** Dodge ambulance was also ex-Norwegian Army – it made strong money at £8400.  
**Below:** Diamond T 969 was one of two wreckers in the sale. This one made £8200.



Holmes equipment, two 5-ton winches at the rear and a front mounted winch. The canvas topped cab would date this vehicle to post 1943, so technically it's a 969A.  
Lastly we come to what for many will be one of the ultimate WW2 military vehicles,

the Ward La France M1A1 wrecker with soft top cab and flat front mudguards, dating from 1944 and fitted with Gar Wood winches front and rear. This wrecker was well equipped with ancillary items.

### GOOD TO GO

All the military vehicles looked good enough to be rallied immediately and in the early days of the collection some were taken to local steam fairs and rallies. Unfortunately, however, the rally season coincides with the busiest time of year for farmers, so these splendid vehicles have not been out recently. Perhaps in new ownership this will change?

Pre-sale interest was high, in fact higher for the military vehicles than others in the sale. Unfortunately, this did not convert into interest on sale day, even though HJ Pugh & Co is one of the last auction houses to charge a buyer's premium and for this sale set it at a lowly 5% capped to a maximum of £500 per lot. Despite this, only about a dozen serious potential buyers gathered when it mattered.

First up was the IH BTD 8 crawler and even though this was a non-military item it made £8000 plus £400 premium. The



**Above:** GMC 353 was equipped with fold-up troop benches along each side of the interior. **Right:** GMC 353 general cargo truck had been converted to run on LPG – the hammer fell at £5000.







*Being the star of the sale, the Ward La France Wrecker gets a pre-auction spruce up.*

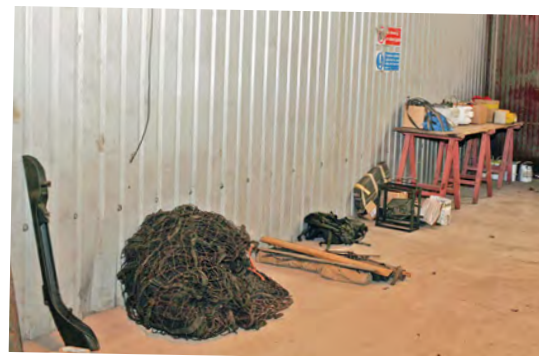
Studebaker Weasel wasn't overpriced at £6700 plus £335 premium. No reserves were set for this sale but guide prices were discussed earlier between owner and auctioneer. This resulted in both the Diamond T 968 and 975 falling victim to the guides and were not sold as auctioneer Howard Pugh felt the level of bidding didn't

warrant them being sold. A reasonable £5000 plus £250 premium was obtained for the GMC 353 and a strong £8400 plus £420 premium was paid for the Dodge ambulance. Not overpriced was the Diamond T 969 wrecker at £8200 plus £410 premium. As expected, the top price amongst the military vehicles was reserved for the Ward

*Below: It was no surprise to see the Ward La France wrecker make top money at £14,000.*



*Holmes equipped Diamond T wrecker.*



*Military spares and equipment were late additions to the sale. There were bargains aplenty...*

La France wrecker at £14,000 plus £500 premium. Not in the catalogue were a number of useful military items and spare parts, non of which were overpriced.





NOW AVAILABLE  
ON WINDOWS 8

# CLASSIC MILITARY VEHICLE

Your favourite magazine is now available digitally.

**DOWNLOAD THE APP NOW FOR FREE.**



**FREE APP**

IN APP ISSUES £3.99

**SUBSCRIBE  
& SAVE**

Monthly £2.99  
12 issues £28.99

SEARCH: Classic Military Vehicle

Read on your iPhone & iPad Android PC & Mac BlackBerry kindle fire Windows 8

Key

**ALSO  
AVAILABLE FOR  
DOWNLOAD**



SEARCH  
JETS

**FREE APP**  
IN APP ISSUES £3.99



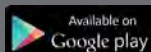
SEARCH  
AEROPLANE

**FREE APP**  
IN APP ISSUES £3.99

## How it Works.

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

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



Available on PC, Mac, BlackBerry, Windows 8 and kindle fire from **pocketmags.com**

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download.  
Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2014. All rights reserved. App prices subject to change. 1066/14



GIVE A...

# GIFT

THAT LASTS  
ALL YEAR ROUND



**CLASSIC  
MILITARY  
VEHICLE**

**THE UK'S BEST SELLING HISTORIC  
MILITARY VEHICLE MAGAZINE**

**SAVE  
OVER  
£18!\***

Available monthly, Classic Military Vehicle is the best-selling publication in the UK dedicated to the coverage of all historic military vehicles. From the turn of the 20th century, when warfare started to become increasingly mechanised, right up to the Gulf War of the 1990s, all kinds of military hardware that featured in conflicts worldwide, are profiled extensively in each monthly issue.

## OTHER TITLES AVAILABLE FROM KEY PUBLISHING

### HISTORY IN THE AIR



Aeroplane traces its lineage back to the weekly The Aeroplane launched in June 1911, and is still continuing to provide the best aviation coverage around. Aeroplane magazine is dedicated to offering the most in-depth and entertaining read.

### THE BEST IN VINTAGE AND CLASSIC JET AIRCRAFT



JETS is a fresh and feature-packed publication that focuses on our civil aviation heritage from the 1950s onwards, reflecting the birth of jet-engined aircraft and their subsequent dominance of our skies.



## 3 EASY WAYS TO ORDER



**ONLINE**

[www.keypublishing.com/xmas14](http://www.keypublishing.com/xmas14)



**PHONE**

UK: 01780 480404  
Overseas: +44 1780 480404



**POST**

Christmas Subscriptions,  
Key Publishing Ltd, PO Box 300,  
Stamford, Lincs, PE9 1NA, UK

For our full range of titles visit: [www.keypublishing.com/xmas14](http://www.keypublishing.com/xmas14)



**FREE GIFT CARD WITH EVERY SUBSCRIPTION**

*Your Gift Subscription*

**NOW WITH BIGGER DISCOUNTS ON 24 ISSUE SUBSCRIPTIONS**

#### AEROPLANE ICONS



Aeroplane ICONS is a series of bookazines telling the stories of iconic aircraft. Taking an in-depth look at a selection of Britain's most worthy and pioneering aircraft from the 1930s to the 1960s, each issue focuses exclusively on a single aircraft type, charting its design, production, flight-testing, variants and ensuing career.

#### AVIATION ARCHIVE



Aviation Archive is a series of bookazines produced by a dedicated team of enthusiasts focusing on groups of aircraft from the history of aviation in a particularly close-up fashion. Featuring archive images alongside period cutaway diagrams, the intention is to take reader 'inside' the aircraft in the most literal sense.

**READERS IN THE USA MAY PLACE ORDERS BY:**

**TELEPHONE TOLL-FREE: 800-676-4049**

**OR FAX: 757-428-6253**

#### WRITE TO:

Christmas Subscriptions,  
3330 Pacific Ave, Ste 500,  
Virginia Beach, VA 23451-9828

#### ALTERNATIVELY, ORDER ONLINE:

[www.imsnews.com/xmas14](http://www.imsnews.com/xmas14)

**QUOTING/ENTERING CODE: XMAS14**

**CHRISTMAS WITH KEY PUBLISHING**

### PAYERS DETAILS

Title ..... First name ..... Surname .....

Address .....

Postcode ..... Country .....

Email address .....

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

### DELIVERY DETAILS (IF DIFFERENT)

Title ..... First name ..... Surname .....

Address .....

Postcode ..... Country .....

Email address .....

Please send Gift Card ☐

### SPECIAL OFFER (PLEASE TICK)

Title	<input type="checkbox"/>	Frequency	Number of Issues	SUBSCRIPTION PRICE			
				UK	Europe	USA	R.O.W
Classic Military Vehicle	<input type="checkbox"/>	Monthly	12	£47.30	€74.99	\$99.99	£63.89
Classic Military Vehicle	<input type="checkbox"/>	Monthly	24	£84.99	€124.99	\$159.99	£103.49
Aeroplane Monthly	<input type="checkbox"/>	Monthly	12	£47.30	€74.99	\$99.99	£63.89
Jets	<input type="checkbox"/>	Bi-monthly	6	£23.95	€37.50	\$49.99	£32.35
Aeroplane Icons	<input type="checkbox"/>	Bi-monthly	6	£42.93	€64.99	\$84.99	£54.99
Aviation Archive	<input type="checkbox"/>	Bi-monthly	6	£42.93	€64.99	\$84.99	£54.99

Further discounts available on two year subscriptions visit [www.keypublishing.com/xmas14](http://www.keypublishing.com/xmas14) for details.



**Classic Military Vehicle subscriptions are also available by easy Direct Debit\*\* Just £9.50 quarterly plus a FREE GIFT!**

Visit [www.keypublishing.com/xmas14](http://www.keypublishing.com/xmas14) for details



### PAYMENT DETAILS



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

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

Expiry date

Security Code (last 3 digits on reverse of card)

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

1067/14

**OFFER CLOSE DATE: 28 February 2015 PLEASE QUOTE: XMAS14**

\*\*Direct Debit UK only: Payments are accepted by Direct Debit, Cheque, Postal Order, Credit Card and US Dollar Check. Payments by credit or debit card will be shown on your statement as Key Publishing Ltd. Key Publishing will hold your details to process and fulfil your subscription order. Occasionally we may wish to contact you to notify you of special offers on products or events. If you do not wish to receive this information please tick here ☐ or mention when calling. \*Savings based on a 2-year subscription compared with our UK newsstand price. Please note: Free gift is only available on Direct Debit when taking out a minimum 2-year subscription. Should you cancel your subscription earlier than an invoice will be raised for the full price of the gift. See website for full terms & conditions.



# COMING IN NEXT MONTH'S ISSUE...



*Watch out for these exciting features in next month's action-packed issue, on sale 15 January. Don't miss it!*

## **FACTORY-FRESH SHERMAN**

John Blackman gets an exclusive insight into Chris Till's award-winning M4A1.

## **BIG WHEEL FERRETS**

David Fletcher looks at the more buoyant and altogether better off-road Mk3, 4 and 5 Ferrets.

## **CALLED INTO SERVICE**

Les Freathy examines the various vehicles inherited and issued to both the Army and the Royal Airforce during the period of National Service.

## **MODEL BEHAVIOUR**

What Neil Tuckett and his brothers don't know about Ford Model Ts probably isn't worth knowing. David Gilbert paid them a visit to view a 1911 example, commandeered by the War Office for use by the British Army for military transport, as well as a later ambulance.



## **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.





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

**Military Related Giftware & Collectables**  
Please View Our Websites Or Make An Appointment  
To Visit Our Shop.

**Unit One, Walnut Tree Farm, Silver Street, Besthorpe,  
Attleborough, Norfolk NR17 2LF**  
Tel. 01953 454744  
[www.grahamcurriemilitaria.co.uk](http://www.grahamcurriemilitaria.co.uk)  
[www.bcmilitarytreasures.co.uk](http://www.bcmilitarytreasures.co.uk)

## Electronic Ignition Specialists

**Breakerless ignition for ANY classic vehicle**



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

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

**2 year  
guarantee**

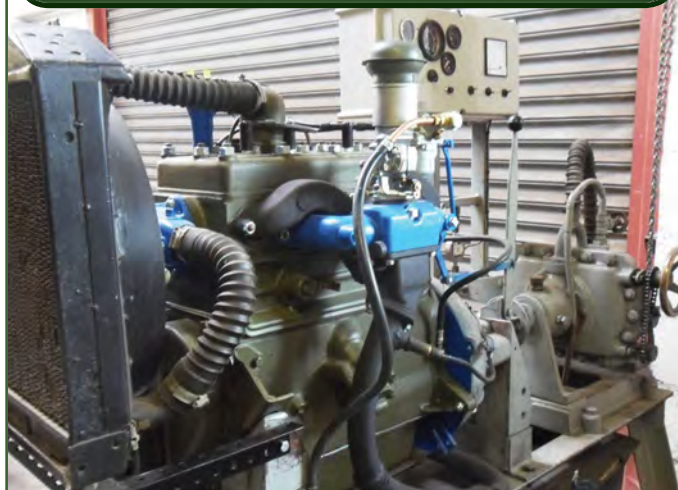
**JOLLEY ENGINEERING Tel 01886 880101**

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

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

# JEFFREY ENGINEERING LTD

## Jeep Engine Overhaul Specialists



**TEL: 01233 770007**

MOBILE: 07770 836438 FAX: 01233 770670

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

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

## Chipping Steam Fair

**Sat 23rd, Sun 24th & Mon 25th May 2015**

**Three fun days  
and evenings out  
for all the family!**

Beer Tent, Fairground,  
Classic Cars, Steamers,  
Tractors, Commercial &  
Military Vehicles, Bikes.

**Green Lane Showground  
Chipping, Lancashire,  
PR3 2TQ**

Tel. 01995 61866 / 61505



## Join the INVICTA MILITARY VEHICLE PRESERVATION SOCIETY

**...and receive these benefits!**

- A new-look, full-colour quarterly magazine and regular monthly newsletters.
- Cheaper insurance for your military vehicle.
- Entrance to the War and Peace Show.
- Free classified adverts for you to sell your vehicle, parts—or if you're looking to buy!
- Commemorative military vehicle tours to Normandy, Nord Pas De Calais, Arnhem and the Ardennes.
- Come to our own yearly club event—Combined Ops.
- Museum visits both in the UK and Europe.
- Club rallies and social events.
- Monthly club nights, plus area meetings and events.
- Vehicle validation for DLVA Registrations.



The World's  
Fastest Growing  
Military Magazine for all  
Military Vehicle Owners!

For lots more information either visit:

**[www.imps.org.uk](http://www.imps.org.uk)**

Or write to: IMPS Membership, Glyn Rosser, Hagars Hall  
Sea View Gardens, Warden Bay, Sheerness, Kent ME12 4NG

**Tel: 01795 510022 today!**



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



# IT'S SHOWTIME!

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



There are many military-vehicle rallies held in the UK and elsewhere; only the larger events are listed here but more appear in the major club magazines – or look at [www.milweb.net](http://www.milweb.net), [www.mvpa.org](http://www.mvpa.org), or [www.mvt.org](http://www.mvt.org). It is always wise to ensure an event is still on before setting out on a long journey. **CMV** can accept no liability for errors or omissions in this list. Show organisers, please send details of your event to [ian.cushway@keypublishing.com](mailto:ian.cushway@keypublishing.com) or to the editorial address at least eight weeks in advance. Unfortunately we have space only for shows with significant military-vehicle content.

## **MILITARY-VEHICLE EVENTS**

**May**  
**JERSEY MILITARY VEHICLE CLUB – MILITARY MANIA 2**  
**Date:** Fri/Sun 8-10 May 2015  
**Location:** Jersey  
**Contact:** Ricky Le Quesne, [rickylequesne@gmail.com](mailto:rickylequesne@gmail.com)

**VE PLUS 70 WEEKEND**  
**Date:** Sat/Sun 9-10 May 2015  
**Location:** Fisher's Meadow, Quedgeley, Gloucester  
**Contact:** Stephen Smith, [bulldog.smith@btinternet.com](mailto:bulldog.smith@btinternet.com)

**July**  
**2ND ARMORED IN EUROPE 70TH ANNIVERSARY EVENTS**  
**Date:** May-July 2015  
**Location:** to be confirmed  
**Contact:** [www.2ndarmoredineurope.co.uk](http://www.2ndarmoredineurope.co.uk)

## **THE YORKSHIRE WARTIME EXPERIENCE SHOW**

**Date:** Fri/Sun 3-5 July 2015  
**Location:** Cockleshaw Beck Farm Hunsworth Lane, Hunsworth BD4 6RN  
**Contact:** [www.ywe-event.info](http://www.ywe-event.info)

## **THE WAR AND PEACE REVIVAL**

**Date:** Wed/Sun 22-26 July 2015  
**Location:** Folkstone Racecourse, near Hythe, Kent  
**Contact:** Rex Cadman, 01304 813337; [www.thewarandpeace revival.co.uk](http://www.thewarandpeace revival.co.uk)

## **August** **MILITARY ODYSSEY**

**Date:** Sat/Mon 29-31 Aug 2015  
**Location:** Kent Showground, Detling, Maidstone  
**Contact:** James Aslett 07595 511981, [www.military-odyssey.com](http://www.military-odyssey.com)

## **MILITARIA EVENTS, AUCTIONS, ETC** **Government surplus sales** **Witham Specialist Vehicles**

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

## **RAMCO UK**

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

## **FORTHCOMING MILITARIA EVENTS 2015**

### **January**

#### **DALLAS DIG OUT**

**Date:** Sun 4 Jan 2015  
**Location:** Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT  
**Contact:** 01635 201124

#### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 4 Jan 2015  
**Location:** Marconi Social Club, Beehive Lane, Chelmsford  
**Contact:** 07595 511981, [www.chelmsfordmilitaria.com](http://www.chelmsfordmilitaria.com)

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

**Date:** Sun 11 Jan 2015  
**Location:** Chatham Dockyard, Kent  
**Contact:** 07595 511981, [www.chathammilitariafairs.co.uk](http://www.chathammilitariafairs.co.uk)



#### **NORFOLK MILITARIA FAIR THETFORD**

**Date:** Sun 11 Jan 2015

**Location:** Thetford Leisure Centre, Croxton Rd, Thetford IP24 1JD

**Contact:** 07596 436260, [www.norfolkairs.com](http://www.norfolkairs.com)

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 18 Jan 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **MILITARIA 2015**

**Date:** Sun 25 Jan 2015

**Location:** The Exhibition Centre, Stoneleigh, Warks

**Contact:** Amanda Lycett, 01743 762266; [www.militariashows.com](http://www.militariashows.com)

#### **February**

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

**Date:** Sun 8 Feb 2015

**Location:** Chatham Dockyard, Kent

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

#### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 15 Feb 2015

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

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 22 Feb 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **March**

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

**Date:** Sun 8 March 2015

**Location:** Chatham Dockyard, Kent

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

#### **MALVERN MILITARIA FAIR**

**Date:** Sun 22 March 2015

**Location:** The Three Counties Showground, Wye Hall (Brown Gate), Malvern, Worcestershire SY4 4UG

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 29 March 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **April**

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

**Date:** Sun 12 April 2015

**Location:** Chatham Dockyard, Kent

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 26 April 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **DALLAS DIG OUT**

**Date:** Sun 26 April 2015

**Location:** Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT

**Contact:** 01635 201124

#### **May**

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

**Date:** Sun 10 May 2015

**Location:** Chatham Dockyard, Kent

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

#### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 17 May 2015

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

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Mon 18 May 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **June**

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

**Date:** Sun 14 June 2015

**Location:** Chatham Dockyard, Kent

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 28 June 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **July**

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

**Date:** Sun 12 July 2015

**Location:** Chatham Dockyard, Kent

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 19 July 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **August**

##### **DALLAS DIG OUT**

**Date:** Sun 9 Aug 2015

**Location:** Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT

**Contact:** 01635 201124

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

**Date:** Sun 9 Aug 2015

**Location:** Chatham Dockyard, Kent

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 23 Aug 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **MILITARY ODYSSEY**

**Date:** Sat/Mon 29-31 Aug 2015

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

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

#### **September**

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

**Date:** Sun 13 Sept 2015

**Location:** Chatham Dockyard, Kent

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

#### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 20 Sept 2015

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

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 27 Sept 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **October**

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

**Date:** Sun 11 Oct 2015

**Location:** Chatham Dockyard, Kent

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

#### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 18 Oct 2015

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

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 18 Oct 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **DALLAS DIG OUT**

**Date:** Sun 25 Oct 2015

**Location:** Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT

**Contact:** 01635 201124

#### **November**

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

**Date:** Sun 8 Nov 2015

**Location:** Chatham Dockyard, Kent

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

#### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 15 Nov 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

#### **MALVERN MILITARIA FAIR**

**Date:** Sun 22 Nov 2015

**Location:** The Three Counties Showground, Wye Hall (Brown Gate), Malvern, Worcestershire SY4 4UG

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

#### **CHELMSFORD MILITARIA FAIRS**

**Date:** Sun 29 Nov 2015

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

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

#### **December**

##### **HILDENBOROUGH MILITARIA FAIR**

**Date:** Sun 6 Dec 2015

**Location:** Hildenborough Village Hall, Riding Lane, Tonbridge Rd, Hildenborough, Kent

**Contact:** 01322 523531, [www.bexleymedalsandmilitaria.co.uk](http://www.bexleymedalsandmilitaria.co.uk)

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

**Date:** Sun 13 Dec 2015

**Location:** Chatham Dockyard, Kent

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







*£480,000 Jeep with one careful owner, General Eisenhower. It didn't sell, even with its leather seats...*

**A**nd the 2014 *CMV* award for Optimist of the Year goes to... the would-be UK based eBay seller of Eisenhower's Jeep who hoped it was worth \$750,000 (that's a mere £480,000). It was described as having been in a private collection for nearly 40 years and later 'sympathetically' restored to its original condition, the spec including leather seats. Wow, they must be super rare!

#### ADDED PROVENANCE

It wasn't that long ago that a far rarer Bantam Jeep belonging to the Duke of

Edinburgh and kept on the Balmoral estate fetched just under £25,000.

Over the years we have seen lots of military vehicles with provenance attached to them, like Monty's Rolls-Royce and various high ranking Nazis' staff cars and more of the Fuhrer's personal Grosser Mercedes than were ever produced. But the buyers for such 'personal' vehicles of the evil empire are not normally your mainstream military vehicle collectors – they tend to be more in the investor market/classic car sector and they do certainly change hands for huge sums of money. This type of buyer is armed with

wheelbarrows full of cash and accompanied by expensive lawyers. And as we saw in the Littlefield Auction, where there is a rich buyer there can easily be a court case.

#### BRING IN THE HEAVIES

Meanwhile, back on planet Earth, there have been lots of good vehicle sales right across the market. Even in the run up to Christmas, collectors were still buying. December's 'must sell' was the Diamond T make, with virtually every type of WW2 Diamond coming onto the market, with a selection of prime movers, wreckers and cargo trucks plus two rarer Canadian versions being



# CLE MARKET

Compiled by Nigel Hay in collaboration with MILWEB



*The plaque gives the provenance.*

offered by European sellers.

Perhaps the most unusual advert in our 'spares' classifieds for a long time was a WW2 NOS US Army marking stamping kit from MB-GPW in the USA who often find exquisite and rare NOS Jeep and vehicle accessories – rather than trading in the mainstream parts. Hands up anyone who already has one of these?

Two major auctions are taking place as we go to press – Witham's last (and massive) tender sale of 2014 and Troostwijk Auctions' sale of just released US Army trucks and equipment in Holland. With a similar sale planned for early January, this will put some good, heavy trucks into circulation – surprisingly in amongst the trucks in Holland is a quite original Dodge weapons carrier crying out for a good home. We have no idea how it ended up in this sale.

## FANCY A PROJECT?

We often say that more restoration projects and barn finds need to come onto the market and it is still the case, but both Airborne Garage and Jean Wieler in Luxembourg are still turning up older restorations and serious projects such as ex-range targets. More and more military vehicles from collectors are bought and sold in and out of Europe – it's all so easy



*Diamond T 975A – Canadian version of the more common 970 cargo.*

now (even the export licences can be quickly done) within the EU. The Pound is good against the Euro so there are bargains to be had. That said, the price of Jeeps in France is about 25% higher than we see in the UK, (even if De Gaulle once sat in it).

But whatever your views on the EU, if we had to go back to the 1980s of presenting reams of paperwork at customs and arguing about 'declared values' before paying import duty, our hobby would not be anything like as vibrant as it is now. So, if you fancy a vehicle that's advertised abroad, don't be put off because most of Europe can be reached in a day... but go see it first.

## WATER MATTER

The new year will see a couple of rather special DUKWs come onto the market – we have seen the pictures and they look good – and there is a good story to their working life. Look out for the adverts on Milweb.

And a very nice unmolested GPA arrives in the UK in January – after many years dry storage in California.

In the meantime, as editor of Milweb and CMV contributor I want to wish you all a happy new year – and see you at the shows!



*Above: WW2 NOS US Army marking stamping kit – how rare is that?*



*Fury – we've all seen the film, now see the trailer.... the Copeman's M15 Dragon Wagon trailer used on set.*





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)	£43,200	£45,000	£44,100	▼
Austin Champ, FV1801	UK	1952	2838cc; 4; petrol	12,150	£2300	£6750	£4933	▼
Bedford MK/MJ, FV13800	UK	1970	5420cc; 6; diesel	50,000	£3500	£3500	£3500	—
Bedford RL, FV13100	UK	1952	4927cc; 6; petrol	73,150	£4999	£8500	£6749	—
Dodge WC51, WC52	USA	1942	3770cc; 6; petrol	141,075	£2500	£9000	£6900	—
Dodge WC54	USA	1942	3770cc; 6; petrol	26,000	£8400	£11,650	£9387	▼
Dodge WC56, WC57, WC58	USA	1942	3770cc; 6; petrol	37,000	£11,500	£19,500	£16,376	—
Dodge WC62, WC63	USA	1942	3770cc; 6; petrol	43,000	£7000	£15,800	£10,384	—
GMC CCKW	USA	1941	4416cc; 6; petrol	562,750	£5500	£9500	£7400	▲
Hotchkiss Jeep M201	France	1957	2199cc; 4; petrol	14,500	£8000	£10,000	£9200	—
Jeep M151	USA	1960	2319cc; 4; petrol	175,500	£10,600	£14,500	£13,245	▲
Jeep M38, M38A1	USA	1952	2199cc; 4; petrol	100,000	£4750	£11,995	£7911	▲
Jeep MB/GPW	USA	1941	2199cc; 4; petrol	627,000	£6500	£18,400	£14,085	▲
Land Rover Defender 90/110	UK	1983	2506cc; 4; diesel; and others	(on-going)	£1525	£4950	£2495	▼
Land Rover 101 forward-control	UK	1971	3500cc; V8; petrol	2675	£4500	£6000	£5498	—
Land Rover Lightweight	UK	1966	2286cc; 4; petrol	14,000	£4995	£5500	£5025	▲
Land Rover Wolf (incl replicas)	UK	1996	2506cc; 4; diesel	—	£6500	£13,995	£9498	▼
Land Rover Series II/IIA	UK	1958	2286cc; 4; petrol; and others	858,051**	£7250	£8750	£8000	—
Land Rover Series III	UK	1971	2286cc; 4; petrol; and others	510,276**	£3000	£4500	£3650	▲
M35 (etc) 2½-ton 6x6, G742	USA	1951	5425cc; 6; diesel	15,000	£4800	£5425	£5075	▼
WHEELED ARMoured VEHICLES								
Alvis Saracen, FV603 (etc)	UK	1952	5660cc; 8; petrol	1850	£3000	£9750	£7165	—
Daimler Ferret, FV700	UK	1952	4255cc; 6; petrol	4500	£14,000	£14,500	£14,375	▲
TRACKED ARMoured VEHICLES								
Alvis CVR(T) series, FV100	UK	1971	4200cc; 6; petrol*	3500	£11,995	£14,500	£13,248	▲
GKN FV432 (Mk 2), FV434	UK	1962	6570cc; 6; diesel	3000	£6870	£12,500	£9685	—
Vickers Abbott (Mk 2), FV433	UK	1966	6570cc; 6; diesel	500	£24,500	£24,500	£24,500	—
AMPHIBIOUS VEHICLES								
Alvis Stalwart, FV620 (etc)	UK	1959	6522cc; 8; petrol	1575	£4500	£8950	£6725	—
MOTORCYCLES								
Harley-Davidson WLA, WLC	USA	1939	740cc; V2; petrol	78,000	£6750	£9500	£7975	—
TRAILERS								
¼-ton (for WW2 Jeep)	—	—	—	—	£750	£1375	£985	▲
¾-ton British (for Land Rover)	—	—	—	—	£375	£400	£387	▲

\* 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.



# THE FREE MARKETPLACE FOR ALL THINGS MILITARY

PHOTO: John BLACKMAN



## Classifieds

Tel: +44 (0)1780 755131

Fax: +44 (0)1780 757261

We advise not to send photographs via fax

Email: [cmvads@keypublishing.com](mailto:cmvads@keypublishing.com)

Web: [www.keypublishing.com](http://www.keypublishing.com)

Or complete the coupon below and post to:

CMV FREE ADS, KEY PUBLISHING, PO BOX 100, STAMFORD, Lincs, PE9 1XQ



### CLASSIC MILITARY VEHICLE CLASSIFIED COUPON

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

#### CATEGORY

PLEASE TICK ONE: ☐ FOR SALE ☐ WANTED

PLEASE ALSO SELECT ONE OF FROM THE FOLLOWING HEADINGS:

- |   |   |
|---|---|
| <input type="checkbox"/> JEEPS, LAND ROVERS ETC | <input type="checkbox"/> VEHICLE PARTS            |
| <input type="checkbox"/> SOFT SKIN VEHICLES     | <input type="checkbox"/> TRAILERS                 |
| <input type="checkbox"/> MOTORCYCLES & CYCLES   | <input type="checkbox"/> ARTILLERY (NO HAND GUNS) |
| <input type="checkbox"/> WHEELED ARMOUR         | <input type="checkbox"/> BOOKS & MANUALS          |
| <input type="checkbox"/> TRACKED VEHICLES       | <input type="checkbox"/> MILITARIA & MISC         |

#### ADVERTISER DETAILS:

NAME: .....

TEL\*: .....

EMAIL (OPTIONAL): .....

ADDRESS: .....

TOWN: .....

COUNTY: .....

POSTCODE: .....

COUNTRY: .....

\* INCLUDE INTERNATIONAL CODE IF OUTSIDE THE UK

#### ADVERT DETAILS

PLEASE COMPLETE ALL OF THE FOLLOWING INFORMATION.

MAKE & MODEL: .....

YEAR: .....

PRICE: .....

MAINTEXT (NO MORE THAN 30 WORDS): .....

.....

.....

.....

.....

.....

.....

.....

.....

COUNTY: .....

COUNTRY: .....

ADCONTACTNUMBER: .....

#### CONDITIONS OF ACCEPTANCE

This is a free of charge service for private sellers only all trade advertisements will be charged. Key Publishing has the right to refuse any advertisement. We cannot guarantee which issue your advertisement will appear in Classic Military Vehicle Magazine. Each advertisement will have a maximum of 30 words and we reserve the right to sub edit or not publish any advertisements that exceed this limit. Any pictures submitted will not be returned and will become the copyright of Key Publishing Limited. Emailed digital photos must be in JPEG format. Key Publishing does not accept any liability for any errors in any advertisement published. Advertisements may appear online or within any digital format at anytime. By submitting your advertisement you agree to the terms and conditions.

## TRADE ADVERTISERS CALL - +44(0)1780 755131



# Advertise your item with a photo for free



## Email your ads to: [cmvads@keypublishing.com](mailto:cmvads@keypublishing.com)

Please include your telephone number (including any international dialing code if outside the UK) and location in the text of your ad and attach your photo as a .jpg \*FREE TO PRIVATE ADVERTISERS ONLY

### JEEPS, LAND ROVERS

#### DISCOVERY 300TDI



**1994, £1,800.** 5 door, Ex RAF Royal Signals Flight Support. Original invoice from Withams and MOD supplement to manual (details of all military equipment fitted including blues and twos, radio, etc.). Used for towing fuel bowser and carrying fire fighting equipment. RAF blue. MOT till Feb 2015. 144,000 miles. Tel 01227 860650.

#### LANDROVER 90 DEFENDER



**1986, £4,250.** Army reg 64 KF04. Good condition, hard top, 2500cc, NA Power Steering, right hand drive, 5 speed, good condition, drives well, Tax, MOT. East Sussex. 07811 588291.

#### FORD JEEP MODEL GPW



**1942, £11,500.** Good working order, canvas road & sides/doors etc. Only 100 miles

average PA for last 35 years. Very good tyres, currently licensed. Richmond, North Yorks 01748 519179.

[nigelkent@hotmail.co.uk](mailto:nigelkent@hotmail.co.uk)

### MOTORCYCLES

#### WARTIME - BSA FOLDING PARA BIKE.

**£400+.** Good condition, handle bars and 1 wheel non original. Ring for more information. Tel: 0121 7880969 / 07864 647838.

### BOOKS/MANUALS

#### WANTED PLEASE, manual and spare parts list or photocopy

for 1988 Freight Rover van, Sherpa 200. Tel: 01235 521774

### VEHICLES

#### SCAMMELL S26 6X4 EX RAF HEAVY TRACTOR

**1985, Original Barford body,** Rolls Royce 3056 eagle, 15 speed Eaton box. All good tyres. VGC as seen at GDSF and War & Peace last 5 years. Price £8,450. Tel: 07867 988311 or 01258 830245

### SPARES

#### DODGE POWER WAGON

**Breaking for spares,** engine, gearbox, 2 radiators, operator's manual, many parts still on vehicle contact after 4.30pm, Devon, UK. 07951 144753

### TRAILERS AND TOWED EQUIPMENT

#### SANKY TRAILER



**Ex Military Sankey Trailer** for sale. In good condition. Buyer collects. Needs paintwork done. £300 ONO. Kent, UK. 01689 825321. [kazy@live.co.uk](mailto:kazy@live.co.uk)

#### JEEP TRAILER M100

**1952, £1,300.** ton. Bare metal rebuild and paint. 3 original I.D. plats. New wheel bearings. Fitted cover/tent addition. Modern electrics in original casings. 12/24v. Somerset. 07789 531331

### FOR SALE/WANTED

#### CHEVROLET PICK UP



**Approx 1985, £5750 ono.**

Chevrolet Pick Up, air portable, Ex US Military V8 6.2, Detroit diesel Q420 VMR high - low range 4 x 4, 20 miles only, used daily, tax August, MOT August. Sheffield 01142 686 354.

### BUICK SKYLARK



**1963, £6,500 ono.** Buick Skylark coupe convertible V6 90% restored, tax/MOT, ACR 166B, from M.G.M. pictures featured in 'Back to America' starring Sian Phillips £6,500 offers exchange pre-war American car/truck etc. Sheffield 01142 686354.

### CHEVROLET-C15A

**1943, 8000 euros.** Very good condition, good tyres, new tarpaulin, ready to use, all registration documents, price by arrangement - Pire, 156, Rue Du Commerce, 5590 Ciney, Belgium. [herve.denis.42@gmail.com](mailto:herve.denis.42@gmail.com)

### TECHNICAL MANUALS for military vehicles.

List and prices on request. 2 Rue Du Stade, Trazegnies, 6183, Belgium. [herve.denis.42@gmail.com](mailto:herve.denis.42@gmail.com)

**RENAULT-R2067-4X4-3/4 TON, 1954, 2500 euros.** Ex- Belgian army, soft top cab, wooden rear body, bows and tarpaulin, 5 good tyres, very good condition, all registration documents. Lire, 156, Rue Du Commerce, 5590 Ciney, Belgium. [herve.denis.42@gmail.com](mailto:herve.denis.42@gmail.com)

### SOFT SKIN VEHICLES

#### GUY QUADANT F.A.T x 3.

**1938-1944.** 25,000 euros, 2 running, 1 for spares or restoration. Enquiries please only by letter to 18 Rue De Thillot, 55210 Hannonville, Sous Les Cotes, France. Or email [claudjean.neel@luvinet.fr](mailto:claudjean.neel@luvinet.fr). Photos on demand.

### VEHICLE PARTS

#### PINTAL HOOK



**Will fit a jeep or 15 cwt trailers.** As used by the para's. It is as new. £100 Ono. Bedfordshire Tel: 01234 822006.

### TYRES

**Four tyres 900 x 16 Avon Heavy Duty** unused. Price: £300. Tel: 07774 688 715.

### BREN/UNIVERSAL CARRIER

**1940-45 Recovery Sling** and Chains, Shackles, Genuine issue. Also good for Daimler Dingo. Condition excellent, no rust unissued. Prefer collection as very heavy. Wanted small first aid tin (vehicle). Price £15.00. Collect from South Yorks. Tel: 07971 223707.

### VARIOUS

**£POA.** Shed clearance. Land Rover Series 3 spares, 90/110 Defender. Bedford MJ parts. Sorry no engines, gearboxes, axles, panels. Kent. 07858 784713

# BACK ISSUES

Complete your collection with our range of back issues.

ONLY £4.30



### TO ORDER

VISIT

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

OR

CALL

UK: 01780 480404

Overseas: +44 1780 480404

\*\*\*P&P extra for all UK & BPOD orders. Overseas charges apply.

809/114



## MILITARY AND MISCELLANEOUS

### MARTINI HENRY RIFLE 1878 MKII.



### £799 COMPLETE WITH BAYONET . Short leaver.

Model V.G.C, working order good bore etc. Lovely MKII sword bayonet by Wilkinson with scabbard and leather frog. Also leather rifle sling, various markings on both, possibly South African service. Buyer collects S Yorkshire – A bargain. Tel: 07971 223707

### ANY MADE/UNMADE PLASTIC MODEL KITS

**WANTED.** AFV, tank, aircraft, figures etc. Also military books, 21st Century/Dragon dolls & vehicles. 27a The Grove, Biggin Hill, Kent, TN16 37A, 07973 885754.

## WANTED

### 1WILLYS FORD OR HODGKISS JEEP



### 1950-70S MODEL/TOY MILITARY

**Wanted.** Lorries, motor bicycles, cars, tanks and plastic soldiers. Also knights, cavaliers, cowboys, forts, castles, buildings. Playsets. Britain's plastic and lead garden. Timpo trains. Leicester. 01455 286510

### GNC – CCKW 352 Shortened version Soft top – fitted with Winch

banjo axles and wrecker device no 7. And :- Trailer "Ben Hur". New as possible and Military very complete please. Contact: carens.chris@online.be

### BEDFORD, QLB, 1942.

Wanted, fairleads. Front & rear for QLB with wild Winch. Cumbria, 01768 898233

### WATER TANK FOR AUSTIN K2Y AMBULANCE



**Wanted.** Can be any condition, but I would like the sides and filler. Australia. 61894029353 (BM)

## SERVICES

### DAVE ALLEN TRANSPORT



**Ring for details.** Collection/delivery to and from shows/sales tractors, agricultural machinery, plant, commercial and military vehicles etc. Winch for non-runners. large or small equipment moved. Short notice, evenings/weekends no problem. Fully insured. www.daveallentransport.co.uk. Dorset. 01308 868741 or 07798 845112

## ARTILLERY

### M1 CARBINE US.30 CAL

1944, £425. Very good condition. Complete with oil bottle, Sling, Double Mag Pouch, with DEAC certificate. Also have other pieces. DEAC and obsolete calibre. South Yorkshire. 07971 223707

### SANKEY 1 TON



1979, £1,700 ono. Rapier Missile Resupply trailer with drop down tailgate. NATO tow hitch. Alloy wheels. Big mud tyres 265/75R16. Fair condition. Buyer collects. Sutherland. 07423 396559

### SANKEY ROYAL ARTILLERY

1979, £950. 1 Ton Rapier Missile Resupply trailer. NATO tow hitch; alloy wheels; big mud tyres 265/75R16. Fair condition. Inverness. 01854 666366 / 07423 396559

### THOMPSON M1A1 SUB MACHINE GUN

£450. (fits Jeep carbide holder) complete with canvas cover, spare magazine & cleaning kit. The famous US WW2. 45 cal tommy gun seen in all WW2 movies. 01634 268038

## SPARES

### DODGE POWER WAGON

**Breaking for spares,** engine, gearbox, 2 radiators, operator's manual, many parts still on vehicle contact after 4.30pm, Devon, UK. 07951 144753

## TRAILERS AND TOWED EQUIPMENT

### SANKY TRAILER



**Ex Military Sankey Trailer** for sale. In good condition. Buyer collects. Needs paintwork done.

£300 ONO. Kent, UK. 01689

825321. Kazy@live.co.uk

### JEEP TRAILER M100

1952, £1,300. ton. Bare metal rebuild and paint. 3 original

I.D. plats. New wheel bearings. Fitted cover/tent addition.

Modern electrics in original

casings. 12/24v. Somerset.

07789 531331

## VEHICLE PARTS

### BREN/UNIVERSAL CARRIER

1940-45 Recovery Sling and Chains, Shackles, Genuine issue. Also good for Daimler Dingo. Condition excellent, no rust unissued. Prefer collection as very heavy. Wanted small first aid tin (vehicle). Price £15.00. Collect from South Yorks. Tel: 07971 223707.

### CIVIL DEFENCE SIGNALS VAN BODY



£POA. Complete with radio cupboards, desks, table, chairs. With alloy original steps and lighting etc. Came off Ford Costcutter lorry. Original reg book. East Yorkshire. 01430 810228

### VARIOUS

£POA. Shed clearance. Land Rover Series 3 spares, 90/110 Defender. Bedford MJ parts. Sorry no engines, gearboxes, axles, panels. Kent. 07858 784713

## MILITARY AND MISCELLANEOUS

### ANY MADE OR UNMADE PLASTIC MODEL KITS

£POA. Also any diecast tanks and AFUs, Corgi, Solido, armour items, Dragon models and Dragon figures, military books. Kent. 07973 885754

### TOWER MUSKET (BROWNBESS)



**Early 1800s, £1,550.** Excellent condition with original socket bayonet and white leather sling, 0.75 calibre. Will swap/px for military motorcycle. Collect or could deliver at cost. Have other antique military rifles. Phone for details. South Yorks. 07971 223707

### WW2 AUXILIARY SCAMMELL FIRE PUMP



£225. PUMPS 40 PSI. Has original wheelbarrow. Hoses, brass branches and basket included. Was restored fully to a working pump but stored for several years in dry shed. Some spares and original instruction manual also available. Wilts. 07951 73862

### WW2 RADIOS

£520 each. 2 No 19, used on jeeps and armour etc. Also 60ft tent W.D. heater, new, £300. Also W.D. Turfa-puller £200. Salop. 07931 238911

### WW2 SCAMMELL FIRE PUMP



£150. Pumps 40 PSI. Carrying handles, hoses, branches and basket included. Was partially restored, was a working pump. Stored for several years in dry shed. 07951 73862

### ARMY PARAFFIN PRESSURE LAMP



£95 plus £15 P&P. Far superior than Tilley. Lights 16 hours on one litre of paraffin. Designed to keep going. 01913 770918

## JERRY CANS X 2



1943, £20 each. In restored condition but for decor only as one has a pin hole in the bottom. Devon. 01548 521278

## THORNYCROFT TANK TRAINS



£85. Mighty Antar Dinky 660 with Centurion tank 651, 1954-1970. No box. Surrey. 020 8399 7541

## TOOLS FROM 1940'S



£POA. Issued to diamond T. Far cast. W.yorks. 01484 521668 (BM)

## WANTED

### 1WILLYS FORD OR HODGKISS JEEP



**Wanted.** For investment to renovate over the winter months anything considered cash on collection no dealers please. 01548 521278

### 1950-70S MODEL/TOY MILITARY

**Wanted.** Lorries, motor bicycles, cars, tanks and plastic soldiers. Also knights, cavaliers, cowboys, forts, castles, buildings. Playsets. Britain's plastic and lead garden. Timpo trains. Leicester. 01455 286510

### JEEP SEAT PADS



**Wanted.** Old tatty original looking sunlight faded bleached out looking for dressing down an old jeep also canvas top, speedo and old bar tread tyres any condition. Devon. 01548 521278 (BM)



# GM Fox armoured car

**I**n 1940, the decision was taken to build a wheeled armoured car in Canada based on the British Humber... which, in turn, had been derived from work carried out by Guy Motors in 1938. By 1941, the hull of a Humber Mk III armoured car had been mounted on the modified chassis of a GM 4x4 truck and, although by all accounts the vehicle was never entirely satisfactory, production started at GM's Oshawa, Ontario plant the following year.

Named Fox, the vehicle was powered by a rear-mounted GM 270 six-cylinder petrol engine producing 106bhp from 4425cc, and driving all four wheels through a four-speed gearbox and two-speed transfer case. There were live axles at front and rear, suspended on multi-leaf semi-elliptical springs, and the hydraulic brakes were vacuum servo-assisted. Closely following the pattern of the Humber, the welded steel hull and manually-traversed turret provided accommodation for a four-man crew,

and both were fabricated by the Hamilton Bridge Company. Maximum thickness of armour was 15mm, and the all-up weight of just under 15,000 lb (6818kg) apparently resulted in the chassis being put under an unacceptable strain. Nevertheless, top speed on the road was 44mph (72km/h), with a range of 210 miles (336km).

Two 'marks' were produced during 1942 and 1943. The Mk I was based on the Humber armoured car Mk III, with its slightly more spacious turret but, in place

of the Humber's 15mm Besa machine gun, there was an 0.50in Browning heavy machine gun, together with a co-axial 0.30in weapon. The Mk II was based on the Humber Mk IV, which may suggest that the main gun was an American 37mm weapon but no documentary proof of this can be found. There was also an experimental self-propelled gun variant, mounting a 6-pounder (57mm) gun in a large box-like structure on a Fox Mk I chassis.

The total number of produced vehicles varies according to source: Bart Vanderveen and the Canadian Military Vehicle Historical Society suggest that the total was 1506, of which 200 were of the Mk I variant; *Janes Tanks of WWII* states that the total was 1123, with six examples built in 1944.





# CLASSIC AIRLINER

CLASSIC AIRLINER  
IS PUBLISHED QUARTERLY  
AND IS A MUST-BUY FOR ALL  
COMMERCIAL AVIATION FANS

NEW



Each 100-page issue features all the need to know information on the notable airliners that pioneered a new era of air travel

## ISSUE 9 - HAWKER SIDDELEY TRIDENT FEATURES:

- The Origins of the Trident
- The maiden flight and the test programme
- Flying the Trident by Captain R.E Gillman
- The Trident 1C in service with BEA
- The export Trident 1E
- Long-range Tridents - the 2E
- China and the Trident
- The Trident Autoland
- The history of De Havilland
- Trident with a fourth prong.

AND MUCH MORE!

AVAILABLE NOW FROM **WHSmith** AND ALL OTHER LEADING NEWSAGENTS  
**ORDER DIRECT**

# JUST £7.95 FREE P&P\*

1074/14

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

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

OR

Call UK: 01780 480404  
Overseas: +44 1780 480404

Monday to Friday 9am-5:30pm

ALSO  
AVAILABLE TO  
DOWNLOAD

SCAN  
HERE



SEARCH  
CLASSIC AIRLINER

FREE APP  
IN APP ISSUES £5.99

READ ON



PC & Mac



Blackberry



Windows 8



Android



Kindle Fire

Visit **pocketmags.com** for more information

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download. Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2014. All rights reserved. App prices subject to change. \*UK On sale date.



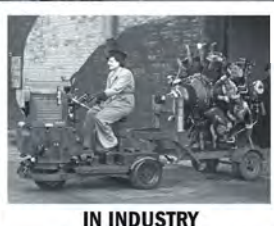
# Bringing the war to life with archive photographs and contemporary drawings

## The War Archives

### WOMEN AT WAR 1939/45



ON THE HOME FRONT



IN INDUSTRY



ON THE LAND

Rare archive photographs documenting the role of women in the services, in agriculture and industry, and at home

The War Archives is a fascinating monthly series which details the mechanised transport and weapon technology developed and employed during major conflicts of the 20th Century

#### PREVIOUS ISSUES INCLUDE:

- Allied Tanks, Trucks & Weapons of WWI and WWII
- Britain Alone 1939/40
- WW2 British Wheeled Armour
- D-Day – Allied Vehicles, Aircraft & Equipment
- British Military Trucks of WW2
- Women At War 1939/45



1112/14

## 'Machinery of Conflict'

available Friday 16 January from WHSmith and other leading newsagents

### To purchase latest and back issues



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



Telephone:  
UK: 01780 480404 Overseas: +44 1780 480404  
Monday to Friday, 9.00am to 5.30pm

ALSO  
AVAILABLE TO  
DOWNLOAD



SEARCH  
WAR ARCHIVES

FREE APP  
IN APP ISSUES £6.99

READ ON

iPhone & iPad

Android



PC & Mac



Blackberry



Windows 8



kindle fire

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

Requirements for app: registered iTunes account on Apple iPhone 3G, 3GS, 4S, 5, iPod Touch or iPad 1, 2 or 3. Internet connection required for initial download. Published by Key Publishing Ltd. The entire contents of these titles are © copyright 2014. All rights reserved. App prices subject to change.



# ARMY SURPLUS & CAMO CORNER

Copy deadline for February  
issue is:  
Friday 19th December 2014  
on sale date  
Friday 16th January 2015



## VEHICLE MAINTENANCE

### Whitedell engineering ltd

**MAINTENANCE  
ENGINE & GEARBOX REBUILDS  
RESTORATION WORK  
MOT WORK  
GRIT BLASTING  
PAINTING  
TRANSPORT  
VEHICLES FOR FILMWORK  
DRIVING SERVICES**

Tel: Barry 07747 466 296 or

Email:  
Whitedellengineering@icloud.com

Fareham, Hampshire

<http://www.facebook.com/militaryvehiclerepairs>

## VEHICLE PARTS

### DROP ZONE

THE SOUTHS LARGEST MILITARY WAREHOUSE

One stop shop for military Land Rovers,  
new & used spares, deactivated guns,  
surplus & collectables

Trade & retail welcome

Official suppliers to the film & TV industry

**Tel 01798 831955**

**Fax 01798 389009**

Bury Mill Farm, Burygate, Pulborough, West Sussex, RH20 1NN

Email: [info@dropzonemilitary.com](mailto:info@dropzonemilitary.com)

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

## VEHICLE PARTS

### GREEN MACHINE SURPLUS

*Specialising in current  
government surplus vehicle  
spares and manuals*

Tel: 01782 729112

Email: [Enquiries@greenmachinesurplus.com](mailto:Enquiries@greenmachinesurplus.com)

Visit our online shop:

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

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



To advertise with us please contact

**Brodie Baxter**

[brodie.baxter@keypublishing.com](mailto:brodie.baxter@keypublishing.com) or call

**01780 755131**

## VEHICLE PARTS



**Matt Savage 4x4**

Unit 3 Unity Complex

Dale Road North

Darley Dale

Derbyshire

DE4 2HX

Tel 01629 735555

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

Matt Savage is a friendly, family run business specializing in  
the servicing, repair, and rebuilding of four wheel drive vehicles.

We are the sole UK dealer for Viar 12 volt compressors



Viar 12 volt Medium Duty On Board Compressor Kit £331.74

Viar 300P Portable Compressor kit £165.84



**Many more  
on our  
website**

### MAKANO SURPLUS

DEALING IN GENERAL SURPLUS & MISCELLANEOUS.

CVR (T), FV432, Challenger, Chieftain, Saracen, Saladin, Ferret  
B-Series / Rolls Royce Engine Parts (Coming Soon)



[sales@makanosurplus.co.uk](mailto:sales@makanosurplus.co.uk)

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

## MISC

### SEAL MILITARY

WWII US UNIFORM & INSIGNIA

[WWW.SEALMILITARY.COM](http://WWW.SEALMILITARY.COM)

TEL 07971 588176

# BACK ISSUES



Complete  
your  
collection  
with our  
range of  
back issues.

**ONLY  
£4.30**

11/11/14

## TO ORDER

VISIT

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

OR

CALL

UK: 01780 480404

Overseas: +44 1780 480404

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

**key  
SHOP**

For a great selection  
of books, DVDs,  
magazines and  
models visit:



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

978/14





**The Club for all  
types of  
Military Enthusiast**  
The Membership Secretary  
M.V.T.  
C/O Unit 1c,  
Gore Cross Business Park  
Corbin Way, Bridport,  
Dorset DT6 3UX

Join The  
*Big One*

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

Registered under the Charities Act 1960 No. 327768

**The Club for Collectors of Military Vehicles**

**Tel: 0333 321 8977**



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

- ★ Over 50 local Area groups. ★ Incorporating the highly acclaimed **WINDSCREEN** Magazine. ★ Regular **GREENSHEET** Newsletter.
- ★ Organisation of European Tours. ★ Numerous National and local shows throughout the year. ★ Members Free vehicle verification for DVLA.
- ★ Insurance through specialist schemes



## Who Will Protect Them? YOU... AND THE MVPA

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



**MILITARY VEHICLE  
PRESERVATION ASSOCIATION**

**HISTORY IN MOTION**

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

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

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

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

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

Discounts on ad rates and at the international convention.

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

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







£59.99



£79.99

**SMALL MESSENGER BAG**



£79.99



£94.99

**MESSENGER BAG**



£109.99



£119.99



£124.99

**GHOST BACKPACK**



£94.99



£99.99



£109.99

**DRAGON EGG BACKPACK**



£84.99



£94.99



£99.99

**DUST BACKPACK**



£54.99



£69.99

**FOXTROT WAIST BAG**

**FREE UK DELIVERY**



In Association with the  
Channel Island WWII  
Living History Group.



## For fans of military history, it's the **greatest escape**

### The Channel Islands Heritage Festival needs YOU!

Join us this May Bank Holiday week to celebrate a special 70th anniversary of the Channel Islands Liberation. Allied troops rally for this fun filled week on the beautiful island of Jersey, packed with a whole armoury of activities to enjoy. Coastal castles will be brought to life, wartime bunkers opened and historic

towers transformed in preparation for the merriment ahead. Join a convoy of military vehicles on drives around the island, visit the award-winning Jersey War Tunnels, refuel at the WWII Living History Field BBQ and join a gun range afternoon firing WWII or post WWII weapons.

The week culminates on May 9th in a day-long carnival remembering and celebrating the islands freedom and in the evening, once you're in the real swing of things, dance the night away at the 1940s Dinner Dance to conclude your discovery of Jersey.

[jersey.com/liberation](http://jersey.com/liberation)

