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OPENING SHOT

T26E3 PERSHING

It has been convincingly argued that had the US Ordnance Department and Armored Command not put all their efforts into improving and manufacturing Shermans during WW2 but had instead pushed forward the development of a more capable replacement, then the lives of thousands of Allied tankers would have been spared. Despite the all too obvious shortcomings of the M4 medium tank it wasn't until late 1944 that the T26E3 (later standardised as the M26E3 and christened the Pershing) emerged. Of the 40 available, half went to Fort Knox for testing while the balance were shipped to Antwerp from where they were allotted equally to the 3rd and 9th Armored Divisions.

Although on 25 February 1945 one T26E3 was hit and temporarily disabled by 88mm fire from a Tiger 1, the 90mm-armed Pershings soon showed that they were more than a match for anything they were likely to encounter in the German arsenal. Perhaps the type's weak link was its 500bhp Ford GAF engine which struggled to cope with a 41-ton tank, a problem solved by a subsequent upgrade programme.

This T26E3 belongs to the Brussels Tank Museum, and the crewman on the nearside track guard is there to alert the driver lest he inadvertently chews up the kerb stones (or worse).

Photograph by John Blackman





NEWS & REVIEW



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



Despatches



What makes owning a classic military vehicle even more rewarding is when you're able to establish a direct link between it and the people that drove it. And enthusiast Richie Harrison did just that when he took the plunge and bought a 1942 Carrier restoration project having inherited a treasure trove of wartime memorabilia from a relation. His grandfather drove a Carrier while in service and, following his death, Richie wanted to know more about what it must have been like. Not only that, but a faded black and white photo of his youthful grandfather taken during WW2 while in service in Northern Ireland also revealed a remarkable coincidence. Also in the photo, and serving in the same platoon, was the grandfather of the person he had contacted initially when trying to source a vehicle for sale. Talk about small world. You can read the full account on pages 12-17.

If you've got a similar story, or have a particular link with your own military pride and joy, I'd love to hear about it. Send an email to ian.cushway@keypublishing.com.

Ian Cushway



GAYDON SHOW CALENDAR TO INCLUDE MVs



The Heritage Motor Centre at Gaydon, Warwickshire, is looking to grow its classic military vehicle show presence in 2015.

Its Classic Car Show on May 24 is to include a special military section this year, and while it won't be a full scale military show, military – as well as classic emergency vehicles – will be in attendance in much stronger numbers. Show manager Tom Caren has enrolled the services of the Alvis Fighting Vehicle Society, who will be there to offer a gunnery display as well as a formation of its Scorpion tanks.

After an absence of five years, a new Land Rover show at Gaydon is also likely to be of interest to military vehicle collectors. It takes place on the weekend of June 27-28 and there will be camping available on Friday and Saturday night.

Last but not least, Gaydon's Old Ford Rally on July 18 will feature a military display of Ford and Ford derived military vehicles to commemorate the 70th anniversary of WW2's end. This is being held in conjunction with the North Oxon and Cotswold Area of the Military Vehicle Trust. Tom confirms that other military vehicles are welcome, with entries via the MVT.

Full details can be found by visiting www.heritage-motor-centre.co.uk.

AEROBILIA '15 DATES ANNOUNCED

This year's aerojumble and aviation and militaria collectors fair, organised by the Boscombe Down Aviation Museum, will take place on Saturday May 16 from 10am to 16pm. It will be held at the BDAC Museum, Old Sarum Airfield, Old Sarum, Salisbury, Wiltshire SP4 6DZ. The normal museum admission price covers both the fair and museum. For more details or stall bookings contact Hugh Sillett on 01980 863062 or email hugh.sillett48@btinternet.com

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It's priced at £24.99 and is available from all good bookshops or direct from Mushroom Model Publications (www.mmpbooks.biz). ISBN 978-8-36367-828-9

MODERN TANKS AND ARTILLERY 1945-PRESENT

Packed with hundreds of detailed artworks of AFVs and their markings, *Modern Tanks and Artillery 1945-present* by Michael E Haskew, is a comprehensive study of armoured fighting vehicles and guns of every nationality from the beginning of the Cold War to the present. The first section details the tanks and AFVs, and the second

covers artillery guns, rockets and self-propelled guns. Each volume is subdivided by theatre and conflict.

In that respect, it's the perfect reference book for MV enthusiasts and modellers alike.

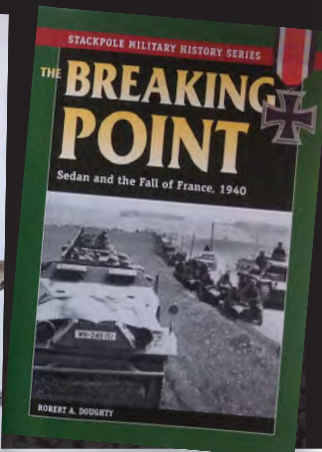
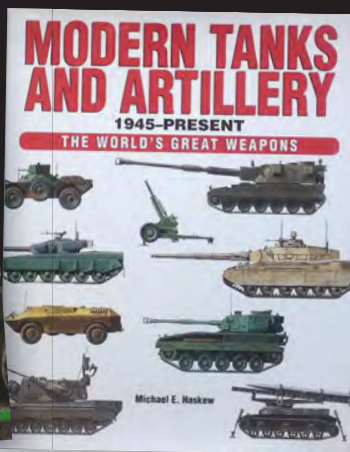
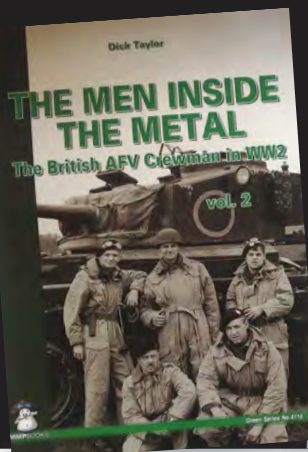
Published by Amber Books and available from Casemate (www.casematepublishing.co.uk) it is £29.99 in hardback. ISBN 978-1-78274-205-0

THE BREAKING POINT

The French city of Sedan, located near the Belgian border, played a key role in Germany's plans for a blitzkrieg assault on

Allied Forces in France. This book, by Robert A Doughty, is an engaging account of the small-unit actions near Sedan during the 1940 campaign for France and recounts the fighting in and around the city by German panzer forces under the famous Heinz Guderian. As well as an analytical reconstruction of the various battles, there is also an explanation of why the skirmish occurred in the first place – with arguments from both sides being aired.

It's published by Stackpole Books at £13.99 in paperback format. ISBN 978-0-8117-1459-4



RARE JEEP

A US Navy yeoman and a member of the Women's Royal Naval Service sitting in a Willys MA jeep marked as Royal Navy, photographed at the US Naval Operations Base, Londonderry in 1942. Note the white paint on the edging of the body to aid its visibility in blackout conditions.

The US Army didn't bring over any MAs for its own use but this is most likely one supplied to Britain early into the Lend Lease agreement.



BOOK YOUR FERRY FOR W&PR 2015

The War and Peace/DFDS ferry crossing offer continues in 2015 but you need to book your crossing before March 31 to take advantage of 2014 prices.

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For vehicles from 10.1-12m in length £90.00 per single sailing (€105.00)

For vehicles from 12.1-15m in length £115.00 per single sailing (€134.00)

And now for the smallprint!

The lengths stated above include single vehicles and also includes vehicles towing up to a maximum combined length of the particular rate. There is a maximum of up to four passengers per vehicle and the rate agreement is valid as stated above. There will be a special code number for each port and foreign customers will be able to book from abroad. Return trips are double the cost of the single rate. Bookings can be only made over the phone, by fax or by email – not on the internet – quoting the account number 65791. For more



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WRITE TO REPLY!

INTERESTING AS IT IS...

In your 'Despatches' column (March 2015 CMV) you discuss the 'Minerva' topic again and invite comment. I am certainly not a rivet counter or very precious about correctness of MV presentation and agree that there needs to be leeway given to folk to be able to enjoy the hobby in their own way. However, I think in line with your original observations, the Minerva is an interesting and historic vehicle in its own right and painting it up as yet another WW2 wannabe seems to me rather unnecessary and so undignified for the old dear.

I think this is a perfectly reasonable observation. Why gild the lily? So far, I have not yet been tempted to re-cast my Bedford MW as a WW1 Albion. Mind you...

Ferg Anckorn (MVT, IMPS and NOBS), via email

DON'T FORGET 'SWAMPY'

February's issue has a picture of a Scammell 6x4 on page 52 accompanied by a caption which implies that they probably were pensioned off by the early seventies. I was on a REME technical visit to HQ Belize in April 1982 and part of my remit was to arrange the loading of selected vehicles on to a Landing Ship Logistic (LSL) for their return to the UK.

The load was to include 'Swampy', a Scammell 6x4 recovery vehicle still 'soldiering on' and on charge to the Belize Force Workshop REME and destined for the REME Museum at Arborfield.

Unfortunately the Argentinians had other plans and invaded the Falklands so the LSL was loaded with stores and sent south!

'Swampy' did eventually make it back to the museum and I suspect was the last Scammell 6x4 Recy, commonly called Knockers, in service.

Malcolm Hay, via email

A HOLE IN ONE

I liked the jeep article with bullet holes [CMV February 2015, p70].

Our ambulance (A1207004/1207004) has a 9mm hole running left to right from the front passenger footwell lodging in the upper driver's side footwell. The bullet has been removed at some point - I think someone dropped a pistol on the floor.

The ambulance has the engine and inner driver's side panel from (A1205897/50231) which was bound for Malaysia in 1942 departing from service in the Middle East but diverted to Australia.

This engine has 16 bullet marks fairly evenly spaced, running along the driver's side of the engine block. At the time of restoration I thought the marks on the block were from someone using a chipping hammer (descaling) and it was not until I fitted the driver's inner panel that I noticed the bullet hole lined up with one of the marks!

Assuming the vehicle firing was moving forward (at about 30mph on a good road, at right angles to the ambulance), they must have stopped at the point where the driver's legs would have been as the rest of the panel is blank. There is no other bodywork, so it's impossible to say what happened next other than the fact that the petrol tank (from the same ambulance) has two holes in its end near the top. This would suggest that the ambulance made a hard left turn, and leant over to the right.

Such things are a sobering reminder of conflict and it is important that they should be left for others to see.

Rupert Condict, via email

CATCH THE BUS?



Following Ian Young's Malta Story I enclose two photos of WW2 trucks now posing in Malta as buses. The blue Morris came to Malta from North Africa as a truck (see black and white pic I found on the internet of the type A CS/11 Morris). Meanwhile, the green/cream Austin started life as an Austin K2 with a civvy front end.

Simon Thomson, via email

THRILLS AND SPILLS

Ouch! PR and spin from the military are not a new phenomenon as the caption for this 1942 picture of a rider obviously falling off his Harley WLA shows. The caption reads: "A scout suddenly discovering the enemy flops his cycle to return fire with his Sub-Tommy Gun. FORT Knox, Kentucky, 1942."



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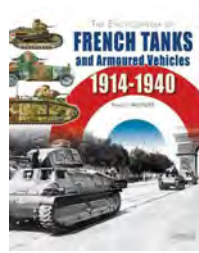
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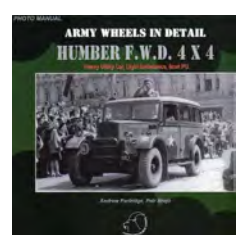
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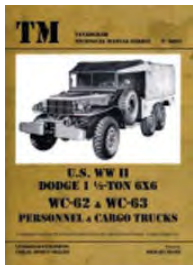
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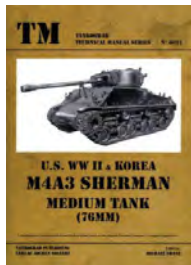
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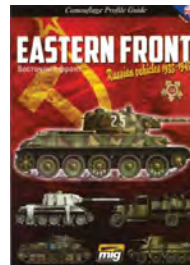
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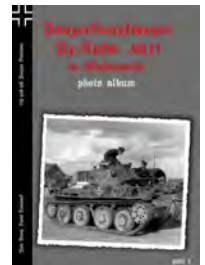
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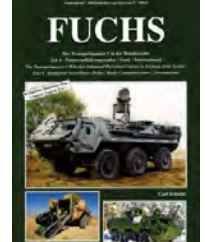
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UNIVERSAL SOLDIER

Richie Harrison's interest in his grandfather's war service led to an ambitious Carrier restoration. John Blackman has the story



I don't know about you but, when admiring a restored military vehicle, I find it all too easy to get lost in the technicalities involved and in admiration for the skills exhibited. However, just as interesting, if not more so in many cases, is the motivation behind the project. Just exactly why did the builder embark upon a long, difficult and frequently expensive restoration? Was it simply for the challenge involved in turning a pile of rusting scrap into a fully functioning vehicle, or was there some deeper motivation involved? There are probably almost as many responses to that question as there are restorations but, in the case of the Carrier project initiated by Newcastle-based Richie Harrison, the answer definitely falls into the 'deeper motivation' category.

"My grandfather Kenneth Harrison passed away in 1989 when I was nine," says Richie. "I was sitting in the front room of his house while it was being emptied out when my father came downstairs with a box of my grandfather's effects including his glengarry, a stable belt, field compass, a set of

binoculars and medals. He said that he thought my grandfather would have liked me to have them."

Richie put the box of prized possessions away for safe keeping until around 2006 when he decided to try and find out more about his grandfather's life and, in particular, his wartime

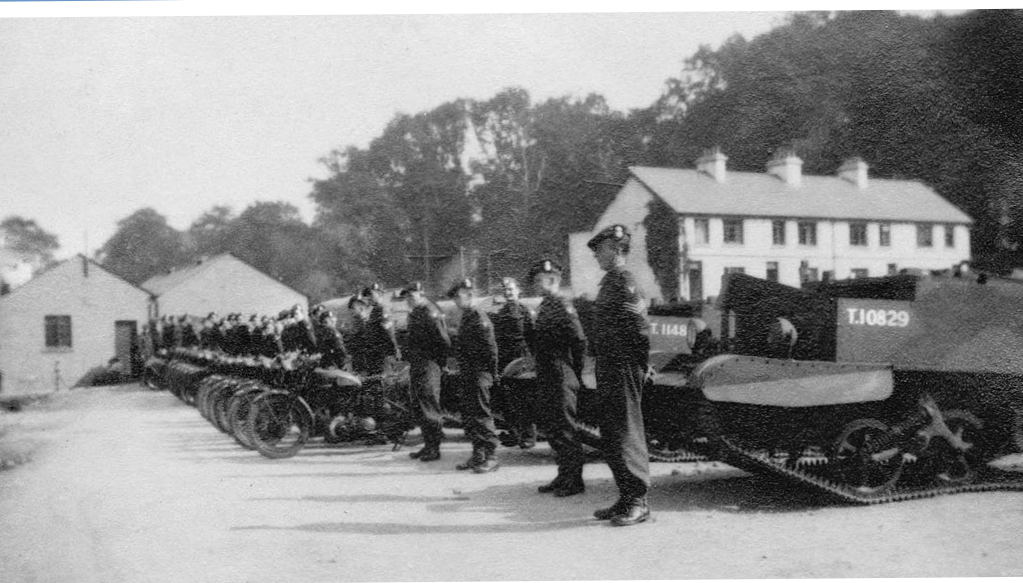
service. He knew that Kenneth had been a Carrier driver from what he had been told by his father and from the photos handed down to him, but little more. Like many of those that survived WW2, the old soldier had kept his memories to himself.

INTRIGUING COINCIDENCE

In a way, Richie's research was two pronged. He both wanted to know more about his grandfather's personal history and was also interested in the Carrier as a vehicle.

"I wondered if you could still get one to restore, so I sent an email to every museum I knew of in the UK explaining who I was and that I was looking for a Carrier, and I included





Above: This photo is believed to have been taken at Enniskillen in 1941 and shows Richie's grandfather, Kenneth Harrison second from the right, and Shaun Hindle's grandfather, Claude, better known as Jack, facing the camera to his right. (Courtesy Richie Harrison) **Right:** Kenneth Harrison (far right) with two Royal Scots Fusilier colleagues. Sitting on the left is Ron Lamb but the identity of the other gentlemen isn't currently known. (Courtesy Richie Harrison)



with it a photo of grandfather on parade," he explains. "The only reply I got was from Shaun Hindle of Battlefront, the East England Military Museum, asking me to ring him immediately. So I did and he asked where I'd got the picture from. I explained the story behind it and my quest and there followed a long pause. Then Shaun said 'Well, the third man from the right, facing the camera... that's my grandfather.'"

Incredibly, the photo – taken at Enniskillen in County Fermanagh, Northern Ireland – showed both men had undertaken the same course with the 2nd Battalion Royal Scots Fusiliers in 1941 aimed at re-arming and retraining the unit in the aftermath of the evacuation from Dunkirk the year before. Shaun's grandfather, Claude, better known as Jack, had been a REME technician attached to the RSF within the same platoon. Shaun Hindle is a name well-known on the MV scene and, for one reason or another, has featured in the pages of *CMV* a good few times over the years. It can also be no surprise to hear that he is something of a Carrier aficionado so, after a meeting to pore over old photos, as Richie puts it: "Hindle has been looking after Harrison ever since. Shaun even helped me get my track-laying licence."

AFFORDABLE PROJECT

Richie eventually sourced an affordable Universal Carrier project from Canada in 2009, the remains of a No 2 Mk I* manufactured by Ford at its Windsor, Ontario, plant in November 1942. "Really all that it consisted of was the lower tub, tracks, steering wheel, drive axle and an engine," Richie admits. "I could only afford a project in that condition. Anything better would have been over my budget so I went the long-term route. Everything that was missing I had to fabricate so it has been a steep learning curve during which, among other things, I've learnt how to weld and rivet. And no, I'm not an engineer, although I've

dabbled with cars over the years. In fact one of my first memories is of helping my dad work on Minis in our garage at the age of about four."

While a Mini-loving father and a succession of cars gave Richie an element of practical experience, he admits to having been influenced in terms of his overall approach to the project by Bill Smith, a leading member of The Bluebird Project which is restoring Bluebird K7, the boat in which

"...the old soldier had kept his memories to himself."

Donald Campbell set seven world water speed records during the late fifties and sixties before a fatal crash on Coniston Water in January 1967. "He has given me a lot of advice regarding restoration and conservation," Richie confirms, "particularly regarding the need to retain the original fabric. As a result, nothing that I started with has been lost. For instance, although I chopped the centre bulkhead down to mid-level to ease fabrication of the body, the steel I removed was put back in the glacis plate so retaining the fabric of the original."

Although it might appear from the photos accompanying this feature that there wasn't much fabric left to retain, Richie estimates that some 80% of what you now see is original (some components were discovered with the help of a metal detector and dug out of a field in Norfolk) with only 20% having to be fabricated from original specifications. The engine, while being the one that came with the project from Canada, has '99T' marked on the cylinder heads denoting it as one of the 100bhp units produced for Ford trucks and Mercury cars between 1939 and 1941 rather than the 85bhp Carrier engine that would have been fitted originally. But in any case, there are few engines as ubiquitous as Ford's flathead V8, which is probably just as well

since, after years in the open, the block was seized necessitating a complete rebuild.

ITALIAN CONNECTION

The scheme in which Richie chose to paint the restored Carrier is based upon that likely to have been worn during Operation Husky, the invasion of Sicily during July/August 1943. "There were many schemes in use at the time and I don't profess to being an expert," Richie explains. "But a lot of the Carriers would have

been sand coloured following service in North Africa on to which the units would have had to do something disruptive for Sicily using either shades

of blue/black, brown or red. And I have photos of Carriers in Sicily at that time wearing black on sand.

"The real reason why I chose the time of Sicily is because that is the period during which my grandfather ceased being a Royal Scots Fusilier because he came down with



THE RESTORATION

Photographs courtesy of Richie Harrison



The Carrier project when purchased by Ritchie from Canada in 2009.



A Ford flathead V8 came with the project but it wasn't the original and probably came from a Ford truck or Mercury saloon.



Usefully, some of the various linkages remained.



Little of the bodywork remained.



What remained of the instrument panel.

Below: During the 2014 War and Peace Revival Richie Harrison, Shaun Hindle and friends recreated the spirit of a 1941 photo that linked the Harrisons and Hindles. Richie is on the right while Shaun is looking towards the camera.





Although past saving, some components such as the fuel tank could be used as patterns.



Richie had to fabricate a new body virtually from scratch.



There's probably a joke here about how many Geordies it takes to fit an engine... but it's good to have friends when there is some lifting to be done.

the mumps during Operation Husky and was flown back to a hospital in Bizerte, Tunisia. By the time he was fit for duty again, the 5th Division, of which the 2nd Battalion Royal Scots Fusiliers was a part, had been stood down and was re-arming. However, the 46th Infantry Division was short of Carrier drivers.

So, on 21 September 1943, just two days after leaving hospital, grandfather found himself driving a Carrier up Green Beach in Uncle Sector at Salerno for Operation Avalanche."

Operation Avalanche, the Salerno landings, had commenced on 9 September and had been bitterly resisted by the defending German

units. By the time Kenneth Harrison arrived the tide of the battle was turning or had turned, but even so, it must have been disconcerting to say the very least to have been thrown into the Salerno cauldron immediately following a period of illness and with a crew he did not know. Richie agrees. "Although during and





A piece of original armour removed from the bulkhead was incorporated into the rebuilt glacis plate.



The 99T model 100bhp Ford V8 after a full rebuild.

after Salerno grandfather was with the 2/4th Kings Own Yorkshire Light Infantry attached to the 46th Infantry Division, he seems to have kept no memorabilia from that period. Everything I have relates to the Royal Scots Fusiliers so I'm of the opinion that he had an affinity with that regiment."



Richie proudly shows off his grandfather's glengarry.

PROVING PROVENANCE

Although Richie has painted his Carrier for the Sicily period it bears the same serial as that on Kenneth Harrison's Enniskillen-period Carrier, T10829, which in reality happens to have been a Wolseley-built machine. The Carrier's actual number is thought to have been CT54508, as Richie explains. "I had to go through quite a rigmarole while trying

to prove provenance. Although a lot of the armour had been cut off, a section remained where the dash panel is on which there was a partial number. Unfortunately, much of it had been lost because of the heat generated by a gas axe. But I have a friend in the Police who works in a vehicle crime unit and they needed something different as a training aid so they took the section away and managed to recover most of the number.

"I then passed the result to Nigel Watson (another well-known Carrier owner/expert) and, having already examined and dated the Carrier from various factors, he was able to narrow down the possibilities to just one, CT54508. So we are as certain as we can that that is the correct number for this machine."

Having had a lot of assistance from Shaun Hindle, Richie then convinced him that it would be a good idea if he finished his Carrier in a matching 5th Division Sicily scheme and that they take both to the 2014 War and Peace Revival. Once there it was just a short step to recreating the spirit of that photograph taken at Enniskillen in 1941 which linked the history of two old soldiers and set the whole Carrier restoration ball rolling. We'd like to think that while Kenneth Harrison and Jack Hindle may have looked down and deplored their descendants' scruffy personal turnout as they positioned themselves for the photo, they would surely have applauded the sentiment.

"I believe my grandfather's ghost is still around," Richie says. "He had a 'thing' about writing his name on everything, probably from when he was in the Army. Anyway, I was working on the Carrier in the garage at home and I heard a clunk; a pen marked 'Kenneth Harrison' had dropped into the Carrier. And I don't know where it came from. It was a bit weird."

Richie Harrison would welcome any information regarding his grandfather's RSF and 5th Division comrades and can be contacted by e-mail at theharrisons31@virginmedia.com





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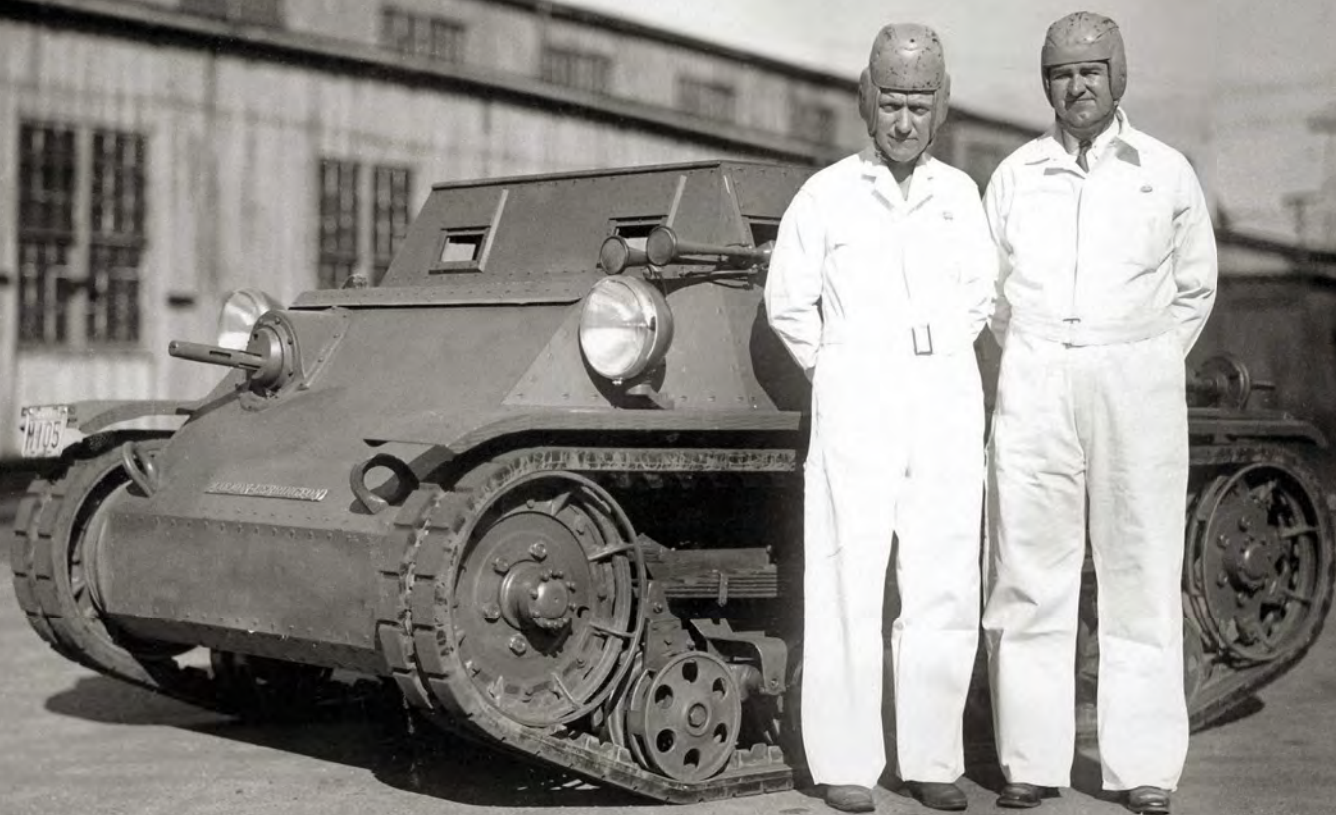


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IN THE RIGHT PLACE AT THE RIGHT TIME...

Marmon-Herrington wasn't just famous for its armoured cars, it also had a history building tanks, albeit not very good ones, as David Fletcher explains



A Marmon-Herrington CTL-1 light tank with its test crew outside the factory in Indianapolis.

Mention Marmon-Herrington to anyone familiar with the history of the British or South African armies and they will think immediately of armoured cars built in South Africa on a Ford chassis, used throughout the campaign in North Africa. But say it in the presence of anyone aware of the history of the US Marine Corps and they will immediately think of tanks.

The Marmon-Herrington Company of Indianapolis was probably better known in the US for its trucks, and although tank production was a relatively small part of its business it was a significant one. In fact, perhaps sensing a gap in the market, Marmon-Herrington came rather late into the tank building business, with its first model appearing in 1935. Before that time the British manufacturer Vickers-Carden-Loyd had produced a series of light tanks which were released onto the commercial market and did very well, but later on its products had grown in size and complexity, not to mention cost while its mainstream products were aimed

very specifically at the British Army. Clearly now there was room for a small, relatively cheap light tank primarily suited to internal security work and this was a market Marmon-Herrington clearly wished to exploit.

EARLY EFFORTS

Its first model, the CTL-1, was a small, turrettless vehicle designed for a crew of two. It was well protected and armed with a single, forward firing machine gun, not unlike a much improved Carden-Loyd. Although one source claims they were all powered by a Ford-built V12 Lincoln engine, the consensus is that most had a Ford V8 which still gave them a

lively performance and speeds up to 30mph (48km/h). The suspension featured small rollers and longitudinal leaf springs while the tracks were based on Goodrich designs, namely a reinforced rubber band which gave smooth but silent running. It was said that should such a track come off it was almost impossible for a two-man crew to put it back on again. Another feature to note was the employment of front mounted drive sprockets, like most American tanks.

The CTL-1 was supplied to Persia (Iran), which had also purchased armoured cars and trucks from Marmon-Herrington. However, since Iran was also buying AH-IV light tanks from Czechoslovakia at the time one assumes the Marmon-Herrington tank order was just a token. The company's next model, the CTL-2, was very similar but does not seem to have attracted any commercial interest. However,



The CTL-1 on a cross-country course. It seemed to cope pretty well in these conditions.



it was followed by the CTL-3 which certainly did, specifically from the US Marine Corps.

The CTL-3 took part in one of the most interesting experiments to be conducted in the US at that time. An experiment most particularly related to the Marine Corps. It involved a 50ft launch fitted with a wooden ramp at the bow for loading the tank aboard but it was a curious arrangement since it was impossible to turn the tank around on the boat so it had to reverse ashore. The promoters of the scheme pointed out that if the tank were to come ashore forwards there was a serious risk of the driver being drowned if the vehicle plunged into deep water. However, the idea of any tank leading an invasion force by reversing onto the beach seems a bit ridiculous.

This contrasts dramatically with events in Britain where prototype landing craft had already been developed and tested. The Marines continued to purchase a few Marmon-Herrington tanks but they did not pursue the amphibious aspect for some years.

CAUGHT ON CAMERA

Another version of this little tank was the CTL-3A which had an external framework added to the suspension, the purpose of which seems to have been to strengthen it, but quite how remains unclear. It is reportedly the first Marmon-Herrington tank to be fitted with a Hercules engine. Incidentally, a version of this tank appears to have survived and turns up occasionally in films. In fact, it makes

armed with two forward firing machine guns and carried a crew of two. It was reputedly powered by an 85hp Ford V8 engine which gave it a top speed of 30mph (48km/h). That would be the same engine as fitted to certain versions of the British Universal Carrier.

ALL GREEK TO US

Some of the pictures here are from a Marmon-Herrington catalogue in the Tank Museum library which contains an excellent set of prints of a typical CTL series tank. Judging by the way it has carefully but emphatically been written over, the catalogue or sales brochure was intended for Greece. Now, as far as we know, Greece never acquired any Marmon-Herrington tanks so the story behind this document, or indeed how it came to end up in the Tank Museum library, remains a mystery.

At this point we find that a dramatic change comes over the range of Marmon-Herrington products which involves the suspension, tracks and, in due course, the very physical layout of its tanks. It began with the CTL-3M,

“...the idea of any tank, leading an invasion force by reversing onto the beach seems a bit ridiculous.”

an appearance, along with a motley collection of other tanks in the old Gary Cooper classic ‘For Whom the Bell Tolls’ although it has reputedly been in a few others as well.

Most unusual from this collection is the CTVL which was supplied in some numbers to Mexico in 1937. It is a strange looking vehicle, shorter and rather slab fronted although the superstructure is similar to its predecessors. Maybe it is the shortness of it and the vertical front plate that also makes it look taller. It was

Below: A series of three shots showing the US Marine Corps practising amphibious landings using a Marmon-Herrington CTL-3 tank and a 50ft launch. For safety reasons the tank had to be reversed ashore.





A publicity shot featuring a line up of Marmon-Herrington CTL-1 light tanks against the factory building in Indianapolis.

a prototype apparently built with the US Marine Corps in mind, which featured a form of vertical volute suspension, not unlike that applied to M3 series light tanks. In addition, the metal link tracks featured a new pattern drive sprocket and idler. The superstructure, however, was traditional, insofar as one could call the design of Marmon-Herrington tanks traditional. By which I mean it was turretless, surmounted by a two-man crew cab and forward firing machine-guns. The CTL-3M was followed shortly after by the similar CTL-6 which is also recorded as being supplied to the US Marines in 1942. Whether they only had the one, or a batch, is unclear, but given that much better tanks were available in 1942 one wonders what the Marines even wanted the tank for.

MEANING OUT OF MADNESS

There are a couple of explanations. The organisation is wedded closely to the culture of amphibious warfare and, given the dearth of suitable landing craft in the US between the wars, then it had some justification, as it saw it, to obtain the lightest tanks available that could be landed from other types of boats. Indeed it had established a doctrinal theory that tanks should be an essential part of an amphibious operation, if only it had any, and the craft to land them in. Secondly perhaps,

in order to preserve its ethos as distinctively different, the Marine Corps would prefer not to use the same kind of tanks as those issued to the US Army. They may indeed not have been allowed to which did not leave them very much choice; they could either toy with Marmon-Herrington tanks, no matter how awful they were, or do without. One gets the impression that there were some in the Marines who would have preferred to do without. Later, they accepted some M2A4 light tanks as used by the Army but an academic title on US Armor Doctrine claims that some 'toothless Marmon-Herringtons' were landed by the Marines on Samoa in 1942.

US ARMY SUCCUMBS

Nevertheless, the Marines gave Marmon-Herrington one final go in 1942 when they purchased the model CTM-3TBD which was powered by a Hercules diesel engine, the type DXRB. Since it is referred to as the only Marmon-Herrington tank to be fitted with a diesel engine it may well be that the Marines only ever had the one. It was well armed, if machine guns are your thing. It had three

.30 calibre weapons across the front of the hull with a pair of .50 calibre weapons in a dual mounting in a turret set on top of the hull. The turret was an angular affair. One assumes that it was traversed by hand. It was a more impressive looking tank than its predecessors, no doubt because it finally had a turret but it appears to have been the last Marmon-Herrington tank the Marines ever acquired. In future they would employ standard American types, notably versions of the Sherman and, of course, the Amtracs with which they are most commonly associated.

Meanwhile, the US Army, who hitherto seem to have kept well clear of Marmon-Herrington products, found themselves obliged to accept some. For this we have to go back to 1941. The tanks in question were Marmon-Herrington types CTLS-4TAC and CTLS-4RAY and one can question whether they qualify to be described as tanks at all. They were two man machines with a tiny machine-gun turret for one man alongside the driver's cab, the other man, at the front. The turret was not capable of complete rotation but had an arc of fire of about 270 degrees at the front.



The CTL-1 viewed from the rear, again outside the Indianapolis factory.



The Marmon-Herrington CTLS-4TAY, or light tank T16 in American service. Note the adoption of vertical volute spring suspension and separate link track.

They were odd looking vehicles with high and prominent drive sprockets at the front and an idler wheel, pitched a bit lower at the back. Between the two were two sets of vertical volute suspension units on each side. The trouble is that from the angle the majority of them were photographed they look very distorted and unstable. The really odd thing about them, however, is that the CTLS-4TAC, known as the light tank T14 in American service, had the turret on the left and the driver's cab on the right (viewed from inside the tank itself) while the CTLS-4TAY (or light tank T16) had the turret on the right and the driver's cab on the left. Otherwise they were identical, with the same suspension, rear hull and Hercules six-cylinder petrol engine. Quite why the manufacturers did this is unclear; most of the tanks were destined for the Dutch East Indies and it seems they were to get both types. Others were reputedly destined for China so the choice of layout might be a case of national preference, although that seems unlikely, or it may be that the little tanks were designed to work in pairs, right and left-handed as it were, but we can't prove that either. Either way, the armament wasn't much to write home about; there was a .30 calibre, air-cooled machine gun in the turret and the option of at least two more in the front of the hull, in typical Marmon-Herrington style. The US Army was presented with 240 of these little tanks and shipped them off to Alaska, where they were probably out of harm's

way. A further 194 of both types were given to Australia, although what they did to deserve them is not recorded. They only ever used them for training and seem to have been very

“...an academic title on US Armor Doctrine claims that some ‘toothless Marmon-Herringtons’ were landed by the Marines on Samoa in 1942.”

complimentary about their construction and workmanship, and the Hercules engine, but not their fighting potential which they thought, quite rightly, was poor.




This view of the crew in the CTL-1 tank shows how vulnerable they would have been driving head first into the water. Even reversing would have been risky.

BEST EFFORT YET

Finally we can look at what might be called a proper tank – the Marmon-Herrington CTMS-1TBI. It was a three-man light tank armed with a 37mm gun in a manually rotated turret. It was also intended for the Dutch East Indies but was sold to Ecuador and Guatemala too. An example was also tested by the US Army who were quite scathing about it. One of these tanks, acquired from Guatemala, can be found in

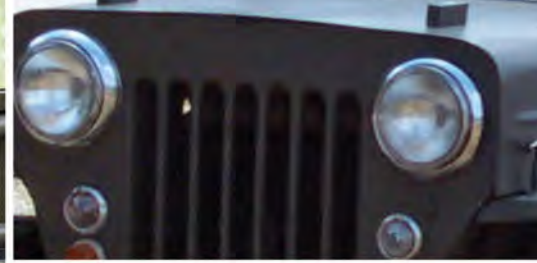
the Military Vehicle Foundation Trust collection near San Francisco and the colour photos were sent to me by the late Phil Hatcher.

There was even a four-man version, the MTL-1GI4 which was similar but larger, mounting a pair of 37mm guns in the turret. This was also destined for the Dutch East Indies but never got there, of course. 



Right: The only Marmon-Herrington tank I have ever seen. A CTMS-1TBI at the Military Vehicle Foundation Trust Museum in California. A totally different design to the firm's first efforts, but the US Army still didn't like it and this model was supplied to Guatemala.

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IT'S A GM

Nigel Deville has been a fan of American WW2 metal for some time, but for a private collector, getting hold of something this rare is unusual. Scott Smith went along for CMV to find out more.



C THING!

First seen towards the tail end of WW2, the GMC Bolster Truck came to prominence when the US Army introduced its M4 floating bridge system as the allied armies swept across Northern Europe in their quest to bring the war to an end. Having been manufactured in 1944, the example here is a veteran of that campaign and undoubtedly played a crucial part in the allied victory.

Fast forward 70 years and this rare survivor has found itself in private hands, namely Nigel Deville, who is no stranger to all things WW2, especially when it comes to

those vehicles of the GMC persuasion.

As he explained, "I'd had a long and a short wheelbase and I was looking for something a little different but wanted to stick with GMC





as I knew them so well. I thought it had to be a Bolster or a LeRoy Compressor and it ended up being the latter. I found this one on Millweb in February 2014 and it was being sold by Richard Shepard."

GETTING A GOOD 'UN

After a quick look around, Nigel knew that he'd got a good 'un with military vehicle collector Richard having had this in his stockpile of green machines for some time.

Once a deal had been struck the vehicle made its way up to Nigel's yard in Leek, Staffordshire where he was able to set to work bringing it back up to scratch.

"It was in fair condition, but it had to have all the paintwork freshened up and a bit of bare metal work," explains Nigel. "There was no rust or filler, it just need a bit of tidying up really." To that end, Nigel sent a variety of parts away to be shot blasted and set about getting the paint job redone.

"I've got friends who supply paint so I quickly got that arranged, and my mate's a



The Bolster Truck had pontoons on the trailer when Nigel first saw it, but he decided against buying them and opted to create his own crate frame instead.



The back axle can be moved forward and backwards dependent on what load is being carried.



Left: When purchased at the start of 2014 the GMC was in good condition with just a tidy up job required ahead of its big trip to Normandy that June.

shot blaster which was also rather handy. Otherwise, it was mainly me who did all the work."

In total, it took Nigel about 12 weeks to get the whole lot finished, although he had to pull out all the stops to hit a rather special deadline. "It was all pretty flat out, and it involved a lot of late nights and early mornings in the workshop," recalls Nigel. "The target was always Normandy – we were leaving on the 28 May and I didn't want to be finishing it off the day before. I wanted to finish it in plenty of time, so I could have a month of trying it out as I realised the trip would be a major challenge."

As mentioned previously, Nigel is no stranger to GMCs. But this one brought new challenges, "Reversing is fun as things are moving in so many different aspects, the front beam, the back beam and the tow pintle."

"There are three different turning points and you can be locking over when reversing and then, all of sudden, it's jack-knifed itself. I'm a class one driver so you do get used to the reversing aspect of it."

One thing that is very similar with all GMCs, however, is that they are very slow. "They are all very sluggish for the first 20 minutes of driving until all the oils have



From the front end it certainly looks like most other GMCs. It's only when you look further back that you see the difference.

warmed up," explains Nigel. "Then you get to that ten mile point and it becomes a very different thing to drive."

That drive comes from the stock 4.6-litre, straight-six GMC petrol unit which will do around six and a half to seven miles to the gallon if you are careful "or about three uphill," confirms Nigel.

"They are all very sluggish for the first 20 minutes of driving until all the oils have warmed up,"

Fortunately, driving quirks aside, the tidy up all pretty much went to plan and being able to attend a couple of trips before embarking for France gave Nigel all the confidence he needed. "I'd done a couple of local shows in it soon after it was finished and it behaved perfectly well. We went to Normandy and back so the confidence in it is off the scale now as it can well and truly be trusted to perform."

TRAILER TAILS

There is that word once again, Normandy, a place where a number of vehicle owners were aiming to get their pride and joy to in order to take part in the 70th commemorations of D-Day. This is, in fact, where I first clocked eyes on the GMC with Nigel manoeuvring it into a suitable position for a picture just outside of Longues-sur-Mer.

On that trip though it was missing its trailer which it is pictured with here simply due to the fact that the journey was made a lot easier, not necessarily quicker, by not dragging it all the way from Leek to the beaches of Normandy.

Nigel explained a bit more about the trailers which these vehicles would have hauled all across Europe. "It's a slip pole trailer and it will extend a further 6ft, as pontoons are close on 30ft long. It is certainly an impressive load when it has them attached."



With three different types of turning point, reversing the trailer can certainly be challenging. Even for the most experienced drivers.

The trailers, along with a couple of pontoons were originally offered as part of the original deal, but Nigel wasn't in a position to buy them at the time. "They were at Richard's place but I backed off buying them. In hindsight I wish I had bought them, even if it was only for temporary display. But I needed something I could utilise for staying over at shows." Instead, Nigel built the crate frame

himself from archive plans, "It's called an M11 crate frame, apparently, and it serves its purpose perfectly."

"I'd had a long and a short wheelbase and I was looking for something a little different..."

DUTY CALLS

Having successfully tidied up the GMC and taken it on its first proper, long distance

excursion to France, Nigel tasked himself with the challenge of trying to find out more about the vehicle's past. Richard

had informed him that survivors in the UK were in single figures, but what of its time in the military and before it came to these shores?

Through research, Nigel discovered that the vehicle was delivered in September 1944, and subsequently spent time with the 552nd Engineers Bridging Unit. Whilst with that unit it ferried pontoons and bridging tracks up and down from the beaches before, at the latter end of the war, spending time on the Red Ball Express. After demob it stayed in France until 1989 before being imported into the UK.



Nigel is able to use this crate frame box as accommodation when he attends shows, something which he has found useful during its first season out in 2014.




The vehicle came pretty much kitted out with most accessories that it now carries.



Some of the pioneer tools which would have been carried by the GMC when in service.

Although he managed to get all the work completed in time for his trip to Normandy in the summer of 2014, Nigel admits that there is still a number of tasks which he is looking to complete ahead of the show season in 2015.

He said, "It's very much ongoing, 'a work in progress' I'd say. Jobs that I need to do on that are localised shot blasting of certain

things. The wheels have got to be done again, I need to replace the tyres and I will probably make a new canvas for the top and back. It's just general tidying up to make it look nice. I'm also looking to acquire an M12 21ft flat deck trailer from the States as I think that would be something different." That's not to say, it's different enough already! 

Below: The Bolster Truck is one of the rarer WW2 American vehicles on British shores. There are thought to be fewer than 10 in preservation.





THE BEST FORM OF FLATTERY

Austin's take on the Land Rover makes a highly practical, ultimately usable military vehicle – although you have to watch for rust, as the owner of this now immaculate 1967 G4 M10 example discovered. Ian Cushway was told the gory details...

There's no doubt about it, the Gipsy was an unashamed imitation of the Land Rover – and its launch just a few weeks prior to the arrival of the Series II in early 1958 was a shrewd move by Austin. But before being too critical of the Longbridge firm, it's important to remind ourselves that imitation is the best form of flattery, and in many respects Austin took things a step further with its replacement for the Champ. Specifically, the Gipsy had an ace up its sleeve regarding suspension. Instead of the Land Rover's live axles, the first Gipsy featured Alex Moulton's Flexitor compressed rubber independent arrangement which provided a smooth, high speed ride both on and off road, even if ground clearance under the differentials was compromised. Significantly different, too, was the fact that the Gipsy had an all-steel body – and sadly this is the thing that initially tripped up an unsuspecting Dermot O'Connor when he bought this late Series IV example eight years ago.

"I heard about the vehicle via an Invicta Military-Vehicle Preservation Society (IMPS) member at the 2007 War

& Peace show," explains the 51 year-old aircraft sprayer from Manston in Kent. "I bought it over the phone and when it



turned up on a low loader, I nearly cried.”

Said vehicle had been sitting in a collapsed shed in North Allerton since the late seventies and in that time rust had eaten its way through most of the body and chassis.

“It was a terrible mess,” recalls Dermot, who no doubt at that precise moment wondered why he hadn’t at least taken a cursory look at what was in store before taking delivery.

INITIAL INSPECTION

Thankfully, however, it wasn’t all bad news

because the previous owner had already made a start restoring the chassis and mechanically, it was not only complete but also in relatively good order.

“He had done some fantastic welding work already,” explains Dermot, “and mechanically it was spot on so basically it was a case of tackling the bodywork, floorpans and the rear quarter panels. The front inner wings were also pretty holed as well.”

Incredibly, Dermot managed to grind out all the rust and make new patches. The front wings are in two pieces, so he

separated them and made an ‘L’-shaped channel of run the full length of both parts of the wings to enable him to clamp the panels together and mig weld it all up. “I then bolted the two halves back together with a rubber gasket in between,” recalls Dermot.

As for the rear quarter sections, he managed to weld in new metal then used a flat punch to cleverly replicate the original spot welds.

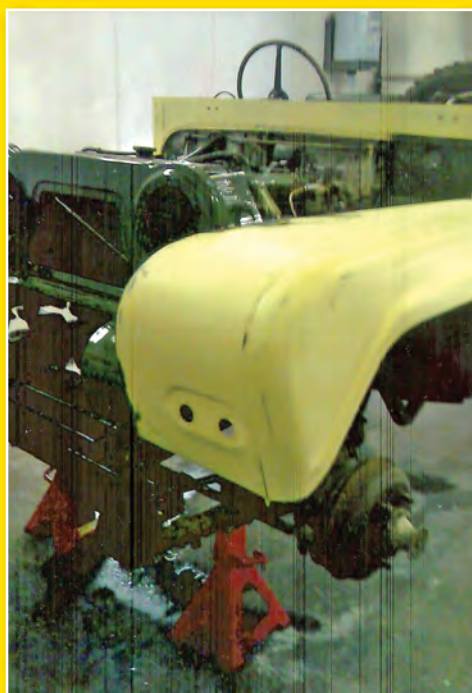
“I suppose the trickiest part of the whole rebuild,” smiles Dermot, “was cleaning the chassis and floor back to

Left: The vehicle made its debut at 2008's War & Peace and Dermot's been taking it to the show ever since. Below: Dermot O'Connor bought this G4 M10 without even seeing it in 2007. Needless to say, he didn't realise what he'd let himself in for...



THE RESTORATION

Photographs courtesy of Dermot O'Connor



bare metal before etch priming and Waxoyling everything."

By the time he had finished, an impressive 10 gallons of wax had been injected into it, and just six months after purchase, it was ready for painting. Something that, given his occupation, was a piece of cake for Dermot by comparison.

COMMON MARKINGS

Sadly, apart from the fact that Dermot's Gypsy left the factory on 9 May 1967, little is known of its service history. However, because a large number were used by the Auxiliary Fire Service (AFS) for line laying duties, these are the markings he chose to dress the vehicle. However, there was another good reason for choosing AFS markings, as Dermot explains: "I already own a long-wheelbase ex-AFS Gypsy and I wanted to display the two together at shows."

Of course, having an event date marked on a wall calendar works wonders



Above: A new section is due to be sewn into the top of the canvas before the 2015 show season gets fully underway.

when it comes to getting a project finished and indeed this was the case with the Gipsy. "I got it finished on the morning we were due to leave for Paddock Wood to attend War & Peace 2008," he recalls. "Although I hadn't driven it at that point, it made it the 80 miles to the show without missing a single beat."

Although much of the Gipsy's metalwork has been cut out and replaced, there's something factory fresh about the vehicle following its restoration, and this is something Dermot is quite proud of. "Funnily, although I know virtually nothing about its past, I am the first registered owner," he quips. "It's actually only done 20,000 miles and the engine number matches the chassis, so in that respect it's all very original."

MODEL EVOLUTION

The Gipsy was originally available with a 2178cc four-cylinder diesel, as fitted to the FX3 taxi, as well as a 2199cc four-pot petrol unit, and it's the latter in 70bhp



The wire-mesh grille was the biggest distinguishing feature of the Series Mk IV which appeared in 1962.





Above: A large number of Gipsys were purchased by the Home Office for use by the Auxiliary Fire Service (AFS) and Civil Defence (CD) fleets. **Right:** The Gipsy was always pretty Spartan inside.



Mechanically, the original 2199cc 70bhp engine was spot on – although Dermot's swapped the original Zenith carb for an SU.



Gipsy had languished in a collapsed shed since the early seventies and was bodily rotten when Dermot got it.

guise that is fitted here. The transmission is a four-speed affair, mated to a two-speed transfer case that interlocks the low-ratio gears and engages the four-wheel drive.

So far, apart from routine servicing, Dermot has only had to replace the water pump, although he's made a useful upgrade when it comes to the choice of carburettor.

"I have replaced the original Zenith downdraught carburettor for an SU which makes it much more responsive to drive, as well as a bit more frugal on fuel."

The Series I remained in production until late 1959, and while the Series II that replaced it looked little different, there were numerous changes underneath.

Most notably, the Flexitor suspension now featured lever-arm shock absorbers at the rear and the rubber was softened to improve ride. The Series II lasted until August 1962, when it was replaced by the Mk IV, which was instantly recognisable by its new wire-mesh grille. There was no Mk III.

For the first time, there was the option of

"I have replaced the original Zenith downdraught carburettor for an SU which makes it much more responsive to drive, as well as a bit more frugal on fuel."

conventional leaf springs, with the Flexitor arrangement being phased out in 1965, and therefore the semi-elliptical multi-leaf configuration with live axles is what adorns this vehicle. "It's much better than the Flexitor suspension," says Dermot, "it's

very easy to drive, light, quite nippy and not that juicy." Indeed, given the fact that it employs simple mechanicals, as a truly practical MV you can work on yourself – he reckons it's a pretty good package.

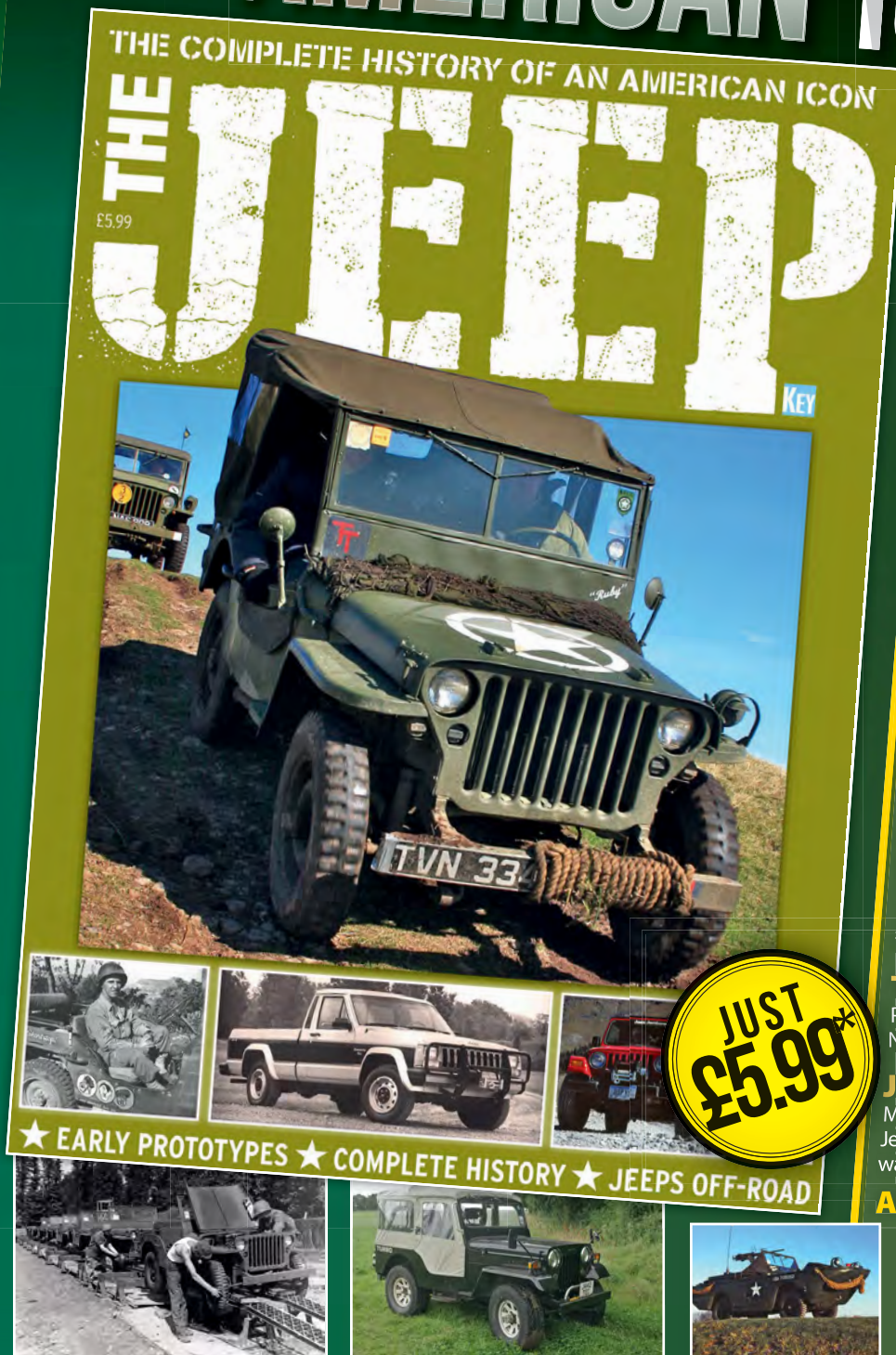
"What's nice is that you can still get most of the mechanical parts easily enough and actually it shares some of the braking system with the Land Rover which is handy."

Of course, when Austin and Land Rover came under the ownership of the same company, something had to give – and it was the relatively unproven Gipsy that was sacrificed with the last ones

being made in 1968. For owners like Dermot O'Connor it doesn't really matter that the Gipsy never really

got the recognition it deserved because for him, at least, it provides a welcome change from a Land Rover – and a supremely usable vehicle in which to enjoy the classic military vehicle scene. And at the end of the day, that's all that matters.

THE COMPLETE HISTORY OF AN AMERICAN ICON



Ever since the interest in Jeeps mushroomed, historians have argued about the exact origins of the vehicle. The doubt about the origins reflects the uncertainty of the times in which the Jeep was conceived.

Many years ago, someone described the Jeep as a 'mechanical mule' - it is a wholly appropriate analogy. The Jeep was designed to help win the war and then be cast aside with the debris of it. What made the Jeep great is that, in the manner of the mule, it was tougher than anyone expected and, when driven with sufficient panache and not a little desperation, it seemed capable of the impossible. This 100-page special from the team behind *Classic Land Rover* magazine, pays tribute to an American Icon.

FEATURES INCLUDE:

ORIGINS AND DEVELOPMENT

When the Second World War started in Europe, German Panzer tanks raised the curtain on a new form of warfare. Thus the American War Department was authorised to find a new form of motor transport.

THE WILLEYS MB

Production of the first batch of Willys MB Jeeps started in November 1941 and was of the so-called 'slat grille' model.

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KEEPING GERMAN TANKS A SECRET

Daimler-Benz was one of three companies chosen to develop 16-ton tanks for the Reichswehr in 1927. They were produced under deep cover, tested in Russia and were given the cover name 'Big Tractor'. Karl Ludvigsen digs deeper



Stuttgart's DMG cut its teeth on tanks with the A7V of 1917, a design by Joseph Vollmer powered by two 100hp fours. With 18-strong crews several took part in history's first tank-to-tank battle in April of 1918.

On 26 March 1927 Daimler-Benz accepted a Reich contract to design and construct a new battlefield tank. Although originally mooted as early as 1925, to be addressed by Krupp and Rheinmetall as well as the DBAG, the project took time to mature. Tanks from all three companies were given the cover name *Grosstraktor* or 'Big Tractor'.

For Daimler this was not virgin territory. In the Great War it had built the A7V tank to the designs of Joseph Vollmer. His concept was a two-storey machine that resembled nothing so much as a rolling steel-sheathed pillbox with its single cannon and six machine guns.

The A7V's claim to fame was its participation in the first tank-versus-tank encounter in history on 24 April 1918. Three A7Vs met a similar number of British Mark IV tanks in an inconclusive contact that left heavy damage on both sides. It was the only

significant wartime encounter of its kind.

Such was subsequent progress in tank design that Daimler's experience with Vollmer's creation left little of value to its technical director Ferdinand Porsche, who had arrived at the Stuttgart company in 1923. However, he had knowledgeable support from Otto Köhler and Benz stalwart Max Wagner.

Confronting them were detailed requirements including a weight of 16-tons, a maximum speed of 25mph (40km/h) and minimum of 1.9 (3km/h), ability to traverse an

8ft trench and full amphibian capability with a water speed of 2½mph (4km/h). Thankfully for the latter requirement only light armouring was specified.

PORSCHE INNOVATION

Although a top-mounted turret was provided, housing a short-barrelled 75mm cannon, visually the Daimler-Benz GT I tank resembled its British antecedents with its tracks completely surrounding its side sponsons to provide the ultimate in trench bridging and obstacle mounting. All three entrants were identical in this respect, as well as mounting a small rear turret and gun, an idea which was soon abandoned.



Among the Army's requirements for their 'Big Tractor' tanks of 1927 was a rear-mounted turret. This excrescence, as seen on the DBAG's GT I, was soon excised by the Reichswehr.

All three also used in-line six-cylinder aero engines, a BMW for Krupp and Rheinmetall and for the DBAG entry a 31.2-litre unit from Daimler's inventory, the Type DIV b, which was rated at 260bhp at 1450rpm. Complete with a 10hp DKW two-stroke engine serving as a starter motor, the power aggregate weighed 1320lb.

Aiming to make life as easy as possible for the GT I's driver, the DBAG experts provided him with gear-ratio selection by a lever at the hub of the steering wheel. This sent electrical signals to a controller that manipulated hydraulic pressure to make the shifts.

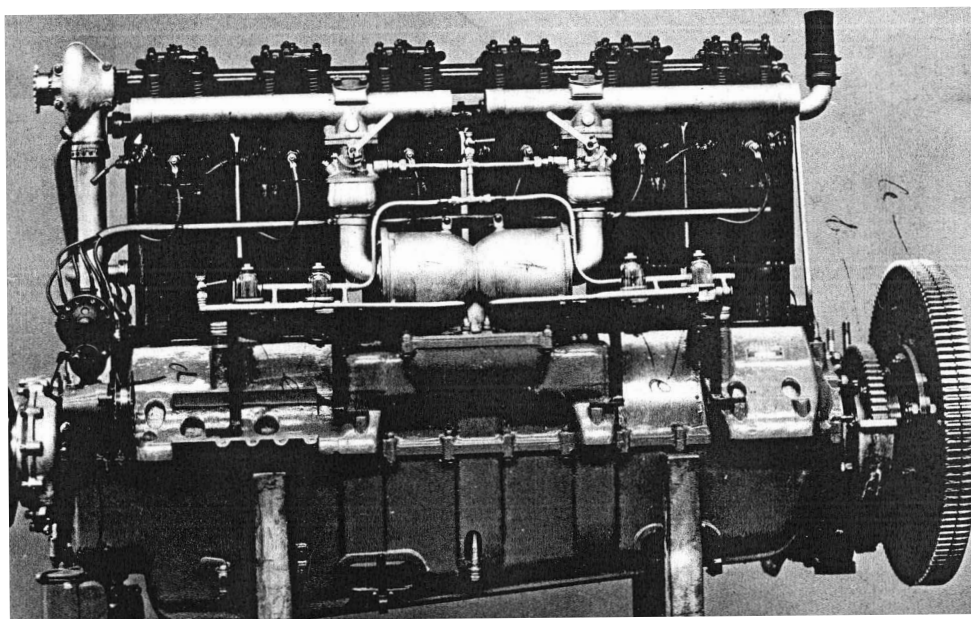
Both innovations were straight from the Porsche playbook. While the use of electrical commands was derived from the engineer's profound experience in this realm, the wheel-hub shift control was a feature first used on his 1907 design for the short-lived Austrian Maja, in which it controlled a patented Diamant transmission.

From the GT I's engine a train of three gears took its torque to the transmission. This was planetary with four controlling brakes, its output driving through a conventional two-speed gearbox which was also hydraulically shifted. It gave a total of six-speeds forward

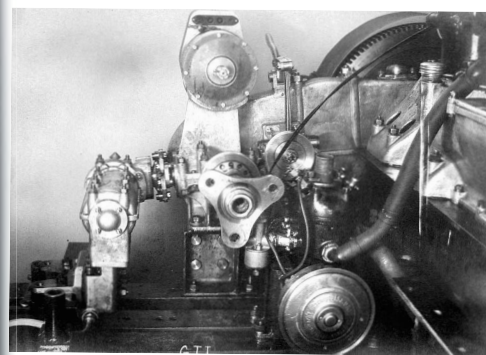
and two in reverse, which the driver selected by moving the lever to the appropriate quadrant position. A foot pedal freed the multi-disc clutch.

Drive rearward through a large drum footbrake, also hydraulic, was through bevel gears and a cross shaft to a gearbox at each side. Within each a planetary gear train was controlled by a brake which reacted under hydraulic control, through a worm drive, to change relative track speed for steering. Manual brakes were also included in each box, from which a gear reduction turned the drive sprocket at the rear of the relevant track.

From the left-hand gearbox a drive powered two three-bladed propellers at the rear of the GT I, engaged by means of a lever. Aquatic steering was by changes in the angle of the propellers. Within the GT I a six-bladed fan cooled radiators on both sides, a



Propelling the GT I was a decade-old aero engine, the 31.2-litre Type DIV b, modified to suit its new role. In spite of its 260bhp it would prove to be a weak link in the design of the Daimler-Benz tank.



Starting the main engine of the GT I through a train of gears at its flywheel end was a 10hp DKW twin, placed low at the right. Hydraulic pumps and other accessories were driven from this aggregate.

design detail shared with the eight-wheeled MTV 1. Housing machinery and crew was a hull weighing 9245 pounds, fabricated as specified of mild steel 0.55 inch thick.

Supporting the GT I on its tracks were three four-wheeled bogies on each side, plus a fourth on the slope at the front. Each wheel had a hard-rubber Continental tyre. The bogies consisted of pairs of wheels on a walking beam, two of the latter joined at their centres by the ends of a pair of semi-elliptic leaf springs. In turn, the pivoted centre of the leaf-spring assembly was guided by a trailing link from the hull. Next to the pivot, the centre of the spring grouping abutted against a pair of hydraulic energy absorbers that transmitted impact forces to the hull. Thus combined these elements gave flexibility which, said the DBAG, "should allow greater off-road agility to be achieved."

A RARE ALLIANCE

A year after the contract's signing Daimler-Benz submitted an invoice to the HWA for work that had been required on its GT Is over and above the agreed emolument. The cost came to RM97,130 for design and manufacture. At that time the plan was to have the prototypes ready in the summer of 1928. Testing was to follow in 1929 and 1930 with production starting in 1931. Each vehicle was to cost the Army some RM150,000.

With components made in Untertürkheim the GT Is were assembled at the same Rheinmetall facility in Unterlüss, between Celle and Uelzen, that was being used by that company to ready its competitive tanks. This was effectively an army facility because in 1925 the German Reich acquired a majority stake in Rheinmetall, which in 1921 had been allowed to restart small-scale production of medium-calibre weapons. To maintain secrecy no vehicle trials were permitted in Germany. Only firing tests of the cannons were sanctioned.

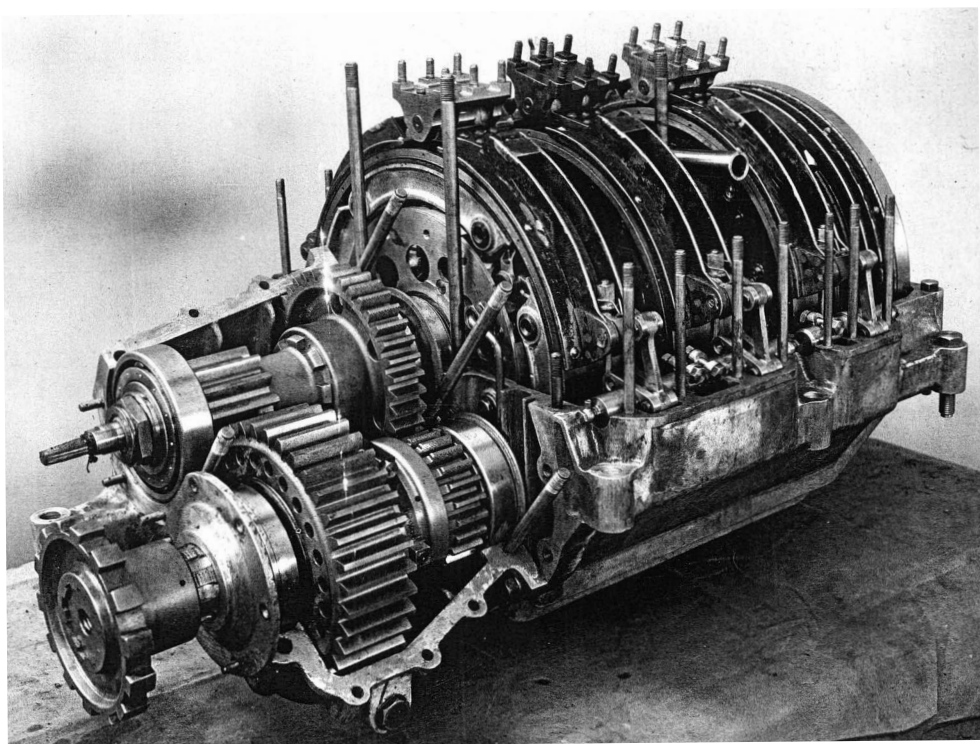
Instead, trials of the Grosstraktor prototypes would take place in Russia. "In what seemed an improbable concurrence of interests," wrote historian Alfred M Beck, after the war "Soviet Russia and Germany began a cautious approach to each other driven by economic necessity and their common status as pariahs in international circles of the time. A Russo-German commerce treaty was signed in May 1921 and a secret economic agency had already begun the process of reopening Russian markets for German capital investment."

After the signing of their Rapallo Treaty in 1922, Beck added, "a season of open political and economic co-operation began between the two European outcasts." Confirming this was the Berlin Friendship Treaty of April 1926.

Under the resourceful General von Seeckt, in the military sphere this co-operation took the form of three major experimental stations in Russia. They were a gas and chemical school near Saratov, an aviation establishment at Lipetsk and an armoured-warfare centre near Kazan, capital of the Tartar Republic on the banks of the Volga.



The aluminium housings of the GT I's transmission were loosely assembled for trial purposes. Hydraulic cylinders on the smaller case in the foreground shifted the two-speed gearbox giving the tank a choice of overall ratios.



The GT I transmission revealed its two-speed gearing and, behind it, the planetary transmission that gave three forward ratios and reverse. It was controlled hydraulically from the steering wheel, a distinctive Porsche touch.

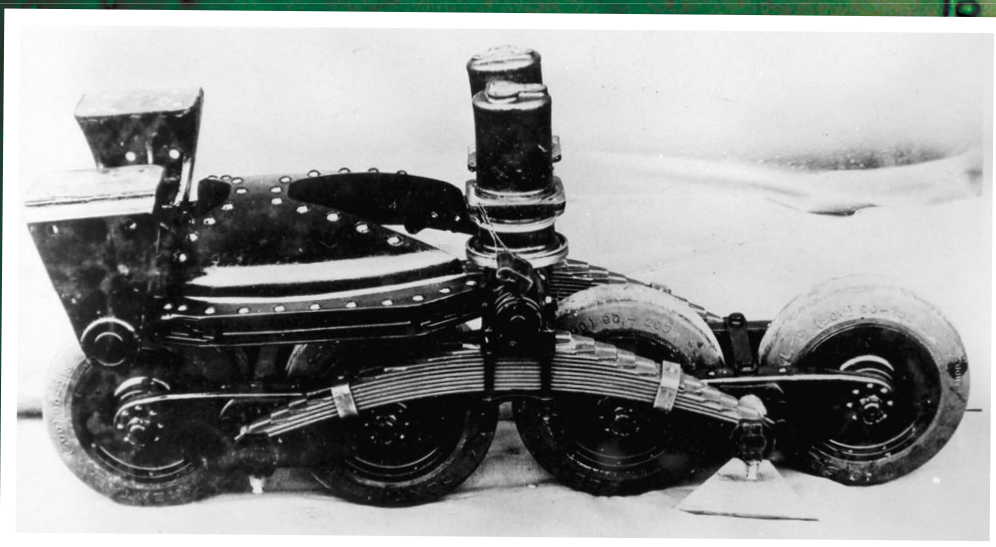
Cleverly, the creators of the armoured centre gave it the code name 'Kama' after Kazan and its first commandant, Lieutenant Colonel Malbrandt, only to discover that their cover was blown by the Kama River, flowing nearby as a major tributary of the Volga.

Although technically not breaching the terms of the Versailles Treaty because no German weapons were made there, the Panzertruppenschule Kama was a vital link in the reestablishment of a German armoured capability. Also used by the Russians, the centre would train almost 150 German tank

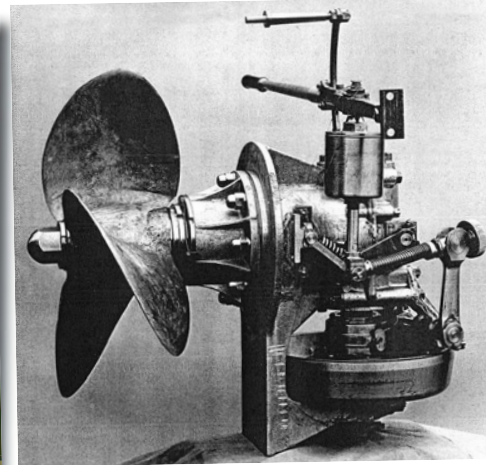
commanders before its closure to the Reich in 1933. Establishing and maintaining it was a moral wrench for von Seeckt, who was violently anti-Bolshevik, but he was a pragmatic manager who recognised and reacted to the imperatives of the day.

TESTING TIMES

In mid-June of 1929 the first Daimler-Benz GT I was packed in a case and delivered to Stettin for its sea voyage to Leningrad, where it was transferred to a train. Arriving at the Kazan station, it was trucked to the Kama



Using paired leaf springs with hard-rubber rollers on balance bars, Porsche's design for the GT I's track bogeys had features in common with Britain's near-contemporary six-ton Vickers tank.



Propulsion of the GT I to meet the Reichswehr's amphibious requirement was by two propellers which were turned to direct the craft. Its drive combined with its steering to create a complex assembly.

grounds four miles away. Its testing began in July. Its turret was removed and set up in a jig for sighting of its cannon. Before road trials its drive train was subjected to static tests. Arriving later, the second GT I prototype followed suit.

The lack of testing at their production sites soon showed itself in problems with tanks from all three makers, not least a deep dunking for Rheinmetall's sample during its amphibian exercise. Although the DBAG entry's travails were centred on its adventurous hydraulically controlled transmission, the GT I's adapted aero engine contributed faults of its own. Equipment and working conditions at Kama were inadequate to make the design changes required. The immense distance from home factories was a major handicap.

Although the Krupp and Rheinmetall offerings managed 39 and 83 miles respectively in 1929, the GT I's running was


negligible. Total mileage for the Daimler-Benz 'Big Tractors' at Kama was 16 miles in 1930 and 19 miles in 1931.

"Today it's incomprehensible," Walter Spielberger later reflected, "why Daimler-Benz didn't dig in to deal vigorously with the evident design faults." In fact, a major deterrent was the absence of the tank's moving spirit, for a bitter disagreement

they contributed to immensely improved understanding of the issues of speed, power to weight, design and drive of tracks, types of steering, relationship of chassis to firing ability and development of radio communication, knowledge that could not have been gathered in any other way before 1933. They also demonstrated conclusively that the idea of an amphibian tank was a non-starter.

Not until 1933 were the sample tanks returned to Germany, those of Daimler-Benz to the Berlin-Marienfelde plant.

There they were put in

condition to be mustered for special occasions such as an August 1935 visit by General von Blomberg to a display of Germany's Panzer power at Münster. Both GT Is ended their careers as gate guardians at military bases. One stood watch at Wünsdorf south of Berlin, home of the Fifth Panzer Regiment. The other took up its defence of the First Panzer Regiment at Erfurt. 

"The lack of testing at their production sites soon showed itself in problems with tanks from all three makers,"

with his board led to Ferdinand Porsche's departure from the DBAG at the end of 1928. For neither side was the amelioration of these tanks a priority.

LEARNING EXERCISE

None of the competing tanks reached production at this early clandestine stage of Germany's rearmament. However,

Below: Among the tanks assembled in August of 1935 at Munster for a review by General Werner von Blomberg were the two Daimler-Benz GT I's plus prototypes from Krupp and Rheinmetall. A Mercedes-Benz G 4 was their transport.



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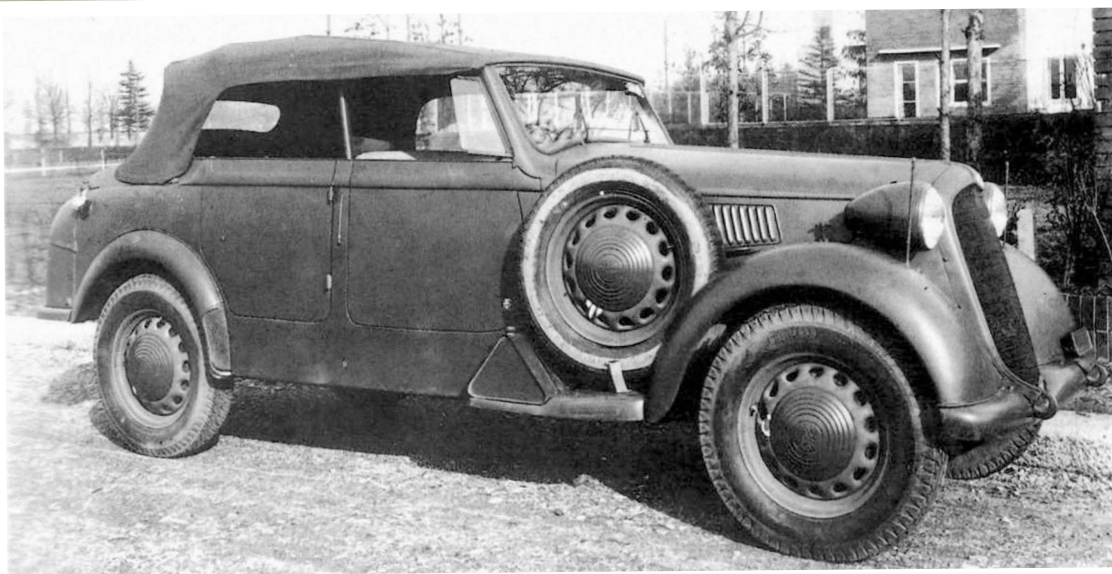
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Above: The 6C 2500 Coloniale was a rough-road car rather than a proper 4x4.



CRAZY HORSE

James Taylor traces the story of the Alfa Romeo Matta, one of Italy's attempts to replace its wartime Jeeps

These days, Alfa Romeo is owned by Fiat, but back in 1950 the two companies were independent. They were fierce rivals, too, both trying to re-establish themselves on a firm footing after the devastation of WW2. So when Alfa Romeo heard that Fiat had been commissioned to produce a new vehicle for the Italian military, they moved heaven and earth to get in on the act.

The new vehicle was an all-purpose reconnaissance car, and it was needed as a

replacement for the Jeeps that the US Army had left behind in Italy and which had

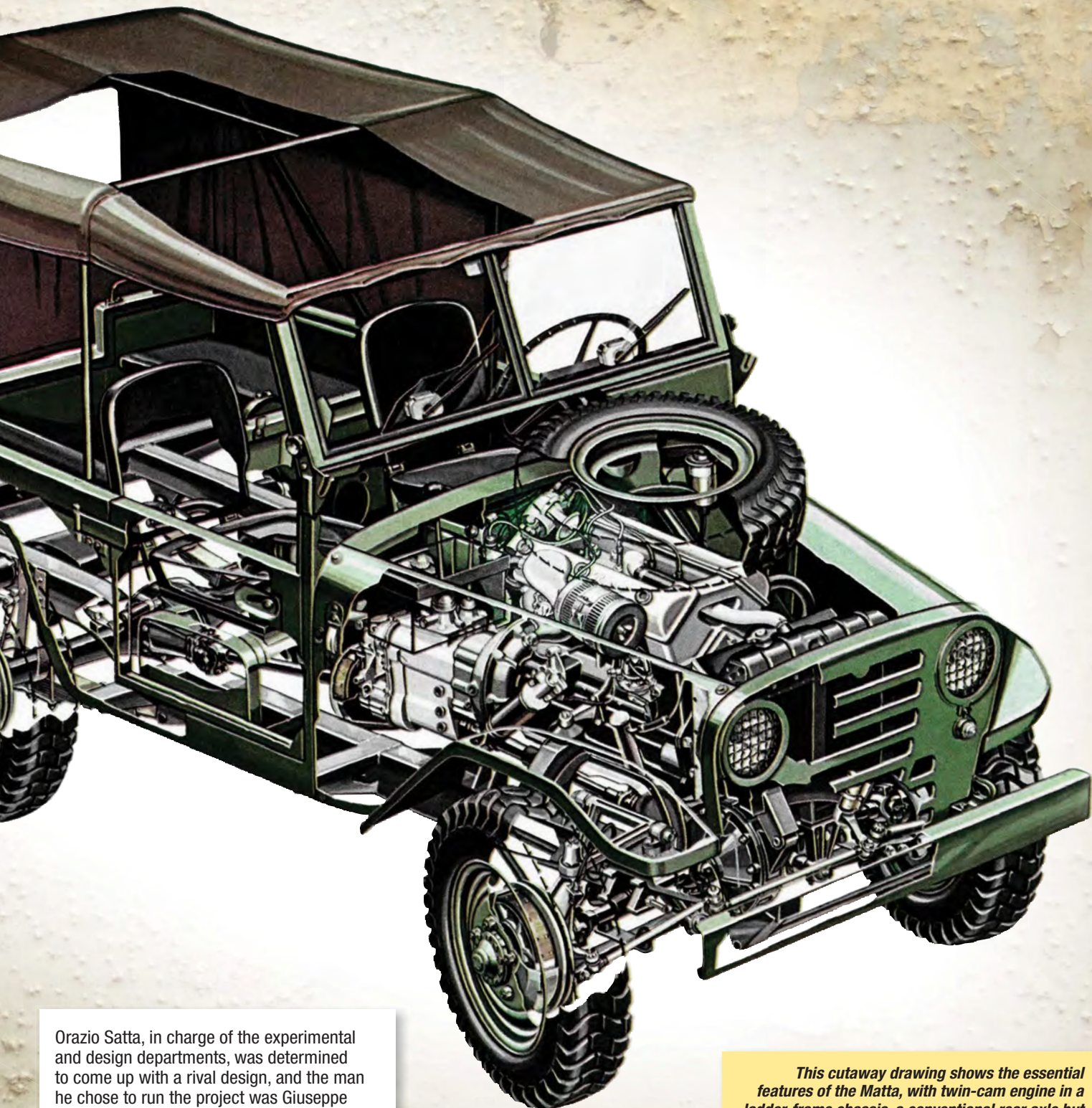
become a valuable element in the Italian Army's vehicle fleet. By the time Alfa Romeo heard what was happening in late 1950, Fiat was well on its way to having a vehicle ready for military trials scheduled for the summer of 1951.

Well, Alfa Romeo was not standing for that.



There was nothing especially elegant about the appearance of the Matta; it was simply functional. The door tops were removable screens and the doors were re-hinged. Note the protective over-ride bar under the bumper, semaphore turn indicators on the engine compartment sides, the crude handle for the bonnet release, and the bonnet mounting for the spare wheel. (Alfa Romeo)





Orazio Satta, in charge of the experimental and design departments, was determined to come up with a rival design, and the man he chose to run the project was Giuseppe Busso, a former Ferrari engineer. Busso was given full design freedom and, apparently, an unlimited budget – but he had to have the new vehicle ready so that it could compete with the Fiat.

UNCHARTED TERRITORY

It was a tall order. Alfa Romeo had never built an off-road vehicle before, the 150 or so 6C 2500 Coloniale models built in 1941 for Mussolini's troops to use in Africa really being modified cars. Looking for inspiration, the Milanese engineers recognised the Land Rover as the only example of a light 4x4 then being produced in Europe. In late 1950, they

obtained an example for study through a dealer in Switzerland.

There was no time to design a new engine. The six-cylinder engine in the 6C 2500 was much too large, and the only other option was

This cutaway drawing shows the essential features of the Matta, with twin-cam engine in a ladder-frame chassis, a conventional rear axle but independent front suspension.

that put out 93bhp. But it would have to do. Busso and his team reduced its power to 65bhp at 4400rpm for the new military vehicle, somewhere near the wartime Jeep's 60bhp at 3600rpm but way above the Land Rover's 50bhp at 4000rpm.

When the French magazine *Gazoline* looked into the story of the Matta in 2009, they found that the first

“Looking for inspiration, the Milanese engineers recognised the Land Rover as the only example of a light 4x4...”

known drawing (dated 27 December 1950) showed a vehicle that was very similar indeed to the Land Rover. The main difference lay in the wheelbase, which on the Alfa Romeo

the new four-cylinder in the new 1900 saloon, released that autumn. It was not ideal for an off-road vehicle, being a high-revving 1884cc four-cylinder with twin overhead camshafts



Alfa Romeo publicised its new model as much as it could. This one was entertaining the crowds by climbing and descending some steps at the Monte Stella in Milan. The front view suggests the vehicle is an early prototype, without the production style pressed grille.

was 2200mm (86.6in) while that on the Land Rover was just 2032mm (80in). The Italians had obviously spotted what the British company discovered only later – that the 80in wheelbase did not allow enough room for four troops to be carried on inward-facing seats in the rear. Land Rovers switched to an 86in wheelbase in 1953, and for largely that

reason. However, design progressed quickly, and the next known drawing (dated 20 January 1951) shows most of the eventual production characteristics in place.

THE SAME BUT DIFFERENT

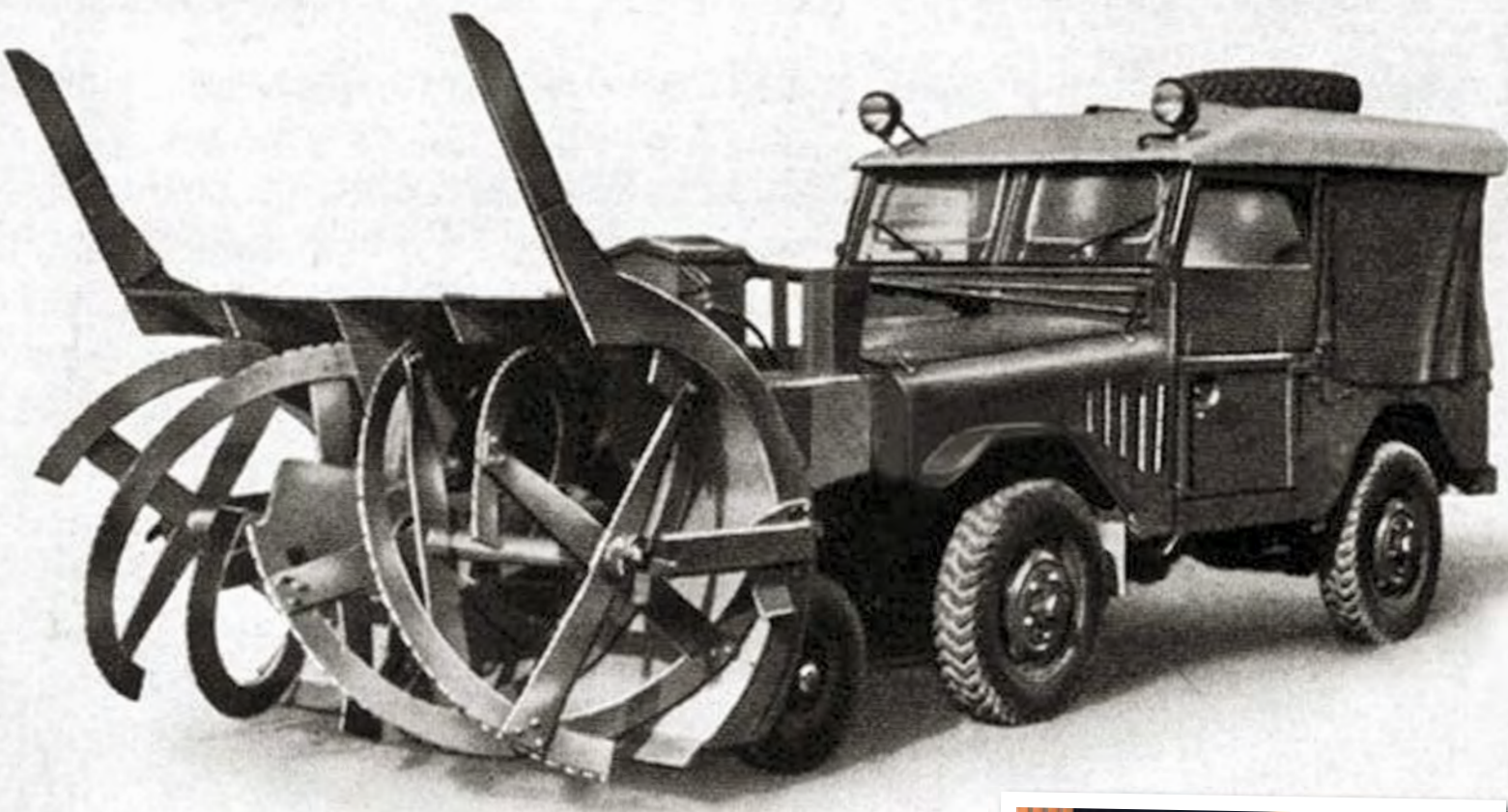
Pressing on as quickly as they could, Busso's team installed an Alfa Romeo engine in their

Land Rover, and began testing it during January on the bomb-devastated land around the factory in Milan. Though the Italians could not have known this, Rover had done something very similar when it had installed one of its car engines in a Jeep chassis to create the first 'mule' prototype of the Land Rover.

By this stage, the Italian Army had clearly assigned a liaison officer to the Alfa Romeo project, and the name of Colonel Ferruccio Garbari appears in the early months of 1951. He conveyed the news that the military wanted independent front suspension, and for maximum travel this was designed with massive lower wishbones pivoting from close to the centre-line of the ladder-frame chassis, plus torsion bar springs. It was Garbari, too, who persuaded the designers to incorporate a limited-slip rear differential

Below: Two early examples of the Matta are seen here when new. One of them is believed to be the second production example, with chassis number 50002. (Alfa Romeo)





Above: The civilian AR52 derivatives were sometimes seen with snow ploughs.
Right: This military example was pictured in preservation in a museum. Note how the semaphore indicators on this and other vehicles have been replaced or supplemented by flashing indicators.
 (Lennart Coopman/WikiMedia)

with a 100% locking capability. Like the Land Rover and the Jeep, the rear axle was otherwise a simple 'live' type on semi-elliptical leaf springs. The Alfa Romeo also shared the Land Rover's arrangement of a four-speed main gearbox with a two-speed transfer gearbox giving selectable drive to the front wheels.

AGAINST THE CLOCK

The timetable really was incredibly tight: a comparative trial between the new Fiat and the existing Jeep had already been planned for May 1951, and the Alfa had to be there as well to have a chance. The prototype did make it to the military trials at Serravalle del Chienti, in east central Italy, although these revealed a number of areas for improvement.

Busso and his team worked flat-out again to lower the gearbox ratios and to modify the engine for dry-sump lubrication with a separate oil tank. Their chassis was ready but the body was not by the time Fiat presented their production-ready vehicle at the Fiera del Levante in Bari in September.

Not to be outdone, Alfa Romeo completed its final prototype in time to present it, with typical Italian style and panache, at the Monza Grand Prix a week later on 16 September 1951. Its first public appearance was at the head of a procession of sports cars! After final acceptance testing on the first 'production' vehicle in October, the

Italian Ministry of Defence placed an order for 2000 vehicles. All would be assembled at the Pomigliano d'Arco aircraft plant, near Naples.

WHAT'S IN A NAME, OR THREE?

At this point, the Alfa Romeo 4x4 acquired a name – or, to be more accurate, three of them. As far as its makers were concerned, it was and always would be a 1900M, with that M standing for military. As far as the Italian military was concerned, it was an Alfa Romeo AR51, which stood for Autovettura da Riconoscimento (reconnaissance car) 1951, and the same AR51 name was given to the rival Fiat. The third name was the one by which it is still most familiarly known, and that was Alfa Romeo Matta. It translates roughly as



carabinieri. A number also went to the Air Force and the Navy, as well as to the Finance Ministry. There were supposedly 116 vehicles sold to individuals (although some sources reduce that number down to 12), among whom was the Milanese Count Leonardo Bonzi, who used several on overseas expeditions.

"The Matta had been designed to beat Fiat at all costs, and those costs ended up being high..."

'crazy', and supposedly originated with the engineer who was Alfa's General Manager at the time, Iginio Alessio. He thought the vehicle's rough-terrain performance was completely crazy, and suggested giving it the name for that reason.

There are various stories about the allocation of those 2000 vehicles, and one source claims that 1899 were delivered, all the first examples going to the Army in 1952 and 1953 and the later ones going to the Ministry of the Interior for the police and

time and had secured a volume contract for it. Unfortunately, things were not quite that simple. The Matta had been designed to beat Fiat at all costs, and those costs ended up being high; it is said that each Matta cost three times as much as a Fiat Campagnola because of the large number of unique components in it. It was also rather more complicated than the Italian military really wanted. So no further military contracts were placed, and after 1954 the Fiat took over as the standard Italian military light 4x4.

All this sounds like a success story for Alfa Romeo, which had designed a viable military vehicle in record-breaking



This AR52 model was pictured in preservation at a German classic car event. Though it is a civilian model, there are no major differences from the military AR51 version next to it. (Detectandpreserve/WikiMedia)

CIVVY STREET

Perhaps anticipating this, Alfa Romeo looked at making a civilian version. Almost identical to the original, this became known as the AR52 but only 154 examples were built

during 1954. Some became fire tenders or were attached to snow ploughs; some were used for farming; and a hardtop version was also made available as a small delivery van. Alfa Romeo looked at fitting

the AR52 with the two-stroke supercharged diesel engine from its Romeo van, but no production vehicles followed. By 1955, it was clear that the Matta no longer had a future, and production was brought to an end.

Very few examples of the Matta still exist. Many were scrapped after withdrawal from military service, and the owners' club (www.registroalfaromeomatta.it/) believes that only about 100 of the AR51 variant and about 20 AR52s still survive – and those numbers probably include many which have been modified for off-road recreational use.



Although no serving military AR51 ever carried that lettering on its bonnet, this picture shows the excellent access from the rear-hinged doors and the petrol tank mounted under the passenger's seat. (Coys)



Multi-cam engines are common in modern SUVs, but the DOHC Alfa Romeo engine looks out of place in the Matta. (Unknown copyright)

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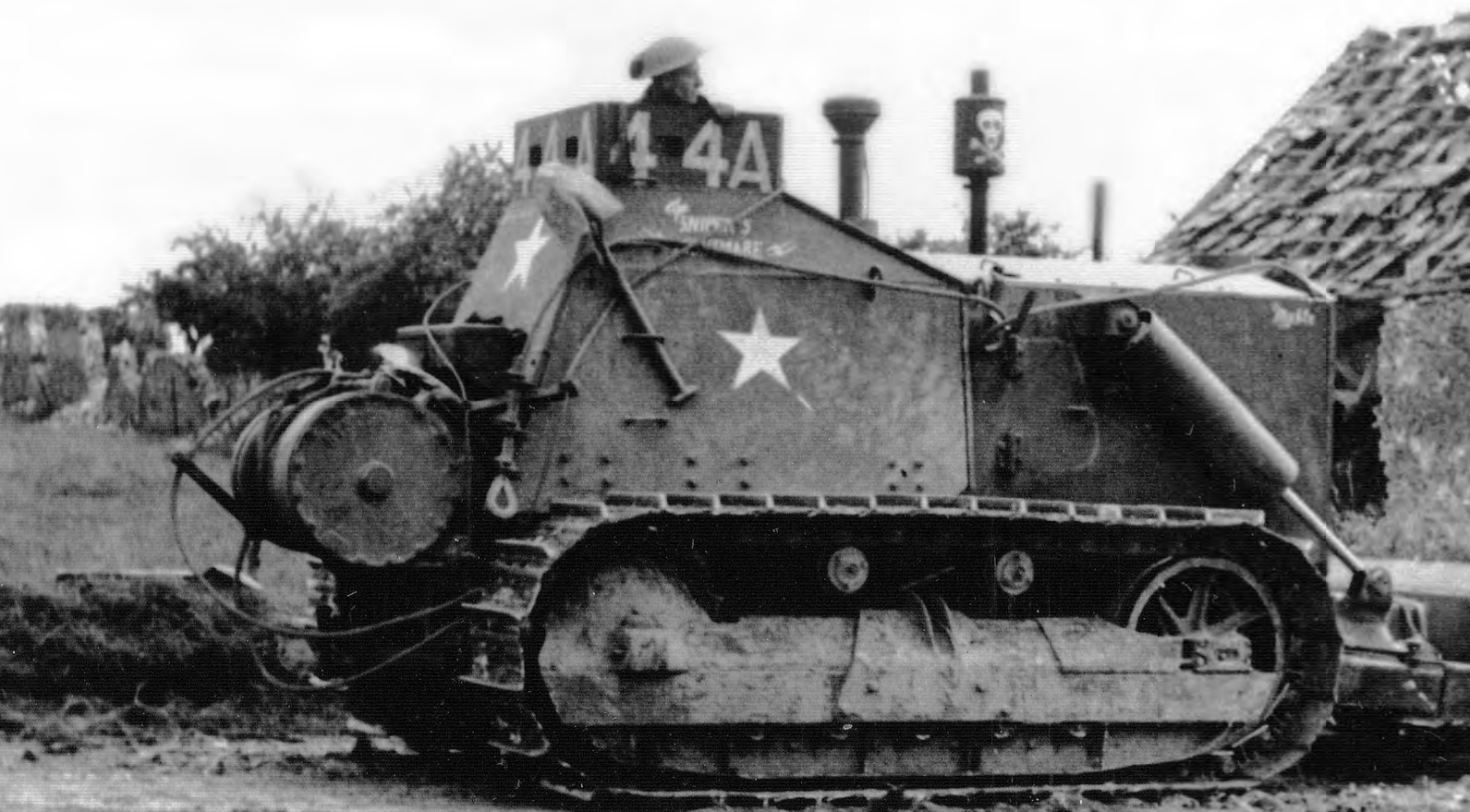
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POST-WAR PLANT LIFE

Les Freathy looks at the civilian use of military kit from the immediate post-war period, some of which continued proving useful right up until the early 1970s...



During WW2 a number of Caterpillar D8 dozers received armour protection for both the machine and operator. Some served on into the late 1940s before being sold off or used minus the armour plating.

British Army engineers used a variety of plant machinery, some of which was built specifically for military use and some which was commercially available but in need of modification to suit military requirements. Following the end of WW2 very little was spent on new plant equipment because usable surplus machines were available, thankfully much of it in reasonable condition, thanks to regular servicing, which meant it would last for a good many years.

From 1919 the Military Engineering Experimental Establishment was formed at Christchurch to test new equipment (becoming MEXE in 1949) and the organisation was responsible for filling in any gaps in provision. The establishment at this time was divided into various groups

including bridging, roads and airfields, explosives, armoured engineers – and, of course, plant.

FIRST TRACTOR TRIALS

One of the first tasks to be undertaken was the testing of a high-speed crawler

tractor during the late 1940s on a modified International TD class tractor and an Allis Chalmers HD14, with modifications including the gearbox and the fitting of spring type rubber pads. Unfortunately, the trials proved unsuccessful due to the tractors being underpowered at high speed and the presence of excessive vibration.

Instead, January 1949 saw a development contract awarded to Vickers Armstrong to produce a military spec pilot model based on the then new medium tractor, the intention was to achieve a road speed of between



This Caterpillar D4 dozer has been preserved as a monument by the Royal Engineers at Chatham and stands for all to visit in an industrial estate in Gillingham. The dozer was in pretty good order when these images were taken 15 years ago although the paintwork looked a bit shabby.

12-15mph (19.2-24km/h) to eliminate the need for transporters to move the tractors from site to site. In the event these speeds were not achieved but the design evolved and a direct transmission version saw limited numbers purchased by the Army as the Vickers Vigor heavy tractor. In addition MEXE trialled a Vigor with an angle dozer blade powered by a Rolls-Royce six-cylinder supercharged diesel engine giving a road speed of around 8mph (12.8km/h) and a number of these were also purchased.

Fowler of Leeds was another supplier

of heavy tractors and between 1948 and 1958 supplied a substantial number of the Challenger 2 models, joined later by the more powerful model 3M3 of which around 40 were in service. The Challenger was employed in both the tractor and dozer roles.

MEDIUM WHEELED TRACTORS

Caterpillar machines had been a mainstay during WW2 and the firm continued to supply the British Army after hostilities had ended, the D4, 6 and 8 tractors being used in tractor dozer and crane roles as were

the International TD 18 BTD6 and BTD9 machines.

The medium wheeled tractor was developed post-war with the intention of providing the Royal Engineers with a machine capable of moving at speed along with the squadron's vehicles, again without the assistance of valuable transporters. The early brief on this type of machine stated that it would require a performance comparable to that of a Caterpillar D6 tractor and be capable of operating in the dozer or loading shovel role and also be able to tow a 6cu yd



This image shows the backhoe fitted to the Muir Hill 5000. The machine is travelling through Tilshead during Operation Tiger Head on the 3 April 1980. It is unusual to see the machine in operation with the cab removed.



The Muir Hill B 5000 multi-role loader with a fitted backhoe photographed at the Lydd ranges in the 1970s when the Maidstone based engineers were building and repairing some of the roads.

scraper. The development of these tractors was undertaken by MEXE in collaboration with Daimler who produced early prototypes which were trialled in exercise Holdfast in BAOR in 1952. Some of the prototypes were also sent to assist in the reconstruction work following the floods at Lynmouth in 1953. Despite the prototype vehicles proving successful, there were various delays in production and by 1958 Daimler had made the decision not to proceed.

Instead, production was taken over by Marshall of Gainsborough who was given a order to produce 50 tractors of which the first 10 were fitted with cable operation. These Marshall Gainsborough medium tractors

were powered by a Leyland six-cylinder 145bhp diesel engine and fitted with a recovery winch.

MULTIPLE ROLES

In conjunction with the medium wheeled tractor there was a requirement for a light machine to meet the needs of field

machine provided much of the requirements needed and a number were sent on troop trials in the late 1950s. The machine's front bucket could be replaced with a set of 25cwt capacity forks or a 22cwt crane and hook. The loader was also modified to take a Shawnee scout hydraulic backhoe with quick release fittings to be used in building defence

works. During trials it was decided that a more powerful and faster machine would be required and

“Some of the prototypes were also sent to assist in the reconstruction work following the floods at Lynmouth in 1953.”

squadrons at troop level and be able to assist in a wide range of tasks such as lifting, moving stores in the field, loading tippers and dumpers, light dozing and digging defences. The commercial Bray 430 four-wheel drive

Bray supplied the model 460 with a 86bhp Fordson six-cylinder diesel engine.

Following development trials of medium and light tractors a number of manufacturers were given contracts. Michigan produced

Below: A late 1950s image of an early issued Caterpillar tractor towing a Le-Tourneau cable operated scraper. This appears to be a Royal Engineers training area – possibly Chattenden in Medway, Kent.





Above: A demobbed Michigan 175DS, a later machine with detachable backhoe can be observed standing in front.

its model 175Ds with a forklift attachment capable of lifting up to 8000lb which entered service in the mid-1960s. The company's light model 75 loading shovel was supplied from 1961. The late 1960s also saw Michigan supply the even heavier model 285 earth moving shovel fitted with a Boughton rear mounted hydraulic winch.

Allis Chalmers was another supplier of construction and material handling equipment to the British Army and in 1968 was given an order for a number of its model 645 medium wheeled tractors, again with a rear mounted Boughton winch.

Meanwhile, the Royal Ordnance factory developed and produced a lightweight forklift truck called the Eager Beaver in 1969 which utilised Bedford RL and Thornycroft components. It was air portable and capable of road speeds up to 40mph (64km/h).

Terex also supplied a variety of machines, including the heavy front loader model 72-51 of which 153 units were issued between 1977 and 1983.

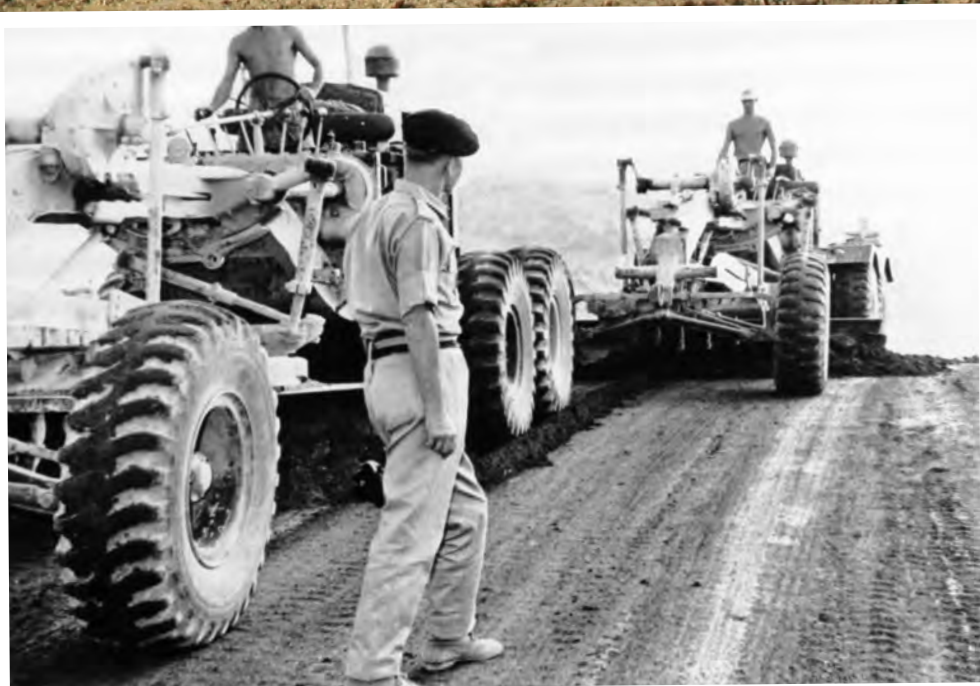


The motorised Caterpillar grader model 12 – a wartime survivor still in use here in the 1950s parked up at Brompton Barracks, Chatham, Kent.



Not the best of images but one that shows the compact design of the early 1950s Marshall Gainsborough front loader.

The robust lightweight Eager Beaver forklift truck designed to be air portable and work in forward stores areas. A Perkins 78bhp engine delivered power to all four wheels each fitted with 11X20 Michelin XL tyres. Along with its material handling capabilities the Beaver could tow loads up to 5-tons.



Royal Engineers' plant was employed wherever the British Army served and these two machines are involved in road making in the Middle East in the 1960s. The rear machine is a Blaw Knox and we believe the other to be an Aveling Barford.


Muir Hill, well known for its established range of dumper trucks, supplied large numbers (over 200) of the B5000 all terrain loaders during the early 1970s. This again was a multi-purpose machine with an interchangeable front end and a quick

release backhoe. Power came from a Perkins diesel engine and the machine was designed to be air portable.

JCB began to supply the Army with

construction equipment during the 1980s and today is probably the major player in the field of plant for the forces. One of the largest pieces of equipment supplied to the Army in limited numbers was the Michigan 275 front loader with a large capacity front bucket.

GRADERS AND SCRAPERS

Wheeled graders and scrapers played a major role in the work of the engineers and many WW2 machines served well into the 1950s. The American Caterpillar company supplied a number of various models throughout the early post-war years, as did the British side of Blaw Knox – the majority of these models being of the six-wheeled variety. Smaller four-wheel models were also issued by Aveling Barford under the Aveling Austin name. The heavier 6x4 models were driven on both the rear axles with the front wheels capable of tilting to offset thrusting whilst grading. Both types featured a blade mounted almost central beneath the frame which could be turned through 360 degrees to enable grading in reverse. When required a scarifier could be mounted in place of the blade. Various towed and motorised scrapers were employed by the engineers during the 1950-1970 period supplied by well known companies such as Blaw Knox, Caterpillar, International, Le-Tourneau-Westinghouse, Vickers and Onions. 



Above and right: The Blaw Knox BK12 model graders, the first a brand new machine awaiting delivery at the Rochester factory and the other a demobbed machine pictured at ex-MOD dealers Vass in Ampthill.



Above and left: The British-built Onions towed scraper here in civilian livery but identical to those supplied to the army. The cable control for the box can be clearly observed in these images of a 8cu yd scraper.

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OUT AND ABOUT WITH CMV...

MILITARIA, STONELEIGH PARK - 25 JANUARY 2015

Thousands of military enthusiasts flocked to Warwickshire for Militaria and Tim Bolton was there for CMV to report on proceedings...



A good selection of original items on offer here.

January's a funny month; the time of year when people make resolutions only to break them days or even hours later, promise to go on a diet – soon, sign up for gym membership and only go once, if at all. For military enthusiasts, though, January means mainly one thing, Militaria 2015, the

show for almost everything military. As in previous editions this year's show was held at Stoneleigh Park on what used to be the site of the now defunct Royal Agricultural Society Show. Utilising two modern halls linked together the event attracted enthusiasts and exhibitors from a very wide area.

Below: Jeffery Engineering not only offers Jeep parts but also machining facilities.



Militaria 2015 attracted large crowds.

EXHIBITORS

A number of very authentic looking displays by Summer of 44 greeted visitors as they made their way into the halls. Inside, items to cater for all tastes were laid out, airborne to Airfix, books to bombs, parts to pistols, muskets to motorcycles, with prices ranging from a lowly £3 to a substantial £5500 and more. Jeeps and Jeep parts were to the fore; Allied Forces Canvas of Gloucestershire used one to show off its range of canvas items and racks made



First time at the show for Jeep dealer AMD Four Wheel Drive Ltd

for the Jeep. Another company with a full size example on its stand was first time exhibitor and Jeep dealer, AMD Four Wheel Drive of Leicester, whose unrestored example in non-military red took up most of its stand, together with a list and photographs of current stock.

Several suppliers of parts featured but by far the biggest stand was that of Jeeparts UK.

From the size and range of its stock it looked as if a complete Jeep could have been put together on the spot, given the cash and time, of course. Others selling Jeep parts were Universal Jeep Supplies, run by Cliff Harris, who took over the business from TS Autos and now sells mainly reproduction parts. Over in Hall 2 Jeffrey Engineering of Kent, run by Nick Jeffrey,

was not only supplying parts but also offering machining facilities. Reporting as having enough business to keep a team of seven in full time work were Canvasco of Herefordshire owned by John and Mary Worthing who have been making canvas items for vehicles since 1977. New canvas really smartens up a restored vehicle but one of the final touches is stencilled insignias and lettering. Stencilade of Wiltshire, run by Adrian Robins, was offering



Above: Tidy low mileage French army Cagiva 125 at only £850. Left: Bombardier, Royal Enfield and Triumph TRW – all for sale from Yeomans Motor Cycle Spares.



**Above: Plenty of interest at Jeep parts suppliers, Universal Jeep Supplies of Surrey.
Left: Allied Forces Canvas used a Jeep effectively to display its products.**

stencils in card for both US and German vehicles, with prices ranging from £3 for a simple design up to £9 for the US five pointed star set of three.

Another item which greatly enhances a vehicle is a radio, particularly if it's working. Brian Mitchell of Worcestershire used to sell military models but found that the profit margin was becoming increasingly slim, so as he had at one time worked for a company that supplied military equipment, he decided to deal in military radios given that he had the skills to repair them. All the radios he sells are in working condition and priced around the £250 mark. As Brian finds buying suitable radios far harder than actually selling them the figure doesn't seem excessive.

FUN ON TWO WHEELS

Motorcycles have always played a crucial part in military operations and examples were for sale on two stands. Over from Holland was Reise, who displayed an ex-French army Cagiva, for sale at £850.

Yeomans Motorcycle Spares of Worcestershire had machines on offer from three eras. There



Models, cheaper and easier to store than the real thing.

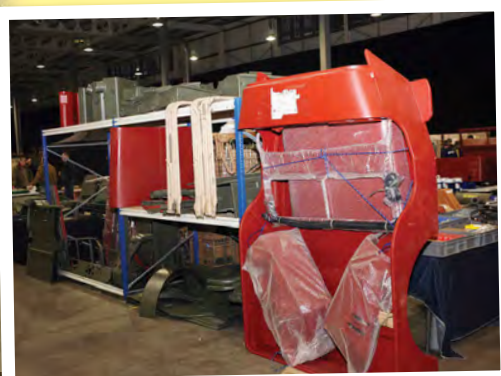
were no dedicated military motorcycles built during the Great War, although the Royal Enfield 500cc v-twin motorcycle dating from 1914 and priced at £16,000 could easily have been of a type supplied to the Army.

As many of the parts are interchangeable

with more desirable models, Triumph TRW side valve twins are becoming increasingly scarce. The 1957 example, still in original condition, had recently returned from Cyprus and was on offer at £2750.

Moving on to slightly more modern times, Bombardier Can-Am motorcycles were designed for the military but proved to be useful everyday civilian machines. Still in olive paint the example on offer was priced at £1250.

Left: They may be small but try running a vehicle without some of these parts. Below: If it wasn't on the Jeeparts stand then it possibly wasn't needed.





Above: Wooden Crusader tank model was believed to have been made by apprentices at Vickers.
Right: One of several displays that greeted visitors. Below: Ramsey Green and Peter Rainford from Summer of 44 with its 75mm Howitzer.



Above: John and Mary Worthing of Canvasco started trading in 1977.

GUNNING FOR IT

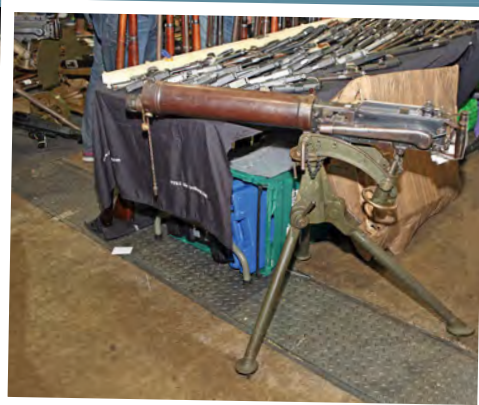
Those wanting serious weaponry to display had some choice. D and B Militaria Ltd had Vickers

machine guns from both world wars, the example from the Great War priced at £5500 and the one from WW2 at £2900. The rather aptly named Red Ball Supplies of Aldershot was

offering replica flame throwers at £500 apiece and reported strong trading. Offering goods a little less macho was Paul Meekins Books with a large range of titles on most military subjects. »

Below: One of the biggest stands was that of Jeeparts UK from Shropshire.





Above: Serious kit, WW2 Vickers machine gun was being offered for sale by D and B Militaria Ltd. Left: Books on most military subjects from Paul Meekins.



Above: Jeep model of unknown make was priced at £80.

A tank is a big object to display but Cliff Wilton of Surrey Militaria had an example that would fit in a display cabinet; the wooden Crusader model, believed to have been made by Vickers apprentices, was up for sale at £150. Cliff also had another wooden model: a Jeep of unknown make and unfortunately lacking a windscreen; well made though and for sale at £80.

Below: Brian Mitchell had these working radios for sale at £250 apiece.



Above: The finishing touch, Stencilade stencils from Adrian Robins.

Of course, many visitors got full enjoyment from the day by dressing for the occasion. It was a delight to see many in uniform from a wide

range of conflicts and others in period 1940s and '50s civilian clothing, which all added to the experience that was Militaria 2015...



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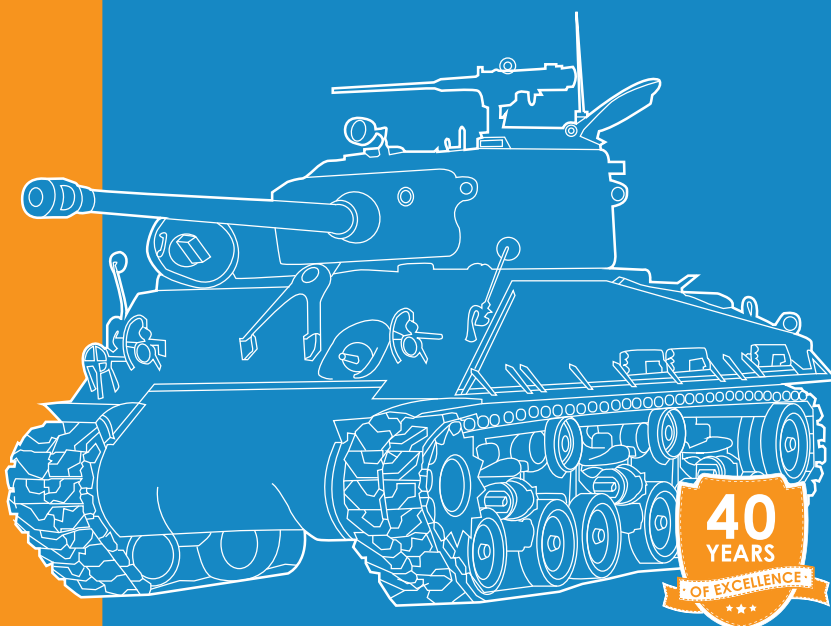
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KAMAZ-63968 TAIFUN

This new generation of mine protected wheeled APC made its debut at last year's Red Square parade and is poised to enter service any moment, explains Jim Kinnear



The Russian KamAZ-63968 Taifun (typhoon) is a new generation MRAP (mine resistant ambush protected) wheeled APC, developed by the KamAZ plant in the Russian autonomous republic of Tatarstan to transport personnel and equipment in limited engagement combat zones. The vehicle is on the verge of entering service with the Russian Army, and after being exhibited at various arms shows in the last couple of years was displayed to the general public for the first time in Moscow's Red Square on 9th May 2014.

The KamAZ plant was founded in the Russian city of Naberezhny Chelny in the early 1970s with Italian technology and US financing, with the first 'civilian' 6x4 KamAZ-5320 trucks leaving the production line in December 1976. The KamAZ-5320 was subsequently used extensively by the Soviet Army, with the first KamAZ developed all-wheel drive military truck, the 6x6 KamAZ-4310, entering series production soon after the plant began truck production.

NEW VENTURE

The KamAZ-63968 Taifun is the KamAZ plant's latest venture into the development and production of armoured vehicles for

the Russian Army and for export. The company has experimented with various prototypes over recent years, but until recently the Russian Army has shown limited interest in adopting new wheeled AFV designs from manufacturers other than the mainstream BTR manufacturer, the GAZ subsidiary Arzamas.

Taifun began life as a 2010 design initiative by the OAO KamAZ plant to enter the wheeled AFV market and was originally envisaged as a series of wheeled AFVs in 4x4, 6x6 and 8x8 configurations, with the 6x6 KamAZ-63968 and 63969 emerging as the predominant designs. Though based on the same 6x6, two-axle-forward chassis, the KamAZ-63968

is of modular construction and intended to mount an armoured APC compartment behind the armoured cab (with connecting doors if required), or a variety of other configurations including command vehicle, launch vehicle for the RS-30 MRS system, drone launcher and engineering applications, with an overall maximum load capacity of 4-tonnes. The KamAZ-63969 is a korpusniy or 'fixed' monocoque design, intended as a pure wheeled APC. Both were initially built in model form, and the KamAZ-63968 was demonstrated to then President of the Russian Federation Dmitry Medvedev at the KamAZ plant on 26th October 2010.

The first prototype KamAZ-63968 was factory tested at the Naberezhny Chelny plant in January 2012, and the version that would become the current standard design was completed in early 2013, with the KamAZ-63969 completed in June the same year. Both vehicles have a vehicle crew of two, namely commander and driver-mechanic,



Above: The KamAZ-63968 Taifun has been in continual development since 2010.
Right: The KamAZ-63968 has a conventional cab arrangement.

with the KamAZ-63968 having an infantry complement of 16 (a full Russian infantry section) and the KamAZ-63969 a reduced infantry crew of 10.

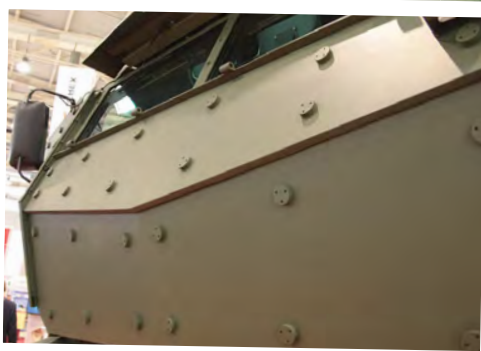
Its closest rival design is the long established BTR-80 series, which entered service with the Soviet Army in the 1980s and has also recently been the subject of a major modernisation programme, resulting in the BTR-82, which made its public appearance at the 9 May Victory Day parade in Moscow in 2013. The

BTR-80 has been the main wheeled APC used by Russian military and internal security (MVD) forces in various local conflicts in recent years, the Russian military having had until recently no viable alternative design more suited to such low-intensity conflicts.

“Its closest rival design is the long established BTR-80 series, which entered service with the Soviet Army in the 1980s.”

FIT FOR PURPOSE

The KamAZ-63968 has a similar role to the BTR-80 in these low-intensity conflict



The KamAZ-63968 can be fitted with combination steel and ceramic applique armour as seen here.



situations, but has the benefit of having been recently developed in response to the new world order of limited security engagements in regional conflicts. The BTR-80 was by contrast developed as a conventional wheeled BTR (APC) integral

to Soviet Cold-War era Motorized Rifle Divisions, tracing its lineage back to the BTR-60 series dating as far back as 1961.



The vehicle is fitted with day and night vision equipment and five sets of cameras, with two display monitors located within the vehicle.



The powered cab doors feature combination armour and armoured glass.



This version of the KamAZ-63968 has a drop down rear ramp incorporating a conventional access door.



The two-axle forward, one rear 6x6 wheel configuration of the KamAZ-63968 is evident from this view. Note the applique armour extends over the top surfaces reflecting the vehicle's FIBUA role.

The Taifun has, by contrast with the BTR-80, been developed from the outset as a multi-purpose vehicle, for use either as a conventional armoured wheeled BTR for deployment in limited engagement actions, or as a modular armoured chassis for the

mounting of various weapons systems and other military roles as described above.

Its 6x6 modular chassis configuration features two axles forward and one at the rear to better distribute the weight of the

armoured bodywork and the engine and transmission location.

Being a MRAP vehicle intended to protect the crew from mine blasts and IEDs (improvised explosive devices) it has a fully armoured cab and rear personnel area. The all welded steel armour can be enhanced with ceramic applique armour panels and the cab is fitted with 300kg/m² armoured glass.

Despite the vehicle's slab-sided construction, it provides adequate protection for the crew against 14.5mm B-32 armour piercing rounds fired from a KPV heavy machine gun at 200m and from hand fired RPG anti-tank grenade launchers, defence from the threat of which was paramount in the original TTZ's design specifics for the new Taifun vehicle.

Its 'V' configuration armoured hull floor, gives protection for the crew against a charge the equivalent of 8kg of TNT detonating under any wheel.

It is well equipped for day and night fighting operation, with conventional lighting being supplemented by a total of five video cameras mounted on the vehicle, with two monitors fitted in the cab. It has an air conditioning system, with separate units mounted in the cab and within the rear personnel section.

Access is via twin front cab doors and a



In combat situations, the full infantry section egress the vehicle via the hydraulically operated rear launch ramp, which also incorporates a conventional hatch.



Above: The rear fighting compartment, fitted with applique combination armour.

Right: The KamAZ-63968 is the first Russian APC with a two-axle forward 6x6 wheelbase.





The KamAZ-63968 going through its paces.



The KamAZ-63968 is also protected from overhead attack from buildings. Two air conditioning systems are installed on the vehicle, one for the cab and the other for the fighting compartment.

drop down full width tail ramp, all of which are hydraulically operated. The vehicle commander and driver-mechanic are located in the three-man cab, with 16 combat troops located in the rear compartment. The vehicle is fitted with firing ports allowing the crew

to fight from within the security of the rear armoured pod as required.

GOOD TO GO


At 8.99m long, 2.55m wide and 3.12m in height it's a sizeable machine. Ground

clearance is 0.42m. The vehicle has a base weight of 17 tonnes and a combat weight of 21 tonnes, which may be increased depending on the armament and armour configuration employed.

Power comes from a six-cylinder YaMZ-5367 turbo-diesel mounted behind the forward control cab and developing 450hp, coupled to a fully automatic transmission. The KamAZ-740.60-450 is also available as an engine option among others. The cab folds forward for engine maintenance access.

The vehicle has hydro-pneumatic suspension on all wheel stations and 16.00-20 wheels, with a driver adjustable central tyre pressure regulation system (CTPRS) with pressure variable between 1 and 4.5 atmospheres.

Maximum road speed is 56.25-62.5mph (90-100km/h) and its range is in excess of 375 miles (600km). Road ranges are the subject of some conjecture, everything from 375-750 miles (600-1200km) being shown on data boards. The vehicle can also tow a load of up to 8 tonnes. All-terrain performance is excellent, with the ability to traverse a vertical obstacle of 0.6m, a trench 1.6m wide and with fording unprepared to a depth of 1.2m.

The KamAZ-63968 Taifun-K is currently undergoing a long-term military evaluation trial stage, the vehicle being the development front-runner from the Taifun family of vehicles developed at KamAZ, which also includes 4x4, other 6x6 and 8x8 variants developed in parallel with the 6x6 Taifun-K. The 4x4 version was dropped at an early stage due to the excessive weight of armour on a 4x4 chassis, while the related KamAZ-63969 and 8x8 Taifun variants remain as future options offered by KamAZ. 

Below: The KamAZ-63968 has a relatively high centre of gravity due to its anti-mine armoured floor structure.



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COMING IN NEXT MONTH'S ISSUE...



Watch out for these exciting features in next month's issue, on sale 7 April 2015...

INDIAN WARS

John Blackman takes a close look at Mike Pickett's Indian 741B and outlines the company's troubled history.

MOBILE ORDNANCE REPAIR

Tim Gosling reviews the specialist vehicles used by the US Army Mobile Ordnance Repair Shops during the Great War.

MINERVAS IN BELGIUM

Iain Henry de Frahan looks at the Belgian assembled Minervas.

BUSHMASTER

David Fletcher runs an expert eye over the LVT(3) Borg Warner amphibian.



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.

ARMY SURPLUS & CAMO CORNER

Copy deadline for May issue is: Friday 27th March 2015
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accept no liability for errors or omissions in this list.

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

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Don't miss the annual gathering of historic military vehicles, war-gaming shows and living history displays at the Battlegroup North show, which takes place at the Yorkshire Air Museum on 9-10 May.



MILITARY-VEHICLE EVENTS

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FORTRESS WALES 2015

Date: Sun/Mon 3-4 May 2015

Location: Caldicot Castle Country Park NP26 4HU

Contact: Wendy Sidney 01495 774482, www.facebook.com/FortressWalesAtCaldicotCastle?fref=ts

GUERNSEY 2015

Date: Wed/Tues 6-12 May 2015

Location: Guernsey

Contact: Tracie Dyer 0044 (0)1481 240175, www.gmvg.co.uk

JERSEY MILITARY VEHICLE CLUB – MILITARY MANIA 2

Date: Fri/Sun 8-10 May 2015

Location: Jersey

Contact: Ricky Le Quesne, ricklequesne@gmail.com

BATTLEGROUP NORTH

Date: Sat/Sun 9-10 May 2015

Location: Yorkshire Air Museum, Elvington, York

Contact: www.wheelsandwings.co.uk

VE PLUS 70 WEEKEND

Date: Sat/Sun 9-10 May 2015

Location: Fisher's Meadow, Quedgeley, Gloucester

Contact: Stephen Smith, bulldog.smith@btinternet.com

SPRING VEHICLE FEST

Date: Sun 10 May 2015

Location: RAF Coltishall, Norfolk

Contact: 01603 626 668 or email events@str.gb.com

MYLOR D-DAY 71

Date: Sat/Mon 23-25 May 2015

Location: Mylor Bridge, Cornwall

Contact: Adrian Snell 07532 111161, www.cornwallmvt.co.uk

June

DEVON D-DAY 2015

Date: Fri/Sun 5-7 June 2015

Location: US Army Assault Training Centre, Saunton, N Devon

Contact: Richard Bass 01392 660882, www.assaulttrainingcenterfriends.co.uk

DUNSFOLD COLLECTION OPEN DAY 2015

Date: Sat/Sun 13-14 June 2015

Location: Dunsfold, Cranleigh GU6 8PR

Contact: 01483 200822, www.dunsfoldcollection.co.uk

THE DIG FOR VICTORY SHOW

Date: Sat/Sun 13-14 June 2015

Location: North Somerset Showground BS48 1NE

Contact: James Shopland 07968 274480, www.digforvictoryshow.com

WICKSTEED AT WAR

Date: Fri/Sun 12-14 June 2015

Location: Wicksteed Park, Kettering NN15 6NJ

Contact: Tim Hawkes 07990 574338, www.wicksteedatwar.co.uk

WARTIME IN THE VALE

Date: Sat/Sun 20-21 June 2015

Location: Ashdown WW2 Camp, Evesham, Worcestershire

Contact: Paul Valiadis 0779 1591528, www.ashdowncamp.webs.com

July

THE CAPEL SURREY MILITARY VEHICLE SHOW

Date: Sat/Sun 4-5 July 2015

Location: Aldhurst Farm, Capel, Surrey RH5 5HJ

Contact: Mike Sheehan 07870 231060, www.capel-military-vehicle-show.com

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

ROXBY HERITAGE WEEKEND

Date: Sat/Sun 11-12 July 2015

Location: Fox Inn, Roxby, nr Staithes, N Yorks TS13 5EB

Contact: Colin Bentley 01947 841313

WOODHALL SPA 40s FESTIVAL

Date: Sat/Sun 18-19 July 2015

Location: Jubilee Park, Stixwold Road, Woodhall Spa

LN10 6QH
Contact: Stuart 01526 353215, www.woodhall-spa-40s-festival.com

THE GARDENS OF EASTERN LODGE WW2 OPEN DAY

Date: Sun 19 June 2015

Location: Dunmow, Essex CM6 2BB

Contact: Chris Warne 07887 545908, www.eastonlodge.co.uk

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

August

THE MILITARY & FLYING MACHINES SHOW

Date: Sat/Sun 8-9 Aug 2015

Location: Damyns Hall Aerodrome, Upminster, Essex

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Contact: Colin Tebb 07901 810383, <http://militaryandflyingmachines.org.uk>

COMBINED OPS SHOW

Date: Sat/Sun 15-16 Aug 2015

Location: Headcorn Aerodrome, nr Maidstone, Kent

Contact: Malcolm Dunlop 01303 267271, www.combinedops.co.uk

FORCES DAY

Date: Sat 22 Aug 2015

Location: Saint Mary's church field, Watton, Norfolk
Contact: Paul Weatherill 01953 884213, 07930565026

SUMMER VEHICLE FEST

Date: Sun 23 Aug 2015

Location: RAF Coltishall, Norfolk
Contact: 01603 626 668 or email events@str.gb.com

MILITARY ODYSSEY

Date: Sat/Mon 29-31 Aug 2015

Location: Kent Showground, Detling, Maidstone
Contact: James Aslett 07595 511981, www.military-odyssey.com

CORNWALL AREA MVT MOUNT EDGCUMBE AT WAR

Date: Sat/Mon 29-31 Aug 2015

Location: Edgcumbe Country Park, nr Plymouth
Contact: Gwen Jenkins 01872 561653, www.cornwallmvt.co.uk

September

JEEP & CHEERFUL DAY

Date: Sun 13 Sept 2015

Location: South Yorkshire Aircraft Museum
Contact: 01302 739000, www.aeroventure.org.uk

WHEELS OF WAR

Date: Sat/Sun 26-27 Aug 2015

Location: Crewe Heritage Centre, Cheshire
Contact: Phil Podmore 01270 256880, www.facebook.com/Wheelsofwar

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FORTHCOMING MILITARIA EVENTS 2015

March

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

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

April

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 12 April 2015

Location: Chatham Dockyard, Kent
Contact: 07595 511981, 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

NORTHERN MILITARY EXPO

Date: Sun 26 April 2015

Location: Newark County Showground NG24 2NY
Contact: 01302 739000, www.northernmilitaryexpo.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

CHELMSFORD MILITARIA FAIRS

Date: Sun 17 May 2015

Location: Marconi Social Club, Beehive Lane, Chelmsford
Contact: 07595 511981, www.chelmsfordmilitaria.com

June

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 14 June 2015

Location: Chatham Dockyard, Kent
Contact: 07595 511981, 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

July

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 12 July 2015

Location: Chatham Dockyard, Kent
Contact: 07595 511981, 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

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

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

MILITARY ODYSSEY

Date: Sat/Mon 29-31 Aug 2015

Location: Kent Show Ground, Detling, Maidstone
Contact: 07595 511981, 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

CHELMSFORD MILITARIA FAIRS

Date: Sun 20 Sept 2015

Location: Marconi Social Club, Beehive Lane, Chelmsford
Contact: 07595 511981, 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

October

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 11 Oct 2015

Location: Chatham Dockyard, Kent
Contact: 07595 511981, 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

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

DALLAS DIG OUT

Date: Sun 25 Oct 2015

Location: Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury RG18 9LT
Contact: 01635 201124

November

NORTHERN MILITARY EXPO

Date: Sun 1 Nov 2015

Location: Newark County Showground NG24 2NY
Contact: 01302 739000, www.northernmilitaryexpo.co.uk

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 8 Nov 2015

Location: Chatham Dockyard, Kent
Contact: 07595 511981, 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

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

CHELMSFORD MILITARIA FAIRS

Date: Sun 29 Nov 2015

Location: Marconi Social Club, Beehive Lane, Chelmsford
Contact: 07595 511981, 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

SOUTH OF ENGLAND MILITARIA ARMS & ARMOUR FAIRS

Date: Sun 13 Dec 2015

Location: Chatham Dockyard, Kent
Contact: 07595 511981, www.chathammilitariafairs.co.uk

HEADCORN'S COMBINED OPS SHOW – 15-16 AUGUST 2015

Headcorn's Combined Ops show on 15-16 August is a must for any classic military vehicle fan.





FV432 – as nice as you could wish for, from Sindorf in Holland.

The FV432 and its engineering companion the Hiab crane have been in short supply recently. For a long time the mainstay of the British Army, the petrol Mk1s are only bought by the hardiest of souls, with most favouring the later Mk2 multifuel versions. Being relatively easy to drive, many 432s have been used by the tank driving experience operators and inevitably a large number of examples are now beginning to show their age. New demand for replica German tanks has also eaten

into supplies; the 432 has been perfect for such conversions, even if the road wheel layout isn't exact. We have seen some really excellently engineered conversions in action at the shows and the Jersey Museum has already purchased a 432-based Stug replica.

Witham hasn't had any complete ones on offer for some time, so it was good news to hear that Sindorf in Holland had offered the auction house a choice of 30 beautifully refurbished FV432s and 20 FV434s at a price of approximately £13,500 plus VAT a vehicle.

These were from a huge batch the Dutch specialist had purchased from Witham a few years ago; they obviously felt it was the right time to unleash them on the military vehicle community. Sindorf has done the hard work and economies of scale have meant its refurbishment costs for doing the batch of 50 has kept the price within reach of collectors. We look forward to hearing they are all sold.

QUALITY REPLICAS

High quality replicas of the WW2 German 'Goliath', with a choice of a Zundapp or modern Honda engine, are being produced in Poland by BR-TZIP. Perfect for reenactors and museums, these remote controlled demolition vehicles are very impressive and always attract large crowds at shows. The originals were, of course, only intended for one combat mission, so realistically all the use they would have had would have been for training. Nevertheless, the usual Teutonic engineering standards still applied so genuine original survivors seem to remain in good condition, with electrical problems being the main cause of breakdown. On all accounts, the Polish reproductions seem to offer a realistic alternative.

FURY DIES DOWN

Now that the film *Fury* is almost forgotten, star of TV series *Combat Dealers*, Bruce Crompton, has put up for sale some of



One of the most useful tracked vehicles around, the FV434 recovery.

CLE MARKET

Compiled by Nigel Hay

the prop vehicles from the film. Bruce's company, Axis Track Services, rented a selection from his enormous stable of German WW2 vehicles to the production team – John Blackman featured the key players in a recent *CMV* article. Without a doubt the pre-film hype gave the Tank Museum a lot of good publicity, and the actual effort of the production crew for authenticity and accuracy cannot be faulted – it was just a shame the feeble storyline and poor acting didn't do it justice.

These *Fury* vehicles include a reproduction Tiger 1:1 based on an ex-Witham Alvis Shielder chassis built for filming specific shots, along with a very convincing reproduction Sherman which has a special camera platform built on the front – and is driven from outside the vehicle.

There were also some (real) Jeeps, a Dodge ambulance and a half-track. So does a vehicle that has been in a film have an extra value? Unless it is the star of the film, the answer is not a huge amount really. In fact, a vehicle straight from a film (rather than a collector who rented and supervised its use) may be rather more battered and abused than you would expect. That said, if the buyer is a celebrity obsessive who is also a military vehicle enthusiast, they might seek out a specific vehicle. That's assuming, of course, it has the necessary photographic provenance – namely a 'star' driving it.

THE TIMES, THEY ARE A CHANGIN'

One of our longest standing dealers sagely told me this week "Times have changed, Nigel. We no longer go out sourcing and purchasing military vehicles from armies – that's almost impossible nowadays.



Some of the vehicle 'extras' from *Fury* – not sure about the garland though?



Replica Goliath demolition vehicle – built to German standards, of course.


Instead, we have become used car dealers – buying vehicles from private individuals or companies where we feel they have

older collections come up for auction, like the forthcoming Pete Sayer collection on 31 March, that older restorations are brought

"...it was good news to hear that Sindorf in Holland had offered the auction house a choice of 30 beautifully refurbished FV432s and 20 FV434s at a price of approximately £13,500 plus VAT."

back into circulation. Several thousand vehicles in the UK that used to be on the show circuit have all but disappeared as owners, interests and circumstances change. It's true

underpriced them so we can resell them at a profit. That's why, as a buyer, I take such a close interest in Milweb and the auctions these day." And it's true. It's only when

to say you can only drive one vehicle at a time – so if you have a vehicle you don't use, maybe now is a good time to put it up for sale and reap the rewards? 



Cleverly constructed prop Sherman tank from *Fury*? leaves the driver rather exposed.

| VEHICLE | COUNTRY OF ORIGIN | YEAR OF ORIGIN | ENGINE: CAPACITY; CYLINDERS; FUEL | APPROX PRODUCTION | ASKING PRICES: LOWHIGH | | AVERAGE | TREND |
|---------------------------------|----------------------|-------------------|--------------------------------------|----------------------|---------------------------|---------|---------|-------|
| SOFT-SKIN VEHICLES | | | | | | | | |
| AM General HMMWV | USA | 1984 | 6200cc; V8; diesel | (on-going) | £13,422 | £45,000 | £19,100 | — |
| 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 | £6000 | £4750 | — |
| Bedford RL, FV13100 | UK | 1952 | 4927cc; 6; petrol | 73,150 | £4500 | £8500 | £5999 | ▼ |
| Dodge WC51, WC52 | USA | 1942 | 3770cc; 6; petrol | 141,075 | £7695 | £8750 | £8222 | ▲ |
| Dodge WC54 | USA | 1942 | 3770cc; 6; petrol | 26,000 | £8400 | £12,750 | £10,905 | — |
| Dodge WC56, WC57, WC58 | USA | 1942 | 3770cc; 6; petrol | 37,000 | £15,415 | £19,100 | £17,255 | — |
| Dodge WC62, WC63 | USA | 1942 | 3770cc; 6; petrol | 43,000 | £6925 | £13,525 | £10,150 | ▼ |
| GMC CCKW | USA | 1941 | 4416cc; 6; petrol | 562,750 | £4000 | £6925 | £5565 | ▼ |
| Hotchkiss Jeep M201 | France | 1957 | 2199cc; 4; petrol | 14,500 | £8000 | £10,000 | £9140 | ▼ |
| Jeep M151 | USA | 1960 | 2319cc; 4; petrol | 175,500 | £8845 | £11,750 | £10,232 | ▲ |
| Jeep M38, M38A1 | USA | 1952 | 2199cc; 4; petrol | 100,000 | £7500 | £7750 | £7625 | ▼ |
| Jeep MB/GPW | USA | 1941 | 2199cc; 4; petrol | 627,000 | £5000 | £12,108 | £9231 | ▼ |
| Land Rover Defender 90/110 | UK | 1983 | 2506cc; 4; diesel; and others | (on-going) | £1700 | £9300 | £4508 | ▼ |
| Land Rover 101 forward-control | UK | 1971 | 3500cc; V8; petrol | 2675 | £4500 | £6000 | £5498 | — |
| Land Rover Lightweight | UK | 1966 | 2286cc; 4; petrol | 14,000 | £3800 | £7000 | £4623 | ▼ |
| Land Rover Wolf (incl replicas) | UK | 1996 | 2506cc; 4; diesel | — | £4500 | £15,250 | £9875 | ▲ |
| 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** | £1850 | £3750 | £2300 | ▲ |
| M35 (etc) 2½-ton 6x6, G742 | USA | 1951 | 5425cc; 6; diesel | 15,000 | £6750 | £15,000 | £9937 | ▼ |
| WHEELED ARMoured VEHICLES | | | | | | | | |
| Daimler Ferret, FV700 | UK | 1952 | 4255cc; 6; petrol | 4500 | £8000 | £10,950 | £8862 | ▼ |
| TRACKED ARMoured VEHICLES | | | | | | | | |
| Alvis CVR(T) series, FV100 | UK | 1971 | 4200cc; 6; petrol* | 3500 | £8950 | £16,500 | £14,950 | ▼ |
| GKN FV432 (Mk 2), FV434 | UK | 1962 | 6570cc; 6; diesel | 3000 | £10,000 | £13,500 | £11,875 | ▲ |
| Vickers Abbott (Mk 2), FV433 | UK | 1966 | 6570cc; 6; diesel | 500 | £20,000 | £20,000 | £20,000 | ▲ |
| AMPHIBIOUS VEHICLES | | | | | | | | |
| Alvis Stalwart, FV620 (etc) | UK | 1959 | 6522cc; 8; petrol | 1575 | £6750 | £9500 | £7975 | — |
| MOTORCYCLES | | | | | | | | |
| Harley-Davidson WLA, WLC | USA | 1939 | 740cc; V2; petrol | 78,000 | £10,300 | £11,000 | £12,600 | ▲ |
| TRAILERS | | | | | | | | |
| ¼-ton (for WW2 Jeep) | — | — | — | — | £825 | £1500 | £1275 | ▼ |
| ¾-ton British (for Land Rover) | — | — | — | — | £300 | £710 | £507 | ▼ |

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

** Includes civilian production.

Note

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

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ARTILLERY

ENFIELD P14 .303 BY WINCHESTER,



Stunning original example, probably unissued, old spec., deactivation (1990), Volley Sights, correct 08 pattern leather sling – first to see will buy £550.
Phone: 07971 223707 South Yorkshire

BOOKS/MANUALS

TECHNICAL MANUALS

for military vehicles. List and prices on request. 2 Rue Du Stade, Trazegnies, 6183, Belgium. herve.denis.42@gmail.com

JEEPS/LANDROVERS

WILLYS MB

1943 £12,000 ovno. Older body restoration. Engine re-bored re-ground less than 500 miles since rebuild. Used by British Army, wartime number on bonnet. Post war number on inner wing, owned for 41 years. West Midlands, 0121 788 0969

FORD JEEP MODEL GPW



1942, £11,500. Good working order, canvas road & sides/ doors etc. Only 100 miles average P.A for last 35 years. Very good tyres, currently licensed. Richmond, North Yorks 01748 519179. nigelkent@hotmail.co.uk

1 JEEP BODY

Morris C58. Cab tilts new one. Only rear cab tilt new, stamped W.D. Quad Morris bonnet 1 half shaft long and 1 short. 1 M.W. windscreen. O Type Bedford radiator grill. Norfolk, 01953 860716

AUSTIN CHAMP 4X4.

Direct from the Army, dry stored for many years - £2,500.00.
Phone: 07774 688715

MILITARY/MISC

FINNIGANS LTD – 1016 WW1.

Original leather revolver holster with brass fittings and flat top, belt loop etc. Stamped Finnigans Ltd 1016. VGC. Offers.
Phone: 07816 870052 Devon

GRENADE PLASTIC.



Replica, weighted plastic grenades, some painted £10 each plus P&P.
Phone: 01980 862330
Email: tsltank@gmail.com Wilshire

SPEEDO TAKEN FROM A FORDSON ARMY LORRY.



£80.00. Telephone: 01234 822006 Bedford

VARIOUS ITEMS

British army camo nets green 7 x 7m £25.
British army camo net gree 14 x 14 £50.
58 webbing all pouches £5. Land-rover Jerry can and holder £25. Clansman 23 pin main vehicle cable v. big £45.
Phone: 07964 705487. Kent

USA JERRY CAN CARRIERS

Unused £40.00 pair. Tel: 01954 719819 Cambridge

VARIOUS WW1 ITEMS

£200, buyer collects. Camp bed, mattress, bed roll, 1942 winter padded coat 1944 lined 3/4 length coat Motor Transport Operations.
Phone: 0784 0315627 Dover

ENTRENCHING TOOL, WORLD WAR II.

German name on canvas case (Kniphier) £45.00. British mk.2 Turtle Helmet, no liner £40.00. Russian Cap 1950's with badges £50.00.
Phone: 0208 6414238 Surrey

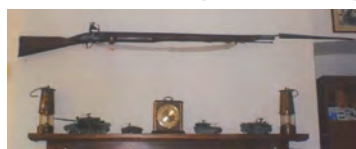
1860 TOWER CARBINE MUZZLE LOADER



.577 CALIBER £825

Excellent condition, working order, correct ramrod, marked to Australian Militaria, leather sling, good bore. Correct 3 leaf rear sight, you won't find better, even at double this price. Buyer collects. South Yorkshire Tel: 07971 223707

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 Yorkshire. 07971 223707

WW2 AUXILLIARY 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

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

TOOLS FROM 1940'S



£POA. Issued to diamond T. Far cast. West yorkshire. 01484 521668 (BM)

TELESCOPE, SCOUT. REG. T, MKII'S



This includes a later but correct leather transit case. Some service wear, G.W.O, fits in number 4 (T) Sniper Rifle Chest, quite rare. £90 ONO plus P&P - be quick! South Yorkshire Tel: 07971 223707

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.

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 claudefjean.neel@luvinet.fr. Photos on demand.

RENAULT R2067 4X4, 3/4 Ton, 1954, 2,500 Euros. Ex. Belgian Army, Soft top cab, wooden rear body, bows and tarpaulin, 5 good tyres, very good condition, all registration documents. *Pire*, 156 Rue Du Commerce, B5590 Ciney, Belgium. Email: herve.denis.42@gmail.com

CHEVROLET C15A, 1943, 8,000 Euros. very good condition, good tyres, new tarpaulin, ready to use, all registration documents. Price by arrangement. *Pire*, 156 Rue Du Commerce, B5590 Ciney, Belgium. Email: herve.denis.42@gmail.com

GMC - CCKW 353, 1943, 8,000 Euros. Workshop steel body, soft top cab, good tyres, very good condition, all registration documents. Price to debate. *Pire*, 156 Rue Du Commerce, B5590 Ciney, Belgium. Email: herve.denis.42@gmail.com

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

FERRET/SALADIN/SARACEN

Turret water tank never used £45. Steering wheel still in box £35. Hand grenade boxes x 2 £20 each. Kent 07964 705487

DODGE WC/WC

Petrol tank guard vgc £50. WC towing hook £75. WC rear bumpers £35 each. Lots more odd WC 51/52/56/57/58 parts. M screen frame complete needs tlc £50 (offers). Kent 07964 705487

TRAILERS/TOWING

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

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

VEHICLES

SCAMMELL PIONEER



1943 £12,500. Original Gardener engine. Excellent overall condition, paintwork, tyres, woodwork etc. Just serviced including brakes. Ready to drive away £12,500. Worcestershire 07710 765437

RENAULT R2067 4X4, 3/4 Ton, 1954, 2,500 Euros. Ex. Belgian Army, Soft top cab, wooden rear body, bows and tarpaulin, 5 good tyres, very good condition, all registration documents. Pire, 156 Rue Du Commerce, B5590 Ciney, Belgium. Email: herve.denis.42@gmail.com

1943 CHEVROLET C8A WIRELESS TRUCK



£25,500. Age has caught up with me and the time has come to offer my very original Chevrolet Wireless truck for sale. It has done less than 10,000 miles from new. As far as I can tell it was never issued and was released from the MoD in 1947 with 500 miles on the clock. It was privately owned before being purchased by a military vehicle museum, from where I bought it 21 years ago. The vehicle is right-hand drive with a beautiful wooden steering wheel. It comes with its four original, 1942-dated, part-worn, run-flat tyres plus one good spare. The original tyres were replaced with bar-tread tyres which are in excellent condition. The truck is equipped with a No.19 radio set, original operator's head-set, antennae, a set of snow chains (unused), jack, starting handle, radiator muff, stainless steel exhaust, shovel, original 1942-dated detailed maintenance manual and a modern towing bar. rdwhite@homecall.co.uk 07861 250682.

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

AUSTIN K9



1953 £6500. In 2013 she was finished having a full renovation, full brake overhaul, brand new tyres, a full repaint. The paint alone cost £400 not the cheap stuff, deep bronze green 2pack. She still shines perfect runs a dream never no coughs, always starts, engine runs like a Swiss watch. It breaks my heart to sell her but new project forces sale. The wireless body was made into a 2 man camper, made very nice inside, sleeps to comfortably, we did 10 days at War and Peace.

Fridge cooker, corner sofa that turns into a double bed, tons of new parts. An iconic early post war lorry, storage is easy as fits on a normal drive/shed, probably one of the nicest K9s out there, would be hard to find another. Would part ex for something interesting? Viewing highly recommended to appreciate how nice she is. Email: billyruston051@gmail.com Brentwood

VEHICLE PARTS

AUSTIN K2



Master CTL & front cylinder radiator. Bedford QL radiator - halfshafts, gearbox - engine. Propshafts, front panel - doors. Bedford RL rear axle, Bedford MJ rear seats. Hoops and canvas and tyres. Wokingham 07831 138408.

FOUR TYRES 900 X 16

Avon Heavy Duty unused. Price: £300. Tel: 07774 688 715.

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.

WILLYS/FORD JEEP.



5x restored combat wheels with new tyres £475. Phone 01474 708586 Mob: 07719 779597 Dartford, Kent.

(4) 1100X20 REAR GRIP TYRES



As new. On 3P 10 hole wheels cone. £400. Foden gear box £500. Foden RR220 clutch assy part worn £250. Foden Day Cab x shell £500. Hants 07802 604407.

REN/UNIVERSAL CARRIER

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Echoes of war...

ONE OF THE FI



Yorkshire born Ivan Hirst, who died five years ago this March, went to Wolfsburg to sort out the bombed remnants of the Volkswagen factory when the British Army took over from the Americans in the summer of 1945. As a Major with the Royal Electrical and Mechanical Engineers (REME), his objective was to dismantle the entire production line and prepare it to be shipped out as reparations, while at the same time running a workshop to repair British army vehicles.

As it turned out, none of Britain's motor manufacturers wanted anything to do with early prototypes, with an official report famously stating that "the vehicle does not meet the fundamental technical requirement of a motor car," adding that "it is quite unattractive to the average buyer," and concluding that "to build the car commercially would be a completely uneconomic enterprise."

Hirst and his superior, Colonel Charles Radclyffe, disagreed, and having got one of the rare surviving saloons running and painted green, he persuaded the allied management to restart production. He had originally considered producing the rugged Kübelwagen and employing Germans to maintain them as runabouts, but because the bodies were made in the Russian zone of Berlin and some of the tooling was missing, he went with the saloon instead.

By the end of 1945, the factory had managed to produce no less than 20,490 saloons for the occupying forces mainly, including the Americans, British and French.


Hirst went on to set up a sales and service network, as well arranging for the first vehicles to be exported. The first Beetle, as it became known, went to Holland in 1947.

Having handed over the Volkswagen

factory to a new trust, run by the new West German federal government and the state of Lower Saxony, Hirst left Wolfsburg in 1949.

So grateful were the management at Volkswagen, that they wanted to present Hirst with a car. Alas, he didn't accept but instead was presented with an 18in scale model (pictured right). Just three were made; one went to Hirst, another to Colonel Radclyffe and the third to the first VW MD, Heinz Nordhoff, and given the amount of detail that went in to it, some say they cost more to produce than a full scale car!

The bright blue Beetle at the REME museum in Aborfield (www.reme-museum.org.uk) is one of the very first examples imported to the UK and belongs to the Colborne-Baber family who opened one of the very first VW dealerships at Ripley in Surrey.

As an interesting postscript, when the first batch of cars arrived at Harwich, there was still a large amount of prejudice against German products and around 75% of the vehicles that arrived were damaged by vandalism. 



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