

MILITARY MACHINES

INTERNATIONAL

WORLD WAR TWO



EXCLUSIVE

GOLDEN RETRIEVER

Leyland's Retriever truck in wartime



CLASSIC VEHICLE

HUMBER PIG

Classic armoured truck under scrutiny

MODERN

DOUBLE TEN PARADE

EXCLUSIVE

TAIWAN'S MAJOR MILITARY PARADE



MODERN

EXERCISE FALCON AUTUMN

MAJOR AIR-MOBILE EXERCISE COVERAGE

YOUR FIRST MILITARY VEHICLE

Market Place Pt.2

Visit our website at militarymachinesintl.com

KEY MARCH 2012 £4.20

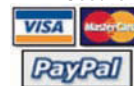




Epic Militaria

WW2 American, British and German
Plus Modern and Surplus Kit

2000+ Products
Local call rate telephone
Fast shipping
Great customer service
Secure online ordering



SECURED BY
GeoTrust

Call us now on 0845 094 8646 or visit our website at
www.EpicMilitaria.com



One stop shop for WW2 Original or Repro Clothing & Kit. For every occasion - historical re-enactment, films, parties etc



We Stock a huge range of both surplus and modern kit!



How about something a little different? We have many new ranges this New Year Including Genuine Russian Telnyaska tops
original WW2 Shovels and some delicious German Chocolate!



1000+ WW2 German, US & British Insignia in-stock!



Visit our website at
www.EpicMilitaria.com

Epic Militaria Ltd is a family-run business based in Aberystwyth, UK. We offer competitive prices and fast shipping,
backed-up by good old-fashioned customer service. For friendly help or advice, please contact us by phone or email.

EDITORIAL



Ian Young

Ian Young
Editor

Welcome to the first issue to be produced in 2012 and I would like to take this opportunity to wish all our readers from right around the world a Happy New Year. Here at MMI we're already looking forward to the forthcoming show season and as usual we will be covering a great many of the shows to be held around the country. By the time you read this month's magazine the first of the major shows will have already happened, namely the highly popular Militaria show held at Stoneleigh, in Warwickshire and barring any freak weather that

may have stopped me from getting there, I will have paid a visit too. It's a show I enjoy each year, and while it's a good opportunity to purchase items for the forthcoming season, it's also a chance to meet up with friends and acquaintances for a chat. Perhaps more importantly, it's a good indication of how busy the forthcoming season is likely to be depending on the level of support for the show, and with luck the current economic climate won't have too much of an impact on the hobby. I'll be back next month when we will be bringing you a 'Jeep Special' - Ed.



**MILITARY
MACHINES**
INTERNATIONAL

EDITOR

Ian Young
Editorial Office, Bunks Hall, Alcester Rd,
Spetchley, Worcester, WR7 4QD, UK
Tel: +44 (0) 1905 345898
ian.young@keypublishing.com

ADVERTISEMENT SALES

Lisa Dawson
Tel: +44 (0) 1684 311514
lisa.dawson@keypublishing.com
Skype: lisa.dawson1

DESIGNER

Sally Sahingoz

EXECUTIVE CHAIRMAN

Richard Cox

MANAGING DIRECTOR/PUBLISHER

Adrian Cox

GROUP EDITOR-IN-CHIEF

Paul Hamblin

COMMERCIAL DIRECTOR

Ann Saundry

PRODUCTION MANAGER

Janet Watkins

AD PRODUCTION MANAGER

Debi McGowan

MARKETING MANAGER

Martin Steele

SUBSCRIPTIONS

Subscriptions Manager - Roz Condé
Subscriptions Department,
Military Machines International,
Key Publishing Ltd. PO Box 300,
Stamford, Lincs,
PE9 1NA, UK
Tel: +44 (0) 1780 480404
Fax: +44 (0) 1780 757812
subs@keypublishing.com
www.militarymachinesintl.com

MILITARY MACHINES INTERNATIONAL

(ISSN - 1473-7906), is published monthly by
Key Publishing Ltd. PO Box 300, Stamford,
Lincs, PE9 1NA, UK and distributed in the USA
by Mail Right International Inc.
1637 Stelton Road B4, Piscataway NJ 08854
Periodicals Postage Paid at Piscataway, NJ
and additional mailing offices

POSTMASTER:

Send address changes to:
Military Machines Int.,
Key Publishing Ltd.,
C/o, Mail Right International Inc. 1637 Stelton
Road B4, Piscataway NJ 08854

DISTRIBUTED BY

Seymour Distribution Ltd.,
2 Poultry Avenue, London, EC1A 9PP, UK
Tel: +44 (0) 20 7429 4000
Fax: +44 (0) 20 7429 4001

PRINTED BY

Acorn Web, Printed in England
ISSN - 1473-7906

www.militarymachinesintl.com

The entire contents of Military Machines International
is © copyright and no part of it may be reproduced
in any form or stored on any form of retrieval system
without the prior permission of the publisher.
All items submitted for publication are subject to our
terms and conditions. These are regularly updated
without prior notice and are freely available from Key
Publishing Ltd or downloadable from
www.keypublishing.com.

PUBLISHED MONTHLY BY
Key Publishing Ltd. PO Box 100,
Stamford, Lincs, PE9 1XQ, UK
Tel: +44 (0) 1780 755131
Fax: +44 (0) 1780 757261



Regulars

- 6 UP FRONT**
Our monthly round up of the latest news and views
- 46 INTO THE ARCHIVES**
Shaun Connors looks at prototype vehicles trialled at Instow
- 64 COMBAT CAMERA**
Shaun Connors reveals heavy metal from around the world
- 70 MILITARY WEBBING**
An assortment of military vehicle related websites revealed
- 74 MISSION BRIEFING**
The latest military show dates for your diary
- 77 ON THE SHELF**
The latest military-related books and DVDs reviewed
- 78 CLASSIFIEDS**
Find those bargains in this issue's classified adverts
- 82 COMING NEXT MONTH**
Find out what's in store in the next great issue

46 Into the Archives INSTOW PROTOTYPES



EXCLUSIVE

40 World War Two LEYLAND RETRIEVER



COVER STORY

50 Buyer's Guide MARKET PLACE PT.2



Military DOUBLE



CONTENTS

March 2012 Volume 11 Issue 10

Features

WARTIME

- 14 HEAVY REPAIRS**
Tim Gosling discusses the British heavy repair workshops of the First World War
- 40 LEYLAND RETRIEVER**
Richard Pullen looks at the Leyland Retriever during WW1 and WW2
- 60 LANDING CRAFT**
Mark Askew looks at a variety of prototype landing craft carriers
- 67 SWEDISH STRIDSVAGN**
Fraser Gray looks at a preserved example of the Swedish Stridsvagn m/37 tank

MODERN

- 20 EX FALCON AUTUMN**
Siete Meeter reports from a major Dutch air mobile exercise
- 26 HUMBER PIG**
We take a closer look at this once popular post-war British armoured vehicle
- 50 MARKET PLACE PT.2**
We look at some of the military vehicles that are available to private owners

SHOWS

- 34 DOUBLE TEN PARADE**
Gordon Arthur brings us a report from this military parade staged in Taiwan

Military Shows
DOUBLE TEN PARADE

34

Military Exercise
EX FALCON AUTUMN

20

**SUBSCRIBE
AND SAVE**
Subscribe to
Military
Machines
International
and make great
savings on cover price
See pages 32-33 for details



NEWS and REVIEWS

UP FRONT

IMPS Jeeps Event

On Sunday 4th December The Invicta Military Vehicle Preservation Society (IMPS) recently organized a rally of 70 Jeeps to celebrate the 70th Anniversary of the production of the Willys MB and Ford GPW Truck - i.e. Jeep. The event was held on the magnificent parade ground of the Royal Artillery Barracks at Woolwich and the event was so well supported with vehicles from all over the south of England that on the day no less than 78 vehicles attended. Some vehicles travelled over 120 miles to attend. This little group represents 0.01% of the number of Jeeps produced during the last 4 years of WWII.

The participants assembled their vehicles for the Society photo and because of the number of vehicles involved in the event this required the use of a Simon snorkel to obtain the necessary elevation and fit them all in the photo! After the photo shoot all participants left on a convoy around the surrounding areas including Blackheath, much to the pleasure of the Sunday morning strollers. The drive was undertaken without canvas despite being a rather fresh morning with a few spots of rain. Afterwards the convoy returned to the Woolwich barracks for a splendid lunch provided in the mess.

The event was organized by Nick Cowles and the photographs shown here were supplied by Sam Hockey.



David Fletcher Honoured

The Tank Museum's Historian, David Fletcher, has been awarded an MBE in the Queens New Year's Honours list. David, who is the Dorset Museum's longest serving member of staff, has become an internationally renowned author and tank expert and was awarded the MBE for his services to the history of armoured warfare.

"Of course, I am hugely honoured by this award especially entering my 30th year of service at The Tank Museum," said David, "But in truth I have only been doing my job; a job which is in many respects a hobby. From that perspective I am very lucky."

He first visited The Tank Museum in the early 1960's, and was instantly captivated by the vast collection of armour on display. "I found the subject interesting from the start. Unlike other forms of military transport, there is no civilian equivalent of the tank – which makes these machines immediately fascinating as you rarely see them in normal life."

"I kept coming back, later as a volunteer researcher, because there was still a lot more I wanted to learn about armoured warfare. At that time, there was very little written about the subject whereas, if one was interested in trains or planes there were a vast number of books you could go and read."

David, who had no background in academic history, had unwittingly set out to become the world's foremost expert on the subject. Since becoming an employee at the museum in 1982, his work includes; 30 books, hundreds of articles, and numerous appearances on documentaries shown around the world. Tank Museum spokesman Nik Wyness said; "David is not just an asset to The Tank Museum, he is a part of what has made it. Few self-taught enthusiasts can claim to be genuine, globally recognized experts in their field, and this award marks his vast and invaluable contribution to the important study of armoured warfare."

"David is a pioneer whose unpretentious 'do-it-yourself' attitude is reminiscent of the early British tank crews themselves; and this has made him well-liked as well as well-respected in the historical community. He is a credit to the British armoured regiments whose heritage he has so lovingly helped to preserve and share with the world."



Warhorse Tank On Display AT BOVINGTON



The 'tank', which has been kept secretly at the Museum until the release of the film, was built around the engine, transmission and track from a modern commercial excavator. It makes a brief appearance in the film, helping to symbolize the brutal impact of technology on the battlefield and the changes in warfare that the Great War ushered in. "We obtained this replica because with the World War One centenaries approaching, we wanted a working example of a tank that was representative of that conflict," David added. "For conservation reasons, we are no longer able to run any of our own vehicles from this period. We have long been investigating the possibility of building our own replica so when this vehicle became available to us we were eager to acquire it."

The replica will be one of the many unique vehicles staring at The Tank Museum's TANKFEST event in June.

"The Tank Museum has obtained the tank used in Steven Spielberg's new World War One blockbuster Warhorse. The fully operational replica of a British Mk IV tank is set to go on display when the film is released later this week, and will also be used in the Dorset based Museum's tank displays later in the year."

The full sized replica was based on the Museum's own Mark IV, which was built in 1917. OSCAR award-winning special effects company Neil Corbould Special Effects Ltd, whose credits include Saving Private Ryan and Gladiator, visited The Tank Museum in 2010 to take measurements from the vehicle and copy original documents related to the MK IV tank held in the Museum's Archive.

"The vehicle is wonderful re-creation with all the presence and menace of the real thing," said museum curator David Willey. "But inside, it remains simple and modern."



The Tank Museum Welcomes Dan Snow

Broadcaster and historian Dan Snow has signed as a Trustee of The Tank Museum. Known for his work on the BBC and as a published author, the 33-year old Oxford graduate will sit alongside the other members of the Dorset museum's governing council.

Dan said; "Britain has the best heritage sector in the world and this is one of the finest examples of a Museum in Britain – and working with a world class organization is very exciting for me.

"Anyone who is interested in military history cannot fail to be fascinated by the tank," Dan said. "The Tank Museum preserves this extraordinary machinery and tells the story of the people that served with it. The tank has changed the way in which warfare is conducted – and changed the world."

"I'm really looking forward to helping the Museum pioneer engagement with the wider world through the range of opportunities new media presents," he added.

Tank Museum Director Richard Smith said; "Our trustees are drawn from a wide range of professional backgrounds and are responsible for steering and approving museum policy. As a registered charity, this expertise is invaluable in helping the museum continue to grow and prosper."

"Dan is a leading light in the field of military history, and we are grateful for the support and guidance that will follow from his association with us," Richard said. "Dan makes history exciting and accessible for everyone – and we are really looking forward to working with him."



Swiss Truck Deal



Iveco Defence Vehicles has delivered the first units in a contract valued at 125 million with Armasuisse – the Swiss federal competence centre for the procurement of security relevant technologies and equipment.

The deal, secured in 2010, will see the supply of 910 Iveco heavy trucks over the next four years. Iveco Defence Vehicles will also provide support, project management and engineering services.

The order comprises 14 model variants, including 4x2, 4x4, 6x2, 6x6, 8x6 and 8x8 vehicles from the Stralis and Trakker heavy truck ranges. All vehicles will be fully EEV emission compliant, featuring ecological and economical FPT Industrial Cursor engines, fitted with automated EuroTronic transmissions and Automatic Drivetrain Management (ADM). The Iveco Trakker range is much sought after for civil on-road

and heavy-duty missions and is available in a large number of militarized variants – including armoured. Currently, it is operated by ten leading NATO countries.

Undertaken as part of the 'Armament Programme 2010', the award of this contract has cemented Iveco's long relationship with Armasuisse, enhancing its position as a key industry supplier.

Iveco Defence Vehicles offers complete project support for the defence and civil protection sector, ranging from bespoke vehicle engineering solutions through the provision of aftermarket logistics support.

Iveco Defence Vehicles

Iveco DV is dedicated to delivering innovative automotive and protection solutions to meet the needs of military



customers worldwide. The company manufactures specialist military logistic, protected and armoured vehicles in its facility in Bolzano in Northern Italy, as well as marketing Iveco's full commercial range, adapted as necessary to meet the demands of the military user. In consequence, Iveco Defence Vehicles has a full range of vehicles to meet almost any defence application.

Specialist military vehicle insurance



Rachelle

Rachelle. Retained Business Manager. Adrian Flux.

Adrian Flux Insurance Services offer tailor-made comprehensive cover for any road legal military vehicle, based on your own personal circumstances and requirements.

Our policies can offer:

- Agreed value
- Re-enactment cover
- Owner's club discounts
- Large discounts for collections

FREEPHONE
0800 081 8989

Quoteline hours:
Mon to Fri 9am-7pm | Sat 9am-4pm

adrianflux.co.uk

Authorised and regulated by the Financial Services Authority



ADRIAN FLUX



Home



Luxury



Classic



Van



4x4



Bike



Campers



Performance



Specialist

www.mod-sales.com



Reynolds Boughton RB 44 Truck Cab Hard Rear Body R.H.D. Perkins Phaser Diesel 109Bhp engine, Year 1991, Mileages from 3116 miles, Good Condition, **Guide price from £7,250 (3 Available)**



Alvis Stormer Fitted Star Streak Missile system (Deactivated), Perkins Turbo Diesel Engine. Good condition. **Guide price from £12,500 (5 Available)**



Supacat 6x6 ATMP fitted VW 1.9 turbo diesel, auto gearbox, 1 ton load capacity, fitted roll over frame, some fitted winch. **Guide price from £9,500 (5 Available)**



Land Rover 90, 110 Hard Top & Soft Top, MOD spec, 2.5 Diesel N/A engine (some reconditioned), 5 speed Gearbox, Hi/Low Transfer Gearbox, Diff Lock, Mileages from 50,000, **Guide price from £2,500, RHD & LHD available (50 Available)**



Land Rover 100 V8 Snatch, Fitted Power Steering, V8 3.5 Litre engine, etc, Good condition. **Guide price from £1,500 (20 Available)**



Leyland Daf 45 / 150 4x4 Cargo, Fitted Power Steering, Hi/Lo diff lock, 3 seats, air brakes, rear Nato style hitch, spare wheel, etc, Good condition. **Guide price from £5,750**
Also Available Leyland Daf 45 / 150 4x4 Flatbed, price from £4,750 (100 Available)

WITHAM(SPECIALIST VEHICLES) LTD

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

Address & contact details: Honey Pot Lane, Colsterworth, Grantham NG33 5LY. TEL: 01476 861361 - FAX: 01476 861441

EMAIL: sales@mod-sales.com



Buffel ARV For Canada



Rheinmetall recently received a 40 million Euro order from Canada for Buffel/Bufalo armoured recovery vehicle.

The Rheinmetall Group of Dusseldorf, Germany, is to supply the Canadian armed forces with the state-of-the-art Buffel/Bufalo armoured recovery vehicle. Rheinmetall secured this important contract in the face of stiff competition, underscoring the Group's leading role in the world of heavyweight combat support vehicles. The order is worth around C\$54.7 million (Euro 40 million).

Rheinmetall has thus succeeded in winning another important contract in Canada as well as adding a new chapter to the Buffel/Bufalo ARV success story: Canada will be the eighth country to field the system.

The recently signed contract encompasses the manufacture and delivery of the tracked armoured vehicles as well as the provision of related training support. They will be equipped with the latest force protection features, making them more than a match for the kind of threats encountered in modern deployed operations, e.g. in Afghanistan. Delivery of the armoured recovery vehicles is slated to take place in 2013-2014.

The Canadian military are furnishing a number of Leopard 2 tank chassis from their inventory, which Rheinmetall will convert into Buffel/Bufalo ARVs. The project will be carried out in Germany at Rheinmetall's Kiel and Kassel plants as well as in Canada in cooperation with its subsidiary Rheinmetall Canada and other Canadian companies.

Kiel is home to the Group's competence centre for combat support vehicle Research and Development, while series production of tracked armoured vehicles takes place in Kassel.

Rheinmetall Canada is currently engaged in a major programme to modernize and modify 42 Leopard main battle tanks which the Canadian military took over from the Dutch armed forces in 2007.

The Canadian Army has already been using the Buffel/Bufalo ARVs in Afghanistan since 2007. Drawn from the Bundeswehr inventory, Rheinmetall optimized the vehicles prior to deployment, fitting them with added force protection features.

Both the Leopard 2 main battle tank and Buffel/Bufalo have performed extremely well in this highly challenging tactical environment, reliably protecting their crews from roadside bomb blasts, etc.

Known as the Bergepanzer 3 Buffel (BPz 3) in German, the Buffel/Bufalo ARV is based on the Leopard 2 chassis, and was jointly developed on behalf of the German and Dutch armies. It is designed for recovering disabled tanks as well as for conducting maintenance and repair work under field conditions. Thanks to a built-in crane, the Buffel/Bufalo is able to exchange a Leopard 2 powerpack or complete turret.

Besides a powerful hydraulic crane system, this cutting edge Armoured Recovery Vehicle is equipped with a robust winch system and a combined dozer and stabilizing blade.



Red Bull Dodge

Reader and occasional contributor Colin Stone emailed us some photos that he took of a Dodge wagon that is apparently used in Ireland by Red Bull to promote their brand of 'energy drink'. The 1945 Dodge has been tastefully updated with a new engine and automatic gearbox and Colin says that it's a bit like a transformer that converts into an audio visual mini cinema! Sadly Colin didn't get a snap of the 'transformed' Dodge.

Colin also tells us that he heard that the conversion cost over 100,000, but when you see the quality of the conversion you can see where the money was spent. Colin went on to say that he wonders if the original wartime users could foresee how it would end up being used! The little girl on the fender in the picture is his daughter and she loved the fact that the Dodge was so old and was an ex-army vehicle.

Many thanks to Colin for sending in the photos, and if you've come across any unusual military vehicles in your travels and taken photos why not share them with other readers and send them into the Editorial Office?



Jeep Promotions Catalogue

The latest Winter 2012 Jeep Promotions Catalogue is now available. The FREE colour book catalogue is packed with Jeep books and manuals, military books and manuals, 4x4 books and much, much more. In all there are over 500 items included the FREE 34-page catalogue.

This new catalogue has seen the addition of over 60 new titles since the last catalogue was published and includes over 100 Jeep-related titles with the selection still growing!

By way of a special offer, Jeep Promotions will give you the cheapest book for free when you order three books. Terms and conditions apply and the offer only applies to mail order sales and is not available on any sales at shows or events or via their website, nor does it apply to any reduced items.

To get your FREE copy of this new 'All makes' book catalogue either call Mark Askew at Jeep Promotions on Tel: 01302 739000 to pass on your postal address details, or write to them at:

Jeep Promotions Ltd. 5 Chestnut Ave, Wheatley Hills, Doncaster, South Yorkshire, DN2 5SW, or visit the website, which you can find at:
www.jeepworld.co.uk



Austin Champ Information Sought

We've been contacted by James Vasconcelos, a member of the West Lancs Military Vehicle Trust who is the owner of a 1954 Austin champ (painted in desert colours) and he would like to fit a sand channel onto the front bumper. James tells us that he has seen some photos (which sadly have not been very clear) and it looks like there were two small horns fitted onto the bumper to hold the sand channel in place. Does anyone have any information on Champs, which served in either Libya, Egypt etc. that would have had sand channels fitted? If you're able to help out and tell James as to how this was done or if you have copies of drawings or clearer photos that he could use to make similar brackets for his vehicle it would be very much appreciated by him.

James can be contacted by email at:
mg1966uk@hotmail.com

Big SAS Jeep From Dragon

Late last year I treated myself to a new military vehicle, albeit a bit smaller than usual. The vehicle in question was a 1/6 scale model of the famous SAS 'Desert Raider' Jeep produced by Dragon Models, and after finally finding a few spare hours the model is nearing completion.

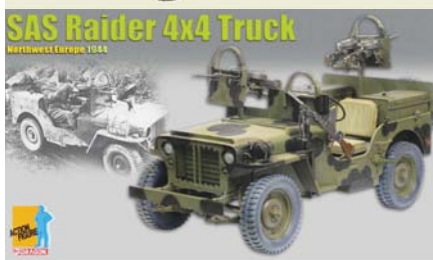
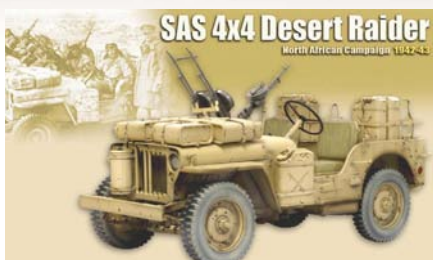
I must admit that I've made a few additions and modified a few of the kit supplied parts, but on the whole it's turning into a pretty decent replica of this most famous of Jeeps. The release of the new book by Osprey Publishing on the SAS during WW2 (see page 77) prompted me to include these details, as there is undoubtedly a strong interest in this ever-popular subject.

At nearly £100 rrp the kit isn't the cheapest around, although it is considerably cheaper than a full-size SAS Jeep replica, but it is a big model that's nearly two-feet in length, and packed with detail. I believe there is also a ready-built, fully finished version also available through Dragon Models if you're modelling skills aren't up to scratch or you simply don't have the time to build one, and a couple of other variants have also been produced, including the SAS Jeeps used in the European theatre of operations with their distinctive armoured panels.

The model is available through many good model and hobby shops and is well worth a look if you have an interest in the vehicles of the SAS during the Second World War. A range of action figures is also available to accompany the vehicles, and while 'Action Man' size, are considerably better detailed.

Check out the Dragon Models website under the 'Action Figures' section for more details of what's available, which you can find at:

www.dragon-models.com



Northern Military Expo

Just a quick reminder that the next Northern Military Expo Show is due to be held at the Newark Country Show Ground, on **Sunday 1st April 2012**.

This popular event is held at the Newark Country Show Ground, Nottinghamshire – just 2 minutes off the A1M (NG24 2NY) with room for up to 100 traders selling all manner of militaria, from Military Vehicles, Books and Manuals, to Vehicle Parts, and Uniforms, as well as Ladies 40's fashion, Radios, Medals, Models, Accessories and much more!

The event is held under one heated roof, a real benefit given British weather, with on site 'indoor' Café and Toilets. The organizers are also having an outside special parking area for people to sell their Military Vehicle and a low key Military Car Boot type event 'outside' (for just £20 for the day) plus standard adult entry fee. Opening Times are 9am to 4pm and admission is £5.00 per person.

For more information please contact:

**Jeep Promotions Ltd, 5 Chestnut Ave,
Wheatley Hills, Doncaster, South
Yorkshire, DN2 5SW.**

Tel: 01302 739000 Fax: 01302 739001

or email: jeep.promotions@btconnect.com

www.northernmilitaryexpo.co.uk

ADVERTISERS INDEX

| | |
|--------------------------------------|------------|
| Accurate Armour | page 25 |
| Adrian Flux | page 9 |
| Bournemouth Aviation Museum | page 45 |
| Britain at War | page 80 |
| Bucks Railway 1940's Weekend | page 25 |
| Classified Adverts | page 78 |
| Epic Militaria | page 2 |
| FlyPast Magazine | page 39 |
| Footman James | page 13 |
| History on Wheels Museum | page 45 |
| Imps Combined Ops Show | page OBC |
| John & Mary Worthing | page 25 |
| Key Publishing Mail Order | page 72/73 |
| Liberty Park Militatracks Show | page 45 |
| Military Vehicle Trust Club | page 49 |
| MMI Digital Issues | page 63 |
| MMI Subscriptions | page 32/33 |
| MVPA | page 49 |
| Northern Expo Show | page 83 |
| Quartermaster's Store | page 81 |
| REME Museum of Technology | page 25 |
| Tanks a Lot | page 13 |
| Wartime in the Vale | page 45 |
| Witham Specialist Vehicles | page 9 |



FOOTMAN JAMES
Insurance specialists. At your service.
0843 357 1791
www.footmanjames.co.uk

All our vintage commercial policies include the following as standard:*

- ✓ Motor Legal Expenses
- ✓ Personal Accident to include Road Rage & Carjacking
- ✓ Agreed Value, Limited Mileage and Multi-Vehicle options are also available.

FOOTMAN JAMES
Insurance specialists. At your service.

Tel. 0843 357 1791
www.footmanjames.co.uk

From a Jeep to a Centurion.

Whatever your pride and joy, we'll get you covered.

The enthusiasts' favourite for over twenty five years, Footman James is one of the leading specialist insurance brokers.

With a UK client base of 140,000 owners of classic and vintage vehicles, Footman James consistently uses its enormous influence to arrange our best deal for you.

So whatever your pride and joy, you can be confident that with Footman James behind you, you've adopted our best policy.

Talk to us soon.

Footman James is a trading name of Aon Limited, which is authorised and regulated by the Financial Services Authority in respect of insurance mediation activities only. Telephone calls may be monitored or recorded for your protection. FP 5349.01.09

*Cover is offered for social, domestic and pleasure use only.



COMPETITIVE RATES on modern car, motorcycle, home and contents insurance

TANKSALOT

MILITARY THEME DRIVING DAY SPECIALISTS!

☆☆☆ Russian 2S1 Grozdilka choice of 7 in this country £27,000 ☆☆☆

Try before you buy – don't risk your money abroad!

Driving vouchers for the Full Monty!



Tel: 01295 768 400
Mobile: 07860 455636
www.tanks-alot.co.uk





Ferret Armoured Cars - choice of 4 £3-7,000
BRDM-1 - several available from £9,000
Alvis Stallwarts - choice of 14 from £5,000
Abbot - choice of 9 from £11,000
Dodge WC 1941 - £3,300
Chieftains - from £25,000
432's - choice of 30, road registered, from £6,500
Hagglunds petrol & diesel

Fresh Vehicles arriving daily!

'H' & 'G' Licence gift certificates – get your tank driving legal



heavy Repairs

Tim Gosling takes a look at the British Heavy Repair Workshops of the Great War



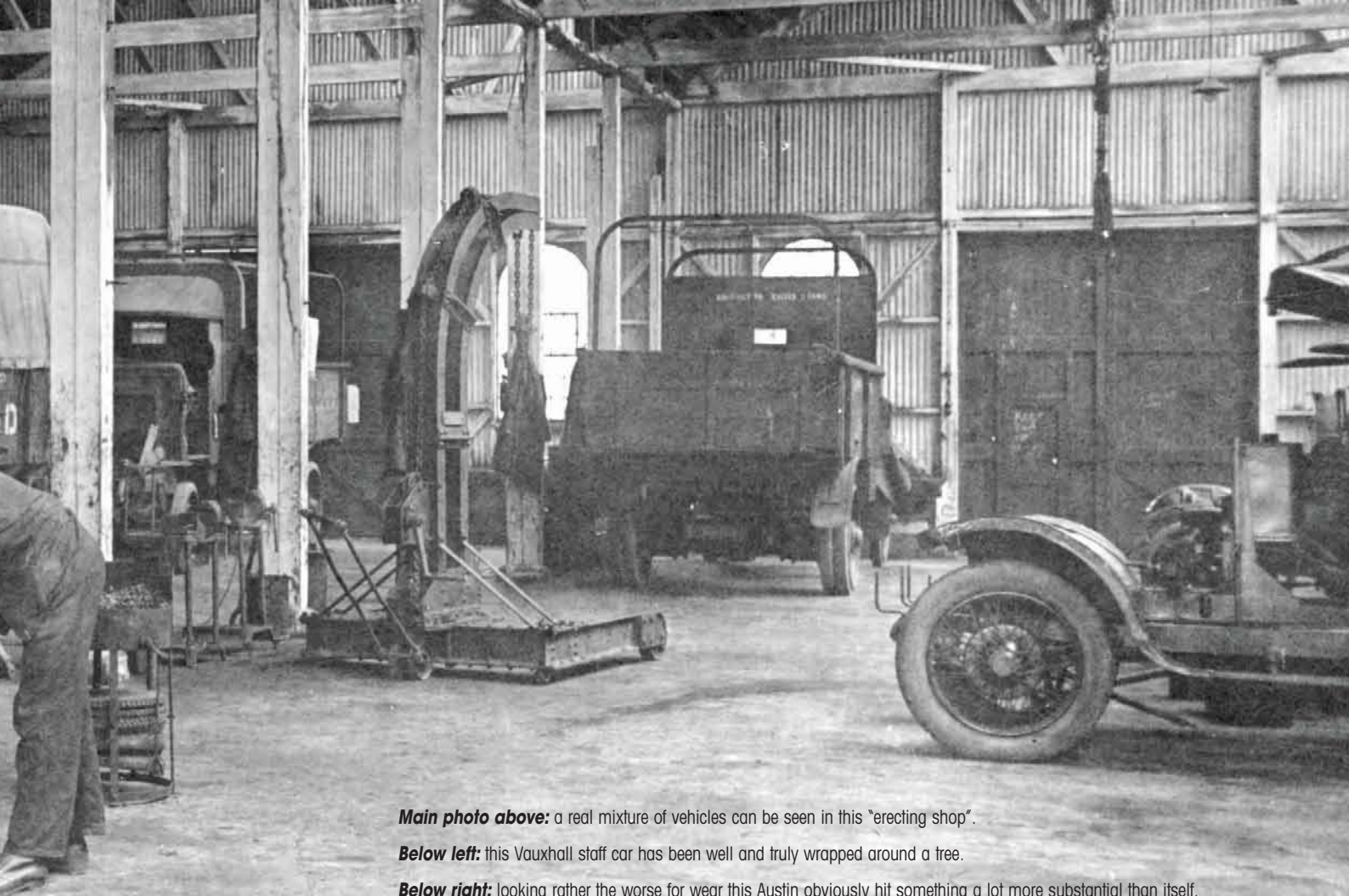
The aim of the mobile workshops was to get vehicles operational and back into service again as quickly as possible. Although the Western Front was not particularly fluid, the mobile workshops of a Mechanical Transport Company could not afford to keep on hand any lorries that required more than the quickest of repairs.

If the Company had to move to a different location, the last thing they would want to have to do is tow some broken down lorries with them. Anything requiring more than two days repairs would be evacuated to a

railhead for transportation to a heavy repair shop.

The lorry would be clearly marked (usually in white paint on the scuttle) as to its exact destination and accompanying the vehicle would be all of its tools and accessories (lamps, canvas, seat squabs etc) and while such practice was severely frowned upon, it is quite understandable that if an MT Company was short of some items (such as lamps or magneto) that they might remove them from the lorry about to be evacuated.

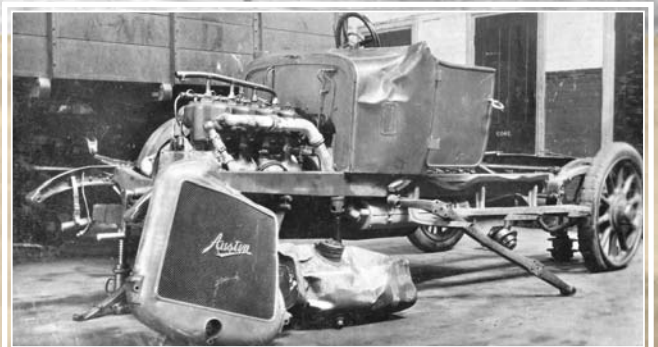
Not all evacuees were breakdowns. A good proportion of them were



Main photo above: a real mixture of vehicles can be seen in this "erecting shop".

Below left: this Vauxhall staff car has been well and truly wrapped around a tree.

Below right: looking rather the worse for wear this Austin obviously hit something a lot more substantial than itself.



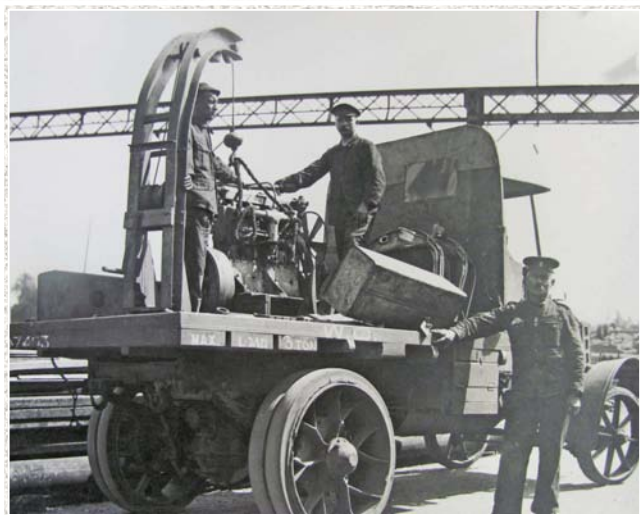
accident damaged. Photographs demonstrate that rolling over a three-ton truck does significant damage to just about every single part! Battle damaged vehicles were evacuated alongside although in most instances there would be little hope of repairing them and they would be dismantled for the salvage and refurbishment of spare parts. All of these would be shipped by train to the Heavy Repair Shop and unloaded in what was termed the "casualty park".

CASUALTY PARK

The casualty park was a large open area where the new arrivals were stored before being selected for a strip down and rebuild. The sight of so many damaged lorries was thought to be bad for morale (especially to drivers recently arrived from England) so the



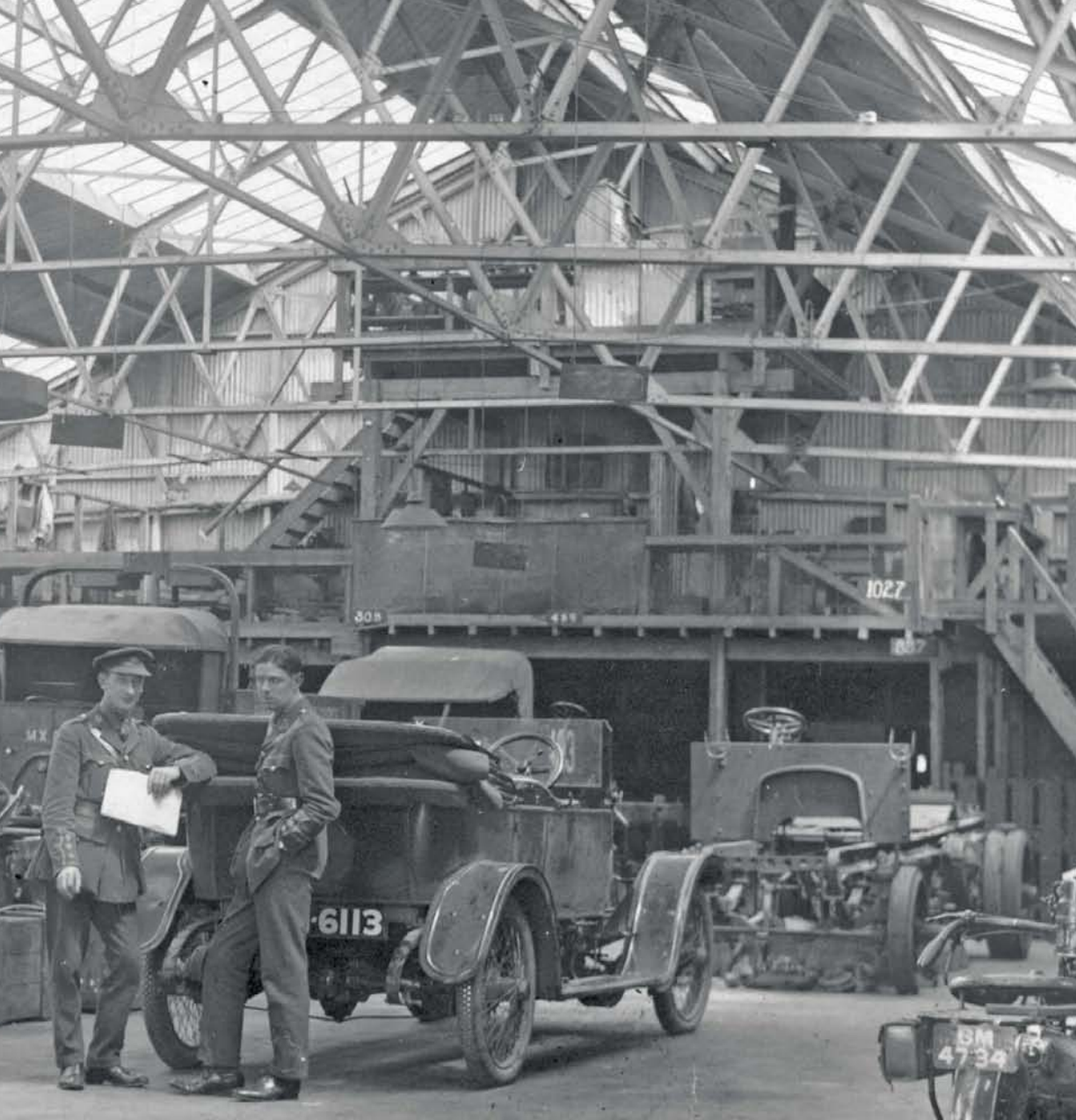
A rebuilt Dennis lorry being taken for a test drive. You can see the lighter colour paint where the chassis has been repaired.



“...It was found to be more productive if the

area was supposed to be fenced off and hidden from view. This was certainly not the case at St Omer where the damaged lorries were lined up in the old cattle market and were plainly visible to passers by.

There is something ghoulishly intriguing in looking at a car that has been in an accident and considering what might have happened to it and more importantly the person driving it. This was also the case during the war as one visiting American journalist very prosaically wrote: “A shell shattered truck visualises the tragedy of a Divisional Supply Column that has ploughed through the night with its freight of food for the front and met disaster at a turn of the road. A riddled ambulance shows how an errand of succour was halted by the shrapnel that knows neither mercy nor charity. The twisted remnant of a motorcycle is eloquent tribute to the courage of a gallant despatch rider who rushed to his doom on some hell swept highway while the mangled staff car proves that



Main photo left: there is a real mixture of vehicles in this workshop. Unfortunately the angle of the photograph does not allow for the definite identification of any of them.

Far left top: this lorry has been fitted with an engine hoist and makes an ideal works vehicle for collecting and moving large parts around the yard.

Far left centre: although not looking too badly damaged this Daimler CB has smashed its sump and has a large pool of oil forming in the gully alongside.

Bottom left: this Daimler ambulance has been shattered by shrapnel. You cannot help but feel sorry for anybody who may have been inside at the time.

e workshops had teams of people working on just one type of vehicle..."

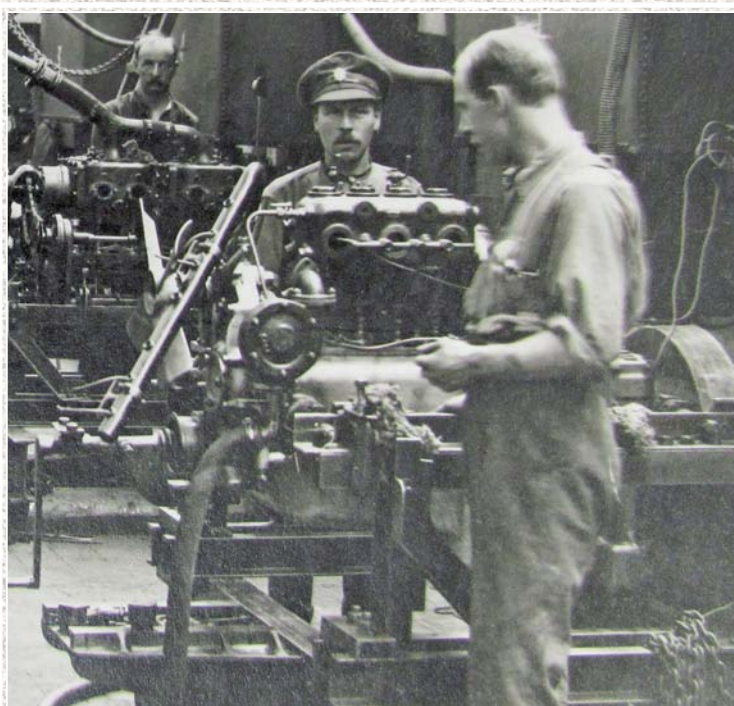
the men who direct the fighting are in the turmoil themselves".

Each new arrival to the casualty park was inspected and a list compiled of all the repairs necessary to return it to running condition. This report was used in allocating it a place in the repair shop. In the meantime all tools and moveable equipment (such as lamps and magneto) were removed and sent for cleaning testing and repair before being dispatched to the stores for reissue.

THE REBUILD

It was found to be more productive if the workshops had teams of people working on just one type of vehicle. Therefore, as the rebuild of one lorry was approaching completion, a lorry of the same type would be brought in from the casualty park.

The first step would be having its wooden body removed and delivered to the body shop where it would be cleaned, renovated and repainted ready

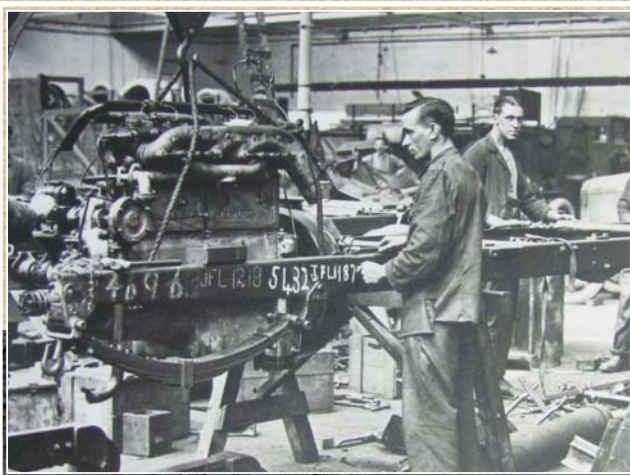
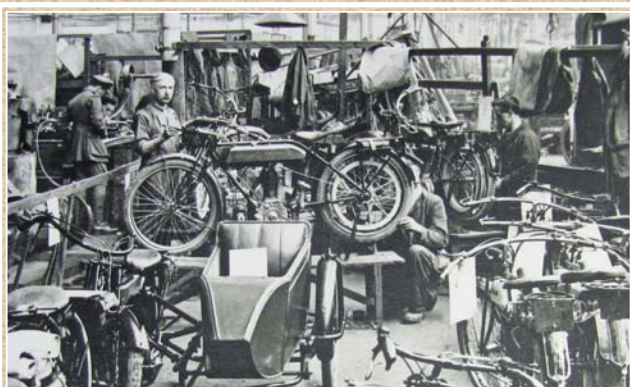


Left: a line of refurbished engines being tested. The surrounding pipes take the place of the radiator taking water to and from a large water tank outside.

Right: amongst the casualties awaiting a rebuild is this Holt 75. It is incredible that such a heavy chassis has been bent like that.

Below: here we see a fabulous selection of military motorcycles undergoing rebuilds at the workshops in St Omer.

Below centre: an RAF Leyland being dismantled. Unfortunately I can only speculate on the reasons for the numbers being painted on to the chassis.



for refitting on the lorry it came from. In the case of cars or ambulances any upholstery would be replaced if necessary.

The repair shops were not working to return the vehicles to running condition, but to rebuild them to a condition as good as new. On entering the repair shop the various units and assemblies would be removed and be marked with the number of the vehicle they were taken from. Engine, gear box, clutch, steering gear, springs and axles were sent for examination and rebuild, while the wheels were sent to the tyre press for new tyres to be pressed on if necessary.

Everything was minutely examined with parts cleaned, repaired or replaced according to the condition that they were in. A cracked or broken chassis was a common problem and at this stage the chassis would be cleaned, then examined and repaired or straightened if necessary. The components were sent to teams of artificers who specialised in working

on particular types of engine, gearbox etc, so as to maximise their productivity. Once rebuilt everything was tested. Engines were mounted on a test bed, plumbed into inlet and outlet water pipes and with the exhaust vented outside it was run so that the operator could test compression, valves, seatings, and the carburettor.

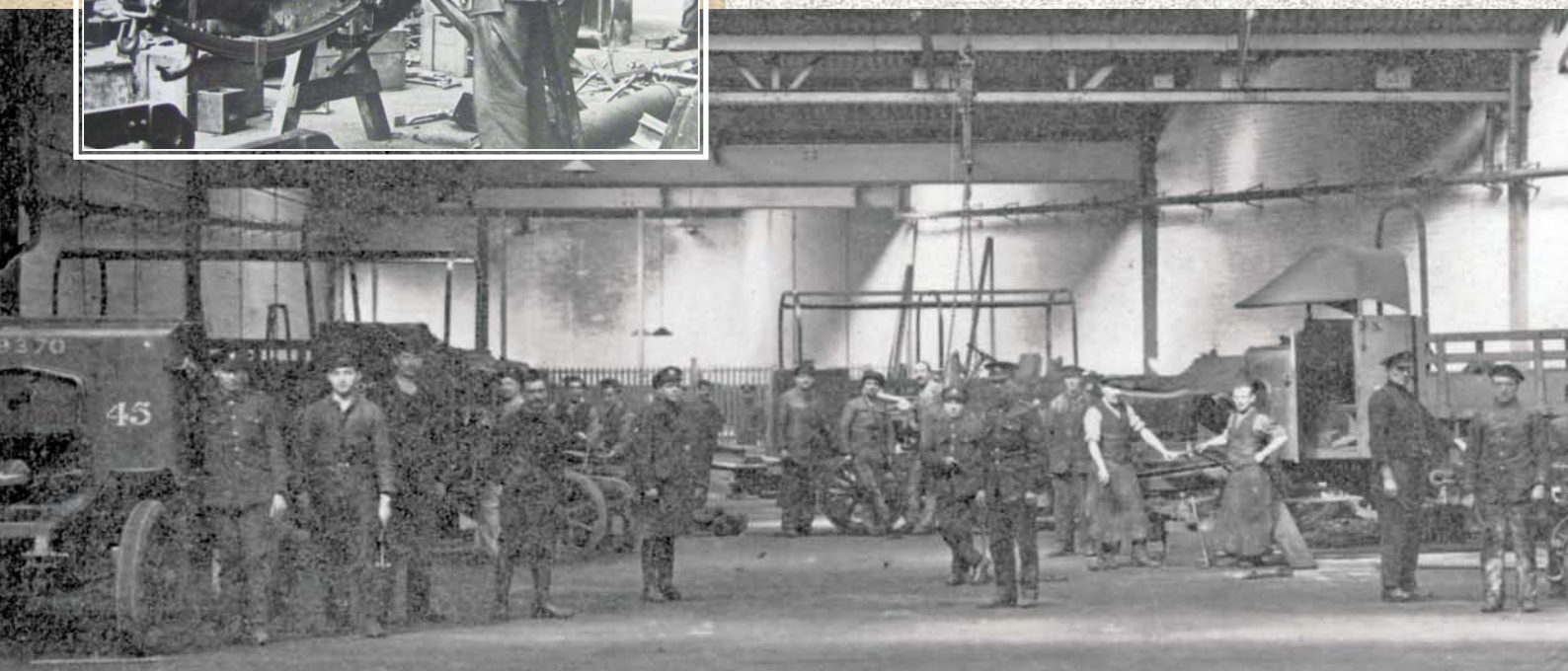
Finally, it was verified that the engine could still give the same BHP equivalent as to when it was manufactured. If it could not do so it would be sent away for another rebuild.

As the repaired components were returned to the lorry they were taken from, the crew working on it would begin to put it back together. An average period of time from it first entering the workshop to it being completed was about 5 to 6 weeks, but before it could be fitted with its body everything had to be tested.

THE ROAD TEST

Now able to move under their own power, the vehicles were taken to a test yard, parked over an inspection pit where it was ensured that everything had been put together correctly and that there were no missing split pins, nuts or washers.

Once completed the vehicle was fitted with a temporary seat and body on which was loaded packing cases of ballast up to the lorries maximum carrying capability. Lorries were then taken for a 10km test drive (30km for cars), which included a long steep hill. This hill had to be taken at a "speed suitable to the vehicle tested" with all gear changes being smoothly made. A stop was made during the test run to



ensure that none of the bearings were running hot and that the brakes were not binding. If any problems were found during the test, adjustments would be made and the vehicle tested again.

Once found to be perfect the wooden body would be refitted and the vehicle road tested again to ensure that nothing had been accidentally moved as the body was fitted. On completion, the vehicle would be handed over to the Inspection Branch who would make their own tests and if satisfactory the vehicle would be made available for reissue as a replacement vehicle

4TH HEAVY REPAIR SHOP

Faced with a shortage of skilled labour and a backlog of vehicles requiring repair, the Director of Transport suggested that some of the problem might be alleviated by establishing a mechanic prisoner of war Company in Rouen to undertake salvage and repair work.

This was agreed on January 12th 1917 and the first volunteer POW's started arriving shortly afterwards. Unfortunately a number of the POW's lied about their mechanical abilities, but these were soon weeded out when

they were given aptitude tests. The volunteers initially set about retrieving worn or unserviceable parts, but due to the severe frosts of early 1917 the POW's were set to the task of repairing cracked radiators. This was performed very well and the unit was sent 25 Daimler lorries to rebuild. However, the work of salvaging parts was considered to be more important and after these Daimlers were completed no more rebuilds were undertaken. Instead the POW's concentrated on refurbishing components in short supply such as lamps, spark plugs, seats and magnetos before moving on to the refurbishment of complete engines and gearboxes. All the work

was reported as being done to a good standard although not done as fast as a British worker which is unsurprising as their hearts can hardly have been in doing the work.

BENEFITS

When set up in February 1915 the Rouen repair shop could deal with 100 vehicles at a time. Thirteen months later this had been increased threefold. By mid 1917 Rouen was turning out in an as new condition 63 lorries, 2 heavy tractors, 36 cars and ambulances, 106 motorcycles and 41 motorcycle and sidecars every Month.

In a three-week period in July 1917 the value of articles that were made serviceable again was valued at £330,000. All of these were vital to the war effort and by repairing them close to the front this saved a great deal of shipping space in taking them across the channel for repairs.

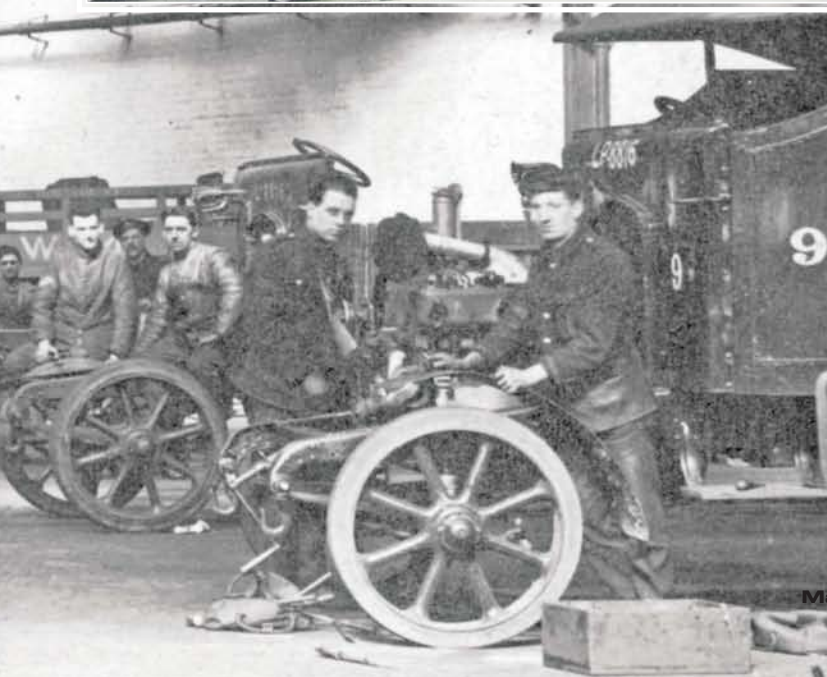
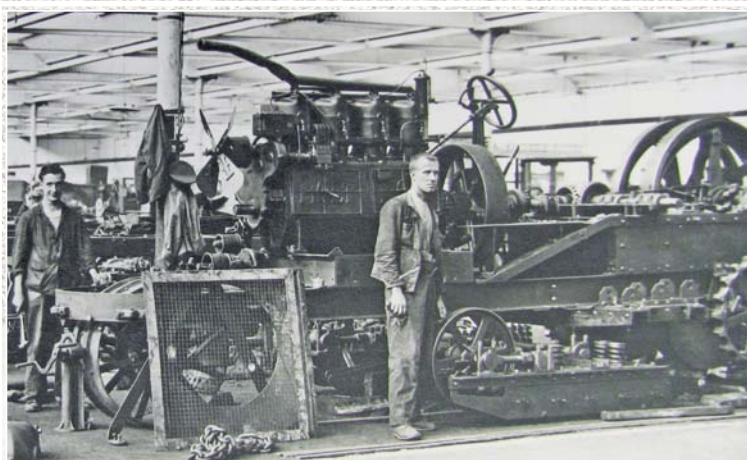
Top right: sitting in a casualty park this FWD and two Peerless lorries are barely recognisable as the type.

Above: there is nothing obviously wrong with this FWD so it is probably about to have a new body fitted.

Left: the engine on this Holt 75 looks enormous alongside the men doing this ground up rebuild.

Main photo bottom left: all of the lorries undergoing work in this spacious workshop appear to be Karriers, albeit in different states of repair.

Below: undergoing a significant rebuild is this LGOC bus chassis and behind that is a Dennis subsidy lorry.



Exer FA



Siete Meeter reports as the Red berets conquer northern and central Netherlands



One of the biggest exercises in decades was held on Dutch soil in 2011. Exercise Falcon Autumn took place between July 26th and October 7th, and involved the deployment of 2500 soldiers, approximately 300 vehicles of various types and 15 combat and transport helicopters. The main organizing unit was the 11th Airmobile Brigade of the Army, who worked in close collaboration with the Defence Helicopter Command.

The various elements to the exercises took place mostly in public areas, with the local residents in the region seeing and hearing much of what was happening. In keeping with increased deployments as peace keepers such as in Afghanistan, the

exercise involved the locals, enabling all aspects of modern military operations, such as the manning of vehicle checkpoints to search for weapons or explosives to be fully practiced.

The exercise began on September 26th in the Orange Barracks in Arnhem with an action involving helicopters taking place in and around the urban areas of Havelte. At the same time a 300-400 vehicle convoy set off from Arnhem. The red berets made their way to the north where they encountered another natural obstacle, the Hoogeteense vaart around Zuidwolde/Hoogeveen. Here the 105th Bridge Company, of the 101st Geniebatallion, built a bridge to allow the troops to continue on their journey.

Exercise FALCON AUTUMN

The 105th Bridge Company consists of 150 men and women and is tasked with allowing military units to cross waterways quickly using a variety of methods, including the building of bridges and the use of pontoons.

Despite recently announced cuts, the armed forces continue to train for global commitments, which includes the conducting of international peace missions such as those ongoing in Afghanistan, the protection of overseas trade and providing emergency relief after a natural disaster. In order to save costs involved in the transportation of troops and vehicles, the rental of training areas and overseas allowances, the decision was made to hold this large scale exercise in the Netherlands.

The military movements took place within a broad band stretching roughly from Arnhem to the Marnerwaard, with movements taking place by both by road and air. Unusually much of the

action took place outside the normally closed military training areas, providing the troops with the opportunity to demonstrate their professionalism to the Dutch citizens, and in some cases residents even took part in the exercise!

During Exercise Autumn Falcon one of the key elements was the practicing of Air manoeuvres, which involved the integrated actions of ground troops and helicopter units. This involved a realistic scenario with the focus on the most complex form of air manoeuvres, namely air assault. The 11th Airmobile Brigade specializes in this type of action and when the infantry and helicopter units are tasked to work closely together, they form the so-called Air Manoeuvre Brigade.

Exercise Falcon Autumn 2011 was an important step towards the planned Exercise Peregrine Sword scheduled to be held in September 2012, which will involve the entire brigade.

Below left: Mercedes 290 hardtop army registration 07-KZ-42 of the blue friendly forces awaiting for orders to move out during the exercise.

Below centre: a specialist version of the Mercedes-Benz 290GD soft top designed for use by the Air Mobile troops waits for the impending attack.

Below: the French-built Lohr VLA (4x4) is a specialist Air Mobile vehicle capable of being air dropped, seen here moving out to a new position.

Main photo bottom: pictured at Assen two Chinooks of the Royal Netherlands Air Force are seen here coming in to land at the drop zone.





Above right: a DAF YA 4442 4x4 truck and specialist box body variant of the Mercedes 290 hide in the forest while awaiting orders to move out.

Above: heavily camouflaged Mercedes-Benz 290GD soft top pictured during a high speed attack.

Above centre: airborne forces Mercedes 290 of the Red Forces on Guard near the Hoogeveen vaart.

Below: the plans for the attack are discussed prior to the troops moving out.





Top left: there were many different versions of the Dutch Mercedes 290 to be seen on the exercise.

Left: Chinook seen here just before touchdown at the drop zone on the Marnenwaard.

Far left: Scania trucks of the 101 Engineer Battalion 105 Bridge built unit.

Below left: soldier pictured on guard near the temporary Airbase of Assen.

Below: Air Mobile Lohr VLA (4x4), on the left the General gives his command.



Below: a soldier checks over his equipment following the battle. Note the band of sensors on his helmet to simulate hits.

Main photo left: Chinook D-662 leaves the drop zone at high speed.





Right: Liebherr FKM. crane of the 101 Engineer Battalion 105 Bridge Build Unit.

Below right: DAF-3300 YBZ recovery vehicle, seen here on the road during Exercise Falcon Autumn.

Below left: yet more Mercedes 290 awaiting instructions during the exercise. These are the standard hard top variant.

Far right: hidden in the forest here we see a Scania truck belonging to the friendly forces loaded with boats.

Bottom left: waiting troops stand beside a DAF-YA4422.



Perhaps the most spectacular action during Exercise Falcon Autumn was the major airborne assault on the TT racing circuit in Assen, in which the racing circuit played the role of a major airport and included two parachute drops and the deployment of a large number of helicopters.

11 Airmobile Brigade is unique in the Army because of its close collaboration with the Defence Helicopter Command (DHC) and in collaboration it is referred to as the 11th Air Manoeuvre Brigade (AMB). Co-operation with the DHC makes global deployment of the brigade possible within 20 days while smaller units, such as an infantry battalion

already with helicopters can be operational within 7 days.

11 AMB can be deployed in the most diverse conditions, from peacekeeping, counter terrorism and other armed conflicts to the highest-intensity or even disaster control.

AIR MANOEUVRE

11th AMB can perform all forms of Air Manoeuvre, including the integrated action of ground and helicopter units. To enable the infantry of 11th Airmobile Brigade to properly work together with the DHC, all personnel attended the special airmobile training as well as participating in continuous joint exercises throughout the year. The successful undertaking of this training sees the soldiers being awarded the red beret, an internationally recognized mark of airmobile units.

11th Airmobile Brigade has a total of 4500 employees and often needs to work independently during an operation for a few days and for this purpose the unit has, beside the logistic units such as a recovery and a medical company, its own supply company, the 11th LMB.

All in all the exercise was a great success and demonstrated the Netherlands' ability to meet the requirements of modern warfare, while at the same time reassuring the people that the armed forces were more than capable of the task in hand.



A YPR-765 of the hostile Red Troop withdraws from the battlefield.



MODEL KITS

accurate armour

www.accurate-armour.com

REME Museum of Technology
Tel. 0118 976 3375
www.rememuseum.org.uk
Isaac Newton Road Arborfield Berkshire, RG2 9NJ

The history of the Corps of REME since 1942

Displays include:
20 Specialist Military Vehicles ● A 1950's Guardroom
Armourers' Hall ● Electronic Display
Corps History and Trades

Open
Mon-Thu 9 - 4.30, Fri 9 - 4, Sun 11 - 4

Admission
Adults £5.00
Children £4.00 (Under 5s Free)
Families £15.00
(2 Adults and up to 3 Children, Under 5s Free)

Shop, Cafe, Car Park & Disabled Access Calender of Family Events & Activity Days

Buckinghamshire Railway Centre Presents
1940's Weekend
In association South East Midlands Area MVT

Saturday 15th and Sunday 16th August

Experience the authentic sights, tastes and sounds of the 1940's in this fascinating family event

Other attractions include:
Acorn Coffee, Spies and Spivs,
Trade Stands, Military Vehicle,
Re-enactment Groups,
Firing demonstrations
and Bar/Music

Open 10.30am - 5.30pm
Adults £9.00, Seniors £8.00,
Children (5-15) £5.00 and
Family £24.00 (2 adults & up to 4 children)
Under 5's go free

Trade/re-enactors/displays please
contact gm@bucksrailcentre.org or
call 01296 655720 for entrance forms

Tel: 01296 655720
www.bucksrailcentre.org

BUCKINGHAMSHIRE RAILWAY CENTRE

Follow us on Facebook

NEW WEBSITE ONLINE

www.canvasco.com
much more than just jeep, Dodge and GMC

John & Mary Worthing
Military Vehicle Canvas Works
Spout House, Orleton Ludlow SY8 4JG

New Products

Mutt top door and curtain kit,
seat cushions' 'Jeep seat satchel fits
MB/GPW, M38, M38a1' 'Jeep top stowage
bag' 'MB/GPW locker top cushions'
'Bonnet (hood) bag for stowing doors and
curtains or camping gear'

New look website
www.canvasco.com
Tel: 01584 831239
Tel: 01584 831554
canvasco@aol.com





For many years the Humber Pig was a regular sight on television news reports. It saw widespread use during the 'Troubles' in Northern Ireland, undergoing many changes over the years, before being replaced by newer vehicles. The now redundant Humbers were eventually released onto the second hand market for a second time, having been released many years before and then bought back in large numbers when the intensity of the troubles in Northern Ireland increased.

In terms of a collector's vehicle the Humber Pig has always been one of those 'Marmite' vehicles, you either love them or hate them, and I for one have had a personal love affair with them for many years, owning two at various points before selling them for something a little more sensible!

The Humber Pig, or FV1611 Armoured Personnel Carrier, didn't start life as a purpose-built armoured vehicle and many people don't realize that it actually started life as a softskin truck. While this commonality of components was seen as a good idea at the time, an increase in the vehicle's weight over the coming years created all manner of problems, requiring numerous updates to fix problems with the brakes and axles.

The Humber FV1600 Series of 1-ton trucks on which the Pig was based was developed in the early 1950s in response to a requirement by the British authorities to create a new family of post-war trucks. The Humber FV1600 series was seen as a modern replacement for the highly popular and very successful 15cwt trucks produced

Humber Pig

We take a closer look at this classic British post-war armoured truck

Top left: early Mk1 Pigs are more sought after, being considerably lighter than the more common Mk 2 up-armoured Pig and therefore nicer to drive.

Main photo right: the classic Mk2 Northern Ireland Pig has a certain presence, which is probably why I've owned two of them - so far!

Below: this was the second of my own Humber Pigs pictured shortly after it arrived and before being manoeuvred into the workshop.



by various manufacturers during WW2, but incorporated many new design features.

Powered by a Rolls Royce B60, one of the then new breed of 'B Series' engines, the Humber FV1600 was produced in a number of guises. The FV1601(A) 4x4 CT Cargo was the most numerous, being a general service truck with open rear body with drop down tailgate and removable canvas tilt over the rear body. Other variants included the FV16045 Wireless Van, fitted with a larger office type body and various radio equipment, the FV1621 Malkara Missile Supply Truck, with modified rear body designed to carry missiles for the FV1620 Hornet, itself a derivative of the Pig, and the FV1622 Malkara Missile Test Vehicle, again fitted with a

modified rear body that incorporated a metal roof. All of the Humber FV1600 series trucks featured a cab constructed from double-skin pressed steel panels. The two-seat cab also incorporated a two-part split roof hatch above each occupant that could be used for observation, ventilation in hot climates or even escape in an emergency. At least one vehicle was converted to have an open cab for evaluation purposes, but it was not rolled out across the fleet and no preserved examples are known to exist.

The suspension and drivetrain on the FV1600 series moved away from the older live axle types found on many wartime trucks of a similar weight class. Instead a brand new heavy-duty chassis with cruciform strengthener was introduced together



Top right: the Humber FV1600 series trucks were the basis of the Humber Pig.

Above: this remarkably original and untouched Pig turned up at the War & Peace Show some years ago.





Top right & above: a nice example of the early Mk1 Pig is displayed at the Tank Museum, Bovington.

Top left: a superbly restored example of the Humber FV1600 Series truck, of which very few survive.

Above centre left: here we see the wireless variant of the Humber FV1600 series truck fitted with the box type body.

Right: this Mk1 Pig in remarkably original condition was offered for sale at one of the MoD Tender Sales held at Witham Specialist Vehicles some years ago.



with independent suspension all round incorporating torsion bars, together with large drum brakes. The part-time four-wheel-drive system used a five-speed manual gearbox with a single speed transfer box with power take off for a winch that was fitted to some vehicles with the ability to pay out the cable either front or rear. The front wheels could be engaged separately to give the vehicle full 4WD capability.

While undoubtedly a very good vehicle, like so many of the newly developed vehicles that were produced in the years immediately after World War Two, the FV1600 Series was overly complicated and expensive to produce, and would ultimately be the cause of its demise when mechanically simpler and cheaper to produce vehicles started to become available. The Humber went the way of the Austin Champ, which was developed around the same time, which succumbed to the success of the Land Rover in British Army service.

HUMBER PIG

In the mid-1950s an armoured truck was developed based on the chassis and running gear of the FV1600 series. The FV1609, as it was known, was developed by the Rootes Group, to which Humber belonged, and essentially comprised of an armoured body bolted to the existing FV1600 chassis. Hull production took place at Joseph Sankey & Sons Ltd, although it is believed that Rootes' own Manchester factory was also involved.

For many years it served as a general service armoured personnel carrier, seeing service around the world, but eventually it was declared redundant and the vast majority of the Pig fleet was disposed of. Unfortunately an increase in hostilities in Northern Ireland meant that the

Army didn't have enough armoured vehicles to patrol the streets and due to a shortfall in numbers available from storage, some were hurriedly bought back from dealers to make up the numbers.

The early or Mk1 Humber Pig, as it's often referred to, had an all-up weight of just over 5.7-tonnes, with the armoured bodywork constructed from armoured steel up to around half an inch in thickness. Provision was made for the driver and a passenger in the front compartment and wooden bench seats running down each side of the rear compartment provided seating for six more troops, or eight at a push! Armoured flaps with vision slits protected the driving compartment windows and small firing ports were provided in the sides and rear doors.

On the whole the Mk1 Pig was well liked and performed well, mainly because it had been designed that way, unfortunately the subsequent up-armouring of the Humber Pig fleet during Operation Bracelet saw the weight of the vehicle increase to a point where mechanical breakdowns quickly became a real issue and rear axle breakages especially were a major headache, requiring subsequent updates and modifications. By now the new Pig weighed closer to 8-tonnes!

UP-ARMOURING

The up-armouring programme saw additional slabs of armour plate being welded to the inside and outside of the existing armoured body. A spaced wall of approximately half-inch thick armoured plate was added to each side of the rear compartment, while slabs of armour were welded to the rear doors, roof and exterior of the cab, with additional sections in front and behind the two fuel tanks mounted either side of the chassis.



Top left: this Flying Pig spotted at Overlord 2011 was also fitted with the early type of barricade remover.

Left: the curious Foaming Pig the canvas tubes were rolled out in front of the vehicle towards EODs! (Photo Dave Hadwin)



Left: an example of the Foaming Pig once sat beside the workshops at the Tank Museum, Bovington, but I don't know if it's still there.

Bottom left: the Squirt Pig was essentially a powerful water cannon. Note the four water cannon barrels poking out from the open visor.



Centre left: the inside of the Squirt Pig is filled with big water tanks and a Godiva pump, leaving little room for anything else!

Left: some Pigs, like the bigger Saracen, were converted to armoured ambulances. This example appeared at an MoD Tender Sales some years ago.

“...By now the new Mk2 Pig weighed closer to 8-tonnes...”



The Pig underwent many changes and modifications during service. This example is a little unusual in that it doesn't have the up-armour package, but has been fitted with 'wings' and mesh guards.

Right: when I owned my first Humber Pig, (reg 23 BK 96),

I discovered that it had served with an EOD unit in Northern Ireland as a wheelbarrow carrier, in fact there's a photo of it taken during an operation inside the cover of Terry Gander's 'The Encyclopedia of the Modern British Army' (1980 edition).

I also discovered that the same Pig was part of the 'Tigercat Team' and was thrilled to bits when a reader was kind enough to send me a print showing the Pig with its Saracen big brother.

Sadly I've lost the name of the sender, but if you're reading this, it was and is still very much appreciated and remains one of my prize photos in my Pig collection.



Over the years, a barricade remover was developed to aid with the removal of obstacles. It was welded to the front of the vehicle and various designs were tried, including flat bars and steel tubes reminiscent of a five-bar gate!

Other significant changes included the addition of armoured glass vision blocks to the cab and rear door to enable the occupants to see outside without having the visors open. The

two front visors were also changed to incorporate hydraulic ram assistance due to the massive increase in weight.

The tops of the rear doors were also cut down in height and an additional upper flap added to enable the troops inside to use their weapons from inside the vehicle with the flap raised but still protected by the armoured doors.

As threat levels increased and weapon types changed over the years, the Pig underwent numerous changes and modifications. The so-called 'Flying Pig' was one such modification and was given fold out wings to afford protection for troops from flying debris, bricks and bottles during riot situations.

The 'Squirt Pig' was another variant, being fitted with a four-barrelled water cannon in place of the front passenger visor for crowd control, however, Godiva pumping equipment and large water tanks filled most of the rear compartment.

The 'Foaming Pig' was a specialized variant, equipped with two long extending material 'hoses', which could smother a potential bomb with a special foam to minimize the threat of explosion. It was operated by the EOD (Explosive Ordnance Disposal) teams, but didn't enjoy much success.

Another EOD variant was the 'Wheelbarrow Carrier', the wheelbarrow being the remotely controlled vehicle that could be sent out to examine vehicles and detonate potential explosive devices. There were two main types of wheelbarrow carrier, one carried the vehicle inside the rear compartment, while the other was modified to carry it on a platform hanging from the front of the vehicle.

As the troubles in Northern Ireland progressed, so did the way the troops dealt with the riot situations, and the Pig was one of the first vehicles to be retrofitted with a roof top hatch protected by clear ballistic panels to allow the troops to observe and fight

Humber Pigs in Service

Below: this photo of a so-called 'Kremlin Pig' fitted with bar armour was kindly sent to me by a fellow Pig enthusiast.

Bottom: another lovely shot also sent to me by a reader who knew of my interest in the Humber Pig, sadly I can't remember which one of the soldiers is the person who sent in the photo.



Humber Pigs under the skin



Left: looking through the open passenger side cab door we see the interior of a typical Mk2 Pig. Numerous armour panels were bolted to the inside of the bulkhead for added protection and the floor panels were supplemented by Macrolon ballistic fibreglass panels. Note also the big armoured glass vision blocks in the visors and the driver's door. The hydraulic rams to raise the visors are located in the centre between the two visors and operated by hand pumps on the cab floor.

Below left: here we see the Rolls Royce B60 series six-cylinder petrol engine that powered the Humber FV1600 series and the Pig.

Below: looking inside the rear compartment we see an ambulance variant of the Pig, where the benches were replaced by stretcher positions.



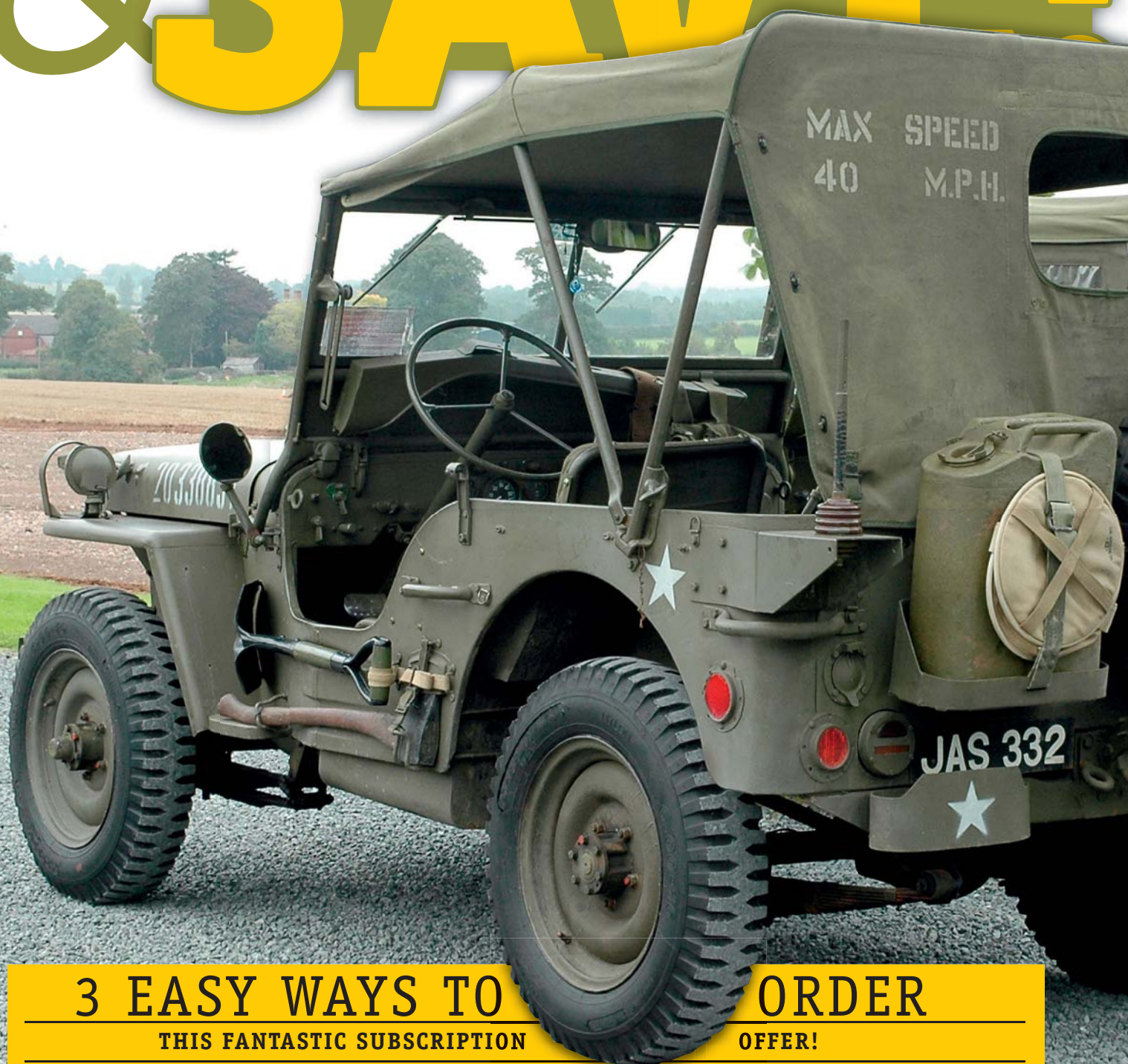
from the top of the vehicle. Similar arrangements were later fitted to the Saxon Patrol; essentially the Pig's direct replacement, and the lighter armoured Piglets and Snatch Land Rovers.

The Pig was eventually deemed as no longer being suitable for the job in hand and the majority of the Pigs serving in Northern Ireland were withdrawn and replaced by other, more modern vehicles and the Pigs were subsequently disposed of through ex-military vehicle dealers in the early 1990's, which is where I first encountered them and since then many have found their way into private hands and museums.

They often turn up at military vehicle shows, albeit in considerably smaller numbers than the more popular Jeeps and Land Rovers, but to my mind they are an equally important vehicle in terms of military vehicle heritage and were very much vehicles born of the time in much the way today's modern vehicles.

Main photo left: over the years I have been very fortunate to be sent some superb in-service photos by various readers, fellow Pig owners and those who once served on them in Northern Ireland. This lovely photo was sent to me by someone who once served with EOD teams in Northern Ireland and it shows a gathering of the various armoured vehicles from an EOD unit gathered at an airfield for a group photo. In all I counted a total of ten Humber Pigs, three Alvis Saracens, an armoured Land Rover and an Eager Beaver adapted to carry the wheelbarrow remotely controlled device. A wheelbarrow is visible in the centre of the shot. The Pig directly behind the wheelbarrow is of the type modified with an extending platform fixed to the front of the vehicle to carry the wheelbarrow.

SUBSCRIBE & SAVE!



3 EASY WAYS TO

THIS FANTASTIC SUBSCRIPTION

ORDER

OFFER!

 **ONLINE**

 **TELEPHONE**

 **POST**

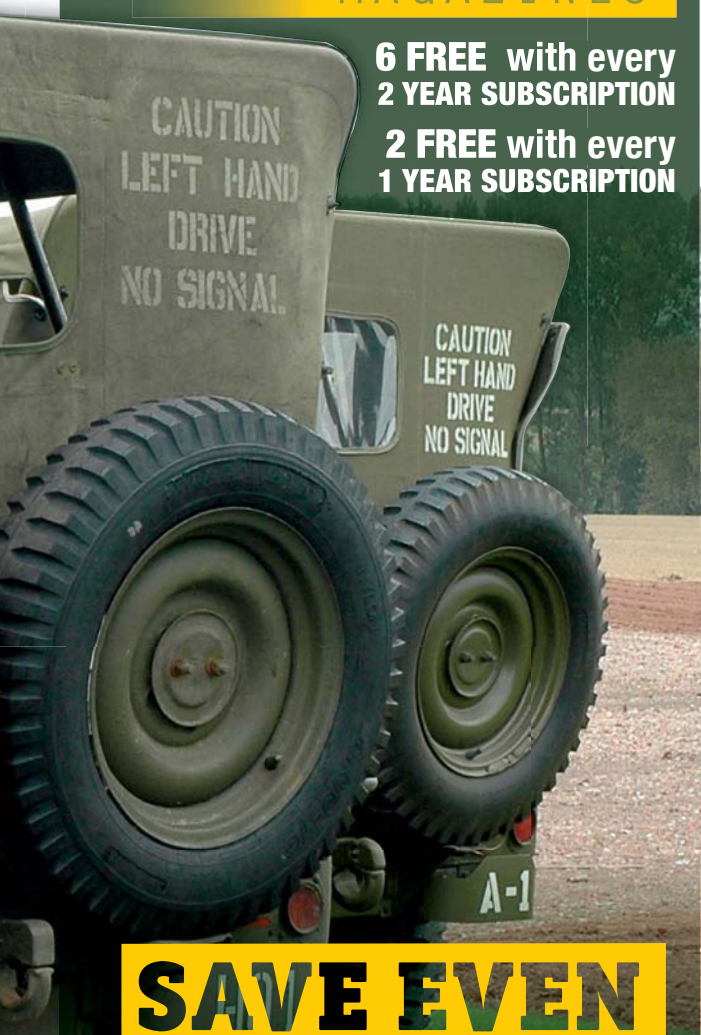
SIMPLY REGISTER
ONLINE AT:

WWW.MILITARYMACHINESINTL.COM

UK 01780 480404
OVERSEAS +44 1780 480404

FAX UK 01780 757812
OVERSEAS +44 1780 757812

COMPLETE THE FORM AND POST TO:
MILITARY MACHINES INTERNATIONAL
KEY PUBLISHING LTD
PO BOX 300, STAMFORD
LINCS, PE9 1NA, UNITED KINGDOM



6 FREE with every
2 YEAR SUBSCRIPTION

2 FREE with every
1 YEAR SUBSCRIPTION

WHEN YOU SUBSCRIBE BY DIRECT DEBIT!

Readers in the USA may place orders by telephone
toll-free 800-676-4049 or fax 757-428-6253
or by writing to:

Alternatively, order online at:

www.imsnews.com/mmi quoting/entering code MM0312

when you pay by easy Direct Debit – just **£9.50** every quarter



**MILITARY
MACHINES**
INTERNATIONAL

Title [.....] First name [.....] Surname [.....]
Address [.....]
[.....]
Postcode [.....] Country [.....]
Email address [.....]
Please complete to receive news updates and offers from us by email.

Title _____ First name _____ Surname _____
 Address _____

 Postcode _____ Country _____
 Email address _____
 Please send gift card ☐

| | 12 FOR THE PRICE OF 10 | 24 ISSUES FOR THE PRICE OF 18 |
|-------------------|--|---|
| UK | 12 issues <input type="checkbox"/> £42.00 | 24 issues <input type="checkbox"/> £74.00 |
| Europe | 12 issues <input type="checkbox"/> €59.00 | 24 issues <input type="checkbox"/> €109.00 |
| USA | 12 issues <input type="checkbox"/> \$89.00 | 24 issues <input type="checkbox"/> \$164.00 |
| Rest of the World | 12 issues <input type="checkbox"/> £54.00 | 24 issues <input type="checkbox"/> £99.00 |

I enclose a cheque for £/\$ made payable to Key Publishing Ltd
Please debit my Mastercard ☐ Visa ☐ Maestro (UK Mainland only) ☐ for £ / € / \$

Issue number Expiry date 3 or 4 digit security number (last digits on reverse of card)

M M Y Y

(Maestro Only)

OFFER CLOSE DATE: 31 MARCH 2012 PLEASE QUOTE: MM0312

Signature Today's date

Please fill in the form in ballpoint pen and send to:
Key Publishing Ltd, PO Box 300, Stamford, Lincolnshire, PE9 1NA, United Kingdom

| | |
|---|--|
| <p>Name and full postal address of your Bank or Building Society</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px;"> <p>To: The Manager Bank/Building Society</p> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <p>Address</p> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <hr style="border: 0; border-top: 1px solid black; margin: 5px 0;"/> <p style="text-align: right;">Postcode</p> </div> | <p>Originator's Identification Number</p> <div style="border: 1px solid black; padding: 5px; margin-top: 10px; text-align: center;"> 6 5 8 9 6 0 </div> <p>Reference Number</p> <div style="border: 1px solid black; height: 20px; margin-top: 5px; width: 100%;"></div> |
| <p style="text-align: center;">Instruction to your Bank or Building Society</p> <p>Please pay Key Publishing Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this Instruction may remain with Key Publishing Ltd and, if so, details will be passed electronically to my Bank/Building Society</p> | |
| <p>Name(s) of the Account Holder(s)</p> <div style="border: 1px solid black; height: 40px; margin-top: 10px; width: 100%;"></div> <p>Bank/Building Society account number</p> <div style="border: 1px solid black; height: 40px; margin-top: 10px; width: 100%;"></div> | <p>Signature(s)</p> <div style="border: 1px solid black; height: 100px; margin-top: 10px; width: 100%;"></div> <p>Date</p> |
| <p>Branch Sort Code</p> <div style="border: 1px solid black; height: 40px; margin-top: 10px; width: 100%;"></div> | |

The Direct Debit Guarantee This guarantee should be detached and retained by the Payer.

- This guarantee is offered by all banks and building societies that accept instructions to pay Direct Debits.
- If you receive a refund you are not entitled to, you must pay it back when Key Publishing Ltd asks you to.
- If an error is made in the payment of your Direct Debit by Key Publishing Ltd or your bank or building society you are entitled to a full and immediate refund of the amount paid from your bank or building society.
- If there are any changes to the amount, date or frequency of your Direct Debit Key Publishing Ltd will notify you 10 working days in advance of your account being debited or as otherwise agreed. If you request Key Publishing Ltd to collect a payment, confirmation of the amount and date will be given to you at the time of the request. If you receive a refund you are not entitled to, you must pay it back when Key Publishing Ltd asks you to.
- You can cancel a Direct Debit at any time by simply contacting your bank or building society. Written confirmation may be required. Please also notify us.

Direct Debit UK only. If paying by Direct Debit please send in form.

Payments by credit or debit card will be shown on your statement as Key Publishing Ltd. Key Publishing will hold your details to process and fulfill your subscription order. Occasionally we may wish to contact you to notify you of special offers on products or events. If you do not wish to receive this information please tick here ☐ or mention when calling. *Free magazines refers to savings compared to individual shop prices.



Above: Yamaha Royal Star 1300 motorbikes of the ROCMP wheel past the reviewing stand in precise formation. The Military Police is a separate service of the military, and, especially during the 38-year-long martial era up till 1987, it wielded immense power.

DOUBLE 10 PARADE

Gordon Arthur brings us a report from Taiwan's "Double Ten" Military Parade



Two years ago, Military Machines International attended the 1 October 2009 military parade in Beijing. At that time the People's Republic of China (PRC) was celebrating its 60th anniversary, and it did so with a spectacular and massive display of military might.

On 10 October 2011, it was Taiwan's turn to celebrate, also with a military parade. Oddly enough, the Republic of China (ROC) was commemorating its 100th anniversary. You might justifiably wonder how it is that Taiwan is 38 years older than China!

If you will allow me to briefly delve into recent Chinese history, the reason becomes apparent, as does the underlying source of tension between the "two Chinas". The date of 10 October is very important for both the ROC and PRC, for on this day the Wuchang Uprising broke out



“Every year, the PRC and ROC pay respect to this venerated “Father of the Nation...”



Above: Taiwan is also a major user of the HMMWV-based Avenger short-range air defence missile system. A total of 74 AN/TWQ-1 Avenger systems were acquired by the ROC in the wake of the 1996 Taiwan Strait Crisis.

Left: the CM-32 Cloud Leopard was developed indigenously. Series production of the 8x8 armoured personnel carrier (APC) variant commenced in early 2011. It has a remote-controlled weapon station featuring a 40mm grenade launcher and 7.62mm machine gun.

Main photo left: the ROC Marine Corps was represented by a number of Amphibious Assault Vehicles (AAV). Here, a Command variant without a turret is flanked by two Personnel vehicles (AAVP7A1) during the initial stages of the procession and were the only tracked vehicles in the parade.

Left: the army recently inducted 20 NBC Reconnaissance Vehicles. The NBC equipment is mounted on a commercial Unimog U4000 chassis because Germany now refuses to sell military-grade equipment to Taiwan.

Left: among the personnel exhibited in the parade were a number of Special Forces units. These bare-chested SEALs and their rigid-hull inflatable boat (RIB) of the ROCN are being carried aboard a locally assembled International 7400 4x4 truck.

in 1911. This uprising was a turning point in the Xinhai Revolution, leading to the overthrow of the imperial Qing (also known as the Manchu) Dynasty. The ROC was subsequently established on 1 January 1912 under the revolutionary nationalist leader Sun Yat-sen. Every year on 10 October, the PRC and ROC pay respect to this venerated “Father of the Nation”. Of course, history teaches us that, in 1949, Mao Tse-tung's communist forces chased the ROC government of Chiang Kai-shek and its adherents out of mainland China, forcing them to flee to Taiwan as their last bastion of resistance. Ever since then, both the PRC and ROC have contested the right to be called the legitimate successor to power in China. Despite their common reverence for Doctor Sun, the two countries remain politically and implacably opposed to each other!





A significant handicap for Taiwan is its uncertain political status, with only 23 countries worldwide recognizing it as a sovereign nation. The United Nations expelled the ROC as a member state after the UN transferred allegiance to the PRC in 1971. Nevertheless, most countries maintain informal political relations with Taiwan, and the island's political limbo remains in the status quo. This does create difficulties for Taiwan, with few countries willing to run the gauntlet of PRC ire by supplying military hardware to the island. The USA is one of the few allies ready to sell weaponry, and so the ROC Armed Forces find themselves predominantly fielding either American or indigenously developed equipment.

On "Double Ten Day" (as 10 October is known in Taiwan), the capital Taipei hosted a significant military parade. The last parade occurred four years ago and the one prior to that was in 1991, underscoring the fact that Taiwan only holds such military spectacles intermittently.

THE PARADE

Taiwan's 100th anniversary parade was unsurprisingly much smaller in scale than Beijing's showcase event two years ago, but a lot of interesting hardware was shown nonetheless. Ma Ying-jeou presided over proceedings, with the ROC Army, Air Force, Military Police, Navy and Marine Corps all represented.

Top right: HMMWV M1045A2 TOW Missile Carriers provide the ROCA with a mobile anti-tank capability.

Top left: another type of HMMWV, this time based on the M1113 Expanded Capacity Vehicle (ECV) chassis.

Above centre left: another HMMWV, this time with an M157 Smoke Generator Set in the rear.

Above left: a 5-ton M936 Medium Wrecker was on hand to assist with any breakdowns but fortunately its services were not required.

Right: here we see a new Patriot M901 Launching Station mounted on an M860 semi-trailer and pulled by an M983 HEMTT 8x8 Truck.





Left: an M3G Amphibious Rig moves through the heart of Taipei. Taiwan reportedly purchased 22 of these systems. Such equipment is not only useful for military operations, but also for disaster relief efforts.

The parade featured 168 vehicles and 1,082 military personnel driving past the Presidential Office in downtown Taipei, as well as 71 aircraft flying in formation overhead. While the Beijing leadership opted to show modern equipment such as main battle tanks, infantry fighting vehicles, artillery and ballistic missiles in 2009, Taiwan took a much more conciliatory approach. Indeed, the parade emphasized the military's homeland protection and disaster relief capabilities in particular. "What we wanted to show in the military display is its ability to protect the homeland, rather than to engage in war," stated Wang Jin-pyng, Chairman of the National Day Ceremony Organizing Committee.



Below: a Mercedes-Benz Actros 3343 hauling a Tien Kung III air defence missile launcher. This third-generation system is in the final stages of development and will soon be deployed as part of the island's missile shield.

"... on Double Ten Day" Taipei hosted a significant military parade..."



Left: this armoured M1088A1P2 6x6 Tractor Truck was supplied by Oshkosh under Taiwan's Patriot PAC-3 contract, but here it is seen attached to a Tien Kung I surface-to-air missile (SAM) launcher.



The 40-minute defence display was designed to “demonstrate our self-defence determination and strength to defend the country,” explained Chu Yu-shu, Commanding Officer of the 6th Army Corps

The aircraft and helicopter display was the largest ever fly-past of military aircraft in Taiwan. Amongst the most significant pieces of ground-based military hardware on display was the Ray Ting 2000 (“Thunder”, or RT2000) multiple-launch rocket system, a complete Chung Shyang II unmanned aerial vehicle (UAV) system, Unimog-based Nuclear Biological Chemical (NBC) Reconnaissance Vehicles, and various missile launchers. The latter category

included the Patriot PAC-3 being shown for the first time in Taiwan, as well as Tien Kung I and III (“Sky Bow”) air defence missiles. There was also a mock-up of the latest supersonic Hsiung Feng III (“Brave Wind”) anti-ship missile system.

Relations with China under Ma Ying-jeou’s Kuomintang government have improved considerably in the past few years. Nevertheless, the island remains very wary of its nemesis across the Taiwan Strait. While the ROC might be much smaller than its PRC brother, it is still prepared to defend its “100-year-old” island homeland..



“...the aircraft display was the largest ever flypast of military aircraft in Taiwan...”

Top left: the final system in the 168-vehicle parade was the Ray Ting 2000 MLRS. The rocket system fitted to a MAN 8x8 truck chassis was designed in Taiwan.

Above left: this Volvo FM12 380 6x4 truck has a mock-up of a Hsiung Feng III missile launcher temporarily positioned on its semitrailer.

This important anti-ship missile system fitted aboard ROCN vessels has not yet been mounted on mobile ground-based launchers.

Above right: a Daewoo truck carrying a Chung Shyang II UAV leads support vehicles along the parade route. This unmanned system will be commissioned into ROCA service in early 2012.

Right: yet another advanced system, this time a Hsiung Feng II anti-ship missile towed by a Volvo 4x2 truck. Taiwan has difficulty obtaining military equipment from countries other than the USA, so it often uses commercial instead of military-specification vehicles.



FlyPast

FlyPast is internationally regarded as THE magazine for aviation history and heritage. Having pioneered coverage of this fascinating world of 'living history' since 1980, FlyPast still leads the field today. Each issue is packed with news and features on warbird preservation and restoration, museums and the airshow scene.

BUMPER 132-PAGE MARCH ISSUE OUT NOW

FEATURING

COLD WAR SPECIAL

A series of articles looking at military aviation during the tense stand-off on both sides of the 'Iron Curtain' in Germany.

INCLUDING:

CLASH OF TITANS

Ken Ellis outlines the history of the 'Cold War', from its origins to the final thaw in the late 1980s.

GUARDING THE TRIP-WIRE

Flt Lt Ross Payne tells Hugh Trevor about the early years of flying Lightning jets over NATO's front line.

FIGHTERS IN PROFILE

Pete West artwork illustrating four important Western fighters and their Soviet counterparts.

PLUS!

FLYPAST SPOTLIGHT

Our monthly spotlight falls on the Vickers Wellington bomber

AND MUCH MORE!

132 PAGES
PRICE HELD

WIN AN ORIGINAL WELLINGTON PAINTING
Competition closes May 1, 2012

Britain's Top-Selling Aviation Monthly

FlyPast

FIGHTING THE COLD WAR

A special 25-page section - air power in the tense years after World War Two

Friendly foe 'warbirds' Bomber line-up Lightnings on the NATO front line East German fighter force Fighter artwork

Spotlight
Vickers Wellington

ALL-OUT ATTACK
WORLD WAR 2
RAF Fighter Command on the offensive

APACHE'S NEW PRESERVATION WARPAINT
Exclusive air-to-air with a Mustang in its new colours

Bomber Command legend

ONLY £4.20

AVAILABLE NOW

FROM WHSmith AND OTHER LEADING NEWSAGENTS

TO ORDER DIRECT



VISIT:

www.keypublishing.com/shop



CALL:

UK: 01780 480404

OVERSEAS: +44 1780 480404



I am usually described as a Military Vehicle Historian, which is fair enough, I've been called much worse. Over the years I've researched many legendary manufacturers without whom we could never have fielded an affective Army, Navy or Air Force and may even have lost two World Wars.

Lee Enfield, Norton, Harland and Wolfe, Supermarine, De Havilland, B.S.A. and Land Rover are just a few of the bigger manufacturing names, but there is one maker who has never really got the credit they deserve, namely Leyland Motors Ltd.

Leyland Retriever

Richard Pullen describes the British Military's Leyland Retriever in wartime use

Top left: superb photo showing a line of brand new Leyland Retrievers leaving the Leyland factory back in 1939.

Main photo right: this lovely privately owned example of the Leyland Retriever turned up at a 1940's Weekend held at Butterley in Derbyshire.

Below: brand new Hippo Mk II lorries heading out for their road tests in 1944, the Hippo was the successor to the popular Retriever.



In 1912, the British Army ordered their first Leyland lorry and, although the company has gone through various owners and structural changes since then, Leyland commercials will still be in use with certain arms of the British forces 100 years later in 2012.

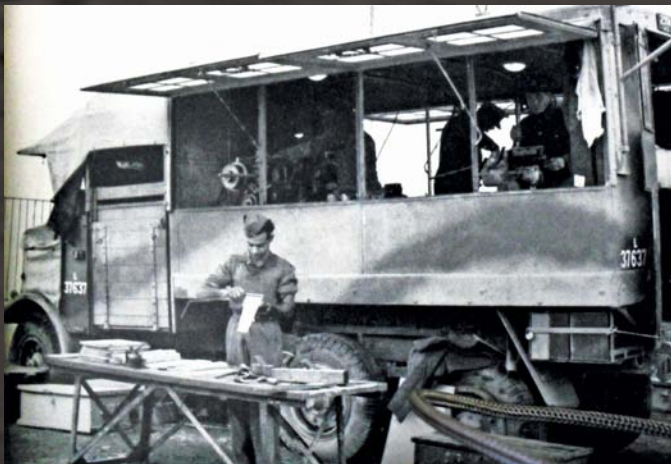
Leyland were the only company to be awarded a certificate of success at the 1912 War Office Subsidy Trials and consequently they received a lucrative military contract to supply their Leyland 'B' Subsidy Type lorry. The lorry was a three tonner with a 34hp, 6.5-litre, four-cylinder petrol engine

and was very much in demand just two years later when Britain went to war with Germany. It encompassed several technologically advanced features such as a water-cooled transmission brake, a double drive reduction axle, and hand-lever operated brakes. The chassis was so good that in 1915 four of them were made into Leyland Armoured Lorries. These were created especially for use in Mesopotamia, but the weight of the armour made them very slow and of limited strategic use.

The Leyland 'B' Type soon became known as the R.A.F. Type and by the

end of the Great War the company had churned out more than 6000 of them. After the war, Leyland bought as many worn out old ex-War Department R.A.F. Types as they could. They managed to retrieve almost 3000 old Leyland's, which were refurbished and sold on to civilian contractors. The work was undertaken at the former aircraft factory in Kingston-upon-Thames. In the early 1920s, when the huge job of restoring the 3000 lorries started to come to an end, Leyland turned the factory over to the production of the Trojan car and van.





Above: a 1939 Leyland Retriever Mobile Workshop lorry seen here operating in the field during the war.

Right: a Retriever Mobile Wireless Van being used in the Western Desert.



Top right: a Retriever carrying pontoons across Pegasus Bridge just after D-Day in June 1944. Note the Horsa Gliders on the river bank in the background.



This Terrific shot shows a Retriever Recovery Wagon in 1942, note the extending gantry above the driver's head.



WORLD WAR TWO

Leyland continued to gain military contracts and their products always gave good service in all sorts of theatres of operation, but in 1939 their military commercial production gained added importance with the outbreak of the Second World War. As had happened 25 years before in 1914, the military suddenly needed to get men, ammunition, food and other essential supplies to the front line as quickly and as efficiently as possible.

“...in 1939 their military production gained added importance with the



Leyland Retriever Workshop & Recovery Wagons



Left: a 1939 Leyland Retriever Mobile Workshop lorry.

Below: A Retriever Recovery truck being used to remove the gun and Mantlet from a captured German Panzer.



Leyland had been producing vehicles such as the Cub and the Beaver, but they were getting a bit long in the tooth and were more suited to civilian haulage work, rather than what the Military were now looking for. As early as 1932 the War Office had asked for a new lorry, which would preferably have to be 3 ton with a rigid chassis, be snub nosed or forward control and have a six-wheeled layout. It would need to have an articulated rear bogie, which was designed by the War Office and made available to manufacturers. The lorry would have to be 'capable of being easily adapted for an unspecified number of rolls'.

Many manufacturers came up with their own creations along these lines including Albion, Crossley, Guy, Karrier and A.E.C. Leyland's answer to the War Offices request was the splendid 6x4 Retriever WLW. The lorry was seen by many as an updated version of the six-wheeled Terrier that the company produced from 1937 until 1940. The Retriever was subsequently approved by the War Office, contracts were issued and the factory was put on a war footing. Manufacture of the new lorry started in earnest and by the end of 1939 they were shipping an average of 50 Retrievers per week. The original call for Leyland lorries had been for a General Service body,

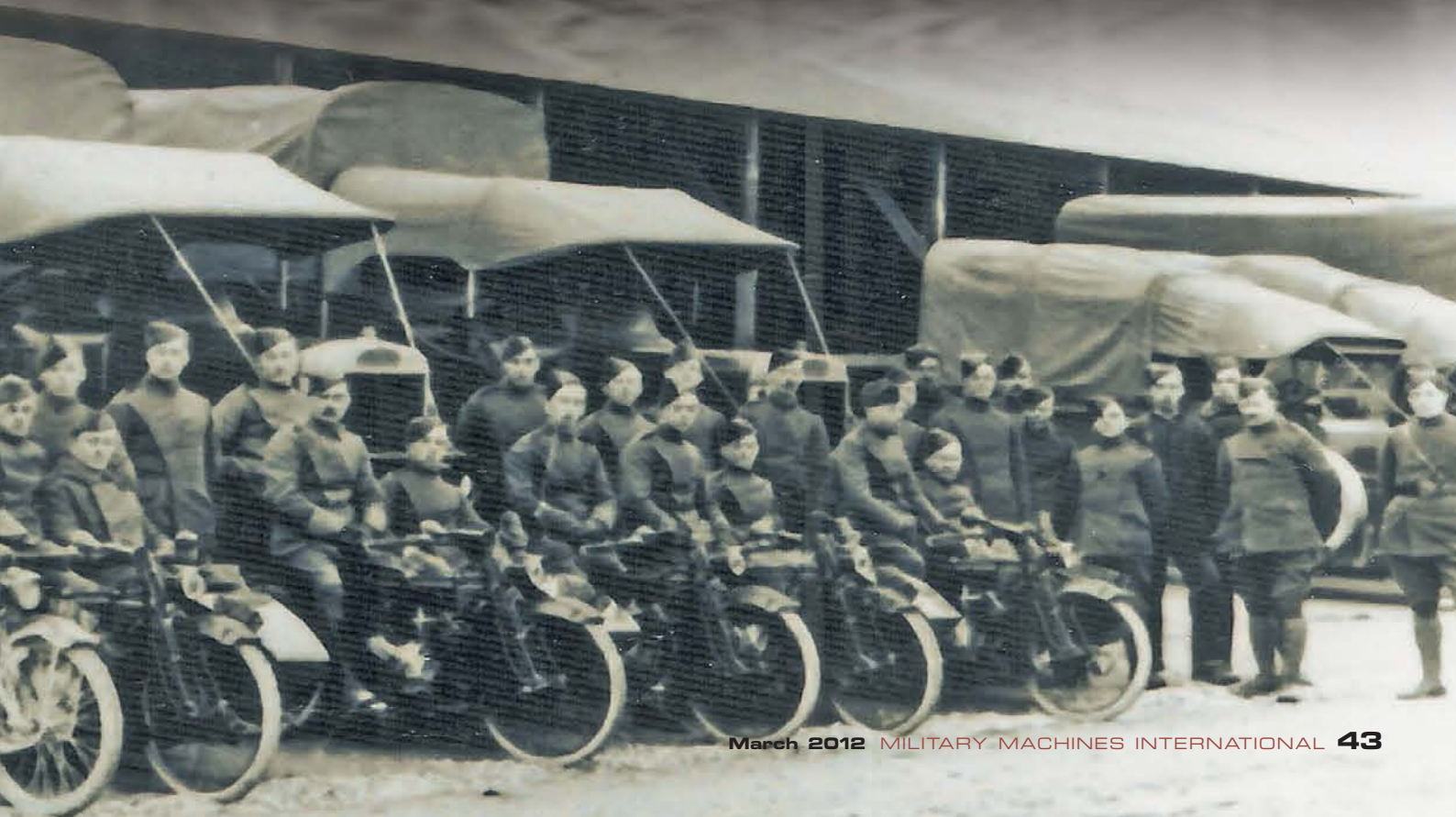
which was just a drop sided lorry that could carry anything from troops to aircraft engines.

The Retriever proved to be so good and had so much potential for adaptation that they were soon being built as mobile cranes, searchlight lorries, bridging lorries, wireless vans and recovery wagons.

The lorry was particularly useful when fitted with a Coles Crane, which was capable of lifting a maximum load of 3.5 tons. The crane was operated by electric motors that gained their power from a generator driven by the lorries own engine. Leyland carried on as they had in the Great War and created a range of mobile workshop lorries

Main photo: Leyland RAF Types and motorcycles in service with the Royal Flying Corps pose for an official photograph in 1917.

the outbreak of the Second World War..."

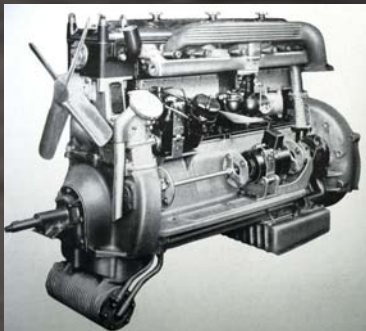




Top: the wonderful Leyland Retriever based Beaver Eel armoured lorry. The rakish Beaver Eel has a much more modern appearance than its age would suggest.



Right: a very nice shot from early 1945 showing Hippo Mk II rear axles being built in the Leyland Assembly Shops.



Right: here we see a publicity photograph showing the engine from the Retriever.

that were invaluable in the field and kept many a vehicle on the move. The Retriever was also fitted out as a Wireless Van with an effective voice range of around 100 miles at 1 kilowatt. One Retriever was even destined to become the vehicle of choice for Field Marshall Montgomery himself. In February 1941, the Italians were routed from

the Western Desert and the British captured a motor caravan that had belonged to the Italian commander, General Annibale 'Electric Whiskers' Bergonzoli. The caravan was given to Monty, who seemed very glad to accept it. It was based on a Fiat lorry chassis and with the exception of a broken magneto, was in perfect working order. Leading Aircraftsman Raymond Eyres, managed to repair the magneto by taking the innards from a British Lucas mag and squeezing them inside the broken Italian unit, thus getting Monty back on the road.

The magneto cannot have been the only problem with the vehicle as the caravan body was soon removed and the remaining vehicle was scrapped. Monty still needed a caravan, so the Italian body was simply bolted onto a Leyland Retriever GS Lorry. Monty actually ended up with a total of three caravans; one based on a Mack, used as Montgomery's personal sleeping quarters, one on a Fordson, which was created as a map-room and the Leyland Retriever, which was used as his office.

The Retriever had a four-cylinder petrol engine fitted with a Zenith UXY2 carburettor as standard. The lorry soon acquired a good reputation for terrific build quality and surprisingly good off-road performance. So impressive were the Leylands that there is some evidence to suggest that those captured by the Germans at Dunkirk in 1940 carried on in German ownership with crosses on their doors and gave good service right up until the end of the war and probably long after that with new French civilian owners!

Leyland also produced a semi-forward control lorry based on their

pre-war civilian Lynx. The military 4x2 3-ton Leyland Lynx WDZ1 went into production in 1940 at the old Kingston upon Thames factory and the last of the 1500 Lynx ordered left the factory in late 1941.

Leyland lorries played many different parts during the war, but perhaps one of the more unusual was as a mobile Church. A brace of new Retrievers were turned into fully functioning churches for use by the 21st Army Group. They were built at the REME workshops here in the UK, were officially blessed by the Arch Bishop of Canterbury and christened Saint Paul and St George.

On 15th June 1940, Admiral Evans from the Ministry of Aircraft Production said that he wanted semi-armoured vehicles to protect our airfields from German bombers. Leyland were very quick to come up with their latest creation, the Beaver Eel, which was based on a Retriever chassis. The Eel carried a 20mm anti-aircraft gun and light machine guns and the prototype machine was completed within a couple of days of Admiral Evans request.

The first production machines were delivered a few days later on the 25th June and in all Leyland built 250 Eels. Unfortunately, once the invasion scare was over, the Beaver Eel Armoured Lorries were no longer needed and they were turned back into standard lorries, therefore there are no surviving examples of the Eel and there are very few period images. Leyland eventually gained several other war contracts, including some related to tank production, initially just engines, but soon for complete Centaur, Cromwell and Comet tanks. Lorry production almost came to a halt whilst the company concentrated on these and other contracts, but as the war progressed, the need arose for a lorry that could carry large loads, and Leyland came up with the Hippo Mk II in March 1944.

The Hippo was the big brother of the Retriever, had an enclosed cab and was capable of carrying 10-tons and by the first quarter of 1945 the factory was producing around forty finished Hippos per week.

Leyland produced around 6,500 Retrievers in total and soon hundreds of ex-WD examples started to return to Britain where they were snapped up by ex servicemen wanting to start a business and existing hauliers alike. The Retriever was especially suited to recovery work and many were still working for a living well into the 1970s and the Royal Air Force still had at least one WW2 vintage Retriever Coles Crane on their books well into the 1960s.

Leyland Retriever

Right: this 1941 Retriever was adapted for recovery work after the war and can be seen at the Lincolnshire Vintage Vehicle Society Museum.

Below: the natural successor to the Retriever was the Hippo Mk II. This privately owned preserved example was spotted at a military vehicle show in 2010.



NATIONAL MVT SHOW WARTIME IN THE VALE



**ASHDOWN
WW2 CAMP
23 & 24 JUNE 2012**

**40'S ENTERTAINMENT AMBITIOUS AMPHIBIANS
ARENA EVENTS ARMOURY FLYPAST (applied for)
BATTLE (Sun.) CHAMP CAMP CLASSICS & COMMERCIALS
FINE WEATHER (applied for) MILITARIA STALLS
POST WAR VEHICLES RE-ENACTORS TANKS**



Ashdown Farm, Badsey, Nr. Evesham, Worcestershire, WR11 7EL
Adults £8 Children £4 Family £18 Concessions £3
www.ashdowncamp.webs.com
Tel: Paul 0779 159 1528



Bournemouth Aviation Museum
Presents

The 4th Annual

Vintage Transport Day

KAS

Sweetheart to the Forces

Vintage Bus Rides
Classic Vehicles
Military Re-enactors
Living History Displays
Vintage Fashions
Trade stalls
Refreshments



**Sunday 4th March
2012**

Admission

Adults £5

Children 3-16yrs £3

10am - 4pm

www.aviation-museum.co.uk

Also find us on Facebook!

Merrittown Lane, Hurn, Christchurch, Dorset, BH23 6BA

The **biggest**
war museum
in the Netherlands

PRESENTS

MILTRACKS

May 19-20, 2012



- unique Wehrmacht WWII vehicle show
- driving along on 1-mile circuit
- 100+ booths at militaria market
- visit our website: www.militracks.nl



LIBERTY PARK

Museumpark 1, 5825 AM Overloon
+31 478 641 250 info@militracks.nl

THE HISTORY ON WHEELS MUSEUM

ESTABLISHED 1978

Situated in the South East of England, in Eton Wick, close to Eton College and within sight of Windsor Castle, History on Wheels is **more than just a motor museum**.

The Museum was first opened to the public in 1980, and as the name implies, within this Museum can be found a truly unique collection of **Motors**, both military and civilian, **Militaria**, from 1900 to the 1950's from all conflicting Nations, and **Memories**, illustrating artefacts of all types from both the civilian and wartime home fronts.

Originally constructed as an indoor riding school, the principal building was converted in the late 1970's to house the Tony Oliver private collection of Vehicles and Militaria.



www.historyonwheels.co.uk

Into the Archives

Main photo below: prototype of the Centurion tank-based BARV (Beach Armoured Recovery Vehicle), 12 of these entering service around 1962 and remaining in use until replaced by the current Leopard 1 based Hippo BARV from 2001.

Shaun Connors delves into the hidden archives of the former ATTURM...

A key part of the feature I wrote for last month's MMI on the Royal Navy's DUKWs was a visit to their home, the base of 11 ATT Sqn. (11 Amphibious Trials and Training Squadron) Royal Marines at Instow, north Devon. While at Instow I was fortunate enough to secure a brief look through part of the extensive photo archives that have built up there over the years, and across the next two issues I'll be sharing some the most interesting (in my opinion) of what I found.

While dangerous to assume I know, I made my selection for this month under the assumption that some, most or possibly even all..., of the images used may never have been seen before outside of Instow/the MoD. I'm pretty adept with Google and have to say that while images of some of the vehicles etc. can be found, I've not yet found

any of those I've used... You may be more successful...

And as always (perhaps moreso in my case - I'm more a current generation vehicles man...) we ask that if anybody knows more about any vehicle or image featured and would like to share that knowledge with others, then they get in contact with us through the usual channels.

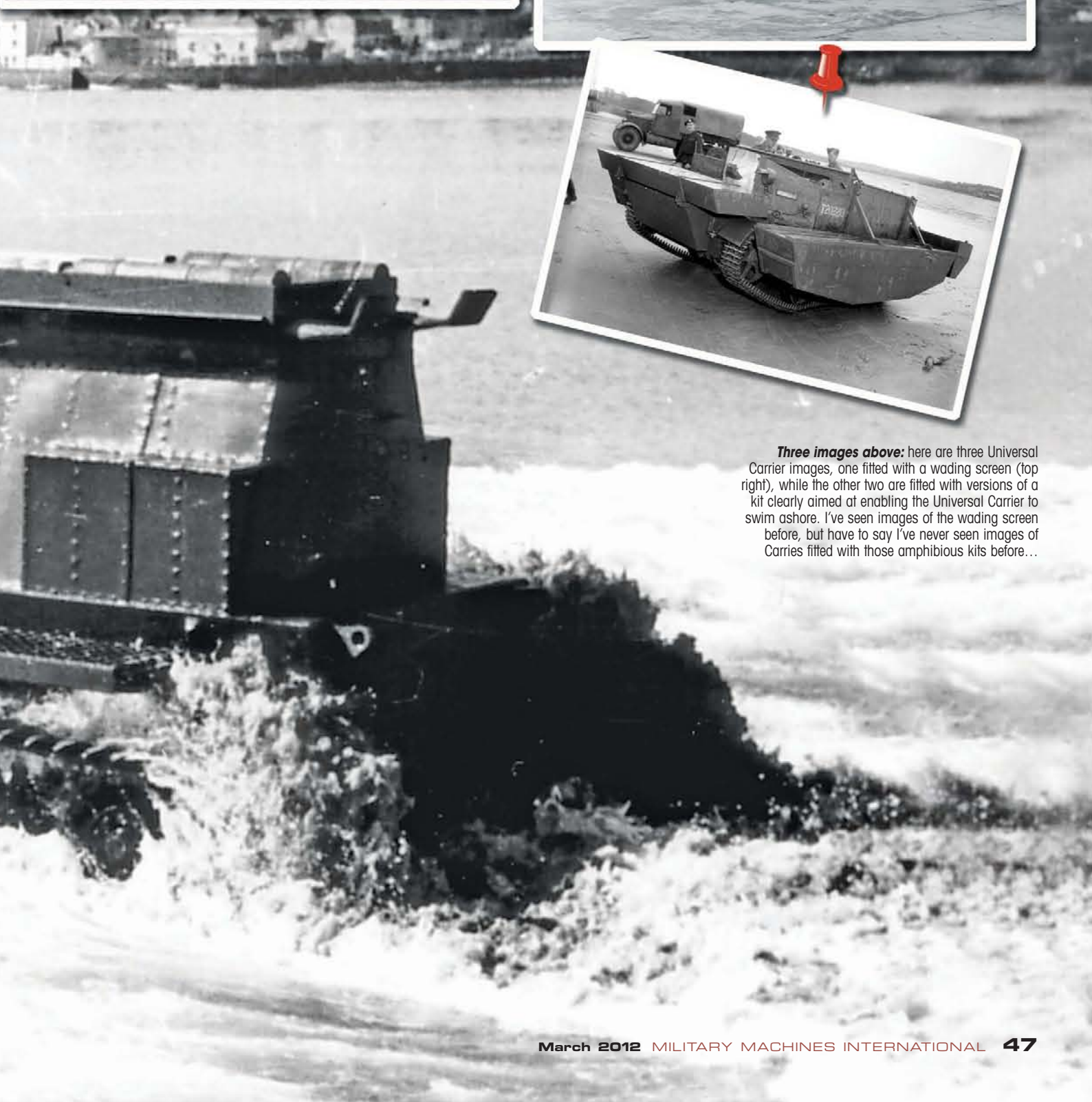


Left: the A34 Comet was probably the best British all-round tank to see service during WW2 and the type remained in service with the British Army until 1960. Shown in this undated image is a Comet fitted with what appears to be a semi-permanent wading/fording kit.





Three images above: here are three Universal Carrier images, one fitted with a wading screen (top right), while the other two are fitted with versions of a kit clearly aimed at enabling the Universal Carrier to swim ashore. I've seen images of the wading screen before, but have to say I've never seen images of Carries fitted with those amphibious kits before...

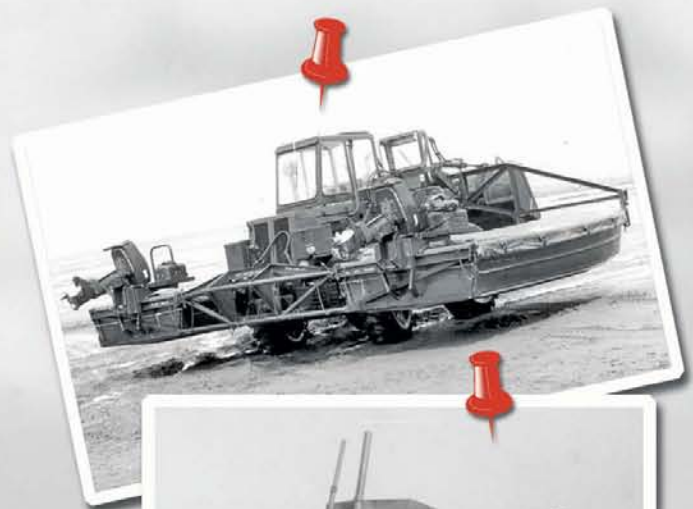




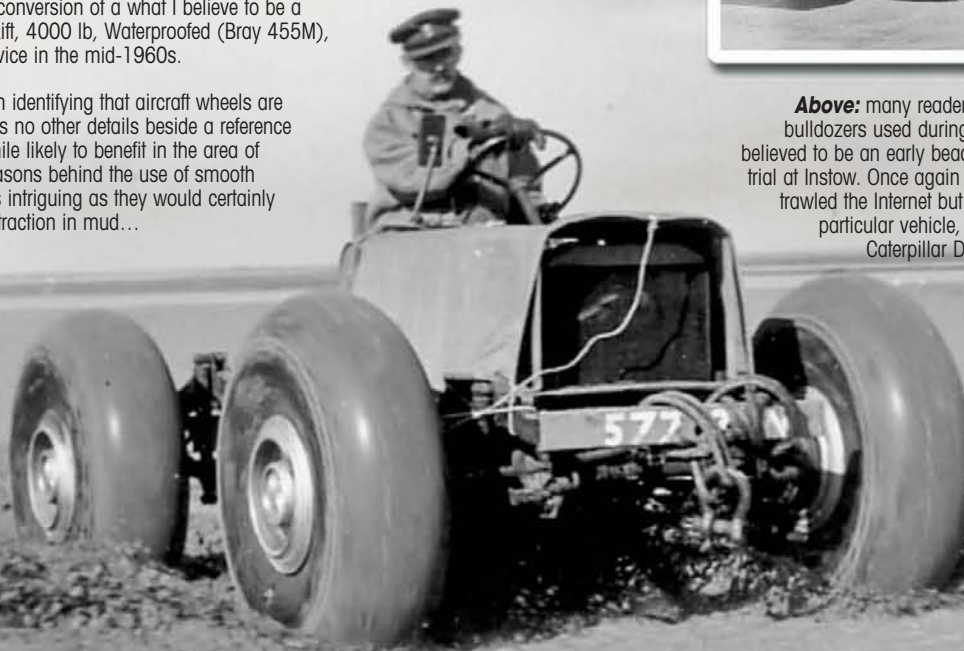
Above: as a more capable successor to the earlier Terrapin Mk1, 500 of which were produced, the larger Terrapin Mk2 appeared in November 1944. Intended for the Far East but never entering production due to the end of hostilities in that theatre, only prototypes were built, none of which survive intact.

Top right: it is amazing the lengths it was at one time considered necessary to go to in attempts at making things amphibious that by design were most certainly not... Identified only as a 'tractor fitted with assault boats as flotation' this is a good example of what is probably an expedient experimental conversion of a what I believe to be a Tractor, Wheeled, Fork Lift, 4000 lb, Waterproofed (Bray 455M), this vehicle entering service in the mid-1960s.

Main photo: other than identifying that aircraft wheels are fitted this image provides no other details beside a reference number of 10844... While likely to benefit in the area of ground pressure, the reasons behind the use of smooth treadless aircraft tyres is intriguing as they would certainly have offered little or no traction in mud...



Above: many readers will be aware of the armoured bulldozers used during WW2, but here we see what is believed to be an early beach armoured recovery vehicle on trial at Instow. Once again I've thumbed my references and trawled the Internet but couldn't find any images of this particular vehicle, but I believe it to be based on a Caterpillar D7 with front mounted winch and raised exhaust and air intake.



Right an Alvis Stalwart fitted with a bolt-on bow and stern to improve seaworthiness. There also appears to have been some modification to the dowty jets, the body sides appear non-standard, and sand-type tyres are fitted instead of the normal bar grip pattern. This image is not dated, but it clearly pre-dates Instow's drafting in of the last two amphibiously capable Alvis Stalwarts (between 1993-1996) to help with an ever-increasing workload.



BINDERS
JUST
£7.00

**PROTECT YOUR MILITARY
MACHINES INTERNATIONAL
COLLECTION
WITH ONE OF OUR STYLISH
MAGAZINE BINDERS.
EMBOSSED WITH A GOLD LOGO,
EACH BINDER HOLDS 12 ISSUES OF
YOUR FAVOURITE MAGAZINE!**

HOW TO ORDER

ONLINE:

www.keypublishing.com/shop

TELEPHONE:

UK 01780 480404

OVERSEAS +44 1780 480404

Monday to Friday 9.00am til 5.30pm

*P&P £2.50 UK and BFPO, Overseas surface £3.00, Airmail £5.80

M.V.T.



The Club for Collectors
of Military Vehicles

Join the
Big One

The aims & objectives...

of the MVT are; to promote the conservation, restoration and preservation of all types of Military Vehicles, to encourage members by providing a communications network between other enthusiasts both here and overseas, and to support Military Vehicle shows and events with a display of vehicles.

Join over 5000 like minded Military Vehicle Enthusiasts whose membership benefits include.

- Over 40 local area groups.
- Incorporating the highly acclaimed "WINDSCREEN" Magazine
- Regular "GREENSHEET" Newsletter.
- Organisation of European Tours.
- Numerous National and local shows throughout the year.
- Vehicle verification for DVLC
- The use of a large Technical Library.

visit us online
www.mvt.org.uk

**THE MILITARY
VEHICLE
TRUST**

Registered under the Charities Act 1960 No. 327768

For full details write to:

THE MILITARY VEHICLE TRUST
Membership Secretary

PO Box 1844

Andover

SP11 9ZQ

England



Who Will Protect Them? YOU... AND THE MVPA

SANDBLAST THE FRAME—REBUILD THE CARBURETOR
FIND AN ORIGINAL WHEEL—THE TIME—THE COST...
BUT YOU LOVE IT ANYWAY.



**MILITARY VEHICLE
PRESERVATION ASSOCIATION**

HISTORY IN MOTION

PO Box 520378 • Independence, MO 64052 USA • 800.365.5798 • www.MVPA.org

You've done the hard work to preserve your historic military vehicle.

Now, support the organization that works hard to preserve your continued access to vehicles and parts.

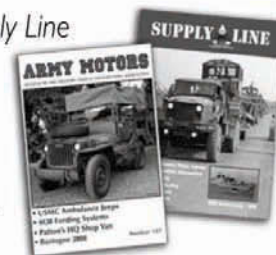
Monitoring municipal, state, and federal legislation to fight barriers to the hobby. And, assisting local MVPA affiliates facing these issues in their areas. Just part of what we do.

What else? Six issues of *Supply Line* and four *Army Motors* issues a year for vital information and resource contacts.

Discounts on ad rates and at the international convention.

Now, do your part to honor their service and continue the tradition.

Join today and keep history in motion!



MARKET PLACE

Part Two

Thankfully for those who already have vehicles, prices appear to be rising as the years go by and therefore some (but not all) military vehicles can be seen as an investment opportunity. Unfortunately this has priced some vehicles out of reach of newcomers with a limited budget, but there are still plenty of vehicles to choose from.

Where you enter the hobby will depend on your budget, personal circumstances, as discussed last month, and indeed your particular sphere of interest as well as what you want out of the hobby, but in order to give an overall view of what's available I've tried to simplify matters by grouping the vehicles into three general categories, namely small, medium and large. While this article is intended to offer advice to those thinking about starting out in vehicle ownership, it

should be seen as a guide rather than a bible as the hobby is constantly evolving and has changed significantly in the few years I've been involved.

Compared to many I am a relative newcomer to the hobby having started out around twenty years ago, however, in that time I have seen Jeeps rise in price from just £3,000 in the early 90's to £12,000 and more today, and over that same period I have seen many vehicles once commonly available disappear completely. This rapid rise in prices gives an indication of just how fluid the market place can be, but once you know where to look and what you're looking at, you'll be able to navigate the world of military vehicle ownership with a little more confidence and a good place to start is the Internet, with numerous companies selling vehicles all around the world.

Opposite right: in your quest to find a military vehicle to suit your needs you will encounter vehicles of varying size, complexity and condition. Your own DIY abilities may determine whether or not you decide to restore a vehicle or purchase one that is already restored and on the road.

With such a huge choice of ex-military vehicles available to collectors it would be difficult to cover them all in book let alone this article, instead I'll be looking at some of the more popular vehicle choices covering a variety of budgets that hopefully offers a general idea of what to look for when thinking about starting out in the hobby. The market place is a constantly changing place and as such you will need to keep an eye out for current prices and prices quoted within this article are for guidance only.

This month we discuss some of the vehicles available to the collector

Main photo right: while many newcomers to the hobby ultimately crave a tracked vehicle, their high purchase cost and associated drawbacks in ownership often deter people from buying them. One thing is for sure, you will need deep pockets and a lot of dedication if you are considering purchasing a tracked vehicle.





Right: For some a civilian type car pressed into military service is the best compromise for convenient military vehicle ownership.

Despite a significant size difference between the Jeep and the DUKW, the difference in price is surprisingly small! The military vehicle world is full of contradictions and sometimes bigger vehicles can be considerably cheaper to buy than a smaller vehicle, but running them can be a different matter!





A military motorcycle may be the best way to get into the hobby, but prices vary considerably.

Military Jeeps

There are many, many different types of Jeep available, some are rare, some are common, most are relatively expensive compared to similar vehicles, but the vast majority are easy to run thanks to a very good spares availability.



A rare vehicle will often command a much higher price than more common types, but not always.

Milweb is an excellent starting point, having it's own classified sales section covering a wide variety of vehicle types, as well as listings of a great many companies dealing in military vehicles too. It's a great source for military vehicle owners and enthusiasts so if you haven't visited the site check it out.

eBay is another place to look and a tip here is to vary your search descriptions so as not to miss out of vehicles. For instance don't simply type in Jeep because you'll be swamped by normal civilian vehicles, instead try more specific terms such as Military Jeep, Army Jeep, ex-Army Jeep, Willys Jeep, Ford Jeep, rare Jeep, in fact anything that might target a military Jeep over a more modern civilian Jeep. The same goes for any other vehicles, you can try ex-military, ex-army, ex-mod, military etc. etc.

Classified adverts in magazines are of course another place to look, as are the various club magazines and newsletters such as those published by the Military Vehicle Trust, Invicta Military Vehicle Preservation Society, and the Military Vehicle Preservation Association in the USA, and all of these organizations have their own websites too. Even local newspapers and the various car sales magazines can on occasion include military vehicles for sale, and if visiting some of the bigger military vehicle shows there will invariably be vehicles for sale there too, be they privately or on trade stands.

SMALL IS BEAUTIFUL?

A good friend of mine once told me many years ago that smaller military vehicles would be the things to own in the future, being a good investment, cheaper to run and easier to transport and store, and to a large extent he was absolutely right!

Depending on what you want out of the hobby, these smaller vehicles can be particularly beneficial to those starting out, and what they lack in terms of seating and space, they make up for by having the ability to be stored in a normal garage or on a drive way and in many cases can be easier to work on too – but not always! In these days of rising fuel prices the smaller vehicles also offer potential savings in running costs over bigger vehicles with larger, thirstier engines.

Unfortunately as people have cottoned on to the advantages of these smaller vehicles, the price of many popular types has risen according to demand, hence the rising prices of the ever-popular Jeep, Land Rover and other small softskin vehicles.

If you allow for the rarity factor some vehicles command, prices can increase even further. For instance, anything German from World War Two can demand a very high asking price, and that includes smaller vehicles such as motorcycles, motorcycle combinations, Kubelwagens and Schwimmwagens, all of which have been priced well out of the reach of many collectors. With WW2 German motorcycle



The Jeep and Land Rover may be readily available in large numbers but they aren't the only small 4x4s available to the collector, over the years many different types have been produced by many countries. The Mercedes G-Wagen was produced not only for the post-war German Army, but built under license for other countries too. The little Volkswagen Iltis was again built initially for the German Army, but built under license and as a consequence there are quite a few available, but some rarer vehicles, such as the post-war Chinese BJ212 shown above right, may be hard to track down and spares may be more difficult to source if you're to keep it running.

combinations typically fetching £25,000+ the asking prices for Kubelwagens around the £35,000 mark, and Schwimmwagens even more, it's easy to see why many people are unable to afford such vehicles even if they are deemed as good investments for the future, and prices are unlikely to drop.

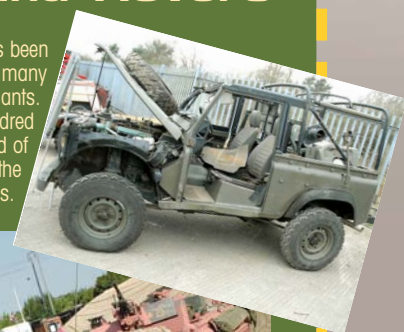
A cheaper way into the market might be with a modern military motorcycle, or even a post-war Russian motorcycle combination, which in many cases was based on the original German design. In fact many of these Russian copies have been modified to replicate the wartime German equivalent! Even so you should expect to pay anything from a £1,000 to £4,000+.

If four wheels are your preference a Jeep may be your first choice, and there's no doubt that they are well served with spares and replacement parts, making running them that much easier, but the popularity of this wartime classic has seen prices rise considerably in recent years and unless you have a budget of at least £5,000 (for which you will probably get a vehicle in need of restoration), you may have to forget about a Jeep until you've won the lottery because prices are creeping ever closer to the £20,000 mark for standard variants and even more for specialist and rare models!

There are other post-war Jeeps that may fit the bill instead and these can be considerably cheaper to purchase than a wartime Jeep, and parts are still

Military Land Rovers

The military Land Rover has been produced in huge numbers by many countries and in numerous variants. Prices can vary from a few hundred pounds for a vehicle in need of restoration to £25,000+ for the rarer and more unusual types.



German Rarities

In the last couple of decades the prices of World War Two German vehicles has risen dramatically, pricing them well out of reach of all but the richest collectors. With prices ranging from £15,000 to more than a million pounds for some rare tanks and half-tracks, they're not a viable consideration for someone starting out in the hobby with a limited budget.



Right: there are a great many wartime American vehicles available to the collector, and while many of them are in the UK and Europe, there are many more to be found in the USA. Prices vary dramatically depending on the type and model, but in general they're more affordable than a German wartime equivalent.



Below left: British wartime vehicles remain a popular choice with collectors and are generally available in reasonable numbers, but can command hefty prices, although still significantly cheaper than some classic cars of the same period.

Bottom left: the post-war M715 Kaiser Jeep has survived in surprisingly small numbers, due in part for a reputation for rusting.

Bottom centre: vehicles that are a little less mainstream such as this David Brown aircraft tug and Swiss Army Saurer may have their attractions, but sometimes spares availability can be an issue.

readily available, and Land Rovers have always been popular with first time buyers, and again they are well served with parts and spares. The choice is a little more limited these days and gone are the days when ex-military Series IIIs were selling for just a few hundred pounds, and over the years prices have risen considerably, but there are still many to choose from and they regularly come up for sale.

Early Series I Land Rovers are now viewed as rare collectable vehicles and prices have gone through the roof in the last couple of years, pricing them out of the reach of many first time buyers. The Series II and III has also become harder to find, although prices are relatively stable – at the moment – with examples costing anything from a few hundred pounds for a vehicle in need of restoration to several thousand pounds (or more) for a ready to go restored standard vehicle.

The coil sprung Defender 90 and 110 is probably the most numerous type currently available and are available a wide range of prices, again from around a thousand pounds for a vehicle in need of some work to £5000 + for a tidy restored example.

The later Wolf Land Rover, favoured because of its more powerful engine, and special types such as the Pink Panther and Wolf WMIK are in a different league, with typical prices ranging from £15,000 up to £35,000 or more in some cases.

Of course there are many more smaller vehicles to choose from, but to be honest the Jeep and Land Rover tend to be the most numerous and most readily available, however, if you do want to stray away from these types there are vehicles like the American post-war period M151 MUTT in its various forms, which is regarded by many collectors as the post-war Jeep.

Alternatively there are vehicles like the post-war German Auto Union Munga, Volkswagen Iltis and Mercedes G-Wagen, some of which were built under licence by other countries like France and Canada. They're not that common compared to other types and you may need to go to one of the various specialist dealers to be found around world, but occasionally they do pop up in private classified adverts and can cost anything from a few hundred pounds for a Munga in need of restoration to upwards of £8000 for a nice example of the MUTT. One thing to bear in mind is availability of spares and service items, otherwise running the vehicle can become expensive if you can't get hold of the parts.

The Austin Champ is another post-war alternative. Once loved by just a few and hated by many thanks to its mechanical complexity and tendency to rust, in recent years it has found a dedicated following in the military vehicle world and now enjoys almost cult status and has its own Austin Champ Owners Club.

Unfortunately this new found fame has pushed prices up considerably and whereas you could once buy a Champ for a few hundred pounds, nowadays you'll be hard pressed to find a decent example for less than £4,000.

Many vehicles fall into the general group of small military vehicles, but as a rule of thumb a wartime vehicle will usually cost more to purchase than a post-war vehicle and in some cases (but not all) be harder to locate spares for, but they should at least hold their value well, some better than others!

As a consequence a lot of people steer away from wartime vehicles as their first vehicle, often because of the higher initial purchase prices. More modern post-war types are on the whole cheaper to buy, but not always, especially when a particular type has become popular or is a rare model, however, post-war vehicles may benefit a better availability of spares.

In short the choice is very much down to the individual and if you want a vehicle that is perhaps a little more unusual you may have to make some sacrifices and it may require some detective work to track down spares.





MEDIUM VEHICLES

Not everyone wants a small vehicle and in some cases the physical size of vehicle may prevent someone from driving it even if they want to! I'm not particularly large, but I am six foot tall and have a bit of beer belly and when I had a Jeep for a short while I struggled to physically get behind the steering wheel! Those with a larger frame or perhaps over six foot in height may have no choice but to opt for a larger vehicle, so try before you buy!

That said you may not have to jump to huge truck, there are medium size alternatives to consider, and while they may be a little less convenient to store they can offer other benefits and in some cases can be turned into very useful campers!

Once again there's a huge choice of vehicles in this category, and as with the smaller vehicles, With Land Rovers being so popular you could consider

the 101 Forward Control in its various forms, while the Reynold Boughton RB44, Unimog, SUMB and Pinzgauer are popular modern alternatives, however, there are advantages and disadvantages to all them in terms of fuel consumption, spares availability and physical size.

The Land Rover 101FC has risen in price, with few available below £3000 now and considerably more for the more sought after radio body variant, and they are getting harder to find these days, however, parts are generally easy to source through specialist dealers.

The once popular Simca Unic Marmon Bocquet or SUMB is it's normally known is still available, but doesn't seem to be as popular as it once was, which may be down to the fact that all but the late model vehicles imported into the UK were powered by a thirsty American derived flathead V8

There are a number of medium sized wartime German vehicles around, but they can be expensive to buy.



Top left: the wartime American Dodge Ambulance can be converted into a very useful camper, but prices are on the rise!

Top right: the RB44 in its different guises has appeared in significant numbers in recent years, but spares can sometimes be an issue.

Above centre right: the post-war German Unimog used to be available in large numbers but I'm seeing fewer of them around these days.

Above: although not as widely available some vehicles, spares for wartime British vehicles are around if you know where to look.

With some larger military vehicles the potential to convert them to campers is better than others. This ex-MoD Bedford RL workshop truck turned up in an MoD Tender Sale at Witham Specialist Vehicles and although fully kitted out with fully functioning workshop, could be converted into a spacious camper with very little effort.



petrol engine, and with fuel prices rising they have lost some of their popularity, but remain sensibly priced at just a couple of thousand pounds for a reasonable example and could after all be converted to LPG if fuel consumption is an issue.

There are many wartime vehicles from around the world that also fall into the medium sized vehicle category, with the Dodge Weapons Carrier, Dodge Command Car, Bedford MW, Humber FWD, Steyr 1500A and many others being amongst the more commonly seen vehicles, albeit covering a wide price range.

Oddly enough, in many cases these slightly larger wartime vehicles can cost less than smaller wartime vehicles, but not in all cases. For instance the Dodge Weapons Carrier generally costs less than a Jeep to buy, although prices have risen in recent

years and whereas you could once pick one up for two or three thousand pounds, these days you'll probably have to pay at least twice that and considerably more (£10,000+) for a Dodge Command Car.

As with the smaller vehicles, once you start looking at wartime German vehicles such as the Steyr 1500A mentioned earlier, you start getting into serious money, if indeed you can find one in the first place! Sadly these wartime German vehicles have, like the smaller equivalents, moved largely into the realms of the rich collector.

One thing you may have to consider, especially if you are a younger enthusiast, is that the vehicle you're looking at isn't over the weight classification you're entitled to drive on your driving licence, assuming of course you want to drive the vehicle on the road.

Top right: it may be hard to envisage this very tired Scammell Pioneer as a fully restored and running vehicle, but many military vehicles do start this way and the dedication of the owners usually sees them restored to the former glory. If you have reasonable DIY skills there's no reason why you couldn't consider a restoration project such as this as a way of starting out in the hobby.

Right: here we see a fully restored example of the Scammell Pioneer wrecker, pictured at one of the many military vehicle shows held each year. These shows are an excellent place to start your quest for a vehicle. Talking with owners about their vehicles will help you get a feel for which vehicle might best suit your needs.





If a vehicle is too heavy for you to drive on your standard licence, which I believe is 3.5-tonnes for younger drivers, 7.5-tonnes for older drivers like me you may have to consider taking another driving test to gain the necessary credentials, however, this will incur further costs that you will have to factor into your budget.

Another factor you may have to think about with a slightly larger vehicle is the MOT test, assuming of course that it requires an MOT. Most garages that offer an MOT test will only take vehicles up to 3.5-tonnes because of the type of equipment they have available, and if your vehicle is over that you will probably have to find a garage or testing station that handles larger vehicles.

I encountered this problem some years ago, fortunately the local council vehicle depot were able to handle the vehicle and offered MOTs, but in some areas the testing stations can be much further away and if using a HGV testing station you may find that there is a waiting list just to get a test.

While medium sized vehicles are very popular, offering a number of advantages over the smaller military vehicles, there are those who prefer something a little bigger, however, this can bring with it a whole host of potential problems that newcomers to the hobby should be aware of before taking the plunge.

Big Boys Toys

This final section contains a large choice of vehicles due to the fact that it includes tracked vehicles. While it is true that there are some smaller tracked vehicles, the vast majority that the collector encounters are big, and when I say big I mean in terms of both physical size and weight, with few tracked vehicles weighing less than 7.5-tonnes, and many considerably more, but I'll speak about tracked vehicles in a little more detail later.

Although it's easy to think of big trucks like the Scammell, Diamond Ts, Reo and Bedford when talking about larger, wheeled vehicles, it also encompasses other types such as

wheeled armoured vehicles. Armoured vehicles do have a certain kudos within the hobby, however, their weight, and in many cases lack of vision, may offset this benefit and indeed deter you from owning one.

As with the small and medium vehicles, there is a significant difference in retail prices between wartime and post-war vehicles. The Daimler Ferret, Humber Pig and Alvis Saracen have long been favourites for those starting out in armoured vehicles, with wartime equivalents often being priced out of reach. Unfortunately fewer examples have been released over the past twenty years and they're becoming harder to find and as a consequence prices are also on the increase.

A vehicle in need of restoration could be the answer if your budget is limited, but take into account that you will probably need heavier duty equipment, bigger and heavier transportation (and therefore more costly) in the first place and if the vehicle is not running, some means of moving the vehicle once it has been unloaded at your premises. A dead Land Rover or Jeep is relatively easy to move, but a vehicle weighing several tonnes will need a bit more than muscle power, and remember, if it's not running it may not have any brakes either!

Simple things that you take for granted on smaller vehicles like changing a wheel may not be possible on your own due to the size and weight of the wheel, so be sure that you have the ability to maintain the vehicle once you have it, be it on your own or with help from friends or fellow enthusiasts.

Running these vehicles can be a bit more expensive on fuel too, especially when you bear in mind that few will do more than 15mpg, and some, such as the Alvis Stalwart, do not like being driven long distances on roads for risk of damaging the complex drive train. This can apply to many larger vehicles, and if this is the case you may have to hire transport to get to any shows you wish to attend, which in itself can be costly unless you already have transportation at your disposal.



Large trucks aren't a lot better, and while many are capable of being driven to and from shows (assuming you have the correct driving licence), the fuel consumption of doing so may determine how far you travel. It's also worth remembering that some older types may have a top speed of 40mph or even less!

The storage of these larger vehicles can be an issue, few people have a storage shed or barn big enough to accommodate a truck, and if you're not willing to allow your vehicle to deteriorate by leaving exposed to the elements, you may have to rent some storage. This will of course be an added cost to consider, but worse than that the storage may not be local, which could mean having to travel just to do simple jobs such as those involved in the regular maintenance of the vehicle.

Top left: A wartime German half-track may be your dream, but they can command seven figure sums! It might be an idea to lower your sights until you win the lottery!

Top right: the variety of vehicles available is staggering, with some countries having some interesting vehicles such as this German Ford Keulen Ambulance dating from 1954.

Above: although not available in huge numbers, the Bedford QLR is a popular choice with those wanting a wartime camper.

Below: some trucks can be ridiculously large, appealing to those wanting something a little different.





Within the general grouping of the heavy vehicle section there are a great many wheeled armoured vehicles, both wartime and post-war. As with their smaller cousins, wartime vehicles on the whole tend to command higher prices than their post-war equivalents. Some types are less common than they once were, such as the British Alvis Saracen APC shown centre left. There are a number of wartime wheeled armoured cars in preservation, but their prices tend to put them out of reach of the first time buyer. Some of the more unusual armoured vehicles may well fall within budget.

Of course larger vehicles do have some advantages, and the possibility of turning the vehicle into a camper to allow the owner(s) to live in the vehicle when attending shows is probably the biggest advantage and one of the main attractions of these larger vehicles. Go to any military vehicle show and you'll normally see a range of vehicles that have been turned into campers, some being more imaginative than others.

As mentioned earlier, tracked vehicles do have a certain attraction, with a wide range of vehicles in terms of size and capability. The post-war British FV432 armoured personnel carrier is almost certainly the most numerous vehicle to be found in the UK, and with prices around the £5,000 mark they're sensibly priced, but the more expensive CVR(T) family is starting to catch up in terms of ownership numbers, however, forget about a large main battle tank such as a Chieftain, T-55 or T-34 unless you have stacks of money and very deep pockets to be able to run one. They're definitely not recommended for those new to the hobby, even if you have your own land to keep one and come with a whole heap of headaches.

Top right: big, wartime recovery trucks like the Diamond T, Scammell and Ward LaFrance (shown here) are popular choices with many and may not be as expensive as you think.

Right: this prototype FV432 appeared in an MoD sale and while it may appeal in terms of rarity value, when considering something unusual like this, think carefully about whether you can get the spare parts.



Tracked vehicles, by their very nature, are not normally driven to shows, although it does happen occasionally, but as a consequence the transportation of the vehicle to and from a show should be factored in when looking at whether or not you can afford one in the first place and in many cases it will require specialist transport capable of taking the weight.

Tracked vehicles are generally more expensive to run, maintain and repair than most softskin and armoured wheeled vehicles, but the fun factor associated in driving them often outweighs the cost, offering more 'smiles per mile', which is why so many people take the rough with the smooth. They also require more specialist knowledge when it comes to operating and maintaining them, and larger vehicles will require a crew, so

if you don't possess that knowledge you may have to call on the services of someone who does and that may not necessarily be cost free.

Another thing to consider before buying and using a large wheeled or tracked military vehicle on the road is that of roadside recovery. These vehicles, regardless of how well maintained they might be, are usually many years old and can be prone to breakdowns and the organizations you might normally call on to repair or recover your family car following a breakdown at the side of the road, will not have the capability to deal with large or tracked vehicles. While there are companies that specialize in HGV recovery, they don't come cheap, although it may be that you have friends who would be able to help out, but that's not always an option available to everyone.

Finally there are half-tracks, that peculiar blend of wheels and tracks and there are quite a few to be found, but few are readily available to the first time collector. Two of the most common types that are relatively easy to find are the American wartime M3 series of half-tracks with their characteristic 'rubber band' tracks and the post-war Czechoslovakian OT-810, which was essentially a modernized copy of the wartime German Sd.Kfz. 251 half-track.

Neither are ideal as first time vehicles, they can be expensive to buy and expensive to run and very few people run them on the road so they'll need to be transported to shows. In

Useful Contacts

Military Vehicle Trust
www.mvt.org.uk

Invicta Military Vehicle Preservation Society
www.imps.org.uk

Military Vehicle Preservation Association
www.mvpa.org

Milweb
www.milweb.net



Half-tracks are peculiar vehicles, and some can command high prices, but they can also be expensive to run.



Left: tracked vehicles like the FV432 APC can be bought at reasonable prices and offer plenty of 'smiles per mile'.

Below right: 'Big Boys Toys' can come in all shapes and sizes and this huge American airfield crash tender is at the top end of the scale!

Below centre: the wartime Diamond T is a popular truck with collectors, but many have had the thirsty petrol engines replaced.

Bottom right: the armoured Dragon Wagon has been preserved in reasonable numbers, but remains expensive to purchase.

Bottom left: no matter how much it appeals, forget any ideas of starting out in the hobby with a 60-tonne Main Battle Tank.

short they're not a viable proposition for someone completely new to the hobby, but could be something to aspire to in the future.

The German half-tracks, both armoured and softskins, from World War Two really are in a world of their own, and realistically only available to the very rich. While there are quite a few in preservation now, with five, six and in some cases seven figure sums changing hands for these sought after vehicles, few newcomers to the hobby can afford them, even if they're considered investment opportunities.

IN CONCLUSION

The appeal of owning a military vehicle often sees people donning 'rose tinted spectacles', and while they are on the whole great fun, the reality of owning and running such vehicles is

sometimes conveniently glossed over. If you're on a limited budget or have limited storage space your choices will be limited, so don't start looking at tanks and big trucks if you only have a couple of thousand pounds to spend, you'll only be disappointed.

True enthusiasts normally find a way of getting into the hobby one way or another, and thankfully this enthusiasm for the subject shines through with many vehicle owners willing to help out when the going gets tough.

If you're seriously thinking about getting your first military vehicle it's a good idea to take a trip to one of the many military vehicle shows held up and down the country throughout the year, and just have a chat with owners to get a feel for what may or may not be the right vehicle for you before spending your hard earned cash.



***Please note that the vehicles featured in this article were photographed at a variety of events and being are used purely to illustrate the article and are not available for purchase.**



LANDING C

Mark Askew reveals some experimental landing craft launching devices

In this issue I have something a little different. Peter Green of Drop Zone attended a Militaria show in the USA earlier this year and purchased some original test reports on various vehicles. These test reports were 'Restricted' back in 1942 at Camp Edwards, Massachusetts, and Pete wanted to share his finds as these photos are unlikely to have seen the light of day, since 1942!

The General Report on Landing Craft Carriers, dated December 22nd 1942, by Colonel Walter D. Luplow, C.E. Development Board, Engineer Amphibian Command, Camp Edwards, Massachusetts, USA, covered tests of how to transport the 36-foot Landing Craft overland and re-launch it for water amphibious operations.

The report covers the test project to determine their suitability and use in

field of operations as they would be needed inland for the crossing of wide rivers and large lakes etc. Five types of boat trailers or semi-trailers were tested, made by Seagrave, Daybrook, LaPlante-Choate and GarWood and Electric Wheel Co., Quincy, Illinois.

Based on the results obtained in these tests conducted, it was the opinion of the board that the detachable wheels offered the best way of transporting the landing craft overland, with the least expenditure of critical raw materials. It was also viewed by the board that some sort of light railway could be devised, which

The Daybrook trailer shown here transporting the landing craft from the inland point to the beach. Towing vehicle looks to be a MackNJu-1 4x4 pontoon tractor.



Backing into the water ready for launching, is the Daybrook trailer and landing craft.

The detachable wheels and draw bar made by the Electric Wheel Co. seen here being towed across country. Again no mention is made of the tow vehicle, but it appears to be a Corbitt 6-ton 6x6



RAFI

might be suitable for the same purpose. The report also stated that the Daybrook trailer was very successful in picking up or launching the boats with ease and rapidity, however, because of its excessive weight it lacked the requisite mobility.

The LaPlante-Choate and Seagrave trailers were about equal in mobility, but because of its rear wheel steering the Seagrave trailer was found to be very handy in being placed in position

over the boat. On the other hand, the loading and launching from the LaPlante-Choate trailer was easily accomplished, and in addition, because of the buoyancy provided by the compartmented body and tyres, it was found the LaPlante-Choate trailer could also be towed afloat, providing a further benefit for the type.

This selection of photos gives you a good idea of the testing carried out. So please enjoy them.



Above: Jeep with flanged wheels on the 58-inch gage track was used to pull the landing craft on the rails from the beach.



The Daybrook trailer now hoists the landing craft into the water with the hydraulic crane.



With the launching completed the boat is ready for operation. These photos were taken during tests in December 1942.



Above: around December 1942, the LaPlante-Choate retractable wheel pole-type trailer is seen here being loaded with the landing craft for the test.

Below: the Seagrave trailer with landing craft loaded and ready for a cross-country test.

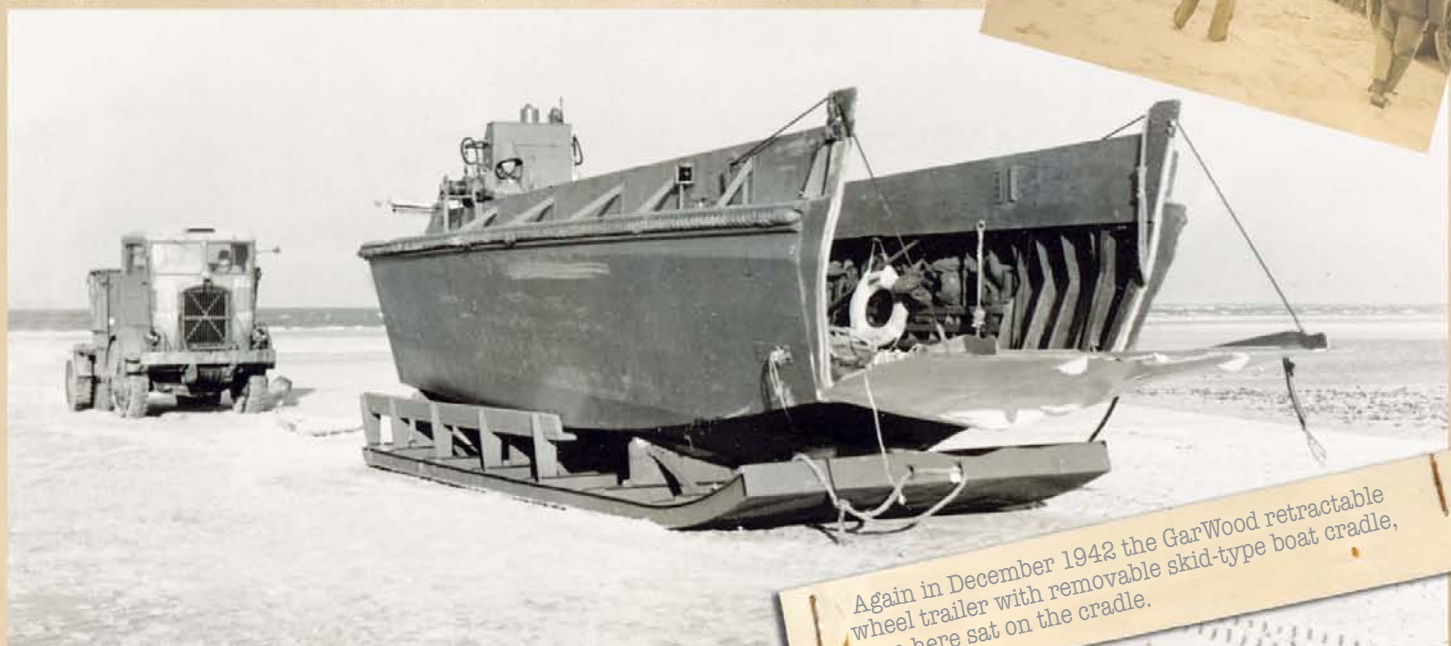


A general view of the GarWood trailer with skid type cradle in place.



Above: the Seagrave trailer complete with the landing craft is seen here being lowered into the water, ready for operation.

Below: frame tests were also carried out using the rollerway.



Again in December 1942 the GarWood retractable wheel trailer with removable skid-type boat cradle, seen here sat on the cradle.

MILITARY MACHINES INTERNATIONAL

Your favourite magazine now on the iPhone, iPad and Android.

Download now.

Available from iTunes, Android Market and the App Store.



PUBLISHING
KEY

Available on the iPhone
App Store

App with FREE ISSUE
£2.49
IN APP ISSUES £3.99

Search: Military Machines

Also available for download

Search:
Airforces Monthly



App with FREE ISSUE
£2.49
IN APP ISSUES £3.99

NEW FREE Aviation Specials App NEW



Simply download to purchase digital versions of your favourite aviation specials in one handy place! Once you have the app, you will be able to download new, out of print or archive specials for less than the cover price!

Search: Aviation Specials

IN APP ISSUES
£3.99

Search:
Flypast



App with FREE ISSUE
£2.49
IN APP ISSUES £3.99

How it Works.

Simply download the Military Machines International app and receive the latest or a recent back issue (from July 2011 onwards) completely free. Once you have the app, you will be able to download new or other back issues for less than the newsstand price or, alternatively, subscribe to save even more!

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

ALSO AVAILABLE FROM POCKET MAGS  **pocketmags.com**

AVAILABLE
NOW!

COMBAT camera



This month Shaun Connors looks at a selection of heavy armour from around the world



As the Cold War concluded many armchair Generals advanced with theories promoting the demise of the main battle tank (MBTs), suggesting the type could be replaced by lighter multi-wheeled designs that were better suited to the type of campaigns likely to be embarked upon by NATO and its allies in the future. However, in both Afghanistan and Iraq these lighter wheeled designs (which have been adopted by some...) have proven all too vulnerable to IED

attack, and despite being promoted as more mobile than heavy tracked designs, have struggled to retain any off-road mobility in the sand and wet winter mud encountered in both Iraq and Afghanistan...

With their unmatched combination of tracked mobility, protection and formidable firepower, the main battle tank has in both Afghanistan and Iraq clearly demonstrated it retains a role on the modern battlefield, and in doing so has forced these armchair Generals and their theories to retreat without trace...

Right: a scuttled M1A1 Abrams Main Battle Tank (MBT) rests in front of a Fedayeen camp just outside of Jaman Al Juburi, Iraq during Operation IRAQI FREEDOM (04/06/2003) [US DoD]

Main Photo: U.S. Marine Corps M1A1 Abrams tank crews with the 4th Tank Battalion drive and fire at targets down range at Camp Draa, near Tan-Tan, Morocco, May 22, 2011, during exercise African Lion 2011. African Lion is an annual joint and bilateral exercise between the U.S. military and the Royal Moroccan Armed Forces designed to promote interoperability and mutual understanding of each nation's military tactics, techniques and procedures. (05/22/2011) (U.S. Air Force photo by Tech. Sgt. Sean M. Worrell/Released)



Right: U.S. Marine Corps MV-22B Osprey tiltrotor aircraft from Marine Medium Tilt Rotor Squadron 263 (VMM), 22nd Marine Expeditionary Unit (MEU) evacuate a simulated casualty while an M1A1 Abrams tank with Battalion Landing Team, 2nd Battalion, 2nd Marine Regiment, 22nd MEU, provides security during a mechanized raid exercise at Marine Corps Base Camp Lejeune, N.C., Feb. 1, 2011.

The raid combined all the different assets available within a MEU, such as assault amphibian vehicles, tanks and air support. (DoD photo by Cpl. Dwight A. Henderson, U.S. Marine Corps/Released)





Left: Leopard tanks from 1st Armoured Regiment conducting manoeuvres during Exercise Predators Strike at El Alamein Army Camp, Cultana, South Australia. (Date taken: 14 March 2007) [Australian DoD]

Below left: Open Fire! An M1A1 Abrams tank from 1 Armoured Regiment, provides fire support in the early morning of Exercise Hamel live fire phase [Australian DoD]

Below right: U.S. Air Force airmen direct a Canadian Leopard tank into a C-17 Globemaster III aircraft for transport Oct. 7, 2006, from Manas Air Base, Kyrgyzstan, to Kandahar Air Base, Afghanistan. The C-17 and its crew are deployed from the 10th Airlift Squadron at McChord Air Force Base, Wash. DoD photo by Master Sgt. Mitch Gettle, U.S. Air Force/Released



“As the Cold War concluded, many armchair Generals advanced with theories promoting the demise of the main battle tank (MBTs)...”

A British army Challenger II main battle tank from the Royal Scots Dragoon Guards fires at a target during a training exercise in Basra, Iraq, Nov. 17, 2008. (DoD photo by Sgt. Gustavo Olgiati, U.S. Army/Released)



Stridsvagn m/37

SWEDISH



During the 1930s Czechoslovak munitions factories were busy exporting arms and ammunition to their neighbours in the Balkans. In June 1933 the Czechoslovak government granted CKD an export licence for the AH-IV light tank to Romania, as the AH-IV was not required by the Czechoslovak Army. The light tank was a success,

and further orders were placed by Yugoslavia, Bulgaria, Afghanistan and Iran. CKD also attempted to export AH-IV light tank to the Soviet Union and Great Britain.

Whereas most of CKD clients were content to order the standard vehicle, countries like Switzerland and Sweden began to modify the design to suit their own requirements and in 1937 Sweden

Far left: the turret of the Stridsvagn m/37 was armed with two 8mm Ksp M/39 machine-guns.

Below: the Stridsvagn m/37 was a version of the Czechoslovak CKD AH-IV tankette built to Swedish specification. This beautifully restored example appeared at the War & Peace Show a few years ago.

Fraser Gray looks at a preserved example of the Stridsvagn m/37 Light Tank





Top right: the Stridsvagn m/37 was a version of the Czechoslovak CKD AH-IV tankette built to a Swedish specification.

Top left: the front glacis plate and opened driver's armoured visor. Armour protection varied between 8-15mm.

Right: the front inspection hatch is open giving a view of the gears and transmission of the Scania-Vabis engine.

Above: a view of the lower glacis plate and track shoes. Note the mixture of rivet and bolted construction.

Centre right: the rear track guard is the stowage location of the vehicle's jack on the Stridsvagn m/37.

Above right: an interior view showing some of the controls in the driver's position.

Right: ammunition stowage bins for the twin 8mm Ksp M/39 machine-guns.

Bottom right: here we see the beautifully restored interior showing the driver's position and various controls.





commissioned an order for 48 AH-IV light tanks known to the Swedish Army as Stridsvagn m/37.

The tank components were exported and assembled in Sweden by the Oskarshamns Shipyard and were powered by the powerful Scania-Vabis engine. The Stridsvagn m/37 were also armed with twin Swedish 8mm Ksp M/39 machine-guns, radios and optics. Further orders and co-operation between the Swedish army and CKD were curtailed in 1939, when Germany

occupied Czechoslovakia and assimilated the CKD factories into Nazi war machine, in preparation for the invasion of Poland and France.

The versatile light tank enjoyed further post-war success when in 1950 a number of AH-IVs were exported to Ethiopia. The Ethiopian Army asked for an air-cooled diesel engine to be fitted, and so CKD installed the Tatra 111 engine, the same engine used during the war to power German trucks and armoured cars.

Top left: a Royal Swedish Army tank crewman wearing typical black coveralls and leather gauntlets pictured beside the restored Stridsvagn m/37 tankette.

“The versatile light tank enjoyed further post-war success when in 1950 a number of AH-IVs were exported to Ethiopia...”



Left: the Stridsvagn m/37 tankette was operated by a crew of two, here the driver is seen in his open access hatch in the roof of the hull. Note the domed vision cupola on the open hatch of the turret.

Below: the beautifully restored Stridsvagn m/37 accompanied by an officer and tank crew in correct period uniforms of the Royal Swedish Army, photographed at the War & Peace Show.

The Stridsvagn m/37 light tank featured here has been superbly restored and maintained in full running order by Stefan Karlsson and his team.



www.vintagegermanmotorcycles.com

Vintage German Motorcycles are dedicated to providing you either restored or un-restored German motorcycles from 1930-1945.

They take pride in finding you a nice ready to ride bike or something you can restore yourself. Spotted here was a Zündapp DBK250 in original condition. This bike retains the original paint and a lot of original parts. This motorcycle is a perfect example of a well-preserved original that only needs to be rewired, have the fuel line replaced and new tyres added and you will have the makings of a fine working classic motorcycle. For a German bike to suit your budget and needs, look no further than Mike Dunn's website, which you can find by logging on to: <http://www.vintagegermanmotorcycles.com>



www.lindsey-airsoft.co.uk

Ever wondered what it's like to be a soldier living on the battlefield, or an armed police officer on the beat?

Lindsey Airsoft can help you live out your dream with the aid of their Military or Armed Police experience days. The various Airsoft courses and events are run by experienced ex-military and ex-police staff to bring you the experience in complete safety! They also offer a range of driving experiences and even have a Special Forces experience day for the more adventurous. Full details of the range of experience days they offer are available on their web pages, which can be found at: <http://www.lindsey-airsoft.co.uk>



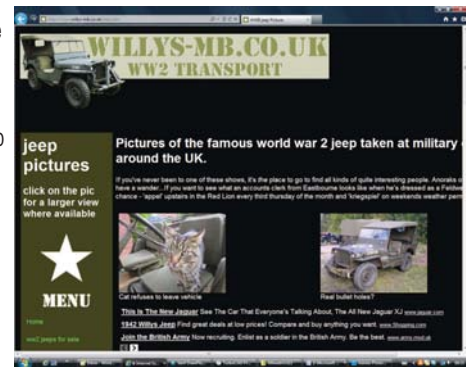
www.wehrmachtsgespann.de

Continuing the German motorcycle theme for a moment and Hans-Peter Hommes has created the web site featured here, which is dedicated to the 'Wehrmachtsgespanne'. These are impressive heavy German military bikes with sidecar from the 1940-45 period as typified by the Zündapp KS 750 and the BMW R 75. His first restoration was of a BMW R 75 and it took more than two years to complete as he determined not to compromise on quality. Like so many before him, Hans-Peter Hommes' hobby eventually became his profession after many years enjoying these motorcycles. Check out his exploits, goods and services on his website at: <http://www.wehrmachtsgespann.de>



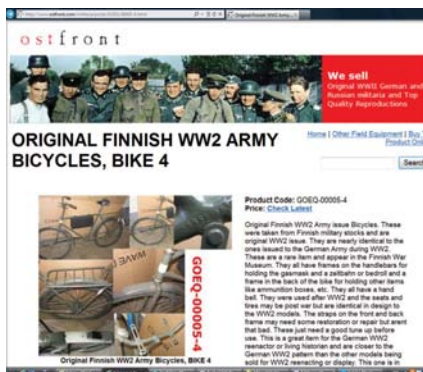
www.willys-mb.co.uk

Willys-mb.co.uk started life simply as somewhere for the owner to post images of his own Jeep to share with other like-minded Jeep lovers. The history of the Jeep and the gallery of famous people grew organically from that and the site eventually grew to the extent that he now receives several emails a month asking for details of where to buy a 50 dollar Jeep in the crate in the US! This is an excellent website that is easy to navigate and has lots of content to keep you happy for many an hour. If Jeeps are your thing then you need to check this website out, which you'll find at: <http://www.willys-mb.co.uk>



www.osfront.com

Osfront sell original WWII German and Russian militaria as well as top class reproductions. The original Finnish WW2 Army issue Bicycles shown in the screenshot were taken from Finnish military stocks and are original WW2 issue. They are nearly identical to the ones issued to the German Army during WW2. These are rare items and appear in the Finnish War Museum. The bikes all have frames on the handlebars for holding the gasmask and a zellbahn or bedroll and a frame on the back for holding other items like ammunition boxes, etc. Check out Osfront's other goodies on their website, which you will find at: <http://www.osfront.com>



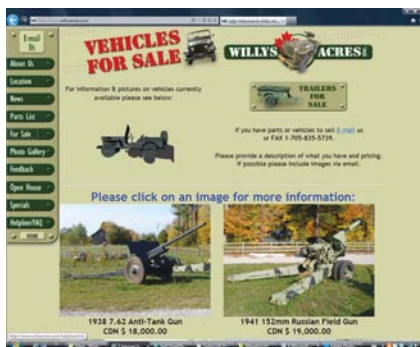
www.fightingiron.com

'Fighting Iron' started as a WWII half-track project, but is turning into much more. It is now about the people, the machines, and the shared common interest of bringing the past to life! The original M3 half-track project was built from the ground up, and was like all projects, a work in progress! The Fighting Iron Group now comprises several WWII era vehicles and equipment along with dozens of enthusiastic volunteers that help in every way, shape, and form. These web pages are continually under construction, so stop by every now and then for an update on Fighting Iron and their other creative ventures. Their website can be found at: <http://www.fightingiron.com>

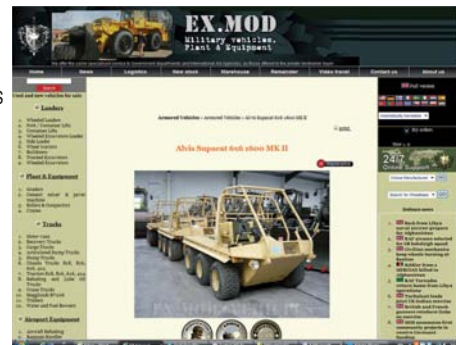


www.willysacres.com

First and foremost, 'Willys Acres' is a Canadian company that takes great pride in the restoration of World War II military Jeeps and being able to sell very rare Jeep parts for those that wish to do the work themselves. Their mission is to have a customer that is fully satisfied with a Jeep that matches the original vehicle as closely as possible and their goal is to maintain the integrity of the military Jeep in every way possible, right down to the nuts and bolts that hold it together. They restore complete vehicles. The customer vehicles awaiting restoration are shown in the Photo Gallery, which you can find at: <http://www.willysacres.com>

**http://exmod-uk.com**

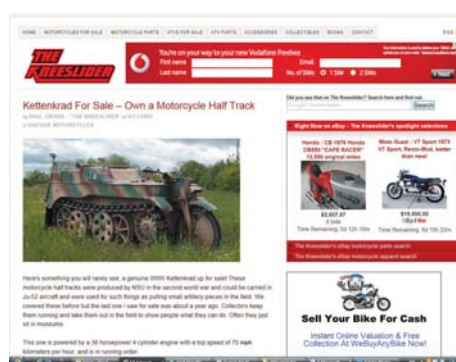
The LJ & Co. LTD. (Ex. Military Trucks and equipment®) has 50 years of experience in the supply of used, new and refurbished Ex M.O.D and NATO vehicles, plant and machinery and operate from The Rocket Site, Bawtry near Doncaster, South Yorkshire. Of interest here is the Alvis Supacat 6x6 1600 with its permanent six-wheel drive with the front four wheels steered conventionally by using a rotating handlebar arrangement. This is a Special Forces 6x6 high mobility load carrier fitted with 1,800kg electric winch. Check out the website for details at: <http://exmod-uk.com>

**www.kooblekar.com**

Why a Kooble Kar? Because Kubewagen and Schwimmwagen military replicas sound like a whole load of fun. A simple, durable, fun vehicle that is suitable as an off-road vehicle, a WWII "Kubewagen" look-alike, a beach buggy, town cruiser, or, well use your imagination! The "Schwimmwagen" adds an extra dimension to the whole experience! Anywhere there is a Beetle "donor" car there is a basis for a Kooble Kar. The kits are relatively cheap and can be assembled using basic tools. Full details are available on Dennis Mallon's Kooblekar website at: <http://www.kooblekar.com>

**http://thekneeslider.com**

It is sometimes well worth going a little off-piste when surfing the web – you never know what you will find! The Kneeslider is a web presence dedicated to motorcycles – straight, quirky or military – the choice is yours. I suppose I shouldn't have been surprised to find a genuine WWII Kettenkrad up for sale considering there are also photos of a twin pulse-jet powered Harley-Davidson! However, it is something you will rarely see. The sale is now over but it just shows that some MVs turn up for sale in the most unexpected places so if you're curious check out: <http://thekneeslider.com>

**www.solentoverlord.co.uk**

Details have been released of the Solent 'Overlord' Show for 2012. The show will be taking place over the now extended Spring Bank Holiday weekend, 1st to 4th June 2012. The show will continue to retain its 4-day format of Friday through to Monday, with over 350 vehicles, 100 trade stalls, 500 re-enactors and an extended living history field. In addition the daily battle between opposing army groups is a spectacle not to be missed. Sunday the 4th June is their nostalgia day where all re-enactors and visitors are encouraged to dress in 40's attire. All relevant information is available on their web pages, or better still visit the show. Check out the show at: <http://www.solentoverlord.co.uk>

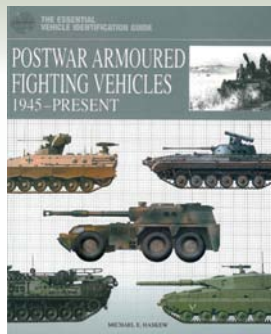
**www.exarmyvehicles.co.uk**

The armed forces of the USA and Western Europe demand the highest standards of quality, reliability and specification for their vehicles. They replace high quality vehicles on a regular basis disposing of the equipment onto the commercial market through dealers like A F Ross & Sons. When Alexander Ross set up his blacksmiths shop in 1891 he could not have anticipated the business, which future generations of his family would operate on a global scale. It's a fascinating website with some unusual vehicles to be found within their online catalogue, and it's well worth a look if you like ex-military vehicles, check them out at: <http://www.exarmyvehicles.co.uk>



For more great products visit www.keypublishing.com/shop

Post-War Armoured Fighting Vehicles Book



The Essential Vehicle Identification Guide: Post-war Armoured Fighting Vehicles 1945-Present offers a highly-illustrated guide to the world's main armoured units and their fighting vehicles used since the end of World War II. With more than 200 full-colour artworks, this compact volume includes sample unit structures and orders of battle from divisional to corps and army level, providing an organisational context for key wars fought since 1945. Organised chronologically, the book offers a comprehensive survey of units and their armoured fighting vehicles by war, including Korea, Vietnam, the Arab-Israeli conflicts, Indo-Pakistan wars, the Cold War in Europe, the Yugoslav civil war, the Iraq wars and Afghanistan. 192 pages, hardback.

NEW

Code: B393

Only £19.49 + P&P £3.00 UK & BFPO, EU £7.00, Overseas £12.00

Air Superiority 2012 Calendar



Air Superiority 2012 features 12 months of the finest air-to-air jet fighter photography in the world by eminent aviation photographer John M. Dibbs. Includes stunning images of the MiG-29, F-16, F-22 and many more in their element! Each 16-month calendar runs from September 2011 making it the perfect early companion to the year ahead!

SPECIAL

Code: M124

Only £10.49 + P&P £2.50 UK & BFPO, EU £4.50, Overseas £7.50

Alps Flying DVD



Alps Flying puts the viewer right in the cockpit of Swiss Air Force fighter jets. Through renowned aviation film-maker Lionel Charlet's images, the most magnificent peaks of the Alps are revealed as never before. Pinned into his seat by G-Force, the pilot has no margin for error as viewers experience this most extreme of flights!

FREE P&P*

Code: DVD389

Only £14.99 + P&P FREE UK & BFPO, EU £3, Overseas £4

Allied Liberation Vehicles Book



From the paratrooper's folding bicycle to the assault tank, Allied Liberation Vehicles presents a living panorama of the vehicles that participated in the Normandy landings and the eventual liberation of Europe. The principal vehicles of the American, British and Canadian armies are shown here, each of them presented with precise technical details. 128 pages, softback.

NEW

Code: B363

Only £12.49 + P&P FREE UK & BFPO, EU £4.00, Overseas £7.50

Target Tank DVD



Combat helicopters are revolutionising modern land warfare and threatening the dominance of the battle tank. Join the crews of these amazing flying machines as they dodge across battlefields, lurk behind hills and take cover in woods, then devastate armoured ground assaults or swiftly deploy troops for attack or defence. 'Target Tanks' puts you into the heart of the war in South-East Asia where the combat chopper came of age.

DVD

Code: DVD380

Only £9.99 + P&P FREE UK & BFPO, EU £3.00, Overseas £4.00

Ice Hornet DVD



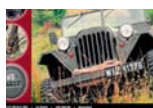
This atmospheric documentary by Lionel Charlet plunges us into the world of an exceptional plane - the F/A-18 Hornet. For six months, in Switzerland, Norway and Sardinia, Lionel has shot original footage of this fighter jet.

FREE P&P*

Code: DVD274

Only £13.99 + FREE P&P UK and BFPO, Overseas £3

GAZ-67B Walkaround Guide



The GAZ-67 and the subsequent GAZ-67B were general purpose four wheel drive Soviet military vehicles built by GAZ starting in 1943. By the end of the war, it was the soviet equivalent of the Willy's jeep. This is a pictorial album of the GAZ-67 and subsequent GAZ-67B, including 77 black and white photos as well as 103 colour photos and a set of Technod decals in 1:72 and 1:35 scales.

NEW

Code: B364

Only £8.99 + P&P FREE UK & BFPO, EU £4.00, Overseas £7.50

US Military Vehicles in Normandy 1944 Book



During the Battle of Normandy, the US Army used a striking array of different vehicles for various purposes, from motorcycles to tanks. Many of them survived the war to either continue service within different armies or to become the pride of their civilian owners. 48 Pages, Softback

NEW

Code: B382

Only £8.99 + P&P FREE UK & BFPO, EU £4.00, Overseas £7.50

F-16 Fighting Falcon: Mission Afghanistan DVD



Strap into your very own F-16 Fighting Falcon and experience the visual spectacle of the air war over Afghanistan! Real war footage is combined with in-depth knowledge and commentary provided by USAF F-16 pilot and Afghanistan Conflict veteran, Dave "Face" Nichols. A must-see for those interested in aviation, the military, and current history.

FREE P&P*

Code: DVD352

Only £12.49 + P&P FREE UK & BFPO, Overseas £1

F-4 Phantom Vol.1 Book



Designed originally as a carrier-borne interceptor armed only with missiles, its beginnings were so promising that the USAF adopted it as a tactical fighter and was quickly followed by an impressive number of other Air Forces around the world which explains why certain examples are still in service today. This volume details US Navy and US Marine Corps versions of the aircraft. 80 pages, softback.

NEW

Code: B372

Only £13.99 + P&P FREE UK & BFPO, EU £4, Overseas £7.50

F-4 Phantom Vol.2 Book



With more than 5,000 examples built, some of them under license, the F-4 Phantom is considered as one of the most characteristic fighters of the sixties and seventies. This second volume dedicated to the Phantom presents the versions providing the USAF and the Air Forces of several foreign countries including Israel, Japan, Western Germany and Egypt. 80 pages, softback.

NEW

Code: B373

Only £15.49 + P&P FREE UK & BFPO, EU £4, Overseas £7.50

For more great gift ideas visit www.keypublishing.com/shop

MISSION BRIEFING

DATES FOR YOUR DIARY

FEBRUARY 2012

Saturday 25 February 2012:

On Track: Military Modelling Show, held at Leas Cliff Hall, Folkestone, Kent, CT20 2DZ.

Admission Adults £5, accompanied children under 16 Free. Show opens between 10am to 5pm.

on.track@live.co.uk

www.ontrackshow.co.uk

Sunday 26 February 2012:

Gent Militaria: International arms and militaria fair held at Flanders Expo Hall 2, Maaldekouter, BE-9051, Ghent, Belgium. Open between 9.00am and 4.00pm.

For more info call Pascal Ginneberge or Sophie De Meyer on: Tel: +32 9 328 0346

info@gentmilitaria.be

www.gentmilitaria.be

MARCH 2012

Sunday 4 March 2012:

Bournemouth Aviation Museum Annual Vintage Transport Day: on the B3073 Bournemouth

International Airport perimeter road, follow signs for the Airport, or for Sat Nav enter post code BH23 6BA. Show opens to public between 10.00 and 16.00.

Sunday 11 March 2012:

Militaria & Medal Fair: held at Stratford Leisure Centre, Bridgefoot, Stratford on Avon, Warks, CV37 6YY. Doors open 10.30am till 2.30pm. For further details contact: Tel: 01753 534777

Sunday 18 March 2012:

S.M.V.G Military Swap Meet: Institute Hall, Bridge of Earn, Perthshire, (2 mins off Jct 9, M90). Come along and buy and sell your items of militaria, military vehicle parts and collectibles. Traders/individuals welcome. Military vehicles and exhibits on display. Refreshments available on site, admission 10am-4pm, adults £1, accompanied under 16's free.

For table bookings e-mail: secretary@scottishmvg.org or Tel: 07704 187739

Sunday 25 March 2012:

Hack Green Secret Nuclear Bunker Rally: French Lane, Nantwich, Cheshire, CW5 8BL. Sale of amateur, PMR, ex-Government radio equipment. Gates open at 10am. Call Rod on: Tel: 01270 623353

www.hackgreen.co.uk

APRIL 2012

Sunday 1 April 2012:

Northern Military Expo: Newark Country Show Ground, Notts, 2 minutes off the A1M (NG24 2NY). Event opens between 9.00am and 4.00pm. For further details call Tel: 01302 739000

jeep.promotions@btconnect.com

www.northernmilitaryexpo.co.uk

Sunday 22 April 2012:

Militaria & Medal Fair: held at Yate Leisure Centre, Kennedy Way, Yate, nr Chipping Sodbury, Bristol, BS37 4DQ. Doors open 10.30am till 2.30pm. For further details contact: Tel: 01753 534777



Sunday 22 April 2012: Military

WW2 Vehicle Road Run: in aid of Help For Heroes. Meet at Tesco Baldock at 9.00am, road run starts at 11.00am. 6+ miles around Baldock and Letchworth and finish at Baldock Pub. For more details call Mr G. Baker on: Tel: 01462 630214 Mob: 07963 607143

Sunday 29 April 2012:

Militaria & Medal Fair: held at The Princes Hall, Princes Way, Aldershot, Hampshire, GU11 1NX. Doors open 10.30am till 2.30pm. For further details contact: Tel: 01753 534777

MAY 2012

Sunday 6 May 2012:

Cobbaton Clearout: Cobbaton Combat Collection, Chittlehampton, Umberleigh, N.Devon, EX37 9RZ. come and sell your unwanted vehicle items or pick up a bargain For details contact Tim Isaac on: Tel: 01769 540740 info@cobbatoncombat.co.uk www.cobbatoncombat.co.uk

Saturday 19 May 2012: The

1940s Relived: held at Brooklands Museum, Brooklands Road, Weybridge, Surrey KT13 0ON. From the Home Front to the Front Line, event runs from 10am – 5pm. See the WWII aircraft, military vehicles and shelters on site. Swing dancing, singing and music plus much more. Prizes for the best dressed man, lady & child. Admission Adults £10, Students/Seniors £9, Children £5.50, Family £27. Military vehicles welcome. For further details see www.brooklandsmuseum.com or Tel: 0932 857381

Saturday 19 Sunday 20 May

2012: 1940's Weekend: held at Halfpenny Green Airport, Bobbington, Stourbridge, West Midlands DY7 5DY. Northern Forties in association with Halfpenny Green Airport invite you to a 1940's weekend in aid of Help for Heroes. Open 10am to 5pm each day. Military vehicles, BBMF flypast, displays, traders village, re-enactors galore. £6 entry adults, £4 entry children 10-16 & senior citizens, children under 10 FREE. Entry FREE to pre-registered re-enactors with displays and MVT members with suitable vehicles. Overnight camping available but must be pre-booked. Application forms for dance tickets and traders contact Steve Roberts: Tel: 01733 246440 or airmiller@hotmail.com Re-enactors please contact Mark Anthony Craig on: Tel: 0774 607 3914 or northernforties@gmail.com Pre 1946 civilian & military vehicles contact Miriam Umpleby on: Tel: 07852 778735 or edumpleby@btinternet.com For further information see the Northern Forties website: www.northernforties.org.uk or the Halfpenny Green website: www.wolverhamptonairport.co.uk

Saturday 19 Sunday 20 May

2012: Quainton 1940's Weekend: Buckinghamshire Railway Centre, Quainton Road Station, Quainton, Aylesbury, HP224BY. In conjunction with the South East Midlands Area MVT. The weekend will include re-enactment groups and over 60 military vehicles on display, trade stands and wartime music on both days. For further details contact: Tel: 01296655720 Trade please contact: gm@bucksrailcentre.org





Saturday 19 Sunday 20 May 2012: Militracks 2012: Held at Liberty Park, Overloon, The Netherlands, Museumpark 1, 5825AM. A presentation of mainly German WWII vehicles in the surroundings of Liberty Park. The weekend includes vehicles driving around an off-road course, vehicle rides, military market and battlefield museum plus lots more. Contact Museum Director Erik van den Dungen for details: info@militracks.nl www.militracks.nl

JUNE 2012

Friday 1 to Monday 4 June 2012: Overlord 2012: held at The Lawns, Denmead, Waterlooville, PO7 6TZ. Organised by the Solent Overlord Executive. Facilities include free vehicle entry, camping, hot showers and evening entertainment. For further details contact: Myrddin Evans (General & Trade) Tel: 01243 375695 Trevor Bush (Vehicle Entry) Tel: 07774 988015 or visit: www.solentoverlord.co.uk

Friday 8 Saturday 9 Sunday 10 June 2012: Southport Funfest: Victoria Park, Southport. Following last year's success at Woodvale, the West Lancs MVT have been invited to organise the military section of this event, which is now in its third year. We have been given a large part of the park, which can accommodate approx 60 vehicles and displays. Vehicles can arrive from Friday 8th. For more information and entry forms see: www.westlancsmvt.com or Jimmy Vasco at: mg1966uk@hotmail.com or Maria McGibbon at: mariamcgibbon@btinternet.com

Friday 15 to Sunday 17 June 2012: Cholmondeley Pageant of Power: held on the Cholmondeley Estate in Cheshire, the motorsport event celebrates power and performance in its many forms. Visit: www.cpop.co.uk

Saturday 23 Sunday 24 June 2012: Muckleburgh Collection Military Display Weekend: Held at The Muckleburgh Collection, Weybourne Camp (off the B149) North Norfolk, NR25 7EG. Open between 10.00am and 5.00pm daily. Full details available on the website. Stall, display and overnight pitch accommodation is available to book through: events@muckleburgh.co.uk or Tel: 01263 588284 info@muckleburgh.co.uk www.muckleburgh.co.uk

Saturday 23 Sunday 24 June 2012: Wartime in the Vale: National MVT Show, held at Ashdown Camp, Badsey near Evesham, Worcs. Following the success of the last three years for Wartime in the Vale, we are pleased to announce this show has now been awarded National Show status by the Military Vehicle Trust for 2012. For 2012 we are also hoping to attract more ambitious amphibians as its not often that these vehicles can go and have a play in the water, as we are fortunate to have access to a slipway only 1.5 miles away into the River Avon in Evesham. We are also pleased the Austin Champ Owners Club have selected this show for their Champ Camp, where they will be celebrating the 60th Anniversary of the Champ and nearly 100 Champs are already booked in with vehicles from the UK and abroad.

There will be a large selection of traders, children's fair, entertainment in the marquee and various vehicles displays going on in the arena. For more information please visit the events page on: www.ashdowncamp.webs.com

Sunday 24 June 2012: Militaria & Medal Fair: held at Stratford Leisure Centre, Bridgefoot, Stratford on Avon, Warks, CV37 6YY. Doors open 10.30am till 2.30pm. For further details contact: Tel: 01753 534777

Saturday 30 June Sunday 1 July 2012: Tankfest 10th Anniversary: held at the Tank Museum, Bovington, Dorset. The world's best display of moving armour returns to the Tank Museum. Witness the thrill of tanks and armoured vehicles performing in the arena, plus living history and static vehicle displays, traders and of course entry to the world famous Tank Museum. For further details or to order your tickets online see: www.tankmuseum.org or call the Ticket line on: Tel: 01929 462359

JULY 2012

Friday 6 Saturday 7 Sunday 8 July 2012: Military Vehicle Trust Show, Caple, Surrey: East Surrey & West Kent Area Show, Temple Lane, Caple, Surrey, RH5 5HJ. Brand new Show. Free entry for military or 1930/40s vehicles, with free modern and military camping for participants right up to the 11th July, the day Beltring War & Peace Show starts. (we are just 42 miles from Beltring). Discounts for trade early bookers. Re-enactors welcome. For further details contact Yvonne, MVT Librarian & Area Sec: Tel: 0845 475 1941 or Tel: 01306 711 907 yvonne@g-j-anstee.demon.co.uk

Friday 6 Saturday 7 Sunday 8 July 2012: Operation Home Guard: Step back into the German occupied French market town of La Chapell-De-Marais and see it liberated each day. Military Vehicles, Trade Stalls, Displays. Auster spotter plane display. Tea dance, Cenotaph & Sunday Parade with the City of Bradford Pipe Band. Battle of Britain fly past (TBC), camping available. For further details contact John & Elaine Ward on: Tel: 01524241024 www.ingletonhomeguard.co.uk

Friday 6 Saturday 7 Sunday 8 July 2012 NEW DATES... Ponderosa War Weekend: held at Ponderosa's Rare Breeds Farm, off Smithies Lane, Heckmondwike, WF16 0PN (between Leeds & Bradford) Junction 26 off the M62. General enquires/stalls call Debbie: Tel: 01924 235276 or email info@ponderosa-centre.co.uk Living history group's contact Brian: Tel: 07885 479473 or email brianleathley1957@hotmail.co.uk www.ponderosa-centre.co.uk

Saturday 14 Sunday 15 July 2012: Manchester Airport Aviation & Transport Fair: in association with Ace Mobile Living History Group & Help for Heroes at the Runway Visitor Park. The Aviation & Transport Fair includes lots of items of interest to you and your family. Free admission to the site and parking for all participating vehicles, their drivers and passengers. Free admission for two (2) persons per participating vehicle to the Indoor Aviation & Transport Fair. Dedicated area for Military Vehicles and a trophy for the most meritorious Military Vehicle. For further details contact Paddy McGinty, Military Vehicles Organiser on: Tel: 07952 176134 admin@acemobilelivinghistorygroup.com www.tasmanchester.com/TAS_Fair.html



MISSION BRIEFING

DATES FOR YOUR DIARY



Wednesday 18 to Sunday 22 July 2012: The War & Peace Show

Show: held at The Hop Farm, Paddock Wood, Kent. The world's largest military vehicle show.

For further details contact:

Tel: 01304 813945

www.thewarandpeaceshow.com

Tel: 01622 872068

www.thehopfarm.co.uk

Saturday 21 Sunday 22 July 2012: Woodhall Spa 1940's Festival

Festival: Held at Jubilee Park, Stixwold Road, Woodhall Spa, Lincs, LN10 6QH. Show opens between 10.00am and 5.00pm.

New event with military/classic vehicles, traders, living history etc.

Contact Stuart Holmes

Tel: 01526 353215 (after 6.00pm)

Mob: 07910 018193 (anytime)

stupot667@talktalk.net

Saturday 28 Sunday 29 July 2012: Erewash Steam & 40's Show

Show: held at West Park Leisure Centre, Wilsthorpe Road, NG10 4AA. Military re-enactments & displays, steam engines, vintage & classic cars & vehicles of all kinds. Open 10.00am till 4.30pm. Free Parking.

For further details contact:

Tel: 01159 135823

Mob: 07901 984627

dave.hoyles@ntlworld.com

www.midlandeventsclub.co.uk

Saturday 28 Sunday 29 July 2012: War Machines at Davidstow

held at the Davidstow Airfield & Cornwall at War Museum, Davidstow, Camelford, Cornwall, PL32 9YF. Military vehicles & Living History Groups. Camping from Fri to Mon. Road run Saturday PM.

Mob: 07799 194918

warmachines@cornwallatwarmuseum.co.uk

www.cornwallatwarmuseum.co.uk

AUGUST 2012

Friday 3 Saturday 4 Sunday 5 August 2012: Woodvale International Rally

Rally: Southport, Merseyside, separate Military Vehicle section organised by West Lancs MVT members within the Woodvale Rally. Awards and plaques provided and camping on the site from Friday 3rd August. Arena displays on Saturday and Sunday plus the popular road run through Southport on Saturday night. Large spaces available for displays of dioramas and financial help is available for tracked vehicles.

Contact our website for more information and an entry form at:

www.westlancsmvt.com or

Jimmy Vasco at:

mrg1966uk@hotmail.com or

Maria McGibbon at:

mariamcgibbon@btinternet.com

Friday 3 Saturday 4 Sunday 5 August 2012: Gloucestershire Steam & Vintage Extravaganza

held at South Cerney Airfield, Cirencester. The show is now widely regarded as one of the biggest and best Steam, Vintage and Countryside events in the UK. There will be displays from Steam, military and aviation to falconry and dog displays, something for all of the family.

For further details about the 2012 Steam Extravaganza, please visit:

www.steamextravaganza.com

Saturday 4 Sunday 5 August 2012: Croft Nostalgia Weekend

Military vehicle displays with living history, Re-enactors, classic cars and motorcycles, Historic Sports Car racing, BMMF display, M24 Chaffee tank in action, trade stalls and much more. For further details see:

www.croftmilitary.co.uk

Saturday 11 Sunday 12 August 2012: Cobbaton Combat VJ Weekend

Cobbaton Combat Collection, Chittlehampton, Umberleigh, N. Devon, EX37 9RZ. Come along and enjoy the visiting vehicles on display outside the museum and visit the Cobbaton Combat Collection at the same time.

To book in for the event or further details contact Tim Isaac on:

Tel: 01769 540740

info@cobbatoncombat.co.uk

www.cobbatoncombat.co.uk

Saturday 11 Sunday 12 August 2012: Combined Ops

2012: IMPS Military show & Classic Aircraft weekend, held at Headcorn Aerodrome, Nr Maidstone, Kent. Gathering of military vehicles and classic aircraft, with traders etc.

For further details about the show please contact Malcolm Dunlop:

Tel: 01303 267271

migdunlop@aol.com

www.imps.org.uk

Sunday 19 August 2012: Militaria & Medal Fair

held at Yate Leisure Centre, Kennedy Way, Yate, nr Chipping Sodbury, Bristol, BS37 4DQ. Doors open 10.30am till 2.30pm. For further details contact:

Tel: 01753 534777

SEPTEMBER 2012

Sunday 2 September 2012: Militaria & Medal Fair

held at The Princes Hall, Princes Way, Aldershot, Hampshire, GU11 1NX. Doors open 10.30am till 2.30pm. For further details contact the organisers on:

Tel: 01753 534777



Email your show details to: ian.young@keypublishing.com or post them to the Editorial Office, details are on page 3

OCTOBER 2012

Sunday 7 October 2012: Hack Green Secret Nuclear Bunker Rally

French Lane, Nantwich, Cheshire, CW5 8BL. Sale of amateur, PMR, ex-Government radio equipment and stores. Gates open at 10am. For details call Rod on:

Tel: 01270 623353

www.hackgreen.co.uk

Sunday 21 October 2012: Militaria & Medal Fair

held at Stratford Leisure Centre, Bridgefoot, Stratford on Avon, Works, CV37 6YY. Doors open 10.30am till 2.30pm. For further details contact:

Tel: 01753 534777

NOVEMBER 2012

Sunday 4 November 2012: Northern Military Expo

Newark Country Show Ground, Notts, 2 minutes off the A1M (NG24 2NY). Open between 9.00am and 4.00pm

Contact Mark Askew on:

Tel: 01302 739000

jeep.promotions@btconnect.com

www.northernmilitaryexpo.co.uk

Sunday 4 November 2012: Militaria & Medal Fair

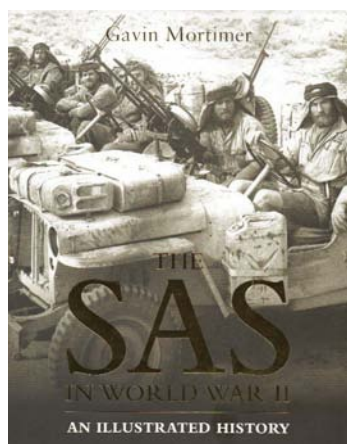
held at The Princes Hall, Princes Way, Aldershot, Hampshire, GU11 1NX. For further details contact:

Tel: 01753 534777

Sunday 25 November 2012: Militaria & Medal Fair

held at Yate Leisure Centre, Kennedy Way, Yate, nr Chipping Sodbury, Bristol, BS37 4DQ. For further details contact:

Tel: 01753 534777



A look at the Legendary British SAS Regiment at its best

Our first book this month looks at the formation and wartime history of the legendary SAS Regiment. This superb book is profusely illustrated throughout with many, many black and white photos taken at the time, and they're not the same old photos that are dragged out in most books about the SAS, there are many new photos in there too. Starting with David Stirling's exploits in the desert, the book traces the operational history of the regiment, which took them through Italy and into Europe. Since the formation of the SAS during World War Two, the iconic Special Forces

regiment has continued to captivate the imagination of those fascinated by their daring exploits and this well put together book is a true testament to the early history of the regiment. For vehicle enthusiasts there are a great many photos showing the various adapted vehicles used by the men of the SAS, and while many are quite understandably of the heavily modified Jeeps used in the desert, there are a great many showing the armoured Jeeps used in Europe and even one of David Stirling's 'Blitz Buggy'. All in all this is a cracking book and well worth a look.

Title: The SAS in WW2
an Illustrated History

By: Gavin Mortimer

ISBN: 978 1 84908 646 2

Price: £20.00

Format: Hardback

Available From:
Osprey Publishing
www.ospreypublishing.com

Essential Recent History brought to life

Title: The Northern Ireland Troubles - Operation Banner

By: Aaron Edwards

ISBN: 978 1 84908 525 0

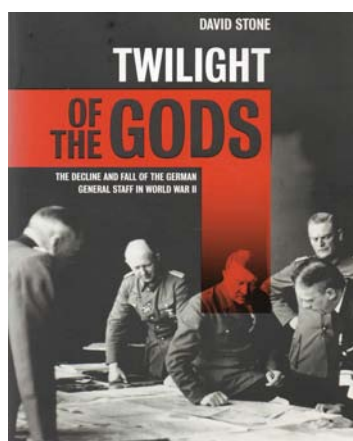
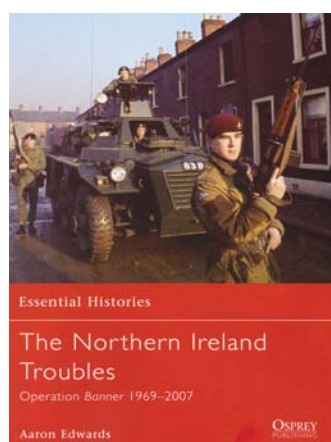
Price: £12.99

Format: Softback

Available From:
Osprey Publishing
www.ospreypublishing.com

A new addition to Osprey Publishing's 'Essential Histories' series of books is this new title covering the Northern Ireland Troubles. The involvement of the British Army in Northern Ireland was known under the banner of 'Operation Banner', which ran from 1969 to 2007, with the 'Troubles' being well documented in TV news bulletins throughout that time. While this book may not wholly appeal to the vehicle enthusiast, being a historical account of the period, tracing the various key incidents throughout that time, there are some images within the book that

depict British Army military vehicles, including the Saracen APC shown on the front cover. Thankfully the Northern Ireland Troubles have subsided in recent years and there's a relative normality to life in Northern Ireland these days, however, the troubled times, especially in the 1960's, 70's and 80's continue to fascinate historians and this book is a fascinating and concise account of those days, which is well illustrated with photos, maps and illustrations throughout. If this period of history interests you it may be worth while checking out this new title.



The Decline and Fall of the German General Staff in WW2

The Second World War continues to fascinate people even now, and the final days of the once all-conquering German Army in the latter days of the war are a particular area of interest to many. This 424-page hardback book could be heavy going but the writing is such that it brings a new dimension to the much chronicled demise of the German General Staff. While there is a small selection of wartime images within the book, this is essentially a reading rather than a reference book, and at a hefty 424 pages it will keep you busy for many an hour!

Dealing as it does with the relationship with the German Army General Staff, before, during and at the end of the Second World War, the book examines the sometimes difficult relationships with the Fuhrer, whose own policies and decisions sometimes were sometimes at odds with the Army's commanders. The book also dispels some of the myths surrounding some Third Reich staff officers, and analyses and evaluates a number of key aspect of the war, so if you like a meaty book with some real content this could well be the book for you.

Title: Twilight of the Gods

By: David Stone

ISBN: 978 1 8448 6136 1

Price: £25.00

Format: A4 Hardback

Available From:
Anova Books Company Ltd.
www.anovabooks.com

Naval Guns, Torpedoes, Mines of the Great War Period

Title: Naval Weapons of WW1
an illustrated history

By: Norman Friedman

ISBN: 978 1 84832 100 7

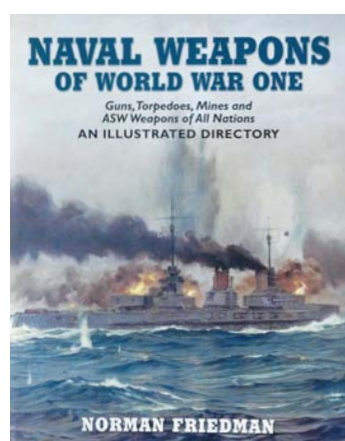
Price: £45.00

Format: Hardback

Available From:
Seaforth Publishing
www.ospreypublishing.com

The final book this month comes from Seaforth Publishing, an imprint of Pen & Sword that deals with marine and naval-related subjects. This is a mighty book, a little larger than A4 in size with 320 pages that are profusely illustrated throughout with photos and drawings of the various weapons under discussion. While the book may be of less interest to those purely with liking of military vehicles, there are a great many of you out there that have a more general interest in military history and of course

a great many former sailors too, so there's bound to be someone who will find this book extremely useful as a reference source. It's well put together with quality paper, excellent printing and crammed to the gunwales with information covering a huge range of naval weapons from the Great War period, including the guns on the great battleships and cruisers, torpedoes, mines and anti-submarine warfare weapons of all nations. If the subject interests you it's well worth the money.



VEHICLES FOR SALE



BMW MOTORCYCLE R35. Recent show winner, also V5C reg XF0734, historic class reluctant sale due to ill health. £6500.

Tel: Mike 01562 752870

Mobile: **07532187796** (Worcs)



WW1 US ARMY NASH QUAD. Runs well. Has the correct original steel ammunition body (not fitted) with replica doors. Good tyres. Has original seat to be fitted. Very rare truck. Only two others in the UK. £19,500.

Tel: 07770 922211 or

Goshahn@AOL.com (Dorset)



1941 US.ARMY GMC 353 Catering wagon, with full UK license to sell hot food and drinks. A rare opportunity for someone to start a new catering business with this very unique truck. Can be driven on a car license and is mot and tax exempt, we would be interested in taking a WW11 military motorcycle as part exchange, **Tel: 01233 860 564** or **07850 685 905** email info@usoshows.com



FV432 MK2/1 1967 - recently been refurbished inside and out. Has a very good recon K60 pack with only 171 hours on the clock also fitted are new sprockets, track adjuster assemblies road wheels, tracks and pads in vgc new batteries fitted, and clansman comms units runs and drives very well. Inservice history card. Vehicle is finished in Berlin Brigade urban camouflage scheme. Can arrange haulage of vehicle if required.

Price £9,500

Tel: 07880988168

MISCELLANEOUS FOR SALE



CLANSMAN R/T 351 AND 352 SETS.

Ne left from £60 show only. Two fully operational with all accessories £150. Three reconditioned with all brand new accessories £195. Can be fitted in vehicle in addition to back pack as shown, handbook, vehicle fittings available as well.

Tel 07971 223707 (Rotherham)

FILMS £5 EACH. Bofors Gun, Albert R.N, The Hill, Light up the Sky, Long & The Short & The Tall, Cruel Sea, All Quiet on the Western Front, Sea of Sand, San De Metro London, Sole Survivor, Yangste Incident, Private Potter, No Time to Die.

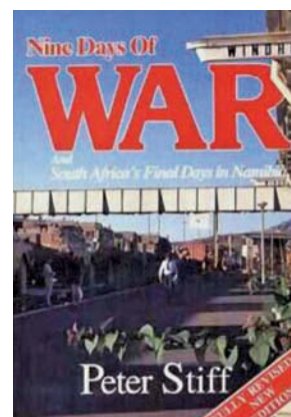
Tel: 07784 373469

MISCELLANEOUS FOR SALE



ORIGINAL WAR DEPT, waterslide transfers for vehicles (British post war). Over thirty types. £8 pair medium, £12 pair large. Phone with your requirements. (R.A.O.C. Pictured)

Tel: 07971 223707 (Rotherham)



NINE DAYS OF WAR by Peter Stiff, Lemur publishing. Excellent paperback book covering the final days of South Africa's war in Namibia. Copy has slight indents on front cover but otherwise in good condition. Appears to be signed by author. £100 + £5 P&P in the UK, P&P as appropriate for secure international shipment. Contact Keith.

Tel: 01793 729156. (Wiltshire)



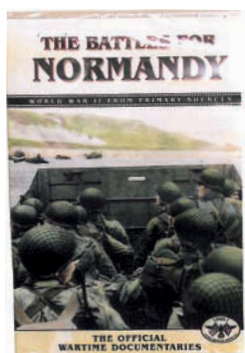
1963 HOTCHKISS Willys Jeep. Recently fully restored to high standard. Crisp paint and markings, no corrosion, ready to drive or show. Delivery available, 12 months MOT. West country based.

Price £10995

ebarrimore@hotmail.com

Tel: 07962319339

MISCELLANEOUS FOR SALE



THE BATTLES FOR NORMANDY DVD, the official war time documentaries. £6 free post and packing or exchange any military motorbike DVDs or books or parts books.

Tel: 0208 806 9826

MANUALS FOR SALE. Bedford truck 4x4 illustrated parts £15. 432 users handbook Landrover 1 ton 4x4 handbook £15.

Tel: Laurence 01980 862330 (Salisbury)

WANTED BOOKS

TANKOGRADE PUBLICATION ON THE WARD LA FRANCE WRECKER.

Wanted to purchase.

Tel: 01753 853937

BOOKS FOR SALE

THE BOOK ABOUT THE GERMANY ARMY CALLED MIRUS, the making of a battery, about the gunsite on Jersey in WW2. 1st issued 1983 £25.

Tel: 0121 749 4658 (Birmingham)

PARTS

FV 432 DRIVER SEAT £30. Steering levers £40. gear range selector £30. Air conditioning fan assembly £30. 2 Final drive sprocket £30. Coolant filler cover £10. hatch retaining catch £10.

Tel: 07905 390029 (Essex)

WANTED

ANY MADE OR UNMADE PLASTIC MODEL KITS WANTED. AFV, tank aircraft etc. Also Osprey, After the Battle, Wheels and Tanks, publications and Corgi die-cast armour and aircraft wanted.

Write to 27a The Grove, Biggin Hill, Kent TN16 3TA.

Tel: 07973 885754

RECOGNITION MODELS AFV'S and aircraft issued by the military.
Email: schutz@iae.nl (The Netherlands)

AN ORIGINAL PAIR OF HANDLEBAR GRIPS for a 41 G3L Matchless.

Tel: 01 204 889 2572 (Canada)

1950-1970S PLASTIC TOY SOLDIERS, playsets, buildings by Timpo, Britains. WW1/WW2 tanks, vehicles by Herald, Timpo, Lone Star. Also plastic knights, cowboys, forts. Lead and plastic garden. Timpo WW2 Battle train and Wild West version.

Tel: 01455 286510 (Leicester)

FREE CLASSIFIED COUPON



☐ FOR SALE ☐ PARTS

☐ MISC ☐ BOOKS ☐ WANTED

PRIVATE CLASSIFIEDS ARE FREE

Private Sales Only. Wordage up to 40 words
FREE OF CHARGE Your Name, Telephone number and County are not counted as part of the 40 word allocation. Colour photos can be incorporated into your advert **FREE OF CHARGE**, to ensure you get the most from your advert please include a good quality photo with your name and address on the back. [NO BIGGER THAN 6x4", NO COMPUTER PRINT OUTS] Emailed images are acceptable.

Please note, unless otherwise requested, adverts will be run over two consecutive issues. Adverts can be repeated, and information does not need to be re-sent, but please give us adequate warning of the repeat request.

Name:

Address:

.....

.....

.....

.....

.....

.....

.....

Postcode:Telephone:

Send your completed coupon to:

Key Publishing Ltd., Ad Production Department, PO Box 100,
Stamford, Lincolnshire, PE9 1XQ

For all Free Classified enquiries please call: Tel: 01780 755131
or Email debi.mcgowan@keypublishing.com

AS THE UK'S BEST SELLING MILITARY HISTORY TITLE, *Britain at War* is dedicated to exploring every aspect of Britain's involvement in conflicts from the turn of the 20th century through to modern day. From World War I to the Falklands, World War II to Iraq, readers are able to relive decisive moments in Britain's history through fascinating insight combined with rare and previously unseen photography.

FEBRUARY ISSUE OUT NOW

FEATURING

EXCLUSIVE Murray WWII Tank Commander

"The road was blocked by rubble, houses all round me were ablaze, there were dead bodies lying on the ground amid a nauseating smell. Bemused cattle were wandering about, people were shouting, guns firing and there was the constant worry that somewhere up the road was an 88mm gun, or Germans to let fly at you with a Panzerfaust."

That was just one scene recalled by Murray in his days advancing through war-torn Europe in the early weeks of 1945. In an exclusive interview with John Grehan, Walker relives his wartime experiences with one of the British Army's most famous regiments for *Britain at War* Magazine.

AND MUCH MORE!



A HISTORY OF CONFLICT BRITAIN AT WAR

KAMIKAZE STRIKE: The Last Royal Navy Ship Sunk In WW2

A HISTORY OF CONFLICT BRITAIN AT WAR

BRITAIN'S BEST SELLING MILITARY HISTORY MONTHLY

EXCLUSIVE

MURRAY WALKER:
WW2 Tank Commander

WHEN THE BOMBS BEGIN TO FLY:

Two V.C.s In The
Same Battle 1917

**A BATTLE OF
BRITAIN
MYSTERY**

**BOMBER COMMAND'S
PROPAGANDA WAR**

**THE UNIQUE
BLACKBURN B.20**

PLUS!

IRISH SPITFIRE DIG EXAMINED

SUNDERLAND FLYING BOAT

**ONLY
£4.10**

AVAILABLE NOW

FROM **WHSmith** AND OTHER LEADING NEWSAGENTS

TO ORDER DIRECT



VISIT:

www.keypublishing.com/shop

OR



CALL:

UK: 01780 480404

OVERSEAS: +44 1780 480404



The Quartermaster's Store

www.militarymachinesintl.com

Contact: Lisa Dawson 01684 311514 Email: lisa.dawson@keypublishing.com



RM SERVICES
SERVICE & REPAIR

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

Tel: Barry 07747 466 296
or Mike 07766 243 687
Email: ringmotors@yahoo.co.uk
Soberton, Hampshire

POOKS MOTOR BOOKSHOP

Original commercial & military vehicle sales
brochures bought and sold.
Also stocking handbooks, workshop manuals, parts lists,
magazines and books etc.

SHOP OPEN MON-FRI 9-5.30
FOWKE ST., ROTHLEY, NR LEICESTER

PHONE: 0116 237 6222 FAX: 0116 237 6491
E-MAIL: pooks.motorbooks@virgin.net

www.pooksmotorbooks.co.uk



MEAN and GREEN.com

08458 991133
CALL FOR FREE CATALOGUE
87 DARLINGTON ST, WOLVERHAMPTON, WV1 4EX

SEAL MILITARY

US UNIFORM & INSIGNIA

WWW@SEALMILITARY.COM
TEL 07971-588176

DROP ZONE

THE SOUTHS LARGEST MILITARY WAREHOUSE

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

Trade & retail welcome
Official suppliers to the film & TV industry

Tel: 01798 831955 Fax: 01798 389009
Bury Mill Farm, Burygate, Pulborough, West Sussex, RH20 1NN
Email: info@dropzonemilitary.com
www.dropzonemilitary.com

MARCUS GLENN

EX-MILITARY VEHICLES, PARTS & EQUIPMENT

Dealers in Ex MoD Vehicles, Spare Parts and Equipment
Surplus Vehicles / Parts Purchased

TEL: +44 (0)1406 364753 FAX: +44 (0)1406 364745
EMAIL: marcus.glenn@btconnect.com

Hope House, Hundreds Lane, Little Sutton
Nr Spalding, Lincolnshire, PE12 9AJ. England

WWW.MARCUSGLENN.COM

Visitors by prior arrangement only please



Tracy Tools Ltd
Tap & Die Specialists, Engineer Tool Supplies

A family owned business, established 50 years ago,
based in Torquay, South Devon, UK.

We carry extensive stocks of Cutting Tools,
Specialising in Taps & Dies, these cover
BSC, BSF, BSW, UNF, UNC, BA, Metric etc,
with a full range of Left Hand, Special Thread
and Insert Taps. We also stock a
full range of Drills, Reamers, Endmills, Chasers, Saws,
Milling Cutters, Carbide Tools etc.

Tel: 01803 328 603 (9am-5pm, Mon-Fri)
Unit 1 Parkfield Units, Barton Hill Way, Torquay, Devon. TQ2 8JG
Email: info@tracytools.com

www.tracytools.com



GreenMachineSurplus

Suppliers of

- Vehicle spares
- Camping equipment
- Vehicle Manuals
- Vehicle Accessories
- Radio spares

Tel: 01782 728112
Email: enquiries@greenmachinesurplus.com

Visit our online shop
www.greenmachinesurplus.com

TO ADVERTISE YOUR BUSINESS HERE

Contact: Lisa Dawson 01684 311514 email: lisa.dawson@keypublishing.com

Skype: [lisa.dawson1](https://www.skype.com/user/lisa.dawson1)

The Homepage of Aviation

Brought to you by Key Publishing,
Europe's Leading aviation publisher,
Key.aero is a new website designed to
be your complete information source
for Military, Civil, Historic and General
Aviation as well as Flight Simulation.

Constantly updated by our team of top
aviation writers, **Key.aero** features:

- All the latest aviation news from around the world
- In-depth features and articles
- Comprehensive event and airshow listings
- Discussion forum with over 22,000 members

AND MUCH MORE!
VISIT YOUR NEW ONE-STOP
AVIATION WEBSITE TODAY!

Next Month... to include

On Sale 1st March

JEEP SPECIAL



JEEP Special

April's issue features a number of Jeep related articles, including a Jeep Buyer's Guide, experimental waterproofing, illustrations and some of the more unusual Jeeps to be seen.

A NEW Dawn

Richard Pullen examines the early experiments in tanks design



MEET THE Ancestors

Mark Askew looks at development history of the famous Jeep



AMPHIBIOUS Assault

Geoff Fletcher joined 3 Commando Brigade during a recent exercise



Content may be subject to change



NEXT GREAT EVENT

**ONLY 2 HOURS FROM
LONDON & NEWCASTLE!!**

NORTHERN MILITARY EXPO

SUNDAY 1ST APRIL 2012

(Also 4th November for 2012)

Newark County Showground NG24 2NY

Open to the public 9.00am to 4.00pm (Sunday)


£5 Admission per person

"Sorry no Dogs!"

(Except for mobility dogs)



**INDOOR EVENT,
WITH UPTO 100 STALLS**

- 
- ★ **Military and 4x4 Vehicles**
 - ★ **Vehicle Parts and Accessories**
 - ★ **Militaria and Uniforms**
 - ★ **Guns, Books and Models**
 - ★ **40's, 50's and Retro Fashions**
 - ★ **Medals, Patches and Insignia**
 - ★ **Repro clothing and lots more!**



**DO YOU HAVE SOMETHING TO SELL?
OUTSIDE VEHICLE SALES PARKING AND
OUTSIDE AUTO JUMBLE/CAR BOOT
FOR PRICES PLEASE ENQUIRE.**

For more information visit our website or contact us on 01302 739000

Office hours Monday to Friday 9 am to 5 pm.

www.northernmilitaryexpo.co.uk



THE INVICTA MILITARY VEHICLE PRESERVATION SOCIETY



Presents

Combined Ops

The Military Show & Vintage Aircraft Weekend

11TH-12TH AUGUST 2012

**Headcorn Aerodrome
Near Ashford, Kent**

TN27 9HX *Open to the Public*

- Battle of Britain Memorial Flight
- Red Arrows Flyover on Saturday & Sunday
- Military Vehicle Displays
- Vintage Military & Classic Aircraft
- Air Display • Arena Action • Tanks
- Pleasure flights in a Dragon Rapide
- Living History Displays
- Tank Rides
- Militaria Stalls • Food Stalls • Beer Tent
- 40's Dance Lessons at the Main Marquee

**A GREAT FAMILY
WEEKEND!**

**GATES OPEN 10AM
BOTH DAYS**

For more information Contact Malcolm: 01303 267271 or 07780 993018 E-mail: mgdunlop@aol.com
or visit: www.combinedops.co.uk or www.headcornaerodrome.co.uk

All aircraft flights subject to weather conditions

Entrance Fee: Adults £9, Children (upto 14) £6, Senior Citizens £6, Under 18 months Free, Family Ticket £25

BOOK ONLINE. ONLINE BOOKING CLOSES 7th AUGUST 2011

Entrance Fee: Adults £7, Children (upto 14) £5, Senior Citizens £5, Under 18 months Free, Family Ticket £20