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EDITORIAL



Ian Young

Ian Young
Editor

I hate to go on about the weather, which I know is a very British thing to do, but while the heavy rain and flooding around the country has been grabbing headlines, in amongst the downpours there have been a few dry days and thankfully some of those days have coincided with a number of major military vehicle events. Admittedly a couple of the shows I've attended recently were affected by the wet weather, but it has only been an unfortunate few and on the whole I've encountered warm weather, so much so that on two occasions I have come away with

sunburn having left the sun cream at home thinking I wouldn't need it! And just to prove it, the photo below was taken at the DVD defence equipment show in late June, and you'll see from our report from the Duxford military vehicle show (on page 56 of this issue) that the weather was also good despite a poor forecast. Hopefully we'll get through the rest of the show season without too much disruption, but whatever the weather we'll try and be there to report on the major shows of the year, and you'll be able to read all about them in MMI - Ed.



**MILITARY
MACHINES**
INTERNATIONAL

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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

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



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NEWS and REVIEWS **UP FRONT**

FOXHOUND BREAKS COVER



The British Army's new Foxhound Patrol Vehicle was on display at the Defence Vehicle Dynamics show at Millbrook Proving Ground in mid June, and after recently being flown out from RAF Brize Norton by C-17 transport plane, arrived in Afghanistan for final field testing in the dusty and hot conditions of the Helmand desert before finally being deployed on operations later in the year.

Foxhound is at the cutting edge of protected patrol vehicle technology, providing unprecedented levels of blast protection for its size and weight and has been specifically designed to protect against the threats our troops face in Afghanistan. Foxhound is lighter and smaller than other protected vehicles currently in service such as Mastiff and Ridgback, bringing a whole new capability to the Army, making it ideal for soldiers operating in mentoring and partnering roles.

Foxhound has a top speed of 70 mph but can still protect against improvised explosive devices thanks to its v-shaped hull and includes innovative design features that enable the Foxhound's engine can be removed and replaced in just 30 minutes. The Foxhound displayed at DVD was up to Theatre Entry Standard (TES), featuring various ECM devices, external cameras, stowage bins and wearing the Barracuda thermal camouflage system.

The prototype Foxhound Protected Logistics variant also appeared at DVD this year, which is hoped to be a long-term replacement for many Utility Vehicles.



New Exhibits for Marshall Museum

The recent Militracks event held at Liberty Park, home of the Marshall Museum, revealed a couple of new exhibits at the museum. The first was a replica of a World War Two SAS Jeep, attractively displayed in a raised diorama setting and complete with two mannequins in typical SAS uniform. The Jeep itself is kitted out with typical SAS Jeep modifications as seen in the desert war and include three Vickers K machine guns and a .50 cal heavy machine gun, additional jerry cans on the bonnet and in the rear and masses of personal kit, creating a realistic replica of this most famous of Jeep types. Another new addition to the collection was first seen at last year's Militracks event, namely a Peugeot saloon car in original wartime German markings, which actually belongs to a private collection, but is currently displayed in another diorama setting within the main display hall of the Marshall Museum.

For further details about Liberty Park and the Marshall Museum check out the website at: <http://www.oorlogsmuseum-overloon.nl> and see our second report from this year's Militracks event on pages 60 of this issue.



STOP PRESS... Sally B Flight Cancelled

The Military and Flying Machines Show is extremely disappointed to announce, that due to the Olympic Airspace restrictions, 'Sally B' the B-17 Flying Fortress, has had to withdraw from displaying at Damyns Hall this year.

The Military and Flying Machines Organisers have worked closely with the Olympic Airspace Committee and CAA, not only to ensure we continue to manage a very safe and high quality event, but also to ensure compliance with the special regulations that will apply to Air Traffic movements during the Olympics. Significant effort has been made by the organising committee over the past 12 months, to minimise the potential impact of the restrictive Air Traffic regulations in the London & South East area during the Olympics, but despite our best efforts and close liaison with the aircraft operators and support from several professional bodies, we've been unable to get a specific regulation relaxed for the duration of our event.

Military and Flying Machines wished to pay tribute to the American airmen of the 8th and 9th USAAF who begun to arrive on our shores seventy years ago to defend and fight for freedom and democracy. To

commemorate their sacrifice we at the Military & Flying Machines Show especially wanted to show our appreciation to those American airmen who lost their lives in the service of their country, by bringing to the show the B-17 Flying Fortress, commonly known as the Sally B, as featured in the film *Memphis Belle*, in a fitting tribute to our American friends.

We appreciate Sally B is a huge attraction at the show, and we are disappointed that she will not be able to appear this year, but with your continued support we would expect to see her at the 2013 show.

Despite this disappointment, we will still have a 4-engined 'heavy' displaying at Damyns Hall, the BBMF Lancaster together with the Spitfire and Hurricane, being classed as active Military/RAF aircraft, are able to display as in previous years, and are exempt from the restrictions.

Due to the Olympics restrictions, the air display component may be subject to further limited changes, which we will communicate on the Military and Flying Machines website:

www.militaryandflyingmachines.org.uk

and also on our facebook page.

STRANGE COINCIDENCE

Military historian and author Kuno Gross has sent in a couple of photos that have an interesting little story behind them. Our thanks to Kuno for sending the story in, and this is what Kuno had to say, and you can find out more about his books at: <http://desertstories.org/>

When I went to Benghazi in Libya for the first time in the year 2000 I was searching the Internet for any hints regarding interesting places and things to look for in the area. I came across the website of a Polish man who had spent part of his youth in Benghazi. By then the man was living in Canada and his website appeared to be no longer maintained and my question as to the location of the wreck of the Autoblindo AB41 shown on his website went unanswered. As far as I recall, the caption simply said: "Wreck of an armoured car in the Libyan desert". As you can imagine - I have never found that wreck....

In 2010 I went to Egypt for a desert trip to research of our book project "Operation Salam" and on the way back used the occasion for a short visit to the military museum at El Alamein. Sadly the wrecks of the many vehicles do not receive much in the way of care, they just get a new layer of anti-rust paint every now and then, however, amongst these wrecks was an AB41, which I photographed, but did not think any further.

Some time later in May 2012 when I was cleaning up my hard disc, I found the old photo of the Polish man's website again, and I got the feeling, that I had seen this vehicle somewhere before. Sure enough, when I went through my photos taken at the museum in Egypt, I did not only see the very same vehicle, but by pure accident one of the photos was taken in exactly the same angle as the original!

Looking at it now, I recall that the museum at El Alamein was once just a dump of derelict vehicles from the desert war along the coastal road, obviously the Polish man had once travelled along the coastal road from or to Benghazi and at this occasion passed the museum.

Kuno Gross



www.desertstories.org

AIRLINER Classics 4

Key Publishing is pleased to announce the launch of the latest edition of the popular Airliner Classics magazine special. Brought to you by the industry-renowned team behind Airliner World, this latest issue features legendary aircraft such as Concorde, the Douglas DC-7 and the Bristol 170 Freighter alongside airlines of yesteryear including British Eagle and Braniff Airways. Airliner Classics 4 turns the clock back once again to bring you the best from the classic years of aviation.

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Wickstead at War

The sights and sounds of the Second World War were brought to life at Wickstead Park as the popular attraction remembered the days of hope and glory, delivering an action-packed programme of nostalgia. The Northamptonshire park hosted Wickstead At War on the weekend of June 9 and 10, which attracted military vehicle enthusiasts from across the country. The events began with a vehicle run to Sywell aerodrome on Friday night, June 8.

Around 60 military vehicles, of all eras, were on show and there were Second World War re-enactments as well as a special fire engine display down by the lake. There were trade stands selling both military and period items, WW2 battle re-enactments and survival tips from ex Royal Marine specialists Elite Survival. Kettering Sea and Air Cadets were also on site giving demonstrations.

The Wickstead Pavilion also got into the spirit and played host to a 1940s and military-themed beer festival. It is the second year that the event, jointly organised by the South East Midlands branch of the Military Vehicles Trust, has been held at Wickstead and thousands of visitors attended over the weekend.

Wickstead Park, which has its own rich heritage, has a growing reputation for its classic nostalgia shows. They include Songs That Won The War, a musical review that will entertain visitors in the Pavilion throughout the summer.

Local military vehicle enthusiast Tim Hawkes, who led the organising of the event, said: "We started the show last year as part of Wickstead's 90th anniversary celebrations and it was such a success we were asked to repeat it."

"We've gone one better than that and this year was much bigger, with lots more for visitors to look at and enjoy. Really, the principle behind what we are doing is to educate visitors about military vehicles and how people work with them."



Military Odyssey the show of all shows

Now in its 12th year and under new ownership, Military Odyssey will be looking at getting even bigger over the next few years this year we have groups covering a vast period of our history, including Romans, Ancient Greeks, Celts, Vikings, Saxons, Normans, and Medieval Groups, and other groupings right up to present times. There will also be many arena and battlefield events on all of the three days put on by these groups and total over 85 or more.

Apart from the public being able, to see history in action, they will also be able to smell and hear 2,000 + years of history unveil before their eyes. Visitors will also be able to admire some of the rarest collectables and browse amongst hundreds of indoor and outdoor trade stalls selling a huge range of historical goods.

This year we will be having The Grace spitfire enhancing the WW2 battle and a good number of German and Allied armour. Why not have your photo taken sitting in the WW1 Trenches or in one of the many other displays at the show over the three days?

This event is now the world's largest, and pure family entertainment! So, if you or any of your family are interested in history, then Military Odyssey is worth your while attending on the 25th, 26th and 27th August 2012, held at Kent Show Ground, Detling ME14 3JF.

For details please go to the NEW website at: www.military-odyssey.com



Central England 4x4 & Militaria Show

If 4x4 & Military Vehicles is your thing, you don't want to miss this event. Billing Aquadrome has hosted the best 4x4 shows for many years! Active Promotions Europe Ltd specialise in event/show management and promotion. We are holding the "Central England 4x4 & Militaria Show" at this fabulous venue in Northampton. The show, taking place on 1 & 2 September 2012, this is a definite date for your calendar.

Central England 4x4 & Militaria is an exciting new show for 2012, this is a show run by 4x4 Militaria enthusiasts for 4x4 Militaria enthusiasts. Showcasing the latest makes and models of all off road vehicles, a huge range of 4x4 products, clothing, auto-jumble and accessories on display. There is also an array of Military vehicles and a large variety of quality collectable Militaria, such as books, manuals, vehicle parts, uniforms, ladies 40's fashion, radios, medals, models and accessories.

Along with an action packed main arena, TBFM will be there with their live band lineup rocking in the beer tent and of course there will be some fantastic club displays.

At Central England 4x4 And Militaria Show you can challenge your driving skills to the max, by taking your vehicle for a play in the mud, the Billing Off Road Course is heralded as one of the most challenging and exciting courses in the country, and will be run by Charlie Thorn and his team of marshalls. Be prepared for a muddy good time !

For your chance to WIN one of 5 pairs of tickets please visit our website at: 4x4.billingshows.com and fill out the online competition form.

For day tickets & trade call: 01604 407477
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www.activepromotionsltd.co.uk
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REVELL

A recent release from Revell is this superb 1/72 scale model of the wartime German Sd.Kfz. 7 half-track (ref 03186). Always a popular subject, the kit represents the earlier, steel bodied medium tractor that was primarily used as an artillery tractor for heavy guns such as the famous 8.8cm flak. The kit is crisply moulded in sand coloured plastic, comprising of 88 parts, with fine raised details and nicely detailed chassis and running gear. The tracks for the model are provided as a single moulded length that requires heating in hot water to wrap them around the running gear. A moulded representation of the canvas roof is also included, but no figures. The completed model is builds into a very nice representation of this well-known German half-track.

Revell model kits are available from all good toy and model retailers. For further information visit: www.revell.eu <<http://www.revell.eu/>>



Carentan D-Day Celebration Jeeps

Steve Tydeman, who's involved with the organising of the Bournemouth Aviation Museum Vintage Transport Day, and a great lover of military vehicles, sent along a few photos of various Jeeps that he took whilst he was in Normandy in early June for the annual D-Day commemorations. Steve tells us that the photos of the Jeeps were all taken in and around Carentan area.

Our thanks to Steve for sending in the photos, and if you have any photos you'd like to share with readers you can contact us via the usual channels, details of which can be found on page 3 – Ed.



Armortek at Tankfest 2012

Armortek, who specialise in 1/6 scale, all-metal engineering kits for radio controlled tanks were once again in attendance at this year's Tankfest show, displaying a range of the tanks they have produced, which included some of the new models due for release. The company has worked closely with the Tank Museum to gather reference material for the design and construction of their range of tanks, and besides the German Tigers and King Tigers on display, were examples of the British A34 Comet and the 88mm Flak 36 anti-aircraft gun, but the stars of the show were undoubtedly two new models.

The first of the new releases was the mighty Sturmtiger, which has been based on Armortek's stunning Tiger 1 model, and faithfully replicates the distinctive fixed superstructure of the real thing with the massive 380mm rocket launcher barrel. The other new release on display was the glorious Centurion Mk.5/2, which is scheduled for delivery in Autumn 2012, and is being produced as a strictly limited edition.

The all-metal kits are principally constructed from aluminium and steel and produced as fully machined bolt-together kits, with the Centurion in particular weighing in at around 110 kilos and over 5 feet in length! However, before you get too excited, all this precision comes with a hefty price tag of £3,895, although it has to be said that it is considerably cheaper and more convenient than owning and running the real thing and the tanks are incredibly realistic and beautifully engineered!

For further details of these and the rest of the tanks that have been produced by Armortek over the years check out their website at: www.armortek.co.uk



Kit Form Services 1/24 5.5" Gun

To compliment their recently released 1/24th scale AEC Matador medium artillery gun tractor Kit Form Services now offer the classic 5.5" towed howitzer also in 1/24th scale. Features include all mechanisms in high detail, working breach, working trails with detachable ground spades. Optional parts are provided for a choice of towed/loading/low angle firing or full elevation. Optional parts are also supplied for wartime & post war use along with optional balancing gear covers and muzzle cover.



The model also offers a traversing gun cradle, complete sights, pioneer tools, real timber gun planks, hand spikes, ranging poles, drag rope, shells, loading tray, charge tubes (open and closed), bag charges, six ammo boxes of three types, and a comprehensive ammo and ammo box marking decal set.

The parts include approx 126 in resin and white metal and around 232 in etched brass, which includes around 80 lashing loops for CES stowage, (with spares) a further 80 buckles for the stowage straps (again with plenty of spares) and 36 drag rope hooks for the wheels.

An assorted set of ten 1/24th ammunition boxes (three of which are from our 5.5" gun kit). Six boxes are cast closed & four are hollow with removable lids. Perfect for dioramas & vehicle stowage. Supplied with comprehensive decal marking sheet & instructions.

For more details see the website at: www.kitformservices.com



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Alvis CVRT Shielder, Tracked Armoured load carrier with flat bed platform. The flat bed can adopted for a wide range of roles such as logistic carrier, bridge layer repair / recovery and towing. Built to a high specification the vehicle hull is composed of aluminium armour to protect the crew, etc. Mileage from 500, Excellent condition, **Price P.O.A (20 Available)**



Land Rover 90, 110 RHD & LHD, MOD spec, 2.5 Diesel N/A engine (some reconditioned), 5 speed Gearbox, Hi/Low Transfer Gearbox, Diff Lock, Mileages from 50,000, Choice of Hard top and Soft top available, **Guide price for RHD from £2,500, Guide price for LHD from £3,500 (50 Available)**



Reynolds Boughton RB 44 Truck Cab Pickup R.H.D. Permanent 4x4, 5 speed g/box, hi/lo box differential Lock, power steering, carries 2250 kgs, Perkins Phaser 110T T/Diesel engine, Mileage from 37,000, **Guide price from £3,750 (100 Available)**



Steyr Puch Pinzgauer 6x6, Model 718 right hand drive (RHD), Ambulance fitted UVG fully insulated body with side door and twin rear doors, 6 cylinder 2.4 litre VW Turbo Diesel engine and 4 speed forward 1 reverse automatic transmission, etc. Mileage from 26,000, Very good condition, **Guide price from £29,500 (4 Available)**

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IRISH ARMY ACMATs



**Colin Stone looks at the role
of the Acmat VLRA truck
within Irish Defence Forces**





The Acmat VLRA TPK420 was introduced into the Irish Defence Forces in 1983. It was selected as the gun tractor for the Artillery Corps weapons, which included the Royal Ordnance 105mm, 25-pdr field gun, 40mm Bofors and the 120mm Brandt mortar. In total sixteen units were purchased in four batches between 1983 and 1993. The last four units that were purchased in 1993 featured a hard cab, whereas the earlier twelve models had the soft cab.

The Acmat was primarily designed for the French Foreign Legion and service in Africa and the Irish soft rain was not a major consideration in the overall scheme of things when the truck was being designed. Whenever there was rain it leaked into the cab and combined with the condensation on the inside of the canvas it wasn't unusual for it to be drier on the outside! The windscreen wipers also left a lot to be desired and broke down frequently, although the passenger

could operate the wiper manually from the cab if needs be!

As a result of the poor weather proofing it was decided to convert one Acmat (reg no. NZS 228) to a homemade hardtop. It was designed and constructed in Clancy Barracks, Dublin and consisted of a new cab and doors, which were padded on the inside. A large roof rack was also added over the cab, which was handy for camo nets and the personal kit. Unfortunately the A pillars, combined

Above: line up of Acmat VLRA TPK420 gun tractors complete with 25-pounders in tow preparing for a gun salute in the late 1980s.



Acmat's of 2 FAR with the ubiquitous 25-pounder guns in Dublin's famous red bricked McKee Barracks.

ACMAT VLRA TPK420 Gun Tractor



Above: this was the truck used to test the Clancy Barracks designed cab before conversion. Notice the canvas doors that allowed water into the cab as they were not a snug fit.

Below: the second Acmat delivered was used by the 1st FAR in Cork and is seen in the city's 800-year anniversary parade in 1986. It is towing the Royal Ordnance 105mm light gun.



Above left: Reservists on annual camp in the famous Glen of Imaal in 1996. The low tailgate was greatly appreciated by crews for ease of access. A very young me is pictured here with WW2 ammo in my hand.

Below: this is my own Acmat with me at the wheel, which I bought because I liked them so much! The rare attempt at a camo scheme was tried before it was disposed of and not my work!



with the thick door frames, left dangerous blind spots to the sides of the vehicle and so this design remained a one off.

Acmat were recently bought by Renault Trucks, but remain the last true hand-built military truck manufacturer in the world. Their badge proudly proclaims that they are built in St. Nazaire in France and there are no air tools or fancy equipment in the factory, just proven and robust manufacturing methods. Each truck is accompanied on its delivery with a wooden box of tools and parts that will sustain the vehicle for years of service. Everything is easy to access and simplicity and robustness is the order of the day.

Even when an Acmat has reached the end of its road it can be purchased back by the factory,

renovated and given a new lease of life and as a result Acmat's are sought after all over the world thanks to their ability off road. Their twin diesel tanks provide the ability to cover well over 1,000 miles or drive for a continuous 34 hours. There was also the ability to carry 200-litres of water in a tank under the body, which is filled by a spout in the right rear wheel arch, and each vehicle had the ability to use an airline from in front of the rear wheelarches to inflate tyres.

The gun crews loved the padded seats in the back, which were a vast improvement on other vehicles then in the fleet, in fact the Artillery Corps loved their Acmat's so much that they invented the myth that they were a handful to drive and did not allow other corps or reservist drivers to drive them and you were seen as a "real" driver if you got to drive an Acmat. One safety addition that was added after a driver was killed when his





Acmat turned over was the fitting of a roll bar behind the cab to protect the driver and crew.

During 1993 a final batch of four vehicles were purchased, which differed from the first twelve models in so far as they were the new square, hard cab version. There was a roof hatch for a gunner to provide anti-aircraft protection and the canvas doors were replaced with new metal doors, although the windows were prone to falling open and the water spilled in causing the doors to rust. The other major difference was that winch on the earlier vehicles was replaced by a simple stowage box. These vehicles were used by the 4th FAR in Mullingar and one hard cab Acmat was later converted to a command post and fitted with a map table and radio equipment in house by the 4th FAR. Because each regular regiment had fewer vehicles than it needed it was frequent that all of the different configurations could be seen in the one field together as the different units joined forces.

OTHER VARIANTS

Other versions of the Acmat were purchased to compliment the gun tractors. The Acmat VLRA TPK435 SM Workshop Van does exactly what it says on the tin. Five were purchased to accompany mobile columns in the field and provide mechanics with the capability to fix any vehicle without access to a workshop. The cab was a hardtop that was more rounded than the previous gun tractor hardtops and features a different roof profile, it was also a little more refined as regards the instruments, but they were not as soldier-proof as the gun tractors. Nearly every U.N. mission overseas travelled with an Acmat workshop and they were found to be a most capable machine in the most basic and hostile regions of the world. To say that its kit list was impressive would be an understatement, with arc and gas welders, a 50-litre compressor, jacks, grinders, power tools and recovery gear for the retrieval of small vehicles. On the side of the body were access doors that allowed access to a 30m



reel to allow oils and lubricants to be dispensed to other vehicles being serviced.

One workshop van was found to be surplus to needs and was converted to a signals van for service in Somalia with the UNISOM and can be differentiated from the other workshop vans by the cab roof rack and ladder to the side of the cab. She could also be differentiated from the other models as she had aerials on the front bumper and also over the cab. In her career she was painted green, camouflaged and U.N. white, before going back to green. She started out with an S&T (Supply and Transport) unit, then moved to a Signal unit and finally ended up in an Artillery unit. Few Irish vehicles tend to change colour and unit that often.

In 1989 the Irish took delivery of three 640WRT.TD wreckers to be followed in 1994 by one single TPK640SM. The standard 5.8-litre

Top left: stripped down Acmat gun tractors towing 25-pounders pictured here during a ceremonial military parade in the centre of Cork.

Top right: the home-made hard top complete with roof rack that was tried in an effort to combat the poor weather proofing of the original canvas roof of the Acmat.

Final Batch Hard Top Gun Tractors

Right: view of one of the later hard top Acmat VLRA TPK 420 gun tractors, which also featured the steel doors. **Bottom right:** rear three-quarter view of another hard top gun tractor, this time it has the rear canvas in place. **Below:** a significant day was the 30th July 2009 as this is the site of the last live-fire shoot by a 25-pounder in the world, with participants turning up from all over the world.



ACMAT VLRA Wreckers



Above: Acmat VLRA 6x6 640WRT.TD Wrecker, photographed at the Curragh in High-Viz markings in April 2009. This example is powered by the Perkins 6354.4 six-cylinder, 5.8-litre diesel engine.

Left: another of the Acmat VLRA 6x6 640WRT.TD Wreckers photographed in the Curragh and featuring the High-Viz markings on the rear body, doors and stabiliser legs.



ACMAT VLRA TPK435 SM Workshop Van



Above: view looking inside the rear body of an Acmat 4x4 Tiffies workshop attached to 2 F.A.R. As mobile workshops go it's fairly roomy inside with good head height.

Left: Acmat VLRA TPK435 SM 4x4 Workshop Van 2 FAR photographed after its repaint to overall green. Note the stowage rack above the cab. This vehicle is also fitted with a front mounted winch.

Right top: here we see an Acmat VLRA TPK435 SM 4x4 Workshop Van at Cathal Brugha. Note one of the upper side bin doors is open.

Right: Tiffie wagon having just returned from freezing service with KFOR and getting ready for hard service in 35+ Celcius Chad before even having a chance to have KFOR graphics removed.





Above left: most of the Acmat VLRA 6x6 640WRT.TD Wreckers were painted in overall green, with some having Hi-Viz markings added to varying degrees to the rear body and sometimes to the rest of the body and even front bumper. This example has little in the way of Hi-Viz markings.



Above right: rear three-quarter view of an Acmat VLRA 6x6 640WRT.TD Wrecker. we can clearly see the main boom, and below it at the rear of the truck is the fixed A frame used for towing vehicles. The rear stabiliser legs have been lowered on this truck, but the front remain raised.



Other Variants



Left: here we see a workshop van, photographed in 2009 in overall UN white scheme for deployment in Somalia 1993.



Below left & bottom: Acmat workshop van finished in three-colour camouflage scheme, which had been converted to the field artillery command role. The same vehicle is shown below on exercise in the Glen of Imaal, which has been used for over 170 years as a range. The conversion to this role was a matter of ripping out the Tiffie equipment and using the benches as map tables! Note the aerial mounts on the front bumper, which offer an indication of its true purpose.



Perkins engine that produced 165hp was used in the first three and like the previous trucks, power was transmitted through a four-speed gearbox that allowed the truck to climb a wall, but also meant that the top speed was just 90kph. The gentle "putt, putt, putt" of the low idle Perkins engine was replaced by a roar at normal road speed that made conversation difficult in the cab, so much so that to communicate shouting was the order of the day!

The 1994 model had its engine tuned to 138hp, while the gun tractors were tuned to 120hp, but all had enough torque to pull down a small house! Again the wreckers served overseas with various U.N. mandated missions not just as recovery vehicles, but they tended to be used more as cranes, used to move everything from containers to engines and living accommodation pods.

The crane had a lifting capacity of 10-tonnes and this dissipated to 4-tonnes at 5 metres with the four stabilisers deployed. I have also seen with my own eyes the Acmat wreckers extracting trucks from bogs that had swallowed the trucks whole.

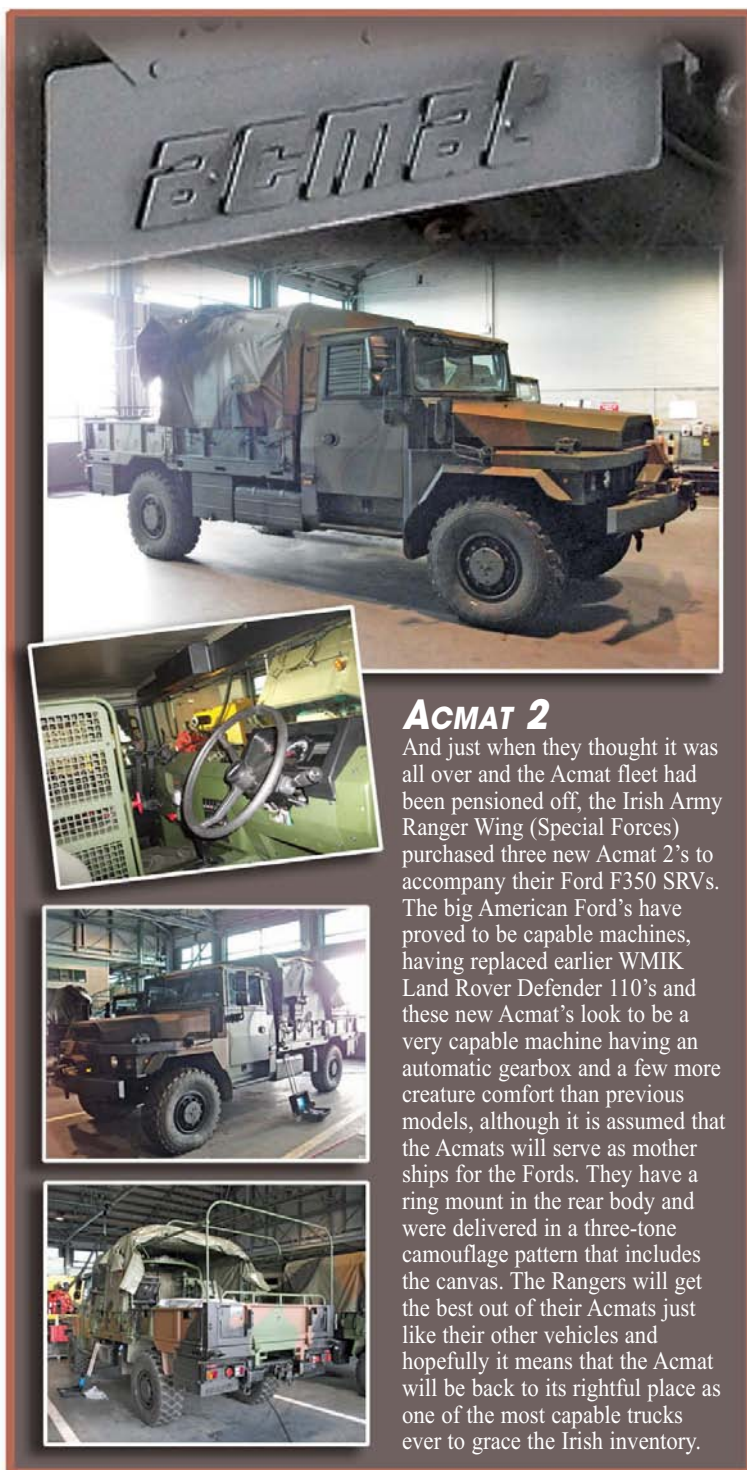
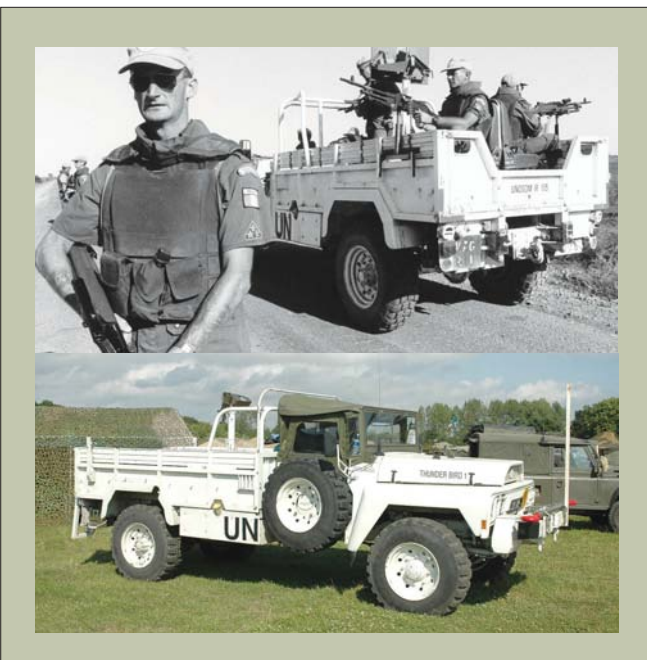
Finally, two Acmat gun tractors were dispatched to Somalia and converted to gunship configuration to provide protection for the Irish supply convoys. They were armed with a .50 cal Browning in the rear, two GPMGs to the sides, and one at the front beside the driver.

My thanks to RSM Mick Dillon 2 FAR, Sean o'Sullivan, Karl Martin & Cmdt. Martin Nolan of CVBW Curragh Camp for all their help and photos

Below left: a small number of Acmats were converted to gun trucks for use in Somalia. They were heavily armed with three GPMGs and a .50 cal. (Photo - Irish Military Archives)

Bottom left: in private hands a number of the ex-Irish Acmat trucks have found a niche following since their disposal, including this example pictured here at the annual War & Peace Show.

Bottom right: this 4x4 soft top Acmat VLRA TPK420 gun tractor is awaiting disposal. Note the soft canvas doors, a constant source of leaks!



ACMAT 2

And just when they thought it was all over and the Acmat fleet had been pensioned off, the Irish Army Ranger Wing (Special Forces) purchased three new Acmat 2's to accompany their Ford F350 SRVs. The big American Ford's have proved to be capable machines, having replaced earlier WMIK Land Rover Defender 110's and these new Acmat's look to be a very capable machine having an automatic gearbox and a few more creature comfort than previous models, although it is assumed that the Acmats will serve as mother ships for the Fords. They have a ring mount in the rear body and were delivered in a three-tone camouflage pattern that includes the canvas. The Rangers will get the best out of their Acmats just like their other vehicles and hopefully it means that the Acmat will be back to its rightful place as one of the most capable trucks ever to grace the Irish inventory.



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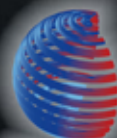
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The newest vehicle of the Finnish infantry battalion from the Porin brigade is the AMV (Armoured Modular Vehicle) manufactured by Patria. The photograph show the standard version.

Exercise Cold

Daniel Nowak and Tim Matzold report from exercises held in Norway earlier this year

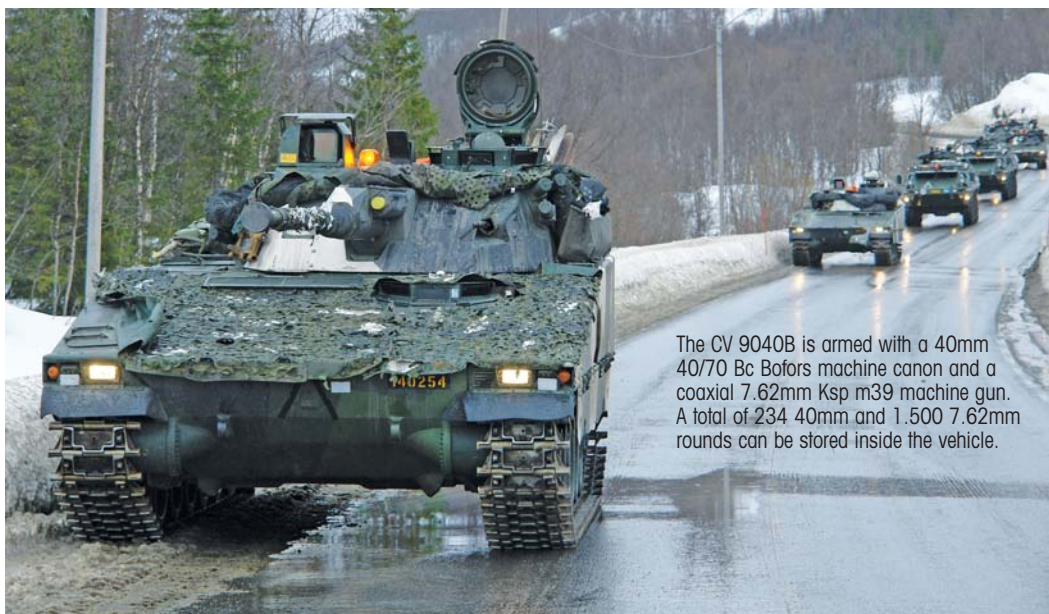


Earlier this year in the area between Harstad, Narvik and Tromsø in the North of Norway March 2012, some 16,300 soldiers from 14 nations took part in the largest exercise of this series so far. Vehicles and equipment from Canada, France, The Netherlands, Great Britain, Sweden, Finland and the United States were transported to the arctic region to participate in Exercise Cold Response 2012, the largest field training exercises on Norwegian soil for ten years. Cold Response 2012 was an “Invitation Exercise” by the Norwegian Forces, the participants were generally NATO-members, but other non-NATO members also took part.

The main purpose of this large scale, multi-national winter exercise was to rehearse high intensity operations in winter conditions within NATO with a UN mandate, the aim being to enhance the multi-national interoperability and to improve a wide range of military skills in a challenging environment that considered the harsh weather conditions and a ‘multi-threat’. The North Norwegian terrain provided everything needed for a winter exercise, including Fjords, mountains, challenging weather and freezing temperatures, but these were not the only reasons why Norway invited multi-national forces to participate in the FTX. The northern areas play an important global role, with fish stocks under a threat from illegal trawlers, a huge part of the world’s remaining oil and gas resources to be found in the Barent Seas area, and also the military development in Russia, who criticised this exercise heavily.

THE EXERCISE

The main combat action and land operations carried out were primarily tied to the main roads in the area of Bjerkevik and to the north around Malangen/Balsfjord. Air operations involving military aircraft and helicopters started from the air bases Andøya, Bardufoss, Bodø, Evenes and Oerland during the exercise, using Swedish air space and the border east of Narvik to Kiruna. Swedish jet fighters operated in Norway from Swedish bases. The whole exercise is conducted by the Norwegian Joint Headquarters COMNJHQ) under the command of Vice Admiral Haakon Bruun-Hanssen. The Exercise was split into three stages: Preparations (5th to 12th March); Operations (12th to 21st March); and finally withdrawal (21st to 23rd March).



The CV 9040B is armed with a 40mm 40/70 Bc Bofors machine canon and a coaxial 7.62mm Ksp m39 machine gun. A total of 234 40mm and 1.500 7.62mm rounds can be stored inside the vehicle.



Response



A Bv 206S from the Swedish Amphibious Regiment in an assembly area in a wooded terrain near the Troms region. Note the additional winter camouflage scheme.

Above left: soldiers from the 42 Commando Royal Marines operate a Dutch BvS 10. The British Navy had not provided its own vehicles so the British soldiers shared the Vikings with the Dutch.

Above right: This NM221 (modified M113) is fitted with a Protector M151 CROWS (Common Remotely Operated Weapon Station), built by Kongsberg/Norway. This shot shows combat engineers just dismounting from the vehicle.

Opposite bottom left: the XA360 is powered by a Scania DI12 6Cylinder direct injection turbodiesel engine providing 480 hp enabling a maximum road speed of 100km/h. A maximum combat weight of 26-tonnes is possible.

Leopard Main Battle Tank



Left: Leopard 2A4 NO of the squadron leader from the tank squadron of the Telemark Battalion, leading the advance.

Below: to defend the FOB, Leopard 2A4NO have moved into prepared fire positions, securing the area. Note the desert colour!



Below left: an NM189 prepares a bank for launching a Leguan tank bridge. The NM189 were converted from Leopard 1 MBTs in 1999.

Below right: an NM190 Bropanser Leguan Armoured Vehicle Launched Bridge carries the name "Bifrost". The name derives from an old Norwegian myth of the rainbow bridge, connecting Asgard and Midgard.



Within the first stage, the forces moved to the exercise area, established themselves in the area and prepared for the high intensity phase within a Combat Enhancement/Force Integration Training (CET/FIT). The latter faced soldiers with everything from high intensity warfare to terror threats and mass demonstrations, prompting them to find a balance between diplomatic and military force in an international environment.

During this phase, naval forces operated in the fjords between Harstad and Tromsø, conducting smaller exercises and amphibious operations. The final objective was a large-scale amphibious invasion with the aim of establishing and securing a bridgehead, enabling troops to infiltrate and advance inside the area and start land operations.

A major contingent was provided by the British Royal Navy, having deployed the helicopter carrier Illustrious, the dock landing platform



The Norrbottens Regimentet, based at Boden/Northern Sweden, has regularly participated in Cold Response exercises since this series began in 2006. Thus it was not a new experience for the tank crews of this unit to take part in a large scale multi-national exercise.

Bulwark and the destroyer Liverpool. For the Royal Navy, this occasion was the ready crucible for the new setup UK Response Task Group. For the Illustrious, the exercise ended prematurely as she was involved in a collision with a trawler in the harbour of Harstadt. Fortunately nobody was injured and the seaworthiness was not endangered.

The second stage was the high intensity phase of Ex Cold Response. The background was a scenario of a crisis between "Gardaland" and "Borgland", with Gardaland having occupied the area of Borgland and refusing to withdraw. This prompted the deployment of naval forces to prepare amphibious operations, whilst a mechanised, combined arms battle group started a land operation.

During the exercise, a Joint Live Firing exercise was performed with the battle group supported by helicopters on the shooting ranges of Setermoen, Mauken and Blatid.



CV 90 Variants



Above: this CV 9040B is fitted with a full width surface clearing device manufactured by Pearson Engineering.



Left: note the unusual splinter camouflage scheme of this CV9030N, part of the opposing forces provided by the Panserbataljonen of Setermoen.

Below: here we see the Luftvärnskanonvagn 90 is the air defence variant of the CV90 family. It uses the same machine gun as the CV 9040A.





In Northern Norway, the ability to conduct live fire exercises enables troops to fully experience the importance of combined operations, allowing ground forces, naval and aircraft elements to train together in a combined arms live firing exercise.

A key element of the land forces are the troops of the Norwegian Telemark Battalion based at Rena, Southern Norway, their mission is key to maintaining their High Readiness status, and during this exercise they got to train for every aspect of operations.

LAND OPERATIONS

The MNFT land operation began with a delay of 48 hours on 14th March 2012 due to poor weather conditions that saw up to 80cm of snow falling in two days, making the in-time-arrival of the Finnish and Swedish contingent impossible because they had to negotiate the mountainous region on the border between Norway and Sweden. Having reached their starting

Above: this shot shows a BvS10 reversing onto a British LCU (Landing Craft Utility) to be taken to the HWS Bulwark, an Albion-class landing platform dock.

Right: the BARV (Beach Armoured Recovery Vehicle), based on Leopard 1 chassis, is designed to push LCUs back into the sea after landing operations. This vehicle has the nickname Samson.



Right: a large number of Volvo C202 4x4 and C303 6x6 were used as light and medium utility vehicles. Due to a lack of protection, the Swedish Forces use the RG32 instead of the C202 and C303 on operational tours like Afghanistan.



Main photo far right: amphibious operations were an important part in the high intensity scenario during Ex Cold Response 2012. Operations were conducted several times under both night and day time conditions, using several fjords.



points on the line Harstadt-Narvik-Bjerkvik, the Blue Forces began their operation. The purpose was to remove the enemy (formed by the Norwegian Pansarbataljonen with Leopard 2 A4 and CV9030N and elements of the Homeguard) from Gardaland and push them back to their own territory.

Therefore, the MNTF advanced on three fronts, East, Central and West. The backbone was formed by the Telemark Battalions battlegroup, reinforced by a Swedish tank troop with Strv 122 of the Norrbottens Regimentet I 19, attacking along the E6 road. The vanguard was provided by the French 27e BIM (brigade d'infanterie de montagne), equipped with Bv206, rented from the Norwegian Forces. The Telemark Battalions battlegroup also had the advantage of using the brand new Archer self-propelled howitzer from the Swedish Artilleriregementet A9.

The main forces advancing on the central attack area were formed by the mechanised infantry unit of the Swedish contingent, with parts of the

Livgardet Regimentet, 191. Mekaniseradebataljonen of the Norrbottens Regimentet and parts of the Amphibie Regimentet 1. Their vanguard was provided by the 1st Royal Canadian Regiment from Petawa/Ontario. After the main movement had taken place along the national road 84, Soerresa was to be the final objective. The Infanteriebataljon 2 of the Norwegian Brigade Nord advanced along the Western attack front, supported by the Finnish contingent, elements of the Porin Prikaati/ Satakunnan Jääkäripataljoona (3. Jääkärikomp.) (3. Company of the Jäger Battalion from the Porin Brigade) using secondary roads along the coastline. Having moved quickly, the MNTF was then faced with a counter-attack from the Gardaland's ground forces, prompting heavy battles around Soerresa and Storrsteines.

A trump up the MNTF tactical commander's sleeve was the tactical deployment amphibious troops of the Dutch, British and Americans in the

area around Aursfjorden, who infiltrated the area from the North, attacking to the rear of the enemy and annihilating their troops.

SUCCESSFUL EXERCISE

The main aims of the exercise were to develop, maintain and evaluate combat skills and to incorporate strong elements with modern scenarios. Soldiers were faced with civilian communities, enclaves of refugees, and had to get along with both friendly and hostile media.

The Cold Response exercise series in the arctic north of Norway are not only useful to participating Allied nations, but also for the Norwegian Forces that are able to improve their operational abilities. The fact that this area is less inhabited and there is less commercial traffic makes this area an ideal training ground for Norway and it's Allies. Finally, there is one important fact: If you can survive in the Arctic, you can survive anywhere in the world!

M&N PICTURES

The authors of this article have been running the M&N Pictures website, which trades in military videos featuring all manner of modern military armoured vehicles and includes numerous titles covering a variety of military exercises taken in Europe.

Visiting the website you'll find more than 1,200 images of various modern military vehicles used and in use with a number of nations. For further details see the news item on page 8 of Up Front in the May 2012 issue of MMI, or check out the website at: www.mn-pictures.de





British Occupation

Tim Gosling looks at the British occupation of Cologne after the end of the First World War

Above: the sign shows this Thornycroft is parked between Vicht and Stolberg on the East bank of the Rhine.

Main photo opposite: the Army Service Corps had a workshop at Bickendorf, although this ambulance looks to be beyond all possible repair! (photo - PW Browne family)

At 11:00 am on the 11th November 1918, the guns on the Western Front fell quiet. As silence descended the Germans packed up, turned around and headed for home. In one reported incident a German machine gunner that had been blazing away just a few moments earlier stood up on the trench parapet, bowed to the enemy, picked up his machine gun and wandered off. It was not a victory, nor a defeat, just an end of hostilities. Under the terms of the armistice the Germans had to evacuate the captured territories of France, Belgium and Luxembourg within 15 days. In addition they had to evacuate all German territory on the West bank of the Rhine and for three bridgeheads on the East bank of the Rhine around the cities of Mainz, Coblenz and Cologne. As the Germans withdrew the British, French, American and Belgian armies would follow them. The purpose of this was primarily to

recover the lost territories but also to put the allies into a very strong position if the Germans were reluctant to agree to peace terms.

MARCH ON THE RHINE

On the 17th November the British second and fourth armies (numbering about 250,000 men) began to fill the void left as the Germans withdrew the 200 miles towards Cologne. The plan was to leave a gap of approximately 6 miles between the retreating Germans and advancing allies to reduce the chance of confrontation. Each Army had six additional Mechanical Transport Companies, an Auxiliary Bus Company, one Water Tank Company and a Road Construction Company assigned to it to assist the advance.

Due to the length of the journey and difficulty in carrying enough spare parts for the wide range of vehicles operated by the War Department, the



Top right: parked up on either the Veleor or Aachener Strasse these surplus Thornycrofts were guarded against gangs of German looters, one of which can be seen loitering in the background.

Above: Thornycroft J Type lorries photographed here parked up on the West bank of the Rhine.



lorries, which had a poorer reputation for reliability, were exchanged for what was considered to be the more dependable ones. Although the fleet was still quite diverse, lorries manufactured by Thornycroft, Albion and Maudslay feature most prominently in photographs taken during the occupation.

As specified in the Armistice terms, the Germans had to hand over large quantities of vehicles, aeroplanes, artillery and equipment, but as they were desperately short of fuel this became fairly irrelevant as they simply could not withdraw all of their vehicles and supplies anyway.

As the British approached Cologne they constantly passed vehicles abandoned in the road due to lack of fuel, some of which were quickly assigned a CV (captured vehicle) registration and impressed into service. Sometimes with their German driver as well if he had been slow off the mark in trying to get away.

When dumps of German supplies and ammunition were captured a guard had to be left to ensure that it was not looted by the local civilians. This constantly drained the number of British troops available for combat.

On the 1st of December the first British cavalry patrol crossed over the border into Germany and five days later the city of Cologne was entered much to the relief of the population

“As specified in the Armistice terms... artillery and equipment.”

Top left: this Crossley Tender in the service of the RAF is parked outside a German clothing factory.

Above centre left: photographed in Germany 1919 - the person who tied the knots securing the canopy on this Dennis lorry was obviously not a Scout.

Above: an Albion and a Locomobile collect surrendered munitions from a German storage depot.

Right: a Maudslay lorry parked up on a German street for a photograph.



who had feared a communist uprising in the power vacuum. The first British vehicle to cross the Rhine was a Vauxhall D Type (according to Vauxhall's official history), or a Cadillac staff car (according to Cadillac's official history). Perhaps they both crossed at similar times but at different locations?

OCCUPATION

The British took over the luxury Excelsior Hotel in the centre of Cologne as a Headquarters. This was ideally situated as it was located besides the main railway station and opposite the Western end of the enormous Hohenzollernbrücke Bridge across the Rhine. There was also

plenty of space outside in the Dom Platz, which was quickly reserved for parking staff cars and ambulances. The remainder of the British force took over the old artillery barracks in the South of the city.

With the armistice signed and the Rhineland occupied, the allies still had a difficult task ahead. No lasting peace treaty had been signed and the Allies had to be prepared for the possibility of the resumption of hostilities, prevent popular uprisings, repatriate Allied prisoners of war, maintain law and order and to seize the large quantities of arms and ammunition as required by the Armistice. It was not going to be a quick and easy task.

The top priority was the repatriation of Allied prisoners of War.

The Germans were unable to feed or give medical attention to the prisoners they had and many were abandoned to make their own way home. By the 9th of December 264,000 Allied prisoners had been repatriated a third of whom had entered the occupied Rhineland. Although the prisoners were to be repatriated by ship or train, those that had entered the British Area created a massive logistical exercise as they were collected by lorry and moved to railway stations or the docks to begin their journey home.

The possibility of fighting starting again was very real. The British bolstered the defences by placing a Company of MkV tanks in the city, using Dennis Stevens searchlight lorries to illuminate the Rhine at night and established air defence with Peerless mounted Anti Aircraft guns while 12 Squadron of the RAF equipped with Bristol F2b fighters operating from the Bickendorf airfield to the West of the city.

Top right: two British lorries pass over the Hangebrücke Bridge in Cologne. A captured vehicle dump can be seen to the left.

Top centre: photographed just outside Cologne in February 1919 this Albion A10 has the domino markings of 51 Coy ASC on the cab.

Main photo left: a Peerless anti-aircraft gun lorry leads two more Peerless and a column of horse drawn artillery over the Rhine via the Hangebrücke Bridge.

ms, the Germans had to hand over large quantities of vehicles, aeroplanes,





Above: a magnificent Holt 75 at Bickendorf prior to disposal. (Photo courtesy of the PW Browne family)

Under the armistice terms the Germans had to hand over 5,000 guns, 25,000 machine guns, 3,000 trench mortars, 1,700 aeroplanes, 5,000 railway locomotives, 150,000 railway wagons and 5,000 motor lorries all within 36 days. The actual amount delivered was woefully short of these numbers and what did arrive was mostly in unserviceable or obsolete condition. The lorries were supposed to be formed into a strategic reserve with 1,250 (complete with tools and spare parts) going to the British, but only about 1/10th was delivered by the due date of the 9th December. A great game started where the British would go searching (usually on the

instigation of informers) for hidden arms usually only to find they had been moved just before they got there. Sometimes they were successful, finding a cache of 10,000 rifles in Königsberg and aeroplanes, artillery pieces, grenades, flamethrowers and machine guns at a police station (which the police insisted were still required to maintain law and order).

DEMobilISATION

The Armistice terms were extended three times until the Treaty of Versailles finally brought the war to an end on 28 June 1919. The ongoing disarmament of Germany had borne some fruit and but due to the need to enforce the reparations of £6,600,000,000 (the equivalent of £284 Billion in today's money!) the occupation of the Rhineland would continue although in reduced numbers. As many of the British troops had served throughout the war they were desperate to head for home and the process of demobilisation commenced. Suddenly there was a surplus of vehicles in Cologne and the Army Service Corps depot at the Bickendorf airfield was used to store them. Other lorries were lined up in the road along the Veleor Strasse and Aachener Strasse and placed under guard. This was a far from ideal situation and these lorries were soon moved to Bickendorf where they could easily be protected from looters. In February 1920 there were 3,300 vehicles parked at Bickendorf of which 2,550 had been identified as surplus and were for disposal while 562 were to be returned to the UK for repair. The vehicles were sold to the highest bidder and made an average price of £387 each although the buyers were responsible

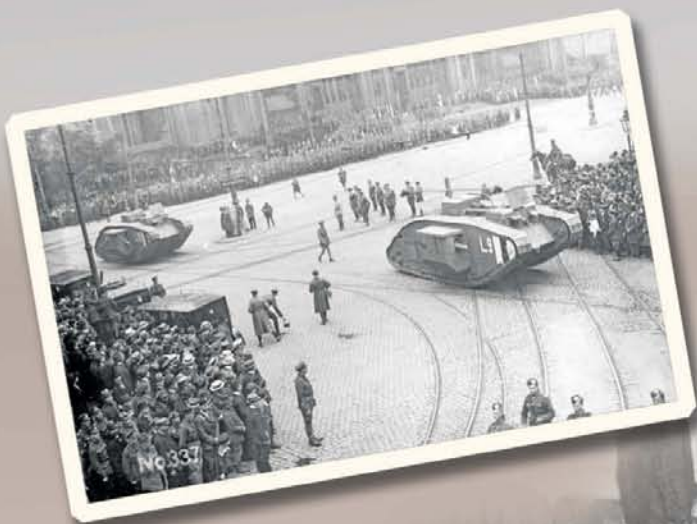
for all movement costs. Albion repurchased 200 lorries (most likely their A10 model) and Maudslay purchased 716 lorries including 665 Thornycrofts. The cancellation of military contracts had hit these firms hard and purchasing lorries for refurbishment and resale was potentially a very good business opportunity.

With the war officially over the British were mainly concerned with the threat of strikes and of a "Spartacist" (Communist) uprising which could bring chaos and starvation to the Rhineland. The British dealt firmly with industrial action by arresting the ringleaders and either fining them or expelling them out of occupied Germany. On occasion the Mark V tanks were brought out on to the streets as a small demonstration of power.

THE END

In January 1926 the British withdrew the last of their forces from Cologne although there was a small British presence at the town of Wiesbaden 100 miles to the South for another four years. Before withdrawing the Mark V tanks now considered to be worn out and too difficult to withdraw were broken up in situ to prevent the Germans having them. All remaining British equipment and personnel were loaded on to trains and despatched to Ostend to be shipped to Dover. The plan had been to place Germany into a position where it would not be able to wage war and full reparations would be made. In fact the opposite had happened and Germany was left in a position of chaos, which allowed for the rise of the Nazi's with such devastating results.

Below: driving past the Cathedral in Cologne come two Mark V tanks during a visit by Marshall Foch.



Right: this Model T Ford is being refurbished at Bickendorf by Army Service Corps and German POW's. (Photo courtesy of the PW Browne family)



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Raupenschlepper

Fraser Gray looks at Germany's RSO 7.5cm PaK 40 Ersatz Tank Destroyer

Top left: photographed at the War & Peace Show some years ago, the RSO 7.5cm PaK 40 is seen here crewed by re-enactors and towing a Nebelwerfer.

Main photo right: the fully tracked RSO was a capable machine off-road, and ideally suited to the harsh conditions of the Russian winter.

The Germans swiftly overcame Soviet opposition in the initial stages of Operation Barbarossa, the invasion of Russia. As the Wehrmacht advanced further into the vast country, the severe Russian winter enveloped their over-extended supply lines and the Germans found their conventional wheeled supply vehicles severely restricted in the freezing temperatures, mud and snow.

A variety of Maultier (Mule) half-tracks was developed modifying a conventional heavy truck chassis with the drivetrain of a Panzer II, but an urgent requirement remained, for a purpose built transport vehicle, that would be suitable for the severe conditions in Russia.

The Austrian firm of Steyr put forward their proposal for a tracked vehicle that could be quickly manufactured in quantity, and after successful trials the Raupenschlepper Ost or crawling tractor east, went into production in May 1942.

In order to increase production, the orders were placed with three other manufacturers, who replaced the standard metal driver's cab with a simplified wooden one, to conserve resources and simplify production,

designated the RSO/03. By March 1945, a total of 27,663 RSOs had been delivered to the German Army. A major challenge facing the Wehrmacht on the Eastern Front was the overwhelming numerical superiority of the Soviet Union's forces and the emergence of heavily armoured Soviet tanks like the KV-1 and T-34 that were completely unknown to German intelligence. To meet this challenge, the outstanding Krupp and Rheinmetall 7.5 cm PaK 40 anti-tank gun was installed in various vehicles. Among those vehicles modified was the Steyr RSO, to quickly produce a viable solution for a mobile anti-tank system.

The RSO and PaK 40 combination was sent for evaluation in August 1943 and was considered suitable for production. However the RSO and PaK 40 combination was unpopular with its crews. The weight of the gun overtaxed the engine, reducing the speed, and consequently the noise and heat generated became an inconvenience for the crew in hot weather.

The high profile of the RSO also made it a vulnerable target, and crew protection was poor. The RSOs crews called the vehicle "Rollender Sarg Ost" or "Rolling Coffin East".

The RSO and PaK 40 shown here was photographed at The War & Peace Show. The living history display gives a good indication of how the vehicle, crewed, would have looked under service conditions.





Top left: the RSO left the factories painted in dark yellow (Dunkelgelb), units would then camouflage their vehicles in green & red-brown.

Left: the crew was particularly vulnerable, and would have constantly been on their guard, being subjected to engine noise from the Steyr 8-cyl air-cooled petrol engine.

Below far left: the RSO in firing configuration. From a position of concealment, the 7.5cm PaK 40 was capable of dealing with any Allied armoured vehicle.

Left: here we see the 7.5cm PaK 40 traversed to the right with the crew at action stations. The lack of crew protection is clear to see.

Inset below: preserved example of the Steyr RSO with original metal cab, and on public display at the War & Peace Show.



pper Ost



Finnish Artillery Museum

Jim Grant reveals some of the exhibits within the Artillery Museum of Finland

The Artillery Museum of Finland (Artillerimuseet) is to be found in the Linnankasarmi Barracks at Hameenlinna, about 100 km from Helsinki, and houses military artifacts dating from the 15th to the 20th century. This location, alongside the river, is the site of the city's prehistoric origins and also of the mediaeval town.

The idea of an artillery museum to encompass the history of this branch of the Finnish Army dates back to the

1930s, but it took over forty frustrating years, including half a decade of war, for it to come to fruition. The original museum was set up in a former schoolhouse in Saloharju, which was opened to the public on July 2, 1977, however, it was rarely visited due to its remote location and lack of publicity and the search continued for a better location. When the present location became available it was immediately snapped up and the exhibits and

artifacts were transferred to the Hameenlinna, and when this was reopened to the public on May 12, 1997 it was a much expanded and greatly improved museum.

The main buildings were constructed in the 1850s and many later additions were made while Finland was still an autonomous Duchy of the Russian Empire. Outside, in one of the courtyards, are four rows of guns, totalling some fifty pieces, dating

Below: a basic, unmodified, McCormick tractor may seem an odd vehicle to find in the museum, but they were used to tow heavy artillery pieces prior to the introduction of purpose-designed vehicles.
(Author's Photograph)



useum



from 1870 to 1960 as well as mortars and experimental pieces. The museum is not strong on military vehicles, but what it has are very interesting and includes an AT-S, an ATS-59, Zil-135, Zil-152, White M2A1, GAZ-69, Patria NA 122G-1 and Caterpillar Tractor.

The AT-S was the predecessor of the ATS-59, an example of which is also in the museum. It had a number of deficiencies, which caused it to be removed from front line operations after a relatively short time.

The ATS-59 was designated an all-terrain artillery tractor which could tow a gun, or other pieces of wheeled equipment weighing up to three tons or 3,000kg cargo in the open tray behind the cab. Up to nine soldiers can be accommodated in this area. The vehicle, which weighs 13-tons, is based on the hull of a T-54 tank, which was a mechanically reliable vehicle.

The truck company ZiL is represented by two vehicles, an eight-wheeled ZIL-135 and a six wheeled ZIL-152. The company was formed in 1916 as the Moscow Automotive Enterprise just as the Russian Empire was coming to an end and, as a result of the change over to Communist rule, and the resulting civil war, production did not begin until 1924. It then changed its name to the Automotive Factory No.2 (Zavody Imeni Stalina - ZiS) and on the death of Stalin it was renamed as the Zavodi Imeni Likhachove - ZiL in 1956. The ZiL-135 is an 8x8 truck with a pair of wheels at the front and back and two

Top right: view of the ZIL-152 truck used by the Finnish Army and now on display at the Artillery Museum. (Author's Photograph)

Top left: another view of the ZIL-152 truck fitted with a steel cab with some sort of workshop facility in the rear. (Author's Photograph)

Above right: White M2A1 artillery tractor with much of its armour and other parts of its structure, removed, making it difficult to identify. (Author's Photograph)

Left: Ps.810-11 an AT-S artillery tractor, a predecessor of the ATS-59. The large crew cab provides greater comfort for the gun crew while on the move in the harsh weather often experienced there. (Author's Photograph)





Top left & right: ZIL-135 missile launcher carrying a FROG-7 missile with its unusual wheel arrangement. (Author's Photograph)

Right: the front unit of a Patria NA-122 G1 120 mm mortar. This is an ideal vehicle for a country that spends much of the year covered with deep snow. (Author's Photograph)



Above left: a nicely restored GAZ-69 utility vehicle, essentially the Soviet equivalent to the Jeep. (Author's Photograph)

Right: an ATS-59 artillery tractor and occasional troop carrier. Note the half-timbered sides on the cargo bay. (Author's Photograph)



pairs in the middle. Its main use was as a mobile launch platform for the FROG -7 short-range surface-to-surface missile, however, it could also be fitted out as a BM-27 rocket launching system. An amphibious version was also manufactured.

It is powered by two 6.9-litre Ural-575 engines, each engine controls the wheels on one side of the vehicle, which gave it a top speed of 40mph and a fuel consumption of between 1 and 3mpg!

This particular Zil-135 served with the now defunct East Germany Army and still carries their insignia. A number were also used by civilian haulage contractors.

The museum's other ZiL is described on its information panel as a Model 152. The 150 series was in production from 1947 to 1965 and is a 6x6 truck capable of carrying 2,400kg of cargo. Powered by a 92hp ZiS 6-cylinder engine. A large number of trucks were fitted with launcher rails for Katyusha type rockets.

Two vehicles, and several dozen artillery pieces, are to be found in the former stables. These are a GAZ-69, which could be entered in a Concours d'Elegance just as it stands, and a Patria NA-122 G1 a tracked all-terrain vehicle, consisting of two parts the

rear one of which is configured to carry a 120mm mortar can be fired while the vehicle is moving. Although similar to the Bv-206 this vehicle was developed in Finland. The prototype was trialed in 1985 and eleven vehicles were then produced. So far around 300 have been supplied to Finland, Turkey and China.

GAZ, an abbreviation for Gorkovskiy Avtomobilny Zavod, was founded in 1933 with financial and technical assistance from the US Ford Motor Company. The GAZ-69, which was also produced by UAZ, was a typically rugged Soviet four-wheel drive vehicle and was in production from 1953 to 1972 to replace the various "Jeeps" in service in the Soviet Bloc.

Parked up against the wall of one of the buildings is a White M2A1 artillery tractor, which has been savagely cut down and reworked. Without the information plate alongside the vehicle its identification would have been problematical. Slightly shorter than the M3, they went into service with the US Army and first saw action that year with the 192nd and 194th Tank Battalions in the Philippines. The Soviet Army operated a large number M2/M3s during and after WW2.

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The **AUSTIN TILLY**

The wartime Austin Tilly, or Car, Light Utility, 4x2, to be more correct, was widely used throughout the Second World War. It was derived from the Austin 10 HP saloon car of the time, with a new rear utility body and canvas tilt added for greater versatility. Since disposal the Tilly has found a niche following, with many now in private hands. The strong interest in all variants of Tillys generated the formation of the Tilly Register in the UK, which sees owners and enthusiasts sharing information and an appreciation of the type, together with a number of other websites around the world. The vehicle shown here is typical of the wartime Austin Tilly and is owned by Mike Hodgson and a regular at the Duxford Military Vehicle Show where it was photographed.





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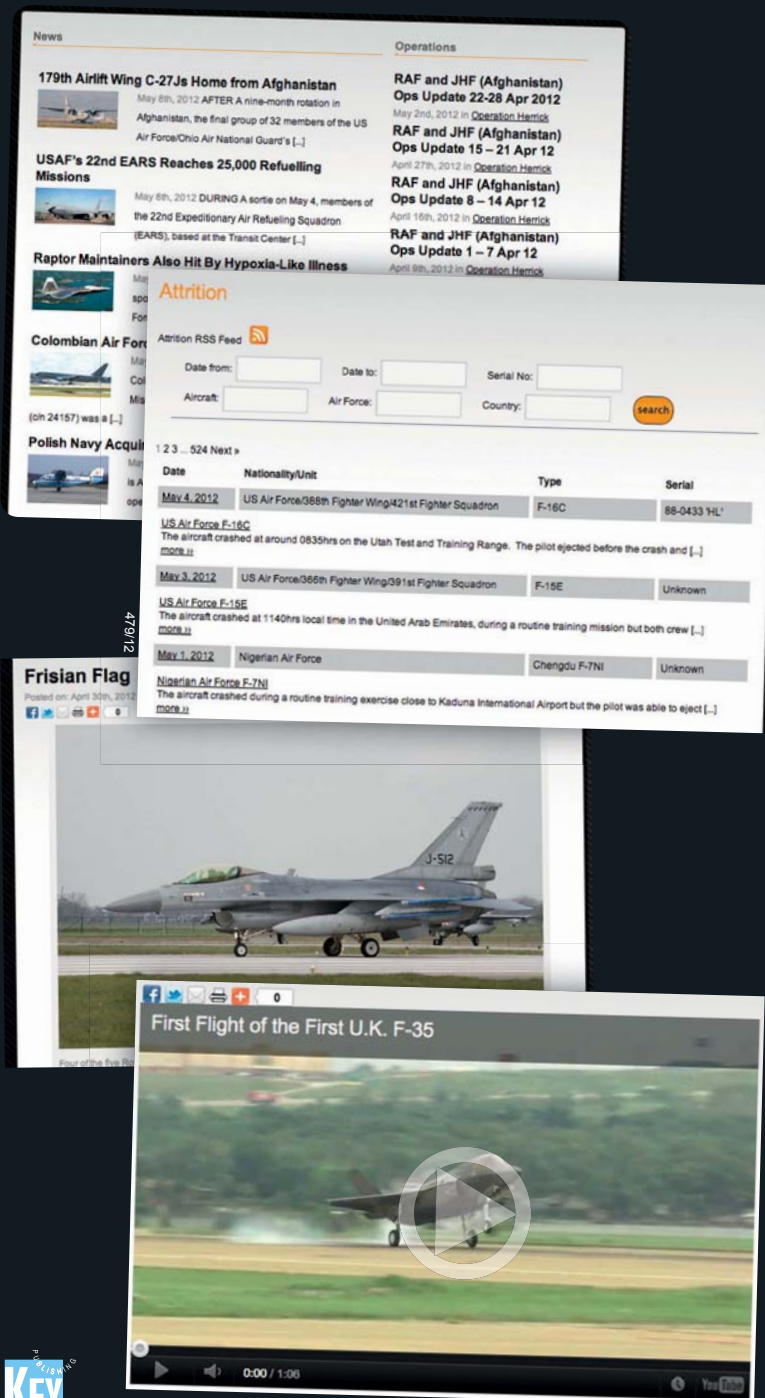
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FUTURE EXHIBITIONS UNVEILED

The Tank Museum will find out this month whether a £2.7m Stage II application to the Heritage Lottery Fund has been successful.

Last August *Tank Times* revealed plans for the proposed Vehicle Conservation Centre (VCC), the main feature of which will be a 40,000 sq ft publicly accessible building capable of storing 120 vehicles. The VCC project will allow all of the Museums vehicles to be stored undercover for the first time ever, as well as providing the facilities to enable ongoing volunteer-led conservation projects. If the project gets the go ahead it is thought that the VCC will be complete before TANKFEST 2013.

"Securing HLF support for this project will be a pivotal moment in the history of The Tank Museum," said Tank Museum Director Richard Smith. "Without the Vehicle Conservation Centre we will not be able to put our plans for a rolling programme of new exhibitions into action, because the existing Museum galleries are already overcrowded."

But work on planning future exhibitions has continued with the support of the HLF and now the Museum can reveal the new features proposed for The Tank Museum if funding is awarded.

"2014 will mark the centenary of the Great War – a conflict that saw the birth of the tank," Richard explained. "We want to examine the mechanisation of the British Army before and during this conflict and the impact this had on warfare."

With the Museum's Mark IV replica as a centrepiece, the role of the horse and cavalryman will be contrasted with the

emergent tank and its crew in an exhibition titled *War Horse to Horse Power* which will be complete in 2014.

Richard added; "Alongside our existing *Trench Experience* we will have another powerful exhibition to mark this important anniversary."

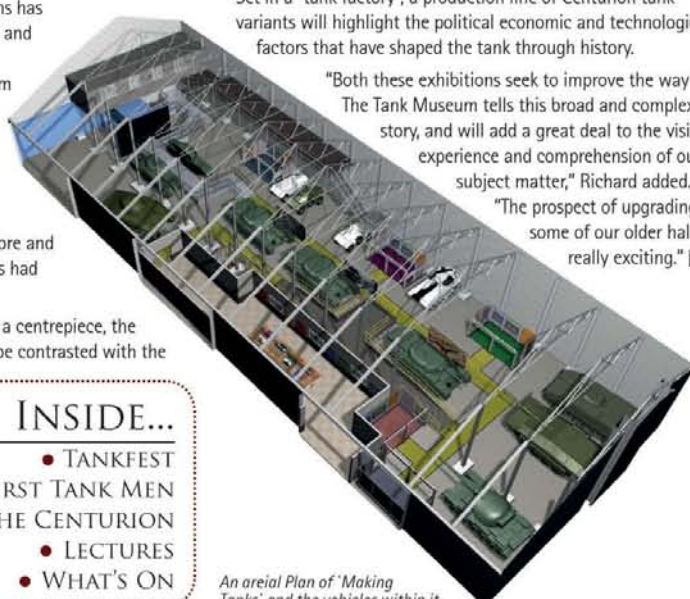
The Tank Museum is also seeking to broaden its narrative further, with an exhibition titled *Making Tanks* which is set for completion in 2015.

"This will explore the impact of science, design and technology on the story of armoured warfare," said Richard. "It will tell the story of people who made the tanks and the challenges they overcame in an industry where good design and production can be a matter of life and death."

Set in a 'tank factory', a production line of Centurion tank variants will highlight the political economic and technological factors that have shaped the tank through history.

"Both these exhibitions seek to improve the way The Tank Museum tells this broad and complex story, and will add a great deal to the visitors experience and comprehension of our subject matter," Richard added.

"The prospect of upgrading some of our older halls is really exciting."



An aerial Plan of 'Making Tanks' and the vehicles within it.

INSIDE...

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- THE FIRST TANK MEN
- THE CENTURION
- LECTURES
- WHAT'S ON



FROM THE WORKSHOP



Mike Hayton

With Ten successful TANKFEST'S under our belt, it is heartening to look back and see how far we have come since the first event in 2000.

Just a handful of Friends and Volunteers helped stage the 2000 event that saw 1,000 spectators see 30 vehicles in action. This year, almost 11,000 saw almost 60 tanks taking to the arena. TANKFEST is continuing to grow and get better every year.

But the ethos remains the same. TANKFEST still couldn't happen without these volunteers, some of whom have been with us since the very first show. There is a great deal of emphasis on ensuring that our conservation obligations are not compromised by the demands of the show – although every time we run a vehicle or return it to running order we learn something new about it which can improve the way we look after it long term.

You won't see tanks crushing cars at TANKFEST – and there are good reasons for the limitations placed on the speed and mileage permitted for the older vehicles at each show; not least the safety of our visitors and tank crews. These tanks are all museum artefacts that have been donated to us – and we are obliged to care for them as such. It is therefore essential that we demonstrate these vehicles in a way which is respectful of their purpose, age and historical significance.

Something I saw at the first TANKFEST always reminds me why.

Continued on page 2...



THE TANK MUSEUM – THE WORLD'S BEST COLLECTION OF TANKS
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FROM THE WORKSHOP CONTINUED...

Some of TANKFEST 2012's volunteers



A World War Two Veteran had just seen the Museum's Crusader tank in the arena. It was the first time he had seen one in action since the war. He was in tears; it meant that much to him.

We were all saddened that a blown gasket meant that the Black Prince couldn't run at TANKFEST as we had planned. It was a bitter blow to the volunteers who had spent so many hours working on her.

Black Prince was just one of a number of temperamental historic vehicles that were poised for display at TANKFEST – and you can imagine the effort that goes in to prepping and re-checking each one. The older the vehicle, the more complex it can be to fix problems and the more care we have to take. But despite the headaches, the support we get from our visitors makes it all worthwhile.

Every year we see a new generation passing through who are embarking on a new enthusiasm for history and historic machines. Whether their interest is sparked by Hollywood films, model making, family history or, increasingly, computer games it is highly rewarding for us to see so many people turning out to appreciate the 'real thing'.

If you were fortunate enough to visit TANKFEST this year, I sincerely hope you enjoyed the show. Be sure to put TANKFEST 2013 (29th-30th June) in your diary now. It is certain to be a treat – and you can find out more about what we have in store in future editions of *Tank Times*. **T**

Mike Hayton

Mike Hayton
Workshop Manager



It was another record year for TANKFEST as almost 11,000 flocked to The Tank Museum for two days of explosive tank action.



THE FIRST TANK MEN



The world's first tank men are the subject of a new exhibition case.

Before the Tank Corps was formed in July 1917, the first tank crews were raised from the Heavy Section Machine Gun Corps, formed in March 1916.

Interpretation Officer Sarah Lambert said: "The title of this unit was intentionally vague to ensure the secrecy of the tank. These men were pioneers, who with only limited training took an untried weapon of war onto the battlefield in September 1916".

The pressure this put on the officers and crews was intense. One soldier remarked on the 'appalling demand placed upon the young officers facing the unknown' and the case features the tragic story of 20 year old Lieutenant Macpherson.



"According to one source, at the end of the battle" Sarah explained, "in the belief that he had not lived up to what was expected of him or that he had failed, Macpherson walked away from his stretcher in a casualty clearing station and shot himself."

Objects on display include a single shot pistol owned by Lance Corporal Charles Nye and a ring owned by Lieutenant Basil Henriques' wife.

"The pistol was concealed in a helmet liner and helped Nye escape from German captivity," said Sarah. "The ring contains a glass 'stone'; which was originally part of a tank vision prism and was extracted from Henriques' face after it had been shattered by gunfire." **T**



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THE CENTURION

BRITAIN'S FIRST MAIN BATTLE TANK

A Centurion with Australian troops in Vietnam

THE CENTURION IS ARGUABLY BRITAIN'S BEST EVER TANK DESIGN. DESIGNED DURING WWII, IT WAS EXPORTED AROUND THE WORLD AND ITS CAPACITY TO BE MODERNISED AND UPGRADED HAS SEEN IT ENJOY A LONGER SERVICE CAREER THAN ANY OTHER BRITISH TANK.

In previous editions of *Tank Times* we have observed that British tank design during World War 2 was less than spectacular.

But there are two sides to every story. If the late-war A43 Black Prince and A39 Tortoise were rather backward looking concepts, the A45 Centurion confirms that there were brilliant minds at work amongst British tank designers.

Just like the A43 and A39, the specification for Centurion was issued in 1943. The desert war had shown that during combat, a single tank might have to engage enemy infantry, tanks, artillery, and anti-tank guns. It would need to be an 'all-purpose' tank; not restricted to the 'infantry' or 'cruiser' roles assigned to previous designs. It was to be Britain's first Main Battle Tank. It would need a dual-purpose gun capable of firing both high explosive shells and armour piercing projectiles, whilst having sufficient armour to withstand enemy tanks and anti-tank guns.

The new design featured a boat shaped hull to resist land mines, a well sloped glacis plate that was designed to resist the German 88mm anti-tank gun and mounted the proven British 17pdr tank gun. Its sloped armour increased its effective thickness, and unlike American tanks of the time it had a reasonably low profile. A stronger suspension system replaced the American Christie type used in earlier British cruiser tanks and the Rolls Royce Meteor engine that powered it (derived from the Merlin used in the Spitfire) gave it excellent cross country performance.

The result was a tank that was in a different class to its contemporaries. The first Centurions were completed in summer 1945 and shipped to Europe for trials, arriving too late to see active service. If they had arrived just six months earlier they could have played a significant part in the final phase of the war, perhaps changing the now commonly held view that Allied tank design was inferior to that of the Germans. Such speculation is futile, but even in these early months the Centurion was to show a quality which has made it one of the most important tank designs ever. This was its ability to be modified and upgraded without compromising its performance.

By November 1945 a Mark II with increased armour was on the production lines, followed closely in 1948 by a Mark III with an improved gun, automatic gun stabilisation system and a much more powerful engine. The Mark III was the

first to see active service with British forces in Korea, arriving in 1950. Operating in sub-zero temperatures they performed well; earning the appreciation of their crews, commanders and allies alike.

Impressive performance, along with a proven ability to be modernised, are precisely what made the Centurion an export success. Around 4,500 Centurions were produced between 1946 and 1962, consisting of 13 Marks of gun tanks and a range of specialist armour, such as bridge layers and recovery vehicles. 2,500 of these were exported to 17 different countries.

The Centurion won the faith of the Australian Army following an atomic bomb test in 1953. A Centurion was placed 500 yards from the detonation site and left with its engine running. The shockwave heaved the tank 5ft and the engine stopped – but only for want of fuel. Although it showed cosmetic blast damage it was otherwise in good order and was driven from the test area. This very tank, which is the only tank known to have survived an atomic bomb, joined other Centurions when the Australians deployed for the Vietnam War in 1968.

In service with the Indian Army in 1965, they faced the US built M47 Patton tanks and in this test of US v UK tank design were considered superior. The Israelis purchased a large number of Centurions, which were modified and known as 'Sho't'. In the 1973 Yom Kippur War, it is said that less than 100 of these tanks routed some 500 Syrian T-55 and T-62s. The South Africans deployed Centurion tanks in the Angolan Civil War, where they faced Cuban T34/85s and T-55's. They reported that the only Centurions lost were due to mines. South Africa still operates the Centurion – albeit a highly modified variant known as 'Olifant'.

By 1966, Centurion was being phased out and replaced with the Chieftain in British Army service. As good a design the Centurion clearly was, the Chieftain had the most powerful main gun and heaviest armour of its time. But it failed to match the export success of the Centurion, with many nations opting to replace them with the German Leopard. But over 40 years from its introduction, Centurion Engineer vehicles were still in British Army service as late as Operation Desert Storm in 1991. It is hard to imagine another tank having such longevity in the future. ■



A British Centurion in action during the Korean War

IN THE COLLECTION

The Tank Museum has a number of Centurions in its collections. Here are some of the more interesting:



Mark I: Probably the earliest Centurion in existence, this tank was one of a small number of prototypes sent to Germany for trials in June 1945. It is displayed in the markings it wore during this trial, known as 'Operation Sentry' with 22nd Armoured Brigade.



Mark III: This tank is displayed in the markings of C Squadron 1 RTR whilst engaged in the Korean War. It never saw active service.



BARV: The Centurion Beach Armoured Recovery Vehicle is designed to wade in about 9 feet of water and is used to clear debris from a beachhead. This vehicle served on the Royal Navy assault ships HMS Fearless & Intrepid. The BARV remained in service until 2003, the end of the second Gulf War.



Stridsvagn 104c: Originally a Mk III, this tank was sold to Sweden in 1953 and is a great example of how Centurions can be continually upgraded to meet modern standards. A new fire control system, engine and modern suspension system, along with reactive armour kept the Stridsvagn in service until 2000, when it was replaced by Leopard. T

FROM THE WORKSHOP CONTINUED...

Some of TANKFEST 2012's volunteers



A World War Two Veteran had just seen the Museum's Crusader tank in the arena. It was the first time he had seen one in action since the war. He was in tears; it meant that much to him.

We were all saddened that a blown gasket meant that the Black Prince couldn't run at TANKFEST as we had planned. It was a bitter blow to the volunteers who had spent so many hours working on her.

Black Prince was just one of a number of temperamental historic vehicles that were poised for display at TANKFEST – and you can imagine the effort that goes in to prepping and re-checking each one. The older the vehicle, the more complex it can be to fix problems and the more care we have to take. But despite the headaches, the support we get from our visitors makes it all worthwhile.

Every year we see a new generation passing through who are embarking on a new enthusiasm for history and historic machines. Whether their interest is sparked by Hollywood films, model making, family history or, increasingly, computer games it is highly rewarding for us to see so many people turning out to appreciate the 'real thing'.

If you were fortunate enough to visit TANKFEST this year, I sincerely hope you enjoyed the show. Be sure to put TANKFEST 2013 (29th-30th June) in your diary now. It is certain to be a treat – and you can find out more about what we have in store in future editions of *Tank Times*. **T**

Mike Hayton

Mike Hayton
Workshop Manager



It was another record year for TANKFEST as almost 11,000 flocked to The Tank Museum for two days of explosive tank action.



THE FIRST TANK MEN



The world's first tank men are the subject of a new exhibition case.

Before the Tank Corps was formed in July 1917, the first tank crews were raised from the Heavy Section Machine Gun Corps, formed in March 1916.

Interpretation Officer Sarah Lambert said: "The title of this unit was intentionally vague to ensure the secrecy of the tank. These men were pioneers, who with only limited training took an untried weapon of war onto the battlefield in September 1916."

The pressure this put on the officers and crews was intense. One soldier remarked on the 'appalling demand placed upon the young officers facing the unknown' and the case features the tragic story of 20 year old Lieutenant Macpherson.



L/Cpl Nye and pistol

"According to one source, at the end of the battle" Sarah explained, "in the belief that he had not lived up to what was expected of him or that he had failed, Macpherson walked away from his stretcher in a casualty clearing station and shot himself."

Objects on display include a single shot pistol owned by Lance Corporal Charles Nye and a ring owned by Lieutenant Basil Henriques' wife.

"The pistol was concealed in a helmet liner and helped Nye escape from German captivity," said Sarah. "The ring contains a glass 'stone'; which was originally part of a tank vision prism and was extracted from Henriques' face after it had been shattered by gunfire." **II**



Lt. Henriques ring



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ARSENAL EN MUSEUM

While in Sweden, Shaun Connors was treated by his hosts to a surprise guided tour of the Arsenalen military museum

One of the results of the major changes and reductions in Sweden's armed forces that began from around 2000 was a change in responsibility for the various museums previously run by the armed forces. In an agreement between the Ministry of Defence and Culture responsibility for these, along with €3 million, was transferred to the National Swedish Museums of Military History, this the start of a new museum network, Swedish Military Heritage, a network of 23 different museums supported by Ministry of Culture.

An early and not insignificant task for this new arrangement was to find a display solution for the vehicles then displayed/stored in various museums and storage facilities, the conclusion having been reached that the then current Tank Museum at Axvall, the Military Vehicle Museum in Malmköping, and several 'secret' storage facilities were in fact only storage, not museums as such.

The aim became to find a solution where as many of the vehicles as possible could be stored and shown to the public in a far better way, with two locations selected as possible for a new more modern museum – Skövde and Strängnäs.

Main photo: after deciding it was too time-consuming to design a new tank itself, Sweden evaluated the Leclerc, Leopard 2 and M1A2 Abrams. In January 1994 it was announced that Sweden would buy 120 Leopard 2S (Strv 122), a development of the Leopard 2A5.





Above: the Stridsvagn m/21 is in fact a German design, the LK II. Ten examples were secretly brought to Sweden in 1921, these labelled as tractor parts and sheet metal works. Swedish trials began in August 1922, and in August 1923 five tanks successfully participated in manoeuvres. Trials continued 1924-1927, and in 1930 five examples were equipped with a new engine and gearbox, these remaining in use until 1939...

Below left: very little is known about this vehicle, a prototype for the Artillerikanonvagn (Akv) 151 – Bandkanon. Ordered in 1949 and completed in 1960, this prototype is based on one of two KRV tank chassis produced (the KRV never entered production), and with production Bandkanon being based on modified S-tank chassis, it is very different to production examples in appearance.



Above: this SdKfz 131 Marder II came to Sweden in 1946 for trials, however, it was in such bad condition that it was not refurbished until much later, and then only for display purposes.

Left: early in WW2 the Swedish artillery used the Demag D7 Sd.Kfz. 10 half-track to tow the m/39 howitzer. However, with no further deliveries possible from 1942, Volvo were instructed to produce a copy... The Volvo (Artilleritraktor m/43 – Volvo HBT) was regarded as simpler and less modern, but more reliable...



a



b



Strv m/42

Above left: the Strv m/42 was ordered in 1941-1942 from Landsverk, and in different versions it... Replaced by the Centurion in the mid-1950s, some surplus turrets were used in the coastal defense. A further 122 updated examples were ordered in June 1942. All Strv m/41 were replaced by the Strv m/42. **Above right:** the Soviet T-37 light amphibious tank was manufactured between 1933-1936, and was used in the Finnish Civil War. Apart from replica flotation bodies, which were probably fitted during a 1970s restoration, this exact tank is the original.

Photo A: the Strv fm/31 is based on a German design of the 1920s and was developed by AB Landsverk. It is manufactured from mild steel, with a wooden turret. The combination of wheels and tracks were intended to combine good cross-country mobility with good road speed, transition between travel modes taking about 30 secs. However, the design was complex and therefore vulnerable, and by the time delayed delivery occurred in 1935, general improvements in tank running gear had made the fm/31 obsolete. Trials were carried out between 1935-1936, and the fm/31 was used until 1940 as a tank trainer ...

Photo B: in 1939 30 Pbil m/40 Lynx armoured cars were ordered from Landsverk. Lynx originated from a Danish specification, the bulk of the Danish order confiscated and designated m/39. The heavy weight of the design limited its off-road mobility, however, a four-wheel drive/steer system, good firepower, high road speed and reliability ensured the type was well-liked and examples remained in service until 1958.

Below: after the Soviet attack on Finland in 1939, Sweden's Telegraph Board was given the task of building a mobile radio office for use by the government in the event of an evacuation from Stockholm; this is it...



Strv m/43



Soviet T-37



with various engine/gearbox combinations. When first ordered the design of Sweden's only WW2 heavy tank was modern, but when delivered foreign development had leapt ahead of reference role until the 1990s. **Above centre:** Sweden ordered 90 TNH medium tanks CKD from Czechoslovakia in 1939, but these were confiscated by the Germans, who designated them as SAV m/43 assault guns or Pbv 301 APCs in the late-1950s/early-1960s, the museum's Strv m/43 a SAV m/43 converted back to its original configuration. Around 1200 were made. This example, which is one of only two surviving, was gifted to Swedish volunteers in Finland in 1940, having been captured by Finnish troops during 1939. The example is fairly complete and was mechanically overhauled in 2009.



Left: 16 Strv m/38 were delivered 1938-1938, these a development of the earlier Strv m/31. Highly mobile and armed with a 37 mm gun, the Strv m/38 pretty much outclassed their potential battlefield rivals until 1941. The Strv m/38 remained in Sweden's inventory until 1957.

Photo C: this Panzerkampfwagen (PzKpfw) 1 Ausf A (SdKfz 101) came to Sweden shortly after WW2, but has never been fully refurbished...

Photo D: the Strv 74 was developed when a light tank was needed to complement the Strv 81 Centurion. Series production commenced in 1957, the type remaining in service until 1984, after which the turrets were used for perimeter and coastal defence purposes until well into the 1990s.

Photo E: the Pansarvarnkanonvagn (Pvkv) m/43 is based on the chassis of the Strv m/42 heavy tank, but with a fixed superstructure mounting a 75mm anti-aircraft gun.





Above: the Pansarbil fm/29 had four-wheel drive and four-wheel steer, and driving positions both front and rear. The mid-position wheelhouses contain spare wheels, which helped to prevent the vehicle from grounding out when operating off-road.

Right: in the early 1950s the Swedish Army selected the British Centurion to replace its ageing Strv m/42. The first Swedish Centurions (Mk 3) were delivered in 1953. The final serving Centurions, were not withdrawn from service until 2001.



Right: in 1942 the Swedish Army ordered the development of an armoured four-wheel drive truck for infantry transport, the Terrangbil m/42 SKP. Scania and Volvo were to design it, but both using the same armoured hull from Landsverk. These trucks remained in use until 2004, achieving more than 60 years of service...



Right: a project to develop a cost-effective armoured training vehicle resulted in the Pbil m/31, a design based on a lorry chassis, with assorted chassis being used... Heavy and with only two-wheel drive, off-road mobility was poor. Despite shortcomings, the Pbil m/31 was retained for training until 1958...



Right: in 1996 under contract to Sweden's FMV the now BAE Systems started development of the Splitterskyddad EnhetsPlattform (SEP) family of tracked and wheeled AFVs. SEP was cancelled mid-2008, but by that time BAE Systems had completed three FMV-funded SEP vehicles, two tracked (T1 & T2) and one wheeled (W1).



Top: in 1957 Sweden considered the procurement of three tanks, one of those the radical Swedish-designed S-Tank, this having a fixed chassis-mounted gun that was aimed by a combination of neutral turn and suspension elevation. The drawback of this system, being unable to fire on the move, was not a major problem at the time as to stand any real probability of a hit, contemporary turreted tanks also needed to be stationary. Sweden selected the S-Tank, deliveries commenced in 1967, and they remained in service until 2001.

Above: deliveries of the Luftvarnsskanonvagn (LvkW) fm/43 commenced in 1947 and while the twin 40 mm Bofors-armed turret was a good design, total weight of the vehicle exceeded the capacity of its Strv m/40k-sourced tracks, and the original Scania engine was underpowered. Ultimately the tracks were widened and a more powerful Maybach engine was fitted, and the LvkW fm/43 remained in service until 1969.

In 2005, facilities (including storage) previously used by an Army tank regiment became available, and at the same time a newly established private foundation presented an idea of how to run/maintain such storage facilities and how to establish a new museum. The National Swedish Museums of Military History clearly liked these ideas, and in 2007 it was decided that the various vehicle collections would relocate to a new storage area in Strängnäs.

Plans for a new museum were made and in October 2009 construction work began. By November 2010 the new museum hall was ready and during the following eight months a selection of vehicles were moved to the new museum and displays/dioramas were built.

On June 17th 2011 the museum was inaugurated by HM the King of Sweden. Currently the collection consists of over 400 vehicles, 75 of which are currently spaciouly

presented in the new museum's main 6,000m² main hall. The 75 vehicles selected for display include tanks, AFV's and softskins that cover 100 years of evolution from the first Swedish tank (the German LK II) to the Leopard 2A6, this in service with the Swedish Army today.

MMI would like to extend its thanks to Stefan Karlsson at the Arsenalen Museum for his excellent one-on-one guided tour of the museum, and Hans-Ake Danielsson at Scania for facilitating the visit.

Collection History

The Swedish Tank Museum in Axvall was established in 1969. It closed in 2009 when the collection was relocated to Strängnäs 80 km west of Stockholm.

In 1992 a Military Vehicle Museum was established in Malmköping. It closed in 2006 when the collection was relocated to Strängnäs.

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2012 Duxford

MMI reports from the annual military vehicle show at IWM Duxford



Main photo: the Soviet PT-76 light tank is amphibious, and just to prove it, made a bee-line for the watersplash in the arena.



Above & left: the vehicle cavalcade is a unique feature of the Duxford military vehicle show and is always popular with visiting owners.

Suggestions by various people (including the organisers), that I should pack a snorkel and flippers for my trip to cover the annual Duxford military vehicle show following Met Office severe weather warnings didn't bode well for my chances of getting any decent photographs for this report. Thankfully the predictions turned out to be groundless and in the event the rain clouds skirted the airfield and the show was bathed in glorious sunshine for most of the day, however, in an effort to live up to the predicted aquatic theme, I managed to return home looking like a lobster instead having left the sun screen behind!

As usual my visit to the show was broken down into three distinct periods with the morning taken up by a wander round the static exhibits, checking out the various displays in the Land Warfare Hall and Duxford's hangars and aircraft display hangars.

My final task for the morning was to browse the various trade stands, which included the military, aviation and naval book fair and the model marquee holding the MAFVA National Championships, before heading off for some lunch in readiness for the 2.00pm cavalcade, a unique feature of the Duxford show, and thanks to Brian Harris of the Duxford Aviation Society Military Vehicle Wing, I managed to get 'air side' for some better photos of the vehicles on the airstrip as the vehicles get to stretch their legs on Duxford's runway.



Top right: fine example of a 1945 Fordson WOT2H truck on display at Duxford.

Above centre right: the Humber Heavy Utility remains one of my all-time favourites.

Above right: the owners of this lovely Plymouth Deluxe Touring Sedan travelled in style.

Left: one of several British airborne Jeeps to be seen at this year's Duxford show.



Right: British WW2 BSA, one of many motorcycles at the event and taking part in the cavalcade in the afternoon.



Below: this superb example of the Chevrolet G7113 1.5-ton 4x4 tractor unit with 5-ton stake trailer was new to the Duxford show for 2012.

Bottom left: the Morris Tilly is less common than the Austin, Hillman and Standard Tillys, and here we see a fine example in RAF markings dwarfed by another RAF vehicle, namely an Oshkosh water tanker.

To round off the day there was just time to finish browsing and pick up a few final bargains from the trade stands before making my way back to the off-road area behind the Land Warfare Hall to stake my claim on the perimeter fence for the tank display that traditionally closes the day's events, and always attracts big crowds. In previous years the dust has been an issue in the arena, but this

year the rain preceding the show ensured there was no problem with dust, which was replaced by plenty of muddy action instead, with some drivers braver than others!

As usual there was a fine and varied selection of vehicles on display, far too many to feature in this short report, but included a variety of motorcycles and small staff cars to trucks at the larger end of the scale, armoured vehicles and everything else in between. Many of the vehicles in attendance are regulars to the show, turning up year in year out, but there are usually a few newcomers to be found and this year was no different, with a very nice 1941 Chevrolet

G7113 1.5-ton 4x4 tractor unit and 5-ton stake trailer complete with Wright Cyclone radial engine for a load, and an interesting example of the Morris Tilly finished in RAF camouflage catching my eye.

The museum itself had a few new exhibits on show, including their newly refurbished Humber Pig APC, which I believe is due to go down to IWM London following a refurbishment of the buildings there, and a Foden wrecker that will no doubt come in useful with the restoration of the various vehicles in their charge. Inside the Land Warfare Hall I found the up-armoured Saxon Patrol vehicle that was on display outside last year, and to continue the Iraq/Afghanistan current operations theme, the museum has also taken delivery of an EPS Springer all-terrain vehicle and a rather rough looking Land Rover 'Pulse' ambulance.

Despite initial fears over the weather I came away from Duxford a very happy bunny, having enjoyed a great day (as usual), picked up a few bargains and seen some unusual and fascinating military vehicles and if you haven't been before you really ought to go, there's lots to see and do, making for a packed family day out. Being Father's Day the sunburn was one present I hadn't bargained on, but I would take it in preference to a good soaking any day, and I'm sure that the organisers of the show were relieved that once again the event went so well, especially with regard to the one thing completely out of their control – the British weather!



“Many of the vehicles in attendance are regulars to the show, turning up





Top left: the Marksman AA turreted Chieftain may look top heavy, but the driver enjoyed his time in the arena.



Left: this Foden recovery truck had recently arrived at Duxford, in fact it was so new they had to be shown how to use it!



Below far left: T-34-based recovery tank kicking up the mud during a spirited performance in the arena.



Left: two of the smallest vehicles to take part in the cavalcade was this pair of British parabikes!



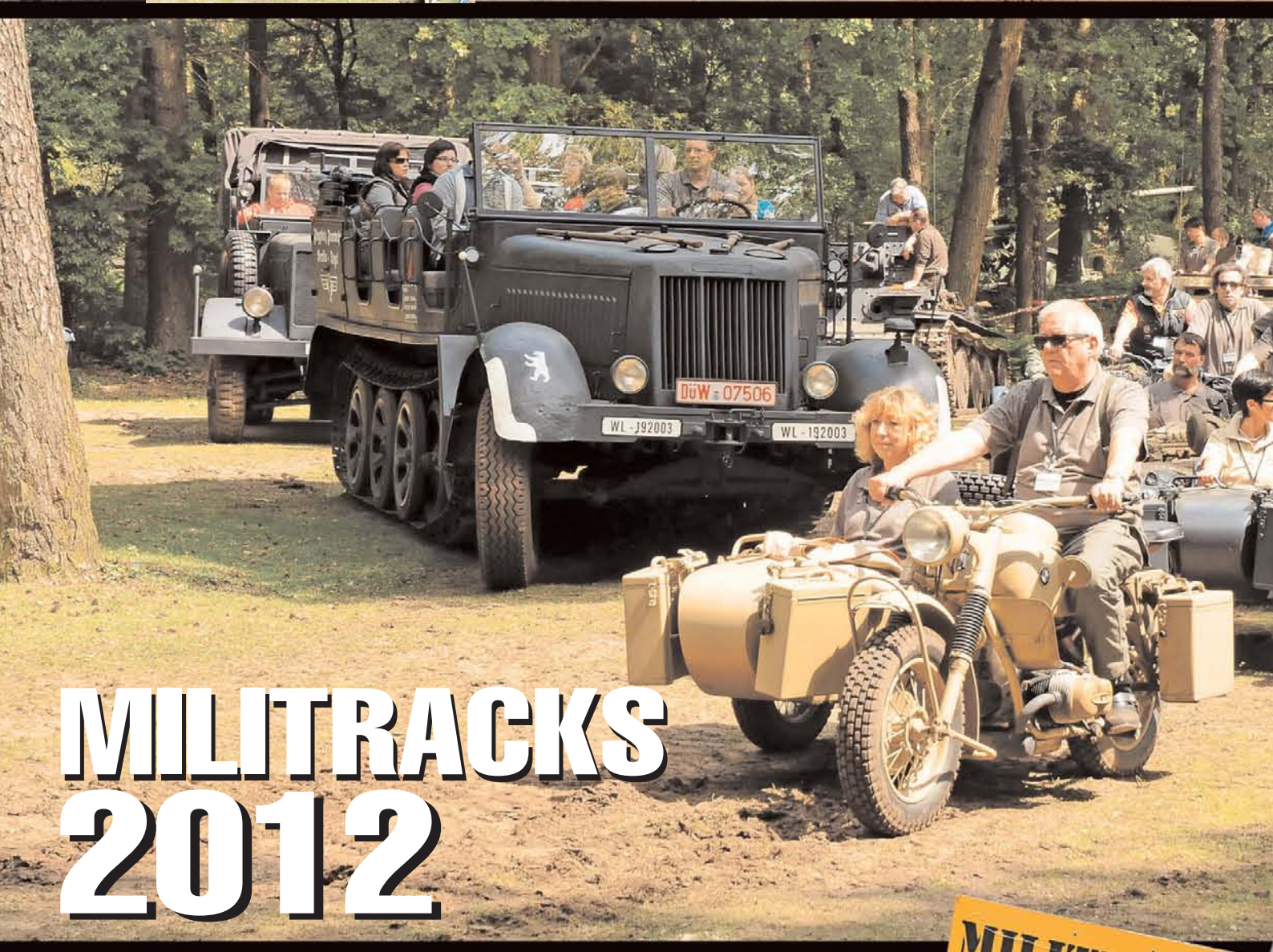
Below: the turretless M5 Stuart gun tractor is a regular in the arena and was out playing in the mud again.

year in year out..."



The mighty M40 Gun Motor Carriage was one of the few vehicles to venture into the water splash during the arena display.





MILITRACKS 2012

MMI concludes its report from the third holding of this popular event in the Netherlands

**RUMBLE
IN THE
JUNGLE
PART TWO**

The Militracks event is as much a social gathering as it is a display of rare wartime German vehicles, with owners swapping stories of their latest acquisitions and restorations with each other. This year saw a number of newly restored vehicles being brought along to the show to accompany those that have become regulars at Militracks, all of which attracted a great deal of interest from the participants and the general public alike.

Although a pair of Sd.Kfz. 7 half-tracks and numerous Sd.Kfz. 10 half-tracks have attended Militracks since the outset, a newly restored and very rare example of the Sd.Kfz. 6 half-track was new to the show for 2012 and not surprisingly attracted a great deal of attention all weekend. The owner of the Henschel 33 G1 truck that was new to last year's show brought along another of his trucks for the 2012 event, namely an Einheits diesel 6x6 truck, and like the





Henschel, had recently completed an extensive restoration. The same owner also brought along a Panzer 38(t) tank, making for a nice comparison with the Hetzer 38(t) from the Crompton Military Vehicle Collection that has attended Militracks from the beginning.

This year by way of a change, the organisers of the Militracks event had set up a record attempt to see how many Kettenkrads they could get in one place at the same time, and succeeded in attracting no less than 16 Kettenkrads, which included three from the UK. The event was closely monitored and required the convoy of vehicles to complete two circuits of the mile-long off-road course with no more than two vehicle lengths between each Kettenkrad at any time. The record attempt took place initially on the Saturday of the show, and appeared to pass off without any hitches, having been filmed and officiated in the aim of getting approval from the Guinness World Records. A second attempt was

Top strip left to right: this Mercedes 170V with an usual collection of roof top stowage put in an appearance briefly; the Panzer 38(t) was first timer at the show, making for a nice comparison with the 38(t) based Hetzer; a total of sixteen Kettenkrads turned up for the Record Attempt; the vehicle rides were as popular as ever with the general public, with the Sd.Kfz. 7s being amongst the biggest attractions there.

Top right: Bruce and Sue Crompton with friend Gill take to the off-road course in their VW Schwimmwagen.

Main photo left: on the public days there's a frenzy of activity as vehicles queue to pick up members of the public for their rides around the off-road course.

Below: another newcomer to the show in 2012 was this superb example of the Einheits Diesel 6x6 truck.





Above left: the BMW and Zundapp motorcycle combinations ranked with the Kettenkrads in terms of thrills per mile on the off-road course. Here we see a pair of visitors who are clearly enjoying their ride as the bike crests one of the rises on the off-road course that surrounds the museum.

Above right: chauffeured on the Crompton Collection Kettenkrad by Nick Rutherford (one of the restoration team at the Crompton Military Vehicle Collection), Bruce Crompton's son Max (dark hair) takes to the off-road course for the record attempt on the Saturday of the 2012 Millitracks event.

“... a newly restored and very rare example of the Sd.Kfz. 6 half-



Sd.Kfz. 6

A newcomer to Millitracks for 2012 was this superb example of the Sd.Kfz. 6 half-track, which certainly got the enthusiasts' cameras clicking!





Top: this photo shows just over half of the Kettenkrads at the event prior to the record attempt taking place, it was an impressive sight to see so many Kettenkrads in one place at one time.

Left: the Kettenkrads provided a thrilling ride for those members of the public who selected them as their vehicle of choice for a ride around the off-road course.

Far left: even before the record attempt took place the Kettenkrad, many owners were out on the off-road course honing their driving skills in readiness.

Left: Militracks 2012 provided an overdose of Kettenkrads for enthusiasts visiting the show. Once again the show proved extremely popular and thankfully the weather held, with the predicted thunder storms never materialising.



track was new to the show..."

Hetzer

Bruce Crompton of the Crompton Military Vehicle Collection once again brought along his Hetzer. The Hetzer has been a huge attraction at Militracks since day one and has even been adopted on the show logo. Here we see the Hetzer leaving the museum early in the morning before being fuelled up ready for the day's events.





Top left: Steyr 1500A light truck passes the amphitheatre, a good spot for photos.

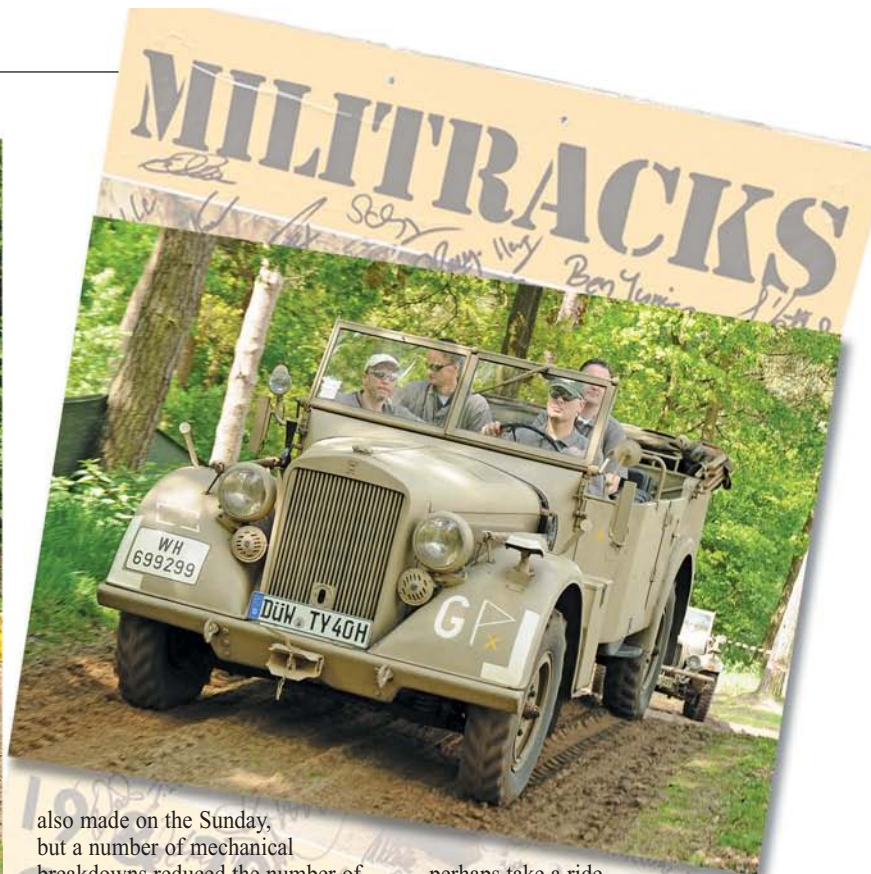
Right: one the Kubelwagens at the show head into the underground storage area below the museum used for the overnight storage.

Top right: this fine example of a Horch 901 Kfz.15 was at the show once again.

Above left: the first uphill corner on the course created one or two problems for some vehicles, especially after the larger tracked vehicles had already been through.

Right: rare DKW RT 100 motorcycle spotted on the off-road course, one of very few single motorcycles to be seen at the event.

Right: the only non-German vehicle to take part in the proceedings was the museum's own Russian T-34/85 tank, although it still proved popular with the public, with long queues for rides all day.



also made on the Sunday, but a number of mechanical breakdowns reduced the number of vehicles participating in the attempt, so Saturday was to be the best attempt. The film of the event and a report from the independent jury to Guinness World Records have since been passed on to Guinness, but at the time of writing the organisers were still waiting to hear if they had succeeded in the record attempt.

On the Sunday the museum once again played host to the popular militaria market, with sellers coming from right across Europe to sell all manner of items, which included rare and collectable militaria, vehicle parts, books, uniforms and models, and talking of models, the inside of the museum also played host to another model show, and throughout the weekend, especially on Sunday, the museum was packed with visitors keen to see the rare vehicles in action,

perhaps take a ride around the off-road course, and of course pick up some bargains.

All too quickly the show was over and for me it was time to head back to the UK with my hosts for the weekend, Bruce and Sue Crompton of the Crompton Military Vehicle Collection and their team of drivers and helpers. It's a long trip that starts early on Thursday, arriving in Holland late on Friday and then getting back to the UK for Monday, but all the travelling is well worth the trouble and I would urge anyone who hasn't been to Militracks before to consider making the trip, you won't regret it, I assure you.

The date for next year's show has been set for the 18th and 19th May 2013, and for more details, and details of previous shows, you can check out the website at: www.militracks.nl



The Crompton Military Vehicle Collection Sd.Kfz. 251 half-track, seen here being commanded by Bruce Crompton's son Max.



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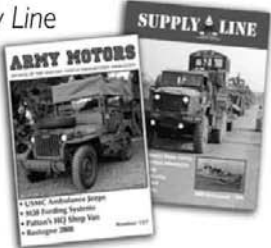
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COROWA 2012

Jan Thompson and Richard Farrant report from the 33rd Corowa Swim-In & Ex-Military Vehicle Gathering

This year's event was the 33rd time it had been held at Ball Park caravan park in Corowa, New South Wales and is Australia's largest gathering of ex-military vehicles. The 2012 theme was the Year Of The 6x6 vehicle. Due to the flooding of areas of NSW and Queensland in the weeks before, a number of participants were unable to get to Corowa, while others were able to attend only at the last minute as the situation improved. The venue for the vehicle display and swapmeet on the Saturday is normally the local airport, but due to water logging of the paddock to be used, and forecast of more rain, the Shire Council who owned the site, informed the organisers, Khaki Vehicle Enthusiasts

(KVE) that we would have to use another venue. The Corowa Showground was found to be a suitable replacement and with better shade and undercover facilities for the swapmeet, the majority verdict was good.

The event officially runs Monday to Sunday, but many arrive a few days earlier. By Monday there was a steady stream of participants waiting to book in at the KVE site office. Some had tales of how they had to take diversion routes to avoid flooded areas to the North. As organisers, we at KVE had been invited to apply for a grant from the Corowa Shire Council a few months earlier, under their Tourist Event Program and we received a large grant to enable us to give each pre-registered participant with a coffee



Above: Doug Greville from Broken Hill, NSW, brought along his NSU Kettenrad.

Below: a well restored 1945 Studebaker US6, belonging to David King and driven down from near Lithgow, NSW.



“...One of the great things about this event is that people can choose what t



These Ford GPA amphibious jeeps are what the Corowa event is all about, 33 years ago, a group of GPA owners around the country got together to find a venue where they could be used in the water. The first GPA belongs to Jennie Bennie from Victoria, complete with several generations of family on board, followed by Mitch Groves from Blayney, NSW, driving his 1942 GPA, which had been in his family for many years.



mug and cap with the event logo on them, a nice incentive to enter. The grant also paid for the use of a site office, news sheet printing, stickers, folders for rally packs and a cherrypicker to use for the group vehicle display on the Saturday. Once again we had approximately 1,000 people associated with our event.

One of the great things about this event is that people can choose what they do during the week. We had three trips organised and there are some people who go on all the trips and those who may pick one or two. Sometimes participants are happy just to hang around the caravan park and take the opportunity to get to know other enthusiasts. Wheeling and dealing goes on between people

hey do during the week..."



throughout the week. Some great friendships have been established over the years and it is nice to see the camaraderie, which goes on between people. There are people from all states and territories of Australia and this year we also had at least 4 people from New Zealand and one from the UK.

The latter part of the week, there are always trips arranged for people to drive their vehicles out to places of interest. The first was on Wednesday to a couple of local schools where we were warmly received, then to a local enthusiast's museum, which consisted of military vehicles and equipment and an impressive collection of tractors. A demo of a RR Meteor engine from a Centurion tank, kept the petrol-heads



Top left: you'd never lose this Jeep at a show! Entered and driven by Nicole Wright, from Point Cook in Victoria, it is a 1943 Ford GPW.



Left: the President of KVE, the event organisers, is Rick Cove, and this is his White Scout Car that he drove up from the south of Victoria.

Top right: Ron Fry driving the Mack NM tank transporter on the convoy run to the Showground on Saturday.

Above far left: some Studebaker owners from Queensland got together to bring three of their US6 trucks to the event, one of the owners, Shane Hobby, drove this Mack B-double outfit, a distance of 1,800 miles!

Below: an Australian built 1967 International GS cargo F1, owned by Andy Fulton from Canberra. The truck following is the F2 Tipper version belonging to Colin Young from Victoria.





“...vehicles assembled for the drive through Corowa to the showground...”



An aerial view of some of the assembled vehicles at Saturday's display on the Corowa Showground.



Above: good to see a tank at Corowa, this was brought up from Victoria by Ron Fry, a nice looking example.

Top left: known in Australia as a Blitz, this Chevrolet C60L was entered by Rob Jacobs from Carwoola, NSW and is known as "Moo Cow" due to its camouflage pattern.

Top right: Mick Jericevich's Jeep is well travelled and took part in the Anzac Convoy from Istanbul to Normandy in 2009, as well as other long distance events in Australia.

carrier when he was nine cemented his passion for military vehicles and memorabilia. In 1993 he opened the Melbourne Tank Museum. On Sunday 23rd April 2006 there was an auction of John's lifelong collection of vehicles including tanks, APC's, armoured cars and personnel carriers, amphibious landing craft and vehicles, jeeps, motorcycles, tank transporters, wrecker trucks, anti-tank guns, anti-aircraft guns howitzers, mortars, mobile radar unit, mobile field kitchen, searchlights, military collectables and ephemera, from World War One to Vietnam. Fortunately, his son Bill is very interested and can assist John with the restorations and encourages him to attend events. Both have been involved with a number of film jobs over the past few years.

Saturday dawned and all the vehicles assembled for the drive through Corowa to the showground for the display and swapmeet. The convoy was expertly assembled so that on arrival all vehicles could be parked up in their types for the photo-shoot. Strangely, both Leyland Mokes entered, broke down on the way but were quickly got mobile again.

There was a strong contingent from Queensland this year, with one enthusiast, Shane Hodby, driving a Mack B-double outfit down, loaded

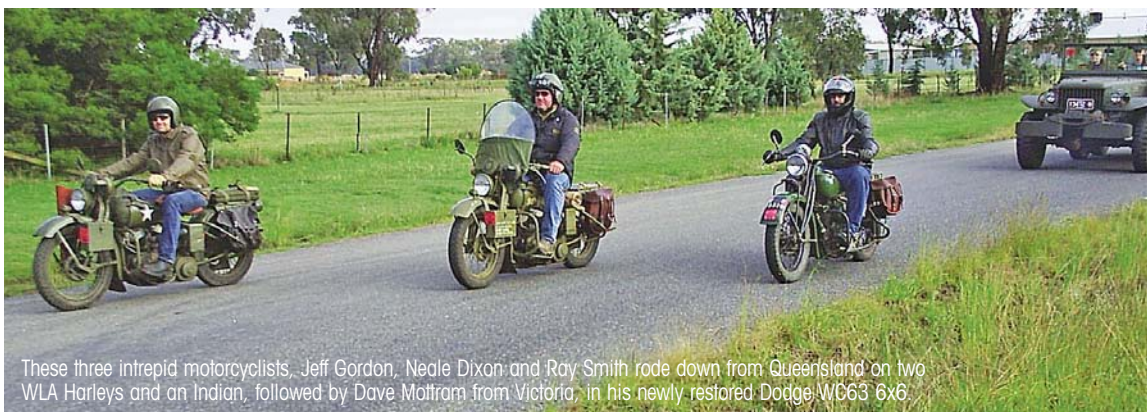
with three Studebaker US6 trucks. At over 27-metres long, it was an eventful journey made worse by diversions caused by the floods. That is dedication. Three others from Queensland, rode an Indian and two WLA Harley Davidson motorcycles down, with a support vehicle following on. John and Bill Belfield drove up from their Melbourne Tank Museum in the Kaiser M816 tractor and semi-trailer loaded with a Kenworth M1A1 wrecker, looking imposing.

A couple of late entries helped boost the numbers, one being Ron Fry's Mack NM tractor and semi-trailer loaded with a M3 Stuart. Ron did not arrive without problems as a puncture in a trailer wheel had to be dealt with on arrival. The longest distance award went to Gary Schluter for driving his Land Rover approx. 4,000kms from Perth, WA., the second year running.

The 6x6 theme was popular with 22 examples of Studebaker US6, GMC CCKW, Dodge, Kaiser, Kenworth, Mack and International on display. The final count of 166 registered vehicles was a little down on previous years, but with the floods around it had to be expected. Next year's event theme will be Year of the Trailer Equipment and Armoured Vehicle.

For more information on the event, and contact details, visit the website at: www.corowaswim-in.org and contact the Secretary to get on the mailing list for the KVE Newsletter.

Report/photos by Jan Thompson (KVE Secretary) and Richard Farrant (KVE Committee member).



These three intrepid motorcyclists, Jeff Gordon, Neale Dixon and Ray Smith rode down from Queensland on two WLA Harleys and an Indian, followed by Dave Mottram from Victoria, in his newly restored Dodge WC63 6x6.

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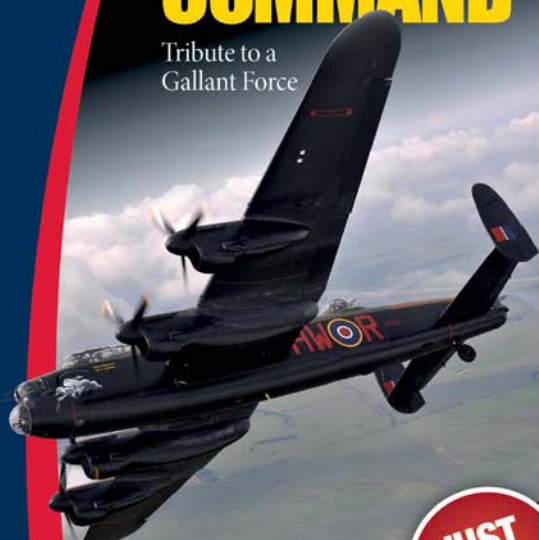
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Into the Archives



James Payne delves into an American ex-serviceman's wartime photo album

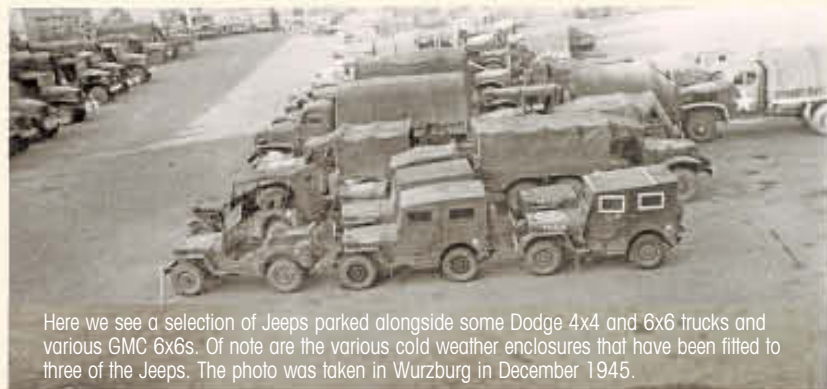
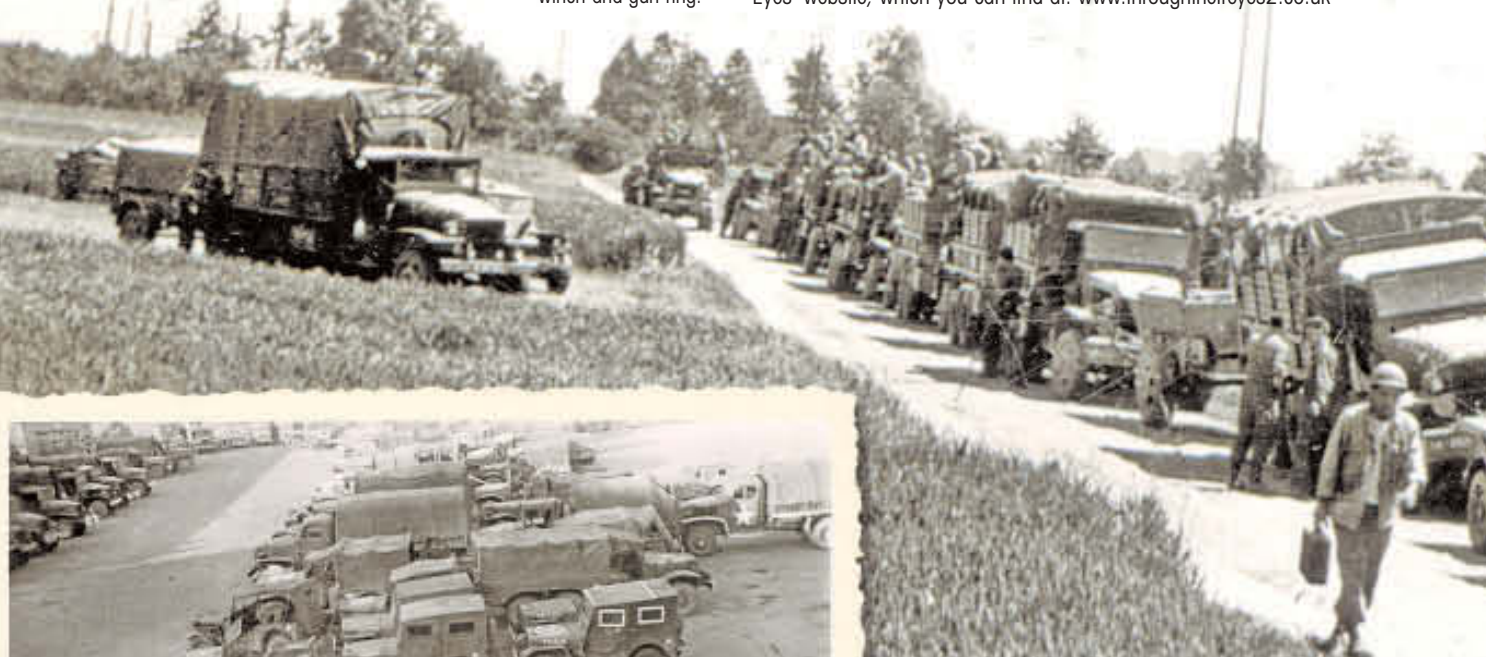
The photographs featured in this article come from a photo album that once belonged to an American serviceman serving in Europe between 1945 and 1946. While the vast majority of images are what we might consider 'snapshots' of the various locations at the time, some include a number of US military vehicles that offer an insight into the use and condition of the vehicles serving with the Americans at the time. With the exception of the occasional reference to the area and date in which the photos were taken there is very little information to accompany each image, but I've tried wherever possible to include a little additional information. Obviously if you are able to fill in the gaps then we would love to hear from you via the usual editorial channels.

The collection is just a tiny selection of images from the album and one of an extensive military photo archive available from 'Through Their Eyes', which covers subjects from the First and Second World Wars. A huge range of CDs containing high-resolution images of military-related subjects is available, including those featured here. For further details check out the 'Through Their Eyes' website, which you can find at: www.throughthereyes2.co.uk



Above: this photo features the Jeep 'Ramrod' in Wurzburg in September 1945. The soldier to the right is an MP and an additional horn has been mounted on the front bumper.

Main photo below: taken in Saurlautern in July 1945, this image shows a parked convoy of assorted American vehicles, consisting mainly of GMC 6x6 trucks and Jeeps. The GMC at the front of the column is a long wheelbase soft cab with front mounted winch and gun ring.



Here we see a selection of Jeeps parked alongside some Dodge 4x4 and 6x6 trucks and various GMC 6x6s. Of note are the various cold weather enclosures that have been fitted to three of the Jeeps. The photo was taken in Wurzburg in December 1945.

Left: another shot of a Jeep with a GMC truck in the distance. This time the hood on the Jeep isn't raised and a pair of additional horns have been mounted in front of the grille.

Right: according to the inscription on this photo it was taken in Wurzburg in December 1945. The image shows a typical wartime Jeep parked in front of a wrecked German Heinkel He111 bomber. Of note are what appear to be two additional small mirrors either side of the windscreen.

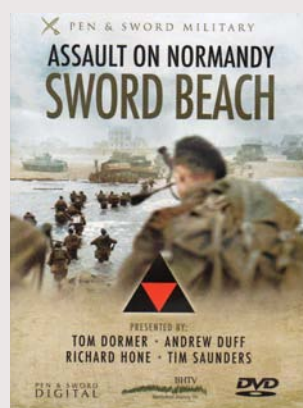
Below right: the only information to accompany this shot of a Jeep was the location of Saarbrücken and the fact that it was taken in July. Of note is the large non-standard siren positioned by the passenger side step.



Below: this shot of a long wheelbase GMC 6x6 truck was apparently taken in Kitzingen in February 1946. We don't know the identity of the soldier, but the fact that he's wearing gloves and the winter enclosure on the GMC's soft cab would suggest it was chilly!

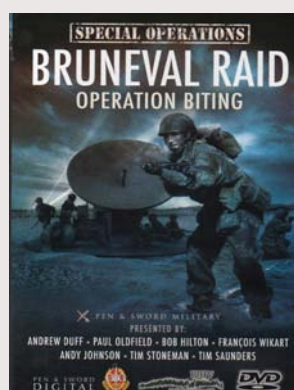


Sword Beach

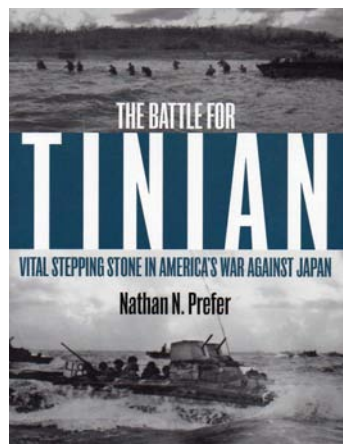


The latest DVD to be released by Pen & Sword is this title 'Sword Beach' in the 'Assault on Normandy' series, presented by Tom Dormer, Andrew Duff, Richard Hone and Tim Saunders. With an approximate running time of 110 minutes, the film charts the operations from the build up to the assault landing. Using archive footage, interviews with veterans and photos the film offers an insight into this momentous breakout at Normandy. For details see the website at: www.pen-and-sword.co.uk

Bruneval Raid



'Bruneval Raid - Operation Biting' is the first installment in the brand new 'Special Operations' series of DVDs to be released by Pen & Sword, which focus on some of the most memorable, courageous and strategically vital missions to be conducted during WW2. The raid by British airborne forces was key to the disruption of German radar systems and the team of presenters in this documentary style film revisit locations where the raid took place. For more details see the website at: www.pen-and-sword.co.uk



Pivotal Battle of Tinian Island

This new 264-page book from Casemate describes the pivotal and hard-fought Battle of Tinian island, a key island in the US military strategy of the Second World War, and would ultimately become the base from which the United States were able to launch their atomic bomb attacks on Japan. 8,000 Japanese were killed with only 300 surrendering to the invading US Marines, and Tinian went on to see the biggest airport in the world being built on the island. The book is primarily text, with a short illustrated section containing a variety of wartime images and maps.

Title: The Battle for Tinian

By: Nathan N. Prefer

ISBN: 9781849085809

Price: £20.00

Format: Hardback

Available From:
Casemate UK Ltd.
www.casematepublishing.co.uk

Story of a Desert Gunner in WW2

Title: Anti-Tank

By: Mark Carter

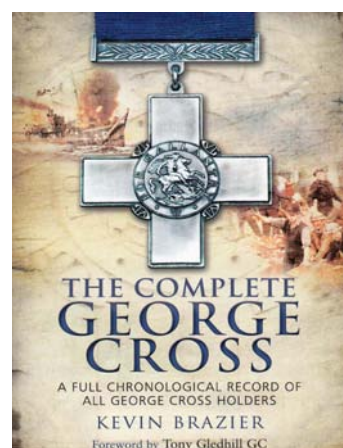
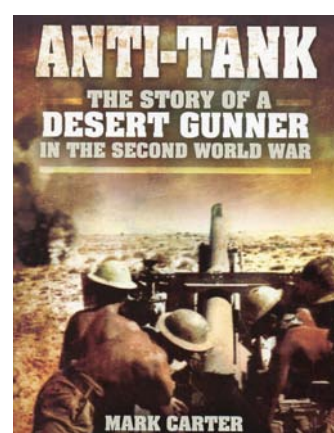
ISBN: 9781848848115

Price: £19.99

Format: Hardback

Available From:
Pen & Sword Books Ltd.
www.pen-and-sword.co.uk

Author Mark Carter was a TA soldier who fought in A Battery, 11th Regiment Honourable Artillery Company (Royal Horse Artillery) in both the North African and Italian campaigns and his book provides a first-hand account of a typical 25-pounder detachment during the desert war. The book looks at the action during the fierce fight with the Africa Corps, offering an insight into the daily life of an anti-tank gunner, which includes some of the lighter side of war and the friendships forged in adversity. A short illustrated section is also included.



Record of all George Cross Holders

The few words I have available to me here are not nearly enough to do full justice to the brave holders of the George Cross, Britain's highest civilian award for bravery, that are recorded in this 242-page hardback book. It offers a full chronological record of all George Cross holders, with each recipient receiving a short description of the actions that saw them being given this prestigious award. Some of the holders are also featured in a 16-page black and white photo section, with chapters outlining the history of the George Cross, the recipients and burial locations of George Cross holders.

Title: The Complete George Cross

By: Kevin Brazier

ISBN: 9781848842878

Price: £25.00

Format: Hardback

Available From:
Pen & Sword Books Ltd.
www.pen-and-sword.co.uk

The Turning Point of World War Two

Title: Stalingrad Day by Day

By: Jason Turner

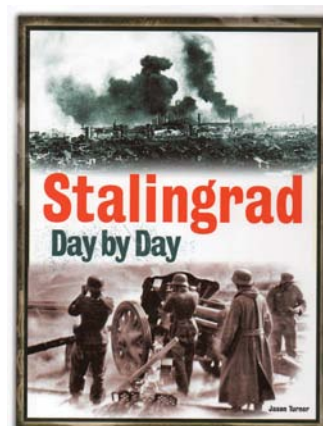
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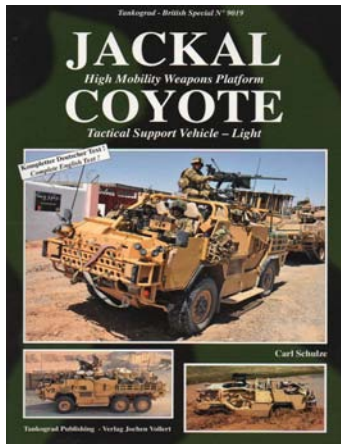
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Over the years much has been written about the battle for Stalingrad, which is widely regarded as a key turning point of the Second World War, and this 192-page book from Pen & Sword offers a chronological account of the battle that saw heavy casualties inflicted on German forces. Although principally a written account, the book is illustrated throughout with photographs from the time as well as maps describing the actions taking place. The book may not appeal to those already fully conversant with the battle, but it does offer a fresh, easy to understand account for those new to the subject.





Jackal & Coyote go under the spotlight

This new book in the 'British Special' series from Tankograd Publishing looks at an up-to-the-minute subject in the British Jackal and Coyote vehicles currently serving with the British Army in Afghanistan. The first few pages of the 68-page book are devoted to the development of the vehicles, which includes images of the various prototypes to have been tested and exhibited prior to full production and deployment. Author Carl Schulze has been following both the 4x4 Jackal (in its various guises) and the 6x6 Coyote in Afghanistan and many of the magnificent

colour photographs contained within the book feature operational vehicles in Afghanistan, providing a superb reference source, especially for model makers seeking to replicate an authentic in-service look to their models. The vehicles featured include Jackal 1, Jackal 2, Jackal 2A, and Coyote TSV Light, with a detailed photographic section on the Jackal 2A. At £13.99 it's not an expensive book, and as a reference source on these well-known British military vehicles it offers vehicle enthusiasts and model makers a detailed insight into the types.

Title: Tankograd British Special

By: Carl Schulze

ISBN: N/A

Price: £13.99

Format: A4 Softback

Available From:
Bookworld Wholesale Ltd.
www.bookworldws.co.uk

Compilation of military stories from around the world

Title: Militar Fahrzeug 3/2012

By: Jochen Vollert

ISBN: N/A

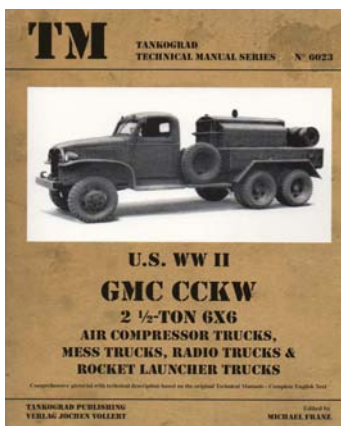
Price: £9.99

Format: A4 Softback

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The latest issue of Militar Fahrzeug is once again crammed with a series of fascinating features covering a wide variety of subjects that are sure to have a broad appeal. This month's articles include a look at the new Bundeswehr Buffel ARV, the British Terrier support vehicle, Kubelwagen maintenance vehicles, the Russian T-95 tank, the 210mm K38 and K39 guns, American M578 recovery vehicle, a report from Exercise Lippische Rose, the German Wiesel 2 mortar carrier and the Tatra ambulance. As you can

no doubt see the subject matter is certainly varied, with articles ranging in length from just a couple of pages to six pages plus and all are well-illustrated with a variety of colour and black and white images. As usual for Militar Fahrzeug, all text is in German, with English/German captions and an English summary at the end of the book. If the subject matter is of interest check out this latest issue. Tankograd titles are available in the UK through Bookworld Wholesale Ltd. or direct from the publishers.



GMC Compressor, Mess, Radio and Rocket Launcher Trucks

The Tankograd Technical Manual Series has become a firm favourite with vehicle enthusiasts and historians thanks to the wealth of information contained in each issue. While the standard WW2 GMC 6x6 truck and tipper trucks have already been covered in this series (Tankograd Technical Manual Series 6015 and 6019), this latest book (number 6023) looks at the air compressor trucks, mess trucks, radio trucks and even rocket launcher trucks. The 52-page book features various extracts from official technical manuals, which

comprises of mainly black and white images and illustrations, with some photos of preserved examples and a couple of colour photos inside the covers, also showing preserved examples in private hands. The compressor truck is particularly well covered, with 15-pages devoted to the subject, while the mess trucks have 10-pages, the radio trucks has 12-pages and the final 9-pages cover the rocket launcher trucks. At £9.99 it's an inexpensive publication and well worth adding to any reference collection.

Title: Technical Manual 6023

By: Michael Franz

ISBN: N/A

Price: £9.99

Format: A4 Softback

Available From:
Bookworld Wholesale Ltd.
www.bookworldws.co.uk

American World War Two M24 Chaffee Tank in detail

Title: Technical Manual 6024

By: Michael Franz

ISBN: N/A

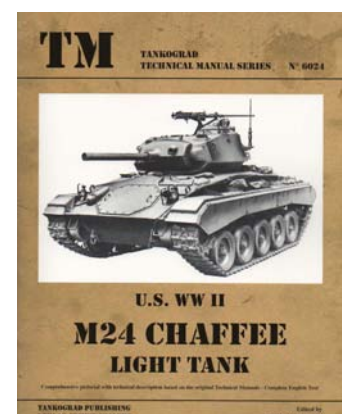
Price: £9.99

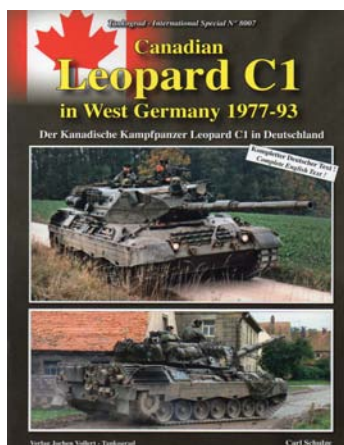
Format: A4 Softback

Available From:
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The second title in the Tankograd Technical Manual Series this month looks at the M24 Chaffee Light Tank. As with other titles in this series, it offers a useful reference source on the type, and while the vast majority of us are unlikely to be the owners of such a tank, it will be of interest to those wanting to learn more about the technical aspects of this well-known American wartime tank. Likewise model makers will find this and the rest of the series useful, offering as it does plenty of internal and external and photos, which

includes details on armament, ammunition, driver instruments, radio equipment, and of course the engine. Of the photos included within the book, nearly all of them are reproduced in black and white, with just three colour shots of a preserved example featured on the inside covers. Of the b&w images, most are in-service shots, dating from either WW2 or post-war conflicts and brief details are also included on the M24 Chaffee equipped with deep wading gear, and bulldozer variants. All in all a great book.





Canadian Leopard C1 in Germany 1977-93

Our final new book from Tankograd this month is this title in the 'International Special' series, which looks at the use of the Canadian Leopard C1 Main Battle Tank in West Germany between 1977 and 1993. The book has been produced by well-known military journalist Carl Schulze, and while there are already a great many books around that cover the Leopard tank in its many guises, this one at least focuses on the Canadian C1 variant, and more specifically its use in Germany. The other advantage of this book is the price of £13.99, which is considerably cheaper

than some of the much more expensive books to have been published over the years. As is usual for the series, the book is crammed with colour photos covering nearly three decades, and as such offers an interesting comparison between the early and late vehicles. The book also includes details of sub variants such as those equipped with mine ploughs and dozer blades, as well as the armoured recovery variant and bridgelayer. It's a fairly specialist subject, but if Canadian Leopard tanks are your thing, it might be worth checking out this new title.

Title: International Special 8007

By: Carl Schulze

ISBN: N/A

Price: £13.99

Format: A4 Softback

Available From:
Bookworld Wholesale Ltd.
www.bookworldws.co.uk

Germany's Panzer Lehr Division in World War Two

Title: Elite Panzer Strike Force

By: Franz Kurowski

ISBN: 9781848848030

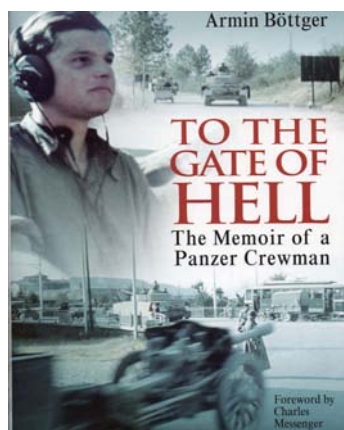
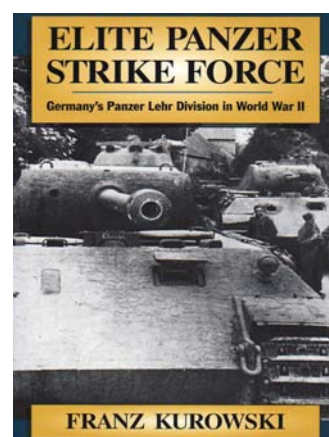
Price: £19.99

Format: Hardback

Available From:
Pen & Sword Books Ltd.
www.pen-and-sword.co.uk

There's never any shortage of interest in wartime German subjects, and this new 240-page hardback from Pen & Sword is sure to have its followers eager for more information on this fascinating subject. The book describes the story of the German Panzer Lehr Division as it moved across Europe, aiding the efforts of the German land army and frequently wreaking havoc in the process. The author follows the division from the heart of Normandy and the Battle of the Bulge right through to the end of the war, using

various first-hand accounts based on interviews with veterans. Elite Panzer Strike Force offers the reader an insight into the world of tank warfare during the Second World War, using descriptions of the tanks, formations and tactic involved in what was after all a fairly new form of mobile warfare. The book is primarily a written account but some images have been included, although their reproduction isn't the best given the quality of the paper used. This book is sure to have its followers given the subject matter.



The Memoir of a Panzer Crewman during WW2

To The Gates of Hell is a fascinating account of the endured by a German Panzer crewman during the Second World War, having been written by Armin Bottger who spent his time as a Panzer radio operator during the war in a number of theatres. This is a very personal account of one man's war, who was trying to deal with the day-to-day horrors encountered and the sharply contrasting encounters that on occasion made life bearable for these young soldiers thrust into war. Accompanying the text is an interesting

collection of images spread across a total of twenty-four pages, some in colour, all of which help to illustrate this graphic account, with various photographs depicting a small selection of German tanks and vehicles as well as personal snapshots featuring the author, comrades in arms and friends encountered along the way. This is a fascinating account of war and how one man dealt with the situations he found himself in, and is sure to appeal to those with a particular interest in the Panzers of WW2.

Title: To the Gates of Hell

By: Armin Bottger

ISBN: 9781848326439

Price: £19.99

Format: Hardback

Available From:
Pen & Sword Books Ltd.
www.pen-and-sword.co.uk

Images of War Featuring the Famous Memphis Belle B-17

Title: B-17 Memphis Belle

By: Graham M. Simons

ISBN: 9781848846913

Price: £14.99

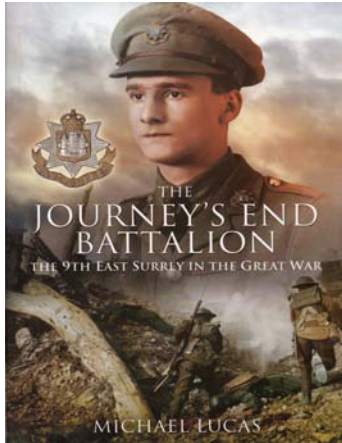
Format: Softback

Available From:
Pen & Sword Books Ltd.
www.pen-and-sword.co.uk

If you're a model maker or aviation historian expecting this title to be a detailed photographic study of the Boeing B-17 Flying Fortress 'Memphis Belle' I'm afraid you're in for a disappointment. While this title is undoubtedly a photographic study, with many photos packed within the book, instead it tells the well-known story of how the Memphis Belle became a symbol of hope for both the aircrews facing the murderous German flak from day-to-day, and to the American people so desperate for good news from Europe. In addition to the expected images

showing the Memphis Belle in service and the terrible battering she took during her service life, you will find photos of crewmen, friends, families, sweethearts, nose art, and general images showing the day-to-day life for American airmen based in the UK. Various items of paperwork showing newspaper reports, official reports and accounts are also reproduced to give an overall view of what was one of most unusual aviation stories to come out of the Second World War and ultimately generated numerous TV documentaries and of course a Hollywood blockbuster.





The 9th East Surrey in the Great War

'The Journey's End Battalion' tells the remarkable story of 9th Battalion East Surrey Regiment and its service in the First World War. More than 850 men lost their lives while serving with the 9th East Surrey, and it suffered 50% casualties on its second day at the front during the Battle of Loos, earning the nickname 'The Gallants' from the enemy. The Battalion went on to serve on the Somme and Ypres and was almost annihilated in a famous last stand in March 1918. Using official and unofficial sources, diaries, letters and British and German wartime records, the

author describes the individuals who served with the 9th Battalion East Surrey Regiment and the operations in which they took part. So why the title for the book 'The Journey's End Battalion', well the story of this most famous of Battalions from the Great War and their tragic losses served as the basis for the famous play 'Journey's End' by R.C. Sherriff. With the exception of a small selection of black and white photos and various maps, the book is primarily a written account, but makes for compelling reading. The book is available through all good book shops.

Title: The Journey's End Battalion

By: Michael Lucas

ISBN: 9781848845039

Price: £19.99

Format: Hardback

Available From:
Pen & Sword Books Ltd.
www.pen-and-sword.co.uk

Courageous Yorkshiremen to receive the Victoria Cross

Title: Yorkshire VCs

By: Alan Whitworth

ISBN: 9781848847781

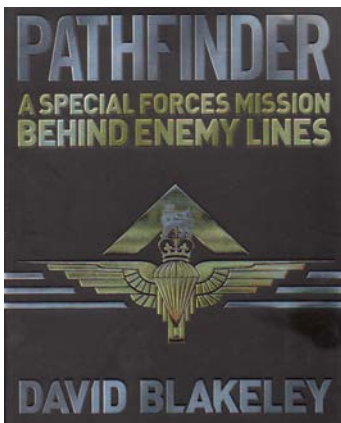
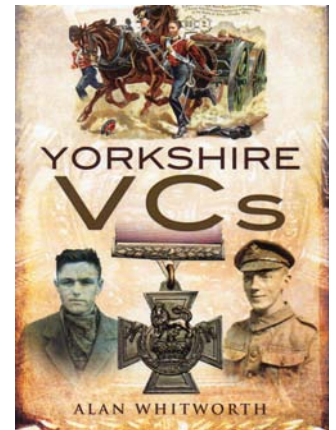
Price: £19.99

Format: Hardback

Available From:
Pen & Sword Books Ltd.
www.pen-and-sword.co.uk

The Victoria Cross remains the supreme British award for bravery, taking precedence over all other awards. Since it was first awarded 160 years ago, just 1,357 Victoria Cross medals have been won in total, but of those no less than 69 of them have gone to Yorkshiremen alone, and in this new book, Alan Whitworth looks at these brave men and the deeds that saw them awarded this most prestigious of medals. The very first Yorkshireman to be awarded the VC was Bombardier Thomas Wilkinson in 1857, setting an example for bravery that has

been followed by numerous Yorkshiremen in the years since. Stories within this book involve such notable nineteenth century conflicts such as the Indian Mutiny and the wars in Afghanistan and Africa and more recent twentieth century conflicts including the two world wars and of course comes right up to date with more recent operations in the Gulf and Afghanistan. It's a humbling book to read, seeing how time after time these brave men put their lives on the line to save others and makes for great reading, especially if you happen to be a Yorkshireman!



Special Forces Mission behind enemy lines

16 Air Assault Brigade Pathfinder Platoon is often referred to as the sons of the better-known and more publicised Special Air Service and Special Boat Service, and yet the operations they undertake are arguably just as daring and dangerous, and like the SAS and SBS, are performed in total secrecy. The forty-five man strong unit specialises in deep insertion behind enemy lines and are trained in specialist reconnaissance, capture and demolition tactics, so as you can imagine, any story involving the Pathfinders is going to make

for a gripping tale. This fascinating and enthralling book offers the reader a first hand account of the unit by David Blakeley someone who served as a Captain with the Pathfinders during deployment in Iraq in 2003, which saw nine men operating alone and unsupported deep behind enemy lines facing incredible odds and fighting their way out of the enemy's backyard in a mission to seize the Qalat Sikkar Airfield, which would be key in the course of the Second Gulf War. A fascinating and gritty tale of daring do.

Title: Pathfinder

By: David Blakeley

ISBN: 9781409144090

Price: £20.00

Format: Hardback

Available From:
Orion Publishing Group Ltd.
www.orionbooks.co.uk

American World War Two M24 Chaffee Tank in detail

Title: The End of Glory

By: Bruce Taylor

ISBN: 9781848321397

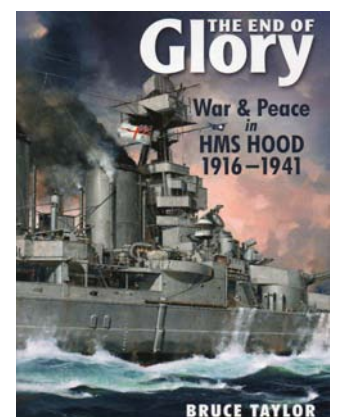
Price: £19.99

Format: Hardback

Available From:
Seaforth Publishing Ltd.
www.seaforthpublishing.com

Our final title this month comes from Seaforth Publishing, the naval arm of Pen & Sword Books, and looks at one of the most infamous British warships of the Second World War, HMS Hood. Over the years there have been many books written on the Hood, mainly focussing on her construction, naval history or her sad demise at the hands of the German pocket battleship Bismarck, but this book takes a different slant in that it deals more with those who crewed her and the daily life onboard. Using official documents and the

personal accounts and reminiscences of more than 150 crewmen, the book offers a vivid image of life onboard HMS Hood in peace and war, and deals with more controversial issues such as the Invergordon mutiny, escapades ashore and afloat, the Christmas mutiny of 1940 and the terrible conditions onboard in war. The book is essentially a written account with some photographic content to illustrate the book and is available through all good booksellers or direct from the publishers.



MISSION BRIEFING

DATES FOR YOUR DIARY

AUGUST 2012

Friday 3 Saturday 4 Sunday 5 August 2012: **Gloucestershire Steam & Vintage Extravaganza:** held at South Cerney Airfield, Cirencester. For details visit the website at: www.steamextravaganza.com

Saturday 4 Sunday 5 August 2012: **Croft Nostalgia Weekend:** For further details check out the website, which can be found at: www.croftmilitary.co.uk

Friday 3 Saturday 4 Sunday 5 August 2012: **Woodvale International Rally:** Southport, Merseyside. See the website for more information, or contact Jimmy Vasco at: mg1966uk@hotmail.com www.westlancsmvt.com

Saturday 4 Sunday 5 August 2012: **Military & Flying Machines Show:** held at Damyns Hall Aerodrome, Aveley Road, Upminster, Essex, RM14 2TN. Open between 10.00am and 5.00pm both days. For further details see: www.militaryandflyingmachines.org.uk

Saturday August 4 2012: **MVPA 2012 Alaska Highway Convoy:** MVPA 70th Anniversary Convoy staged on the famous Alaska Highway. For more details please contact: hq@mvpa.org www.mvpa.org

Saturday 11 Sunday 12 August 2012: **Cobbaton Combat VJ Weekend:** Cobbaton Combat Collection, Chittlehampton, Umberleigh, N. Devon, EX37 9RZ. For further details please 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, near Maidstone, Kent. For further details Call Malcolm Dunlop on: Tel: 01303 267271 mgdunlop@aol.com www.imps.org.uk

AUGUST 2012

Saturday 11 Sunday 12 August 2012: **Langleybury Farm Military Vehicle Show:** held at Langleybury Lane, nr Kings Langley, Herts, WD4 8RW. For further details contact: Tel: 07860245699 burrowes@btinternet.com

Sunday 12 August: **Preston Arms Fair:** held at Mercure Dunkenhagh Hotel, Blackburn Road, Clayton Le Moors, Lancashire, BB5 5JP, Accrington. For details call: Tel: 01254 263260 www.prestonarmsfair.co.uk

Saturday 18 Sunday 19 August 2012: **Lacock at War:** held at the Parish Council Playing Field, High Street, Lacock, Wiltshire, SN15 2LQ. For more details please contact John Wardle on: Tel: 07754235482 www.westwiltsmvt.co.uk

Saturday 18 Sunday 19 August 2012: **Kington Vintage Show:** open between 10am and 5pm both days, held at Kington Recreation Ground, Mill Street, Kington, Herefordshire, HR5 3AL. For further details call: Tel: 0791 8603770 mickrand@btinternet.com

Sunday 19 August 2012: **Panshanger Revival Day:** held at Panshanger Aerodrome, organised by the North London Flying School. The show opens from 10.00am. For details call: Tel: 01707 391791 www.northlondonflying.school.com

Sunday 19 August 2012: **Militaria & Medal Fair:** held at Yate Leisure Centre, Kennedy Way, Yate, nr Chipping Sodbury, Bristol, BS37 4DQ. Doors open from 10.30am till 2.30pm. Tel: 01753 534777

Saturday 25 Sunday 26 Monday 27 August 2012: **Rauceby Forties Weekend:** For further details about the show contact the organisers on: Tel: 01529 488354 www.raucebywarweekend@hotmail.co.uk

AUGUST 2012

Saturday 25 Sunday 26 August 2012: **Eastnor Castle Land Rover Show:** held in the picturesque setting of the Deer Park, Eastnor, Nr Ledbury, Herefordshire, HR8 1RL. Contact Mark Woodward: Tel: 016974 51882 www.4x4sparesday.co.uk

Saturday 25 Sunday 26 Monday 27 August 2012: **Tanks, Trucks and Firepower Show:** military vehicle show, situated just 1 mile from Dunchurch in Warwickshire on the A426 Southam Road, approx 5 miles from Rugby with access off the A45 and M45. For further details call: Tel: 0780 3080028 www.tankstrucksandfirepower.co.uk

Saturday 25 Sunday 26 Monday 27 August 2012: **Military Odyssey 2012:** held at the Kent Show Ground, Detling, Kent, ME14 3JF. The world's largest multi-period living history show spanning all periods. Call: Tel: 01268 772448 www.military-odyssey.com

Sunday 26 Monday 27 August 2012: **History on Wheels Motor Museum:** Open Day, located at Longclose House, Common Road, Eton Wick, nr. Windsor, Berks, SL4 6QY. For details: Tel: 01753 862637/833833 www.historyonwheels.co.uk

Sunday 26 Monday 27 August 2012: **Northeast Military Vehicle Show:** held at the Durham Light Infantry Museum, Durham City. For further details contact: nemvc@hotmail.com

SEPTEMBER 2012

Saturday 1 Sunday 2 September 2012: **Central England 4x4 & Militaria Show:** held at Billing Aquadrome, Northampton, and featuring 4x4s, military vehicles, various arena events, autojumble, militaria and trade stands. For further details check out the website at: www.4x4billingshows.com

Saturday 1 September 2012: **Buntingford Show:** held at Buntingford High Street, Herts between 9.30am and 5.00pm. Military vehicles, classic cars, motorcycles, stalls and lots more. For information please call Mr Baker: Tel: 01462 630214 Mob: 07963 09143

Sunday 2 September 2012: **Militaria & Medal Fair:** held at The Princes Hall, Princes Way, Aldershot, Hampshire, GU11 1NX. For further details call: Tel: 01753 534777

Sunday 2 September 2012: **Jeep & Cheerful Day:** held at the South Yorkshire Aircraft Museum, 'Aeroventure', now open to all types of military vehicles, not just Jeeps. For more information call: Tel: 01302 739000 www.jeepworld.co.uk

Saturday 15 Sunday 16 September 2012: **Salute to the 40's:** held at The Historic Dockyard Chatham. Participants should call the enquiry line on: Tel: 01634 823816 Visitor information line: Tel: 01634 823807 www.thedockyard.co.uk





SEPTEMBER 2012

Friday 21 Saturday 22 Sunday 23 September 2012: Middlewich Wartime Weekend: held in Middlewich Town Centre, Civic Hall & Royal British Legion Club. For further details please contact Dave Thompson: Tel: 01606 833434 Mob: 07765 025596 www.middlewich.org.uk

Saturday 22 Sunday 23 September 2012: Iowa All Breeds Jeep Show and 4x4 Swapmeet: held in Nevada, Iowa, hosted by the Jeep Outdoor Club of Central Iowa. For more details call: Tel: 515 708 0080 or see the website at: www.iowajeepshow.com

Sunday 30 September 2012: Newbury 4x4 and Vintage Spares Day: Newbury Showground, Chieveley, Berkshire, RG18 9QZ. Call details call Mark Woodward: Tel: 016974 51882 www.4x4sparesday.co.uk

Sunday 30 September 2012: History on Wheels Motor Museum: Open Day, located at Longclose House, Common Road, Eton Wick, nr. Windsor, Berks, SL4 6QY. For details: Tel: 01753 862637/833833 www.historyonwheels.co.uk

Sunday 30 September 2012: Manchester Militaria Fair: held at Event City, Phoenix Way, Urmston, Manchester, M41 7TB. Located next door to the Trafford centre. For details call Amanda: Tel: 01743 762266 www.militaryconvention.co.uk

SEPTEMBER 2012

Sunday 30 September 2012: Military Vehicle Road Run: in aid of Help for Heroes, meet at the White Lion Pub, Baldock High Street, Baldock, Herts at 10.00am. Road run starts at 11.00am, meet back at the White Lion. Call Mr Baker: Tel: 01462 630214 Mob: 07963 09143

Sunday 30 September 2012: Jeep Day: bring your WW2 Jeep to Debach Airfield to celebrate the Jeep coming to Europe 70 years ago. Open between 11.00am and 4.00pm, free to everyone. For further details call Richard on: Tel: 07850078432 or see: www.493bgdebach.co.uk
Sunday 7 October 2012:

OCTOBER 2012

Hack Green Secret Nuclear Bunker Rally: French Lane, Nantwich, Cheshire, CW5 8BL. 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, Warks, CV37 6YY. Call: Tel: 01753 534777

Sunday 28 October 2012: Dallas Dig Out: famous Dallas Dig Out held at Dallas Autos, Cold Ash Farm, Long Lane, Hermitage, Newbury, RG18 9LT. For details call: Tel: 01635 201124 admin@dallasautoparts.com www.dallasautoparts.com

OCTOBER 2012

Sunday 28 October 2012: History on Wheels Motor Museum: Open Day, located at Longclose House, Common Road, Eton Wick, nr. Windsor, Berks, SL4 6QY. For details: www.historyonwheels.co.uk
Sunday 4 November

NOVEMBER 2012

2012: Northern Military Expo: popular indoor show held at the Newark Country Show Ground, Notts, 2 minutes off the A1M (NG24 2NY). For further details contact Mark Askew on: Tel: 01302 739000 or check out the website at: www.northernmilitaryexpo.co.uk

Sunday 4 November 2012: Militaria & Medal Fair: held at The Princes Hall, Princes Way, Aldershot, Hampshire, GU11 1NX. For details contact: Tel: 01753 534777

Sunday 18 November 2012: Military Vehicle Day at Brooklands Museum: held at the Brooklands Museum, Brooklands Road, Weybridge, Surrey, KT13 0ON. For details see: www.brooklandsmuseum.com



NOVEMBER 2012

Sunday 18 November 2012: Malvern Militaria Fair: large, indoor militaria event held at the Three Counties Showground, Wye Hall, Malvern, Worcs, WR13 6NW. For further details contact Amanda on: Tel: 01743 762266 amanda@jeeparts.co.uk

Sunday 25 November 2012: History on Wheels Motor Museum: Open Day, located at Longclose House, Common Road, Eton Wick, nr. Windsor, Berks, SL4 6QY. For details see: www.historyonwheels.co.uk

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

DECEMBER 2012

Sunday 16 December 2012: History on Wheels Motor Museum: Open Day, located at Longclose House, Common Road, Eton Wick, nr. Windsor, Berks, SL4 6QY. For details: www.historyonwheels.co.uk

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ian.young@keypublishing.com
or post them to the Editorial Office - details can be found on page 3

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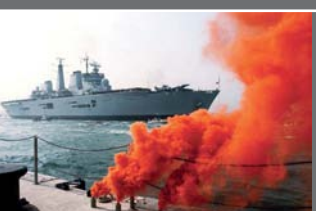
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Tim Royall visited the Ontario Regiment RCAC Regimental Museum

DESERT Fox

Eric Cunat takes a closer look at the German Spahwagen Fennek



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Ralph Zwilling reports on a German Full Spectrum Training Exercise



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Content may be subject to change

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The best of the action from the Tank Museum's 'Heavy Metal' show



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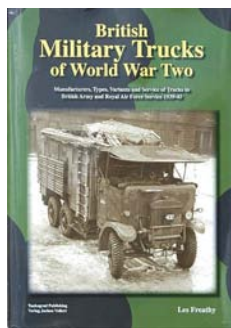


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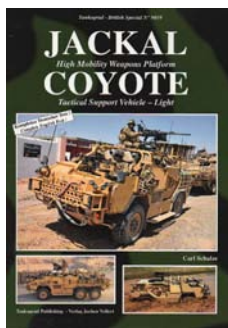
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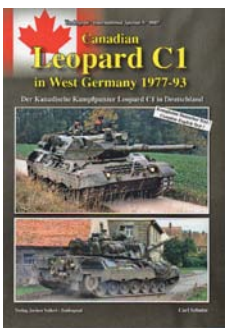
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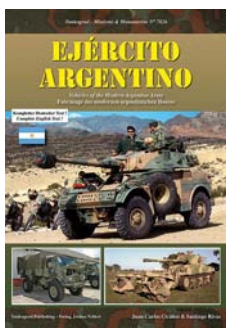
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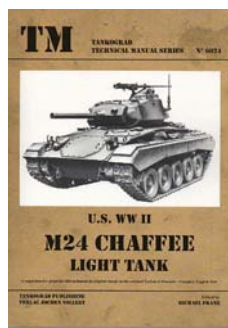
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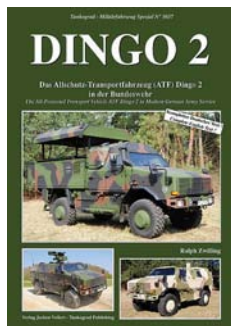
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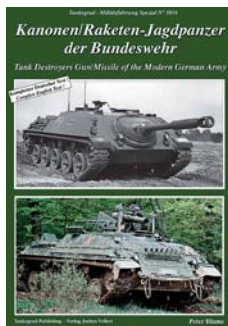
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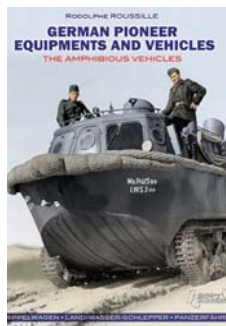
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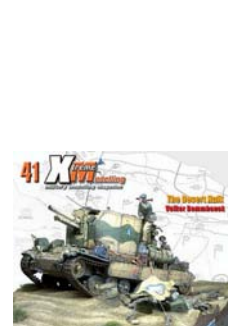
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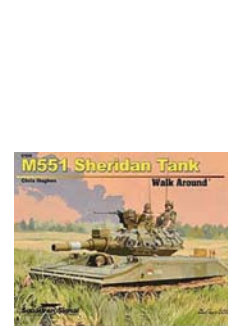
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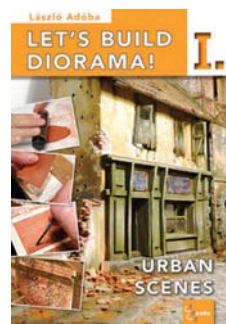
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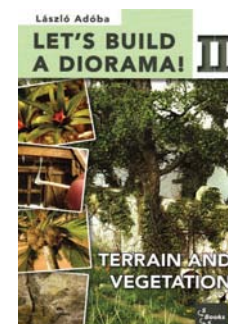
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