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Komatsu Light Armoured Vehicle under the spotlight



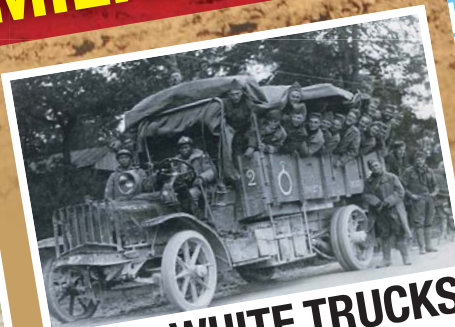
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Of all the articles in this issue I think there will be one that could divide opinion amongst readers. In our feature 'Art of Deception' (pages 58-62) we discuss the topic of replica military vehicles, which in recent years has become an increasingly popular area of the military vehicle hobby, especially for those with expensive tastes but without the bank balance to back it up! It will be interesting to see what, if any feedback we get following the publication of this issue, but as

always we love to hear from you whatever the reason. Talking of which, the Reader Survey in last month's issue seems to have gone down well judging by the amount of responses we've had so far, but there's still time for you to take part in the Reader Survey and let us know what you do and don't like in MMI, so if you haven't had your say yet make sure you fill in the survey and get it to us by May 2013. I'll be back with another fascinating selection of articles next month - Ed.



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Ian Young
Editor



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Regulars

6 UP FRONT

Our monthly round up of the latest news and views

42 CENTRE SPREAD

Our latest centre spread poster for you to pull out and keep

72 LATIN AMERICAN NEWS

A round of the latest defence equipment news in Latin America

74 ON THE SHELF

The latest military book releases for this month reviewed

76 MISSION BRIEFING

The latest military show dates for your diary

80 CLASSIFIED ADVERTS

Pick up a bargain from our latest private classified adverts

38

Show Report RED SQUARE PARADE



32

World War One WHITE TRUCKS



EXCLUSIVE

12

Modern Armour LIGHT ARMoured VEHICLE

EXCLUSIVE



46

Military Exercise EX-SABER JUNCTION



CONTENTS

May 2013 Volume 12 Issue 12

Features

WARTIME

- 26 CHILEAN SHERMANS PT.1**
Santiago Rivas looks at the wartime Shermans used by the Chilean Army
- 32 ALL WHITE**
Tim Gosling looks at the various White military trucks of the Great War

MODERN

- 12 LIGHT ARMoured VEHICLE**
Gordon Arthur profiles the Japanese Komatsu 4x4 LAV
- 20 65 YEARS YOUNG**
Shaun Connors looks at the Mercedes Unimog military truck family
- 46 EX-SABER JUNCTION**
Daniel Nowak reports from a major military exercise held in Germany
- 52 ULSTER ALR**
Bob Morrison takes a closer look at the latest armoured Land Rover in Ulster
- 58 ART OF DECEPTION**
Why would you build a replica military vehicle? MMI investigates

SHOWS

- 38 RED SQUARE PARADE**
Jim Kinnear reports one of Russia's premier military events
- 64 MILITARY ODYSSEY**
Gary Norris attended the UK's premier living history show in Kent
- 68 COMBINED OPS**
Phil Royal reports from the annual Combined Ops Show at Headcorn

58 **Replica Vehicles**
ART OF DECEPTION

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44-45 for details**



NEWS and REVIEWS UP FRONT

Martian Gun Tractor

Just before Christmas I received a letter from a Mr R.C. Phillips enquiring if there were any surviving examples of the Leyland Martian gun tractor preserved in museums as he once served on them whilst in the army. Having duly sent a reply Mr Phillips rang me at the MMI Editorial Office and during that conversation it emerged that he had some photos taken during his military service and he promised to send them in for us to share with fellow MMI readers, and a couple of weeks ago he made good that promise and sent along the selection of photos you see here.

According to Mr Phillips, the photos were taken while serving with the 24 Med regiment in 1959 with six guns to a battery with six Leyland martin gun

tractors (A, B, C, D, E, F) and three batteries to a Regiment plus three recovery Martians. Mr Phillips can be seen sitting at the front end of the front mudguard in the one photo.

In 1960 the guns and gun tractors were replaced for the Honest John missile launchers and Mr Phillips has enclosed three photos showing one such vehicle that had suffered a mishap and slid into a ditch! Note also the blanket covers on the missile itself.

Our thanks to Mr Phillips for sharing his photos with MMI readers, and if you have any photos you would like to see featured in the magazine you can send them to the Editorial Office, details of which can be found on page 3 – Ed.



Goer Going **Gone!**



Many years ago I was taken to a scrapyard, which if my memory serves me right (and it may not these days!) that was in the Derbyshire area, and during my visit I came across an example of the American Goer 4x4 all-terrain vehicle. The review of the new book released by Tankograd Publishing in a recent issue of MMI made me wonder if it was still there, and if so what sort of state it was in and if not whether it had been saved from the cutting torch? I realise that there are preserved examples to be found on the continent (as shown left & above) and in the USA, but I wondered if anyone was restoring one in the UK? If anyone has any information of this rusting example, or indeed and other UK-based survivors I'd love to hear from you via the usual editorial address which you can find on page 3. Many thanks – Ed.



Barn Finds



on charcoal gas. The large tube on the back of the cab is a charcoal burner, from which the charcoal gas runs through a series of filters before being fed straight into the engine. Although this will give about 40% to 50% of the power previously supplied by petrol, the fuel will of course be free and with the current price of petrol the present owner has no plans to convert it back to petrol – eco-friendly military vehicles, what next? Tim also points out that it still has the original invasion star on the bonnet and the name “Ada” can just be seen painted on the cab door.

Our thanks to Tim for his continued supply of articles for MMI, and this latest little addition for Up Front.

MMI contributor Tim Gosling enclosed a few additional photographs with his latest submission, which he hopes you might find interesting. Tim tells us that the unrestored Jeep and trailer were pulled out of a Cotswolds barn and the more eagle eyed readers will recognise the licence plate as being from Somerset and a plate on the dash indicates it was rebuilt at a UK depot in 1952. The Jeep came complete with the trailer, which is suffering a little from rust and is currently undergoing restoration.

The GMC is quite unusual in that it had been converted to run



Tempus Fugit



It seems like only yesterday that I was photographing the then new Roush Harewood 6x6 wheeled carrier designed for use by EOD teams at the annual Defence Vehicle Dynamics show in 2006. The odd-looking little diesel-powered ATV featured an open cockpit with automatic gearbox and a small roll over cage and a large covered cabinet to the rear

for the 'Top Secret' bomb disposal equipment. The vehicle was the latest in a long line of specialist carriers to have been used by bomb disposal teams to transport equipment across rough and boggy terrain, but it would seem that at least two of them have reached the end of their useful life having been sold via the latest MoD tender sale held at Witham Specialist Vehicles at the end of February. With just 472 and 361 kilometres respectively on the clock, the two examples had a guide price of £3,750, even if one of them looked to have been caught in a blast! Let's see if one of them appears in private hands at one of the forthcoming shows of the new season?

Revell 1/72 Strv 122A/122B

A new release in the ever-expanding 1/72 military vehicle series offered by plastic kit manufacturers Revell is this kit (Ref. 03199) of the Swedish Strv 122A/122B or the Swedish Leopard 2. The kit arrives in a smallish carton with colour artwork to the front and inside you will find five sprues that are moulded in a mid-green colour plus a small sheet of waterslide decals and a 12-page A4 instruction booklet. For what is a small model, the kit is surprisingly detailed, comprising of 168-parts, which include a number of options, separate suspension arms and a single length of plastic track for each side that requires gentle heating and bending into position during construction. The level of detailing is such that with careful construction you can end up with a beautifully detailed model straight out of the box.

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NEMVC Rally



vehicles of all shapes and sizes. Amongst the many superb wartime vehicles on display was a lovely example of one of my favourite military vehicles, the Humber Heavy Utility, and a number of another of my favourites, the light utility truck, in this case a pair of Austins. A brightly painted chequer board Dodge Weapons Carrier certainly attracted some attention, as did the beautifully restored Austin K6 gantry truck.



Des Penny, a regular contributor to the pages of Up Front for many years has sent in collection of photos taken at his local military vehicle show late last summer. The show in question is the North East Military Vehicle Rally held in the grounds of the DLI Museum and Durham Art Gallery and Des tells us that it attracted around sixty restored military

There were plenty of post-war vehicles on display too, with some fine examples of the different Land Rover marques and the old favourite, namely the Austin Champ. Our thanks to Des for sending in the photos and our apologies for leaving it so long before publishing them, sadly it's a case of having too many items and not enough space, which I suppose is better than having too much space and not enough items!



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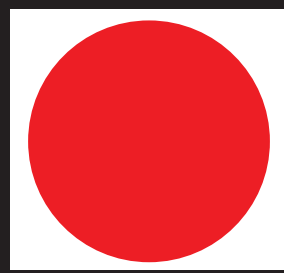
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JAPANESE



Light Armoured Vehicle

Gordon Arthur Profiles the JGSDF 4x4 Light Armoured Vehicle

Japan, inspired by a high-tech industrial base and bound by the pacifist 1947 Constitution introduced in the disastrous aftermath of World War II, produces a number of unique military vehicles. Indeed the majority of the Japan Ground Self-Defence Force's (JGSDF) inventory consists of indigenously designed and produced vehicles. And because regulations forbid the export of military equipment, these vehicles do not serve

with any other national military. One of these interesting Japanese vehicles is the Light Armoured Vehicle (LAV), known as Keisoukoukidousha in Japanese. The LAV is manufactured by Komatsu Limited, the second-largest construction and mining equipment manufacturer in the world. Today, the Defence Systems Division of Komatsu has a virtual monopoly in JGSDF wheeled armoured-vehicle production.

Development commenced in 1997 in a period when the threat of a Cold War invasion by the Soviet Union had subsided. Before then, the JGSDF valued heavy armoured vehicles, but a new security paradigm brought the threat of raids by North Korea, of terrorists, guerrillas or the capture of isolated Japanese islands by South Korea or China. Japan now required a light, highly mobile and reasonably protected tactical vehicle suitable for rapid deployment. The LAV was thus designed from the outset to meet such operational requirements.

The government-run Technical Research and Development Institute (TRDI) was the LAV's joint developer along with Komatsu. The design was finalised in 2000, with FY2000 the first

Main photo opposite: LAVs manoeuvre at the Fuji Training Area. This particular vehicle has been inserted by helicopter, as demonstrated by the straps hurriedly stowed on the bonnet.

Left: this vehicle shows the relevant characteristics of a Reconnaissance Vehicle, namely two large antennas on the hull, a roof stowage rack, and a mounted machine gun.

Below: a column of LAVs parked at Camp Fuji. At the head of the line is a Platoon Commander's Vehicle, as identified by the smoke grenade launcher on the rear flank.





Above: the primary difference between the Company and Platoon Commander's Vehicles is the antennas. The latter does not have a large antenna fitted above the door, but instead an antenna is fitted at the rear.



Above: observe how the faded brown paint has taken on an almost purplish hue on this LAV. This photo shows clearly how the door windows hinge open. Note that non-opening bulletproof side and rear windows are being retrofitted to standard LAVs.



Above: an Anti-Tank Missile Vehicle rolls across the black volcanic soil that covers much of Japan. The green flag denotes it has already finished firing its live ammunition. A towing pintle is on the hull rear.



Above: the soldier is wielding a Type 01 Light Anti-Tank Missile (LMAT). The roof hatch consists of two semi-circular parts that open to either side.

A crewman fires a Type 01 LMAT anti-tank missile. Observe the smoke that illustrates why no other accessories are fitted on the roof, even though the back-blast from this indigenous missile is not strong.



year of procurement. Manufactured at Komatsu's Ishikawa plant, the LAV was introduced into service in 2002. The elite 1st Airborne Brigade was among the first formations to receive the vehicles.

The tactical vehicle is used for battlefield liaison, reconnaissance, command and control, convoy escort, armoured personnel carrier, weapons carrier, security and anti-armour missions. A further reason for designing the LAV was Japan's growing involvement in United Nations peacekeeping missions, the first of which occurred in 1992.

The Keisoukoukidousha is constructed of all-welded steel, and the armoured hull can resist small-arms fire and artillery shell splinters. Details of its armour package are secret, though it is believed commercially available steel was used in its construction. To reduce costs, Komatsu used commercial off-the-shelf components wherever possible.

Perhaps the vehicle closest in function and appearance to the LAV is the French Panhard VBL. The compact LAV measures 4.4m long, 2.04m wide and 1.85m high. It weighs 4.5-tonnes empty, and it reaches a top road speed of 100km/h thanks to a 160hp, water-cooled, four-cylinder diesel engine. The compact vehicle can carry a 1,000kg payload.

The diminutive LAV ensures easy strategic and tactical transportation. It has high mobility and can be transported by CH-47J/JA Chinook helicopter as an under-slung load. The C-130H Hercules transport aircraft can carry the LAV, and it is certified for parachute airdrops when packaged with corrugated cardboard to aid shock absorption.

A conventional layout sees the engine mounted in the front beneath an armoured bonnet, with the crew compartment located behind it. The driver and front-seat passenger look through a two-piece windscreen made

"THE TACTICAL VEHICLE"



Above: salient features of the LAV Reconnaissance Vehicle include a stowage rack at the rear of the vehicle to carry extra equipment, plus a basic machine gun shield. Both these vehicles are used for reconnaissance missions.





Above: a pair of JGSDF CH-47J helicopters inserts LAVs during a training mission at the Fuji Training Area.



Above: the LAV is carried by the CH-47 Chinook as an under-slung load as it is too large to fit inside the helicopter internally.

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Below: note the longer antennas mounted on the left and right sides of this Reconnaissance Vehicle. These are required for the longer-range radios fitted. A scout is manning the roof-mounted 5.56mm LMG.

Far right: a pair of LAV Machine Gun Vehicles participating in a live-fire exercise. The Minimi is made domestically under license by Sumitomo Heavy Industries Limited.

Below: this LAV has just been inserted onto a 'battlefield' by Chinook helicopter. The gunner in the roof hatch has a 5.56mm Type 89 assault rifle, the standard weapon of JGSDF infantrymen.

"The LAV runs on run-flat Bridgestone steel radial tyres."

of ballistic-resistant glass. The four side doors have a single bulletproof glass panel in the upper portion. The LAV runs on run-flat Bridgestone steel radial tyres.

The right-hand-drive LAV accommodates four people, with the driver at the front right and vehicle commander on his left. Two seats are in the rear and between them is a platform on which a crewmember can stand when using the roof hatch. The two-piece circular hatch in the roof opens right and left. The hatches offer limited protection to the gunner standing in the opening. At the rear, a large door opening to the right gives access to the cargo compartment.

VARIANTS

A number of LAV variants have been fielded by the JGSDF, although differences between the types are minimal at first glance. The LAV versions are as follows:

(1) Company Commander's Vehicles carry a more powerful radio. This radio requires a longer antenna that is mounted above the driver's

door. Many such vehicles have 2x4 76mm smoke grenade launchers.

(2) Platoon Commander's Vehicles are distinguished by a bank of four 76mm smoke grenade launchers mounted either side of the hull and a regular antenna arrangement.

(3) Machine Gun Vehicles feature a gun shield in front of the roof hatch. The most common armament is a 5.56mm Minimi light machine gun fitted on a pedestal mount.

(4) Anti-Tank Missile Vehicles have no shield or equipment fitted on the roof so as to avoid damage when a missile is launched. The missile operator stands in the open roof hatch when firing a shoulder-launched Type 01 Light Anti-Tank Missile.

(5) Reconnaissance Vehicles carry more powerful radios with longer antennas. To allow more equipment to be carried, a stowage rack is fitted at the rear of the roof.





Above: a Company Commander's Vehicle, as distinguished by a larger antenna mounted above the driver's door and 76mm smoke grenade launchers. It is participating in a parade.



Left: the Anti-Tank Missile Vehicle can be considered the simplest LAV version as it has no added features such as smoke grenade launchers or machine gun shields. This is to prevent damage from the back-blast when the missile is launched.

"...features include banks of smoke grenade launchers and bulletproof windscreens..."

Right: a PKF variant of the JIRSG in Iraq. Note the olive drab colour, large national emblems, wire cutters on the roof and smoke grenade launchers. Though not fitted here, many LAVs in Iraq featured a turret to protect the roof gunner, spare fuel cans and a tyre mounted on the rear. (Niels Quist)

Below right: this LAV can be identified by the roof rack frame on the rooftop as a Reconnaissance Vehicle. Unusually, no machine gun or antennas are fitted here.



Technical data : Komatsu 4x4 Light Armoured Vehicle

Weight:	4,500kg
Combat weight:	5,500kg
Length:	4.4m
Width:	2.04m
Height:	1.85m
Ground clearance:	410mm
Crew:	4
Engine:	160hp, water-cooled, 4-stroke, 4-cylinder diesel engine
Maximum road speed:	100km/h
Range:	500km
Maximum gradient:	60%
Typical armament:	1x 5.56mm Minimi machine gun



(6) PKF Vehicles are designed specifically for peacekeeping forces. Special features include smoke grenade launchers and reinforced bulletproof windscreens, as well as bulletproof side and rear windows. Other PKF equipment is a rotating armoured weapon turret offering 360° protection for the roof gunner, and pole-type wire-cutters fitted on the front edge of the roof.

(7) JASDF Vehicles are used by the Japan Air Self-Defence Force to protect airfields. This olive drab-painted variant is fitted with a radio set unique to the JASDF.

The PKF Vehicle requires a further note. A number were despatched, first to Kuwait and then to southern Iraq, to support the Japanese Iraq Reconstruction and Support Group (JIRSG) in Iraq in early 2004. The JIRSG contingent numbered around 600

personnel, with nine rotations occurring between 19 January 2004 and 18 July 2006. The task force was notable for being the first non-UN overseas deployment of Japanese troops since WWII. The JIRSG was based in Samawah alongside Dutch and Australian troops. Vehicles wore large Japanese flags emblazoned on the front, sides and rear of the hull.

PRODUCTION

Japan presently has more than 1,630 LAVs in service, and they are being produced at a rate of about 100 per year. Vehicles are generally painted in the typical JGSDF green and earth brown camouflage scheme. However, plain olive drab is another colour option witnessed. The JASDF also operates approximately 120 LAVs to guard its airbases, these being adopted from 2004 onwards.


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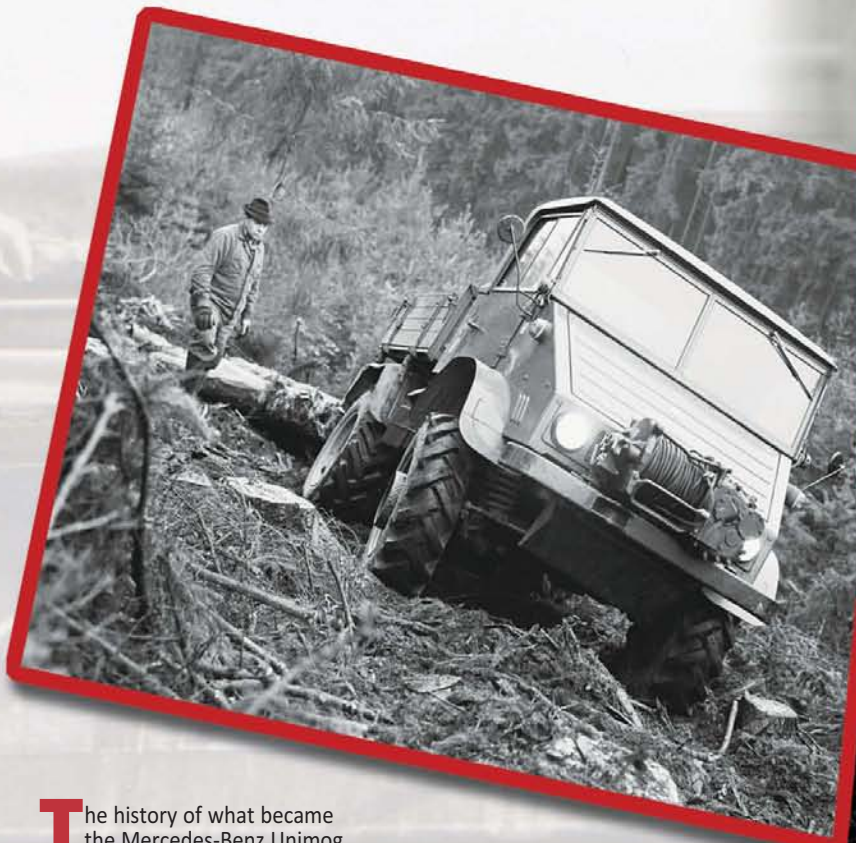
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Wheels & Wings

65 YEARS YOUNG...

THE DESIGN MAY BE OF PENSIONABLE AGE,
BUT THE **UBIQUITOUS UNIMOG** HAS NO RETIREMENT
PLANS YET... SHAUN CONNORS DELVES INTO THE
HISTORY OF THIS ICONIC MILITARY VEHICLE





Above: one of the first 600 Böhringer-produced Unimogs.

Left: clearly a sole Unimog variant could not meet all the needs of an expanding customer base, and in 1953 the updated 401/402 series was launched.



Above: Portuguese Army U411, produced between 1965 and 1974, and still serving (if only just...) in 2008...



The history of what became the Mercedes-Benz Unimog traces back to the autumn of 1945 when the first drawings of this to-be-iconic vehicle were produced by Albert Friedrich, the former head of aero engine design at Daimler-Benz. Friedrich's plan was to develop an agricultural implement carrier for a Germany that under post-war occupational proposals was foreseen as a primarily agrarian state, and one with only limited and strictly controlled industrialisation allowed. Friedrich's implement carrier, the original concept drawings for which he had sketched during the war, was superior to both traditional tractors and prime movers, and by late-1946 a developmental partnership had been formed with Erhard und Söhne (a gold and silversmithing company...) and the first test vehicle had been made. The name Unimog was also created during this time, and as an abbreviation of the German term Universal-Motor-Gerät.

The first Unimog demonstration was made in the spring of 1947, and despite the lack of a suitable diesel engine at this time. The engine problem was soon solved by Daimler-Benz, which supplied its recently developed OM 636, despite this engine not having received production approval at the time. The Unimog was first shown publicly in August 1948 at the Deutsche Landwirtschaftliche Gesellschaft exhibition in Frankfurt (German Agricultural Association). Erhard und Söhne, despite enthusiastic support for the Unimog's development, were hardly suited to volume production and with perhaps the obvious choice for volume production (Daimler-Benz) forbidden from producing all-wheel drive vehicles at this time, a suitable production partner was needed as a matter of urgency.

One was soon found in Boehringer Bros, with the first production Unimogs made in 1949. As a former machine tool manufacturer, Unimog production was a reprieve for Boehringer, the company's premises scheduled to have been dismantled due to the manufacturing restrictions imposed upon a defeated Germany.

Boehringer would ultimately produce 600 Unimogs before being permitted to return to its former



Below: a Lithuanian Army U404S ambulance that is itself in need of some medical attention...

Below centre left: a Peruvian Navy U404S; U404S production ran from 1955 until 1980.

occupation, and from the autumn of 1950 Daimler-Benz took over the Unimog project, including its patents. Production at Daimler's Gaggenau plant began in 1951, and in 1953 the three-pointed Mercedes-Benz star appeared on the Unimog radiator grille for the first time, this not fully replacing the original ox-head with U-shaped horns trademark until 1956.

The Unimog quickly demonstrated an ability to perform outside the agricultural sector, and was soon establishing itself in a wide range of specialist roles, these including military. The first military customer for the Unimog is believed to have been the French Army in Germany, placing an order in 1950/51 for 400 of the then sole variant in production.



Portuguese Army U417; a rarity, especially in this condition...



Supplied by Freightliner (before they became a Daimler-owned company...), a US Army U406-based Small Emplacement Excavator (SEE).



A Belgian Army U404S.



German Army U1300L ambulance.



Clearly a sole Unimog variant could not meet all the needs of an expanding customer base, and in 1953 the updated 401/402 series was launched, this essentially the start of true range and capability expansion.

MILITARY VARIANTS

In 1955 the first Unimog S (404 series) was produced, this a military-focused variant and one developed with thoughts towards the pending creation of new German armed forces in 1956. The 404 series featured a longer wheelbase, originally 2.7 m, and a petrol engine, originally 2.2-litres and developing 82 hp. The Unimog S remained in production until 1980, and the type remains the best-selling Unimog of all time. The 50,000th Unimog left the Gaggenau production lines in May 1961, in 1977 the 200,000th Unimog was produced, and by late-2012 around 340,395 Unimogs had been produced since production commenced. In 1993 Mercedes-Benz introduced a 6x6 Unimog for the first time, the U2450L.

In 2000 the first models in the U300 – U500 ranges were introduced, these described as implement carriers by Mercedes-Benz, and while they retain many established Unimog traits, the range-specific panoramic-type cab and driveline choice makes these models best-suited to civilian use. The compact U20, the smallest Unimog available and based on a shortened U300 frame and featuring a cab from the Brazilian Accelo light truck (Caminhões Leves) series, was added to this range in 2008.

Current production models for most military users are the U4000 and U5000, these replacing the preceding U1550 L and U2150 L 4x4 and U2450L 6x6 models in production from August 2002 (U3000 and U4000), with the U5000 entering production mid-2003.

To coincide with the introduction of the U3000 (now discontinued) and U4000 models, Unimog production moved from Gaggenau, which had produced over 320,000 Unimogs in 51 years of production, to a new facility at Wörth, Germany. Unimogs have also been licence-produced in Argentina, Australia, Indonesia, South Africa and Turkey.

NEW GENERATION

In 2012 Mercedes-Benz added a 6x6 version of the U5000 to the Unimog line-up, this introduction doubtless encouraged by earlier after-market 6x6 adaptations of the 4x4 U5000 by SOFRAME (for a Saudi CAESAR

artillery order) and Krauss-Maffei-Wegmann (KMW), for a recovery variant of the armoured Dingo 2.

As with previous generations of Unimog, the base chassis and driveline of the latest U4000 and U5000 models is adaptable for a number of other roles, in particular that of light armoured vehicles. The Unimog U5000 is currently the base of the Doosan Infracore Defense Products BG Barracuda APC, the Krauss-Maffei Wegmann (KMW) All-Protected Vehicle (APV), the Nexter Aravis, the Otokar Kaya, the Rheinmetall Landsysteme Condor APC, the SVOS MPV U-5000, and the Tenix (now BAE Systems) S600 Internal Security Vehicle.



Top: German Army U1300L with assorted bodies and aftermarket protection kits for use in Kosovo.

Below: Belgian Army U1550L in Kosovo fitted with basic anti-riot protection.





Top left: Taiwanese commercially procured 3.85 m wheelbase U4000 with NBC shelter.

Above centre: Australian Army U2450 6x6 Medium Recovery Vehicle.

Above: Lithuanian Army U5000 fuel tanker and companion trailer.

The overall layout of the latest generation military Unimog (covered in the following text) remains the same as that of earlier models, that being conventional with the engine and cab at the front and the standard troop carrying/cargo body at the rear. The standard cab is an all-steel tiltable two-door model that seats two or three (two-passenger bench seat optional). A roof hatch is standard; the backrest of the passengers' seat tilting forward to form a standing platform. Hydraulic suspension for driver and single passenger seats is an option, as is air-conditioning. A seven-seat crew-type cab is a further option. Left- or right-drive versions are available. An exchangeable armoured cab has been developed for the Unimog by Mercedes-Benz in conjunction with Ressenig of Austria.

The cab mounts to the chassis via three bearing mounting points. The chassis is a C-section torque-resistant ladder-type design with tubular cross-members. Tow and/or recovery points can be fitted front and rear. Platforms, box-type bodies and flats for shelters are mounted on the chassis by means of a torsion-free sub-frame. The standard troop carrying/cargo-type body can seat up to 16.

Early U3000 and U4000 Unimogs were powered by a Mercedes-Benz OM 904 LA diesel, the larger U5000 being powered by the OM 924 LA, a bored and stroked version of the OM 904 LA. Motive power for the current U4000 and U5000 Unimogs is now provided by a EURO 5 version of these engines (EURO 3 options remain available), these developing 177 hp at

2,200 rpm and 810 Nm torque at 1,200-1,600 rpm (U4000) and 218 hp at 2,200 rpm and 810 Nm torque at 1,200-1,600 rpm (U5000).

For the first time in the Unimog range engines in these latest models are coupled to a Mercedes-Benz 8F/6R Electronic Pneumatic Shift (EPS) gearbox. A further 8F/6R working gears are optional, as is fully automatic shifting. A two-speed transfer box is integrated within the gearbox and all aggregates are sealed against dust, sludge and water. In the event of an electronics failure, some gears may be engaged pneumatically via an emergency switch.

To allow for the fixing of accessories such as engineering attachments, winch, snow plough, dozer blade or crane, a single circuit hydraulic system with two quick-release couplings front and rear, a maximum working pressure of 240 bar and a circuit capacity of 60 l/min is optional, as is a 2,200 or 3,600 rpm (at an engine speed of 2,200 rpm) power take-off (PTO).

The Unimog is well known for its excellent cross-country capabilities. This results mainly from the combination of portal beam-type hub-reduction axles, long-travel coil springs and differential locks that can be engaged/disengaged pneumatically while on the move, without touching the clutch.

A central tyre inflation system (CTIS) that allows the driver to adjust tyre pressure on the move to suit prevailing ground conditions is an option. A selection of tyre sizes and tread types are available, standard fit being 12.5R 20.

As with previous generations of Unimog, the base chassis and driveline of the latest U4000 and U5000 models is adaptable for a number of roles, and the Unimog U5000 is the base of the Krauss-Maffei Wegmann Dingo 2 All-Protected Vehicle.



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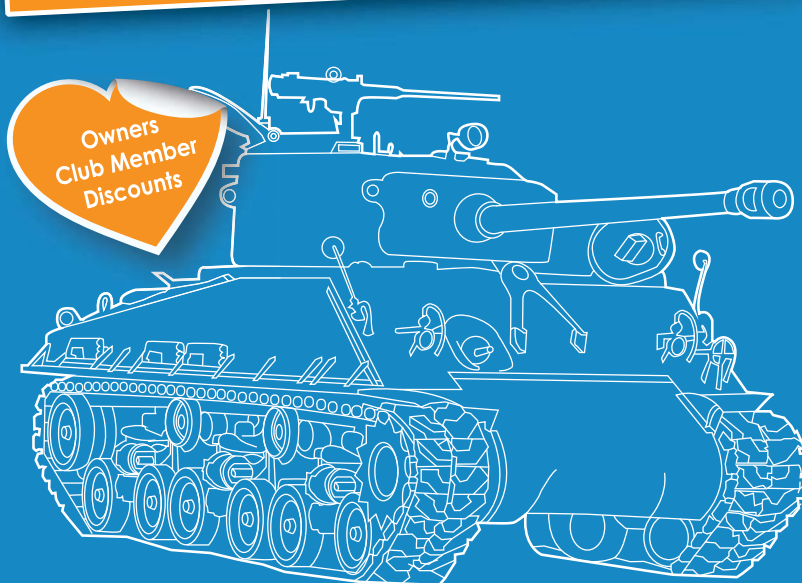
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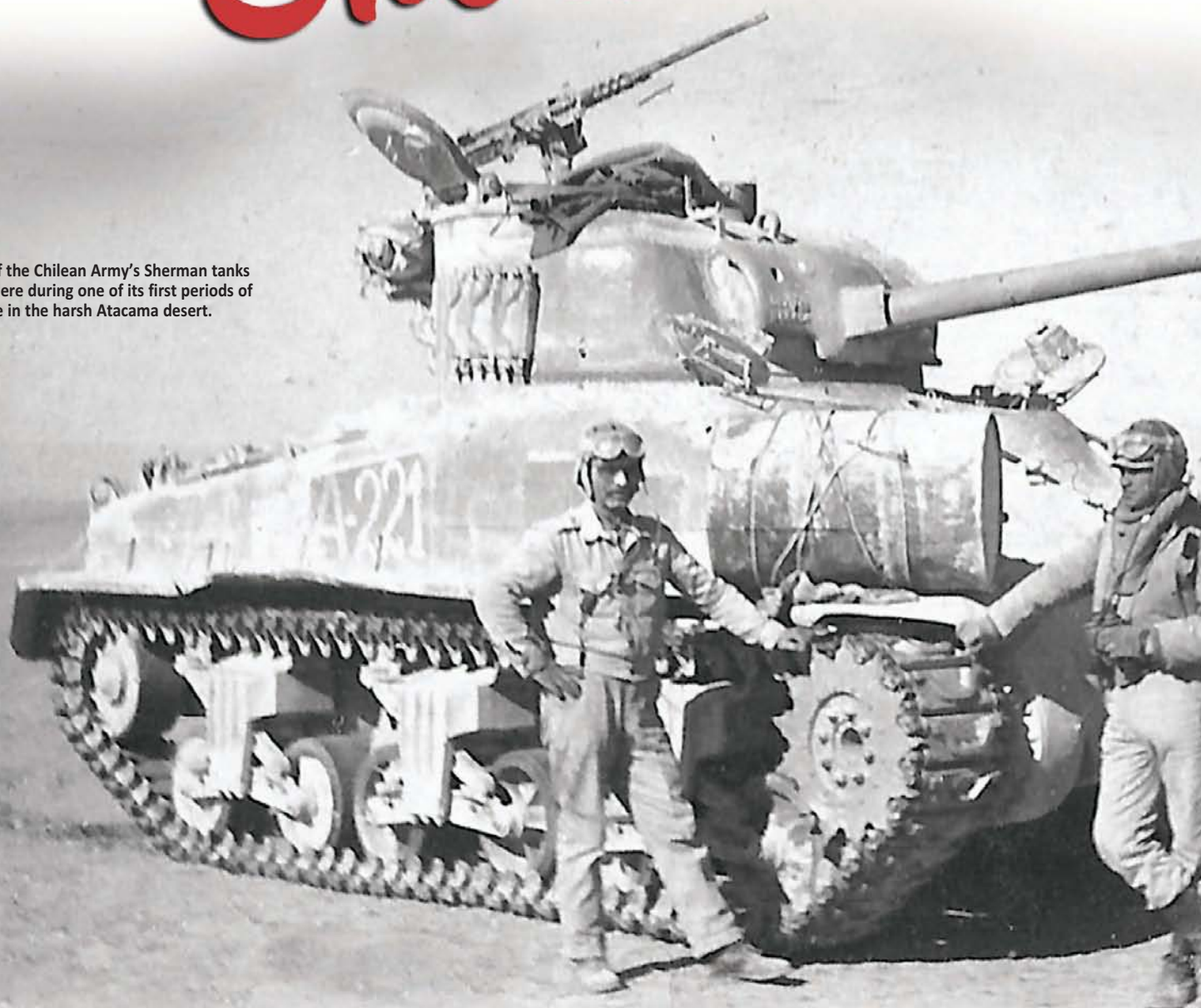
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CHILEAN Shermans

One of the Chilean Army's Sherman tanks seen here during one of its first periods of service in the harsh Atacama desert.





Part One...

Santiago Rivas looks at the **M4 Sherman tank** used by the Chilean Army

The Chilean Army's association with tanks began with a small batch of Carden Lloyd Mk VI and Mk VI b light tanks purchased in 1929. In 1942 they were replaced by the first examples of the M3A1 Stuarts, which arrived as part of the US government support package to Chile in exchange for their war declaration to the Axis countries during WW2, and on 15th April 1944 the first armoured units were created, those being the Destacamento/Regimiento Blindado No.1 based in the Northern city of Iquique and the Destacamento/Regimiento Blindado No.2 based at Santiago.

After the war, most countries in the region began to acquire quantities of surplus tanks from US stocks, especially Argentina, which received the M4 Sherman, but Chile continued with the Stuart as their only tank asset, which was no match for the Sherman. On October 1952 the US government sent a military mission to assess the state of the Chilean Army, concluding that it was not prepared to face a modern war and most of its equipment was obsolete. Following the mission, and as part of the Military Assistance Plan of the US government, it was decided to transfer further quantities of equipment to Chile to enable it to create a Mechanised

Top left: line up of Shermans some time after 1968, when they received the extra serials of the Escuela de Blindados del Ejército.

Top right: an M4 Sherman in Santiago during their deployment after the military coup of 11th September 1973. The tanks arrived on the 25th of that month.

Below: M4 Shermans seen here on exercise on the coast of the vast Atacama desert in the late seventies.





Above: the crew of a Chilean Army Sherman are pictured here taking a break during an exercise in the Atacama desert. Note the additional 'cheek' armour on the turret.

"The tanks had seen little use on field exercises until 1960..."

Reconnaissance Battalion based on US standards.

To this end the equipment supplied by the US included sixteen second hand Sherman M4A1E9 medium tanks, one M-4E9M1A1 with dozer, twenty-one M24A1 Chaffee Light tanks, three M32 recovery tanks (locally named 'Panchotes'), twenty-eight M3 half-tracks, sixty GMC trucks, six M2A1 105mm guns, six Piper L-19A observation planes (later transferred to the Air Force), and one hundred jeeps and an assortment of other equipment and spares, which arrived to the harbour of Antofagasta on the ships Gulf Farmer, Gulf Merchant and Gulf Shipper between May 1953 and August 1954.

REORGANISATION

The equipment was assigned to the Regimiento de Caballería Mecanizado

No.8 Exploradores of the 2nd Division of the Army, under command of Lt. Cnl. Jorge Poblete Artigas, but after the M24 Chaffee were received, on 11th August 1953 the name was changed to the Grupo de Exploración Mecanizado No.1 and when the Shermans arrived, on the 2nd March 1954 the unit became the Destacamento Blindado No.2.

The organization of the unit included a tank squadron with the Sherman tanks, three reconnaissance squadrons with the M24A1 and M3 half-tracks and Jeeps to carry radios, machine guns and supplies. There was also a motorised artillery battery with the six 105mm guns, three Jeeps and twelve GMC trucks, a Service and Communications section, with Scout Car, the M32 recovery vehicles, fuel, transport and crane trucks, and various other vehicles.

The Sherman squadron was organized with a command equipped with two tanks and three platoons equipped with five tanks each. Each platoon was divided in two sections of two tanks each and a tank for the platoon chief. The Chilean Shermans were former US Army examples from the first series that had been rebuilt during WW2. They were armed with a 75mm gun, a single 12.7mm machine gun and two 7.62mm MGs and were powered by a Continental R975 C1 radial engine, with only the M32 having an R974.

In 1957 the unit changed its name yet again, becoming the Regimiento de Caballería Blindado No.8 'Exploradores' and in 1962 became

the Regimiento Mecanizado No.8 'Exploradores'. During the early sixties, some of the tanks were 'personalised' with cartoons painted on the sides of the turrets by the crews, while each tank received a number from 01 to 17 as standard.

The Shermans had seen little use on field exercises until 1960, when General Héctor Martínez Amaro became commander of the 2nd Division, and he decided to organise a large exercises to increase the readiness of the units, starting with one beginning on the 20th November 1961 in the Atacama desert, with all the units of the Division and aircraft from the Chilean Air Force, divided in two opposing armies and the Shermans become part of the red force.

After five days of operations, it was clear that the vehicles were not being maintained properly and most of them had suffered a variety of mechanical problems, and they also sustained a lot of damage due to the rigors of the exercise, all of which highlighted the fact that they were ill prepared for a large scale war. One problem was the fact that the Shermans had to travel the long distance from their unit to the range under their own power because there were no trucks to carry them, causing damage to the tanks.

In 1964 the Chilean tank force was supplemented by ten M41 Walker Bulldog tanks, relegating the Shermans as the second tank in terms importance. It was planned to receive three M74 recovery vehicles, an

A column of M4 Shermans pictured here in the late seventies on the coast of the Atacama desert. Note that they are all of the cast hull variety.





Oddities...

Top right: one of the M32 recovery tanks seen here towards the end of service.



Left: wooden mock up of a Sherman built during the 1978 tension with Argentina.

Far left: M32 recovery Sherman removing the turret of an M-24 Chaffee.

improved version of the M32, with them, but they were never delivered.

Following further exercises over the next few years, most of the tanks were quickly taken out of service due to a series of mechanical failures, and in 1964 the remaining spares were used to put them back into service again, however, despite the best efforts of the mechanics, just twelve Shermans and two M32s remained in service by the year end.

CHANGES

A new change to the unit occurred when on 1st March 1968 the Escuela de Blindados del Ejército (Army Armoured School) was established, leading to the serials of the Shermans being changed, to E1468 to E1484 and all the cartoons painted on the turrets were removed and replaced by a Chilean emblem and the armour troops insignia in yellow. The tank force by then was very small and old, having only twelve M3 Stuarts at the Regimiento Granaderos at Iquique, twelve serviceable Shermans, two M32, about twelve M24 Chaffee at Antofagasta, ten M41A3 and eight M3 Stuart at the Regimiento Blindado Nº2 at Santiago.

On 11th September 1973 the Chilean Armed Forces raised up

against the government of President Salvador Allende and after a brief action he was deposed, which was quickly followed by his suicide. To secure the order in Santiago, on 15th September five Shermans were sent using trucks from a private company from Antofagasta to Santiago under command of Lt. Roberto Arancibia to serve with Regimiento Blindado No.2 for some days, but due to problems with the trucks they didn't arrive until the 25th.

Four of them were used each night to secure the Estadio Nacional, where the supporters of the deposed government were imprisoned. On one day, the crew of one tank heard gunfire and moved to Grecia Avenue where they received fire from automatic weapons before a group of



Left: following its retirement from service, this Sherman, serial number 02, was used as a target for other tanks.





Above: this Sherman is preserved at the Regimiento Logístico No.3 Limache.

Top right: and this Sherman is preserved at the headquarters of the 2nd Division of the Army.

Bottom: crews are pictured here with a line of M4 Shermans, the exact date the photo was taken is not known, but it must be some time after 1968, as witnessed by the extra serials of the Escuela de Blindados del Ejército.

policemen that were advancing with the tank fired back, but the tanks returned to Antofagasta in December without seeing any more action.

When Peru purchased 146 Russian-built T-55A tanks in the early seventies, it was clear that the small force of Shermans was not enough in quantity or quality to defend Chile, so in 1973 it was decided to modernise the Shermans while the Army evaluated the purchase of new tanks. The analysis made by Famae, the Army workshops, declared it was not worthwhile modernising the Shermans as they were pretty much obsolete. As a final effort to extend the life of the Shermans they were overhauled and returned to full operational duties with new radios, and shortly after, in 1975 they were deployed to the area of Arica, the northern province of Chile and border with Peru, including two which were sent to Caleta Vitor to act as coastal artillery in case of a Peruvian landing.



Tension with Peru was increasing during 1975 but by 1976 the situation was less tense and they returned to Antofagasta, but tension increased with Argentina instead, with situation worsening by the end of 1978, which saw the Shermans being sent to the Andes to impede any attack across the mountains.

Because there were so few Shermans available, wooden mock ups were built and installed in many passes on the mountains, to simulate real tanks and were positioned to defend the pass against an attack from Argentina. Fortunately war was averted and the Shermans remained mobilised until the end of 1979, when they returned to Antofagasta.

By now their condition was very poor indeed, partly due to their age and partly because of their yearlong deployment, so when the Chilean government reached an agreement with Israel for them to supply a batch of M51, in 1980 the M4A1E9 were

finally retired from service. One was transferred to FAMAe in 1981 where it was used for tests without the turret, and the M32 recovery vehicles were kept in service with the arrival of the new vehicles and served until 1989. One of them was transferred to the Batallón de Mantención de Material Blindado y Artillería (Artillery and Armoured Material Maintenance Battalion) and one to the Regimiento de Caballería Blindada Dragones at Punta Arenas, to the south of the country.

Currently, the three M32 recovery vehicles and at least ten of the M4A1E9 gun tanks are known to be in preservation at museums and monuments, while the others were used as hard targets on ranges.

In next month's issue I will be taking a look at the later model Israeli supplied M51 Shermans.

"Tension with Peru was increasing during 1975 but by 1976 the situation was less tense..."





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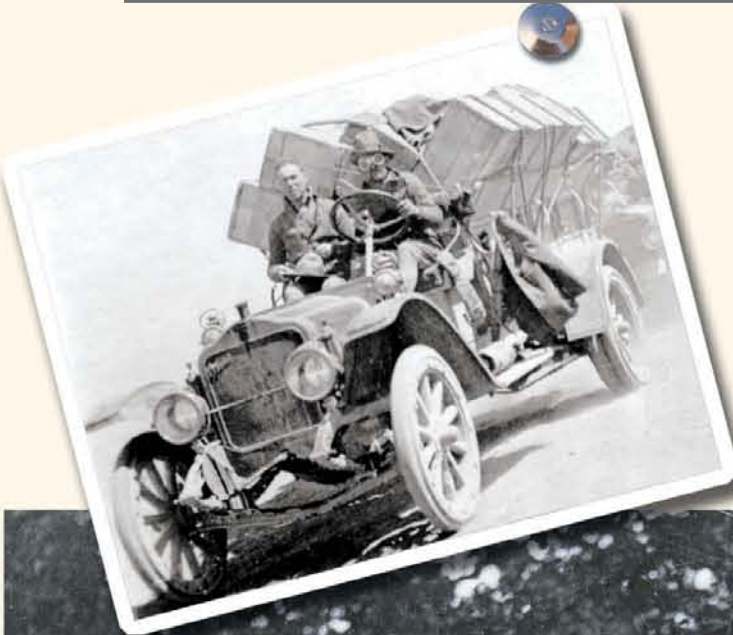
White Trucks

TIM GOSLING LOOKS AT THE VARIOUS MODELS OF **WHITE TRUCK** USED DURING THE GREAT WAR

I am sure that most readers will automatically connect the name "White" with the manufacture of M3A1 Scout Car. However, Whites military pedigree goes back long before that. White manufactured approximately 18,000

trucks for the British, French, Canadians, Russia and United States Governments making it one of the largest producers of trucks used in the Great War.

The origins of the company go back to 1859 when Thomas White started a business manufacturing sewing machines. The business went very well



and in 1898 he purchased a steam powered Locomobile car. This car was very unreliable so Thomas's son Rollin set about improving it. Rollin was very industrious and in 1900 he and his three brothers set up their own business manufacturing steam cars of their own design and the following year they diversified into commercial vehicles. In 1909 they introduced internal combustion engines and marketed a 1-1/2-ton petrol engine truck soon to be followed by a three ton and then five-ton truck.

In 1909 the US Army purchased a 1-1/2-ton White, which two years later they tested against trucks built by FWD, Sampson and Autocar over a route of almost entirely unimproved roads. Unfortunately, just before the test began the White truck was 'disabled' but a quick telegram was sent to White who immediately sent a replacement. The approximate 600 mile journey from Washington to Fort Benjamin Harris had been estimated

Main photo opposite: these Doughboys are being carried in a French army White TC and driven by two troops from French Indo China or Vietnam as it is now called. (Photo NARA).

to take three weeks but it was actually seven when all but the Sampson (which had burned out connecting rod bearings) arrived. The Autocar had performed faultlessly but both the FWD and White had suffered mechanical breakdowns. The ability of the FWD and White to continue was only made possible by the occasional telegram ordering replacement parts which the Companies (with a certain sense of business acumen) were always very quick to despatch.

"The origins of the company go back to 1859..."

WHITE GOES TO WAR

Whites were imported and marketed in the UK by the company of White-Colman. One of their first customers was actually the Russian War Office who in 1912 purchased ten 3-ton models from them which was to be the first of a series of orders. France would become a very large user of Whites and in 1914 they purchased 600 of the 2-ton model TBC alone. It appears that the British Army was not very enthusiastic about the White and as a result photographs of them are very rare. The photographs of the Whites in British army service probably show those that had been imported prior to the



An impressive line up of Canadian TC Whites outside the 'Three Tuns' pub in Honiton Devon.

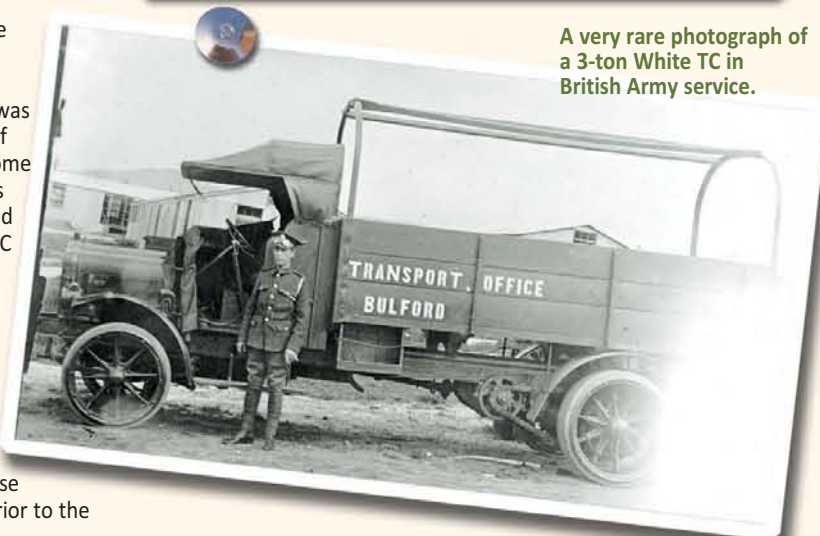
Judging by the mud splattered over the water tank the crew have been trying to get this TC out of this Mexican mud for quite a while.



These US TC Whites have special bodies for carrying refrigerated food.



A very rare photograph of a 3-ton White TC in British Army service.





war by White-Colman that the British War Department impressed on the outbreak of war.

Although hardly used by the British the White name does appear on the list of vehicles serviced at the St Omer repair depot. The reason for this is that the Canadian Army purchased White trucks so the St Omer reference probably related to the repair of those ones. The probable reason why the British didn't buy the White is that the French were very enthusiastic about it and purchased them in large



"With its 30HP engine and top speed of 40 Mph the TBC was considered to be the best medium truck available."



Top left: in 1914 White went to left hand drive indicating that this TBC must be either one of the first military ones or one which was impressed.

Top right: lined up in a repair park in France these US Army Whites are all in need of a rebuild. (Photo NARA).

Above: the TBC was claimed to be the best American-built medium truck of the war.

Left: this enormous White TKA-ATC appears through an exhaust cloud of its own making. (Photo NARA).

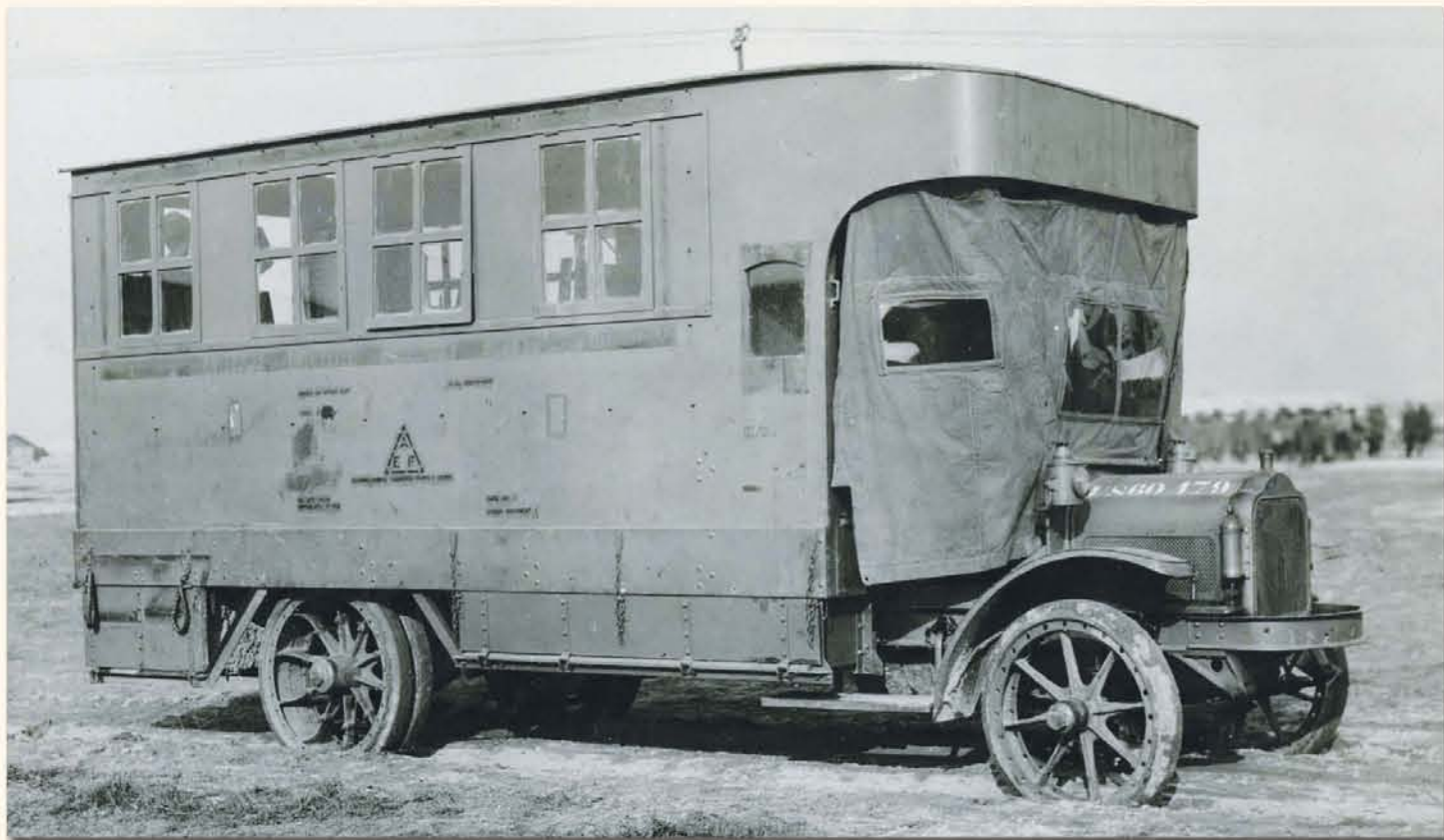


A pair of White GBE Ambulances on an American street. The drivers have some sort of screen to protect them from the weather.

numbers. Rather than upsetting the status quo the British would leave the French to purchase Whites and in return the French would leave the British War Department to purchase the other well known three ton chain drive truck manufactured by Peerless. Such an arrangement would make the supply of spare parts much easier to manage.

MEXICAN CAMPAIGN

Despite having been tested on manoeuvres and found to be an excellent truck the US military had not purchased more than a handful of Whites. This was to change in 1916 when the Mexican bandit Pancho Villa crossed in to America and murdered 17 American citizens. A punitive expedition under the command of General Pershing was sent in to Mexico to apprehend him and in order to achieve this a great number of trucks would be required. An order was sent to White for 104 of the 1 1/2-ton TBC and 13 of the 3-ton chain drive TC models. Ten of the TC models were fitted with water tanks while the remaining three were equipped as mobile workshops. Of the 104 TBC models, two were used as wreckers, seven as water tankers and the remainder as general service trucks. During the whole campaign the Whites behaved admirably. A few weeks after the punitive expedition ended the United States would become embroiled in the First World



War. White had already demonstrated to the military the ruggedness and reliability of their trucks in some of the worst conditions in the world. It would be no surprise that White would already be considered to be an ideal candidate for service in Europe.

EXPEDITIONARY FORCE

With its 30HP engine and top speed of 40 Mph the TBC was considered to be the best medium truck available. The American expeditionary Force (AEF) desperate for trucks of any sort quickly purchased 394 straight off the production line, all but 67 of these going straight to France. The AEF placed orders for 9,201 built to a standardised specification and then a further 3,000 to be built under licence by Peerless. By the end of the war only 1,813 of these had been delivered and contracts were quickly

cancelled. Peerless had not completed one before their contract was terminated.

The AEF purchased only 306 of the three-ton TC models, of which 280 were taken to France. White need not have been disappointed though as the AEF were looking for a suitable ambulance and found that Whites GBE chassis with a 30HP engine to be ideal. Orders were placed for 2,695 of which 2,196 were delivered by the war's end.

Cut timber and logs were crucial to the fighting on the western Front and in order to make up a shortfall in specialist trucks to do this work the Corps of Engineers purchased 48 of the 5-ton White chain drive TKA-ATC model. As it was thought that these trucks would spend their life working in the countryside rubber tyres were discounted and they were supplied with wide steel wheels. Fitted with a

Above: only one of these White Telegraph trucks went to France. The cab offers a significant amount of bad weather protection for the driver (Photo NARA).

60hp 6-cylinder engine and looking like a much enlarged TC it must have appeared and sounded very impressive.

The US Signal Corps must have liked the White TBC as they fitted some with radios (powered by a generator running from the engine) to create a mobile radio unit or what they described as a "Radio Tractor". Some were equipped with a more complicated radio and aerial system in order to intercept German radio transmissions. Just one White TC was fitted out as a mobile telegraph office, but as telegraph required the laying of cables the benefits of a mobile telegraph office was probably limited.

Bottom left: carrying the markings of the US 33 Infantry Division is this camouflaged White reconnaissance car.

Bottom right: the White "Observation Car" could carry 6 people and a variety of observation and plotting equipment for observing artillery fire in the field.

ARTILLERY

The US Corps of Artillery was very good at designing specialist vehicles to meet particular needs. Two examples





Left: photographed on the Western Front this US Navy Reconnaissance car is probably attached to a Naval rail gun battery.

of these were the "Reconnaissance and Observation cars" which were built on the White one-ton chassis, which had been fitted with a larger 28.9HP 4-cylinder engine. Known as the TEBO, by the end of the war 2,695 of these chassis had been ordered by the Corps of Artillery of which 575 had arrived in France. The reconnaissance and observation type bodies fitted to the TEBO were interchangeable and delivered separately from the chassis. By the end of the war 320 reconnaissance and 189 observation type bodies had arrived in France. The reconnaissance

car was designed to carry 12 men in two forward and two rearward facing bench seats. The Corps of Artillery obviously cared about their men's wellbeing as not only was it fitted with a glass windscreen (with sun visor) but also roll-down side screens which could completely enclose the back of the vehicle to protect the passengers from inclement weather. Underneath and behind the seats were large storage lockers for holding tools and equipment.

The body of the Observation car looked more like a large staff car having two rows of three seats. On

the running boards and on the back of the car were large storage lockers for holding the plotting boards, optical and measuring equipment which was necessary for observing and adjusting artillery fire.

The Corps of Artillery also found the White TBC to be ideal platform for their 75mm anti aircraft gun. To prevent the truck tipping over as a result of the recoil it was fitted with four outriggers which would be unfolded when the truck went into action. Only 51 of these vehicles were built some of which certainly arrived in France before the end of the war.

THE END

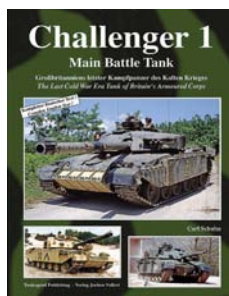
In the 1920's White was the largest producer of trucks sold in the USA, accounting for one in every ten new trucks sold. White grew to include such other well known marques as Diamond T, Autocar and REO before falling into financial difficulty and being taken over by Volvo in the 1980's. Volvo dropped the White name in the 1990's and yet another famous name has disappeared.

Below: the US Signal Corps apparently liked the White TBC and have fitted this one out as a 'Radio tractor'. (Photo NARA).



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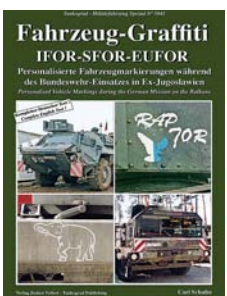
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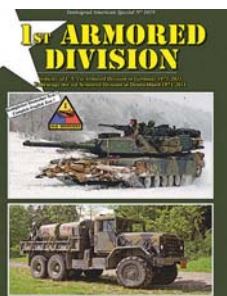
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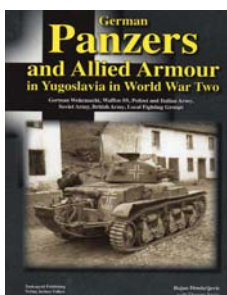
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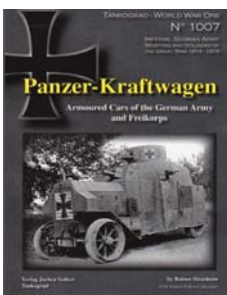
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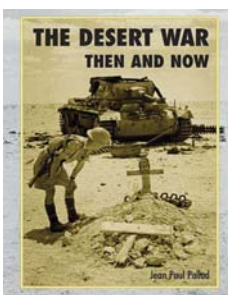
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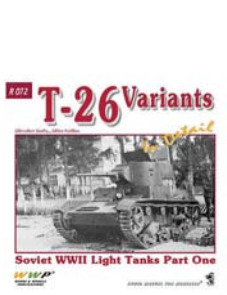
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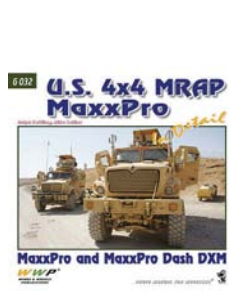
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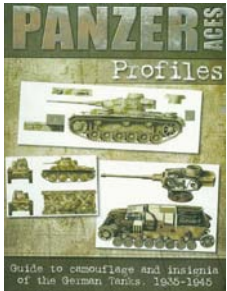
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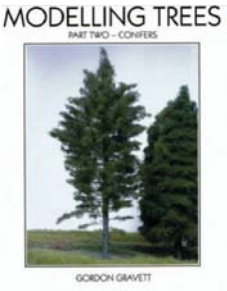
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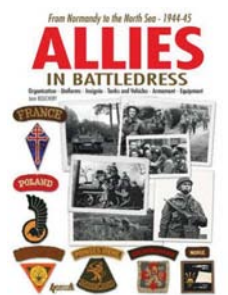
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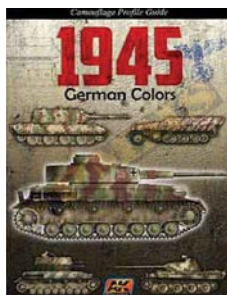
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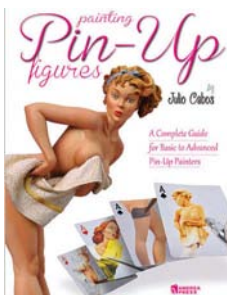
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RED SQUARE PARADE

JIM KINNEAR REPORTS FROM THE
RED SQUARE PARADE HELD
IN MOSCOW LATE LAST YEAR





Left: T-60s parked on Red Square during a practice run for the big day.



The Russians do like to celebrate anything at all and for pretty much any reason actually, and in a country that has special celebration days for tankers, paratroopers, border guards, oilmen and a myriad of other organisations, those who are celebrating their particular event are often to be seen on the streets of Russia in celebratory mood. My favourite recollection is of a group of serving VDV paratroopers and their NCO performing a routine that bore close resemblance to the Monty Python's 'jumping over matchboxes' sketch from the late 1960s. The spoof was played to perfection and in good humour, but with the military discipline running in parallel with the alcohol consumption - very serious people being not very serious for the day.

But I digress. The Russians love big events above all, and few come bigger than the military parades that in recent years have been reintroduced

Bottom right: awaiting starting orders, a wartime GAZ-MM-V with canvas cab and a Studebaker BM-13N Katyusha MRS system in the background.

Main photo opposite: a T-60 tanks accompanied by GAZ-MM trucks traversing Red Square, an impressive sight no matter where in the world you are.

**RED
SQUARE**



Right: a GAZ-67B leads a T-34/85 onto Red Square, accompanied by fabled 'Siberian Division' infantry.

Top right: this scene could have been Red Square in 1945 or during the Victory Parade of 1946.

Far right below: all vehicles must now pass through a single ramp onto Red Square, after restoration of the original gateway buildings on the other side of the State Historical Museum.

Bottom: T-34/85s leave Red Square with the State Historical Museum at the entrance to the square in the background.

RED SQUARE



on Moscow's Red Square. The 9th May 'Victory Day Parades' of new equipment which were reintroduced from 2008 were last year complemented by a historical parade held on 7th November 2011, in commemoration of the last wartime parade held on the square on 7th November 1941, at a time when German tank forces were literally within a couple of hours driving range of the Red Army parade, and with fighter aircraft having been deployed to protect the parade from German bombers, on what turned out to be a cloudy day with the low cloud cover providing protection from air attack.





Left: a T-38 amphibious light tank leaving the parade, a rare tank to see on the move anywhere in the world, but one of an increasing number of restoration being undertaken in Russia.

Below: a line up of T-60 light tanks after the parade. This photograph could have been taken in 1941, the year in which year the T-60s went straight from the parade to the front line only a few kilometres away!

Bottom: T-60 light tanks spill onto Red Square.

"... WITH THE ADDITION OF ANOTHER UNIQUE VEHICLE THAT WAS 'RESTORED FROM THE GRAVE', NAMELY **A RARE GAZ-64** COMMAND CAR..."

Last year's 7th November 2011 commemorative parade was expected to be a one-off event, but the parade was repeated, and also significantly enlarged this year. Though at first glance the range of immaculately restored (and obviously running!) vehicles was identical to last year's participation, there were in fact some subtle changes. Though the T-60 light tanks were present again this year, the T-37 amphibious light tanks displayed last year were replaced with the later T-38 model, the diminutive and fragile looking tanks taking to the cobbles alongside T-34-85s which entirely dwarfed them. The other vehicles present were the same as last year, with the addition of another

unique vehicle 'restored from the grave', namely a GAZ-64 command car, the predecessor of the better-known GAZ-67, the 'Russian Willys'. There had been rumours that an early T-34 M-1941 would participate in the parade; and indeed such a tank has been restored to running condition by the Muzei Tekhnika that restored the T-38 and T-60 tanks on parade, but in the event it didn't make an appearance. The restored vehicles in their Red Square setting nevertheless made for an impressive occasion, as can be seen from the photographs.

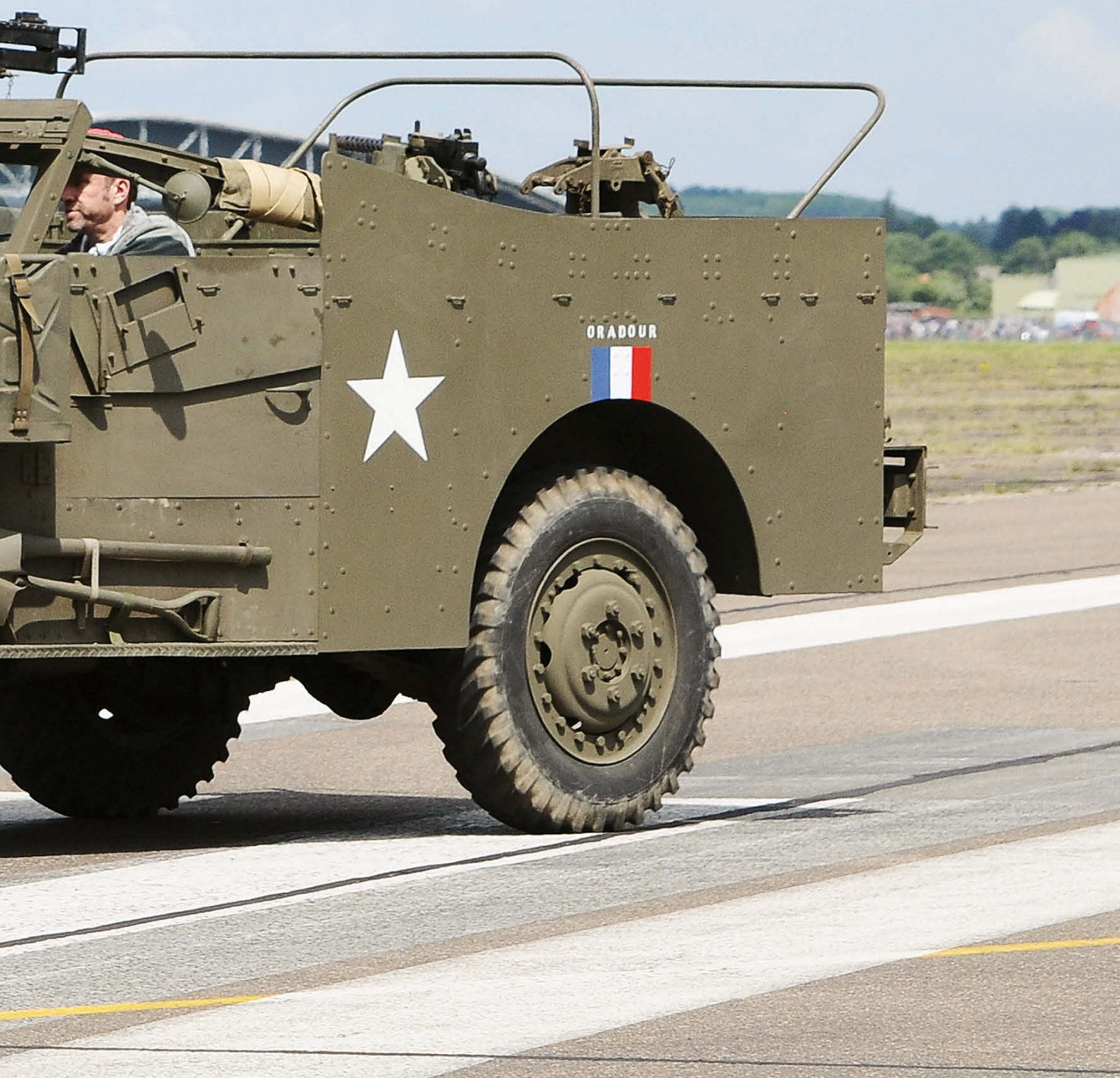
Photographs: Jim Kinnear & Andrey Aksenov



The WHITE SCOUT CAR

The White Scout Car, or to be more correct, the M3A1 Scout Car, saw widespread use during World War Two with the Allies in the scouting and reconnaissance role as well as a number of more specialist roles. Looking essentially like a wheeled version of the similar-looking M3A1 half-track, the vehicle provided a certain amount of protection for the crew from bullets and shrapnel, but the open roof design was seen as something of a compromise, offering good visibility for the crew, but making them more vulnerable at the same time. Despite the drawbacks the White Scout Car still proved to be a success and went on to serve long after the war with a number of countries around the world. This example is a regular at the Duxford military vehicle show where the photo was taken during the vehicle cavalcade.





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EXERCISE SABER JUNCTION

**DANIEL NOWAK REPORTS FROM EXERCISES HELD IN
SOUTHERN GERMANY OVER THE AUTUMN OF 2012**



Above: two M113 A3 (BMP-2C) on the move after enemy contact. The first has a 40mm Grenade Machine Gun for self-defence. Note the old woodland camouflage uniform worn by the OPFOR Soldiers.

Below: Bulgarian BMP-2 from the 61st Stryamska Mechanized Infantry Brigade.



Exercise Saber Junction was a joint, multinational exercise that involving the USAEUR's (United States Army Europe) 2nd Cavalry Regiment and allied units in the Decisive Action Training Environment (DATE) described in the most recent Army training doctrine, Unified Land Operations (Army Doctrine Publication 3-0). DATE is designed to prepare the Dragoons of 2nd Cavalry Regiment and

multinational soldiers for decisive and sustainable land operations through the simultaneous combination of offensive, defensive and stability operations appropriate to the mission and the environment, in other words the typical missions likely to be encountered by today's modern military units.

Unique to this exercise was the fact that the training took place across an extensive 2,000 square kilometres area outside the bounds of Germany's regular Grafenwoehr and Hohenfels training areas, as used 20 years earlier in the REFORGER exercise era. Units from nineteen European nations had joined the 2nd Cav. Regt. in the training and participating nations included: Belgium, Bosnia-Herzegovina, Bulgaria, the Czech Republic, France, Germany, Italy, Latvia, Lithuania, Moldova, the Netherlands, Norway, Poland, Romania, Serbia, Slovenia, Sweden, Ukraine and the United Kingdom. In all there were 6,500 soldiers equipped with more than 500 wheeled and 90 tracked vehicles!

UNIFIED LAND OPERATIONS

Decisive action is a pillar of the Army's Unified Land Operations doctrine. Its focus is on seizing, retaining, and exploiting the initiative to gain and maintain an advantage over complex threats during sustained land operations.

European troops account for 85 percent of the non-US forces that make up the International Security Assistance Force in Afghanistan. Every exercise builds on lessons learned from each previous exercise, and each country participating in Saber Junction brought its particular military knowledge and tactical skills to bear to benefit all participants, building shared tactics, techniques and procedures that help ensure coalition partners fighting side by side can survive and win.

The timeframe of Saber Junction was from the 6th to the 30th of October 2012, although, the deployment and preparation started some days before, especially for the invited troops of the



Elements of the Regimental Headquarters Troop move to a new location, in fact there were some traffic jams during Saber Junction!



The German contingent of Saber Junction was a tank company from Panzerbataillon 104, a Tank unit based in Pfreimd, near to the JMRC. The Battalion is equipped with the Leopard 2A6.

The MGS is designed for supporting the Infantry to attack fortifications or obstacles. The firepower is not able to attack enemy Tanks effectively.



The OSTs- MBT (Opposing Forces Surrogate Training System – Main Battle Tank), built on an M113, simulates an T-80 MBT. The vehicle is in use with the 1st Battalion 4th Infantry Regiment, based at Hohenfels.



This OSTs-MBT attacks the flank of the BLUEFOR during their advance. Most of the OPFOR vehicles received a new three-colour camouflage scheme in the spring of 2012.



OPFOR VEHICLES...

Below: since October 2011, the 1-4 I have used the M113 A3, which is known as BMP-2C for OPFOR purposes. The OPFOR trained for the first time in the countryside of the Oberpfalz outside from the JMRC.

Bottom right: the Turret of the OSTs-MBT is a complete Dummy. The OSTs are in service with the D-Tank Battalion (Dragons) of the 1-4 I.



"The 1st Squadron, 2SCR was the first unit to leave..."

computer simulated command post training, with the first activities in the countryside of the Oberpfalz area involving the OPFOR unit, namely the 1st Battalion 4th Infantry Regiment from Hohenfels. They moved out on Thursday the 11th of October and prepared simulated mine fields on important roads, where the movement of BLUEFOR were expected.

At the same time, the OST-SMBT (Opposing Forces Surrogate Training System-Main Battle Tank) vehicles were on the move to pick out some good firing positions from where they could engage the attacking Stryker units.

The 'War' had begun at midnight, October the 13th. At Sunrise, the gates of Rose Barracks at Vilseck opened, and the BLUEFOR moved southwards in the direction of the A6 highway and further afield to the JRMH Hohenfels to engage enemy Forces of the scenario, with BLUEFOR employing a pincer movement to the left and right of the Town of Amberg.

The 1st Squadron, 2SCR was the first unit to leave, supported by elements of the 4th Squadron, the reconnaissance unit of the 2SCR who in turn were supported by the three firing batteries of the fire squadron of 2CSR, equipped with the new M777A2 lightweight towed howitzer. Orders for the 2nd Squadron comprised of securing an area of some irregular forces on the ranges of the Grafenwöhr training area.

The enemy laid in wait for the advancing units in multiple positions, with the OPFOR elements taking advantage of some good positions in the surrounding terrain, which made them difficult to find by the reconnaissance units. First elements of BLUEFOR reached the line of the A6 Highway by the late afternoon of the 13th of October, but incurred massive losses against the OPFOR.

The 1st, 3rd and 4th Squadron took a further four days to cross the Lauterbach River and arrive at the objective area at the JMRC, although there were some breaks in the exercise during that time. The 3rd Squadron of 2 SCR were assigned as reservists, only participating later on at JMRC.

STRYKER FAMILY...



Left: anti-tank capability is provided by the M1134 ATGM (Anti Tank Guided Missile) from the Reaper-Troop. This M1134 awaits some OST-SMBT.



Below: engineer support was provided with the M1132 Stryker Engineer Squad Vehicle ESV. Here we see the variant with the LWMR (Light Weight Mine Roller).



Left: the M1129 Stryker Mortar Carrier Version-B as shown here is equipped with a 120mm Mortar. This section gets order for a fire mission during the advance to contact.



Left: an M1127 Stryker Reconnaissance Vehicle of the 4th Squadron 2SCR pictured at the frontline during the attack of October the 13th in southern direction of the exercise area.

Right: like the British contingent, the German Panzerbataillon 104 was part of BLUEFOR. To avoid too much damage on the roads and fields, they were only used on the training areas during Saber Junction.

Special thanks go to Ralph Zwilling from Tank-Masters.de for supporting me with some photos from the JMRC.



The Royal Scots Dragoon Guards, took part in the exercise, bringing with them a troop of Challenger 2 MBT.

On Wednesday the 25th, BLUEFOR attacked the OPFOR across a wide front, forcing them to move out of the JMRC so that they could reorganise themselves. A complete motorised rifle battalion equipped with thirty-five BMP-2C (played by modified M113 A3 APCs) moving to a tactical staging area some kilometres south of Parsberg, close to the Border of the Manoeuvre rights Area. The final Battle of Saber Junction was held over the weekend of Saturday the 27th through to Monday 29th October. The OPFOR conducted a massive attack on the BLUEFOR, before the last reserve elements of BLUEFOR attacked heavily fortified OPFOR positions to engage and capture the enemy forces and secure the objective.

SUCCESSFUL EXERCISE

Saber Junction enhanced joint and combined interoperability among the many allied and partner nations through a focus on joint, interagency, intergovernmental, and multinational integration, while improving the combat readiness of 2nd Cavalry Regiment and allies. The exercise proved to be a great success, and will no doubt be repeated in years to come to ensure the operational readiness of all the units involved.

The US Army in Europe will continue to use Saber Junction rotations to prepare for a broad range of contingency missions in contemporary and emerging operating environments.

PARTICIPATING UNITS...

The 2nd Cavalry (Stryker) is organized as a Stryker Brigade Combat Team, consisting of the following units (note that all Squadrons minus 1st Squadron conducted reflagging ceremonies in Summer 2012 to realign the Regiment to historical precedence):

2nd Stryker Cavalry Regiment:

Regimental Headquarters Troop (Stryker Headquarters Company)
1st Squadron "War Eagles" - (Stryker Battalion Headquarters Company "Mustangs" - (Stryker Headquarters Company)
Apache Company - (Stryker Infantry Company)
Bull Company - (Stryker Infantry Company)
Comanche Company - (Stryker Infantry Company)
2nd Squadron "Cougars" - (Stryker Battalion Headquarters Company "Headhunters" - (Stryker Headquarters Company)
Eagle Troop - (Stryker Infantry Company)
Fox Troop - (Stryker Infantry Company)
Ghost Troop - (Stryker Infantry Company)

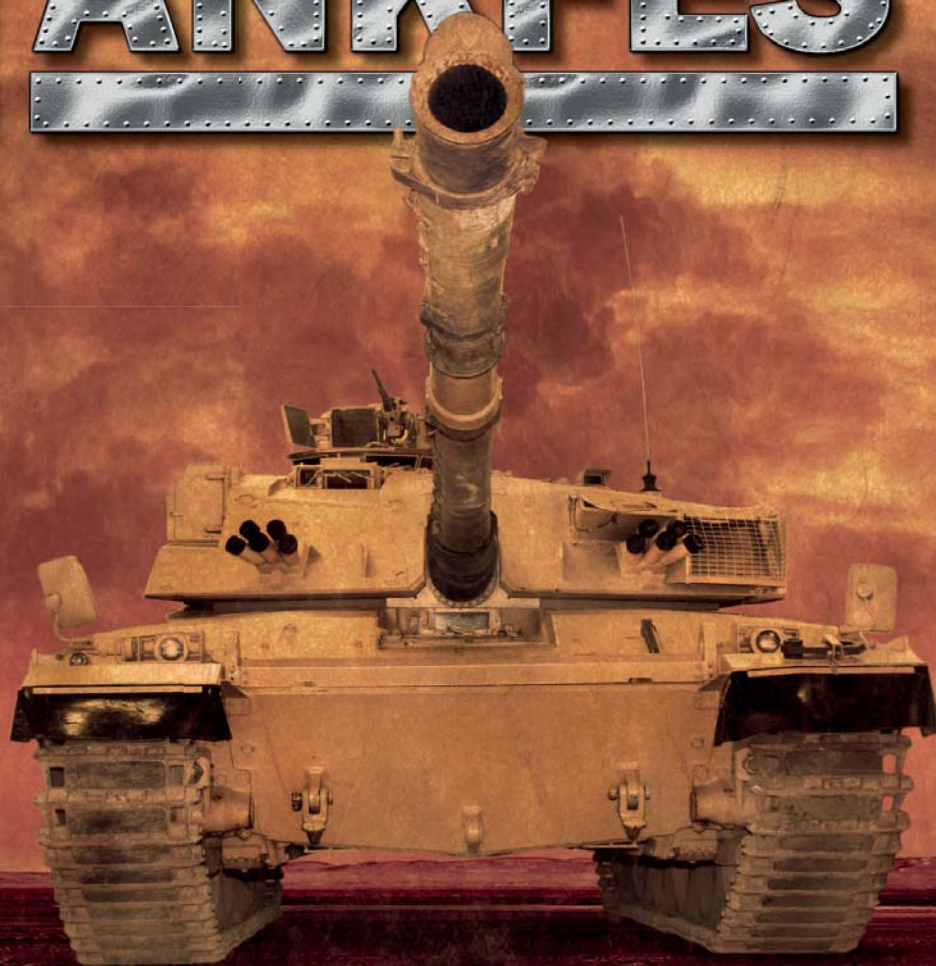
3rd Squadron "Wolfpack" - (Stryker Battalion Headquarters Company "Hammer" - (Stryker Headquarters Company)
Iron Troop - (Stryker Infantry Company)
Killer Troop - (Stryker Infantry Company)
Lightning Troop - (Stryker Infantry Company)
4th Squadron "Saber" (Reconnaissance, Surveillance, and Target Acquisition Squadron)
Headquarters Troop "Warhorse" - (Stryker Headquarters Troop)
Nemesis Troop - (Stryker Cavalry Scout Troop)
Outlaw Troop - (Stryker Cavalry Scout Troop)
Palehorse Troop - (Stryker Cavalry Scout Troop)
Reaper Troop - (Anti-Armor Troop - 9 TOW-equipped Stryker vehicles)
Sapper Company (Engineer Company)
Fires Squadron "Artillery Hell" (Field Artillery Battalion)
Headquarters Battery - "Hellraisers"
Archer Batt (6-Gun 155mm Howitzer Battery)
Bulldog Batt (6-Gun 155mm Howitzer Battery)
Cobra Batt (6-Gun 155mm Howitzer Battery)
Death Riders Troop - (Military Intelligence Co)

Regimental Support Squadron "Muleskinners"
Headquarters Troop "Hellraisers"
Supply and Transportation Troop "Pack Horse"
Maintenance Troop "Blacksmiths"
Medical Troop "Stryker Medics"
Quickstrike Troop - (Signal Troop)

Next to the 2 SCR was one Company from B Company, 3rd Battalion The Mercian Regiment with Warrior IFV and one Troop of the Royal Scots Dragoon Guards with Challenger 2 from Bad Fallingbommel as elements of the 7th Armoured Brigade for part of BLUEFOR, plus one Artillery Observer with FV514 Warrior MAOV from 3 RHA. The Bundeswehr fielded one Tank Company from Panzerbataillon 104 with the Leopard 2A6 and other nations such as Bulgaria and Slovenia sent along 'Hardware' to the exercise. The rest of the participating nations had mostly sent Special Forces teams and units to allow them to train within a high intensity conflict.

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Bob Morrison looks at Ulster's new **Pangolin and Penman** Armoured Land Rovers currently replacing the Tangi

Above: first major Ardoyne outing for the Pangolins was the evening of 12th July 2011 - in this shot the Scarlets are donning their Public Order kit

Main photo top: prior to July 2011 the Tangi (foreground) was the mainstay of the PSNI fleet - vehicle in background is a Hobson Ranger (Thetis) Mk.IV prototype dating from around 2005.

ULSTER ARMOURD LAND ROVERS

Exactly fifty years ago the world's first fully Armoured Land Rover, albeit with only a mild steel prototype body at that stage, was trialled by the Royal Ulster Constabulary and a new category of armoured vehicle was born. Over the next three years the design of what we now know as the Shorland Armoured Patrol Car evolved into a very capable three-man vehicle, originally intended primarily for securing Northern Ireland's porous border with Eire, but when the period of unrest we now know as 'The Troubles' broke out in 1969 these nimble protected vehicles were deployed onto the streets of Belfast and were ultimately passed from the RUC to the fledgling Ulster Defence Regiment.

During the fifties and sixties the RUC had evolved various rudimentary bolt-on and clip-on armoured

packages to provide a degree of protection from bullets and crude blast bombs to constables travelling in ordinary softskin Land Rovers, but by the seventies these very basic designs were simply not sufficient to counter the threats of the day and GRP vehicle protection kits (VPK) similar to those being used by the British Army were fitted to police vehicles as a stopgap measure until a fully protected solution could be designed and fielded. Short Brothers, who by now were commercially producing the Shorland armoured patrol car as the SB300, developed their 8-man SB301 armoured personnel carrier, which met the requirements of the RUC, and indeed three of these were ordered in 1975 for evaluation, but as these were very expensive it was decided to develop a less complex solution which could be procured in larger numbers.



Left: a Pangolin B1 heads up a batch of Tangis at the Woodvale FUP (Forming Up Point) on 12th July 2011

Below: Brand new Pangolin B1 at the Scarlet TSG base on the evening of Bonfire Night - 11th July 2011

Bottom: Twelve month on, a Pangolin B1 backs up a damaged split-screen Tangi at the Ardoyne shop fronts flashpoint.

The resultant Hotspur, which served from the late seventies and through the eighties, essentially looked very similar to a conventional hard top Series III 109" wheelbase Land Rover and was simple enough in design to be assembled and maintained in RUC workshops in Northern Ireland. In the mid-eighties this basic body design was transferred onto the newly introduced coil sprung One Ten Land Rover chassis, and to this day what became known as the Tangi (Swahili for Tank) has policed Ulster's troubled streets.

BATTENBURG

Reduced tensions in Northern Ireland following the 1998 Belfast or Good Friday Agreement led to the RUC being restructured and renamed the Police Service of Northern Ireland, with their armoured Land Rovers subsequently being repainted in the civilian white with blue and yellow chequered 'Battenburg' colour scheme instead of the ominous Battleship Grey used throughout The Troubles. By now the

TANGI model was getting rather long in the tooth, though a number of upgrades had been introduced to extend lifespan, and thoughts turned to replacing part of the fleet and casting the rest.

This new batch, designated the ALR (Armoured Land Rover) Mk IV, was intended to look very similar to the Tangi but would be built on the modern Defender running gear with latest generation EURO-compliant diesel engines and would incorporate subtle design changes and improvements to both armour and fire protection levels to give the RUC the most technologically advanced armoured personnel carrier capable of transporting at least six officers plus riot gear and was possible to drive on only a standard civilian driving licence. However, budget constraints in 2006, plus the near normalisation of the security situation on the streets, saw the Mk IV project being cancelled, though two prototypes were produced, these being added to the pool and fielded during subsequent Marching Seasons.

NEWCOMERS

In 2010 tensions in Northern Ireland escalated again and the PSNI was forced to bite the bullet and go to tender for a small batch of Land Rovers to replace the oldest of the TANGI fleet in time for the busiest part of the 2011 Marching Season. A number of companies bid for this new contract, but in the end it was newcomers OVIK Solutions and their



Right: this legacy fleet Tangi, equipped for evidence gathering, was monitoring rioters on the Brompton Park interface, 12th July 2012.

"The side skirts and light protectors are also a new style, manufactured from galvanised steel pressings..."



Above: the other side of the single screen Tangi in the lead image.

Below: the curved roof and flameproof bonnet design of PAZ 4792 identify it as a Ranger (Thetis) Mk.IV prototype.



Hobson Ranger (Thetis) Mk.IV prototype seen near Carlisle Circus, 12th July 2012



Pangolin B1 interior.





Far left: Sup

Left: Sup

build partners ABBA Commercials who were successful in landing the order, which would be supplied in tranches of sixty.

Christened the Pangolin by the manufacturer, after the nocturnal scaly or armoured anteater found across much of Southern Africa and Southeast Asia, the first tranche of new ALR Mk IV vehicles were delivered at the start of July 2011 and fielded for the first time on the evening of the 10th. It had been the intention to first deploy them on the 11th, but when I visited the Scarlet Tactical Support Group to photograph their new arrivals late that afternoon they told me that a sudden escalation of public disorder the previous evening had seen them deploying their four new Pangolins as their old vehicles had been returned to the transport fleet park near Carrickfergus.

At first glance the initial Pangolin ALR, now referred to as the Mk IV B1, may appear quite similar to the previous three Tangi ALR variants, but it is actually a little taller and its armoured roof and upper side panels, known as side gigs, have swaged edges to help disperse inflammable liquids. The side skirts and light protectors are also a new style, manufactured from galvanised steel pressings, and the rear wheel arches are angular.

On the 11th of July, after attending a briefing given by the Gold Commander who would be in charge of the PSNI response to disorder the next day, I was able to take walk-round photographs of the Pangolins in the yard of the police station where the Scarlet TSG is based and compare the new vehicles with an older Tangi. Initial feelings about the new vehicles from the Scarlets, who had spent much of the previous night on Public Order duties in Belfast, were very favourable as they are both a little more spacious than their predecessors

and bettered powered, though initially the different handling characteristics were said to be quite noticeable by the drivers and it is believed that suspension modifications were subsequently introduced.

The accompanying photographs were taken at a PSNI Forming Up Point off the Crumlin Road where four Pangolins joined a mixed Tangi fleet preparing to keep the two sides apart as an Orange Order parade passed the spot on its return leg.

The second tranche of Mk IV Armoured Land Rover conversions was scheduled for delivery by 1st July 2012, with a third expected to enter service by the same date on 2013, but a legal challenge into the validity of the tender process was mounted by Penman Engineering who had failed to secure the original contract. To ensure that the much-needed second tranche of new vehicles could be delivered on time OVIK and Penman agreed to the order being split on a



fifty/fifty basis meaning another slightly different style of ALR was fielded by the PSNI in the summer of 2012.

The 2012 vehicles supplied by OVIK were also badged as Pangolins, but minor specification changes caused the PSNI transport fleet managers to designate them as B2 (Batch 2) models. Externally there is very little to differentiate B1 from B2, though the latest tranche were identifiable

Above: 2 Pangolin deployed near Carlisle Circus on the morning of 12th July 2012.

Below: front view of same vehicle plus its sister - they were held in reserve as a major Orange Parade assembled nearby.





Right: first Ardoyne deployment for the Penman ALR.

"...it was decided to introduce a latest generation aluminium alloy grille on the Pangolin B2..."



Penman ALR, seen on 12th July, being used as a Command Vehicle.



Three of the new Penman ALR batch at Transport HQ on 11th July 2012 just prior to delivery to their new owners.

from their predecessors by the white roof-mounted spotlights which are more egg-like in shape than the chrome cylindrical spotlights found on the B1.

Another identifying feature of the B1 is the much heavier galvanised steel windscreen grille, but this is not easy to spot from a distance or in photographs. Recent advances in armouring techniques, which we cannot go into for obvious reasons, have increased protection levels at lower weight penalties and as part of the weight reduction measures it was decided to introduce a latest generation aluminium alloy grille on the Pangolin B2 and its Penman equivalent.

The batch of thirty Penman-built Armoured Land Rovers was also delivered at the start of July 2012 and I was given permission to visit the PSNI transport fleet headquarters to photograph both these and the newly delivered B2 Pangolin fleet. Built in Scotland by one of the companies who undertook mid-life upgrades to the Tangi fleet and which inherited the Hotspur Armoured Land Rover brand name and technology back in the eighties, the Penman ALR Mk IV is noticeably different from the Pangolin as the designers have adopted a more slab-sided shape with rounded roof edges, which some have described as being more like a furniture van.

The first examples of the Penman fleet were delivered to frontline police stations later on the 11th and mostly used as Command & Control vehicles on the 12th on account of the additional headroom provided by the different roof shape. Although all cab controls are identically positioned to those of the Pangolin to ensure that drivers' muscle memory is retained no matter which vehicle they are assigned, Penman were allowed to introduce changes to less critical areas such as rear seating height and firing port design.

The Penman ALR is also fitted with a lightweight alloy windscreen grille, but unlike the Pangolin this has five vertical sections rather than three, and the Scottish vehicle has black headlight and lower mesh grilles whereas its English equivalent has (for the moment) natural metal grilles. However, the two upper body shapes are so distinctive that you should have little trouble in telling them apart.

The third tranche of Mk IV Armoured Land Rovers is scheduled for delivery later this year and we suspect these will be needed during the Marching season, but until we see them on the streets of Northern Ireland we will not know how they differ from the first two batches.

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Art of Deception

BUT **WHY WOULD SOMEONE**
CHOOSE A REPLICA OVER THE
REAL THING?

Below: replica vehicles can take many forms, but one of the more popular subjects in recent years has been vehicles of the LRDG and SAS in WW2.





While it's not always apparent to the untrained eye, some vehicles encountered at military vehicle shows aren't always all they seem. For one reason or another, replica vehicles are a common sight these days, especially those larger shows that include large battle re-enactments, and while some within the hobby may frown on the practice, others actually think it's a good thing.

The reasons behind someone building a replica can vary according to the circumstances, but the most common reasons are usually the cost

of an original, which would otherwise put that vehicle beyond the reach of the person building the replica, and the unavailability of the type being replicated, in which case the builder has little choice than to build a replica if he or she wants to own that particular vehicle type.

A good example of the upsurge in replicas in the past decade is the use of the relatively inexpensive post-war FV432 APC as the basis for a number of conversions that replicate an assortment of WW2 German armoured vehicles, such as the Stug III and Panzer III. With a 432 costing



around the £5,000 to 6,000 mark (or even cheaper in some cases), even the additional cost of any conversion still make it a fraction of the price the real thing, assuming of course you could get one in the first place! As such these replicas have found a niche in the battle re-enactment market, and while they may not be 100% accurate when compared to the real thing, when embroiled in the heat of battle and all the explosions and smoke that come with modern day re-enactments, they make for a pretty convincing replica, plus they offer the convenience of being relatively easy to maintain and repair when compared to an original.

Over the years a number of smaller replicas of the German 4x4 armoured cars have been built, but rather than aiming to create a 100% accurate replica that is complete in every detail, the creators have sought to build a representative vehicle that externally at least looks the part, and it has to be

Top: the disposal of large numbers of the post-war British FV432 APC in recent years has resulted in them being used as the basis for very convincing replicas of wartime German armoured vehicles, such as this pair of Stug III assault guns seen here at the War & Peace Show in 2012.

Above: this convincing looking Panzer III replica is another of the vehicles to have been based on the post-war FV432 armoured personnel carrier.

Left: one of the older replicas to appear on the show scene was this excellent Tiger 1, based on a Russian T-55 tank, which made for a very convincing Tiger tank replica.



Right: in the heat of battle these Czech OT-810-based half-track replicas look pretty convincing, and are considerably cheaper to buy and run than the real thing, which after all is one of the main reasons why people build replica vehicles in the first place!

Bottom right: working from a few grainy photos taken during WW2, the owners and specialist vehicle restorer/builder created this superb replicas of David Stirling's SAS 'Blitz Buggy'.



German WW2 - or not?



Below: three of the more popular replicas of German WW2 vehicles, from the top the FV432-based Stug III, a VW Beetle, and Land Rover-based Sd.Kfz. 222 armoured car.



said that in most cases the results are very convincing.

Such vehicles are often built on Land Rover or Range Rover chassis, which are in plentiful supply, cheap to use and relatively easy to convert, with the 'armoured' bodies being simplified in terms of construction, and built of thin steel or in some cases wood. This offers the advantage of making the replica light enough so as not to stress the base vehicle, which was never intended to carry such heavy weights, and makes them cheaper and easier to build and therefore more useable as a vehicle.

EXTINCT SPECIES

There's no doubt that these replicas of 'uber' expensive wartime German hardware are a substantially cheaper alternative to owning the real thing, and therefore the main reason behind their construction, but in some cases the vehicles that people want to replicate simply don't exist any more, and so even the richest of collectors couldn't buy one if they wanted to, but enthusiasts and collectors have built accurate recreations of some

historically important vehicles because that is the focus of their interest.

A couple of good examples of this are the various Long Range Desert Group vehicles and the American Vietnam era Gun trucks that have appeared in the last ten years or so, with more seeming to arrive each year. The growth in the number of replicas stems from the fact that few examples of either the LRDG trucks or Vietnam gun trucks survived, and the precious handful that did survive are preserved in museums. Thankfully the amount of photographic and film archive information available to collectors has enabled some superb

"...COLLECTORS HAVE BUILT ACCURATE RECREATIONS OF SOME HISTORICALLY IMPORTANT VEHICLES..."



WW2 REPLICAS...



Above: not all German motorcycle combinations you see are genuine. This is actually a very good replica based on a cheaper Russian BMW copy.

Left: replica vehicles have been used in movies for many years, and this stunning replica of a WW1 MkIV tank was built for the Steven Spielberg film 'War Horse'.

Below: the LRDG trucks and vehicles belonging to the 'Desert Raiders' group are amongst the most accurate you are likely to find.



replicas to be built over the years, which are complete down to every last detail, in fact these replicas themselves are now being copied by others because the builders have done such a good job, making them almost exactly the same as the original! In the case of the LRDG trucks and the Vietnam gun truck, both were actually conversions in the first place, being based on existing vehicles available at the time and the replicas are essentially built exactly as they would have been originally. While the parts on these newly built replicas may not carry dates from that time, the level of detail often makes them as accurate as a real vehicle would be if it existed today.

There's no doubt that the creation of these replicas is a subject that divides opinion, with some frowning on the practice, but I myself firmly believe that these replicas are a good

thing, demonstrating to all and sundry what these vehicles would have looked like if they still existed in original form today, and that makes the history behind them more accessible to the masses and turns a static archive photo into a piece of 'living history'.

MODERN CLASSICS

The practice of building replicas may be more commonplace with those interested in wartime vehicles, and it's fair to say that classic wartime vehicles tend to be the main focus of most replicas to be built, some modern day vehicles have found themselves being replicated too and for essentially the same reason - availability.

The famous Scud Busting Land Rover Desert Patrol Vehicles used by the SAS in the first Gulf War have

always enjoyed a big following, partly down to the kudos of the regiment that used them, and partly because of their tough, no nonsense appearance. While a few genuine ex-SAS examples of these Land Rover DPVs do exist, many of those found at shows are in fact replicas, albeit very good ones. In most cases the same type of base



For the 2012 show season a new truck was added to the 'Desert Raiders' line up. The replica was based on wartime images and information to ensure authenticity.



Above: there are very few 'real' examples of the Vietnam Gun Truck in preservation, and most of those are in museums, but re-enactors have built their own accurate replicas of these iconic Vietnam era vehicles over the years. Each year the War & Peace Show plays host to many of them as they take part in the arena battle re-enactments.

vehicle has been used, the many conversions and additions have been made in the same way as the genuine vehicles, and the paintwork and attention to detail on the vehicles, together with the uniforms of the owners and crews can make them hard to distinguish from the real thing, the only thing missing is the service history.

The more recent Wolf WMIK (Weapon Mount Installation Kit) Land Rovers used in both Iraq and Afghanistan have also been replicated in recent years, but are contentious to say the least and in some cases their very existence has split opinion as to whether they are real or replicas? I have to say that I don't honestly know of any, privately owned WMIK Wolf Land Rovers that are 100% genuine, but I need to clarify this opinion before you start putting pen to paper. The problem stems from the vehicle type itself, because the WMIK kit was essentially a bolt-on kit of parts that changed the standard general service Wolf Land Rover to a gun-toting vehicle, and while many of them were factory built by specialist contractors, some were also converted in the field by the units themselves, thus making them more like those that exist today in private hands.

The vast majority of privately owned Wolf WMIKs, if not all of them,

have started life as a general service vehicle and then had the WMIK kit added, having been purchased separately from the base vehicle and then added by the owner, and few if any were released by the MoD as a complete WMIK vehicle.

Of course this raises the question that if someone owns a genuine Wolf Land Rover and then buys and fits a genuine WMIK kit to that Land Rover, does that make it a genuine WMIK Wolf, or is it simply a replica? Some would say that they were all built this way, therefore the resulting vehicle must be a real WMIK, albeit rebuilt and restored, whereas some argue that it didn't start out life as a WMIK when in use with the military and while genuine parts may have been used for the conversion, it still isn't a genuine vehicle. Whatever the answer, for the purpose of this article I have included it as a replica, though I'm sure it will generate some hate mail from certain quarters!

British Military Land Rovers...



Left: while there are two genuine, ex-SAS Land Rover Desert Patrol Vehicles in private hands, this isn't one of them, but is a very accurate replica of the real SAS DPV. The attention to detail with the painting and accessorising of the vehicle, together with the uniforms makes them hard to distinguish from the real thing.

Below: the Land Rover WMIK is likely to split opinion for many years to come, with some arguing that it is a replica, and others saying that it's a genuine vehicle. This is particular example is actually a replica (albeit a very good one), based on a 110 Wolf with the WMIK kit added by the owner afterwards.



"...the attention to detail and uniforms of the owners and crews can make replica vehicles hard to distinguish from the real thing..."

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MILITARY ODYSSEY

2012

GARY NORRIS REPORTS FROM THE
LARGEST **MULTI-PERIOD**
RE-ENACTMENT SHOW IN THE UK





It's a shame to say it, but in recent years there had been a noticeable decline in the numbers of military vehicles taking part in the Military Odyssey show, and while I acknowledge that it is primarily a living history event, with re-enactors and living history displays representing a wide range of periods of history, the numbers of vehicles attending was well down on the days when the show was first staged. Thankfully the 2012 show was back on track in terms of the number of vehicles present at this popular Kent-based event. As a vehicle enthusiast and model maker, and with the Kent County

"...living history displays representing a wide range of periods of history..."

Top left: captured Citroën in the German encampment.

Top right: this Guy Ant was amongst the rarer vehicles attending.

Above left: imagination is the key to many of the living history displays at the show.

Above right: nice example of the Scammell Pioneer recovery truck.

Below: it's not just older vehicles, there was a fine turn out of modern equipment too, such as this Land Rover display.

**MILITARY
ODYSSEY
2012**





AMERICAN HALF-TRACKS

Left: traditionally the Military Odyssey Show has always attracted a good variety of American vehicles and armour, and the show was no different this year, with this pair of half-tracks making up part of a much larger display.

Right: the American M3 series half-tracks have always been popular with collectors, but in recent years they, like many wartime vehicles, have begun to rise in price, making them a sound investment.

Below: this GAZ-67B field car, which is effectively the Russian equivalent to the American Jeep and German Kubelwagen, formed part of the Soviet living history display, which seems to get increase in size each year.



"...various battle re-enactments played out on the main display field..."

Showground where the event is held right on my doorstep, Military Odyssey is one of my 'must attend' shows of the year. As I eluded to earlier, there had been a decline in the number and variety of vehicles attending the show in the past couple of years, but I was pleasantly surprised to find an abundance of vehicles, which included a fine selection of wartime and post-war types, at the 2012 show held over the late August Bank Holiday weekend. The good weather experienced over the weekend, especially in comparison with some previous shows, ensured a good turn out of exhibitors and drew the crowds to the show in their hoards. The blend of living history encampments, which really do take you back in time thanks to

**MILITARY
ODYSSEY
2012**





MILITARY ODYSSEY 2012

Left: normally seen with a turret, the Stuart tank was also used in turretless form as a gun tractor and as a reconnaissance vehicle.

Below left: the guy to the side of the Jeep was saying much, but I liked the display!



management who are attacking the show with verve and vigour, I'm hoping that the 2013 show will be even better! The 2013 Military Odyssey event takes place between Saturday 24th and Monday 26th August 2013, and you can find more details in Mission Briefing.

the superb level of details observed by those taking part, coupled with the many trade stalls in attendance both indoors and outdoors, the many vehicles on display and of course the various battle re-enactments played out on the main display field over the course of each day, make this a

great day out for the family. I have to admit that my attendance at the show in 2012 came with a little reluctance, the previous years had seen me leave slightly disappointed with the turn out of vehicles, but I'm pleased to report that the show was back on track and now that it's under new

GERMAN STEYR 1500

Below: amongst the many military vehicles in attendance were these two rare examples of the German wartime Steyr 1500A truck, namely the Einheits cab cargo truck and personnel carrier.



REPLICA STUG III



Left: not all vehicles are available to the various re-enactment groups, either due to availability or value, but replicas, such as this FV432-based Stug III are a good way of fielding vehicles they wouldn't ordinarily have access to for battle re-enactments.



COMBINED OPS

2012

Phil Royal wraps up the 2012 show reports with a look at the **COMBINED OPS SHOW** at Headcorn



Top left: Humber Heavy Utility, owned by Alan Madge, which won the Best Medium Vehicle and Best in Show awards.

Above centre: photo reconnaissance Mk XIX Spitfire of the Battle of Britain Memorial Flight.

Above left: a 1945 Austin K6 Gantry 3 ton recovery truck, owned by Richard Hughes.

It's been 4 years now since the first Combined Ops show was held at Headcorn and the informal atmosphere and mix of military vehicles, re-enactments and air displays has obviously appealed to enthusiasts and families alike. The 2012 show was blessed with a good dose of sunshine, bringing the crowds out for both days of the show.

Looking back to previous events, one could argue that not a lot has changed. As always there is an interesting selection of vehicles, and you never know what might turn up airside, but being late in the season the majority of new restorations have already had their first showing – especially with the War and Peace Show less than a month before, and just up the road.

Nevertheless there was more than enough on site to keep my attention for two days. In fact to some degree the show has grown about as big as it can go with the space available.



Left: members of the Kelly's Heroes Re-enactment Group, representing the 2nd Armoured Div 502 MP Company, form up in column prior to going into battle.

Right: Ben Bendowski's M8 Armoured Car heads to the arena during the show.

Below: Ian Wheatley's lovely Fordson WOT 2H truck arrives at the show.



For the first time there were two main battle re-enactments each day, one in the main arena and one airside. The latter adopted an American convoy being attacked by a German aircraft, which was something a little different. Suffice to say the Luftwaffe did not come out best from the altercation, the pilot of the Bucker Bestmann involved being captured after a sedate 'cash landing' onto the airfield – to much applause.

Throughout the day there was a busy schedule in the marquee, with dance demonstrations and classes, and various entertainers – including a talk from Andy Robertshaw about his role as Military Advisor to Stephen Spielberg's 'Warhorse' movie. The bar in the marquee proved popular given the hot weather and the rather dusty arena being nearby, and next year I'll be quicker to get there before all the draught real ale has gone!





Above & inset: the flypast from Avro Lancaster B1 PA474 of the Battle of Britain Memorial Flight was one of the flying highlights of Combined Ops.

"For the first time there were two main battle re-enactments each day..."

LIVING HISTORY & RE-ENACTORS...



Far left: a Triumph Model 'H' motorcycle formed part of a Great War living history display. Over 30,000 of these bikes were purchased by the British Government for dispatch rider use by the end of the war.

Left: preparing for the battle, German troops discuss tactics.

Below: Airborne Re-enactors discuss the flying display.



ARENA SCHEDULE

The arena schedule was similar to previous years, with slots for heavy wreckers, tracked armour, Axis vehicles (many being replicas) and of course Jeeps and Land Rovers. Final slot of the day was a WWII battle, primarily put on by the Second Battle Group and Kelly's Heroes, but assisted by a number of other smaller groups. Some decent pyrotechnics always impress the crowd, as do the usual theatrics. The Alli50 es won by the way - both days, which isn't always the case (usually the Germans have to be kept happy on one day).

Airside the entertainment was varied and sometimes intermittent, but that's the nature of a show like Combined Ops. Airborne items varied from the Turbulent Team popping

balloons with their props, to formation flying by four Stampe biplanes, to a fast flypast by Hawker Hunter 'Mis Demeanor'.

The Battle of Britain Memorial flight got a good reception, and it can be humbling to hear the response of others who don't see a Lancaster flying as much as I do (I visit about 15-20 air events a year). PA474 clearly brings emotions to the fore for many, especially when accompanied by a Spitfire or Hurricane. BBMF displays are always impeccable, but the photographer in me just wishes they wouldn't wear those white helmets! Another display of note was by the Ryan PT22 Recruit, which gleamed in the sunshine and blue skies. And it was good to see Rob Davies entertaining the Combined Ops crowd again with his Yak 11 - his P51 Mustang 'Big Beautiful Doll', which was a regular Headcorn visitor, crashed last July but he managed to bale out safely.

IMPS award a limited number of prizes at this event to avoid diluting the value of getting one. 'Best Medium Vehicle', and 'Best in Show', went to Alan Madge with his Humber Heavy Utility - as his attendance at the show was rather a last minute decision, I am sure he is glad he made the effort. Fergus Ankorn got the award for 'Best 2-wheeler' with his Matchless S3L, Stef Turner's M35 got 'Best Heavy Vehicle' and Paul Clark's Radio-Bodied Land Rover 101 'Best



Light Vehicle' (but I feel he had hedged his bets, bringing 3 Land Rovers on site). 'Best Amour' went to Ben Bendowski's M8 Greyhound, which had played a major part in of all the weekend's battle re-enactments.

Add to the above model aircraft displays and pleasure flights in a WWII-vintage de Havilland Dragon Rapide, and it's quite clear that IMPS have created a varied and popular event at Headcorn. I'm sure the 2013 event (already in the diary for the weekend of 17th/18th August) will be another sure-fire success. If you haven't been yet, I'd recommend it.

Check out the website for further details: www.combinedops.co.uk

Above left: stunning Austin K2 Ambulance in the morning sunshine.

Above right: Morris Ten Light Utility, this vehicle being recently found still in commercial use with an original wooden body.

"...formation flying by four Stampe biplanes..."



Latin American News Bulletin...

Vehicle Under Test in Uruguay...



The Argentine Minister of Defence, Arturo Puricelli, and the Defence Sub Secretary from Uruguay, Jorge Menendez, signed an agreement, where the Argentine Republic will give the Gaucho vehicle to Uruguay for a year (with the option to extend this period), to enable them to test the vehicle for potential use by the Uruguayan Army.

It's important to mention, that the VLEGA (Vehículo Liviano de Empleo General Aerotransportable) Gaucho, is a coproduction between Argentina and Brasil, with a number of pre-series vehicles in service with the Argentine Army for evaluation. The decision by the Argentine automotive company to start the mass production of this vehicle is still pending.

Chilean Army Replaces the Storm



The Israeli Storm-Chrysler Jeep, used by the Chilean Army, which has been the main all-terrain light vehicle since it was introduced in the 90's, and can transport the 106mm recoilless rifle, and a variety of gun platforms for 12.7mm machine gun and Mk.19 grenade launcher, is to be replaced by the American Hummer vehicles, with the storm being relegated to liaison duties.

Italian Armoured Vehicles Donation...

The combat vehicles consortium composed of Iveco and Oto Melara, which are part for the Finmeccanica Group, are in conversation with the Italian MoD, to sell at very low cost, a number of armoured vehicles that currently belong to the Italian Army. These vehicles include the M113, M-109L self-propelled gun and Leopard Tanks to Peru and Colombia.

Peru have an urgent need to replace their ageing T-55s, some of which have been in service for 40 years, while Colombia wants to reequip its army with more vehicles. They are also contemplating the possibility that these vehicles be received free of charge, providing that they purchase the VBM Frecchia or Centauro, both produced in Italy.



New Armoured Vehicles for Security Forces...

On November 22nd 2012, a new armoured vehicle for use with the Security and Police Forces was presented in Buenos Aires City. The vehicle, the Maverick, is produced by the South African Paramount Group Company, while Argentine-based CODESUR (Corporacion para la Defensa del Sur) is the representative agent for Argentine and the Latin American Region. Both companies signed an alliance to produce this vehicle with the contract signed including the transfer of technology.

Personnel from both the Security and Police Forces, will be taking delivery of the vehicle when introduced and fits in with the Argentine Federal Police needs, to replace the old Shorts Shorland Mk3 and the BDX armoured vehicle. The Special Operation Group "Halcon" of the Buenos Aires Province Police is also testing the vehicle with a view to a possible purchase.



Chilean Army Reassigns Vehicles

The Mercedes Benz 230G (long wheelbase) 4x4 all-terrain vehicle, purchased at the end of 90's for communication shelter transport, were subsequently found to be inadequate for that purpose. Because of that, they were replaced by Hummers and the M-548 tracked vehicle, however, the Mercedes Benz 230G will remain in service reassigned as a utility vehicle.



More Tanks for Uruguay



The National Army of Uruguay (ENU), received twenty-five M-41C Walker Bulldog tanks, donated by the Brazilian Government at the beginning of the current year, to re-equip his Regimientos de Caballeria Blindada.

The ENU already has twenty-two of these tanks, purchased from Belgium, and equipped with the 90mm cannon, but those tanks from Brazil are equipped with the original 76mm cannon, recalibrated to 90mm and fitted with the 400hp diesel engine Saab-Scania, similar to that fitted to the Uruguayan tanks, installed by the Brazilian Bernardini Company 12 years ago.

New Digital GPS for Mechanized Vehicles...



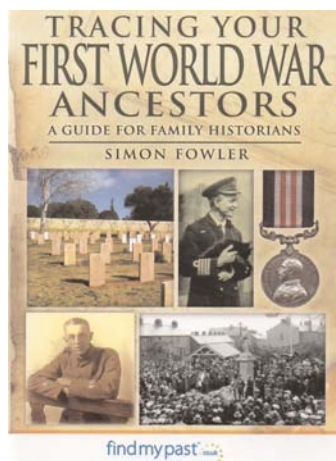
The Digital Techniques Lab, who belong to the CITEDEF (Instituto de Investigaciones Cientificas y Tecnicas para la Defensa), have introduced a Global Positioning System designed for mechanized vehicles (POVEME), which was designed and developed entirely in Argentina. It consists of a Global Positioning System that obtains information in real time, from any kind of mobile device, integrated for use in the operational theatre, which was previously incorporated to the control network.

The system tracks the geographical position of six vehicles with a GPS installed in real time, through digital VHF radio, via encrypted data, with that information sent to a VCP (Vehicle

Command Post), which integrates the information, presenting it on a digital map of the operations theatre, allowing commanders to dictate and track the tactical movements of his vehicles. The system can incorporate information from different targets, acquired by radars, telemetry, observers, UAVs, etc., calculating the firing parameters for the artillery units, composed of cannon, howitzers and mortars.

So far, the POVEME system has been installed in the mechanized vehicles of the VCTP family, that belong to the Regimiento de Infanteria Mecanizado 7, of the Argentine Army.





Trace Your Family's 'Great War' Military History

In recent years there has been a huge upsurge in the number of people tracing their family ancestors, due in part to the various high-profile television series to have been aired in recent years, but also due to a great level of interest in our past as various key historical anniversaries have come and gone together with the growth of internet search sites, which have made the tracing of family history that much easier to do from the comfort of your own home. One area of particular interest is the tracing of First World War Ancestors, and this new 164-page book by Simon Fowler is an essential handbook to researching the soldiers, sailors and

airmen who fought during the 'Great War'. With centenary celebrations of the outbreak of WW1 set to dominate 2014, tracing family members military history has never been more popular and this easy-to-follow guide will point you in the right direction when tracing your family history. The author takes the reader through the process of researching ancestors who served in the armed forces during the First World War, providing short cuts and background information along the way together with descriptions of all the key resources at the National Archive and regimental museums as well as those available online.

Title: Tracing Your First World War Ancestors

By: Simon Fowler

ISBN: 9781781590379

Price: £12.99

Format: Paperback

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

More Tracing of your Family's Military History

Title: Tracing Your Army Ancestors - 2nd Edition

By: Simon Fowler

ISBN: 9781781590867

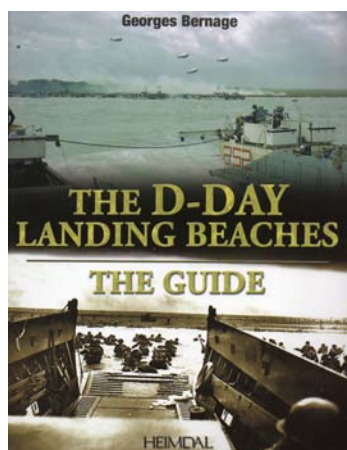
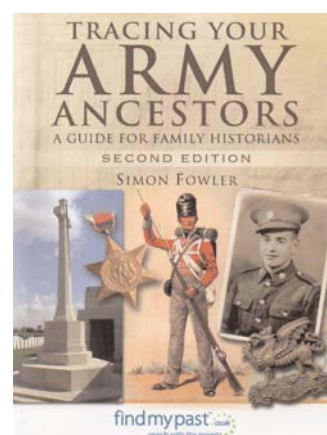
Price: £12.99

Format: Paperback

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

This fully revised 192-page book is the second edition of Simon Fowler's best-selling guide to researching the British Army enables family historians to trace the military careers of individual soldiers from 1760 to the 1960's. This new edition has been fully updated to include the latest online resources and information on the major archives and museums, which should ensure that your journey into the history of your family and loved ones is made that much easier. The world of online resources and indeed the existing records held in archives and

museums can be confusing to the novice, but Simon Fowler seeks to de-mystify them by explaining the records and reasons behind their creation, which can be very important in understanding how these documents can aid your research into family members. It's a fascinating book on a fascinating and increasingly popular subject and at just £12.99 it's a very modest sum to invest in your search for your family's military history, and should help simplify the process into the bargain. The book is available through all good book stores.



Perfect Guide for the Normandy Beaches Tourist

For anyone thinking of visiting Normandy, and more particularly the D-Day Landing Beaches, this 96-page book will be an ideal introduction into what to expect when you get there. The D-Day Landings and the date the 6th June 1944 will forever have their place in history, and the French people have embraced this key turning point in WW2 and ensured that it will be remembered for decades to come with the establishment of numerous museums and monuments to the D-day Landings. This guide provides both background history into the various actions at the D-day landing sites, using photos,

illustrations and maps to trace the actions at each of the beaches. In addition it provides details of the various museums, monuments and places of historical interest that enable the reader to make a more informed visit to the area, which should ensure that they get a better all-round experience and greater knowledge about the D-Day landings. It's a useful book, especially for those who haven't visited there before, with an extensive bibliography for those who want to learn more. The book is published by French publisher Heimdal, and distributed in the UK via Casemate UK Ltd.

Title: The D-Day Landing Beaches - The Guide

By: Georges Bernage

ISBN: 9782840481375

Price: £12.99

Format: Softback

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

When Britannia Ruled the Waves!

Title: British Battleships of World War One

By: R.A. Burt

ISBN: 9781848321472

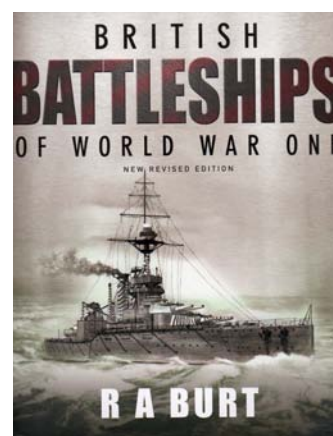
Price: £45.00

Format: Hardback

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

This magnificent 344-page book is crammed with informative text, illustrations, line drawings and contemporary photos that cover the history of British capital ship design and construction during the 'Dreadnought Era'. The book will no doubt appeal to historians and ship enthusiasts, but will be of equal value to ship modelers interested too. More than twenty types of battleship are described in detail, including the well-known names such as the Dreadnought, King George V, Iron Duke and Royal Sovereign Classes of ship. Each chapter includes a superb

selection of archive photographs, line drawings, specifications and statistics regarding the service history of the type in question, which provide a comprehensive and informative history of each class of ship in what many would regard as the hey day of battleship design. In some cases colour side profile illustrations are also provided to show some of the more outlandish camouflage schemes to have been adopted at the time, all of which helps to round off this magnificent book and guarantees that it will be seen as a valuable resource for historians and model makers alike in years to come. The book is available through all good specialist book stores.



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MISSION BRIEFING

DATES FOR YOUR DIARY

APRIL 2013

Saturday 6 April 2013:

Shoreham Airport Aerojumble: aviation and military collectors fair, held at Shoreham Airport, A27, Shoreham, West Sussex, doors open 10.30am. For more details contact:
Tel: 01424 753356
Mob: 07710 154606
sndz338@aol.com

Saturday 13 Sunday 14 April 2013: The Forties Family Experience Weekend VI:

held at the Lincolnsfields Children's Centre, Bushey Hall Drive, Bushey, Herts, WD23 2ES. An exciting day out at this unique WWII heritage site, previously the WWII USAAF 8th Fighter Command HQ. Featuring military and civil vehicles, living history, battle re-enactment, memorabilia stalls and more. For further details check out the websites at:
www.fortiesexperience.co.uk or www.lincolnsfields.co.uk

Saturday 27 Sunday 28 April 2013: Military History Days:

held at Coalhouse Fort, East Tilbury, Essex. Come and enjoy a visit to this year's very special event with a great variety of military vehicles, equipment, historical re-enactment groups and much more. For further information see the website at:
www.coalhousefort.co.uk

Sunday 28 April 2013:

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:
Tel: 01302 739000
www.northernmilitaryexpo.co.uk

APRIL 2013

Sunday 28 April 2013:

Aviation, Airline, Military & Model Collectors Fair: held at Gatwick Airport, K2 Centre, Crawley, W. Sussex. Open 10.30am. For details contact:
tom@singfield.freeseve.co.uk

May 2013

Saturday 4 to Sunday 12 May 2013: Stars of Sandstone Festival:

held at the Sandstone Heritage Trust, Eastern Free State, South Africa. Annual open festival featuring the many military vehicles, agricultural equipment, vintage cars and narrow gauge steam railway. The Sandstone Heritage Trust works closely with South Africa's Armour Museum and boasts an impressive collection of equipment from a Sherman tank to modern day South African Defence Force armour. For more information and to book for the event contact Geoff Cooke at:
geoff@geoffs-trains.com or see the websites at:
www.geoffs-trains.com
www.sandstone-estates.com

Saturday 4 to Monday 6 May 2013: Llandudno Transport Festival:

held at Bodafon Fields, Llandudno, North Wales, LL30 1BW. 1000+ exhibits to include Lorries, Buses, Tractors, Motorbikes, Cars, Trade Stands and more. Transport cavalcades around the town etc. For further details contact:
info@llantransfest.co.uk
www.llantransfest.co.uk

MAY 2013

Sunday 5 May 2013:

Cobbaton Clearout: militaria market, held at Cobbaton Combat Collection, Chittlehampton, N. Devon, EX37 9RZ. For details contact:
Tel: 01769 540740
info@cobbatoncombat.co.uk
www.cobbatoncombat.co.uk

Saturday 11 Sunday 12 May 2013: Newark & Nottinghamshire County Show:

held at Newark Showground, Newark-on-Trent, Notts, NG24 2NY. Plenty to see and do for all the family. Seeking RAF vehicles for display that would have been involved with the Dambusters. For details call Colin Holwell:
Tel: 01780 751291
Mob: 07977 142011

Saturday 18 Sunday 19 May 2013: Militracks 2013:

held at the Overloon Museum, Museumpark 1, 5825 AM Overloon, Netherlands. A unique opportunity to see a display of rare wartime Wehrmacht military vehicles being put through their paces on the purpose-built, mile long off-road course surrounding the world-famous museum. Tickets to ride on the different vehicles are also available, and 100+ militaria stalls will be in the area surrounding the museum. For further details contact the organisers on:
Tel: +31 478 641 250
info@militracks.nl

Sunday 19 May 2013:

Military Show 2013: held at the Curragh Racecourse, Kildare, staged by the Military Vehicle Club of Ireland in association with Irish Vintage Society. One of Ireland's largest vintage military vehicle shows, filled with rare, vintage and privately owned machines and militaria from all eras. For further information please contact Robin Payne on:
Tel: (087) 2589013
robin@mycompany.ie or visit the website at:
www.mvci.ie

Saturday 25 to Monday 27 May 2013: Overlord 2013:

organised by the Solent Overlord Executive and held at the regular site of The Lawns, Denmead, PO7 6TZ. 350+ active vehicles, 100 trade stalls, dedicated living history field, arena events and battle re-

MAY 2013

enactments throughout the day. Free entry, free camping, free hot showers and free evening entertainment for exhibitors. Vehicle entries contact Trevor:
Tel: 07774 988015
vehicles@solentoverlord.co.uk
Re-enactors contact Gary on:
023 9257 1174
arena@solentoverlord.co.uk
www.solentoverlord.co.uk

JUNE 2013

Saturday 1 Sunday 2 June 2013: Muckleburgh Military Display Weekend:

held at the Muckleburgh Military Collection, Weybourne, Norfolk, NR25 7EH. Featuring military displays, vehicle displays, vehicle parade, military vehicle rides, RAF & Army displays, tank drives, shop and stalls, model vehicles and much more. Special guest – Dad's Army 'Jones's Van'. For details call:
Tel: 01263 588608
events@muckleburgh.co.uk
www.muckleburgh.co.uk

Saturday 8 Sunday 9 June 2013: Wicksteed at War:

held at Wicksteed Park, Kettering, Northants, NN15 6NJ. Incorporating the MVT National Show and featuring military vehicles, exhibitors stands and trade stalls, military dioramas and much more. For more details contact:
John Denny (Re-encators)
Tel: 07713 636760
Tim Hawkes (Vehicles & Trade)
Tel: 01536 799395
www.wicksteedpark.co.uk

Saturday 15 Sunday 16 June 2013: Dunsfold Collection Open Weekend:

held at the Springbok Estate, GU6 8EX. See one of the finest collections of Land Rovers in the world. For details contact:
Tel: 01483 200567
openweekend@dunsfold.com
www.dunsfoldcollection.co.uk

Saturday 22 Sunday 23 June 2013: Wartime in the Vale:

held at Ashdown WW2 Camp, Ashdown Farm, Badsey, nr Evesham, Worcs, WR11 7EL. Military vehicles, arena events, militaria stalls, re-enactors and classics. For further details contact Paul on:
Tel: 0779 1591528
www.ashdowncamp.webs.com



JUNE 2013

Saturday 29 Sunday 30 June 2013: Tankfest 2013: held at the Tank Museum, Bovington, Dorset, BH20 6JG. Experience the world's best display of historic moving armour. Lots to see and do for the family with trade stands and living history displays plus the world famous Tank Museum, home to the finest collection of tanks. For further details check out the website at: www.tankmuseum.org

JULY 2013

Friday 5 to Sunday 7 July 2013: The Yorkshire Wartime Experience show: now one of the largest battle re-enactment/military shows in the North of England. Held in 30 acres of land to the south west of Leeds with easy access to the M62 motorway (Junction 26) just off the A58 Hunsworth Lane, Hunsworth, Bradford, BD4 9RN. For details contact Stuart on: Tel: 07748604461 www.ywe-event.info

Saturday 6 Sunday 7 July 2013: Capel Surrey Vintage Military Vehicle Show: held at Aldhurst Farm, Temple Lane, Capel, Surrey, RH5 5HJ. The East Surrey and West Kent Area MVT Capel show. In aid of Help for Heroes, including Military Vehicles, Re-enactor Groups, stall Holders and Traders. For information and entry forms contact Area Sec John Hotston: Tel: 07445 962945 adenjohn@virginmedia.com or Phil Harris on: Tel: 01293 871727 langdon34@yahoo.co.uk

JULY 2013

Saturday 6 Sunday 7 July 2013: Lympne Aero Classic: celebrating the history of Lympne Airfield from 1916-1980s. Held at Lympne Village Hall and playing fields. For details call John Simpson: Tel: 01303 265078 johnsimpson43@btinternet.com

New Venue...New Venue... Wednesday 17 to Sunday 21 July 2013: The War & Peace Revival: held at RAF Westenhanger, Folkestone Racecourse, near Hythe in Kent, CT21 4HX. The world's largest military vehicle show that attracts thousands of military vehicles, re-enactors and living history displays and now at a brand new venue. For further details or to book in call: Tel: 01304 813337 or Tel: 01304 813945 www.thewarandpeacerevival.co.uk

Friday 26 to Sunday 28 July 2013: Festival of the Forties: held at the Plough Event Site, Milk & Water Drover, Peterborough, PE7 3DR. Military vehicles and civilian vehicles, battle re-enactments, living history groups, 1940's performers, 40's vintage village and stalls. For details contact: Tel: 01733 204353 www.1940fest.org

AUGUST 2013

Friday 2 to Sunday 4 August 2013: Military & Flying Machines Show: held at Damyns Hall, Aerodrome, Aveley Road, Upminster, Essex, RM14 2TN. Featuring military vehicles, tank rides, living history

AUGUST 2013

displays, tank parade, classic cars, military and collectors stalls, Battle of Britain Memorial Flight, flying displays and more. For details call Tracey Brew on: Tel: 07903 104102 Tracey.brew@mvt-essex.org.uk www.militaryandflyingmachines.org.uk

Saturday 3 Sunday 4 August 2013: Woodhall Spa 40's Festival: held at Jubilee Park, Stixwold Road and Woodhall Spa village hall. Lincolnshire, LN10 6QH. For details contact Stuart on: Tel: 01526 353215 www.woodhall-spa-40s-festival.com

Sunday 11 August 2013: Panshanger 1930 & 1940s Day: held at Panshanger Airfield, Herts. Featuring classic military vehicles, classic cars, motorcycles and classic aircraft fly in. Live music 30s/40s and more. For further details call: Tel: 01707 3971791 www.northlondonflyingschool.com

Saturday 17 Sunday 18 August 2013: Cobbaton Combat VJ Weekend: military vehicle show, stalls, living history, and all held at held at Cobbaton Combat Collection, home to a great collection of military vehicles and military artefacts. The museum is in Chittlehampton, N. Devon, EX37 9RZ. For further details contact: Tel: 01769 540740 info@cobbatoncombat.co.uk www.cobbatoncombat.co.uk

Saturday 17 Sunday 18 August 2013: Wings & Wheels: the South West Airfield Heritage Trust Wings & Wheels show held at Dunkeswell Airfield, nr Honiton, Devon. Meet cast members from H.B.O's Band of Brothers, plus military vehicles, re-enactors, planes, and much more. For further details contact Dave Bunney on: Tel: 01404 890174

Saturday 17 Sunday 18 August 2013: Lacock at War, Codename Bolero: Military Vehicle & Re-Enactment Show. Lacock Village near Chippenham SN15 2LQ. Contact, John Wardle on: Tel: 01373 300384 westwiltsmvt@yahoo.co.uk www.westwiltsmvt.co.uk

AUGUST 2013

Saturday 17 Sunday 18 August 2013: Ramsey 1940s Weekend: held at The Camp, Ramsey, Cambs, PE26 2XB. Attractions include living history displays, period re-enactors, vintage motor vehicles, Battle of Britain Memorial Flight, trade stands and tank rides. For further details contact: Tel: 07881 730047 Ramsey1940s@gmail.com www.ramsey1940sweekend.org

Saturday 24 to Monday 26 August 2013: Military Odyssey 2013: held at the Kent County Showground, Detling, Kent, ME14 3JF. Now the world's largest multi-period history event, the closest you'll get to history short of a time machine! For details contact: Tel: 01268 772448 info@military-odyssey.com www.military-odyssey.com

Saturday 24 to Monday 26 August 2013: Tanks, Trucks & Firepower: organised by the Alvis Fighting Vehicle Society and the Birmingham & West Midlands Area Military Vehicle Trust. The showground is situated just 1 mile from Dunchurch in Warwickshire on the A426 Southam Rd and 5 miles from Rugby. Easy access from the A45 and M45. Show features static military vehicle and living history displays, arena driving. For details see: www.tankstrucksandfirepower.com

Saturday 24 to Monday 26 August 2013: Cornwall Area MVT Show: held at Mount Edgumbe Country Park, Cremyll, Cornwall. Exhibitors are invited to bring military vehicles (of any era), military or living history displays. Free entry and camping for exhibitors. For entries call Gwen Jenkins: Tel: 01872 561653 gwenjen@talktalk.net

Saturday 24 to Monday 26 August 2013: Raueby War Years Weekend 2013: The Mid Lincs MVT is holding their 5th War Years Weekend. We are a non-profit making event so any monies raised after expenses will go to the Air Ambulance, Royal British Legion and Marie Curie Cancer Care. For further details call: Tel: 01529 488354 www.rauebywarweekend.co.uk



MISSION BRIEFING

DATES FOR YOUR DIARY

SEPTEMBER 2013

**Saturday 31 August
Sunday 1 September
2013: 70th Anniversary of the Assault Training Center**, held in Woolacombe, North Devon, living history displays, beach invasion re-enactment, vehicle run on beach, wreath laying.
www.assaulttrainingcenter.com

**Sunday 1 September
2013: Jeep & Cheerful day:** a Free day out for anyone with a Military Jeep, or Military Vehicle, held at the South Yorkshire Aircraft Museum 'AeroVenture' at the former site of RAF Doncaster. For more information contact Mark Askew on:
Tel: 01302 739000
info@jeepworld.co.uk
www.jeepworld.co.uk

**Friday 6 to Sunday 8
September 2013: The Victory Show:** the largest WWII experience extravaganza in the UK, held at Foxlands Farm, Cosby, Leicestershire, LE9 1SG. Featuring military vehicles, tanks and artillery, living history displays, airshow, vintage tractors and farm machinery, trade stands and more. For further details (General) contact Steve Pepper on:
Tel: 07711430472
Sjpepper229@btinternet.com
For Vehicles/Re-enactors contact Dave Pratt on:
Tel: 07954 620728
thevictoryshowreenactors@yahoo.co.uk
www.thevictoryshow.co.uk

SEPTEMBER 2013

**Saturday 7 September
2013: Peopleton Autumn Show:** held at Peopleton Village Playing Fields, Peopleton, Worcs. Featuring a variety of Classic Cars, Military Vehicles, stalls and entertainment. The event is open 12.00 noon till 6.00pm. For further details about the show call John Sargeant:
Tel: 01905 840155
sarg-37@fiscali.co.uk

**Sunday 29 September
2013: Stoneleigh Mini Militaria** 2013: Blackdown Buildings, The Exhibition Centre, Stoneleigh Park, Coventry, Warks. CV8 2LZ. For details contact Amanda on:
Tel: 01743 762266
amanda@jeeparts.co.uk
www.militaryconvention.com

**Saturday 28 Sunday 29
September 2013: Railway At War:** Recreating the 1940s experience of life on the Home Front during WW2. Held by the Northampton & Lamport Railway, Pitsford and Brampton Station, Pitsford Road, Chapel Brampton, Northampton, NN6 8BA. Featuring civilian and military vehicles, 1940s music and entertainment, trade stalls, re-enactors and living history displays. For details please contact the appropriate person:
Colin Haddon
Tel: 01604458521 (Vehicles)
Tel: 07756 200213 (General)
info@railwayatwar.org.uk



OCTOBER 2013

**Friday 4 to Sunday 6
October 2013: Military Revival:** a new show in alliance with Bunker Bash, and in collaboration between Old Buckenham Airfield and Battlefront; The East England Military Museum. In addition to military vehicles we will have large areas of military campsites, provided by re-enactors, which will present a variety of living history displays. The event will also include a demonstration arena, mock battles from conflicts throughout the 20th century, tank rides, militaria and other trade stalls and air displays from military aircraft. There will also be a 1940's hangar dance on the Saturday evening of the weekend. For further information contact Touchdown Aero Centre:
Tel: 01953 860 806
airfield@oldbuck.com

**Saturday 5 Sunday 6
October 2013: Holme 1940's Weekend:** held in association with Holmewood Hall and Holme Village. Located near Peterborough, PE7 3PA. Tank rides, vintage vehicles, vintage ploughing, stalls and displays, re-enactors welcome. For further details call:
Tel: 07887 817031
chriscardell@googlemail.com
www.holmewoodhall.co.uk

Sunday 6 October 2013: Hack Green Secret Nuclear Bunker Rally: French Lane, Nantwich, Cheshire, CW5 8BL. For details call Rod on:
Tel: 01270 623353
coldwar@hackgreen.co.uk

**Friday 11 to Sunday 13
October 2013: Wartime Weekend:** held in Pickering, N.Yorks with steam trains, trade stands and re-enactors. For further details about the show visit the website at:
www.nrmr.co.uk
details about the trading area at:
www.jeepworld.co.uk/pickering/wartimeweekend.htm

NOVEMBER 2013

**Sunday 3 November
2013: Northern Military Expo:** popular indoor show held at the Newark Country Show Ground, Notts, 2 minutes off the A1M (NG24 2NY). For details contact Mark Askew on:
Tel: 01302 739000
or check out the website at:
www.northernmilitaryexpo.co.uk

**Sunday 17 November
2013: Malvern Militaria Fair:** large, indoor militaria event held at the Three Counties Showground, Wye Hall, Malvern, Worcs, WR13 6NW. For details contact Amanda at:
Tel: 01743 762266
amanda@jeeparts.co.uk
www.militaryconvention.com

DECEMBER 2013

**Sunday 15 December
2013: Bromsgrove, Militaria, Medal & Arms Collectors Fair:** held at the Spadesbourne Suite, The Council House, Burcot Lane, Bromsgrove, Worcs, B60 1AA. Free parking, admission to the event is £2.50 from 9.00am to 2.00pm, accompanied children (under 13) free. For further information and dealers booking forms contact James Brown at:
Tel: 07980 608211
fairs@RZMilitaria.com
www.RZMilitaria.com

Are you a show organiser? Don't delay, and email your show & event details direct to the Editor at:

ian.young@keypublishing.com

or if you prefer you can post them to the Editorial Office - details can be found on page 3

If travelling long distances to events we would advise people to check for cancellations before leaving home, MMI cannot be held responsible for any errors, omissions or cancellations. Submissions for Mission Briefing should be sent at least two months prior to the event and we would also ask that event organisers notify us of any changes as soon as possible.

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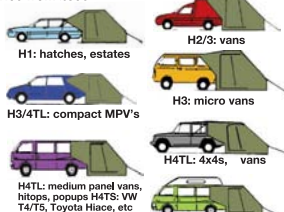
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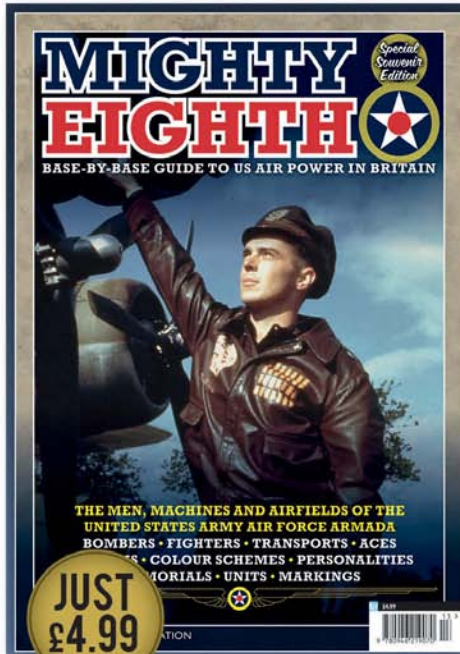
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TANK BANKS

Richard Pullen looks at the tanks used for fund raising at the height of WW1

PANORAMIC VIEW

Andy Kerr paid a visit to the mysteriously named Panorama 6th October 1973 Museum in Egypt



UNIFIL IN LEBANON

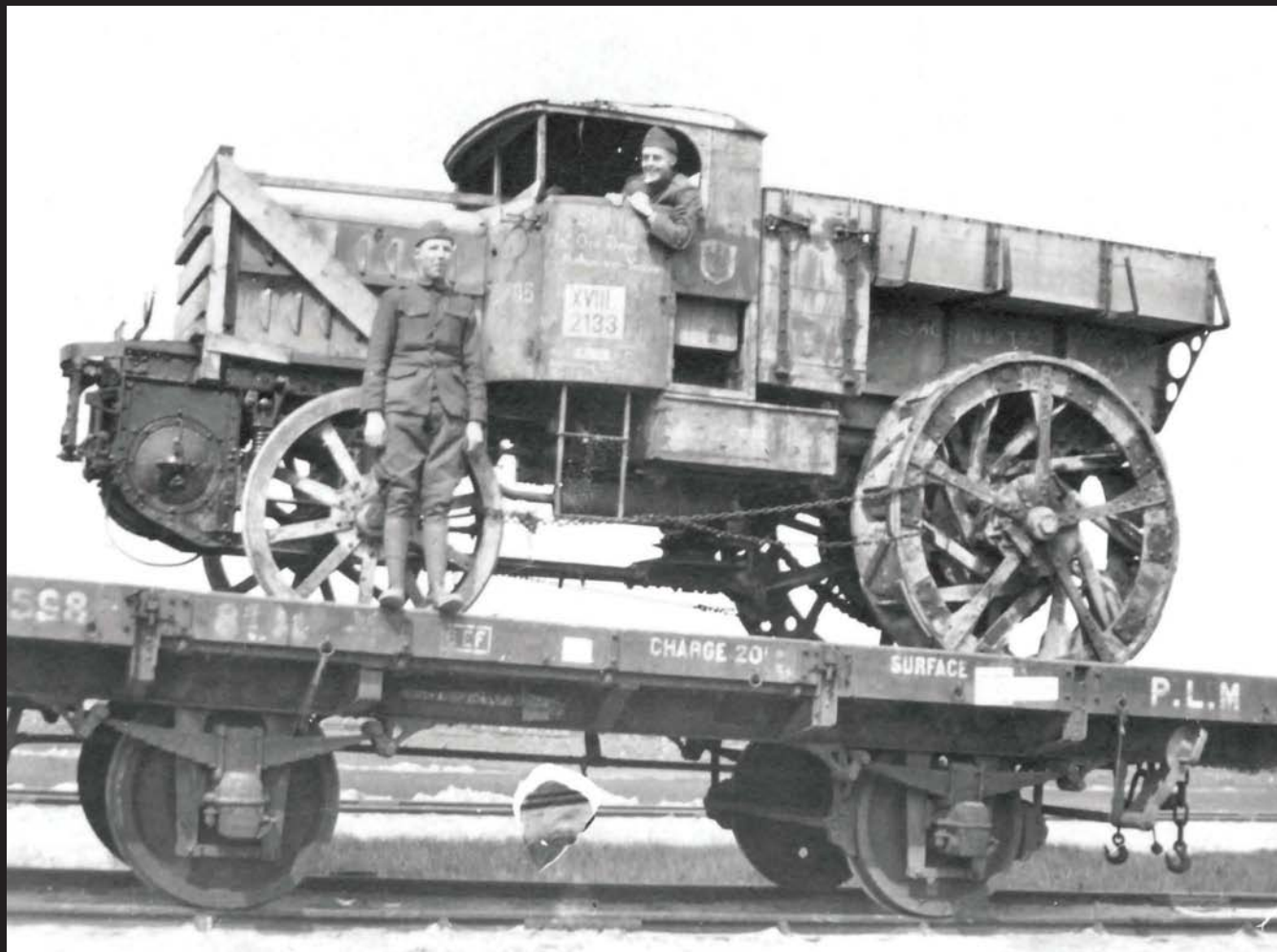
Colin Stone takes a look at some of the military vehicles currently serving with UNIFIL



Content may be subject to change

BUSSING TRUCKS

Tim Gosling looks at the military trucks produced by German company Bussing during the Great War



CHILEAN SHERMANS Pt.2

Santiago Rivas concludes his article on Chilean Army Sherman tanks



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We report from the latest MoD Tender Sale held in late February



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