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EDITORIAL

There are few tanks or indeed military vehicles that polarise opinion, but the wartime German Tiger 1 tank definitely creates a ripple of excitement whenever it's mentioned. In this issue you will find a report from the latest outing for the only running Tiger tank in the world, but it got me wondering about the different emotions being felt by visitors to the show. I would imagine that if there were WW2 veterans in attendance that perhaps came across the Tiger in action there

will be memories of the deadly threat it posed, while those that have never seen a Tiger before will have been excited at the prospect of seeing it for the first time. No doubt the enthusiasts will have been capturing the event on film for posterity, but one thing is for sure, few tanks can draw crowds like the Tank Museum's Tiger 131, and that surely is an indication of the magic and mystery surrounding this very special tank. I'll be back next month - Ed.



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Tel: +44 (0) 1780 480404
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subs@keypublishing.com
www.militarymachinesintl.com

MILITARY MACHINES INTERNATIONAL

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

POSTMASTER:

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

DISTRIBUTED BY

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

PRINTED BY

Warner's (Midlands) PLC, The Maltings,
Manor Lane, Bourne,
Lincs, PE10 9PH
ISSN - 1473-7906
www.militarymachinesintl.com

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PUBLISHED MONTHLY BY

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



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Show Report
SLOVENSKE PIESKY



UP FRONT

NEWS and REVIEWS...

Britain's Biggest Gun Aims for Holland



The largest artillery piece in the UK, 1 of 12 surviving wartime railway howitzers in the world, as featured in the April 2013 issue of MMI, is being moved for exhibition in Holland. The 190-ton breech loading 18-inch howitzer, is being sent to the Dutch Netherlands to form the centerpiece of an exhibition at the Het Spoorwegmuseum (Dutch Railway Museum) in Utrecht.

On Monday, 25 March, nearly 70 years after its huge barrel was pointed across the Channel to protect our shores during the dark days of the Second World War, it began its journey from the grounds of the Royal Artillery's headquarters in Wiltshire, where it has sat since 2008. The logistical operation to move such a hulk of metal along some of the busiest roads in the south of England has taken weeks of careful planning. Specialized heavy equipment moving lorries had to be used to transport the rare howitzer. It had to be dismantled into 2 sections before it could be moved, yet the loads were still gargantuan. The barrel alone weighs-in at 86-tonnes; 104-

tonnes with the collar and breech.

The project manager who has masterminded the monster move and been behind the dismantling and restoration of the priceless antique is Lieutenant Colonel John Le Feuvre, Deputy Commander of Larkhill Garrison. He said:

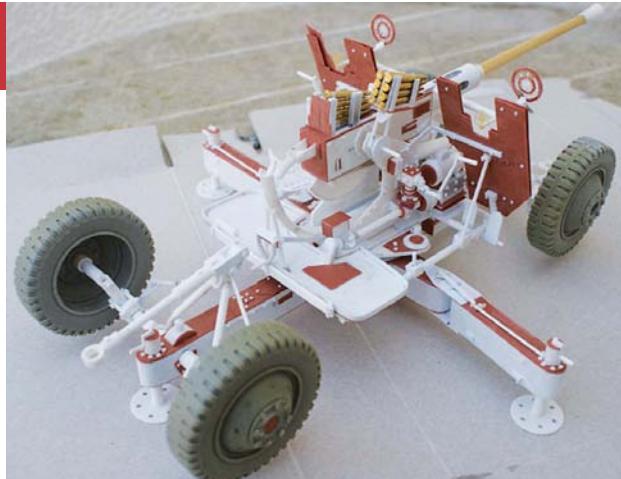
"I'm delighted to be here to watch the railway howitzer set off on this first step on its long journey. It's taken a lot of time in preparation, but it's been worth it."

The railway howitzer will remain in Holland until September 2013 before returning home to the UK to a location yet to be confirmed.

This will be the first of many public displays of this weapon of such historical importance. The Royal Artillery project team are hoping that, after so much effort went in to getting it up to an acceptable standard for the to move to Holland, it can be viewed by the public as was intended when it was gifted to the regiment on its move to Woolwich in 1991.

Scratchbuilt Bofors AA

Dave Tootill, a regular supplier of items to the pages of Up Front over the years and a keen builder of large scale scratchbuilt military vehicle models, has sent in a photograph of his latest project that was recently completed, namely a 1/16 scale Bofors gun. Dave tells us that he used a smaller scale model as the basis of the larger model, scaling up this exceptionally well detailed model in the popular 1/16 scale and constructing it from a wide variety of materials that included the old favourite - plastic sheet, together with plastic and metal rod, tube and an assortment of other materials. I'm sure you'll agree that Dave has done a cracking job with the model, and it's nice to see it before painting so we can appreciate all the work that has gone into the model. Keep up the good work Dave, can't wait to see the next project – Ed.



Yorkshire Wartime Experience...



The Yorkshire Wartime Experience, which is due to be held over the weekend of the 5th, 6th and 7th July 2013, is attracting a great deal of interest, not least because of the rare vehicles scheduled to appear courtesy of local owners. Two of the main attractions already booked in for the event are a 1936 Rolls-Royce Phantom II that was used by Field Marshall Bernard Montgomery during and after the Second World War, and a very rare example of a 1936 Vickers-Carden-Loyd Utility Tractor, which is believed to be the only example of the type in preservation!

For more information about the event check out the entry in Mission Briefing (pages 74-76) or log onto the website, which lists the current vehicles booked in for the event and includes a great many wartime vehicles.

You can find the website at:
www.ywe-event.info/

Replica Vehicles



In response to our article 'Art of Deception' in the last issue, in which we discussed the merits of replica military vehicles, Colin Stone has sent in a few photos of two replica German vehicles he came across at an event in Ireland a couple of years ago. The one is a German Sd.Kfz. 222 armoured car based on a Land Rover chassis (shown top right), while the Tiger tank is actually based on a Transit van (above left)! Colin comments that there will no doubt be those that disagree with these replicas, but adds that surely it's better have a copy of something 'represented' at a show, especially when it comes to increasingly popular battle re-enactments, than not have anything at all?

By coincidence we received another photo from New Zealand courtesy of Pete West showing the latest creation from the local film director Peter Jackson, which is also a full-size 'plastic' Tiger 1 replica (shown right), albeit a bit more convincing and a fully running and weighing a hefty 12-tonnes! I'm sure there will be more feedback on this fascinating subject in the months to come – Ed.

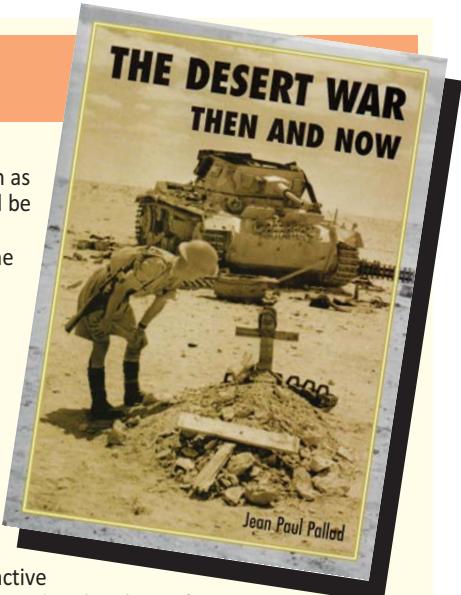


After the Battle

The publishers 'After The Battle' have become synonymous with exceptionally well researched and illustrated books covering a wide variety of subjects, establishing them as a leading exponent of military history reference books that no serious historian should be without. Their latest title 'The Desert War Then and Now' by Jean Paul Pallad (ISBN 9 781870 067775) continues their legacy of supremely detailed books on wartime subjects and in the case of this new title looks at the many epic battles and confrontations to take place in the Western Desert of North Africa over the course of World War Two. The 582-page hardback (with dust jacket) book features over 2,000 colour and black and white photos and maps tracing the history of the region during World War Two, with comparative photos showing the same areas today. While the book commands a hefty price tag of £44.95 (+ £4.80 UK P&P) this stunning work is certainly well worth the investment for anyone with a keen interest in desert warfare during WW2.

Amongst the thousands of stunning images packed between the covers of this heavy tome are a great many featuring the men and machines from all sides involved in hostilities, from tanks and trucks to planes and places and while this isn't intended as a vehicle related title, the amount of military vehicles featured makes it a very attractive proposition to anyone interested in the subject and more particularly the vehicles captured in the photos from WW2. Of course the comparisons between 'then and now' have been the trademark of the After The Battle books for many decades and the way that the author has carefully chosen the 'After' photographs to show the locations as they are seventy years on makes this a fascinating book, offering direct comparisons of hundreds of locations captured in photos during the war. The book follows in the footsteps of some equally impressive titles in the 'After The Battle' range and it doesn't disappoint, offering a remarkably detailed account of the many actions to take place in the Western Desert of North Africa in both written and pictorial terms. It's not a book to read in a few days, this is going to take some time to read and inwardly digest to get the most out of it, but will undoubtedly become a 'bible' on the subject that is used and referred to for many, many years to come.

The book is available from all good book shops, or direct from the publishers, see their website at: www.afterthebattle.com



Dremel Creative and Practical

Dremel has upgraded and replaced its old Dremel 300 Hobby Series tool with its brand new Dremel Hobby 3000 tool and Hobby Kit. Aimed specifically at hobbyists and crafters, it adds value to any detailed or creative project. At only 0.55 kg, the Dremel 3000 Hobby tool is set to become the most popular all-round corded multi-tool for hobbyists and crafters.

This new tool offers a more comfortable soft grip for reduced vibration and better control and has an innovative EZ Twist Nose cap. With this feature there is no need for a wrench to tighten and loosen the collet when changing accessories. The wrench mechanism is automatically integrated into the nose cap of the tool. It is the ideal tool for hobbyists and crafters who like to carry out detailed tasks, such as cutting, sanding, polishing, grinding and engraving, whether occasionally or regularly.

It has fully variable speed settings (10,000 – 33,000 rpm) to match the hobby or craft application, powered by a 130W motor for optimal performance. And it has been designed to fit perfectly into the hand because of its ergonomic design. The Dremel multi-tool accessories are suitable for decorative, as well as practical projects, such as, engraving pots, jewellery making, customising furniture and so on. This versatile multi-tool will be a truly helpful addition to the crafter or hobbyists tool box.

The new Dremel 3000 Hobby Kit offers great quality at an affordable price comprising a Dremel Hobby 3000, 25 high quality Dremel accessories for polishing, cutting, sanding and grinding, a Detailer's Grip for optimal control, and a soft bag to hold everything. Additionally, there is an integrated hang hook for hanging the tool up when not in use, replaceable brushes and a helpful DVD packed with information.

The new Dremel 3000 Hobby Kit costs £54.99 and is available from www.tool-shop.co.uk and www.amazon.co.uk



New Exhibition - Iraq Photographs by Sean Smith

Marking ten years since the start of the Iraq War in 2003, a new photographic display by award-winning British war photographer Sean Smith will be unveiled at WaterWay Gallery IWM North, part of Imperial War Museums, in Manchester. The exhibition runs from 9 March 2013 until 2014.

Smith has documented the war in Iraq for The Guardian newspaper since 2003. The display will reveal previously unpublished photographs, on public display for the first time, alongside Smith's better known images from The Guardian's coverage from Iraq. IWM North presents photographs by Smith taken before, during and after the Iraq War 2003. Two powerful, free displays – both inside and outside IWM North - focus on how war has shaped the lives of ordinary Iraqi people.

Smith's photographs in this display reveal the collision of two worlds where local civilians and military personnel were forced to

co-exist. The story of a complex relationship between military and civilian communities - sometimes touching, sometimes tragic - is told through Smith's own words and images.

Up to 30 dramatic photographs will be displayed in IWM North's WaterWay Gallery, alongside photographs exhibited on a larger scale than ever before, in unique five metre high frames outside IWM North, showing his work in unprecedented detail.

The anniversary will also be marked at IWM London from October 2013, exploring the cost and complexities of modern conflict through photographic exhibitions by British photojournalist Mike Moore and Lee Craker, a United States Command Photographer in Iraq 2008 – 2011.

Find out more at iwm.org.uk or connect with IWM North on: facebook.com/iwm.north or on twitter @I_W_M #IWMNorth

New from Key Publishing Dambusters

Key Publishing is pleased to announce the launch of RAF Salute: Dambusters, a new magazine special commemorating the 70th Anniversary of the legendary Dambusters raid.

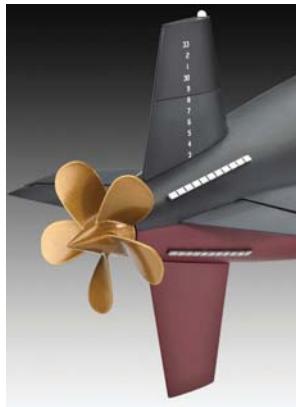
This 100-page publication pays homage to the crews, engineers and tacticians who made the 1943 raid possible and examines the key personalities, the Upkeep 'bouncing bomb', the Lancaster aircraft and the mission itself. It also traces the post-1943 history of 617 Squadron 'The Dambuster', including its wartime precision raids through the Vulcan era to the present, where it continues to forge an innovative role at the heart of RAF operations.

RAF Salute: Dambusters is a must-have reference for all enthusiasts of military aviation and World War II history. Available now for just £4.99 from WHSmith, Sainsbury's and leading newsagents. Alternatively, order your copy from www.keypublishing.com/shop

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Revell 1/72 Skipjack Submarine



The latest release in Revell's large-scale submarine and naval range (previous releases being the German Type VII U-Boat in two variants, the US Gato Class Submarine and the re-released Flower Class Corvette) is another US Navy subject, namely the Skipjack Class nuclear attack submarine, which was introduced to the US Navy in May 1958. This is a pretty big kit, building into a very nicely detailed model that measures over one metre in length and comes with a small selection of photo etch detailing parts for the fine

vent panels and decals and painting instructions for all six of the Skipjack Class, which offers the builder a choice of colour schemes.

The kit comprises of just sixty pieces with the mouldings themselves supplied in pale grey plastic featuring crisp, engraved panel lines and a very good fit. The main hull itself is built up from just four large sections, with the additional rudders, planes, propeller and sail (conning tower) etc. added to the main hull, with a number of. Given the simple design of the original

submarine (which is a lot less complicated than the older wartime submarines), and the lack of parts in the kit, it will no doubt make this an easy kit to construct and would therefore be suitable for less experienced or younger modellers.

Of course with this being such a large model, there's the opportunity to convert it to an RC model, just as others have with Revell's earlier large-scale submarine and ship models, or if you wanted you could use it as the basis of a conversion to the larger Skipjack-based George

Washington Class submarine that was basically a Skipjack submarine with a 130-foot missile compartment added to the middle of the hull.

All in all this is a great model and while it's not a military vehicle, will definitely appeal to those with an interest in 'Military Machines' and specifically submarines. The rrp in the UK is £69.99. Revell model kits are available from all good toy and model retailers. For further information visit: www.revell.eu or email: ukbranch@revell.de

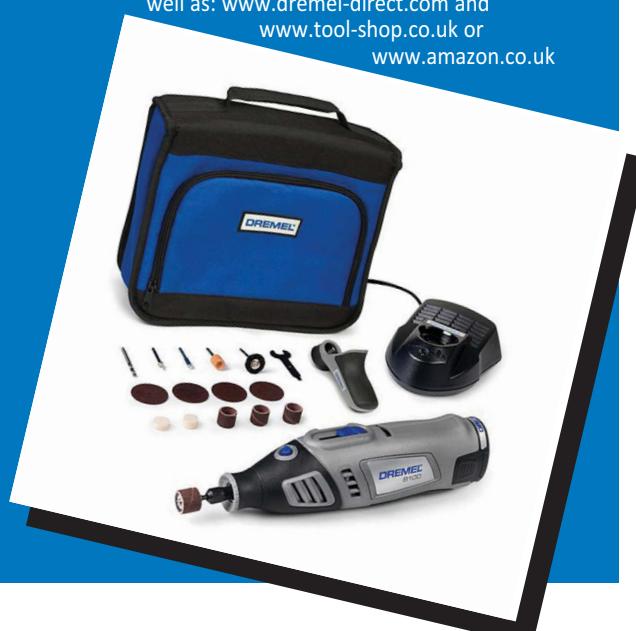
Spring Launch for the New Dremel 8100 Cordless

This Spring, get all your detailed tasks done quickly and easily with the new cordless Dremel 8100. Dremel has responded to consumer demand for a cordless tool that does not stall easily, charges quickly and has a long run time. It is also compact, comes complete with easy accessory change, works with all the Dremel accessories in its extensive range and is great value for money.

The Dremel 8100 is perfect for making fast precise cuts and for controlled sanding with a high-quality finish. Its grinding and sharpening abilities ensure fast material removal and the ability to grind in tight spaces. The Dremel 8100 also makes short work of rust removal and other cleaning and polishing tasks and is able to reach into really tight areas.

The Dremel 8100 has a powerful 7.2V motor for optimal performance, variable speed (5,000 – 30,000 rpm), comfortable handling and great control along with Dremel's innovative EZ twist nose cap, which ensures that no wrench is needed when changing accessories. The tool's soft grip provides for reduced vibration and better hold. The removable battery pack (7.2V Li-ion 1.3Ah) guarantees fast charging with a one-hour charger. And importantly, the Dremel 8100 has been engineered to ensure no nuisance tripping: i.e. the tool does not shut down if you stall it.

A generous kit makes the Dremel 8100 excellent value for money at £79.99 including VAT. Available from DIY Shops, as well as: www.dremel-direct.com and www.tool-shop.co.uk or www.amazon.co.uk



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Bussing Trucks

TIM GOSLING LOOKS AT THE MILITARY TRUCKS PRODUCED BY GERMAN COMPANY BUSSING DURING WORLD WAR ONE

Born in June 1843 Heinrich Bussing was the eldest son of a village blacksmith. It was only natural that he would enter the black-smithing business and he later described his fathers workshop as the "best teaching facility" available. At the age of 18 he realised that the future in engineering extended beyond that of the rural black smiths workshop so he travelled and put

himself through College. He founded the first Bussing factory in 1869 where he made bicycles. Four years later and with the benefit of Jewish financing he very successfully started making railway signalling equipment. By 1903 and now at the age of 60 he set up a new Company in the town of Brunswick and started manufacturing commercial Vehicles. Heinrich selected as an emblem for the Company the "Brunswick Lion" a bronze statue dating from the Middle Ages and which stood in the old city. The enterprise proved to be quite successful and in the same year they sold their first vehicle a two-ton truck powered by a two-cylinder engine and in the following year they produced a 12-seater bus.





TOP LEFT: to the left of the Bussing is a truck built by NAG, a company taken over by Bussing in 1934.

TOP RIGHT: captured by the US Army this Bussing was put to work to help alleviate the shortfall in trucks.

MAIN PHOTO LEFT: towing a rather unusual trailer, this Bussing carries the Imperial German eagle emblem on the radiator.

BELow: Austrian troops with the lighter Bussing II truck. The chassis and spring arrangements are the same as the Bussing III.

"The German Motor Corps was expanding quickly and Bussing must have attracted their attention."

The internal combustion engine was very much in its infancy and in October 1905 the German automobile Club organised commercial trials in order to compare the products of different manufacturers over a journey of approximately 500Km. Initially there were only fourteen entrants including a 3.5-ton bus entered by Bussing. In order to make up the numbers, the military transport department from Berlin entered two six ton Daimler vans. With them came a large number of military observers all no doubt very interested to see how the different vehicles would do. Only one of the 16 vehicles failed to complete the course which Heinrich was no doubt very pleased to see was not his.

SUBSIDY TRUCKS

Bussing performed very well in subsequent trials, receiving gold medals in 1907 for the two vehicles entered that year. The German military were beginning to take notice and in March 1908 the Prussian Transport service took delivery of a Bussing truck and a bus with a further four Bussing trucks to be delivered shortly after that. The German Motor Corps was expanding quickly and Bussing must have attracted their attention. In 1910 they approached Bussing and tasked the chief engineer Willy Staniewicz to lay out the specifications of a standardised military truck which could also be built



BUSSING TRUCKS

These look to be Austrian troops with a Bussing. Interestingly the name Bussing is not cast in to the radiator top tank.



by other manufacturers. This design would qualify for a subsidy when purchased by private owners on the basis that it would be maintained in good condition and could be impressed by the military in time of war. The qualifying lorries were known as "Subventionlastwagens" and this system would be analysed and copied by the British War Department when they introduced their subsidy scheme. Bussing developed several trucks for the military from a medium 3-ton "Type II" to the enormous KZW1800 artillery tractors. But it was the

heavy 4-ton "Type III" subsidy truck which would be their most numerous and successful vehicle. In December 2011 a Type III completed a very public test trial of 1,220 miles before being formally accepted into the subsidy scheme. Foreign journalists were invited to examine the vehicle. One British journalist commented that the total width of the lorry was 6 feet and 7 inches, with the distance between the rear wheels being just 5 feet. The reason for selecting this width was candidly given as being so that it could run on French mountain roads, although he did say in the next sentence that the German subsidy lorries were for protection purposes only! His overall opinion of the lorry was that the controls were well laid out and that the cab provided excellent protection for the driver against the weather. He was a little concerned about the lorries' tendency to slide down icy slopes, but that was probably more likely down to the driver's technique rather than being the fault of the lorry itself.

Although the Germans had identified the value of the subsidy scheme they were very slow in obtaining take up by private users. In 1912 just 120 lorries from 21 different manufacturers were purchased under the scheme. Bussing was jointly one of the most popular manufacturers with 16 of their trucks being

"...the chassis was made from pressed

ABOVE: British drivers would have been jealous of the Bussing "all weather" cab.

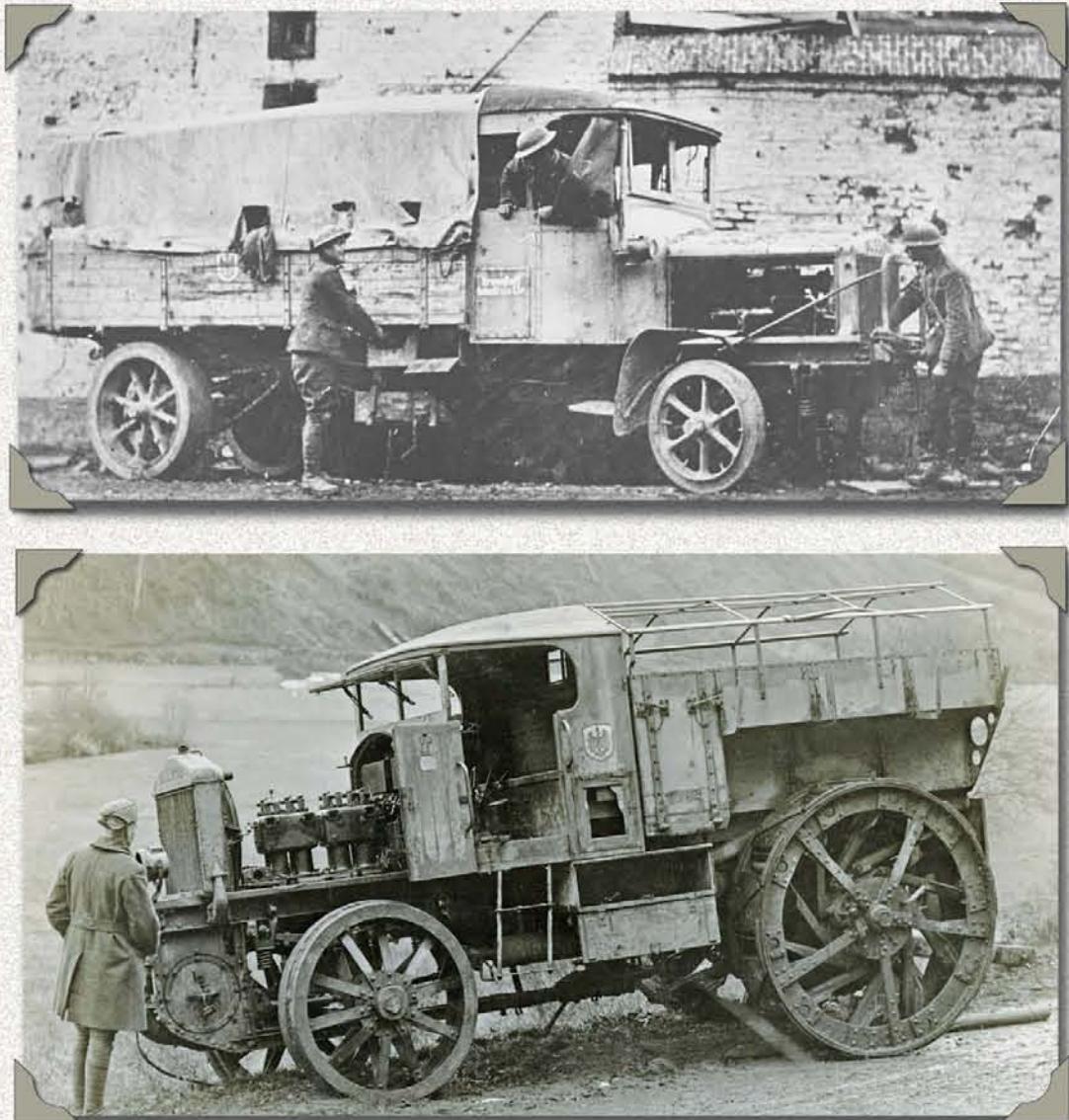
BETWEEN: in the service of the Austrian army is this Bussing IIIA. It demonstrates the operation of the subsidiary springs on the front axle very well.



purchased. The following year saw a small improvement with 160 more lorries joining the scheme of which 18 were manufactured by Bussing.

The Austrian military had been looking for a new heavy truck as complaints had been made to their Government about the destruction done to Austrian roads by military vehicles. The lighter and narrower Bussing III was ideal and orders were placed for them from 1912. This cemented an already strong relationship as in 1907 Bussing had married the daughter of Anton Fross (a wealthy Austrian industrialist) and from 1915 Bussing trucks were made under licence by the company of Fross. These were identical except that the radiators now carried the name "Fross-Bussing".

Probably the most striking features of the Type III are the large subsidiary springs, which are linked to the shackles on each end of the main springs. This design feature featured in all of the Bussing military vehicles and allegedly provided smoother running and fewer spring breakages. Another feature which was common to Bussing trucks (and to the US built White trucks) was that the chassis was made from pressed steel channel with the flanges facing outwards. Fitted with a 35Hp engine manufactured by Hansa Lloyd, power was delivered from the gearbox (containing the

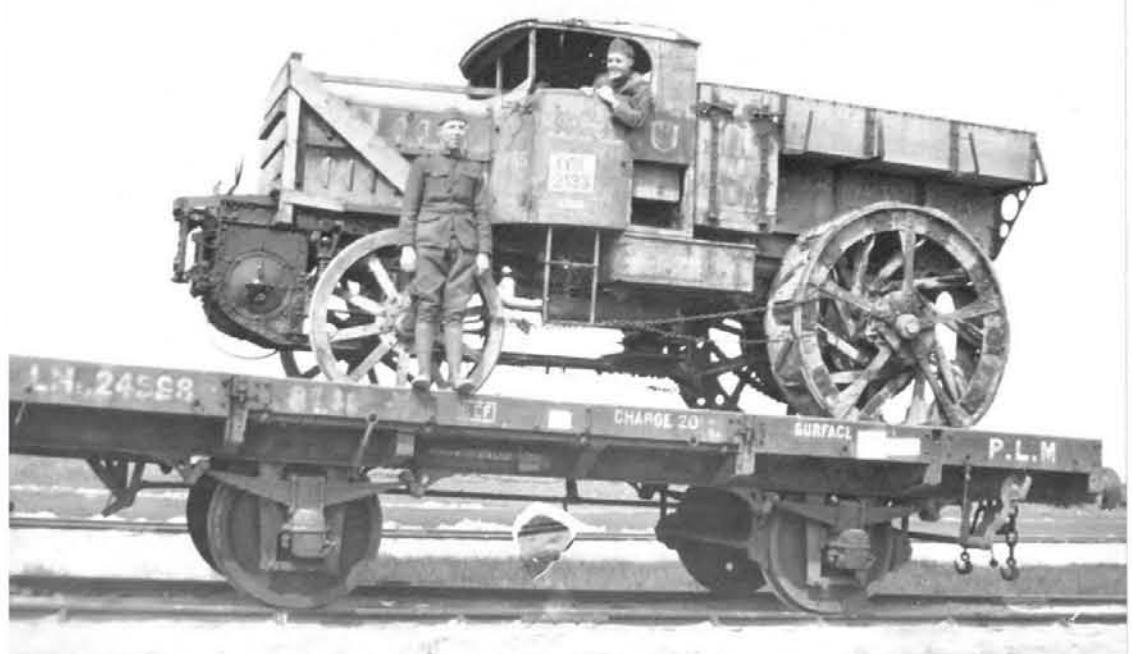


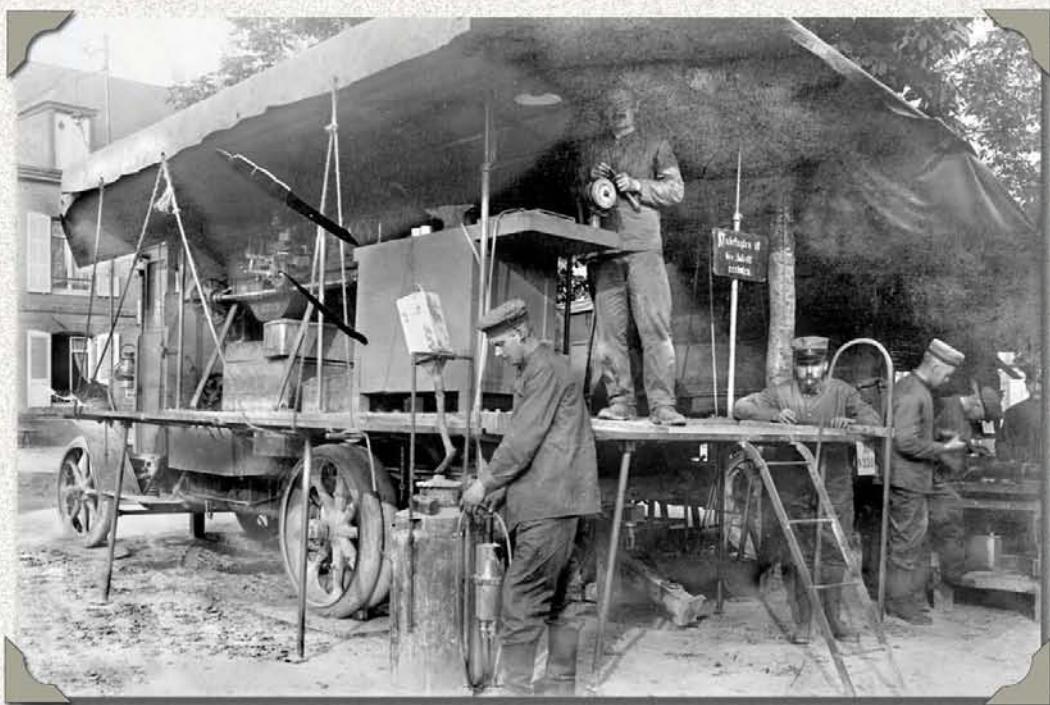
steel channel with the flanges facing outwards..."

TOP RIGHT: American troops having great fun playing with a captured Bussing III.

ABOVE RIGHT: this immense Bussing KZW stands abandoned by retreating German troops. It appears that the engine has been partially dismantled with components placed on the cab floor.

RIGHT: destined for the Aberdeen Proving grounds this Bussing has had the radiator temporary protected by a wooden guard.





differential) to chains running to sprockets on the inside of the back wheels. The lorry was fitted with an impressive and sprung tow hitch and had been designed to tow this fully loaded up a 1 in 7 hill at normal speed.

In September 1918 a Type III was captured by the 2nd Canadian Division at Vimy Ridge. After taking a rather long and convoluted journey it was eventually put up for sale at Government auction at Bingley Hall near Birmingham where it was sold for just 35 Guineas. The new owners examined the vehicle in detail and it was later described as very workable, efficient and was probably the best lorry coming out of Germany.

HEAVY TRACTORS

You cannot help but be impressed when looking at the Bussing heavy tractors. These monster trucks only came into production mid way through the war when the military realised that transportation other than horses and railways would be required to move their big guns. Due to shortages of materials and skilled



labour only a few hundred of these were built by the end of the war. The 4-cylinder 80Hp engine was mounted very high, which would have made it exceptionally difficult to hand crank. To make it easier the designers fitted two sprockets and with a short length of chain allowed it to be started from a more agreeable height. With first hand experience at hand cranking a 40hp engine I dread to think how difficult it would have been to hand crank an 80hp engine! Another interesting feature was that in order

TOP: a rare view of a Bussing fitted with a mobile workshop body. There is no evidence of an auxiliary engine so the lathe is probably powered by the truck engine.

ABOVE: British Prisoners of War have just loaded this Bussing II with sand.

BETWEEN LEFT: looking a little the worse for wear this Mannesmann Mulag was one of the first companies to be taken over by Bussing.

"You cannot help but be impressed when looking at the Bussing heavy tractors..."



to improve capability off road, retractable metal spuds were fitted within the rear steel wheels and which would be engaged by the power of the engine.

At the front of the Bussing and looking a little like an after thought was a large winch and drum of cable. It seems that the designers were anticipating that the tractor was going to get stuck at some stage despite the enormous rear wheels. Photographs of the Bussing tractor indicate three distinct body types. Wooden for carrying the gun crew and ammunition, a rather complicated hoist system which combined with a four wheeled trailer would actually carry a gun suspended between them and finally two large couplers (looking like hydraulic cylinders) to tow larger guns.

TAKEOVERS AND MERGERS

Bussing survived the war and the depression which followed, but with the demand for new trucks drying up the company introduced a production line system to reduce production costs. Still run as a family business, Bussing started buying up their competitors, all of whom had previously manufactured lorries for the German army during the war.

The first to go was Mannesmann-Mulag in 1928, followed by Komnick in 1930. In 1934 came Neue Automobil Gesellschaft (or NAG as it was more commonly known) who had previously purchased both Presto and Dux. Bussing Nag as it was now known went on to produce a range of armoured cars and trucks for the German military during the Second World War.

In 1971 and faced with bankruptcy, Bussing was taken over by their main competitor MAN and their products were initially termed MAN-Bussing, but by 1974 the name Bussing was dropped altogether. In 2007 the British army took delivery of their first MAN trucks. Interestingly, the logo carried by all the British army MAN trucks is the "Lion of Brunswick", the original symbol selected by Heinrich Bussing for the Bussing Company over 100 years before.

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ANGMERE 2013

CHILEAN SHERMANS

Pt.2

A Chilean M50 Sherman seen on exercise in the Atacama Desert.

1

An M51 exercising in the desert, the turret was commonly positioned facing backwards while operating on the dunes to avoid the barrel hitting the ground.

2

An M51 Sherman fitted with an RKM mine sweeping system.

3

Having operated a small number of M4 Sherman tanks for more than 25 years, the Chilean Army replaced them with the M51 in 1981, later followed by a batch of M50, which became the main tank of the force until the end of the nineties.

The seventies were very difficult years for the Chilean Army, in major tensions with its neighbours, Argentina and Peru, with which the country had ongoing border disputes and almost resulted in total war. The main problem for the ground forces was that the tank force was very small compared to those of the Peruvian and Argentine armies, having only 50 M41, 12 M4 Sherman, a similar quantity of M24 Chaffee and 83 Engesa EE-9 Cascavel reconnaissance vehicles against about 96 Argentine modernized Shermans, 100 Sk-105 Kurasier and 80 AMX-13 and 146 Peruvian T-55s, 90 AMX-13 and 18 Shermans.

It was clear for the Chilean Army that they urgently needed reinforcements and the government started to look at a number of options, but due to the human rights violations accusations against Chile, the US and the British governments were not willing to sell tanks to the country, while their politics against communism led them to avoid the USSR, so other sources were somewhat limited.

In 1979 a first contract was signed for 36 AMX-30B tanks and two AMX-30D recovery vehicles with the French government, but after the first shipment of 19 tanks and the two AMX-30D was delivered, the new

SANTIAGO RIVAS CONCLUDES HIS ARTICLE ON THE VARIOUS SHERMAN TANKS TO HAVE BEEN USED BY THE CHILEAN ARMY

MAIN PHOTO... ▼

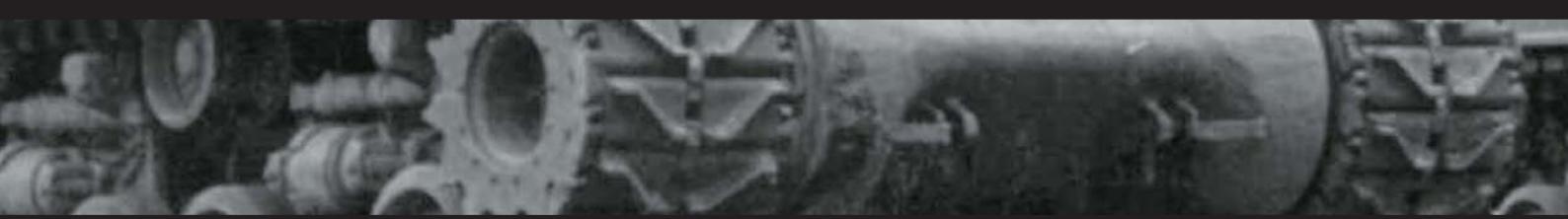
Chilean M51 Shermans with the Israeli instructors photographed just after the arrival of the tanks in Chile.





2

3



Shermans on Exercise...



PHOTOS...

LEFT: M51s firing during training exercises in the desert whilst undergoing training on the Shermans.

BELOW CENTRE LEFT: Chilean M51 Shermans pictured in the Atacama Desert, a favourite training location for Chilean military vehicles.

BELOW LEFT: Chilean M50s and two Mowag 6x6 armoured vehicles armed with mortars, one with an anti-aircraft gun and one equipped with radar.

BOTTOM: A full cavalry regiment advancing at speed, with no less than twenty-three M51 Shermans seen in the photograph together with 6x6 Mowag vehicles for command, mortars and air defence and motorbikes for reconnaissance.



French government decided to veto the delivery of the following batch, so, despite the new tanks being modern compared to their existing tank fleet, the quantity was still very small, however, this was compounded by the fact that at the same time Argentina began to receive the new, locally built TAM medium tanks. This situation forced Chile to keep on looking for options and after failed negotiations in Morocco for a batch of second hand AMX-13, a commission was sent to Europe in 1980 headed by Major Winston Cock to negotiate tanks with 105mm guns capable of matching the Peruvian and Argentinean tanks. Following intense discussions a contract was eventually signed for 50 Steyr Kürasier tanks and 2 Greif recovery vehicles but once again the Austrian government decided to veto the sale shortly after the agreement was made.

"The M51 was an M4A1 modified in Israel with a 105mm main gun..."

SHERMAN M51

With very few options remaining, the Chileans eventually received an offer of 150 ex-Israeli Defence Force M51 Sherman tanks equipped with 105mm by the company Nimda. Despite the intention of the Chileans to buy just 100, they decided to accept the whole package comprising of 150 tanks with 500 rounds of ammunition each, two 7.62mm and one Browning 12.7mm machine guns per tank, spares and training. By March 1980 the contract had been signed and deliveries of the tanks started soon after.

The M51 was an M4A1 Sherman tank modified in Israel with a French 105/44 mm Modèle F1 gun using the turret of 76mm gun armed Shermans and with Cummins VT8-460 diesel engines and HVSS suspension, of which the first prototype was shown for the first time in 1965. The increased weight reduced the speed of the tank, but the new gun made it much powerful and effective against modern tanks and was successfully used during the Six-Day and Yom Kippur wars against tanks like the T-55, which was in use by the Peruvians, so, despite of their age,



PHOTOS...

LEFT: an M51 Sherman with its crew posing for a photo.

BELOW LEFT: another M51 Sherman photographed during the late eighties in the area of central Chile.

BELOW RIGHT: an M51 Sherman exercising during operations in the Atacama Desert, a favourite haunt for Chilean military vehicles.



ABOVE: a Chilean M50 Sherman tank on the desert of Northern Chile. The 60mm gun is clearly seen.

ABOVE LEFT: an M50 Sherman photographed during training in the Atacama Desert shortly after the Shermans arrived in Chile from Israel.

FAR LEFT: an M51 Sherman pictured during the late eighties in the area of central Chile favoured for training.

LEFT: a rare photograph showing a cast hull M51 Sherman tank exiting from a Chilean Navy LST.

they were considered appropriate as a stop gap solution until something more modern could be bought.

After being examined by the Chileans some guns were replaced as they were had already fired over 1,000 shots, and some of the wheels and other small components were changed too. Despite the radios being delivered in poor condition, some of them were put into service after they arrived in Chile. The first batch arrived to Valparaiso harbour in Chile, on January 1981, followed by the remaining vehicles a month later and all were taken to Fuerte Arteaga at Peldehue, near Santiago.

The quantity of tanks increased the Chilean Army tank force considerably, necessitating the training of new crews and personnel destined for the Infantry School with the training being carried out by Israeli instructors. With the introduction of the new Shermans the use of them on the battlefield

was reviewed and platoons were reduced from five to three tanks, with other changes in the operation also introduced. Also, on April arrived the new AMX-30, increasing more the power of the force.

UNIT OPERATION

The first unit to receive the new Shermans was the Regimiento de Caballería Blindada No.10 "Libertadores" at Peldehue, who received 15 tanks, with others destined for the Regimiento de Caballería Blindada No.9 "Vencedores" in Arica (30 tanks), the Regimiento de Caballería Blindada



which was already slow and following delivery they experienced a great many problems and failures with the tanks due to their poor condition.

From 1990 onwards, the Proyecto T was developed, which saw around one hundred M51s and the M50s receiving a new Detroit Diesel 8V71 engine with after cooler system and new radiator, but the speed was reduced more because of problems on the transmission and the new engines had greater fuel consumption.

The poor condition of the tanks was evident through the nineties and the quantities in service began to decrease dramatically so when in 1997 the Chilean Army was able to buy a batch of 39 second-hand AMX30B2, they started to replace the M51s at Punta Arenas. When in 1998 a total of 202 second-hand Leopard 1V were purchased from Holland, the fate of the Shermans was sealed, and when the Leopards began to arrive by January 1999, they quickly replaced the older tanks.

Six M51 and two M50 were kept in service at the Destacamento Blindado "Vencedores" in Arica until 2004, but by 2005 only one 2005 was being kept operational as historical vehicle, most of the others were scrapped and many were used as targets on firing ranges, but a few were preserved.

"The poor condition of the tanks was evident through the 90s..."

PHOTOS...

TOP: one of the last M50 to see service in the late nineties. Note the modified radiator with an extra part installed on the rear of the vehicle after the Detroit Diesel engines were installed.

ABOVE: a sole M51 is now in use with a private owner, without the turret and wearing a special, non-military paint scheme.

No.6 "Dragones" at Punta Arenas (60 tanks) and the Regimiento de Caballería Blindada No.8 "Exploradores" in Antofagasta (30 tanks), while a few of that unit were used by the Escuela de Caballería Blindada and for some time they also served with the Regimiento de Caballería Blindada No.4 Coraceros at Viña del Mar (15 tanks). After the training was finished, they were used immediately in exercises to have the units fully operational.

Two years after their arrival the Israeli company Nimda offered the remaining spares for the tanks, which the Israeli Army still had, including searchlights, more ammunition and the RKM mine sweeping systems. They also offered a batch of 46 M50 Sherman tanks with the new IMI high velocity gun of 60mm, which was being installed on the Chilean M24 at the time. The tanks were delivered with 20 Mack

Destruction...

An M51 Sherman tank pictured here on the firing range after being used as a target by the Leopard 1V tanks that replaced it in the early 2000's and shown here beside the Sherman complete with crew members.





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Colin Stone looks at some of the many vehicles currently in use with UNIFIL

An Irish Piper plays a lament for 4 UNTSO personnel killed during an Israeli artillery bombardment in 2006 of Kham Prison while a Lebanese Army Hummer provides local security.

UNIFIL IN LEBANON

The current strength of the UNIFIL deployment is roughly 13,800 personnel drawn from a total of 36 Troop Contributing Nations. The mission is governed by UN Resolution 1701 under Chapter Six of the UN Charter. It is unfortunately not the first time that the United Nations has been involved in this tortured land. Troops first deployed to Lebanon as observers in 1958 as part of United Nations Observer Group in Lebanon (UNOGIL). For many years prior to this Lebanon and its capital Beirut were seen as a beautiful destination for a holiday and were often referred to as the Paris of the Middle East and were it not for its political location we might be holidaying there rather than other parts of the Mediterranean. The UN and the rest of the world has not been

able to solve Lebanon's internal and neighbouring strife for some of the regions most powerful and well equipped armies are not afraid to cross Lebanon's borders.

UNIFIL has never had it easy with the Israeli's claiming that they were sympathetic to Hezbollah and the Lebanese of different factions claiming that UNIFIL never did enough to halt Israeli artillery bombardments and cross border incursions and occupations. Without support from both sides UNIFIL has always had an uphill battle on its hands. Because the usual powerhouses of the world are not welcome in Lebanon it means that vehicles that are rarely seen from some smaller nations tend to turn up on these UN deployments. It also brings localised customs such as the



"UNIFIL is not all about front line troops and armour manning barracks and barricades..."

Indians bringing yoga to their area of operation, while the Irish have left their particular Irish accents on the local Lebanese population, which has caused a few raised eyebrows!

Due to the length of time that some countries have deployed to certain areas, very close bonds have formed between the Lebanese and UNIFIL troops. Civilian Lebanese were delighted to see the troops return in 2006 such was the bond between the locals and their garrisoned UNIFIL troops due to the protection they offered and benefits that the troops brought to the local economy.

UNIFIL is not all about front line troops and armour manning barracks and barricades but rather it is about returning Lebanon to a stable footing. Many of the troops have engineering tasks and this shows in some of the equipment to be found deployed

there. Much of the infrastructure was destroyed by Israel during the 2006 conflict and has led to this being one of UNIFIL's priorities to rectify. For instance, topographical troops have been sent from Hungary to help map a country that is constantly changing that it allows engineering troops to accurately assess the situation before construction commences.

DEADLY FOE

Another important engineering aspect is that of mine removal. A massive and ongoing effort has been launched by the UN to rid Lebanon of these indiscriminate killers, which has resulted in many UNIFIL and indeed local civilians still being killed, and the UN alone has suffered over 250 casualties from various factors since they first set foot in Lebanon.



TOP LEFT TO RIGHT: South African made Casspir is still the standard by which other mine protected vehicles are measured; Land Rover 110 pickup of the MP detachment; the Finnish Sisu XA-180 APC which has given stalwart service since its introduction to UNIFIL in the 1980's.

ABOVE: Sisu E13TP 8x8 of Finbatt will win few beauty pageants but has a useful payload of 20-tonnes and the Spanish URO, a Hummer like truck.
BELLOW: the Iveco LMV has seen use with the Belgians and Spanish detachments. These are the Belgian models.



ARMOURED PERSONNEL CARRIERS

FAR RIGHT: a KMW Dingo II with the armoured glass covered to protect it from the sun's effects while the weapons station is covered to protect it from dust.

RIGHT: Irish Defence Forces Mowag Piranah III showing heavy exhaust staining to its once pristine white paint. Note the mandatory UN flag.



"The UN has learned the hard lessons from previous deployments..."

LEFT: Belgian Dingo ambulances have been deployed to provide protection to medics and casualties from the hidden land mine menace.

BELLOW: notice the mix of tyre patterns, the high body position and the V shaped hull and the lack of a spare tire over the rear wheel on this Casspir.

The UN has learned the hard lessons from previous deployments where they just deployed troops adhoc. Today's UN uses a fully integrated model with all arms being brought to the fore. The UN now also contains a naval force that allows the eastern Mediterranean to be free of arms smugglers and also keeps Israeli gun boats on their side of the border. The French Air Force has also flown the flag over Beirut on a few occasions more to keep the Lebanese factions in check as they could easily destabilise the situation, however, it is interesting to note that UNIFIL has no air defence as they are wary of antagonising the Israeli's.

Roads in Lebanon are brutal in the extreme and vehicles suffer accordingly. Tyres are also a heavily used item and the fitters are kept busy at all times. Vehicles also tend to fly the UN flag in an effort to protect them from hostile fire, but many vehicles arrived in a rush in 2006 with the step up in operations and arrived in camouflage paint schemes. This was quickly remedied and many local painters were employed to paint participants vehicles on the dockside.



UNIMOGS...

BELOW: Unimogs serve with many peace keeping nations and this one provides support to Belgian de-mining teams seen in the background.

BOTTOM: Belgian U1550L mine clearing Unimog with low roof shelter and anti-riot mesh over any areas that may be susceptible to rioters.



The vehicles suffer quite badly from the sea salt on the journey to the country and when painted locally they tend to chip and show up their original colour scheme after serious hardship.

The other thing that people might not realise is that during the winter the conditions, and in particular snow, can be an issue and therefore vehicles can often be seen with snow chains hanging from lockers or chassis while not in use, but are essential for operations in the area.

INCREASED PROTECTION

Another notable difference between the first troops deployment and the current rotation is the fact that even the most mundane vehicles are now armoured. Troops heading for R&R are bussed in armoured vehicles as are staff officers' cars. Roadside bombs or IED's (Improvised Explosive Devices) as they have now come to be known as, have caused numerous casualties and uparmoured vehicles have become commonplace in the



TOP LEFT: Finnish Mercedes G-Wagen ambulance fitted with an engine pre-warmer to allow immediate deployment that allows quicker reaction times to casualties. It is also fitted with siren and blue lights within the bull bar.

LEFT: here we have a pair of Finnish armoured Mercedes G-Wagens fitted with raised air intakes, a range of ECM devices on the roof, winches and night vision lamp, but note the two vehicles have different pattern winches and bull bars.



"The UN is often caught in artillery bombardments..."

TOP LEFT: very capable and robust Italian manufactured Iveco M205.37 6X6 10-tonne flatbeds fitted an applique ballistic kit serving with the Belgians in Lebanon.

TOP RIGHT: the Belgian Volvo N10 is an old design but it still a very capable recovery truck.

ABOVE LEFT: Finnish Sisu is based on the cab of the Renault Premium cab and comes with a Hiab crane behind the cab.

ABOVE RIGHT: a Belgian Volvo N10 box body General Service truck, an old design but very reliable and useful.

RIGHT: Belgian Leopard 1 ARV is used on engineering tasks where an unarmoured vehicle would be susceptible to land mines.



CONSTRUCTION...



LEFT: Italian Army Iveco rough terrain crane prepares camps for the returning peacekeepers.

BELOW: a number of vehicles are used purely for construction purposes, such as this New Holland LM1345 used in the construction of camps and loading logistical vehicles.

BOTTOM LEFT: UN Truce Supervision Organisation Toyota Land Cruiser, which is one of the most recognisable symbols of the UN worldwide. The location is Kham Prison.

BOTTOM RIGHT: the Iveco LMV armoured vehicle is used by a number of countries, including Belgium as shown here.

most recent deployment. The UN is often caught in artillery bombardments and as a direct result large quantities of construction equipment are always to hand to allow the reconstruction of damaged buildings and the roadside infrastructure to take place immediately. Water is also a valuable commodity that has to be catered for and most nationalities have the special requirements for water bowsers to draw water for all their operational and day-to-day needs. Hopefully, with the help of the UNIFIL presence, one day Lebanon will be brought back to a

pre war footing and it might become the Paris of the Middle East once more, but in the meantime the many and varied military vehicles to be found there still interest military enthusiasts and with luck this article will go some way to satisfying that interest.

A big thanks to RSM Mick Dillon for providing us with his 'holiday snaps' for use in this article.



Francophile...

SHAUN CONNORS TAKES A LOOK AT ACMAT, ONE OF AN EVER-DECREASING NUMBER OF COMPANIES THAT OFFERS A RANGE OF TRULY MILITARY-DEDICATED VEHICLES . . .

For in excess of 45 years, ACMAT's (Ateliers de Construction Mécanique de l'Atlantique) durable and robust VLRA (Véhicule de Liaison, de Reconnaissance et d'Appui) has served the world's most demanding armed forces in some of the planet's most hostile terrain. The history of this now-iconic vehicle traces back to 1948 when the company's founder, Mr René Legueu, started a business improving the durability/reliability of mass-produced trucks destined for use in harsh operating environments.

The origins of the VLRA trace to the VCOM (Overseas Combat Vehicle) launched in 1961. The VCOM immediately attracted the attention of French forces in Africa, these having a pressing need for a durable long-range vehicle with a decent payload. Under Mission Fennec, the VCOM demonstrated during tests in Chad and Mauritania that it possessed all of these attributes, and more. Following these tests, between 1963-1964 ACMAT's predecessor (ALM) supplied a batch of 193 VCOM to the French Foreign Legion in Djibouti.



This VLRA is almost certainly operated by French special forces. Examples with slightly different configurations have also been seen.

SIX WHEEL DRIVE...

BELOW: VLRA TPK 6.40 (6x6) double-cab gun tractor (left) and VLRA TPK 6.50 SM3 (6x6) 22-seat multipurpose vehicle (right).



ACMAT was established in 1965, and in 1967 as a direct successor of the VCOM, the VLRA was introduced. ACMAT states that since VLRA production commenced at its Saint Nazaire factory around 12,000 examples have been supplied to at least 48 countries on five continents. The company also quotes 93 per cent of sales as export, the vast majority of these to Africa, the sub-Saharan region and other harsh operating environments.

ACMAT has traditionally thrived on regular and almost guaranteed repeat orders from what are some of the world's poorest countries, which whenever they can afford to, purchase relatively small quantities of a product they know to be durable and reliable, however, some surprise users from more temperate areas include the Special Forces of Sweden and the UK...



VARIANTS

Over 80 assorted variants of the VLRA have been available, these having various wheelbases and payload ratings, and including armoured versions, tactical, logistic and specialised variants such as shelter carriers, tankers and ambulances. The VLRA is also available in 6x6 configuration, and commercial production supplies a variety of specialist non-military users, for example oil companies and numerous French fire brigades.

The keys to the success of the VLRA are its overall design simplicity, range commonality (up to 80 per cent) and long-term sustainability. Detailed components are, of course, the subject of continued research and development, however, the overall dimensions of these components does not change, this allowing ACMAT to pretty much guarantee the availability of exchange components for the life-span of the vehicle.

An example of the lengths ACMAT is prepared to go to ensure continued commonality/sustainability lies in a piece of ACMAT folklore, the subject of which is VLRA door handles. The original supplier of these was a small local company, but when the owner announced retirement plans, VLRA door handle continuity was threatened... To prevent this ACMAT went to some considerable lengths to buy the company, thus maintaining an uninterrupted supply of door handles; the handles on a 2013 VLRA are essentially the same as those on one of the first production examples!

OILY BITS...

Mechanically, the layout of the VLRA is conventional, with the engine at the front, cab in the centre and cargo area at the rear. The cab has a windscreen which can be folded forward onto the bonnet and a removable nylon canvas roof and side doors. A so-called 'European cab' (metal door and fabric top) and an all-metal cab are available. The spare wheel is mounted to the left of the driver's position, or in the rear cargo space. The cargo area at the rear



ABOVE...

ABOVE: this French Army VLRA TPK 4.20 STL has been refurbished at some time by ACMAT.

LITTLE CHANGED...



LEFT & BELOW: when compared with the original VCOM vehicle (shown top and centre), the legacy of this design in the current-generation VLRA such as the TPK 4.36 STL model (bottom) remains clear to see.



Another example of what is almost certainly a French special forces VLRA, this one configured slightly differently to the vehicle shown in our lead image.



OTHER USERS...



ABOVE: Irish Army VLRA TPK 4.20 SM3 as gun tractors for 25 pdr guns.



LEFT: extremely rare shot of a British SAS VLRA, this thought to have been taken on return from the first Gulf War.



BETWEEN: VLRA TPK 4.36 STL destined for the Police of an undisclosed country.

"The original VLRA of course remains very much the t

has a drop tailgate, removable bows and nylon canvas covers. Seats can be fitted down the sides or centre of the cargo area for carrying personnel.

A further example of the VLRA's commonality/sustainability would be its power plant. A few early examples were built with a six-cylinder Ford petrol engine, but from around 1965 essentially the same (albeit evolving) Perkins diesel engine has been fitted.

From around 1965 and until 1980/1981 the standard ACMAT engine was the Perkins 6.3540 four-cylinder 5.8-litre naturally aspirated diesel developing 120 hp. By 1981 this had been replaced by an evolution of that engine, the 6.3544 which developed 135 hp. When Perkins stopped production of the 6.3544, ACMAT bought up all the remaining stock, although by 2004 VLRA were being produced and fitted with the closest possible alternative, a Perkins Phaser 1 unit developing 145 hp (in the 4x4), 160 hp (in the 6x6) or 215 hp (in tractor trucks). French Army VLRA had been fitted with the Phaser 1 engine from 1993.

The remainder of the VLRA drivetrain is all ACMAT, and while ZF gears are used in the gearbox and transfer box, these, the axles and even steering box, are all ACMAT designed and totally over-engineered, as is the all-welded steel ladder frame

chassis and over-sized radiator. Special equipment fitted as standard to most VLRA variants includes long-range fuel tanks to allow up to 1,600 km of travel or 34 hours of cross-country operation, and a 200-litre water tank. Standard equipment includes a wooden crate of essential spare parts, four jerrycans, two sand channels, twin-dry and oil-based air filtration equipment and a six-bladed 500 mm fan driven by twin fanbelts. Other VLRA 'novelties' include a manual option for the wipers, and a bonnet that when removed and inverted will double up as a makeshift workbench...

Dedicated two- and four-wheel trailers are available for the VLRA range, with a range of semi-trailers available for the TPK 6.35 TSR tractor truck.

RENAULT...

However, no matter how 'just right' something is things can still go wrong, and with a slow-down in orders, by 2003 the still family-owned ACMAT was in financial trouble. A bid by Malaysian company Pesaka Astana to acquire the company was defeated in the French courts during 2004, and during 2006 it was (as expected) announced that ACMAT had been acquired by Renault Trucks.



traditional ACMAT product..."

At the time Renault stated its intent to retain the ACMAT brand and invest in both the product and the Saint Nazaire production/development facility. In keeping with this promise, in 2008 a revitalised ACMAT announced the introduction of the VLRA 2 (originally presented as VLRB and VLRA EURO 5).

VLRA 2 is ACMAT's recognition that the original VLRA, no matter how good it may remain, needed to evolve in line with consumer requirements, including emissions and legislative compliance, if the company was to continue to secure volume sales. However, clearly aware of its traditional customer base and their likely requirement for a vehicle of this type, ACMAT also offers a EURO 2 version of the VLRA 2 with a far simpler non-electronically controlled engine.

The VLRA 2 in standard configuration has the same 3.3 m wheelbase as the original VLRA, but with an increased GVW of 8.5-tonnes (VLRA – 6.5-tonnes), this increasing to 10.5-tonnes (9.4-tonnes - VLRA) for the longest 4.3 m wheelbase models. The new vehicle strives to retain as much of the VLRA's durability/longevity as possible and while some of the original purpose-designed ACMAT driveline components (gearbox, and axles) could no longer



ABOVE: the VLRA TPK 4.25 SH is a shelter carrying variant with a payload of 2400 kg.

LEFT: VLRA TPK 4.20 SM3; this example is fitted with a winch and a ring-mount for a .5-inch heavy machine gun (HMG).

ARMoured VEHICLES...



LEFT: promotional image of the VLRA2-based Bastion Patsas protected long range patrol-type vehicle.



BELLOW LEFT: the VLRA TPK 6.50 BL/CTL (6x6) prototype was developed a generation ahead of current MRAP-type logistic variants...



ABOVE RIGHT: the VLRA-based TPK 4.20 BL first became available in 1980; vehicle shown is the BL4 version.



LEFT: armoured VLRA2 (now known as Bastion) was first shown publicly at Eurosatory 2010.



"...VLRA 2 is ACMAT's recognition that the original VLRA needed to evolve in line with consumer requirements..."

be used, the basic vehicle retains many of the VLRA's best-known attributes, these including simple flat-panelled bodywork and an all-welded box-section heavy-duty chassis frame. A 6x6 VLRA 2 was shown publicly for the first time at Eurosatory 2012.

An early customer of the VLRA 2 was the Irish Army... Previously a user of the VLRA, a small quantity of VLRA 2 were ordered for use by the Army's Ranger Wing (Special Forces).

The original VLRA of course remains very much the traditional ACMAT product and the company has clearly stated that it has no plans to stop production of the type, or indeed even sideline it. VLRA will remain available for the foreseeable future, as unchanged and instantly recognisable as ever, with recent deliveries including those to Niger and Ivory Coast, the latter for 200 vehicles.

BEYOND VLRA...

A further example of Renault's investment commitment to the ACMAT brand is the ACMAT Light Tactical Vehicle (ALTV), this first shown publicly at Eurosatory 2008. The ALTV is a 3.5-tonne GVW light utility vehicle stated to be built to the same levels of durability as the VLRA. The ALTV is based on the strengthened chassis and modified running gear of a Volvo Group African market light utility/pick-up worldwide

platform (Renault is owned by Volvo). The conventional or crew-cab sections of the base design are retained, however, the bonnet and rear cargo areas are replaced by far more utilitarian flat-panelled ACMAT-designed replacements. The rear cargo area is capable of accepting an ISO pallet.

A wide range of variants is available with cab options including single, double or torpedo style. Command car, protected and station wagon body styles are also available. Rear body options can include cargo or troop carrying, with seating for up to eight personnel in the rear. Special-to-role rear bodies are also available, these including special forces/long range patrol-type designs.

The VLRA-based TPK 4.20 BL armoured personnel carrier (APC) was developed as a private venture, the first prototype being completed in 1980. Production began that same year. Users of the TPK 4.20 BL are believed to include Botswana, Central African Republic (25), Cameroon (30), Côte d'Ivoire, Gabon, Senegal, Zimbabwe (55 delivered in 1999) and Saudi Arabia (Public Security Department).

An armoured version of the VLRA 2 (now designated Bastion) was displayed publicly for the first time at Eurosatory 2010. The Bastion APC has been sold to at least two undisclosed countries, one of these thought to be Congo Brazzaville. The Bastion Patsas



TOP LEFT: French Army VLRA TPK 4.36 SCM seen here with the ACMAT-produced companion trailer

TOP RIGHT: around 800 ALTV are understood to have ordered since the type was introduced in 2008.

ABOVE LEFT: the VLRA TPK 4.30 FA is fitted with a multi-purpose van body.

BELOW: VLRA2; the legacy continues...

BOTTOM RIGHT: Moroccan field hospital VLA ALM 8x8; 4x4 and 6x6 variants were also available.

is a long range patrol-type variant of the Bastion APC, this with an open top and armoured lower hull. Chad has ordered 22 Bastion Patsas Special Forces (SF) vehicles for use with the country's presidential guard.

The ACMAT VLA ALM WPK 8x8 8-tonne logistic vehicle was first shown in 1987 and was primarily designed to be a front-line carrier for various forms of communications and radar shelters and containers. The vehicle was designed to a French Army requirement and is air transportable. The 8x8 VLA was the base model for ACMAT's Medium Tactical Vehicle (MTV) family, the 4x4 model first being shown in 1992, a 6x6 model following in 1994. Users of the VLA, marketing of which has now ceased, include France and Morocco.



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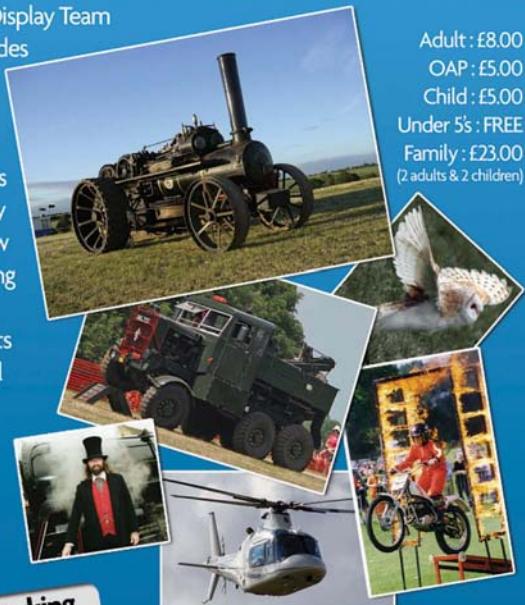
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Richard Pullen takes a look back at the various WW1 TANKS USED FOR FUND RAISING at the height of the Great War

Just two years into the Great War, the British Government was beginning to have real trouble keeping the war going. The cost in human life was incalculable, but the cost in pounds, shillings and pence was something they could work out and it was getting frightening. They had borrowed hundreds of millions from friendly countries and still,

the debt kept on rising. Eventually, they hit on the idea of getting the man in the street to help with the costs and on the 9th February 1916, the National War Savings Committee opened its doors. The idea was that people would buy savings stamps, certificates and so on with the money going straight into the Government's coffers. The National War Savings Committee came up with all sorts of ideas for raising money including the 'Feed the Guns' campaign, 'Businessman's Week' and they even published their own newspaper called 'The Silver Bullet'. This all did very well and the

Government managed to earn enough money from the committees activities to help considerably towards the war effort, but they were always on the lookout for the next big money spinner. In November 1917, the next big money spinner came along and it was a bigger success than they could ever have imagined.

The public had been spoon-fed little titbits of information about the 'New War Winning Wonder Weapon', the tank, but very few people had actually seen one. The Daily Mirror were the first to publish photographs of the tank after paying the



ABOVE LEFT: the Mayor of Walsall poses for a photograph whilst buying a War Bond.

BELOW: Old Bill visits Leicester in January 1918.

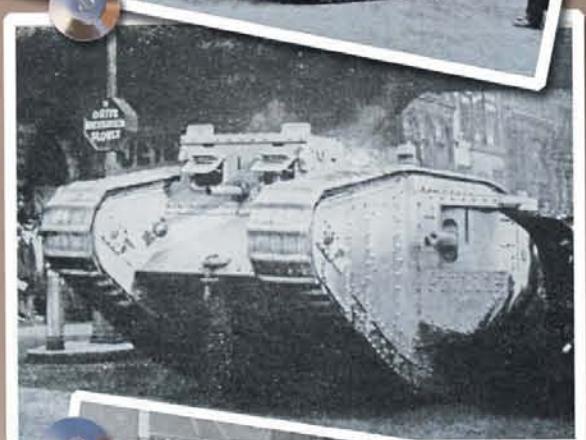


RIGHT: one of two original Tanks taking part in the 1917 Lord Mayor's Show, this being a Female.

BELOW CENTRE RIGHT: the other tank in the 1917 Lord Mayor's Show was a Male Mk IV Tank, seen here taking Ludgate Hill.

BELOW LEFT: Tank Bank 'Old Bill' collects money in Nottingham.

BELOW RIGHT: Egbert parades through West Hartlepool on his way to his specially prepared concrete plinth. Note the damage to the front plates.



"EGBERT"

Tank Bank "Egbert", is regarded as the most famous of the Tank Banks and is seen here with the crew. Note the chalked names of visitors scribbled all over the tank.



phenomenal sum of £1000 to the Canadian Records Office for the rights to use several shots of a damaged Mk I photographed on the battlefield after the fighting at Flers in September 1916. People now had an idea of the shape and general arrangement of the new machine, but they wanted to see it up close, touch it, see how it moved and above all they were willing to pay for the privilege. The first two tanks to be officially introduced to the people of Great Britain took part in the 1917 Lord Mayors Show and it is no understatement to say that they stole the show. Afterwards, the two Mk IV

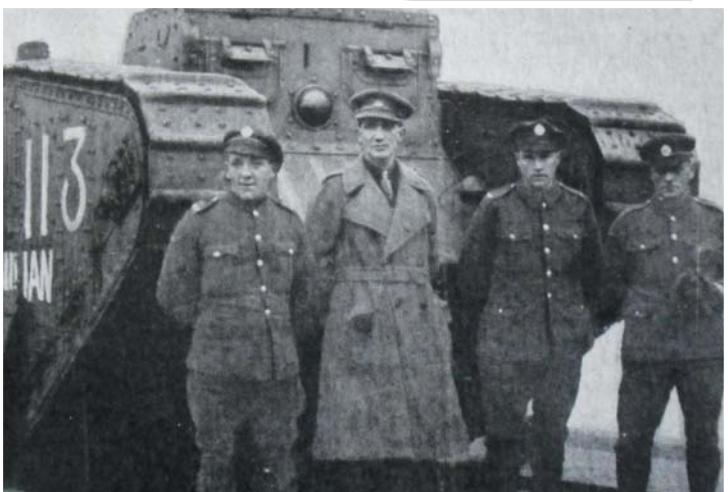
tanks, a male and a female, were taken to Trafalgar Square where they set up shop selling War Bonds and War Savings Certificates. People would queue all day to part with their money and have a sneaky look inside. Many people were still expecting to look into the tank and see horses hidden inside, as the petrol engine and track technology was still a very unfamiliar concept to many people. One of the tanks was soon sent trundling off around the capital to actually collect money in person from institutions and businesses. This

"...A MALE AND FEMALE TANK WERE TAKEN TO TRAFALGAR SQUARE WHERE THEY SET UP SHOP SELLING WAR BONDS..."

moving collection was a success and hundreds of thousands of pounds soon started to flood into the appeal. The only down side to the tank rumbling along London's streets was the damage to the Tram Lines and the fact that an unfortunate little dog was somehow unable to outrun the tank and was run over and killed.

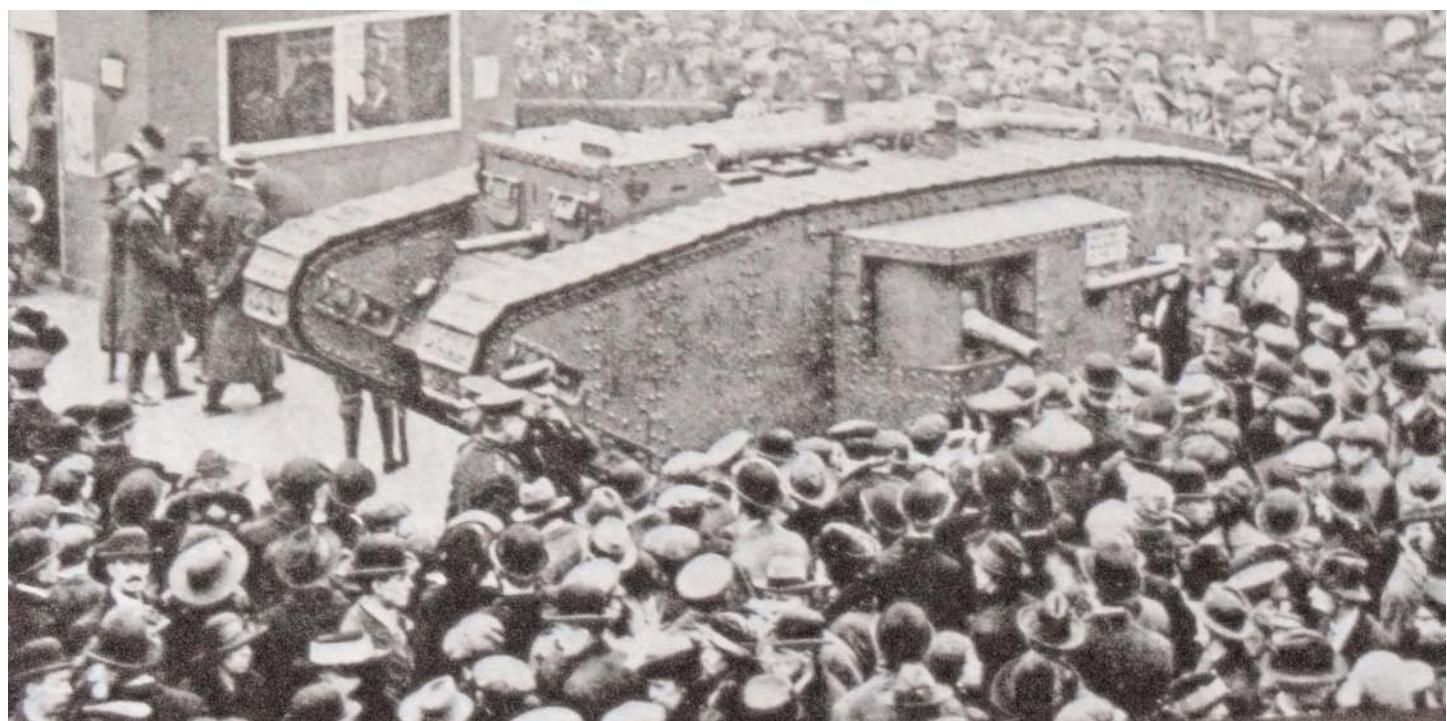
BIRTH OF THE TANK BANKS

Somewhat inevitably, these tanks became known as the 'Tank Banks' and the National War Savings Committee suddenly realised that they had stumbled upon a gold mine. They decided that if two tanks could raise millions, then six tanks would be able to raise hundreds of millions. Soon four more tanks joined the original two and to make them more familiar, they were given a more anthropomorphic feel by being named Nelson (number 130), Julian (number 113), Old Bill (number 119), Egbert (number 141), Iron Ration (number 138) and Drake (number 137). Egbert was without doubt, the most popular and most sought after of the six tanks as he had had actually seen action in the Ypres Salient and had the scars to prove it. It was later reported in several period publications that Egbert had seen action at Cambrai in November 1917, but this is not true and is still mistakenly quoted by several authors today. It wasn't long



LEFT: Tank 113 'Julian' and his crew take time out for a photograph. The date and location are unknown.

BELOW: a typical scene of hundreds of people queuing up to see the new 'Wonder Weapon' in 1917.





before the National War Savings Committee started to get requests for a tank to appear in Birmingham, Edinburgh, Manchester and a host of other towns and cities throughout the country and this is when the money really started to roll in. The Tank Bank tour took in most of the country and in order to stir up even more excitement, the NWSC stated that the town or City that raised the most money per head for the war effort would be able to keep the famous Tank Bank, Egbert to be displayed forever in their local park.

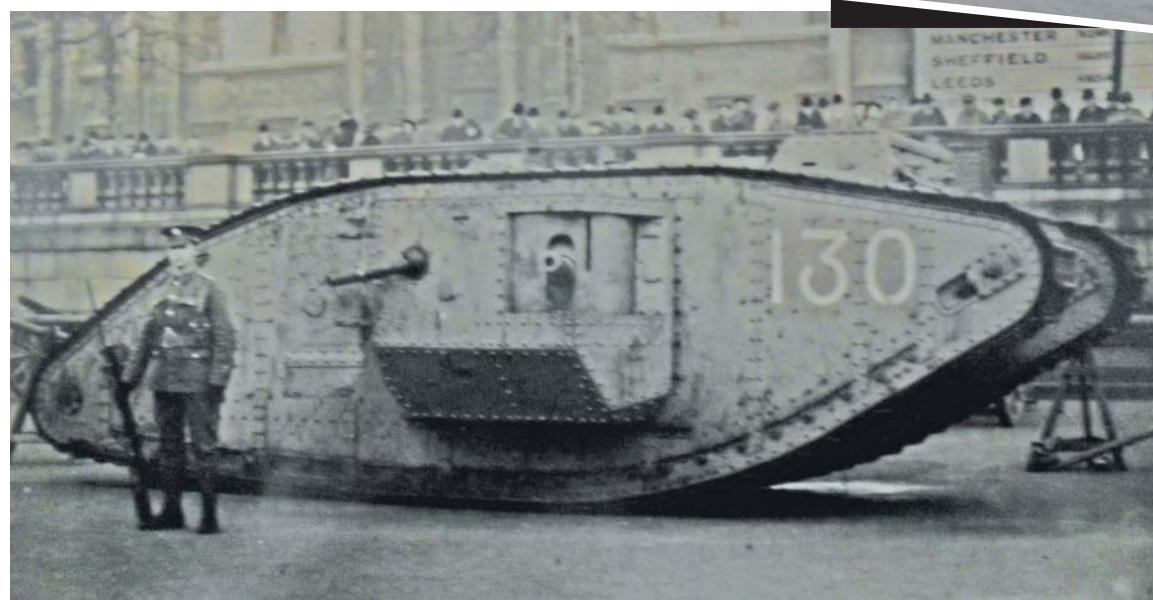
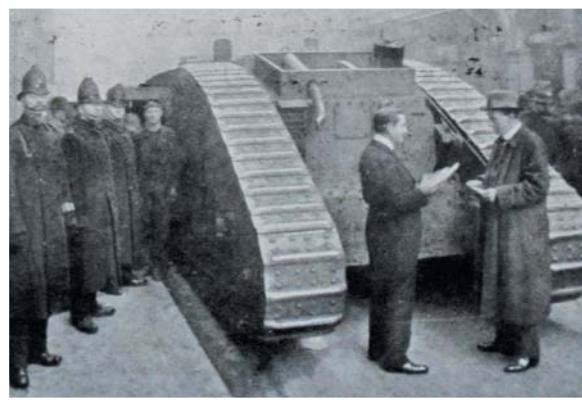
TANK FEVER

It wasn't long before shrewd businessmen started to cash in on the NWSC Tank Bank programme and soon you could visit the tank and also buy a memento of your day. For just or a few pence you could buy a postcard or for a couple of shillings you could go home with a money box or a ceramic ornament of a tank. It was apparently even possible to buy a ladies handbag in the shape of a MK IV tank, although I have never seen

one for myself. Tank Fever gripped the nation and enterprising hawkers are known to have followed the tank banks around the country, presumably making a very good living into the bargain.

When the war finally came to an end in 1918 and the totals had all come in and been collated, it was West Hartlepool that came out as the winner. The people of the town had done terrifically well and had put the amazing amount of sum of £13,644,415 into the pot, that works out to be around £31 9s 1d per head. This sounds impressive enough, but when you consider that in today's money £31 9s 1d is just over £1700 per man, woman and child the achievement and the overall fascination for the tank is really put into perspective.

Egbert arrived in West Hartlepool by train on the 29th April 1919. From the station the tank proceeded under its own power through the streets its final resting place at Stranton Garth. The tank was presented to the town by one of the Tank Corps most famous commanders, Major General



TOP LEFT: Tank Bank 'Drake' in the middle of its stint in St. Helens in 1918.

TOP RIGHT: the Tank Bank pictured at York in mid 1918.

ABOVE CENTRE RIGHT: Mr Geoffrey Marks hands in a cheque for £50,000 from the National Mutual in December 1917.

ABOVE RIGHT: Egbert the Tank Bank seen here in Halifax in mid 1918.

LEFT: Tank Bank Nelson seen here in Trafalgar Square in mid 1918.

RIGHT: when a town couldn't secure a visit from a real Tank Bank, they would make their own like this example from early 1918. The location is unknown.

BELOW: men pictured here with 'photogenic wounds' line up to buy from the Tank Bank. Visits by the Tank Banks were very much a marketing exercise and every opportunity was taken to encourage people to support the cause.



"...the Tank Corps crew removed Egbert's drive chains so that it could not be put back into working order by undesirables or Communists..."



Ernest Swinton. The General told tales of Tank Corps bravery and how valiantly Egbert and his crew had fought at Cambrai, even though the tank hadn't actually even been there. The tank had actually fought in the knee-deep mud of the near disaster of the Third Ypres and it is likely that the change to the tanks history was done in order to link it with the legendary engagement at Cambrai, still looked upon as a huge success. Once the speeches were over and the band had played God Save the King, the Tank Corps crew removed Egbert's drive chains so that it could not be put back into working order by undesirables or Communists.

It's not clear what happened next, or who had the original idea, but the Army had hundreds of redundant tanks to get rid of and hundreds of places around Great Britain wanted their own 'Egbert'. It didn't take long before someone linked the two and the National War Savings Committee drew up their Silver Bullet List of 264 Towns and Cities that deserved special recognition for their efforts in fund raising. Before long, worn out old tanks were being delivered to hundreds of town squares and municipal parks to become new attractions.

WHERE'S EGBERT?

So what became of the last of the original Tank Banks, Egbert? Despite his undoubted fame, he did not survive very long in his new home.

In June 1937 the local council proposed a motion to scrap the tank. It is not known whether this was a financial or a health and safety consideration, but the motion had been carried and

Egbert's days looked to be numbered. However, just a few days afterwards, on the 2nd July, the council received a petition from citizens and old Servicemen for the retention of Egbert. Unfortunately, the council seem to have ignored the will of the people and on the

23rd July 1937 the Borough Engineer reported that "I have given consideration to the proposal for the provision of a shelter at the Stanton Garth, the cost of which is to be borne out of the proceeds of the sale of the tank". In late November 1937, the scrap men arrived and soon Egbert had been chopped up for scrap.

If any of the Presentation Tanks deserved to be saved, surely it was Egbert. He had a known military service record and bore the scars won during the terrible and ill-fated operations in the Ypres Salient in 1917. It is such a shame that neither the embryonic Royal Tank Regiment Museum or the Imperial War Museum could not have saved him for future generations.

TANK MERCHANDISING



ABOVE: one of the hundreds of 'tank related' Postcards available from any of the Tank Banks.

BELOW: just some of the Tank related merchandise available at just about any of the Tank Banks during their visits.





TANK TIMES

Published by THE TANK MUSEUM, Bovington, Dorset, UK, BH20 6JG

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THE WORLD'S BEST DISPLAY OF MOVING ARMOUR RETURNS TO THE TANK MUSEUM FOR THE MOST EXPLOSIVE WEEKEND IN HISTORY!

Gates open at 09.30, when visitors can explore the range of traders, living history encampments and static vehicle line ups around the site.

At 10.30, the first display will see a troop of Leopards put through their paces in an intense show opener. Following this our drivers will seek to perfect their vehicular ballet, as a trio of FV432's join a trio of M48 carriers as they perform to music.

The pace changes at 11.00 as the arena is handed over to the Army and the very latest Theatre Entry Standard vehicles. At 12.00 we turn back the clock to World War One for the first opportunity to see our replica Mk IV and A7V tanks in action together. To compliment these a special display sees the pairing of The Tank Museum's Rolls Royce Armoured Car with an identical example belonging to the Irish Army.

During the lunchtime break in arena displays, there will be plenty of time to explore The Tank Museum or grab some



food from a variety of outlets.

At 14.00, eyes will turn to the sky for the arrival of the REME Parachute display team. Then, straight into the afternoon displays with a selection of Allied and Axis armour from World War

Two. Tiger 131 will share the arena with other 'old favourites', and we will also unveil our latest restoration project; an 88mm anti-tank gun. The story of the tank continues with the evolution of the Great British Main Battle Tank from the Comet to Challenger 1.

At 16.00 we will present a very special examination of the Cold War. Using a combination of special effects and veterans accounts, we will present the scenario the world dreaded - and speculate on the outcome based on what we now know about NATO and the Warsaw Pact's plans. The mock battle finale is certain to be a thought provoking and awesome spectacle.

Tickets are available to buy on-line now with a 10% discount, but are also available by phone (01929 462359) and on the gate. Weekend passes, Premium Tickets and Directors Enclosure tickets all still available. ■



TANKFEST

wouldn't be the fitting Armed

Forces Day tribute it is without the support of the Bovington based Armoured Trials and Development Unit (ATDU). They have supported the event with a selection of modern army vehicles for a number of years now. Their hardware never disappoints, and their presence is even more special because it is increasingly

Continued on page 2...



FROM THE EVENTS MANAGER CONTINUED...



unusual to see modern vehicles on public display.

ATDU are also supporting our mock battle. This year's battle is to be the most ambitious attempted to date, with the team planning a spectacle of co-ordinated vehicle movement, infantry action, pre-recorded audio and pyrotechnics.

The 'Cold War' theme will provide the backdrop to the biggest re-enactment ever undertaken in the Museum arena. The large contingent of troops taking part on the NATO side will be young Army Cadets from Dorchester. It will take numerous hours to make sure that it all comes together. In the image above you can see one of the many



planning meetings involving key staff. Model tanks are an essential part of the process!

Finally, for those who would like to do TANKFEST in style, I recommend the Directors Enclosure. For just £125, you will enjoy TANKFEST from the comfort of an arena side enclosure with a licensed bar, enjoy a sumptuous three course lunch, an after dinner talk by Desert Storm Commander and media pundit Patrick Cordingley DSO DSc and a private performance from 1940's vocalist Madeline Brown. Tickets are available individually, but why not book a table for ten? **T**



Vicki Pol
Events Manager



PAINTING RAISES MONEY FOR TIGER 131

Limited-edition prints of an oil painting depicting Tiger 131's final moments in service are being sold to raise money for its upkeep.

Artist Nicolas Trudgian was commissioned to create an oil painting to commemorate the 70th anniversary of Tiger 131's capture by British forces in April 1943.

'PANZER MARSCH' depicts the final advance on 20th April 1943 of Tiger 131. It was attached to the 3rd Platoon, 1st Company of the Schwer Panzer Abteilung 504, the day before its capture by the British 48th Royal Tank Regiment in Djebel Djaffa, Tunisia.

Roaring overhead are BF109G's of JG77 that were based at Creteville, near Tunis.

Alongside the £90 3' x 2' prints, the original oil painting will be auctioned and is expected to raise at least £10,000. Proceeds from both will be donated to support The Tank Museum's efforts to ensure that Tiger 131 remains a running exhibit.

Trudgian says that this painting is to be the first in a series of five depictions of some of The Tank Museum's most treasured Panzer tanks.

Copies will be available to visitors from The Tank Museum shop (01929 405141) or online from axistrackservices.com. **T**



TIGER FEVER!

With almost 2,500 visitors descending for the Museum's third Tiger Day, the public appetite for seeing Tiger 131 in action shows no sign of abating.

"It was the busiest Tiger Day yet," said spokesman Nik Wyness. "People came from around the world to see something that cannot be seen anywhere else – a working Tiger 1 tank."

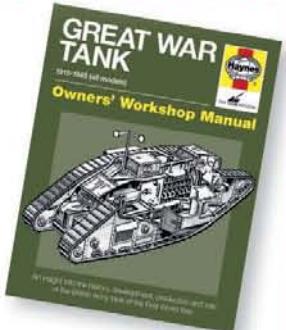
Crowds packed the Kuwait Arena to see Tiger 131 take part in an arena display that included a range of historic armour. Legendary Formula One commentator Murray Walker, a tank commander in

World War Two, climbed into the turret of the Sherman tank to take part in the display.

For two visitors in particular it was a very special occasion, as they became two of a handful of people to have ridden in the Tiger Tank. Mark Turner was the winner of the recent VCC Raffle, whilst Simon Fuller made the winning bid on the fundraising E-bay auction held earlier this year.

Tiger Day returns on 5th April 2014 and Premium tickets are available now from our website. **T**

IN BRIEF

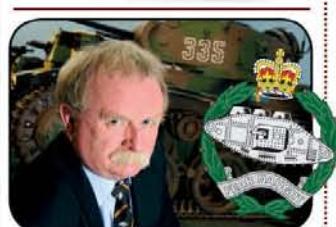


The Tank Museum and Haynes have partnered to produce another historic Workshop Manual.

This time it is the British World War One tank which receives the familiar well-illustrated and detailed Haynes treatment.

Written by former Tank Museum Historian David Fletcher MBE whose expertise on early British armour is unparalleled, the manual examines the anatomy, construction and operation of the Mark IV – the most numerous tank to see action in the Great War.

The Great War Tank Owner's Workshop Manual is set for release in early May. **T**

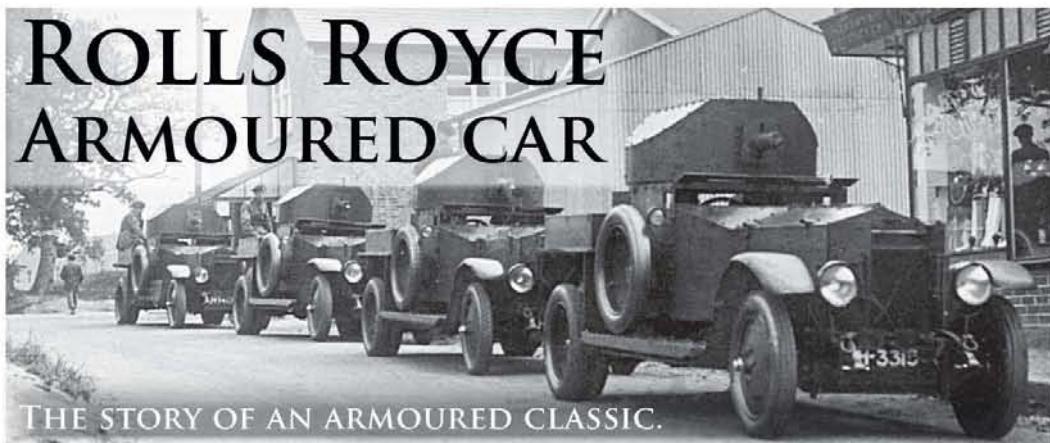


Followers of David Fletcher's work will be delighted to hear that he is contributing a series of exclusive articles to tankmuseum.org.

Inspired by the extensive archive of unique historic documents and photographs held at the Museum, the articles will be uploaded and included in the Museum's monthly e-shot. The recently retired historian was awarded a Certificate of Meritorious Service by the Royal Tank Regiment in March. The award, which was instituted in 1983, is presented to those who have "specially supported or contributed to the wider good of the regiment". **T**



ROLLS ROYCE ARMOURED CAR



THE STORY OF AN ARMOURED CLASSIC.

"The best car in the world" was a phrase coined by 'Autocar' in 1908 to describe the Rolls Royce Silver Ghost.

At a time when only the very wealthy could afford to purchase a motor car, the Silver Ghost was luxurious, sturdy and powerful – the best of British engineering. Men like Hugh Grosvenor, the Duke of Westminster, snapped them up.

They weren't designed to be military machines, but that's just what they became when war broke out in 1914. As with the tank itself, Winston Churchill's Admiralty led the way.

When a fighter squadron of the Royal Naval Air Service transferred to Dunkirk, the wealthy Officers and pilots brought their touring cars with them.

Among them were Sub-Lieutenant the Earl of Anglesey with his chauffeur driven Austro-Daimler, four Lords, three MPs and the Duke of Westminster in his Rolls Royce. Before long, they had equipped their vehicles with weapons and crude boiler plate armour.

Lord Kitchener, Secretary of State for War, wrote to Churchill of these buccaneering aristocrats; "I find these irregular formations are only a means to enable certain officers and gentlemen without military experience and training to get to the front and take part in the war."

He was probably right. Even so, these fighting cars had proven themselves ideal for patrolling, reconnaissance and raids. As a result the Admiralty approved a request for purpose-built vehicles. The Silver Ghost was the favoured chassis, having proved "by far the most reliable and suitable" so in September 1914 all chassis were requisitioned.

A number of designs were experimented with until, in December 1914, the first of the familiar turreted and armoured Rolls Royce Armoured Cars arrived in France. But they arrived too late – the fighting had by then bogged down into trench warfare.

With the strategic situation in Europe unsuitable for their deployment, the squadrons were sent elsewhere. In Egypt, the Duke of Westminster commanded the Rolls Royce's of the Cheshire Yeomanry. With them, he defeated Turkish



The Tank Museum's Rolls in China circa 1927

forces at Agagia, Bir Asiso, and rescued the crews of two torpedoed British ships being held on a remote Oasis.

Meanwhile, T.E Lawrence was using his Rolls Royce squadron to great effect in fermenting the Arab rebellion. In his biographical work *Seven Pillars of Wisdom* he wrote; "a Rolls in the desert was above rubies".

Production halted in 1917 to allow Rolls-Royce to focus on aero-engines, but they were in demand again after the war as Britain re-shaped her military. A new generation were built in 1920 and The Tank Museum's Rolls Royce was one of them.

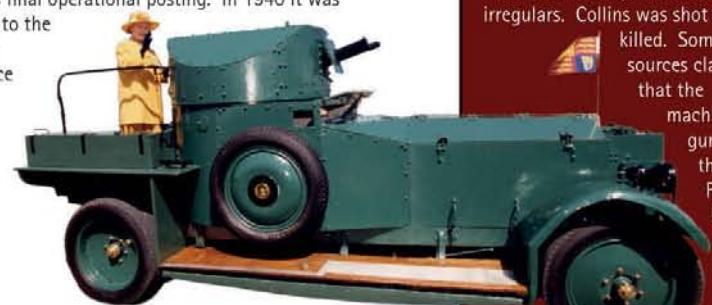
Issued to No. 5 Armoured Car Company Tank Corps, it served in Ireland during the civil upheavals prior to the formation of the Free State, and then in Scarborough from 1922.

In 1927, No. 5 Armoured Car Company sailed to Shanghai as part of the League of Nations force. Their mission was to protect westerners from fighting between Chinese factions. In 1929 the No. 5 Armoured Car Company were sent to Egypt. When they were re-equipped with light tanks in 1932, the cars were handed to the 12th Royal Lancers, who turned them over to the 11th Hussars in 1934 when they were posted to Britain.

In 1938, the Hussars were issued with new Morris AC9 Armoured Cars and our Rolls Royce was shipped back to the UK. Had it not been for the outbreak of war the following year, the chassis would probably have been stripped and sold. But the need for anti-invasion patrols along the coast saw it in service with the Derbyshire Yeomanry.

This was its final operational posting. In 1940 it was transferred to the

Driving and Maintenance School at Bovington Camp and was finally added to The Tank Museum collection in 1946.



The Queen arriving at Bovington in style

In 1997 she carried HM the Queen on her visit to Bovington. Today, the Rolls Royce Armoured Car is one of the most highly prized vehicles in the collection; a classic car beneath 9mm of armour. 



The first Armoured Car Squadrons were operated by the Royal Naval Air Service

AN IRISH VISITOR



The Tank Museum's Rolls Royce Armoured Car will be joined by the world's only other original operational survivor at TANKFEST – thanks to the Irish Defence Force.

Sliabh na mBan is one of thirteen 1920 pattern Armoured Rolls Royce cars which were handed over to the Irish Free State after the Anglo-Irish Treaty of December 1921.

The cars earned the nickname 'the Whippet' in Ireland due to their mobility and slim line design.

Sliabh na mBan's special place in history came on 22 August 1922 in West Cork.



The vehicle was part of General Michael Collins' convoy, which was ambushed by anti-treaty irregulars. Collins was shot and killed. Some sources claim that the machine gun in the Rolls Royce had

 jammed and in failing to return fire played a part in the tragic outcome of the ambush.

Ireland retired its Rolls Royce's in 1947 and *Sliabh na mBan* was retained as a museum piece by the Irish Cavalry. 

FROM THE EDITOR



Our rapidly rising Vehicle Conservation Centre will bring many benefits.

There will be more for visitors to see when they visit and we can get back to the business of adding vehicles to our collection. A wish-list of tanks that would fill gaps in our collection includes an M1 Abrams (US), Merkava (Israel), Leclerc (France), JSIII (USSR), T34/76 (USSR), in addition a number of other interesting vehicles have already been offered to us.

But until we have the room to appropriately care for new vehicles, we cannot accept them. As an Accredited Museum, we must collect responsibly. Part of this is appraising the condition, rarity and historical value of any given vehicle to decide if it is worth acquiring.

This is why, much to the frustration of some, we are not always able to react to tip-offs on particular vehicles, often range wrecks. The cost of recovery and the desperately poor state of repair means that it would be pointless to accession some – particularly if a complete example exists in the Museum already – because the cost and time associated with making it a meaningful exhibit would be far too great.

That said, there are certainly some incredibly rare and important vehicles still out there. I have often been intrigued by claims that 'Mother', the prototype rhomboid WWI tank, was swiped from the museum at the start of WWII by RTR soldiers who couldn't bear to see her cut up for scrap. The story goes that they buried her somewhere in Bovington – but the exact location was lost in time. Now that would be the find of the century... **T**


Nik Wyness
Editor



It won't be officially opened until September 2013, but a major milestone has been passed in the construction of The Tank Museum's Vehicle Conservation Centre.

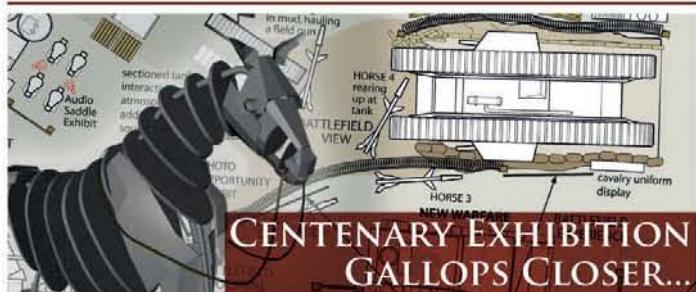
With the highest part of the building complete, Museum Director Richard Smith and Project Manager Roy Hicks joined Dawnus Construction Site Manager Stewart Spearman to hold a 'topping out' ceremony where they signalled the name of the new building (VCC) in semaphore for our photographer.

It may just look like a big shed, but the VCC will provide 40,000 sq foot of publicly accessible and environmentally controlled storage space. With a

capacity for 120 vehicles, The Tank Museum will have the space to ensure that every tank in its collection can be stored undercover.

The £2.5m Heritage Lottery Fund supported building has attracted the interest of the community in this garrison village, and children from Bovington First School contributed their artwork to brighten up the hoardings that were erected around the boundary of the site.

Construction is set to be complete in June, but it will take several months to move the vehicles in and to create the *Conservation In Action* exhibition that is set to go inside. **T**



In just under a year, The Tank Museum will mark the centenary of World War One by launching the 'War Horse to Horse Power' exhibition.

Exhibitions Officer Sarah Lambert said; "The exhibition will explain how fighting in the World War One led to the demise of the cavalry and rise of the tank during the 1920s and 30s".

Visitors will be led through the exhibition by talking 'horses'. These characters will explain the different roles and experiences of horses who served with the British Army and how, when and why they were replaced by motor vehicles during and after World War One.

"There's remains an important cultural

connection between the Army, the Cavalryman and his horse – and that's what connects this story with the present" said Sarah. "World War One was the genesis of the modern, mechanised army – but people may be surprised to learn that the British Army currently has more horses on its books than it does Main Battle Tanks".

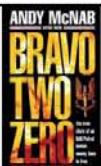
The exhibition will include a number of elements to engage children, along with detailed factual information and key vehicles from the Great War/Post War era. Other features will include a 'cut in half' World War One tank and the replica Mark IV tank used in the 2012 Spielberg film 'War Horse'. **T**

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WHAT'S ON



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Andy McNab returns to The Tank Museum for a special evening appearance and book signing to mark twenty years since the publication of *Bravo Two Zero* – the biggest selling war book of all time.



25/5/13 - 2/6/13
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6/7/13 - 7/7/13
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Exhibitors display war games on the Museum floor. Access to some exhibits may be obstructed.



Summer Displays 25/7/13 - 4/9/13
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Witham's Tender

MMI reports from the latest MoD Tender Sale held at Witham Specialist Vehicles



ARMOUR

GROVES CRANE... 1

ABOVE RIGHT: a pair of ex-Royal Navy Grove Coles 315M 4x4 cranes were listed. They're equipped with a three-section jib and rated at 15/18-tonnes.

CENTURION... 2

RIGHT: one of the more interesting armoured vehicles in the february sale was this Centurion AVRE Mk5 fitted with a 165mm demolition gun - deactivated of course! It looked to have spent some time outside, possibly as a gate guardian somewhere?

SULTAN... 3

FAR RIGHT TOP: amongst the various CVR(T)s in the sale was a pair of Sultan command vehicles, described as being for spares of repairs.

SHIELDER... 4

FAR RIGHT CENTRE: another vehicle from the CVR(T) family, this time a Shielder in a rather fetching sand and green camouflage scheme!

STORMER... 5

FAR RIGHT BOTTOM: and yet another CVR(T), namely an ex-reserve Stormer that would make a pretty impressive camper - might be a touch expensive though?

1

GROVES CRANE...



CENTURION... 2

HONDA QUAD...**ROUSH 6X6...****ROUSH 6X6...**

The latest MoD Tender Sale was held at Witham Specialist Vehicles at the end of February and while I was unable to get along to the sale myself on this occasion so as not to disappoint readers we sent along one of Key Publishing's web masters, Richard Benedikz, who operates out of the head office just down the road in Stamford. Richard was eager to take up the chance to get out of the office for a few hours to take some photos and if he's really good we may let him out again!

The February 2013 sale was one of the bigger sales in recent months, with a number of interesting and unusual

vehicles amongst the listings. As mentioned in Up Front last month, a pair of Roush 6x6 EOD wheeled carrier vehicles turned up, which was something of a surprise for me given that I had photographed them when new at the Defence Vehicle Dynamic show just a few years earlier.

Another pair of Springer all terrain vehicles was also listed, fetching close to the guide price of £8,750, although it has to be said that neither was in A1 condition, but despite this they were something of a bargain when you consider that they were £12,500 when first released, but if you wanted something a little smaller a single

Honda TRX 450 quad bike was up for grabs. The low mileage 2003 machine had all the usual military extras such as the front winch etc. but the fact that it was ex-Special Forces ensured that it exceeded the £3,000 guide price.

A selection of ex-military Land Rovers was also available, and amongst the more familiar 90s and 110s were a few Wolf 90 Land Rovers and a pair of ex-Dutch Lightweights, the most notable difference between them and British Lightweights being the diesel engine under the bonnet and one fetched close to £5000 with the other not far behind.

LIGHTWEIGHT

TOP LEFT: this ex-Special Forces Honda TRX450 Quad attracted a lot of bidding.

ABOVE CENTRE & RIGHT: this pair of Roush Harewood (Balter) 6x6 wheeled carriers, as used by EOD units, was something of a surprise inclusion in the sale, I photographed these when they had just entered service back in 2006.

3

SULTAN...

4

SHIELDER...

5

STORMER...

VEHICLES...

RIGHT: amongst the more run-of-the-mill Land Rovers was this Wolf 90 fitted with a raised air intake.

FAR RIGHT: this pair of ex-Dutch Lightweight Land Rovers commanded a good price, a sign that older Land Rovers are rising in value.



LAND ROVER WOLF...



DUTCH LIGHTWEIGHTS...

LARGER VEHICLES

A familiar collection of larger vehicles was listed once again and one of the more unusual vehicles Richard spotted amongst the various fire tenders was the ex-MoD Scania Carmichael 4x4 Fire-Airport Rescue Vehicle (Helicopter) that belonged to the Queen's Flight. Another of the unusual vehicles found in the February sale was the JCB Fastrac 4x4 tractor. A familiar sight in rural areas, the Fastrac looks quite different in NATO Green compared to the more familiar bright yellow livery normally found on JCB's products, but nonetheless useful for someone needing a large 4x4 tractor.

Combat Engineer Tractor



LEFT: another four examples of the Combat Engineer Tractor were listed in the February sale, complete with front bucket, built in winch etc. and all for a very reasonable £9,500.

JCB FASTRAC

RIGHT: the JCB Fastrac 4x4 high speed tractor is a familiar sight in rural areas, but this example listed in the sale looked significantly different in a NATO Green finish.

BELLOW: this Scania Carmichael 4x4 Fire-Airport-Rescue Vehicle.

BELLOW RIGHT: another pair of Springer all terrain vehicles turned up in the February sale.



CARMICHAEL 4X4...

SPRINGER ATV...



ODDITIES...



NAVY FLIGHT DECK TUG...



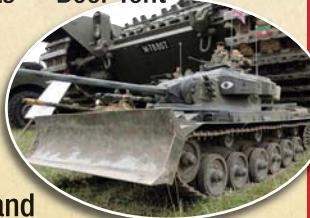
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SLOVENSKÉ Piesky

PAUL CARTWRIGHT REPORTS
FROM A SHOW THAT IS FAST
BECOMING THE SLOVAKIAN
EQUIVALENT TO BELTRING

My involvement with the North London Barmy Army (NLBA) has seen me attending Beltring and latterly the War & Peace Show for more years than I care to mention, and each year I get to see old friends and make new ones. In recent years I had become good friends with a group of Slovak vehicle enthusiasts who had been banging on about some amazing Beltring-like show in their home country, so in a momentary lapse of reason some time back I committed myself to attend this Slovakian version of Beltring, known as Slovenské Piesky. In an attempt to find out more before I went I checked out their website, which was very encouraging, with pictures of vehicles playing in possibly the biggest arena playground ever, pretty girls and what appeared to be very little in the way of rules! I had been invited to stay with Kamil Hubinsky after meeting him along with some of his family and friends at the War and Peace show, but after agreeing to attend, and knowing how hard the Slovaks like to play I was starting to worry if my liver





"...pictures of vehicles playing in possibly the biggest arena playground ever..."

and body would cope in Slovakia. The big day came and after my early morning flight and a 90-minute drive I arrived at the shows location - a huge military training area of untold acres that was much bigger than Beltring and seemed to be bigger than Kent! Having travelled for around seven hours I was a little bleary-eyed, but after coming round and trying to take in what I was seeing, I was astounded by the sight that lay before me. While the attendance numbers may be a lot less than Beltring, there was already a huge amount of vehicles on site, and when you consider that it was only Tuesday and the show wasn't due to take place until the weekend, and coupled with the fact that officially it's only a 1 day show for the public, this had the makings of one heck of a show.

Within moments of starting to take some photos I discovered I had unknowingly parked within 100 metres of my home for the next five days – ‘Camp KUV’. I was greeted by Kamil and introduced to a bunch of guys and girls, which very much reminded me of the NLBA only younger, fitter and slimmer! The crew were hard at work setting up camp although loads had already been done they were adding the final touches and this meant a trip to the woods armed with axe’s and chain saws and a fat tourist. It was a crazy experience just felling what we wanted and returning to camp!

While it was hardly ‘Glamping’ the camp was well kitted out with a toilet, a shower (only cold water), a bar (almost every camp had its own kegs of beer and chiller systems delivering chilled beer and/or Kofola, Slovakia’s version of coke), sofas and a variety of people cooking almost constantly with food being served to match, and while I can’t tell you what it all was, there was nothing I didn’t like, which might explain my expanding waistline!

TOP LEFT TO RIGHT...

An interesting and rare pair of Jeeps, namely a Ford GTB ‘Burma Jeep’ on the left parked next to a rare Willys MA Jeep, of which only 1,550 were built! These were two of a wide variety of WW2 vehicles at the event; another WW2 American vehicle, this time a Mack NO truck; many of the Russian and Warsaw Pact vehicles will be familiar to UK readers, but this WW2 era SU76 self-propelled gun was something of a rarity; the BTR-60 8x8 armoured personnel carrier is fully amphibious; me and one of my hosts for the event, Thomas, he couldn’t speak much in the way of English but enough to lend me the use of his Jeep and to keep me well supplied with food and drink!

OPPOSITE...

Many of the tanks and military vehicles that took to the off-road course had ‘hangers on’ – quite literally! This is Slovakian version of the Russian T-72 tank, a very fast and capable machine and one of many tanks and tracked vehicles found at the event, which is helping to cement the show’s reputation as the Slovakian version of Beltring.

"...While it was hardly
'Glamping' the camp
was well kitted out..."

RIGHT...

A wartime American half-track amongst a whole host of Warsaw Pact equipment, some of which was relatively new and still in service, but all of it was impressive to see.



BELow...

The Slovakian people take this event very seriously and you never know what sort of vehicles you might come across.



**ABOVE...**

This bridgelayer was one of the more unusual vehicles taking part, and as with the other vehicles, had its hangers on, and on the left is my BVP 'Taxi' for the duration of the show!



LEFT...



BELOW...

Amphibious PTS carrier converted to the fire tender role and one of several converted military vehicles on fire fighting duty at Solvenske Piesky.

BELOW LEFT...

The AT-S fully tracked prime mover won't win any beauty competitions, but it's a rare and unusual vehicle and all the better for being in fully running condition and making good use of the off-road course.



PRIVATE TAXI

Kamil said he would show me around the show site in the BVP. What a tool, essentially a Slovakian version of the Russian amphibious BMP tracked troop carrier, forget your 432's etc. drive one of these beasts and you will be converted, although your passengers may not agree (as I can confirm), but the driver and commander have a great ride. This thing goes anywhere (at speed) and even swims, so within hours of arriving we were driving everywhere and then swimming and I even got to drive it - what an experience!

My first evenings drinking involved a visit to the beer tent, with a half litre of beer costing just €1.20 and shorts for a Euro! Needless to say the night went well, with a great party atmosphere and no security in sight... Being a 'tourist' I was of course made to sample the local drink Slivovica, what worries me is how the young

"...I WAS NOMINATED TO BE COMMANDER ON THE BVP..."



LEFT...

The mighty Czech Tatra 8x8 truck is an unstoppable, go anywhere cargo truck and very popular with collectors, and judging by the amount of people in the vehicle, very popular with the passengers too!



girls manage to drink this because while some of the Slivovica is very nice, some of it is akin to petrol - still if you can't drink it I suppose you could run your vehicle on it!

The days that followed were great fun (from what I can remember!), with an interesting selection of vehicles to see and not just on display, virtually all of them seemed to be driven most days, they even have a time trial on the Friday, can you believe it, a time trial in tanks and military vehicles – heaven!

I was nominated to be the commander on the BVP with Kamil in the driving seat and boy can he drive – talk about rallying in a tank and while I admit I was a little nervous to start with, after a couple of laps I had reverted to a big kid and wanted more. During one of our outings in the BVP we were joined by Peter Baliga (of Beltring Slovak fame) and can that man drive! One memory will stick with me forever, when the two BVP were literally side-by-side powering up a massive sand hill.



TOP RIGHT...

Another version of the Tatra, this time fitted with a snow plough, which thankfully wasn't needed.

ABOVE RIGHT...

The BRDM-2 is gaining popularity with private owners, not least because it is 4x4, with additional drop down belly wheels, a front mounted winch and it's amphibious, the only downside is the V8 petrol engine!

LEFT...

The BTR-60 is an 8x8 amphibious APC with lots of room inside, not that this lot made use of the interior space.



Interestingly the vehicles at show weren't all modern Warsaw Pact types, which if I'm honest was what I was expecting, there were also a great many older wartime vehicles there too, including a Dragon Wagon, American half-tracks, DUKWs, US trucks, Jeeps and not the run-of-the-mill variety either, but a large percentage of the vehicles were indeed of Russian or Warsaw Pact

origin. Amongst them were a variety of new and old Tatra trucks, a weird ATS tracked prime mover, an eight-wheeled BTR-60 armoured personnel carrier, an SU-76 self-propelled gun (the first I've seen), BRDM-2 scout cars and whole host of tanks, most of which seemed to have people hanging off them! During the rest of the week I caught up with some of the guys that visited Beltring in 2008 and on

"...on more than one occasion I had to accept their hospitality for drinks and food..."

more than one occasion I found myself having to accept their hospitality for drinks and food (after all it would have been rude not to wouldn't it?), so the show wasn't exactly good for my liver or waistline, but it was an experience of a life time and the Slovaks certainly know how to party! I could waffle on for ages about how good and relaxed this event is, but it's one of those shows where you really need to be there to sample the sights and sounds and fully immerse yourself in the experience, but for now you will have to settle for my photos.

FAR LEFT...

An M5 High Speed Tractor, one of a great many WW2 American vehicles at the event.

BELOW...

Looking a bit lonely, an M26 Pacific 'Dragon Wagon', who would have expected to find one of these in Slovakia?

BOTTOM...

BM-13 Soviet rocket launcher - no they weren't live!



Thanks

...So many thanks to Kamil Hubinsky, Peter Baliga, Marian Simeon, and their families and friends for their hospitality and a great experience..."

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TIGER DAY

ROLAND GROOM WAS AT THE TANK MUSEUM FOR
ONE OF THE RARE OUTINGS OF ITS STAR EXHIBIT,
TIGER 131



MURRAY WALKER'S SHERMAN...



Saturday March 30th March, and yet another Tiger day at Bovington, and despite the fact that the restored, almost unique World War Two tank has been mobile for some years now, the pundits came back and the public came in droves. The 'aura' that surrounds this tank is just amazing, and it would seem that this very popular vehicle will be the 'bread winner' at the Tank Museum for many years to come.

Easter weekend was bitterly cold but that was no reason to miss the opportunity to see and hear Tiger 131 running round the demonstration track, and as ever was unforgettable. The Maybach engine sounded just superb, thanks to the fine tuning of the workshop staff and Museum Friends that have fettled the machine to a condition where it is probably better now than it was back in WW2.

The 'Premier Experience' offered by the Tank Museum was aimed at the serious enthusiast and filled up in very quick time. Visitors were well looked after, with the opportunity to climb inside the Tiger, Panther and Panzer II and III, plus a visit to the workshop area to do likewise on the tanks that supported the arena event.

Several trade stands inside the museum foyer added to the event along with a superb radio controlled tank display by Armortek, which featured their new Stug III Ausf. G model.

One notable VIP visitor was Murray Walker of F1 broadcasting fame, who is a regular visitor to the museum, but for those aren't aware, he was the commander of a Sherman tank in WW2 in 1945 and is keen member of the Friends of the Tank Museum and often gives lectures etc. at Bovington. His presence there on Saturday was a large bonus to many motorsports fans who were attending the event.

ABOVE...

The M4A3 Sherman with Murray Walker as a guest commander doing its display, it could probably traverse the circuit on its own, due to the number of laps that its accumulated over the years!

TOP LEFT...

The Valentine IX (Infantry tank MkIII) smoking well as she takes to the circuit and the watching crowds.

MAIN PHOTO...

Tiger in action. The distinctive lines of the Tiger are what WW2 Allied gunners would have preferred not to see, but the thousands of visitors to the Tank Museum to see the world's only running Tiger 1 tank wouldn't have missed it for the world.

MATILDA 1...

Armortek Tanks

Armortek brought along a selection of their radio control scale models and included some varied colour schemes for their Tiger 1 model, plus their new Stug III Ausf G. Excellent quality but beyond my pockets!



ACTION DISPLAY

The action display started off with the Infantry tank Mk1 A11 Matilda 1 crewed by the faithful 'Friends' (as were many of the vehicles), this one being rebuilt from a target wreck by Bob Grundy several years ago. Incidentally, Bob also built the newly arrived replica of the German WW1 A7V tank currently on display in the Tamiya Hall.

Next was the Valentine IX (Infantry Tank Mk III), another rebuild by Vickers Defence Systems and donated to the Museum. This tank sporting a desert livery yellow and dark grey and akin to the previous tank, with very little room inside for crew and stowage. Following on was the 'Queen of the Desert', a Museum favourite, namely the Infantry Tank Mk II. A12 Matilda 2 with this vehicle being painted in the livery of tank commander H.R.B. Foote who was

awarded the VC for his actions in Libya in 1941. The Matilda 2 was difficult to observe because of huge dust clouds billowing in because the wind was opposite to normal direction, (yes dust! who would have thought after the weather this winter). The dust was moving faster than the tank so it looked like a dust ball, probably not too dissimilar to the desert conditions back in North Africa so long ago.

Fortunately the direction of travel round the track was altered for the following tanks and visibility returned for the other demonstrations and out came the T-34/85 representing the Eastern Bloc countries that fought against the Tiger and demonstrated the sloped armour that influenced the design of the Panther and subsequently most modern tanks. Driven by Brian Frost and crewed by John Biggs and Daag Patchet it

PHOTOS...

1: premier ticket holders in a private session admiring the Tiger in the display hall. Murray Walker is centre foreground.

2: the Museum's Centurion 105mm heads out into the arena for the mobility display..

3: Cruiser tank A34 Comet 1 in action, arguably one of the finest British tanks of WW2.

4: visitors holding premier tickets examine the Panzer II prior to the main arena event.

5: the Polish built T-34/85 in action in the arena.

6: when the Infantry tank MkII Matilda II took to the arena it covered everybody in dust..





ABOVE & RIGHT...

Leopard C2 demonstrating it's stuff (it is a favourite of the workshop staff).

Murray Walker had a grandstand view of the action from the turret of the Sherman.



LEFT & ABOVE...

Being the only running example in the world, the Tank Museum's Tiger tank is a massive draw for enthusiasts from all around the world, and every time it makes an appearance there's no shortage of visitors to the museum, making the prolonged restoration period all worthwhile.

COOL CAT - TIGER 131...



**ABOVE...**

Private viewing for the premier ticket holders in the workshop yard. A highly recommended way to take a closer look at your favourite tanks.

TOP RIGHT...

Gotcha! The Tank Museum's Leopard tank fires a parting shot, which took much of the crowd by surprise!

BELOW...

Tiger passing the throngs of enthusiasts on the way back to the display hall.



reliable tank must have clocked up thousands of miles demonstrating or giving rides and it's guest was the famous commentator Murray Walker, clearly enjoying the ride and waving to the public. The ride in the Sherman wasn't his first, being an ex-tank commander in WW2 in North West Europe and accompanying him in the turret was Boris Cross (TM friend) with William Bannister (co-driver) and driver Steve Jugg (TM friend).

STAR TURN

Then came the moment everybody came to see, the 1943 Sd.Kfz. 181 Panzerkampfwagen VI Ausf E (Tiger 131) rolled out. Sporting the markings

of 3 Platoon, 1 Kompanie, Schweren Panzer Abteilung 504, the shutters clicked, video rolled and every recording device was working overtime during the precious time it spent on the move, the Tiger has to be the most pictured AFV ever? Sadly the tank only did one lap as the restrictions on its use by a fraught team of custodians ever aware of something breaking after all the work and money invested, and simply don't want to take the risk, but there was a pleasant surprise when it parked up opposite the viewing stadium area for all to see, and the rest of the action display passed by.

Following the Tiger was the Cruiser Tank A34 Comet 1 (1945) powered by that Rolls Royce Meteor V12 engine, the sound of which is just pure music when on full chat. This Comet has the markings of the 11th Armoured Division in the spring of 1945. It's 17-pounder (76.2mm) gun was one of very few Allied guns that could take on the Tiger and Panther.

Then out ran the Centurion 105mm engineers version, another reliable exhibit that resides in the green hangar alongside the workshops. Without the usual engineers equipment (i.e. fascine) it looks like a normal MBT, but look closely and various fitted attachments will give the game away. The last vehicle in the mobility display (almost a mini Tankfest) was the Leopard. This one was a former Canadian Army tank designated C2, but to clarify it has a Leopard 1A5 turret mounted on a Leopard 1A3 chassis and performs regularly in the summer displays. At the finish the driver mounted the knife edge faced the crowd and fired a blank pyrotechnic, catching everybody by surprise, to end the show!

This didn't end the event however, because the public were invited to line the entrance road to watch the Tiger being driven back to the display hall, which at a walking pace rumbled up the road leaving a trail of mud behind, which was then picked up by some 'enthusiasts' and placed in bags for souvenirs? I think it's fair to say that I have seen it all now when it comes to Tiger worship!



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Panoramic View



ANDY KERR PAYS A VISIT TO THE MYSTERIOUSLY NAMED PANORAMA 6TH OCTOBER 1973 MUSEUM LOCATED IN CAIRO, EGYPT

BELow...

M38 Israeli Jeep, forming part of this impressive diorama.



When travelling to new destinations, especially overseas, I always try to visit as many military museums and sites of interest, as possible. With like-minded friends, this is always easy, but when your travelling companions are not so inspired by army open days and military museums, a leisurely stroll through a military location that you find exciting, is not always so enjoyable for them.

On a recent long-weekend trip to Cairo in Egypt, I let my good friends Mark and Liz, plan the activities. I didn't do any pre-trip research, and that way I couldn't be disappointed by missing out on any military sites or museums. My friends planned the usual activities – visiting the Pyramids, the Sphinx, Cairo Museum, and Khan al-Khalili markets and with just two full days in Egypt, visiting these locations would take up most of our time.

Imagine my despair as we took a taxi from the airport to Giza on our arrival, and there to the side of the road was a fenced garden with two rows of armoured vehicles, and some aircraft on concrete plinths! The ensuing conversation (mainly with me

doing the talking), concentrated on how "we" might find time to visit this place that was named Panorama 6th October 1973.

Mark and Liz were more than accommodating, and the next afternoon we were visiting this mysteriously named Panorama 6th October 1973.

BARGAIN

Admission is more than reasonable at 20 Egyptian Pounds per adult (just over £2), but if you intend to visit the museum and take photographs, make sure you purchase a photographer's pass, which costs about 40p, at the admission gate as producing a camera from your bag on the day without this cheap paper permit, will be akin to starting an international incident!

Once inside the gates, visitors are herded with military precision into a large building. The first exhibit is a diorama of the battlefield as seen on 6th October 1973, at the commencement of the Yom Kippur War. Whilst the dialogue through the speakers is in Arabic, English speakers are provided with headsets to use,



TOP LEFT...

T-34/85 tank photographed outside the museum itself. The Soviet-built T-34/85 was one of the most widely used tanks in the region.

ABOVE...

M113 Armoured Command Vehicle. Note the penetration in the side armour near the glacis plate.

TOP RIGHT...

Wall relief depiction of the Egyptians assaulting across the Suez Canal.

BELow...

It's not every day that you see a captured tank with a supposed wartime hull penetration, on display.





which explain what is happening in English. The highlight of this diorama, is the cheesy use of model airplanes that make mock diving attacks whilst suspended on lengths of fishing line! Nevertheless the commentary is very useful explaining how the first days of the war progressed.

After viewing this diorama, visitors are taken to another room to view a black & white film about the Six Day War of 1967 and while there is no English translation, the war footage alone of Egyptian armour, and aircraft, is well-worth seeing. The most amazing part of the exhibition is the finale - a large 3D mural and diorama that depicts the Egyptian forces breaching the Israeli Bar-Lev line that defended the Suez Canal.

The scale of the indoor panorama is difficult to describe. It features a huge mural on the wall, which seamlessly morphs into a diorama that is large enough to accommodate a main battle tank, a Jeep, and an armoured command vehicle. I was mesmerised, as we slowly rotated through 360 degrees, seated on our mini grandstand not knowing what would next appear. Once the whole panorama has been viewed we were shepherded back outside, and on the day we visited the staff were quite keen to get us back out the front gate



PHOTOS...

TOP LEFT: wall relief of the crossing of the Suez Canal.

LEFT: Soviet built Egyptian MiG fighter on display outside the museum.

LEFT: statue of Egyptians in rubber boat. Note there is no magazine modelled on the combat engineer at the front.

BELOW LEFT: Israeli Air Force Skyhawk shot down by Egyptians This is the tail section.

BELOW: a Russian-built BMP-1 amphibious armoured personnel carrier of the Egyptian Army on display outdoors.



"THE SCALE OF PANORAMA IS DIFFICULT TO DESCRIBE..."

again, and it took a little applied pressure to be allowed to photograph the vehicles outside!

OUTDOORS

There are well over a dozen vehicles, mostly of the tracked, armoured variety, along with a couple of Soviet built MiG aircraft, and the remains of a shot-down Israeli Skyhawk. Unfortunately the Israeli tanks outside, an M48, and a Centurion, have been completely repainted in dark green all over, including the tracks. The Egyptian vehicles have been repainted in a catching 3-colour camouflage scheme.

What still puzzled me was why the Egyptians would dedicate such a large, impressive, museum to commemorate one day of a war, 6th October 1973, a war which they would go on to lose in 19 days, losing 1600sq km of territory to the Israelis. At the end of the war Israeli forces were 50km (31 miles) from Cairo, and the Egyptian III Army Corps was trapped by the Israelis, and reliant on Israel for food, water, and medicine.

To find the answer to this question we need to move both backwards, and forwards, to 1967, and 1982. In 1967, during the Six Day War, the Arab armies, including Egypt were





PHOTOS...

LEFT: Soviet built PTS tracked carrier. Capable of carrying 10-tonnes of stores, or 70 troops.

BELOW LEFT: half of this image is a painted mural, the closer other half is a physical diorama.

BELOW RIGHT: Egyptian M240 240mm mortar displayed outside of the museum.



LEFT...

The T-34-based SU-100 Self Propelled Gun armed with a highly effective 100mm main gun. The vehicles displayed outside the museum are well worth a closer look.



ABOVE...

An early variant Israeli Centurion on display outside the museum.



ABOVE & BELOW...

Israeli M48 MBT. Note the 'submissive' barrel position.

BTR50 APC, another amphibious, Russian-built vehicle.

"IF VISITING CAIRO THE MUSEUM IS WELL WORTH VISITING..."



absolutely routed in six days. The defeat was so comprehensive, that in the 1973 Arab-Israeli (Yom Kippur) War, any defeat that was less than a complete rout, would be psychologically considered a victory, and a source of pride, by the Arab nations.

Egypt and Syria carefully planned to attack Israel on two fronts with co-ordinated offensives. The Egyptians undertook the more difficult of the two operations. They were to conduct an opposed crossing of a major waterway, the Suez Canal, into Israeli occupied territory. This type of military operation is considered to be one of the most difficult to carry out successfully. In fact the Egyptians expected to lose up to 30,000 troops crossing the Suez Canal so the fact

that only 200 Egyptians were killed, and the Canal was quickly crossed, was described as a "military miracle" by Egyptian President Anwar Sadat.

Huge planning went into the proposed crossing of the Suez Canal. The planned date, 6th October 1973, was Yom Kippur, the Jewish Day of Atonement, their holiest day. On this day most Israeli soldiers would be at home, and the Israeli radio and TV stations were closed – meaning that crucial codewords to mobilize forces back to their bases would not be broadcast. Forty new battalions of Egyptian combat engineers were raised, and an Egyptian junior officer came up with the idea of washing away the tall sand berms that are the banks of the Suez Canal, with high-pressure hoses. In fact 450 high-pressure hoses would be used to make gaps in the 40m (120 Feet) high sand walls. The sand wall had an incline of greater than 45 degrees making it impassable to vehicles, and very difficult for dismounted troops to cross. The water crossing was so successful that within 24 hours of the war beginning, the Egyptians had moved 100,000 troops, and 11,000 vehicles across the Canal into Israeli occupied territory, using ten continuous bridges, and 50 ferries.

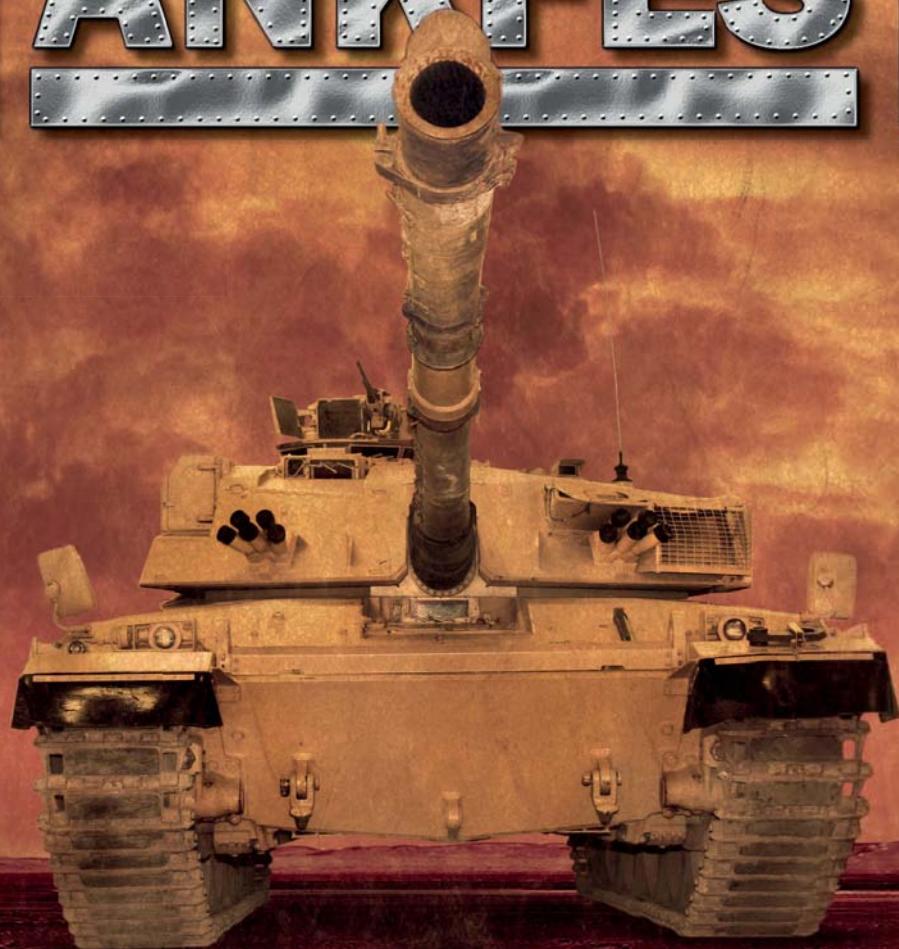
This successful crossing of the Suez Canal against all odds on 6th October 1973, is what the museum celebrates.

Eventually the Israelis would counter-attack, and retake all lost ground, and drive deep into Egypt. This resulted in peace dialogue being re-opened between Egypt and Israel, and looking forwards from 1973, resulted in the Sinai being returned to Egypt a decade later. On the reverse of the admission ticket the attitude of the Egyptians to 6th October 1973 is perfectly stated, "... the epic witnessed the greatest firepower preparation since WW2, the greatest tank battles in the modern history, and the crossing of the most difficult water barrier in the world. Thanks to our strong belief in God and our just cause, we achieved a decisive victory which led to the liberation of all Sinai on 25th April 1982."

Interestingly, technicians from North Korea, with the backing of the North Korean President, helped construct this monument to the Egyptian military's efforts. The October War Panorama is in the modern Cairo neighbourhood of Heliopolis, on Airport Road, and is open Wednesdays to Mondays. Shows are conducted at 9.30am, 11am, 12.20pm, 6pm, and 7.30pm. If you are travelling to Cairo, the museum is well worth visiting.

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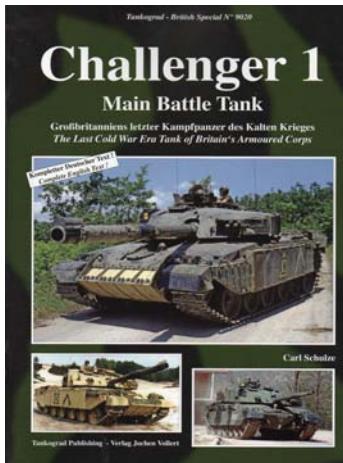


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The last Cold War era tank of Britain's Armoured Corps

The British Challenger has been serving with the British Armoured Corps since 1983 and in that time has established itself as a world-class tank, having excelled during the first Gulf War. This new book from Tankograd (British Special No.9020) by Carl Schulze looks at the design, development and service use of the Challenger 1. Packed with superb photos of the Challenger in a variety of operational theatres, including Germany, the Gulf War and

Bosnia, the book provides masses of information on the type, a lot of which will be of interest to military model makers, who will no doubt appreciate the various close-up detail photos, and the fact that the book includes details of the different variants, such as the CRARRV, Challenger Training Tank and Al Hussein. All in all this is an inexpensive book that is packed with useful information for anyone with an interest in the British Challenger Main Battle Tank.

Title: Challenger 1

By: Carl Schulze

ISBN: N/A

Price: £13.99

Format: Softback

Available From:

Bookworld Wholesale Ltd.
www.bookworldws.co.uk

Personalised vehicles and markings in Afghanistan

Title: Fahrzeug Graffiti - GECON - ISAF

By: Carl Schulze

ISBN: N/A

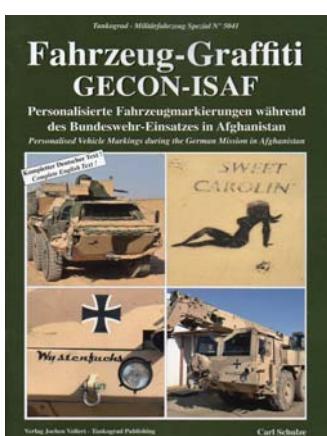
Price: £13.99

Format: Softback

Available From:
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This next book is something of an unusual subject, dealing with personalised vehicle markings on German vehicles during their deployment in Afghanistan. That said it's a very welcome addition to the Militärfahrzeug Special series (No.5041) and each page generally features a photo of the vehicle in question with an inset image of the 'graffiti' on the vehicle. The book covers a wide variety of German military vehicles, most of which

are armoured vehicles, with some trucks included for good measure. You will find a multitude of superb images, which includes the Dingo 1, Dingo 2, Mungo, Tpz. Fuchs, Fennek, GTK Boxer, Marder, Unimog and MAN trucks to name but a few. It's a fascinating subject and will certainly appeal to model makers, but regardless of that it's a superb record of these vehicles that will be appreciated in years to come.



Personalised vehicle markings during the German mission in the Balkans

Following on from his previous book, Carl Schulze has also produced this book along a similar theme for German vehicles serving in the Balkans. Once again there's a wide variety of vehicles covered within the book, but in this case there are more trucks than armoured vehicles, although having said that, many of the trucks featured are fitted with additional armour protection. The format is the same as the previous title with most

vehicles treated to a single image of the vehicle together with a close-up of the particular item of vehicle graffiti. Vehicles featured include a variety of trucks plus G-Wagens, Unimogs and Faun tank transporters with few armoured vehicles, such as the Fuchs, Luchs and Wiesel included for good measure. Once again this is a great collection of photos that is sure to have a wide appeal to military enthusiasts and model makers alike.

Title: Fahrzeug Graffiti - IFOR-SFOR-EUFOR

By: Carl Schulze

ISBN: N/A

Price: £13.99

Format: Softback

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

US 1st Armored Division Vehicles in Germany 1971-2011

Title: 1st Armored Division

By: Bjorn Weber

ISBN: N/A

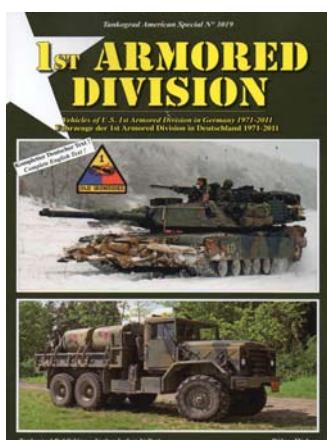
Price: £13.99

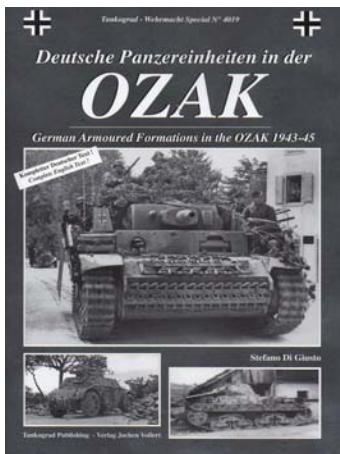
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This is a surprisingly wide-ranging subject that incorporates large number of American vehicles spanning forty years of service in Germany between 1971 and 2011. As such it's a fascinating look back at the many different vehicles to have seen service with the American 1st Armored Division during that period. While the title of the book would suggest that the vehicles featured are all armoured, it does in fact

include a great many softskin support vehicles, such as the M715 Kaiser Jeep, Gama Goat, M151 Mutt, CUCV, Goer and all manner of heavy trucks. On the armoured side you'll find photos of the M113, Bradley, M110, M109, MLRS, M60 and Abrams. It's a terrific collection of images, and while some may not be up to modern digital standards due to when they were taken, they all have merit in terms of the subject matter being dealt with.





German Armoured Formations in the OZAK 1943-45

The Operational Area Adriatic Coastline or OZAK was formed on Hitler's orders in September 1943 following the capitulation of the Italians and this new book from Tankograd looks at the armoured formations in the region between 1943 and 1945. This is something of a 'vehiclefest' for those interested in German and Italian vehicles and armour of the period, with lots of superb wartime images showing a wide variety of vehicles, which includes a superb wartime

colour image showing American soldiers examining a knocked out Marder III Ausf H in the Cassino area. Other vehicles featured in this excellent book include a variety of self-propelled guns, half-tracks, armoured half-tracks, assault guns, Panzer IIIs, Panzer IVs, Italian armoured cars and tanks, and a variety of German and Italian softskins. All in all this is a great book for anyone interested in the subject, and with a retail price of just £13.99 is great value for money.

Title: OZAK

By: Stefano Di Gusto

ISBN: N/A

Price: £13.99

Format: Softback

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

Wide variety of military vehicle related subjects

Title: Militär Fahrzeug

By: Jochen Vollert

ISBN: N/A

Price: £9.99

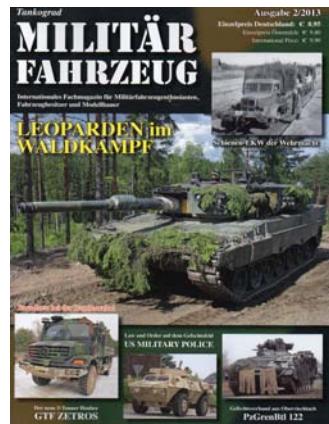
Format: Softback

Available From:

Bookworld Wholesale Ltd.
www.bookworldws.co.uk

Although now published solely in German, Militär Fahrzeug remains a popular read for military vehicle enthusiasts thanks to the variety of subjects featured each issue. This latest issue includes items on the Leopard 2 in Finnish service, the new Mercedes Zetros 4x4 truck, a superb article on German wartime trucks equipped for operation on railway lines, an item on the vehicles of American Military Police, a profile of the

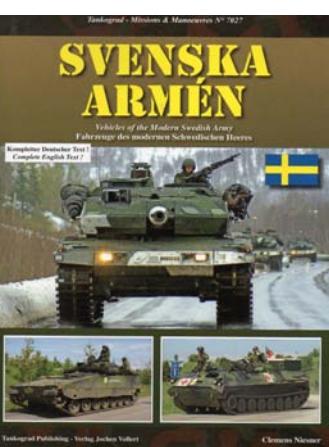
British Army's Warthog, a feature on the Faun 13-tonne mobile crane, the Tank Museum's Tiger 131 and brief retrospective of the War & Peace Show that has now become the War & Peace Revival. Overall there's an interesting blend of the old with the new, and a great selection of photos, as to whether your German is up to scratch to enable you to read it is another matter, but it's worth it for the photos alone!



Military Vehicles of the modern Swedish Army

For many years there were few books that covered modern Swedish military vehicles, but in recent years several have been published and now this new title from Tankograd's Missions & Manoeuvres series (No.7027) joins that growing collection. The book concentrates on vehicles currently in service with numerous photos of vehicles during training exercises and overseas service in Afghanistan as part of the ISAF contingent.

The 64-page book features photos of a wide variety of trucks and softskin vehicles, including cargo trucks, tank transporters and construction equipment, plus a range of wheeled and tracked armoured vehicles and tanks, including the CV90, Patria 6x6 and 8x8 APCs, RG-32M, Mamba Mk II, Bv 206 S, Pbv 302C, Pvb 401 APC (aka MT-LB) and Strv 122 (aka Leopard 2) to name but a few. Overall a great book on a seldom covered subject.



German WW2 Panzers photograph collection and illustrations

Title: Panzer Vor! 7

By: Frank V De Sisto

ISBN: 9786236117949

Price: £13.99

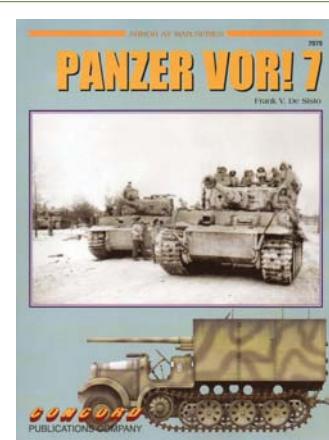
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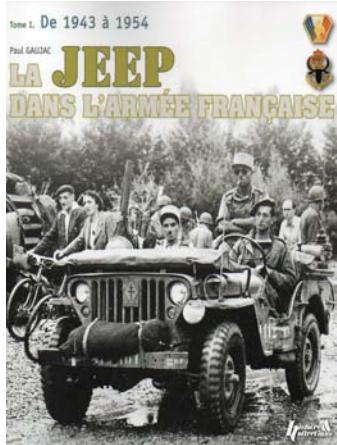
Available From:

Casemate UK Ltd.
www.casematepublishing.co.uk

Volume 7 of the very popular Panzer Vor series produced by Frank De Sisto and published by Concord Publications is once again packed cover to cover with a varied collection of images depicting the tanks and armoured vehicles of the German Army in WW2. As usual the range of vehicles covered is exhaustive, but includes the likes of the Panzer I, II, III, IV, Panther and Tiger together with a host of assault guns such as the Stug III,

Marder III and Hummel and a fine collection of images showing wide selection of the different half-tracks being used at the time. The images are accompanied by detailed captions that the reader will no doubt find very useful, and a collection of colour illustrations depicting a variety of the vehicles featured in the book round off this superb new title from Concord. The book is widely available from good book shops.





The Jeep in service with the French Army

It's time to dust off your French reading skills if you want to make the most of this superb new book on the Jeep in French Army service from Histoire & Collections. There is no English in the book whatsoever, not even the captions, but even the most basic of schoolboy French should enable you to make out the salient details regarding the photos, and to be honest it's the photos that make this book special. The 146-page book is

crammed with over 200 photos, mainly black and white, with some colour images and a selection of colour illustrations too. The book covers wartime use, tracing the various units to use the Jeep and following the post-war use of the Jeep and includes details of some of the more unusual variants to have seen service with the French Army over the years. The book is available through good book sellers and is well worth a look if you're into Jeeps.

Title: La Jeep Dans L'armee Francaise

By: Paul Gaujac

ISBN: 9782352502401

Price: £20.00

Format: Softback

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

Looking back at Vickers vehicles in service with the Polish Army

Title: Polish Tracks & Wheels 3

By: Adam Jonea

ISBN: 9788361421504

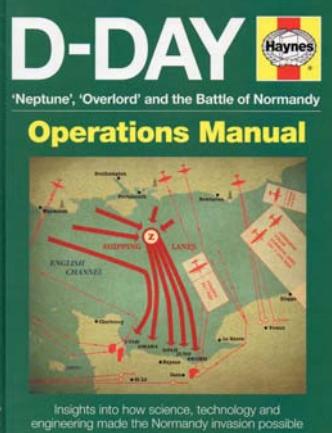
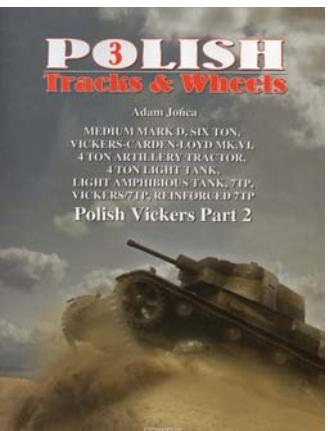
Price: £13.99

Format: Softback

Available From:
Mushroom Model Publications
www.mmpbooks.biz

The latest release from Mushroom Model Publications is this follow-up title that takes a second look at the various Polish Vickers vehicles to be used by the Polish, although confusingly it is the third title in the 'Polish Tracks & Wheels' series of books. The 88-page A4 format book is full of black and white photos and a number of colour illustrations that depict a range of vehicles that include the Medium Mark D, Six-ton, Vickers-Carden-Loyd

Mk. VI, 4-ton artillery tractor, 4-ton Light Tank 7TP, and Vickers-7TP. There's a great selection of photos within the book, all of which will be of value to the vehicle historian, but perhaps especially the military model maker and to that end the colour illustrations showing a variety of camouflage schemes and unit markings will be of particular use. Overall this is yet another great title to be released by MMP.



Trace the key operations during the D-Day landings

In recent years Haynes have moved away from the car repair manuals they're better known for and branched out into other subjects, which luckily for us has included military subjects. This new title takes a look at the D-Day Landings in detail, describing the many aspects of this most famous of amphibious landings using a combination of maps, illustrations and photos. For the vehicle and military 'machine' enthusiast there are specific

chapters looking at key weapons and items of equipment such as the various 'Funnies' like the Sherman flail tank, AVREs, armoured bulldozers, Sherman DD and the like. Other chapters look at the aircraft and gliders involved, the construction of the Mulberry Harbour and the Landing ships and craft. This is an excellent introduction to the subject and would be ideal for enthusiasts both old and young wishing to learn more.

Title: D-Day Operations Manual

By: Jonathan Falconer

ISBN: 9780857332349

Price: £21.99

Format: Hardback

Available From:
Haynes Publishing.
www.haynes.co.uk

A written and pictorial History of a wartime German Military Hero

Title: Major Rudolf Witzig

By: Frank Kurowski

ISBN: 9782840483359

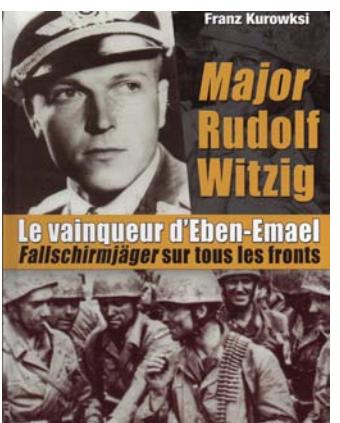
Price: £12.00

Format: Hardback

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

This book presents the history of the famous Major Witzig, born on August 14th, 1916, aspiring to officer rank on April 1st 1935, as head of the engineering section of the Fallschirm-Infantry Battalion in 1938, with which he captured Fort Eben-Emael at dawn on May 10th 1940, capturing 1,200 soldiers with his 55 paratroopers. Awarded the Knight's Cross, he jumped in Crete where he was seriously

injured. Afterwards he commanded a battalion of paratroopers in Tunisia and on the Eastern Front. He was attributed the oak leaf cluster, and after the war became a colonel in the Bundeswehr. This well illustrated book offers an insight into the incredible military service of this German wartime hero. Sadly the book is only available in French language, but is available from all good book shops.



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DATES FOR YOUR DIARY

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

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

May 2013

Friday 10 to Sunday 12 May 2013: Battlegroup North, Yorkshire Air Museum, Elvington: This year the show will be within the airfield grounds next to the museum providing plenty of space for everyone including the trade stands. There will be re-enactors and their associated displays, the impressive museum collection itself, and within the large hanger will be some war gaming displays and stalls. For further details see: www.wheelsandwings.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 around the museum. Tickets to ride on the vehicles are also available, and 100+ militaria stalls will be in the area surrounding the museum. For further details call: Tel: +31 478 641 250 info@militracks.nl

MAY 2013

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. Contact Robin Payne on: Tel: (087) 2589013 robin@mycompany.ie or see: 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-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 featuring military vehicles, exhibitors stands and trade stalls, military dioramas and much more. Contact: John Denny (Re-enactors) Tel: 07713 636760 Tim Hawkes (Vehicles & Trade) Tel: 01536 799395 www.wicksteedpark.co.uk

JUNE 2013

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. Contact Paul on: Tel: 0779 1591528 www.ashdowncamp.webs.com

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 see: www.tankmuseum.org

Sunday 30 June 2013:

The Yesteryear Festival: held at Collop Gate Farm, Manchester Road, Heywood, OL10 2PX. Open 9am to 4pm, over 40 Military Vehicles in action, including a 52-tonne Centurion Tank, plus Vintage Cars, Spitfire, Re-Enactors, Car Boot Sale, Stalls. A great day out for all the family. Everybody welcome, for details or to book in contact: Alison McGuigan on: Tel: 01706 649920 alison.mcguigan@springhillhospice.nhs.uk

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



JULY 2013

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

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

JULY 2013

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 further details or to book in 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 a host of military vehicles, tank rides, living history displays, re-enactors, 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

AUGUST 2013

Sunday 11 August 2013:

Panshanger 1930 & 1940s Day: held at Panshanger Airfield, Herts. This popular one-day show features classic military vehicles, classic cars, motorcycles and a classic aircraft fly in, plus live music from the 30s/40s and more. For further details or to book in for the event call: Tel: 01707 3971791 www.northlondonflyingschool.com

AUGUST 2013

Saturday 17 Sunday 18

August 2013: Cobbaton Combat VJ Weekend: military vehicle show, stalls, living history, and all held at Cobbaton Combat Collection, home to a great collection of military vehicles and military artefacts. The museum is located in Chittlehampton, North Devon, EX37 9RZ. For further details or to book in for the event 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 organiser 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. For further details please contact, John Wardle on: Tel: 01373 300384 westwiltsmvt@yahoo.co.uk www.westwiltsmvt.co.uk

Saturday 17 Sunday 18 August 2013: Ramsey

1940s Weekend: held at The Camp, Ramsey, Cambs, PE2 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

AUGUST 2013

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: 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: Cornwall Area MVT Show: held at Mount Edgcumbe Country Park, Cremyll, Cornwall. Exhibitors are invited to bring along military vehicles (of any era), plus military or living history displays. Free entry and camping for all exhibitors. For vehicle and living history entries call Gwen Jenkins: Tel: 01872 561653 gwenjen@talktalk.net

Saturday 24 to Monday

26 August 2013: Rauceby 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 please contact the organiser on: Tel: 01529 488354 www.raucebywarweekend.co.uk

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. For further details see the website: www.assaulttrainingcenter.com



MISSION BRIEFING

DATES FOR YOUR DIARY

SEPTEMBER 2013

Sunday 1 September 2013: **Jeep & Cheerful day:** this popular one-day vehicle show returns, offering a Free day out for anyone with a Military Jeep, or Military Vehicle, held at the regular venue of 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. Round off the show season and grab those bargains ready for the winter. For details contact: 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

SEPTEMBER 2013

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, a demonstration arena, mock battles, 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. For details 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. Vehicles on display and items to buy and sell. For details or to book in for the event contact the organiser Rod on: Tel: 01270 623353 coldwar@hackgreen.co.uk

OCTOBER 2013

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 see:
www.nrmr.co.uk
details about the trading area at: www.jeepworld.co.uk/pickeringwartimeweekend.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 £2.50 from 9.00am to 2.00pm. For info contact James Brown: 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

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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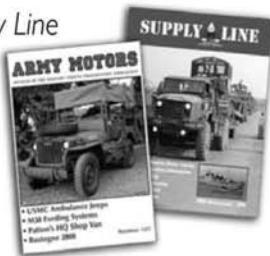
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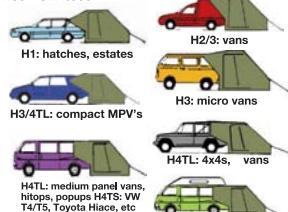
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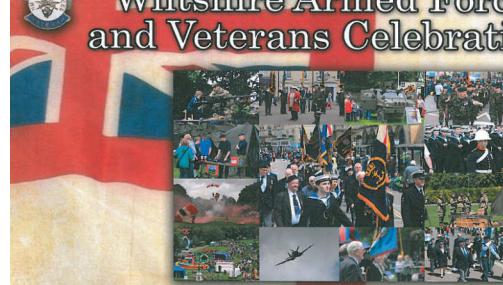
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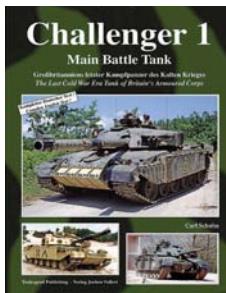
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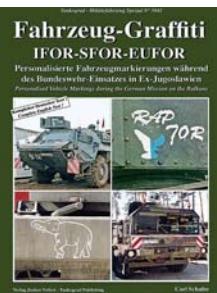
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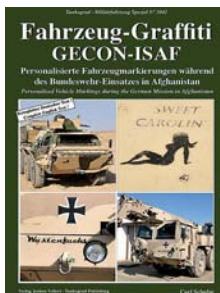
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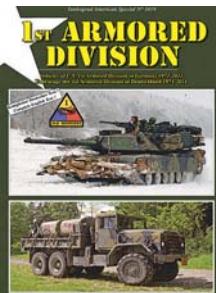
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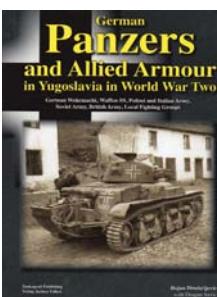
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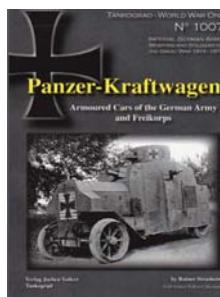
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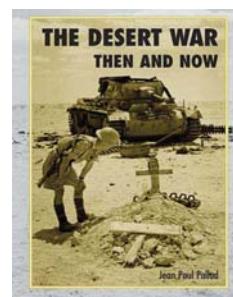
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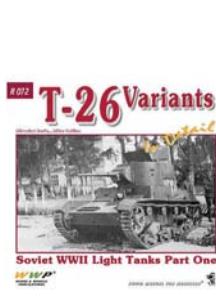
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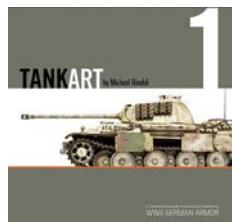
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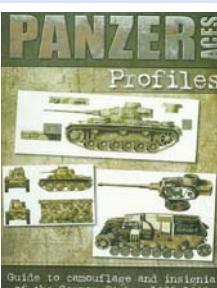
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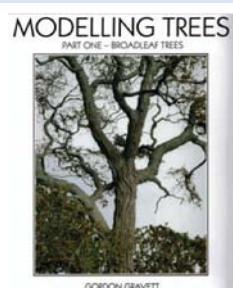
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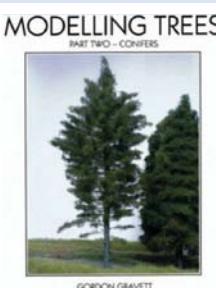
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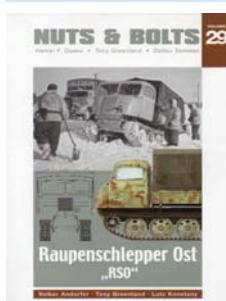
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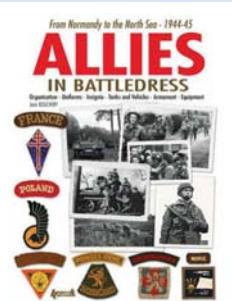
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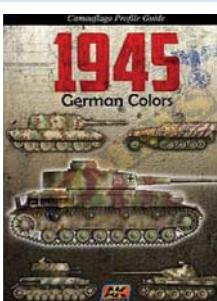
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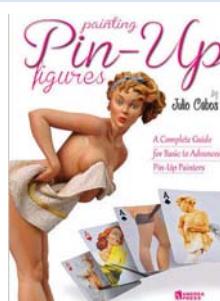
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