ARMORED CAR

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LANCHESTER SIX WHEEL ARMORED CARS

by Raymond Surlemont

DEVELOPMENT

In the late twenties, the British Army began to evolve an interest in armored cars designed around a rigid six-wheel chassis. With drive to all four rear wheels this offered a better cross-country performance than conventional four wheelers.

On 19 July 1927, the Lanchester Motor Company of Coventry secured a contract (V.1609) for two prototypes (D1E1 and D1E2) of a six-wheeled armored car. A subsidiary of the BSA (*Birmingham Small Arms Company Ltd*) group of companies; Lanchester were the makers of luxuroius passenger cars. Their military production during World War I included armored cars, staff cars, aircraft engines, kite balloon winches and paravanes.

The prototypes ordered in 1927 were ready for testing by March 1928. They differed in minor variations related to their armament, as well as to the shape of their turrets and observation cupola. Moreover, the D1E2 chassis had duplicate driving controls at the rear.

Trials conducted by the Mechanical Warfare Experimental Establishment (MWEE) at Farnborough and by the Gunnery School at Lulworth disclosed design faults, most of them of a minor nature and easy to correct. However the chassis proved insufficiently rigid for cross-country work and hardly strong enough to cope with the weight (even though the vehicle only weighed 5.5 tons).

On 27 July 1928, a further order (V.1785) was given to the company for a total of 22 cars, with strengthened chassis and some changes in design to overcome the shortcomings disclosed by the prototypes: 18 of these cars were designated as Mark I and four as Mark IA. More than a year later on 24 October 1929, a third contract (V.1990) was issued for eight cars: two instructional chassis (D1E3 and D1E4), three cars designated as Mark II and three as Mark IIA.

A fourth order (V.2247) was placed on 13 July 1931 for a batch of four Mark II cars. The last order (V.2402) for a further three Mark IIA cars was awarded as late as 9 August 1932, bringing the grand total to four pilot and instructional machines and thirty-five series vehicles. Meanwhile, by mid-1929, the first production armored car, a Mark I (ML8727) had been delivered to the 11th Hussars.

DESCRIPTION

Unlike most contemporary 6 x 4 armored cars, the Lanchester had a purpose-built chassis, rather than that of a truck. The chassis frame was made of armor grade steel as well as the channel frames and tubes.

The armored body designed for the Lanchester was similar to that of the 1914, 1920 and 1924 pattern Rolls-Royce.

The fighting compartment, located in the middle of the chassis could be entered through a single side door on the left or a double leaf door at the rear. Both of these doors were fitted with quick-closing revolver or observation ports.

Mounted above the fighting compartment was a two-man turret supported on three rollers. The turrret could be traversed through a rack and pinion gearing arrangement, or disengaged for free movement. When not in use, or when the car was travelling, the turret could be locked. Housed in the turret were coaxial .5-in (12.7mm) and .303-in (7.7mm) Vickers machineguns, in a dual mount which permitted a maximum elevation of 30° and a depression of 15°. These weapons were aimed through telescopic sights.

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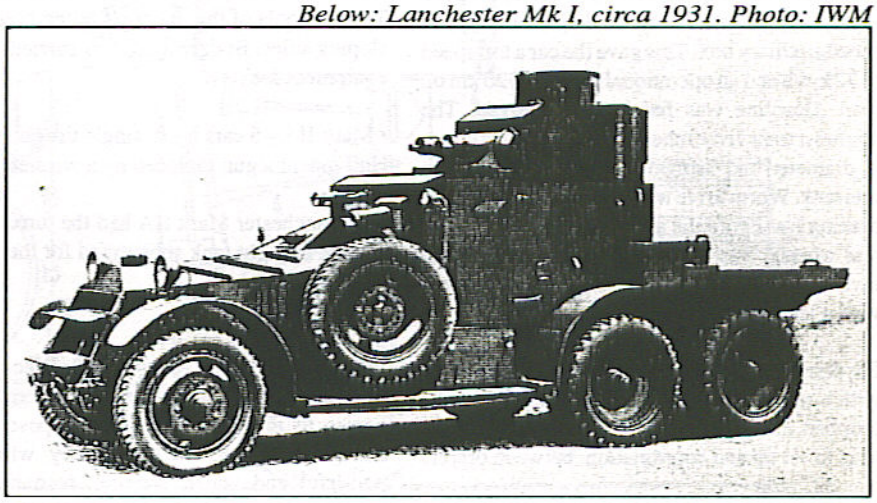
Below: Lanchester Mk I, circa 1931. Photo: IWM



.....Lanchester Six Wheel Armored Cars, continued from page 1

Above the turret, a cupola (also called a hood), was mounted for observation and control. This cupola was free to rotate independently of the turret. Forming the top, two semi-circular hinged flaps could be opened outwards to be used as an emergency exit or simply for signalling. A graduated shutter operated from the inside could also be used for observation. Most of the cars were provided with an aperature prmitting the use of a periscope.

The forward portion of the armored body was occupied by the engine compartment. This compartment was covered by a long armored hood fitted with bullet deflectors. At the front, the radiator was protected by armored shutters which were hinged horizontally and operated from the inside of the car. The driver could control the amount of cooling air admitted to the radiator and if needed, close the shutters from inside, affording complete protection to the radiator.

On the left of the driver, there was another seat for the gunner who operated a hull mounted Vickers .303-in (7.7mm) machinegun. This had a traverse of 45°. In the command version, a wireless apparatas took the place of this machinegun and the crewman acted as a wireless operator instead.

The rear of the vehicle behind the armored body proper, was used for storage of spares and other equipment. Platforms fitted over each pair of wheels also served as mudguards with one or two lockers fitted above.

Most of the Lanchesters had a six-cylinder engine rated at 40HP, but capable of developing 90HP at 2,200 rpm. A few cars were equipped with a more powerful engine, rated at 60HP. The drive was taken from the engine through a main, 3-speed (epicyclic) gearbox, connected to a crash type 2-speed auxiliary box. This gave the car a top speed of 72 km/h and an operational range of 320 km on road. Gasoline was fed by an Autovac. The rearmost transverse tube of the chassis was 25 cm in diameter and formed an emergency reserve fuel tank. Worm drive was used on both axles and braking was hydraulic and servo-operated on the rear wheels. Suspension was provided by long inverted leaf springs, the rear set being covered with a leather boot.

For driving backwards the cars were at first fitted with a rear steering wheel, but this feature was dropped in 1934. In actual practice it took too long to set up and coordination between drivers was difficult.

SPECIAL FEATURES

The Lanchester introduced many improved features over previous designs. Among these were quick closing revolver and observation ports, and the installation of padding inside the armored body to protect the crew from injury. The driver had his window provided with an adjustable bullet-proof flap. When this was in the open position the aperature could be closed by a safety glass windscreen. The mechanism operating the windscreen was so arranged that, when the flap was lowered the windscreen automatically hinged inwards and could be secured to the roof by a catch.

An observer's adjustable step was mounted within the turret and moved with it. Two ditch-crossing planks, 1.8m in length were carried, one beneath each running board. The car also carried four pyrene type fire extinguishers as well as a drinking water tank of approximately 18 liters capacity. When used in anti-riot missions, the Lanchhesters were provided with an electrical defense. A device was fitted which could send a high voltage current through any person standing on the ground or running boards who touched the armored body of the car.

The cars (Mk IA and Mk IIA) equipped with a radio set had a whip type antenna fitted outside on the left front corner of the fighting compartment.

PRODUCTION AND VARIANTS

A total of 39 six-wheeled Lanchester armored cars were built, including two prototypes and two instructional cars:

- Mark I - 18 cars built, eight with dual rear wheels. Circular turret cupola with a flat top, equipment locker on the right rear fender.
- Mark IA - 4 cars built, hull machinegun replaced by a wireless set.
- Mark II - 7 cars built, single tires all round. Turret cupola of the 'Bishop's miter' type with sloping sides. Both rear fenders carried equipment lockers.
- Mark IIA - 6 cars built, single tires all round. Hull machinegun replaced by a wireless set.

One Lanchester Mark IIA had the turret from a Mark IV light tank substituted for the original.

OPERATIONS

In 1928, the British Army Council decided that two cavalry regiments would change over from horses to armored cars. The purpose of this change was to provide the Cavalry with more powerful and wider ranging reconnaissance capabilities as well as better facilities for transmitting the information gathered. The nomin[illegible] ogranization of such a regiment was to b[illegible] Headquarters Wing (with two armored cars) a[illegible] three Squadrons of 11 armored cars each; split into two five-car sections, plus one car for the Squadron leader. Total: 35 cars.

Two senior regiments, the 11th Hussars (the "Cherrypickers") in Great Britain and the 12th Lancers in Egypt, were earmarked. It was the 11th Hussars, then at Aldershot, Hampshire, which took over the armored cars first, but there were considerable delays in supplying them.

In fact, the 11th Hussars did not receive their first vehicles before January of 1929; and these were 12 Rolls-Royce cars of the older (1920) vintage, transferred from the 12th Armored Car Company. While the delivery of the Lanchesters had been expected for May 1929, the first one did not actually arrive before 25 June, to be soon followed by another. By 15 August, 18 Rolls-Royce and two Lanchester cars were on strength.

After the requested modifications had been undertaken, more Lanchesters had been received by early 1930 to be given to 'B' and 'C' Squadrons, with some Rollls-Royces being phased out accordingly. Later in the year, the Regiment's HQ Wing took over their two Lanchester (Mk IA) cars fitted with a wireless set.

In September 1930, for the first time since their conversion as an armored unit, the 11th Hussars attended maneuvers as a complete Regiment, with a mixture of old four-wheel Rolls-Royces and new six-wheel Lanchesters. Once the initial design faults had been eliminated the Lanchesters proved to be good vehicles. Slower but more robust than the Rolls-Royces, they had superior cross-country performance. They were also very reliable and required little mechanical maintenance. However their users considered them as "land battleships, rather too conspicious and heavy for reconnaissance". The crews liked the roominess, but its weight (7 1/2 tons loaded) was a problem. The car was difficult to bring to a halt and occasionally caused accidents.

On 21 October 1930 the 11th Hussars moved to Tidworth, in the Salisbury Plain area, and were assigned to the 2nd Cavalry Brigade. They were to stay there for the next four years.

Early in 1932 a new so-called "experimental" organization was adopted by the Regiment as a result of the tactical lessons drawn from maneuvers of the previous two years. While the Headquarters Wing had already been redesignate[illegible] as Regimental Headquarters in 1931, the new

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TECHNICAL DATA

\RIANT:	Mark I Mark IA	Mark II Mark IIA
Weight:	7.4 tons	7.05 tons (Mark II) 6.95 tons (Mark IIA)
Crew:	4	4
Length:	5.99m/19' 8"	6.10m/20' 0"
Width:	2.11m/6' 11"	2.02m/6' 7 1/2"
Height:	2.77m/9' 1"	2.82m/9' 3"
Track:	1.57m/5' 1 3/4"	1.57m/5' 1 3/4"
Wheelbase:	3.73m/12' 3"	3.68m/12' 1"
Armor:	9mm	9mm
Armament:	One 12.7mm/.5-in Vickers MG One/Two 7.7mm/.303 Vickers MG	

Ammunition: 500 rounds, .5-in S.A.A.
4000 rounds, .303 S.A.A. (Mk I/MkII)
3000 rounds, .303 S.A.A. (Mk IA/Mk IIA)

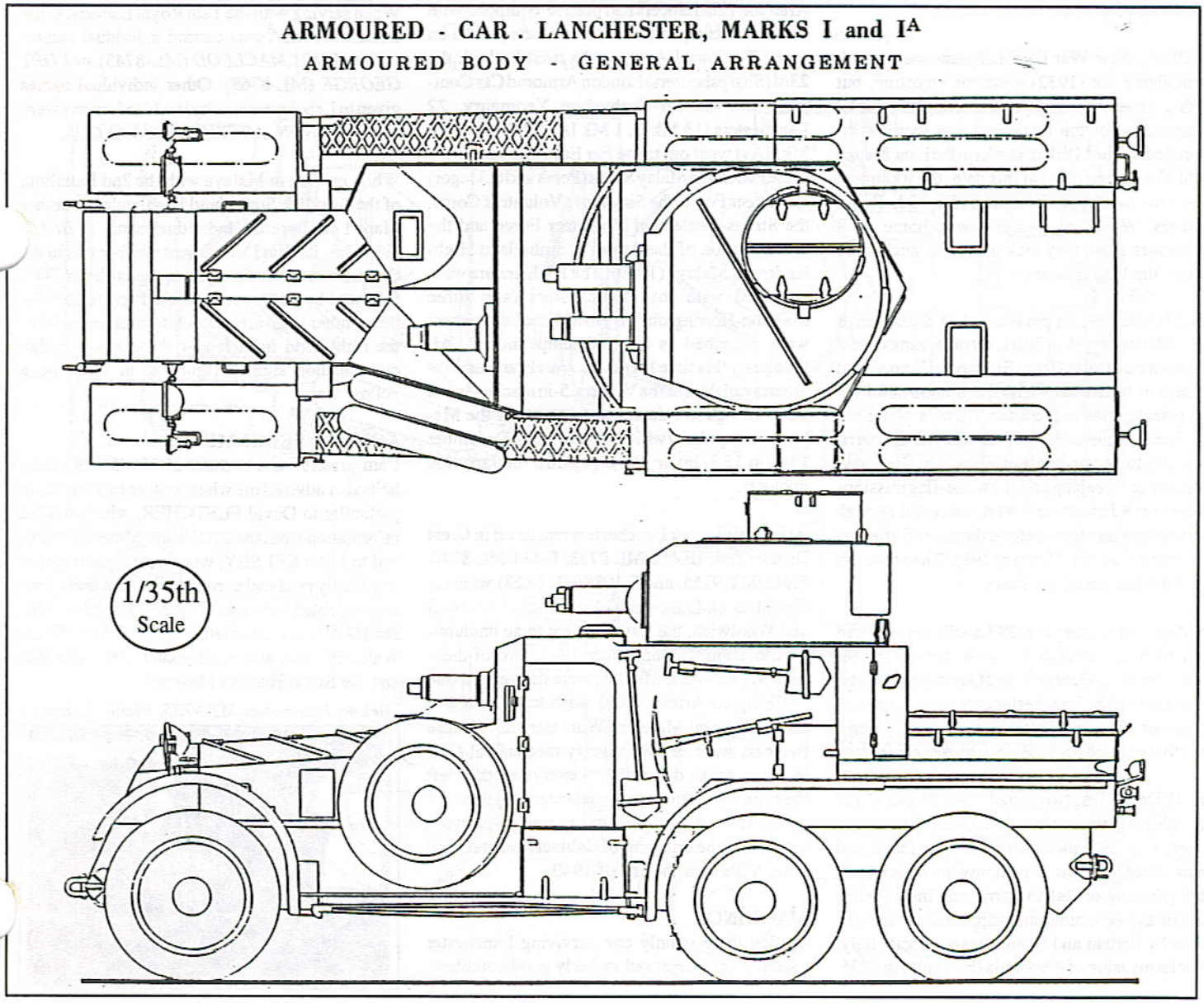
Engine: Lanchester 40 HP
Six-cylinder, gasoline
6.180 liter
90 BHP @ 2,200 rpm
Water-cooled

Fuel capacity: 100 liters

Range: 320 km (road)

Maximum speed: 72 kmph/45 mph

Turning circle: 8.08m/53'



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organization dropped the five-car sections in favor of three-car troops. The Regiment was then shared by three squadrons, each of a Headquarters troop of two cars, and three other troops of three cars apiece. The three-car troop was considered a more suitable basic unit; combining a fair amount of firepower with good mobility and yet not so large as to be unwieldy to control. The total complement was still 35 armored cars.

From March of the same year, the 11th Hussars and the Lanchester cars of 'C' Squadron were associated with the Royal Family for more than twenty months, when Captain H.R.H. the Duke of Gloucester was in command of them.

Because of the slow rate in delivery, it was not until 1934 that the 11th Hussars could be fully equipped with Lanchester armored cars, when 'A' Squadron finally received their complement of Mk IIs and Mk IIAs.

In 1934 a New War Establishment was issued, formalizing the (1932) squadron structure, but with a three-car Headquarters troop. The total complement of the Regiment was then 38 armored cars. The 11th Hussars kept the Lanchesters until November 1934; at this date, the Regiment was sent to Egypt, to relieve the 12th Royal Lancers. When the Lancers came home on 8 December 1934, they took over the Lanchesters left by the 11th Hussars.

On 2 January 1935 a provisional 'D' Squadron of the 12th Lancers (5 officers, 60 other ranks and 8 armored cars) sailed from England to France, and from there to Germany with the mission of fulfilling patrol duties in the Saar. There, a plebiscite was being organized to decide whether this territory was to become part of France or Germany. These peace-keeping and show-the-flag missions started on 8 January and were succesful enough to avoid any incidents before, during and after the Plebiscite Day of 13 January 1935. The squadron left for home on 23 February.

In May of the same year, 28 Lanchester armored cars held a ceremonial parade for the Silver Jubilee of King George V and Queen Mary. Later on 6 August, the Lanchester cars were displayed in a great 'Tidworth Tatto', with a Cavalry retrospective entitled 'from Armor to Armor'.

On 31 December, two squadrons ('B' and 'C') of the 12th Royal Lancers left Great Britian for Egypt with 29 Lanchester cars. This move had been decided on as a response to Mussolini's strengthening of Italian garrrisons in Libya; as part of the economic and diplomatic sanctions taken by Britian and France against facist Italy, after its invasion of Abyssinia (Ethiopia) in 1935.

The British armored car squadrons arrived at Alexandria on 10 January 1936 and moved to the Helmieh camp, sharing it with the 11th Hussars. On the 27th, 'C' Squadron went to Mersa Matruh in the Western Desert, with 12 armored cars, more or less adequately equipped and supplied to operate in the desert. It was not before March that its sister 'B' Squadron was in condition to move west to join it. Both squadrons spent their time in patrolling the frontier along the wire barrier which stretched continuously from the sea towards the south. By the end of July 1936 the Regiment was called back to Cario, and then embarked once more for Great Britain in November. It arrived home late in December, just in time for all ranks to go on leave for Christmas. To their great disappointment, the 12th Royal Lancers had to release their Lanchesters for new Morris armored cars, which were looked on with much dissatisfaction.

After the 12th Lancers had been re-equipped with the Morris cars, some 10 Lanchesters passed on to the Territorial Army, to be used by both the 23rd (Sharpshooters) London Armored Car Company and the 1st Derbyshire Yeomanry. 22 Lanchesters (13 Mk Is, 1 Mk IA, 5 Mk IIs and 3 Mk IIAs) went out to the Far East, to be assigned to the Federated Malay States (Perak and Selangor) Volunteer Force, the Singapore Volunteer Corps, the Straits Settlement Volunteer Force and the 2nd Battalion of the Argyll & Sutherland Highlanders in Malaya (1939). The Highlanders were provided with four Lanchesters (and three Marmon-Herringtons). By then these Lanchesters were described as old and tempermental. Although by this time there was scarely any ammunition available for the Vickers .5-in machineguns, these cars gave valuable service during the Malayan campaign (which lasted from December 1941 to 15 February 1942) against the Japanese invaders.

At least five other Lanchesters remained in Great Britain: four (F.476/ML.8738, F.484/ML.8746, F.961/MT.9755, and F.1088/HX.6828) were assigned to Ordnance establishments at Chilwell and Woolwich, the last one went to an unidentified location. In September 1941, two of these (one Mk I and one Mk IIA) were delivered to the '1st Belgian Armored Car Squadron', then stationed at Great Malvern, Worcestershire. These two cars were in such a sorry mechanical state that they broke down almost everytime they left their garage. Another Lanchester (registration unknown) was converted to a passenger carrying vehicle for the transport of Cabinet Ministers and other VIPs near the end of 1940.

MARKINGS

To day there is only one surviving Lanchester armored car, preserved in fairly good condition at the Royal Armored Corps Tank Museum. Bovington Camp, Dorset, Great Britain (ed no' a photo of this machine can be found on page 5 *ARMORED CAR* #7, September 1991). It is a Mark II sample which has been painted by the Museum in the colors of the 12th Royal Lancers. This is shown by the abbreviation '12L' above the military census number 'F.961' painted on either side of the hull, and also a guidon in the regiments colors of red over yellow with the regimental badge superimposed on the sides of the turret. In common with all British military vehicles of the period, it carries a civilian registration number of 'MT-9755', painted in white on the hull front and rear. This is the original number issued to this car and like most was drawn from the county of Middlesex. This Lanchester car also has a red letter 'A' which was, for a time, a marking painted on fighting vehicles, while the letter 'B' was applied to unarmored or 'soft-skinned' vehicles.

When serving with the 12th Royal Lancers, some Lanchester Mk I cars carried individual names, such as *FORT MACLEOD* (ML-8743), or *FORT GEORGE* (ML-8768). Other individual names given to Lanchester cars by the 12th Lancers were *AGAMEMNON*, *ARETHUSA* and *ARGUS*.

While serving in Malaya with the 2nd Battalion, of the Argyll & Sutherland Highlanders, another Mark I car bore the individual name of *BLAI CASTLE*. Its War Department number was in th Government of India style: a capital letter "W", followed by an upwards pointed arrow, then by the number '465' all on a white background. On the right hand front fender there was a bridge classification sign: a figure '8' in black on a yellow disc.

ACKNOWLEDGEMENTS

I am grateful to a number of friends who have helped or advised me when writing this article; in particular to David FLETCHER, who provided information from the RAC Tank Museum's files, and to Mike KELSEY, who carried out research and kindly read and corrected my first draft. I am also indebted to Gwyn EVANS, Editor of *THE DRAGON*, the newsletter of MAFVA, South Wales Branch, and to Brigadier C.G. MOORE and the Royal Hussars Museum.

Below, Lanchester MT-9755. Photo: P. Brown

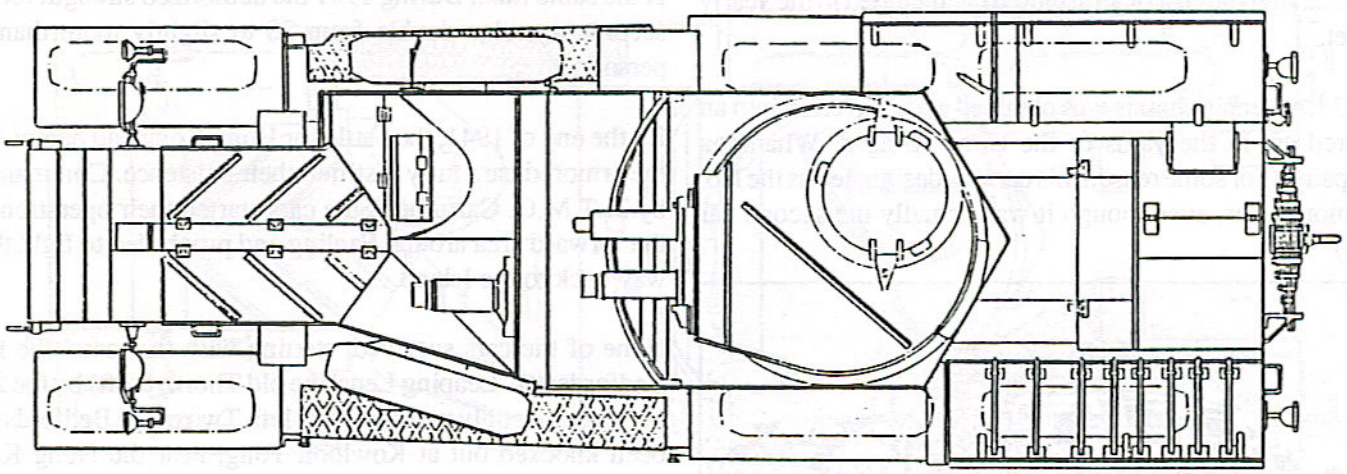
VEHICLE ROSTER

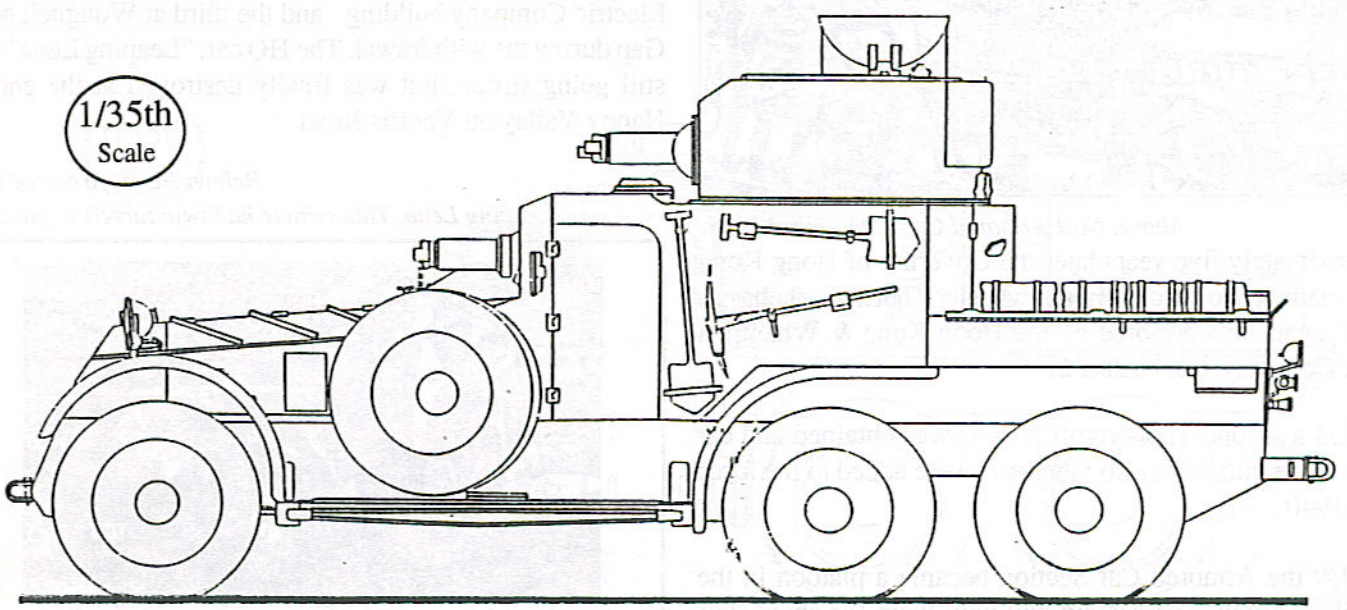
WD No	Reg No	Mark	(MWEE No) Final Service/Location
93	ML-8689	D1E1	(MWEE.85) - 1st Derbyshire Yeomanry
0	ML-8688	D1E2	(MWEE.91) - 23rd Armored Car Company
F.829	MT-9644	D1E3	?
F.830	MT-9645	D1E4	23rd Armored Car Company
F.465	ML-8727	Mk I	Singapore/Malaya
F.466	ML-8728	Mk I	Straits Settlement Volunteer Force
F.467	ML-8729	Mk I	(MWEE.184) - Singapore
F.468	ML-8730	Mk I	Singapore/Malaya
F.469	ML-8731	Mk I	23rd Armored Car Company
F.470	ML-8732	Mk I	(MWEE.846) - Singapore
F.471	ML-8733	Mk I	23rd Armored Car Company
F.472	ML-8734	Mk I	Singapore
F.473	ML-8735	Mk I	Singapore/Malaya
F.475	ML-8737	Mk I	Straits Settlement Volunteer Force
F.476	ML-8738	Mk I	Chief Ord Officer, Chilwell
F.477	ML-8739	Mk I	Singapore
F.480	ML-8742	Mk I	23rd Armored Car Company
F.481	ML-8743	Mk I	Straits Settlement Volunteer Force
F.482	ML-8744	Mk I	Singapore/Malaya
F.483	ML-8745	Mk I	Straits Settlement Volunteer Force
F.485	ML-8747	Mk I	(MWEE.213) - 23rd Armored Car Company
F.486	ML-8748	Mk I	Singapore/Malaya

WD No	Reg No	Mark	(MWEE No) Final Service/Location
F.474	ML-8736	Mk IA	?
F.478	ML-8740	Mk IA	1st Derbyshire Yeomanry
F.479	ML-8741	Mk IA	Singapore
F.484	ML-8746	Mk IA	Chief Ord Officer, Chilwell
F.832	MT-9647	Mk II	Singapore
F.862	MT-9673	Mk II	Federated Malay States Volunteer Force
F.863	MT-9658	Mk II	(MWEE.888) - Fed Malay States Vol Force
F.961	MT-9755	Mk II	C.O.O. Woolwich - Bovington Tank Museum
F.962	MT-9756	Mk II	Singapore
F.963	MT-9757	Mk II	1st Derbyshire Yeomanry
F.831	MT-8646	Mk IIA	Singapore
F.860	MT-9657	Mk IIA	Singapore
F.861	MT-9672	Mk IIA	23rd Armored Car Company
F.1088	HX-6828	Mk IIA	Chief Ord Officer, Chilwell
F.1089	HX-6829	Mk IIA	23rd Armored Car Company
F.1090	HX-6830	Mk IIA	Federated Malay States Volunteer Force

ARMOURED - CAR. LANCHESTER, MARK II and II^{A}

ARMOURED BODY -- GENERAL ARRANGEMENT





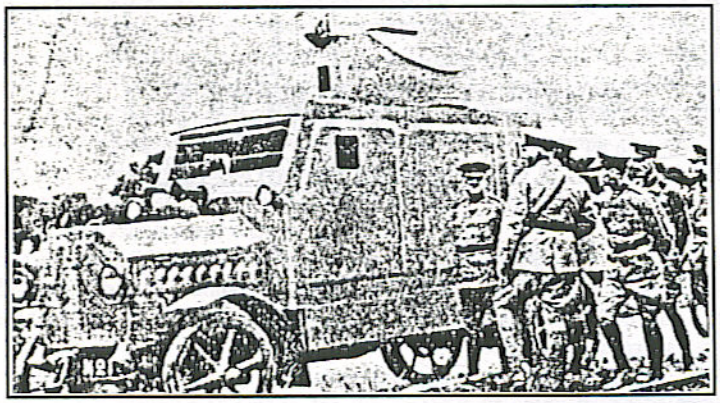
ARMORED CARS OF THE HONG KONG REGIMENT 1925-1965

During the early 1920s the British Army had occasion to send one of the old Armored Car Company's to Shanghai, to lend a little weight to the authorities in that rather turbulent area.

Their vehicles were noted with envy by the Hong Kong Volunteer Defence Corps, and it wasn't long before the HKVDC decided that they also should become mobile.

The Armored Car Section was first formed as the Mounted Infantry Transport Section, when Sir Paul Chater donated $1,500 (Hong Kong Dollars) to purchase a Ford chassis on which a body was built and equipped with two Vickers machineguns. The new vehicle and unit quickly proved their usefullness and so the Governor was convinced of the necessity of having the cost of an armored car included in the yearly budget.

In 1925, a Dennis chassis was obtained and converted into an armored car in the yards of the Hong Kong & Whampoa Company. (For some reason this car was designated as the No. 1 Armored Car, even though it was actually the second car built.)

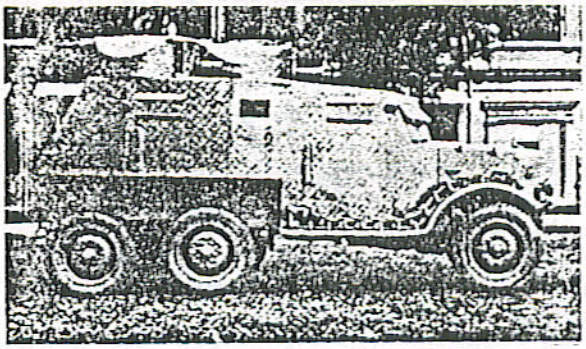


Above, No.1 Armored Car - December 1925

Approximately five years later the Governor of Hong Kong was persuaded to purchase a six-wheeler Thornycroft chassis which again was armored by the Hong Kong & Whampoa Dock Company (car number 2).

In 1933 a second Thornycroft chassis was obtained and car No. 3 came into being. No other cars were added to the force until 1940.

In 1939 the Armored Car Section became a platoon in the Mobile Column. The section had with them for about four years by this time, a number of motorcycle combinations mounting a Vickers Machinegun.



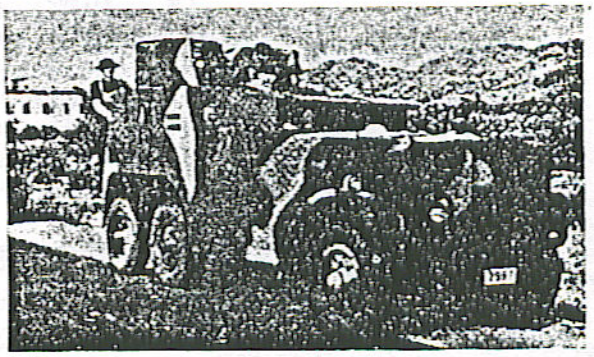
Above: No. 2 Armored Car, circa 1930, this vehicle used ship's armor plate.

With the beginning of World War II, 1940 and 1941 saw four new armored cars added to the Platoon, these were also built in the Colony on Bedford chassis, the oldest cars being retired at the same time. During 1941 the authorized strength for the section was also double from 20 to slightly more than 40 personnel.

By the end of 1941, the battle for Hong Kong had begun, and the armored cars fully justified their existence. Command by 2LT M.G. Carruthers, the cars started their operations in the forward area around Fanling and proceeded to fight their way back to the Island.

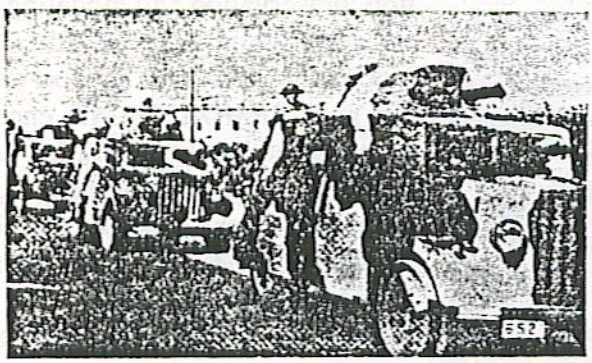
None of the cars survived, starting with five cars (the four Bedfords and 'Leaping Lena' the old Thornycroft) by the 21st of December only two cars were left. Two of the Bedfords had been knocked out at Kowloon Tong, near the Hong Kong Electric Company building and the third at Wongneichong Gap during the withdrawal. The HQ car, "Leaping Lena" was still going strong, but was finally destroyed at the end of Happy Valley on Ventris Road.

Below: No. 3, Armored Car, Leaping Lena. This vehicle had twin turrets in parallel.



The last armored car was finally destroyed by its crew, near the ~een Mary Hospital, rather than allow it to fall into Japanese ~ds.

Below: No. 4 & 5 Armored Cars, circa 1940-41. These vehicles are built on the Bedford Chassis.



Twenty-two years later on 15 January 1963 in a ceremony at Happy Valley Camp, The Volunteers (now the Hong Kong Regiment) received their next armored cars. Six Ferret Mk 2/2 Scout Cars were transferred from Regular Army stocks to the Colony unit; but not for free. The new vehicles cost the Colony £40,000! (just over 100 years before, the then Governor had reluctantly agreed to allow an annual outlay of £195 for the upkeep of The Volunteers).

~ew unit, the 4 Recce Squadron, was formed from the old Support Company to operate the Ferrets. Commanded by a Major, in 1965 the unit had 55 personnel divided into a Headquarters Section (with two Landrovers) and three Troops. Each Troop having two Ferrets and two Landrovers, operating either together or as two seperate patrols.

Troop numbers were the 10th, 11th and 12th, with vehicles being painted bronze green. Serial numbers were in black on a large white rectangle at the rear center, and just above the driver's hatch. Numbers ran from 8790 to 8795. A yellow circle bridge classification badge with the number 4 was also carried on the right front fender.

HONG KONG REGIMENT
4TH RECONNAISSANCE SQUADRON 1965

Headquarters Section
|
(2) Landrovers
|
10th Trp | 11th Trp | 12th Trp
(2) Ferrets | (2) Ferrets | (2) Ferrets
(2) Landrovers | (2) Landrovers | (2) Landrovers

Letters

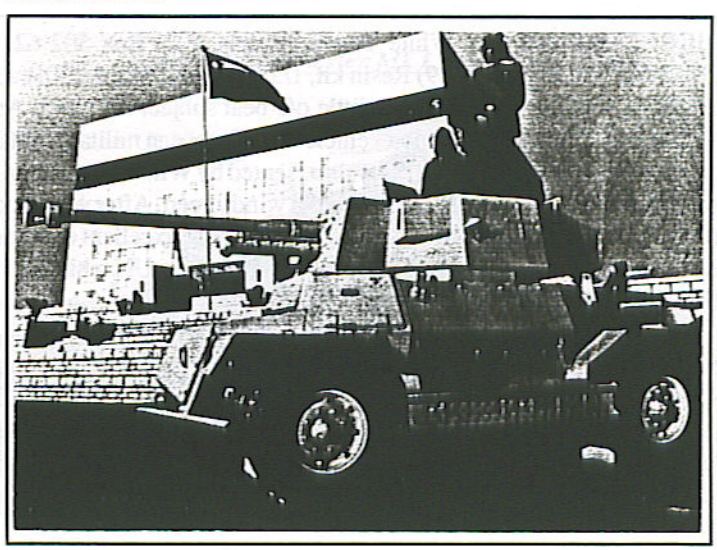
Dear Dave:
I saw another color photo of the large Croatian vehicle you drew on pg 5 of *AC* #9, in the French magazine *RAIDS* the colors are medium green overall with random overpaintings in black, light tan and middle brown (or rust). A Croatian shield appears on the front and left side. The author of the article states that about 10 were built. It weighed about 20 tons and is said to have a top speed of 120 kmph.

I am currently doing some personal research about the AFVs used by the former Royal Netherlands Indies Army (KNIL) in Indonesia at the time of the Japanese attack in 1941-42. Their cavalry and armored units used several types of tanks and armored cars. The latter were: (12) Alvis-Straussler AC3D; (49) Marmon-Herrington Mk 3; several homebuilt armored cars and personnel carriers; and about (25) White M3A1 Scout Cars.Information about these vehicles is quite difficult to find, especially because almost all Dutch archives were either destroyed in Europe by the Germans or in Indonesia by the Japanese. I have found some information thanks to the Bovington Tank Museum and Dutch friends.As the White cars were built in the US, I'm now trying to get information from US sources. I would be very grateful for any advice or help in starting my research.-*Jacques Jost, 2, rue Beau Site, 57540 Petite-Rosselle, FRANCE.*
(-ed. Can anyone give Jacques a hand?)

Dear Dave:
I would like to request some information on the Daimler (Dingo) Scout Car Mk II, fitted with a rotating turret, .30 caliber Browning machinegun, barrel periscope and gun sight used in Post WWII Malaya. I would like to add the turret to the Tamiya kit of the Dingo. - *Mark Ruller, 213 1/2 Adamson Street, Mount Vernon, OH 43050.*

(-ed. As I remember one of these vehicles is at the Bovington . The address for the museum was in last issue's 'Plug' column.)

Dear Dave:
I think I can add some notes to the Marmon-Herrington Mk IV article. In Arab Legion service some M-H Mk IVfs were upgunned with six-pounders as stated in several sources. It seems one still exist as a gate post at the "Martyr's Memorial" in Amman, Jordan. (*see photo below -ed*) I also have a question for the readers of *ARMORED CAR*. I have come across a 1/35th model of a Marmon-Herrington Mk II. The material is white metal and the old clear plastic (polyurethane?) which breaks into splinters when you even look at it. The model is pretty bad. The turret and wheels need replacement but the body is OK (if overall appearance is your bag, not milimeter scale), my question is, who made it? Also today I got some news from Phil Greenwood, Cromwell Models will release the following items this year in 1/35th scale. (1) Staghound Mk I/III (2) GMC-Canada Otter Mk I LRC (3) Morris Mk III LRC and perhaps a Humber Mk III, Marmon-Herrington Mk II and AEC Mk I. -*Erik Ahlstrom, Malmo, Sweden*



Plugs

Museum Ordnance. *The Magazine for the U.S. Army Ordnance Museum.* Published six times a year by Darlington Productions, Inc., P.O. Box 5884, Darlington, MD 21034. (Tel. 410-457-5400) Subscriptions: One-year (six issues) $13.50 US. All foreign $18.50 surface, $27.00 airmail (U.S. funds). Editor, Jeffrey D. McKaughan. Now in its second year of publication, I just had a chance to see the issue for March (Vol 2 No 2). A nicely put together publication, *Museum Ordnance* has the ability to draw on the resources of the Ordnance Museum collection for reference, a real asset. Material in this issue included the M22 Locust light tank, PT-76 amphibious tank, and articles on tank engines, fuel cells, book reviews, and a modeling article on building a T-34/76 Zarod 27. All in all a good issue. My only reservation is that there wasn't any material on wheeled vehicles. RECOMENDED.

MILCIV. *The Dutch magazine of Military and Civilian vehicle Modeling.* Hans Molter, Voorzitter & Redakteur, Weenahoof 31, 1083 JG Amsterdam, The Netherlands. (Tel. 020-6461949).Subscriptions: 35 HFL ($22 US approx) for one-year (four issues). Editor: Hans Molter. This is a brand new publication and a real effort of love. As the title suggests, this magazine is centered around the modeling of both military and civilian vehicles with the accent on wheeled, although tracked vehicles are covered. 42 pages long with color covers the articles included a Daffology (on DAF trucks), the Shorland armored car, T-72 tank, Greek armored command posts, WWII Shermans, 1/48th scale Matador trucks, the SA-9 Gaskin and the Jagdpanther, along with construction material and kit reviews.The only draw back to this publication is that it is completely in Dutch. I was able to puzzle out most of what I wanted, but at least Dutch and English captions on the photos would be a help. I'd like to take a minute and comment on the Shorland article by J.G. Adema, it was one of the finest efforts I've seen in a long time and the drawings set the standard for what can be done, excellent! HIGHLY RECOMMENDED.

PANSAR. *The Publication of the Swedish Armour Historical Society.* Circulation: Tommy Nilsson, Violstigen 9, 264 00 Klippan, Sweden. Membership: 150 Crowns ($28.50 US approx) for a one year membership in the Society which includes four issues of *PANSAR* by airmail. Payment should be sent to Swedish Postgiro Account 895711-0. This is a good publication, but before you send any money I would suggest getting in contact with a member. This is the second issue I have seen of *PANSAR*, and I've liked them both. The particular issue I have, No. 4 1990, has an excellent article on Swedish volunteeers in the Waffen-SS 1941-45. Photos covered an SdKfz 231/1 and various SdKfz 250/1 & 9's in both winter and summer camouflage. There were also articles on British armor regiments in WWII and activities at the Swedish Armor Museum. A brief english summary is supplied for foreign members, which is a big help. RECOMMENDED.

Reviews

MERCEDES 240 GD. White Tower Models, P.O. Box 502 62, 540 13 Thessaloniki, GREECE (Tel. 031/932 189) Resin kit, 1/35th scale. Price 4,750 drachma ($35 US) plus an unknown amount for postage. A little off-beat subject for North American modelers, the Mercedes 240 is a very common vehicle with European military units. Basically a 4 x 4 field car the vehicle has been beautifully represented by Whte Tower there are 80 finely cast resin parts and one sheet of clear acetate for the windscreen. After you remove the usual thin resin flash, construction is straight forward following the excellent exploded view drawings. The kit looks right when its put together and painted up in UN white and blue is very attractive. HIGHLY RECOMMENDED.

SWS HALFTRACK ROCKET LAUNCHER. US Casts, P.O. Box 3229, Santa Cruz, CA 95063 USA. (Tel 408-425-8437) Resin kit, 1/76th scale. Price $10 US, plus $5 postage per order. A rather nice version of the late WWII German heavy halftrack with multi-rocket launcher. Casting was a little heavy, but after thinning out it made up into a good looking version of the sWS. Scale to the drawings I have on hand was acceptable. RECOMMENDED.

EDITORIAL POLICY: The purpose of the *ARMORED CAR* Newsletter is to, "promote interest in; and exchange information on; the history, development, collection, preservation and modeling of wheeled fighting vehicles from around the world". In support of this goal, *ARMORED CAR* encourages international cooperation in researching the history of the development and usage of wheeled fighting vehicles from their initial introduction to the present time. Subscribers are asked to support *ARMORED CAR* by submitting material (photos, drawings, articles, etc.) for publication. All material is copyrighted by *ARMORED CAR* and no reproduction in whole or in part is permitted without written permission.

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