

ARMORED CAR

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Armored Cars of the Spanish Army, Part II

by Javier de Mazarrasa
Translated by Noela Perez

BACKGROUND

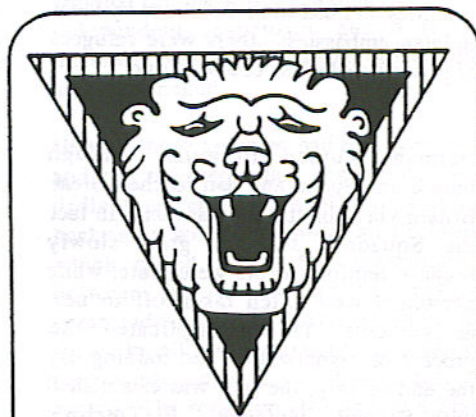
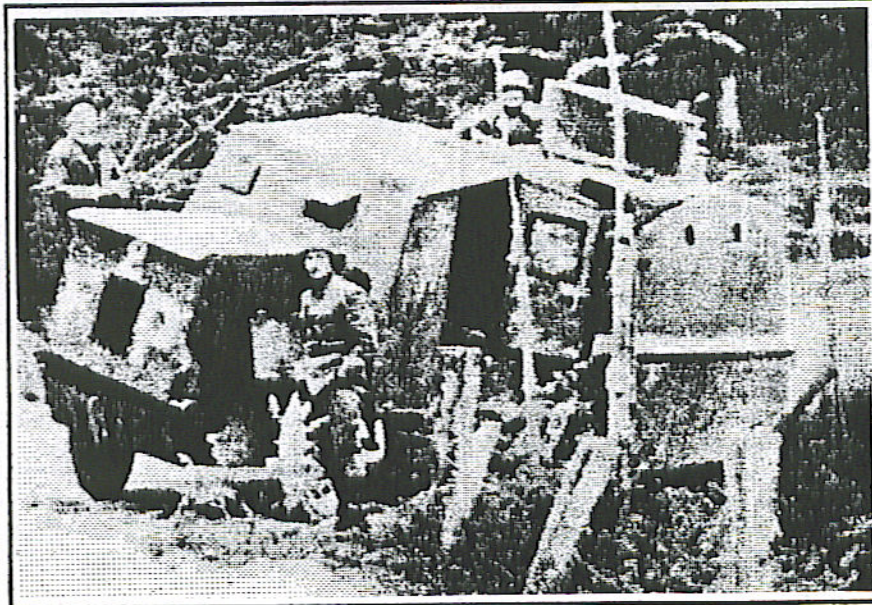
The construction and employment of improvised armored vehicles on all battle fronts, was one of the characteristics of the Spanish Civil War of 1936-39. Although these vehicles were constructed and used by both sides; they were mainly used by the various militia units and political organizations. Called the 'tiznaos' (or grays - after the dark gray color of their unpainted armor plate used to build these vehicles), they were more effective in appearance than reality. The tiznaos' major contribution seems to have been to morale rather than military tactics.

Most of these improvised vehicles were constructed more from good will rather than technical ability, and the use of truck and bus chassis was common. Most of these vehicles were unable to exceed speeds of 20 kilometers per hour on a good surface, with weights usually exceeding the maximum potential of the motors. Heavy vehicles, many were used as traveling barracks, with mattresses, tables and other utilities. It was a question of armor protection versus available power. The most ambitious projects were local designs and they were very popular in the industrialized regions. These early vehicles were soon replaced when advanced technology became more available.

Regions with more industrialization soon abandoned local improvised designs for those produced by the Automotive Industries of the North in Vizcaya; The Commission of War Industries of Cataluna in Barcelona, and the Department of Armaments and Munitions in Valencia. These groups

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One of the many armored cars of the Spanish Civil War, this vehicle (made in the city of Vizcaya) is examined by Nationalist soldiers after its capture near Ochandiano in April of 1937 (the vehicle carries the letters FP in white and the numeral 2 over the grill).



The 1st Belgian Armored Car Squadron of World War II (Part I) Belgian Armored Cars in Great Britain

by Raymond Surlémont

BASHFUL DEBUT

The Belgian Armored Car Squadron in Great Britain can trace its ancestry to February 1941, when a group of three Belgian officers (Captain A. Lechat, Lieutenant H. Sauvage and Second Lieutenant F. Totelin), four NCOs, one corporal and two privates went for a three month period of instruction to the 1st Derbyshire Yeomanry, which was then the armored car regiment of the British 6th Armored Division. Later, when they came back to the Free Belgian Forces which was organizing at Tenby, Wales. Captain Lechat received some fifteen men, one truck and three motorcycles to form the core of a so-called 'Armored Car Squadron'.

On 3 June 1941, Captain Charles Viscount de Walckiers, was entrusted with the task of forming the Squadron, planned with a headquarters troop, three armored car troops and one administrative troop. The 1st Belgian Armored Car Squadron came into being officially on 12 June of 1941, the day it moved

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to Great Malvern with a manpower of about 30 officers and men. The new squadron mustered Belgian soldiers of various origins: some were already living in Great Britain; others came from various countries and had been mobilized by local Belgian embassies; others were refugees or prisoners who had escaped from

German-occupied Belgium, through France and Spain, and had reached Great Britain via Gibraltar or elsewhere. In fact the Squadron strength grew slowly because reinforcements were scarce, while personnel were often taken off to new assignments. This complicated the process of organization and training. By the end of July, the unit was established with Second Lieutenant F. Totelin's Headquarters Troop, Lieutenant H. Sauvage's 1st Armored Car Troop and Lieutenant R. Dewandre's 2nd Armored Car Troop, but it had yet to receive any armored vehicles.

Under Lieutenant W. Rondas, a third armored car troop came into being at the end of July and the Squadron was then incorporated into the Belgian Land Forces Command in Great Britain; itself created on 8 August 1941.

THE FIRST CARS ARRIVE

The first three armored cars: one Rolls-Royce 1920 Pattern and two Lanchesters (one Mark IA and one Mark IIA) of 1930 vintage were delivered to the Squadron in September of '41. They were in such poor

mechanical condition that they could not be driven out of their garage without breaking down. However, their arrival permitted the Belgian personnel to wear the coveted black beret.

Fourteen worn out Guy Mark IA armored cars, taken over from the 2nd Derbyshire Yeomanry on 14 October allowed the Squadron to become a true armored unit. The Guy Mk. IA was a 4x4 short wheelbase rear-engined car, at first rather illogically known as 'Light Tank Wheeled'. It weighed 5.75 metric tons with a crew of three and was armed with coaxial 15mm and 7.92mm Besa machineguns. By then, it had been decided to adopt the British style of organization for the Squadron, with one headquarters troop, five armored car troops and one administrative troop, for a planned total of some 180 officers and men.

As new personnel continued to arrive, the Squadron grew to a strength of about 100 men by the end of 1941, and a fourth armored car troop had been set up under the command of Lieutenant C. Lanckswert. As a welcome Christmas gift, Captain de Walckiers was promoted to Captain-Commandant (a Belgian rank between captain and major).

During the winter months of 1941-42, the Belgian Squadron was involved in large-scale maneuvers with British, Belgian, Dutch and Czech units. The Squadron was then formed as a fighting unit and took part in numerous field exercises with the Home Guard. In an ambush set up by the Guard, Lieutenant Dewandre's armored car Calamité smashed a hay cart used as a

barricade. This incident gave rise to an inquiry and a subsequent bill which pursued the Squadron for the next two years!

In February 1942, the Squadron was reinforced by a fifth armored car troop, under Lieutenant P. Philippson. The following March, General B. Paget visited the Squadron and this resulted in the unit being reequipped with fourteen old Humber Mark I armored cars, ten Daimler Mark IA scout cars, trucks, some Austin vans and fifteen motorcycles as well as more modern No. 19 radio sets. The Humber Mk. I was almost identical with the Guy Mk IA, like the latter, the Humber was armed with coaxial 15mm and 7.92mm Besa machineguns. The Daimler scout car was a low, rear-engined 4x4 turretless vehicle weighing only 3.15 metric tons. With a crew of two it was intended for liaison duties.

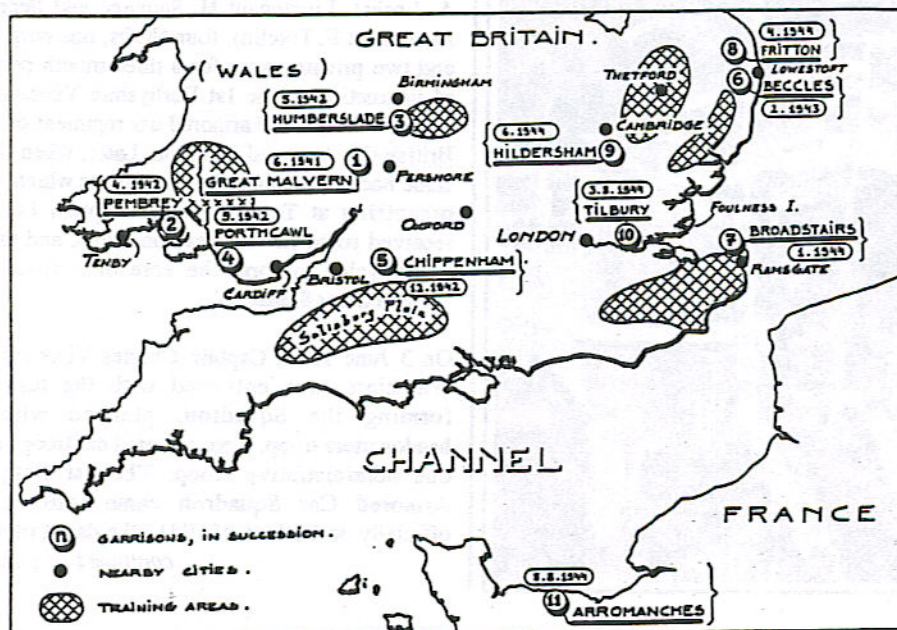
On 1 March 1942, a lucky group of Belgians escaped to Great Britain; amongst them were Canon R. Dehoux and Second Lieutenant G. Rens, bringing with them to safety the standard of the 1st Chasseurs à Cheval. Dating back to 1830, the year of Independence, this unit is the senior Belgian cavalry regiment. Its standard was then entrusted to the 1st Belgian Armored Car Squadron.

THE WANDERING SQUADRON

On 21 April 1942, the Squadron moved to Pembrey. There the local Home Guard was so warlike that, during an exercise held near Cardiff, Captain-Commandant de Walckiers was nearly brained by a brick thrown at him! Later, the Squadron was entrusted with the task of patrolling along the coast between Pembrey and Kidwelly.

By the end of May, the Squadron, which then mustered about 135 men, was transferred to Humber-slade Park, 20 kms south of Birmingham. On 21 July (the National Day in Belgium), Lieutenant G. Osselaer went to London with 2nd and 3rd Armored Car Troops for an official parade with the Humber armored cars and Daimler scout cars; while another parade was held at Humberslade Park on 12 August, to commemorate the battle of Haelen in 1914.

The Squadron then left the Midlands for Wales, where it was quartered in an old factory near Nottage in the suburbs of Porthcawl. There it was provisionally



accordingly.

DAIMLER Mk Is ISSUED

At the beginning of May 1944, eighteen brand new Daimler Mark I armored cars arrived in the Squadron. Like the earlier Guy and Humber, the Daimler was a maneuverable short wheelbase 4x4 armored car, but with a lower silhouette, an independent suspension and a turret-mounted co-axial two-pounder (40mm) gun and machinegun.

Getting these vehicles had not been easy and had required much negotiation. New drills took shape, notably for driving backwards without turning, an operation which called for perfect coordination between the driver and the vehicle commander. After intensive training, the crews in all five reconnaissance troops were quite capable of driving fast in reverse. The squadron also formed a Light Aid Detachment while the jeep-mounted 'winklers' were organized as a troop trained to fight as a whole unit or to be shared out between the armored car troops.

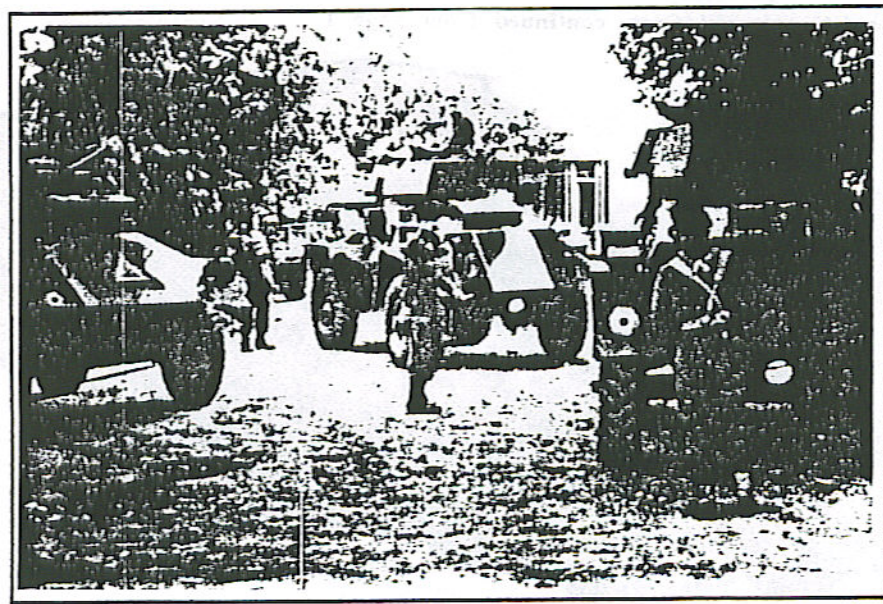
LAST WEEK IN ENGLAND

Later in May the order for mobilization arrived. All the vehicles except the Daimler armored cars, were replaced by new ones as well as all kinds of equipment. By mid-June, the Belgians were transferred to Hildersham, south of Cambridge, where they were billeted in a large park owned by Cecil Rhodes' family. By this time the Squadron had received twelve new Daimler Mark II scout cars. On 20 July it took delivery of two American made (T17E2) Staghound armored cars with twin .50 caliber machineguns, for which drivers and machinegunners had quickly to be trained. A Rear Link (T17E1) Staghound armored car with additional (No. 19 HP) radio set had also been allocated to the HQ Troop.

On 21 July the Squadron was visited and reviewed by the Belgian Prime Minister in Great Britain, Mr. H. Pierlot, accompanied by General van Strydonck de Burkel, together with Lt. Colonel J.B. Piron, the Belgian Brigade Commander, and Captain-Commandant F. de Selliers de Moranville, the Squadron's Commanding Officer.

Between 26 and 29 July, the whole of 1st Belgian Brigade Group took part in a large scale maneuver code-named 'Girth' and held on the Thetford Training Area, against

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Three of the Guy Mk IA armored cars received from the Derbyshire Yeomanry. Taken near Great Malvern, the Belgian roundel can be seen on the right front fender.

attached to the British 49th Reconnaissance Regiment for training. For three months, the Belgians wore the 'Polar Bear' shoulder patch.

By mid-December the unit moved again, this time to Wiltshire, where it joined 2nd Household Cavalry Regiment in Chippenham. Hard training and numerous field exercises carried out on Salisbury Plain with this élite British unit taught the Belgian Squadron much, then reaching a high level of proficiency. Its strength now stood at some 150 officers and men.

At the end of February 1943, a disagreement between the higher Command and Captain-Commandant de Walckiers was settled by giving him a new assignment to the Belgian Ministry of Defense in London. Captain-Commandant F. de Selliers de Moranville succeeded him in command. Two days later, the Squadron rejoined the 1st Belgian Brigade Group, later to be known as the 'Brigade Libération', and moved to Beccles. Lieutenant Sauvage's 1st Armored Car Troop succeeded in infiltrating between enemy columns and captured the whole headquarters of an armored division, with its staff, operation orders and secret codes.

HUMBER MARK IVs ISSUED

Eighteen Humber Mk. IV armored cars replaced the old Mark Is in April 1943. The latter vehicles were then used as targets for firing practice and grenade throwing, before being taken away as

scrap-metal. The Humber Mk. IV armored car had an American 37mm gun as main armament - the first British vehicle to be so equipped. Firing exercises with the guns were carried out at Foulness and Burham. Private A. Lienard, gunner of 2nd Troop's Calamité became so expert in gunnery that he was able to hit four times, one after the other, the turret of a Covenantor tank at maximum range. Tactical training was also conducted on the Thetford Training Area, notably with the Polish Armored Division.

As the old trucks of the Squadron broke down one after the other, nine GMC three-ton trucks were supplied as replacements. The whole summer of 1943 was spent in large-scale maneuvers in cooperation with British units. Somewhat over-trained the the Belgian Squadron distinguished itself by its swiftness and its ability in locating enemy forces, collecting information and transmitting it to the higher levels of command.

On 11 January 1944 both the 1st Belgian Brigade Group and its armored car squadron moved once more, to Broadstairs on the South Coast. There training was continued with many anti-tank firing exercises with main and secondary armament. This lasted until April, when the 1st Belgian Brigade Group was sent to the Great Yarmouth area with the Squadron itself billeted in Fritton. This move from the South Coast was then interpreted as a sign that the Belgian unit had not been selected for the initial landing in France and its morale dropped

Belgian Armored Car Squadron continued from page 3

the Dutch 'Princess Irene' Brigade. It was the final test for the 1st Belgian A. C. Squadron which succeeded in infiltrating so far that it captured the Dutch Brigade Headquarters. At the end of this maneuver (closely checked by British military observers), official reports were unanimous in recognizing that the Belgian A.C. Squadron was a very proficient reconnaissance unit.

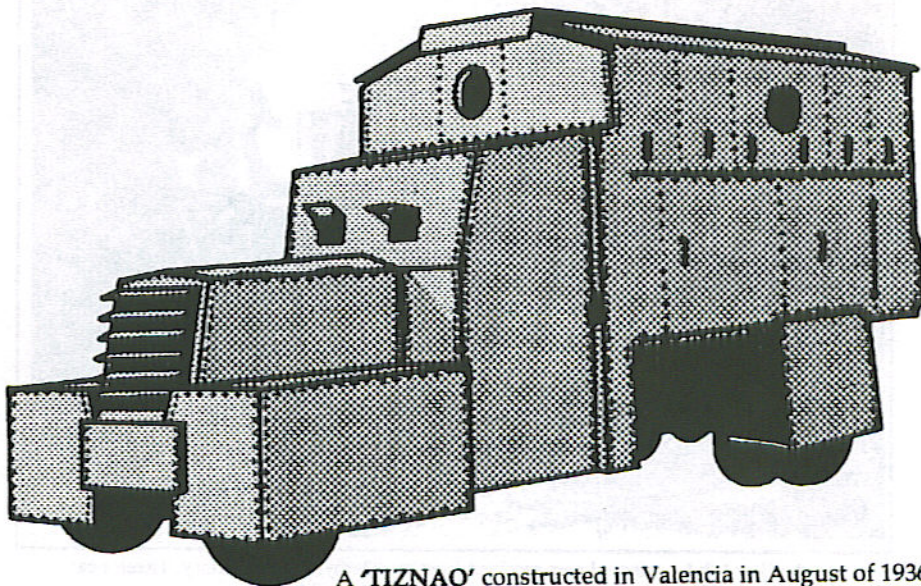
On 1 August 1944, the Belgian Prime Minister and the Inspector General paid a last visit to the 1st Belgian Brigade Group and announced that Lieutenant Colonel Piron and Captain-Commandant de Selliers were both promoted, the first to the rank of full Colonel and the latter to the rank of Major.

By this time, the 1st Belgian Armored Squadron was organized as follows, under Major F. de Selliers de Moranville, with Captain C. Lancksweert as Second-in-Command.

- Headquarters Troop (Lt. F Totelin), with three Daimler armored cars, two Daimler scout cars, a staff car, five motorcycles and one Chevrolet (T17E1) Staghound 'Rear Link' armored car.
- Five Reconnaissance Troops (Lt. H. Sauvage, Lt. R. Dewandre, Lt. M. Verhaeghe de Naeyer, S/Lt. A. Pelsmaekers, Lt. C-E comte d'Oultremont de Wégimont de Warfusée), each with three Daimler armored cars, two Daimler scout cars and two motorcycles.
- A 'Winklers' Troop (S/Lt. J. Floridor) with a Daimler scout car and ten Willys jeeps.
- An Administrative Troop (Lieutenant C. Grosjean), with thirteen trucks, a Scammell recovery tractor, two Chevrolet (T17E2) Staghound AA armored cars, two White scout cars, three utility cars and three motorcycles.
- A Light Aid Detachment (Lt. A. Moureau) was attached to the Squadron, but administratively speaking, was not part of it. Its establishment provided for two trucks, one lorry, one jeep and one motorcycle.

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Spanish Armored Cars, continued from page 1



A 'TIZNAO' constructed in Valencia in August of 1936 and used by the Valencianas militia on the Aragon front.

Spanish Armored Cars continued from page 1

were in charge of steel production and the construction of the armored vehicles. They also had special workshops to show how to assemble these designs for improved personnel protection and reliability.

Practically all of the political organizations of the period had their own improvised armored cars, and like armored cars now they had their documentation (official design numbers) to try and keep track of those vehicles produced, the total number and the exact type built. Some of these early vehicles were well designed and had a certain amount of combat potential especially at the beginning of the war.

VEHICLES

Camion blindado Federal. Assigned the number 6, this armored car was associated with a construction firm in what was then the new part of Barcelona, and entered service at the end of July or first part of August 1936. Built on a Federal 4x2 chassis, the units from Barcelona were the first to use this vehicle who's major feature was a very large turret (a semi-cylinder of 16mm steel). A contemporary description of the day said it looked like a hill, or very large building. At least two 7mm Hotchkiss machineguns and up to a crew of eighteen could be carried. The first time these cars were used was with the *First and Second Catalan Columns* during the incursion into Aragon; but they weren't much use in the town of Caspe, where they were taken by the Nationalists. One of the captured cars was put on display at an exhibition of captured war material held at the Gran Kursaal in San Sebastian in August of 1938.

Camion blindado Vulcan numero 1. On 7 August 1936, the *Comite de Fabrica UGT-*

CNT started the blueprints for a vehicle they planned to build in September. At first the intention was to make the body out of wood, but they changed their minds and decided to use iron and steel instead. This first vehicle had a rectangular box shaped rear compartment with a more or less wedge shaped front. Because of the excess weight an attempt was made to increase the horsepower of the motor and to improve the suspension. The vehicle itself had a flat roof which curved to the rear starting just behind the driver's position. There were two small windows at the front, three on each side, and one on the roof so the crew could see out. All of these windows were protected to allow for observation while still protected from fire. The driver's steering wheel also received extra protection.

Constructed as an experiment, this first vehicle was fitted to a 1932 Ford BB chassis with a 4 cylinder 50 hp Ford engine. Even though there proved to be too much weight in the design for a regular chassis to carry, and it was going to be necessary to use a bigger chassis, the vehicle was still shown in a public presentation for government officials.

Camion blindado Vulcan numero 2. On October 30 1936, a few days before design number 1 was finished production was started on the next vehicle. This new design was constructed by a different group and at first they were called the 'armored hearse' but it was decided that Vulcan sounded better.

This second vehicle was built on a Chevrolet SB chassis, with work starting on 16 November 1936 and completed at the beginning of 1937; permitting its employment in the offensive at Teruel. Two machineguns were fitted on the roof

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Letters

Dear Dave:

Please run the following request for assistance. Researcher seeks combat-oriented photographs of T-54/55 MBTs for use in reference book. -Adam Geibel, PO Box 2179, 2037 Chestnut Street, Philadelphia PA 19103.

(I know this isn't about armored cars, but most of us do look at those strange treaded vehicles once in awhile. -ed)

Dear Dave:

Your address for Gwen Evans regarding *Dragon* is out of date, he has moved to: 28 Cae Brackla, Brackla, Bridgend, Mid Glamorgan, CF31 2HF, GREAT BRITAIN. UK subscriptions are £4. -John Baumann, 102 Clockhouse Lane, Collier Row, Romford, Essex RM5 3QT, GREAT BRITAIN.

(The next letter is in regards to Tommy Atkins and Apex Models. -ed)

Dear Dave:

To bring things up to date I have decided to drop the name **APEX MODELS**. This is partly because of bank regulations here (Great Britain) and partly that I'd rather use my own name. I would appreciate it if you could put in the next issue that I have done this and that payment is best made in **CASH** rather than checks. Banks here charge a fortune (at least £5) for each foreign check going through; so I would suggest that payment be in either dollars or sterling **NOTES**. Future models: SdKfz 231/232, Lanchester Mk II, and Humber Light Reconnaissance Car, as well as an A.E.C. Mk III and Humber Mk IV (all 1/76th scale I presume -ed). I would like to do a series of cars from the '30s, hence the Lanchester, if you have any more suggestions I'd be glad to hear them. -C.A. (Tommy) Atkins, 17 Ashbourne Avenue, Bridlington YO16 4PE, GREAT BRITAIN.

(When I answered Tommy's letter, I included some of the following vehicles for a suggestion; Alvis-Straussler, and India pattern Rolls-Royce, Fordson, BA-27 or BA-3/BA-6, Swedish Landsverk L-180, White-Laffly Automitrailleuse, Somua 39, Schneider AMC P16, Fiat 611, and the Sumida M2953. Anyone out there feel like adding to the list? -ed)

Dear Dave:

In regards to **TRACKLINK**, can I make a small comment? You have **TRACKLINK** down as four to six copies a year. I would love to have the material and money to do that! We are committed to three issues per year, two 'large' 16 page issues in January and September and a smaller one in May to keep within the UK basic postage rates. Oddly enough even the Tank Museum itself gets the number of issues wrong. The 1993 Museum flyer has us down for four issues. -Peter Brown, 8 Saddle close, Colehill, Wimborne, Dorset BH21 2UN, GREAT BRITAIN.

Dear Dave:

Are there any of **ACs** readers who have information on the M8 Greyhound as used in British service? Also, I am trying to find the current address of William Platz, who used to do articles for the old **AFV-G2**, can anyone help? -Erik Ahlstrom, Sallerupsvägen 104, 212 28 Malmö, SWEDEN.

Reviews

STAFF CARS (Shire Album 245) by David Fletcher. Published by Shire Publications Ltd. ISBN 0 7478 0058 8. Price £1.75. 32 pages, 48 B&W photos, color cover. This is one of those cases where good things come in small packages. David Fletcher has taken over 70 year of staff car development, broken it into five periods, and crammed the whole thing in a small 32 page booklet. I am impressed; the writing is entertaining, the photos are excellent, and there is a great deal of information packed in a small (reasonably priced) package. While these cars may not meet the criteria of a wheeled fighting vehicle, I really feel that this booklet deserves a place on your reference shelf. **HIGHLY RECOMMENDED.**

EARLY ARMoured CARS (Shire Album 209) by E. Bartholomew. Published by Shire Publications Ltd. ISBN 0 85263 908 2. Price £1.95. 32 pages, 48 B&W photos, color cover. Another in the Shire series, this booklet directly addresses armored car development around the world from the early 1900's to 1918, with the majority of the attention being given to development during World War I. While you may have much of the material presented in other

books in your library, it will be scattered about, while this publication brings the focus on WWI armored car development into one place. Also even though many of the photos are familiar, the reproduction is excellent and you may see details that you've missed elsewhere. Also there are a few gems in the photo section such as the Rolls-Royce interior on page 15, the Leyland on page 17, and the wonderful shot of the Putilov-Garford on page 22 that make this publication a must for your shelf. **HIGHLY RECOMMENDED.**

(Shire Publications Ltd., can be reached at Cromwell House, Church Street, Princess Risborough, Aylesbury, Buckinghamshire HP17 9AJ, GREAT BRITAIN, ask for their catalog)

THE TANK MUSEUM GUIDE.

Published by the Tank Museum, Bovington Camp, Wareham, Dorset BH20 6JG, GREAT BRITAIN. 42 pages. 92 photos (27 of which are in color). This good looking booklet gives a brief overview of armored vehicle development (with a good bit on armored cars), as represented by the holdings of the Museum. The photos are sharp and clear, and the text is well written although if you've been interested in armored vehicles for long you probably won't find anything new. **RECOMMENDED.**

(I'd like to thank Peter Brown for supply the three publications above for review -ed)

BRASS CANNON BARRELS.

Produced by Michael R. Dobiesz, 249 Greenbriar Townhouse Way, Las Vegas, NV 89121 (Phone 702-435-4832). I have six different barrels from Mike, and they all are excellent. I have 1/35th scale barrels for the KV-II, KV-1C, PZ-IV 'Lang', SU-122, Crusader III, and the short howitzer for the SdKfz 251/9, each one seems to right on. I'm going to use the barrel in a conversion of the Schmidt Vacuform 'Staghound' T-17E1 to the British 'Staghound III' and the howitzer barrel will go onto a Tamiya 251/9. There are 42 different barrels on Mike's latest list covering most of the WWI era models on the market, and ranging in price from \$4.95 for a Sherman 75mm barrel, to \$14.95 for a

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BRITISH ARMORED CARS AT EL ALAMEIN

by Peter Brown

A recent visit to the Public Records Office (PRO) in Kew, London, gave me the chance to see some original documents listing the numbers and types of armored vehicles in service with the Eight Army at the time of El Alamein, October 1942. These records were meticulously kept, and with a little interpretation can throw useful light on what equipment was in use. There are some small problems. The PRO documents list vehicle strengths at various dates, and the nearest to Alamein is 21 October 1942. This is two days before the date of commencement of the battle proper. It details equipment strengths by regiment, but does not say with which Corps, Divisional or Brigade the regiment was. To add some extra detail I consulted 'Orders of Battle' by Lt Col H. F. Joslen, published by HMSO in 1960 and since reprinted. This work (it was in two volumes) lists divisional and brigade structures (War Establishment in British or TOE in US parlance) and also tells you which unit was in which formation at which time. It has a detailed listing for Alamein, and gives the Corps or Division which the units served with at the time. It also gives a summary of vehicle types, and these as you may expect differ from the PRO figures. These are not huge differences, and I quote both. I will leave you to decide which is correct, as they are recorded and presented differently an exact comparison is not easy.

21 October PRO Figures

	Humber	Daimler	Marmon Harrington	AEC	Total	Joslen's 23rd October Totals
11th Hussars	61			2	63	61
12th Lancers	37	18		2	57	55
Royals	33	13		2	48	46
King's Dragoon Guards		6	39		45	—
2nd Derbyshire Yeomanry	32	16		2	50	50
Household Cavalry Regt		13	39	1	53	53
4th South African AC Regt		17	39	2	58	55
3rd South African Recce Regt		6	58		64	55
Fighting French			24		24	—
Various Headquarters	5		19	2	26	—
In Transit	14				14	—
Total	182	89	218	13	502	
<i>Joslen's Total Figures</i>	<i>188</i>	<i>96</i>	<i>212</i>	<i>4</i>	<i>500</i>	

(which do not include KDG, but do include 65 in workshops etc., and 53 in formation HQs)

The PRO set Also gives:

In Forward Area

Unfit with Units	8	5	4		17
Awaiting delivery	10	7	19		36
Under repair	10	10	16	1	37
In Base Area					
Ready for issue	4	6	44	6	60
Being modified	2	31		3	36
Under repair	113	36	120	1	270

Notes with the figures tell us that 11th Hussars re-equipped with 52 Humbers between 3 and 21 October. 12th Lancers re-equipped with 38 Humbers and 20 Daimlers between 23 September and 4 October. Royals re-equipped with 38 Humbers and 20 Daimlers during 25 August and 13 October. The Household Cavalry Regiment re-equipped with 38 Marmon-Herringtons and 20 Daimlers over the period 6 to 22 September.

Earlier sets of figures list 4th and 6th South African Armored Car Regiments as separate units, but they seem to have been combined (see later). The King's Dragoon Guards were to go to Cyprus. They are not included in Joslen's book and were presumably not ready for action. Their cars would go to workshops or the Household Cavalry Regiment. 3rd South African reconnaissance Regiment should have had 166 cars, what types or numbers of each is not recorded.

The references to 'Forward with Units' and 'Base Areas' needs some explanation. New vehicles or those repaired in base workshops would be held by delivery units until needed. Vehicles needing very minor repairs would be dealt with by the units themselves, and what they could not handle would be repaired in field workshops near the fighting units. Any major repairs would be transported to workshops in the Delta area of Egypt. Also in the Delta would be those vehicles newly arrived from the UK or South Africa, and these would have been checked over and have desert fittings, such as sand mats, water can racks, etc., added before being ready for delivery to units.

The actual marks of the cars is not recorded, and I can only assume that all the Daimlers were Mk I, and the AECs were Mk I (2pdr gun in a Valentine tank turret) also. There were certainly Mk II and Mk III Humbers around at the time, and the Marmon-Herringtons could have been IIs, IIIs, or both.

As to where these units were, Joslen quotes:

12th Lancers	1st Armored Division
Royals	8th Armored Division
Household Cavalry Regt, 2d Derbyshire Yeomanry	7th Armored Division
11th Hussars	7th Armored Div Reserve
4/6 SA AC Regt (55 cars of 'Hammerforce' attached)	1st Armored Division
and also (One Troop)	HQ XIII Corps
6 SA AC Regt (One Troop)	HQ Protection, 8th Army
3 SA AC Regt	1st South African Division

Sometime earlier, another set of figures throw some light onto official organizations. To save space, Humber is listed as H, Daimler as D and Marmon-Herrington as MH.

26 August 42	Current War Establishment				New War Establishment				Current Holdings			
	H	D	MH	Total	H	D	MH	Total	H	D	MH	Total
11th Hussars	58			58	38	20		58	55			55
12th Lancers	58			58	38	20		58	50			50
13th Lancers*		20	38	58	58			58	47			47
Kings Dragoon Guards**		20	38	58	58			58			49	49
Royals		20	38	58							8	38
2d Derbyshire Yeomanry	38	20		58	38	20		58	38	20		58
Household Cavalry Regt			58	58		20	38	58				52
4 SA AC Regt		20	38	58	Combined as 4/6					19	38	57
6 SA AC Regt			58	58	SA AC Regt						55	55
4/6 SA AC Regt					20	38	58					
3 SA Recce Regt		18	98	116	20	38	58					98
Total	212	98	328	638	172	140	210	522	190	47	320	557

*13th (Duke of Connaught's Own) Lancers, Indian Army to go to Iraq.

** to go to Cyprus

It has been recorded in a number of places that tank units had 'mixed' organizations, of light/cruiser (medium) tanks, and it seems from this that armored car units did too. The 2pdr on the Daimler and AEC would give useful additional punch to units with Humbers and especially the Marmon-Herringtons, not all of which would have a 'gun' although many unofficial modifications existed.

Letters continued from page 5

Nashorn 88mm. I'm not a big one for adding after-market items to a kit, but I feel these barrels are worth the extra money. Write Mike for his latest price list. HIGHLY RECOMMENDED.

Plugs

The large scale AFV modelers should check into **RECON REPORT**, published by Rich Upton, PO Box 7734, Oakland CA 94601, U.S.A. \$3 will bring you a sample copy. This newsletter is for the large scale modeler of running/radio control armor, (1/7th and 1/10th scale vehicles are covered as well as the more conventional 1/15th and 1/16th scale) some of the models even run on gas. You'll find everything here on making, converting, buying and selling large scale models. As you might expect tracked models are the main subject.

ODDBALLS ARMOUR, Andrew Crutchley, Woodlea, Binns Lane, Holmfirth, Huddersfield, HD7 1BL, GREAT BRITAIN. Oddballs seems to be releasing unique 1/76th scale models that should be of interest to AC readers'. Three recent releases include a German Stoewer Type 40 (Kfz 1) personnel car (£4.95), an Adler Standard 6 (Kfz 13/14) machinegun carrier and radio car (£5.95), and most intriguing the Saurer RR-7 (SdKfz 254)... this was the little wheel-cum-track scout vehicle (no price presently available). I haven't yet seen any of these kits so I can't make a recommendation, but I do suggest sending for their latest model list.

R & J ENTERPRISES, Rich Sullivan, 47000 Warm Springs Blvd #1 (Suite 365), Fremont, CA 94539 U.S.A. (Phone 510-490-2095). Here's a new source of mail order from a modeler that is lucky enough to have a job that takes him around the world (he's developed some contacts that would be the envy of any editor). Rich is starting a newsletter to go with his price list, and it would be worth sending Rich \$4 for a sample issue.

CHESAPEAKE MODEL DESIGNS, PO Box 393, Monkton, MD 21111 U.S.A. Besides his own reasonably priced resin conversion kits and accessories, Bill

also handles Eduard (photo-etched brass sets), Maxim (Entropy) plastic, and QSI Products (photo-etched) at very competitive prices. \$2 would probably get you a copy of Bill's latest newsletter/price list. Well worth it!

DARTMOOR MILITARY MODELS, John Perry, Woodsmanswell House, Brentor, Tavistock, Devon PL19 0NE GREAT BRITAIN. John has re-released his 1/35th scale Saracen Mk II in resin and white metal (£48.50) and added the Alvis Saladin in the same scale (£46.50). His excellent Ferret Mk II is also still available for (£28.50). A recent ad for John included a 1/2 ton Lightweight Land Rover to be released this year, as well as a 1 ton Land Rover and the Alvis Stalwart amphibious cargo vehicle. I haven't seen the Saladin yet, but if it's as good as the Saracen and Ferret it will be a great model. (I'm glad John switched to a resin/metal construction for the Saracen, I built the original all metal version and found that my modeling skills were really taxed to produce an acceptable model and still enjoy the process.) If you're interested in his models (and I highly recommend them), you can write to John at the address above. Reader's outside of Europe should include a couple of IRCs.

C & M HOBBIES. Gene Moyers, 8775 SW Maverick #503, Beaverton OR 97005 U.S.A. (503-524-9705). I've had very good luck with Gene for mail order, prompt service and reasonable prices. He doesn't have a catalog, but it would be well worth calling or dropping him a note for that hard to find kit or accessory.

1/76th scale plans, Geoff Lacey, 315A South Lane, New Malden, Surrey KT3 5RR, GREAT BRITAIN. Over 550 drawings (a sample is on page 10), send a large SAE and a P/O for a pound (UK only) or four IRCs (foreign/US) to cover postage for a list. I have Geoff's list and the number of drawings is remarkable, I really recommend that you get a copy.

News

BRAZIL - I had heard rumors this last year that the Brazilian armor manufacturer Engesa had gone out of business. Evidently they were stuck

with some heavy non-payments because of extending credit to Iraq. Word is now that the company has reorganized and returned to the manufacture of armored vehicles.

CANADA - General Motors of Canada (Diesel Division) was awarded a contract for 229 LAVs (Light Armored Fighting Vehicles) for the Canadian Armed Forces. The LAVs will replace older tracked vehicles. Deliveries are expected to start sometime in 1995.

IRAN - The Iranian's may be back in the expansion business soon. Reportedly Tehran has gone shopping in the former Soviet Union ordering three submarines, aircraft, missiles, tanks, armored personnel carriers and artillery. Iran's '89-93 budget made allowance for up to \$10 billion dollars in arms purchases.

THE NETHERLANDS - The Dutch government announced cuts in their armed forces in January of this year. Changes include ending their 130-year-old draft and going to an all volunteer force over the next five years. The current strength of 120,000 will be cut to approximately 70,000. This cut in manpower will no doubt be accompanied by a reduction in procurement of new equipment.

UNITED NATIONS - Current UN Peace Keeping forces are active at twelve different locations. 272 personnel along Israel's borders with Egypt, Jordan, Syria and Lebanon; 1350 personnel along Syria's Golan Heights; 5805 personnel in Southern Lebanon; 38 personnel along the India-Pakistan border; 17531 personnel in Cambodia; 409 personnel along the Iraq-Kuwait border; 2197 personnel on Cyprus; 4,000 personnel in Somalia; 479 personnel in Angola; 365 personnel in the Western Sahara; 14,896 personnel in Croatia and Bosnia-Herzegovina; and 595 personnel in El Salvador. The Cold War may have ended, but there doesn't seem to have been much of a lessening in tensions around the world.

UNITED STATES - The 'AVENGER' system (formerly the Pedestal Mounted Stinger) which mounts up to eight Stinger missiles and a .50 caliber machinegun on a HMMWV chassis proved successful enough during Desert Storm to be continued in production. The computerized fire-control system integrates a Forward Looking Infra-red device, laser range finder and missile seeker display. The gunner operates from within the turret or up to 50 meters away.

...continued from page 4

firing forward and a third firing to the rear.

Camion blindado Echevarra. Constructed on an English Hallford 4x2 three ton EE-40 chassis. This vehicle had a hearse shaped hull of 12mm steel, closed on top with a small window where a Hotchkiss 7mm machinegun could be mounted.

Camion blindado Naval (NS-36). By the time the NS-36 was built by the *de Sestao (Bilbao) de la Sociedad Espanola de Construccion Naval (SECN)*, more experience had been gained in the construction of armored vehicles, so more precautions were taken building the UGT. A total of twelve NS-36s were fabricated on the Naval-Somua chassis.

The Naval-Somua's were fitted with an 80 hp diesel engine and five speed manual transmission. They also had two different types of lights, as well as a steel roof in sections. The motor motor and driver also received extra protection. The forward portion of the car had two doors and two small peepholes in the front, while the rear of the vehicle was rectangular with a small window and machinegun.

REMARKS

In AC-11, I omitted the colors and markings of the cars because in general the vehicles were painted a dark gray per Spanish Army regulations. They also had two white stripes and an emblem which said, 'CUERPO DE INGENIEROS' (Corps of Engineers) and 'CAMION PROTEGIDO N. ___' (Armored Car Number ___). The license plate was white with black letters and numbers in the range (ATM XXX).

The vehicles covered in this article generally weren't painted a special color, dark gray (from which they got their name being the most common) as explained by John Baumann in AC-11. One common marking was the use of large initials from which it was possible to tell which political organizations these vehicles belonged: some examples include: 'UGT', 'UHP', 'CNT', 'FAI', 'Columna Durruti', 'Columna Rojo y Negro', 'Los aguiluchos', etc.



A Headquarter's Troop Humber Mk IV with (from left to right) Lt. Grosjean, SLt. Totelin and Brig. Van Haesendonck.

In summary, the 1st Belgian Armored Car Squadron was a self-contained reconnaissance unit, mustering 81 vehicles, 35 of which were armored. With an effective strength of 235 officers, non-commissioned officers and enlisted men, the unit was equipped with eighteen two-pounder (40mm) guns, eighteen Besa 7.92mm machineguns, four Browning .50 (12.7mm) anti-aircraft machine-guns, thirty-five BREN .303 (7.7mm) light machineguns, five two-inch (51mm) mortars, two PIATs, and the usual complement of rifles, sub-machineguns and pistols.

On 3 August, the long-awaited order was given: the Squadron and the 1st Belgian Brigade Group left Hildersham for the marshalling area of Tilbury, then to the Tilbury docks. There the Squadron embarked on a Liberty Ship named Paul Benjamin, which sailed for Arramanches on the evening of 6 August, the whole unit being unloaded in France two days later.

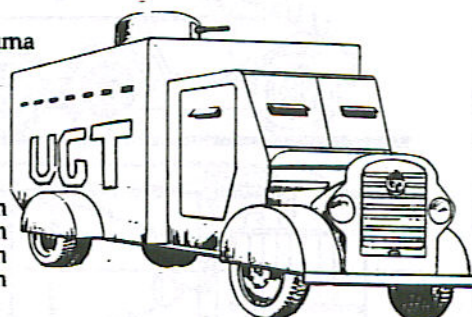
The Belgian Armored Car Squadron was now all set for another story: its long fighting route across Normandy and Northern France towards its homeland. It had crossed the Belgian border on Sunday, 3 September 1944 to arrive in Brussels the day after, just behind the Guards Armored Division. On 7 September, Field-Marshal B.L. Montgomery visited Brussels escorted by Lieutenant Sauvage's 1st Troop.

Note: The author wishes to record his thanks to Mike Roseberg, Hervé Denis and Jacques De Corte for their helpful cooperation. Grateful thanks are also due to Lieutenant-General (Rtd) R. Dewandre - in 1941-45, he was 2nd Reconnaissance Troop leader in the 1st Belgian A.C. Squadron; he is now President of the Brussels Tank Museum Association and helped the author by providing some almost forgotten details.

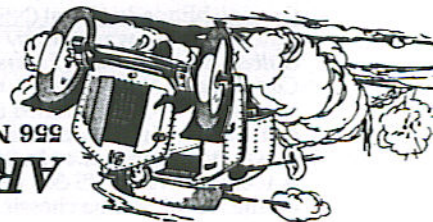
Editor's note: Part 2 of Mr. Surlémont's article, (Camouflage and Markings) will appear in the next issue (#17) of ARMORED CAR.

SPECIFICATIONS

Name:	Federal	Vulcan	Echevarria	Naval-Souma
Employment: Reconnaissance and Personnel Carrier				
Country of origin: Spain				
Year: 1936 -1938				
Manufacturer: Various				
Crew (estimated):	10	10	12	12
Weight:	8,000 kg	9,700 kg	5,500 kg	5,000 kg
Length:	6.32 m	5.62 m	6.09 m	unknown
Width:	2.15 m	2.25 m	2.13 m	unknown
Height:	2.5 m	2.65 m	3.55 m	unknown
Range:	250 km	180 km	190 km	unknown
Motor: Various makes				
Transmission:	4F-1R	4F-1R	4F-1R 5F-1R	
Max speed:	unknown	4 km/hr	16 km/hr	30 km/hr
Armament: Varied, but usually at least one 7mm machinegun and eight to ten rifles.				
Armor: Varied but usually ten to sixteen millimeters.				



A Naval-Somua (NS-36) July-August 1936. Vehicle is Dark Grey with White letters and light grey rust.



EDITORIAL POLICY: The purpose of *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. A contributor's subscription will be extended by one issue for each use of their material. All material is copyrighted by *ARMORED CAR* and no reproduction in whole or part is permitted without written authorization.

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- #14 FV603 Saracen, Soviet Armored Car Brigades.
- #15 Dutch Pantserwagen M39 AC, The Rhodesian Leopard, Apex Daimler Review, AMX-10RC.

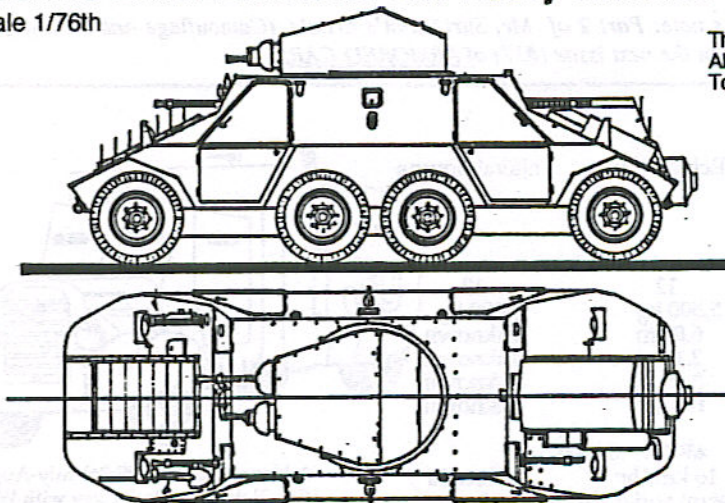
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AUSTRO-DAIMLER ADGZ 8x8 Heavy Armored Car (Austria & Germany)

Scale 1/76th



The four central wheels are doubles
All radiator vents are shown raised
Tools not shown in side view

