



Detailing the Dragon BTR-70

by Paul Bird

When DML released its BTR-70 kit in February 1991, I had to be the first on the block to own it. Fourteen months later, I finally finished the kit.

I had decided to do a little extra detailing that eventually became a full scratchbuilt interior and plenty of exterior revisions.

Fortunately, this is a relatively simple kit to butcher, I mean, detail.

The project begins by doing step 6 (suspension assembly) first. The step-up rails (B7) can be made out of thin wire more to scale. Leave off the side doors (C24, 25) for now and hinges (B21), we'll come back to them later.

With a saw-toothed wheel in your Dremel (or suitable hobby tool) cut away the inside bosses that the swing arms (B5, 12) mount on. Also get rid of the inside portion of the steering arms (B14, 22) and the axle extensions (B4).

Construct a floor and new wheel wells from .010" sheet styrene. Photos from the references listed at the end of this article are invaluable at this point. The interior turns out a wee bit narrower than the real thing but I think that the whole kit is a little smaller than 1/35th anyway.

With your reference books permanently open at the interior photos (and cutaway in Concord's book) build an interior. The engine firewall has an unusual shape to it that is easily faked with a zig-zag panel. Put a pair of access doors on the wall and it looks pretty good. Sheet plastic also provides the rear bench. Run a small

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The 'Death Special' and the Shelton and Birger 'Tanks'

Civilian Improvised Armored Cars from the early 20th Century United States

Text and drawings by Paul V. Walsh

As the recent riots in Los Angeles, California have underscored, the use of weapons in conflicts is not the exclusive domain of the military. This article will look at the use of improvised armored cars by civilians on two separate occasions in the United States during the early part of the 20th century.

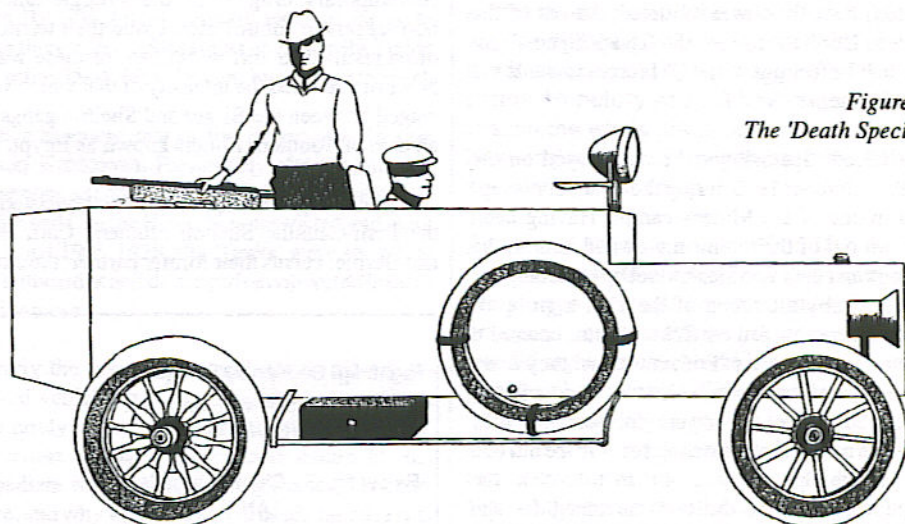


Figure A
The 'Death Special'

The 'Death Special' of the Colorado Coalfield War, 1913-1914

In September of 1913 a strike was declared by the miners of the Colorado Fuel and Iron Company (CFI) in Huerfano, Colorado (the general location for all towns mentioned was between Pueblo, Colorado and south to the New Mexico border). The strike would last for sixteen months and the accompanying violence would escalate into a war which included some 38 skirmishes and at least 70 deaths. The opposing sides of this 'war' consisted of the miners; the majority of whom were foreign immigrants from the Balkans, Austria and Poland, and the combined forces of the local government (controlled by CFI) which included the local Sheriff's Department, and the company security force, as well as the Baldwin-Felts Detective Agency.

The 'Death Special' was the brain child of the co-owner of the Baldwin-Felts Detective Agency, Albert C. Felts. Felts, who was acting as CFI's equivalent of a military advisor; purchased a Model 'T' Ford from a dealer in Denver (the car was actually paid for by the Vice President of the Rocky Mountain Fuel Company, W.C. Babcock).

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The 'Death Special' and the Shelton and Birger 'Tanks'

Babcock also supplied Felts with four Colt machineguns. The body of the Model 'T' was removed and the floor replaced with thick wooden planks. Felts had ordered three-eighths inch thick steel plate from the CFI steel mill in Pueblo. These were placed around the sides and the rear of the vehicle to protect the engine and the passenger compartment. However judging from the original photo (see drawing at fig. A), the degree of protection which this armor provided was limited, as the height of the sides only reached to the driver's shoulder.

Presumably the passengers in the rear would have used their guns from the kneeling position. In addition to the passenger's personal firearms, Felts reportedly added two Colt 'Potato Digger' machineguns, though the photos seems to show only one in place (the name 'Potato Digger' stemmed from the part on the underside of the gun which swung about during firing, digging up the ground whenever the tripod sank in the mud!). Lastly, a spotlight was mounted in front of the driver. Needless to say, the 'Death Special' reflected the feelings of the CFI forces towards the striking miners.

The 'Death Special' was first employed on the 17th of October 1913 during the search for weapons in one of the Miner's camps. Having been thrown out of their company owned homes, the miners and their families had set up tent colonies. On the rainy afternoon of the 17th a group of twelve deputies, led by Zeke Martin, entered a camp near the town of Forbes. At first they acted friendly, calling for a voluntary surrender of arms, but when none were forthcoming they became belligerent. Shooting soon broke out and the 'Death Special' was sent in to rescue the deputies. Manning the two machineguns, the crew fired indiscriminately into the camp, killing one miner and maiming another. Overall some 600 rounds were fired before the deputies were escorted to safety (the Colt's rate of fire was 400 rounds per minute).

This single incident at the camp near Forbes is the only report of the 'Death Special's' operational use during the Coalfield War that this author was able to find. It's true that later the Assistant Attorney General, Frank West, rode about in the 'Death Special' through the streets of Trinidad and Aguilar, Colorado as a means of intimidating the striking miners. West's nickname for the armored car, "The Old Gunboat", may have been in reference to the contemporary practice of 'Gunboat Diplomacy' in which the U.S. sent it's warships to Third World ports to coerce foreign governments.

But it seems odd that there's no mention of the

'Death Special' during the war's most intense period of fighting, between April 22d and 30th, 1914. During this period hundreds of miners attacked CFI installations around the town of Ludlow, fighting with deputies, CFI guards, Baldwin-Felts detectives and National Guardsmen armed with machineguns and even, in one case, homemade muzzle loading 3-inch cannons!

Perhaps the 'Death Special' had been dismantled before the fighting in April. If not, then presumably it was reconverted back into an automobile after the intervention of Federal troops ended the war on the 30th of October, 1914.

The Shelton and Birger 'Tanks' of the Illinois Bootlegger War, 1925-1927

The enforcement of the 18th Amendment in the summer of 1919 resulted in the creation of an enormous new criminal industry in the United States, the supply and operation of illegal liquor establishments, known as "Bootlegging". As with contemporary drug lords, the struggle among bootleggers to control and expand their territory often resulted in 'turf wars'. Few of these wars, however, reached the intensity of that which was waged between the Birger and Shelton gangs in an area of Southern Illinois known as Egypt.

The leadership of the opposing sides consisted of the Irish-Catholic Shelton brothers, Carl, Earl and Bernie, versus their former partner, the char-

ismatic Charlie Birger, a former U.S. Cavalry veteran of Russian-Jewish descent. Throughout the war the numbers in both gangs fluctuated between ten and twenty members. They were armed with revolvers, automatics, shotguns, rifles, and Thompson submachineguns.

The conflict began with the breakup of the partnership between Birger and the Sheltons in April of 1925. Following a year of indecisive skirmishing, the Shelton gang's most mechanically inclined member, Jarrown 'Blackie' Armes, made a proposal to Carl Shelton which he hoped would alter the balance of power in the Shelton's favor. Apparently Blackie's inspiration originated with his visit to Detroit, when his cousin, who worked for Ford Motors, had shown him a yard full of Ford built tanks which had been left as surplus from the First World War.

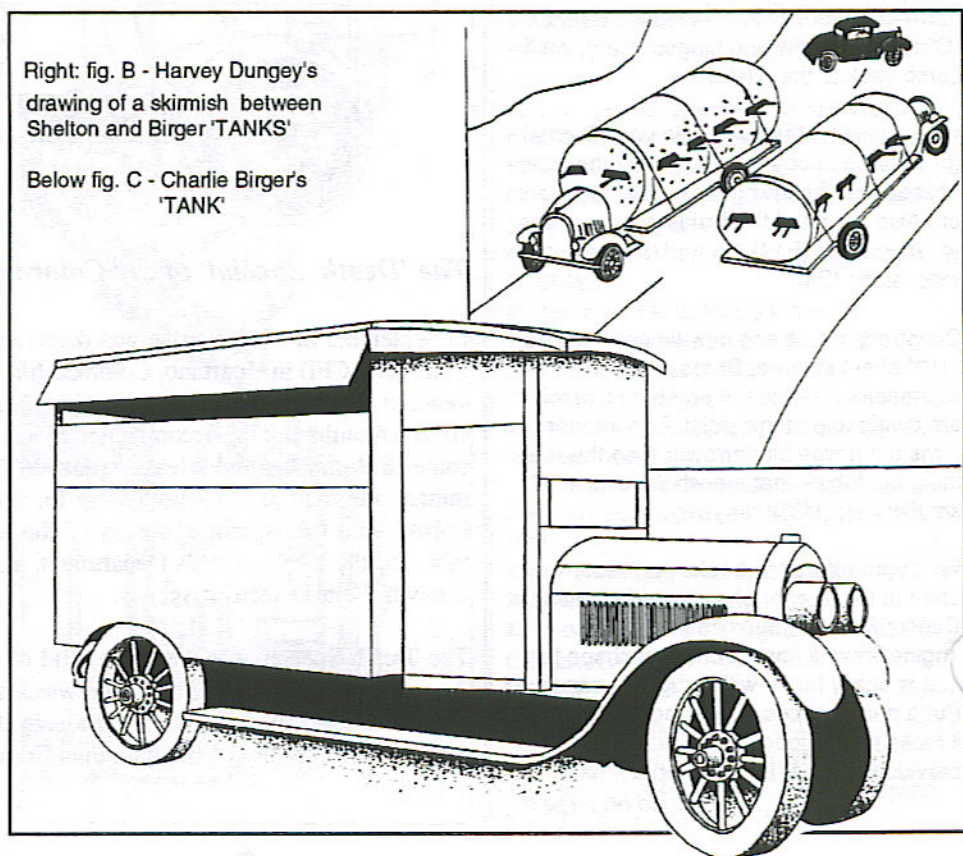
While the surplus tanks were up for grabs, Blackie recognized that their slow speed represented a distinct liability. As such, he decided to ask for permission to build one of his own. Carl approved and Blackie went ahead with the project. He purchased an old flat-bed truck on which he built some form of a body, armored with steel plates and reinforced with concrete blocks.

The body of Blackie's 'tank' was large enough to hold ten men and had gun slots through which the crew could use their personal firearms. Unfortunately this author was unable to find a photo of the vehicle. However, Harvey Dungey, a member of the Birger gang who was artistically

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Right: fig. B - Harvey Dungey's drawing of a skirmish between Shelton and Birger 'TANKS'

Below fig. C - Charlie Birger's 'TANK'



inclined, left a series of drawings depicting the gang's activities. One of these drawings purports to show a skirmish between Shelton and Birger 'Tanks' on a local highway (see fig. B). While the two vehicles in the drawing are virtually identical, they do seem to display some details which correspond to the description of the Shelton armored car. In fact, they're rather similar in appearance to the improvised armored cars built in Dublin by the British Army during the Easter Rising in 1916 (see Plate No. 56 in B.T. White's Tanks and Other A.F.V.s 1900-1918).

Whatever its actual design, the Shelton 'Tank' made its first appearance on October 14th, 1926. Having been notified by a paid informant that Charlie Birger's ally, Art Newman, would be on the road to Shady Rest (Birger's Headquarters), on the 14th, Carl ordered Blackie to use the 'Tank' to ambush Art.

On the night of the 13th Blackie traveled to West City, where the vehicle was being looked after by Joe Adams. But upon waking Joe to inquire about the 'Tank', Blackie was told that in order to be fixed, the clutch had been removed. Blackie insisted it be replaced that night, and Joe complied. At five the next morning Blackie drove the vehicle south to the Marion County Fair Grounds where it was hidden in a clump of trees.

Along with the clutch, Blackie found a number of other faults with his creation. On the ride south the vehicle proved top-heavy, coming dangerously close to tipping over whenever he rounded a corner. Despite the shade provided by the trees, the seven gang members in the rear of the vehicle complained of the heat inside. And, when the attack commenced they would find it difficult to take aim through the gunslots.

At an appointed time Blackie drove the 'Tank' south, past Shady Rest, in search of Art Newman's black, four door Dodge sedan. It wasn't long before he spotted its approach. The crew prepared to fire as Blackie drove into the path of Art's car, forcing him to swerve onto the unpaved shoulder of the road. The four gang members on the left side of the interior of the 'Tank' opened fire on Art's car as it passed, while the three on the other side fired on a cow in a field opposite the road!

Both the cow, and Art Newman survived the attack, though his girlfriend Ressie was slightly wounded. While Blackie struggled to bring the vehicle to a halt and turn it around, Art raced to Shady Rest, alerting the Birger gang of the attack. As the 'Tank' passed Shady Rest on its way home there was an ineffectual exchange of gunfire.

It's not surprising that, given Charlie's obsession with military trappings (after his medical discharge from the cavalry in 1901, he continued to wear a cavalry hat!), he reacted to the Shelton's

attack by ordering his own 'Tanks' to be built.

On October 16th Charlie hired Tom Kane, a cabinetmaker from Harrisburg, Illinois to convert his 1924 Lincoln sedan into an armored car (see fig. C). In addition, Kane welded steel plates to the sides of some of the gang's cars and even made primitive bullet proof vests.

Although the Birger armored car with a crew of six, was first used in a drive-by attack on a Shelton drinking establishment in late October, it doesn't appear to have seen much action after that. For the most part it seems to have acted as a deterrent, parked out in front of Shady Rest, illuminated by a spotlight at night. Granted, Harvey Dungey's drawing purports to show a skirmish north of Marion, and may indicate that some further use of the 'Tanks' was made.

Unfortunately this author failed to discover any accounts of any such clashes. Perhaps they were merely figments of the artist's imagination. On the other hand it does seem odd that there would be no other use of these armored vehicles just when the war was intensifying. On November 12th Blackie Armes actually went so far as to drop three homemade bombs on Shady Rest from a Curtiss JN-4 'Jenny' flown by a barn stormer!

The subsequent fate of the Birger and Shelton 'Tanks' is unknown. Presumably, after the Sheltons were convicted and placed in jail on January 31st, 1927; and Charlie Birger was convicted and hung on April 19th, 1928, the 'Tanks' were seized by the authorities and destroyed or converted back to civilian use.

Clearly the construction and use of private armored vehicles was an unusual measure which was rarely resorted to in private conflicts, legal or otherwise. Perhaps the extreme nature of this expedient was why they rarely made an appearance, and why when they were used, their use was cut short. The CFI's first use of the 'Death Special' directly led to the commitment of the National Guard in an attempt to resolve the conflict. Similarly the Shelton's and Birger's use of their 'Tanks' may have attracted too much attention.

Both of these 'wars' are all but forgotten so there is little published. For the Colorado Coalfield War I relied on The Great Coalfield War (Boston: Houghton Mifflin, 1972) by L. Guttridge and Senator George McGovern. This book is based on McGovern's Doctorial dissertation. Unfortunately coverage of the 'Death Special' is spotty. Similarly, Donald Bain's War in Illinois (Englewood Cliffs, NJ: Prentice Hall, 1978) is written in the style of a novel, it fails to provide systematic coverage of the Birger and Shelton 'Tanks'. Still, both of these works point to other sources which may provide additional information on the construction and use of these wheeled armored fighting vehicles.

EDITORIAL

I thought I'd use some of our space here at the beginning of the third year of *AC* to say hello and give everyone some feedback on how things are going, and what the plans are for the next year.

First, things are going pretty good. *ARMORED CAR* now pays for itself and I no longer have to reach into my own (and the family) pocket to pay for reproduction and mailing costs. Circulation could be better of course, so if you know of anyone that might like to see a sample copy of *AC* send along their name and address and I'll be happy to send them a free sample issue. *AC* presently goes to over 27 countries plus the US and Canada which is good for a mix of ideas and information.

You'll probably have noticed, at least here in the US, that all issues are now sent in an envelope. The little bit of additional cost for the envelope and the time to stuff them was worth being able to get back the two-thirds of a page lost to mailing requirements. Hopefully you will have also noticed that on the whole photo reproduction has been improved and the general look of the newsletter spruced up.

As always, there is a catch. The Mac I'm using is shared/borrowed from a friend. It's not always available when I need to finish an issue... so sometimes you may still see the old style typeface and headings. My goal has been (and I think I've been pretty successful so far) to get the issues out as close to on time as possible. Which means I try to have everything in the mail by the 15th of the issue month. Overseas first, East coast second and everyone else in the last set. Regardless, from first to last all make it in the mail within three or four days.

I want to thank everyone for their articles, they are wonderful! The next two issues are pretty much firm and the third is starting to fill. But please, send more! With a larger selection I can do a better job of matching articles.

Addresses of authors. If you want to write an author direct just ask me for their address. I don't normally publish them nor will I give out an address I have been asked to withhold. I will normally print an address when the piece is part of the letter column.

...David R. Haugh

Turreted Daimler Dingos

Text and drawings by Peter Brown

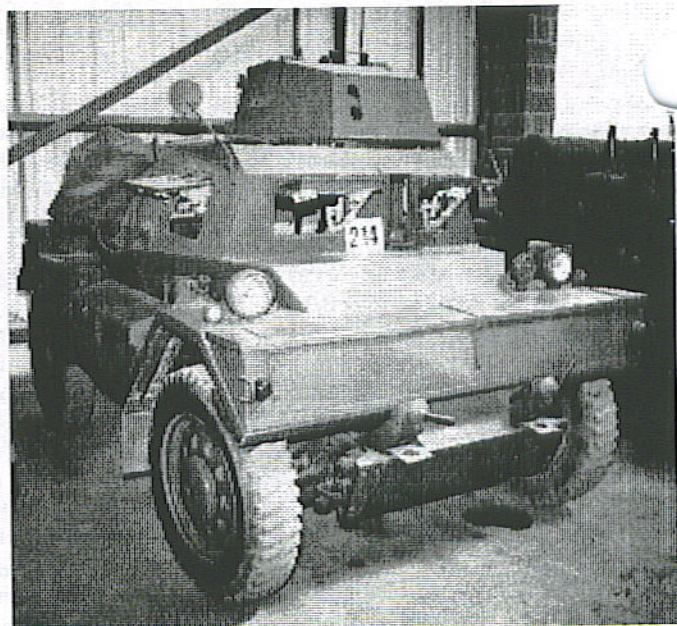
Mark Ruller's request for information on this vehicle in AC #10 set me digging out my references. It unearthed some small problems too, so read on.

The British and Commonwealth forces in Malaya used a variety of wheeled armor, both standard and improvised. The vehicle he mentions is, I believe, the one with a Ferret-type turret. Back in 1985 several conversion kits for these were discovered in the UK and offered for sale - see *Wheels & Tracks* #15 (1985), and one was bought by the A F Budge Collection in Retford, UK - see *Wheels & Tracks* #22 (1988). I was at the Budge Open Day in 1987 and saw the vehicle there. The details I recorded were used to produce the plan.

This plan is designed to allow the modeler to convert the *Tamiya* Dingo, and do not claim to be the best plans in the world. I have included enough of the vehicle to allow a reasonable conversion, but have omitted several items, mostly, the vehicle below the angling-in of the side armor, and for clarity the bar fitted on the rear face of the crew compartment has also been omitted. I will leave the modeler to finish the vehicle for themselves.

If you can't see a restored vehicle, I recommend *Allied Military Vehicles - Collection No 1* published by Brooklands Books, Cobham, Surrey UK, ISBN 0 907 073 778. This is a compilation of original wartime articles on British and US soft and armored wheeled vehicles, and includes a great section on Dingo, with photos of the interior and line drawings of suspension, transmission layout and other features.

On the turreted version, the top of the crew compartment was covered over, with the front edge of the new roof slightly behind the vertical front plate. Gaps above the front, front corners and the rear plate were filled with smaller strips of plate, creating a new flat roof. On the right hand side a circular hole was covered by the turret, and above the driver's position a hatch was added. This hatch is very oddly shaped, and has hinges on the on the right hand edge on the outside. To open, it is lifted up and hinges again along its middle, folding to the right to allow access to the interior. Small plates are welded to the outer face to prevent it from falling into the vehicle. The turret is the same as on the Ferret Mk 2/2. This vehicle was also designed for use in Malaya and had a raised section built over the hull which gives it a very tall appearance. The same turret was also fitted to early Saracen APCs and is of the 'three door' variety. One door is the rear half of the turret roof which folds forward and can be laid flat on the front half, unlike the later Ferret and Saracen types which had small supports fitted to keep them clear of the turret roof. The other two doors are the rear face of the turret which is in two parts, hinging



The Malayan Campaign Dingo at the Budge Collection
Photo Ian Phillips, via Mike Rogers.

outwards to fold flat against the turret rear sides. Again, other Ferrets and later Saracen rear doors are single piece and fold down to form a small padded seat for the commander. The three door type has no padding on any of the hatches, and also lacks the small metal loc welded on to the sides to allow small items to be strapped on.

A short length of angle iron is attached to the left side, I assume this to be the base for mounting a searchlight. Standard armament was the .30 Browning M1919A4, known as the L3A3 when used as a vehicle gun in British service. This is fitted to a mounting with a tray to carry an ammunition box on its left hand side, and was sighted using the periscope fitted in the turret roof. Turret traverse is manual, with no traversing handles - you just push it around!

I haven't seen any photos of these vehicles in service. There is one at the Malaysian National Army Museum in Kuala Lumpur (see *Tankette* vol 24 no 4 1989 for a photo) but other modified Dingos did see service. Several photos show vehicles with a raised and covered roof with two hatches, similar in appearance to the Humber Scout Car. If anyone has a clear shot of these, especially showing how the hatches opened, I would like to see it. These vehicles mounted two .303" Bren guns on a twin PLM mounting, which could be aimed and fired from within the vehicle. The mount was originally designed for anti-aircraft use on tanks and other AFVs, and can be seen with one Bren or two .303" Vickers 'K' guns.

The Encyclopedia of the Modern British Army by Terry Gander, published by Patrick Stevens Ltd, Cambridge UK has in the introductory chapter in the first (1980) and second (1982) but not the third editions a photo showing this type of Dingo on page 10. It also shows another turreted type, also shown on the cover of a catalog for ISO Books of London printed some years ago, which showed the vehicle very well. These have what are called 'dustbin' turrets (trash-cans in

the US). The book catalog photo shows a lot of detail, but some is obscured by the crew on a map. I have included a sketch traced from this illustration shows the main points, and as the driver is pictured half-out of the hull I have speculated that a hatch for him would have been fitted too.

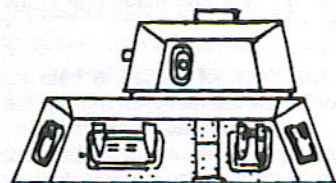
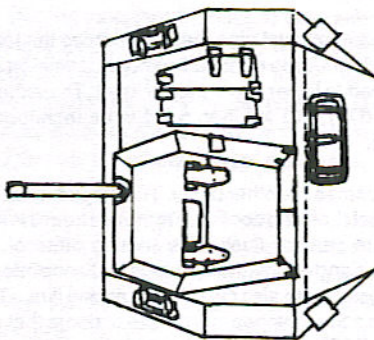
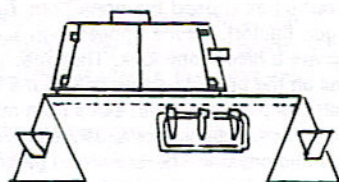
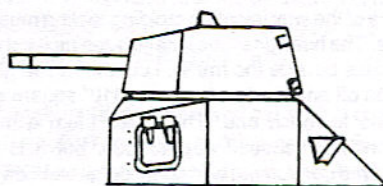
The conversion seems to involve raising the front, sides and back of the crew compartment to be a little higher than its original height. This is covered over with a circular turret fitted over the left side of the hull. The turret is extended forward by a box whose front is curved back with a slit in the center for the .303" Bren gun. Vision slits are cut in the turret front, and by the shape of the turret top and what can be seen through these slots I suspect a double skin construction. The turret top has two side opening rectangular hatches with cut-outs as shown and a curious triangular section behind the opening. This leads me to think the two hatches sloped upwards and inward to meet at an angle. The whole appears to be neatly made and welded together, apart from recessed screws on the front shield.

From the evidence of the photos I suspect a simple sliding hatch over the driver's area, but this is only conjecture. Markings are: dark blue square edged with white, with white '48', white serial number and the 17th Gurkha Division badge of mid-green square edged white with white Kukris on stowage box. Small squadron markings on hull front and sides (center of hull side top facet), solid white diamond with red hollow diamond inside. Overall color is deep bronze green with a well-polished look. The two Gurkha crew wear very dark blue, but not quite black berets with small silver badge, khaki shirts with sleeves rolled up and small division patches on the upper arms. The *Encyclopedia* photo shows similar markings on the stowage box front, no squadron marks, but crossed kukri knives on the side with a figure 7 between the blades, a simplified 7th Duke of Edinburgh's Own Gurkha Rifles regimental badge, although serial numbers etc., are too small to read. (Alas, why are the interesting photos all printed so small, and the banal ones full-page?)

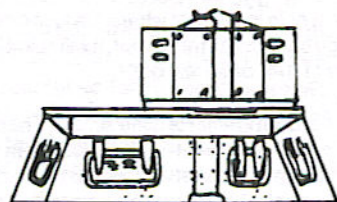
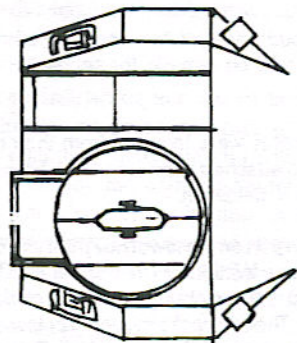
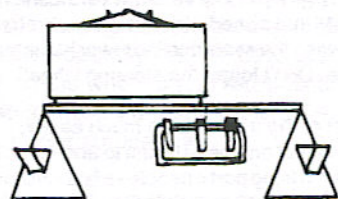
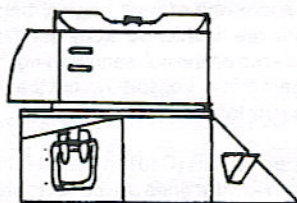
-Peter Brown, 8 Saddle Close, Colehill, Wimborne, Dorset, BH21 2UN, GREAT BRITAIN

Daimler 'Dingo' Turrets in Malaya

Drawings in 1/35th scale © September 1992 by Peter Brown



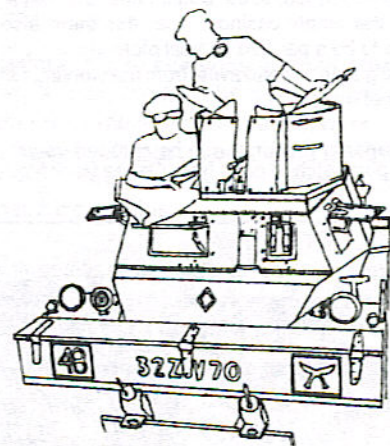
Dingo with Ferret Mk 2/2 type turret



Dingo with 'Dustbin' type turret

Post-war Daimler Dingo serial numbers.

In 1948 the old series of numbers used to identify all British army vehicles was discontinued and replaced with the two number-two letter-two number system still in use today. Existing vehicles were renumbered. Some years ago Geoff Fletcher passed details of some of these to me, which for Dingos include: 00ZS01 to 24ZS23, 24ZS87 to 25ZS86, 26ZS42 to 27ZS07, 27ZS60 to 30ZS98, 43ZV87 to 43ZV88, 94ZV71 to 95ZV74.



Detailing the Dragon BTR-70

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diameter plastic tube along the top of the bench backs and it's done.

The driver and commander's seats come from the spare parts box (I used the ones from *Tamiya's* Quad gun tractor). Tissue applied with liquid cement gives a nice fabric look. They also need a handrail on the back; fine wire will do the trick. A small strip of plastic on both sides from mid-seat back to mid-seat cushion creates the braces that appear to be present. There is also a pair of what appear to be folding seats behind the driver and commander positions that can also come from the spare parts box. They are smaller overall than the ones in front (I used two from an old halftrack kit). I took a risk here and made one in the folded position.

There are plenty of photos to help make the dashboard. I recommend drilling out the instruments from behind and using fine wire for the switches. A converted radio from *Tamiya's* LRDG Chevy was used on the commander's right. Behind it are some ammo boxes strapped in a holding frame. The ammo boxes are chopped down 20mm flak ammo boxes from the spare's box. Thin lead foil makes dandy straps for them. A similar arrangement of ammo boxes is put on the driver's left, behind a group of four control levers fashioned from pins. All that's needed now is a couple of gear levers between the seats and the lower hull interior is complete. Don't forget the steering wheel!

The interior of the upper hull is much easier. I cut open a firing port on one side just to add some life to it. Give each firing port a handle - a fine wire loop. I also hung an AK-47 on each side. There is also a pair of levers between the front windows that opens their armored covers.

Finally, cut a hole in the roof where the turret goes so when you build the turret interior, it will still fit into the vehicle (1 1/4" or so will do).

The turret interior is quite simple. There is a gunner's seat suspended from the back of the turret and two hand-wheels in front of the seat to operate the gun elevation and turret traverse. I made a back section for the maingun and attached a sack (made from painted tissue) to the bottom near the rear to contain the empty casings. Near this there also appears to be a padded vertical plate, possibly to keep the gunner's head away from the workings at the rear of the gun.

The exterior of the turret can be spruced up with several photoetched parts from *On the Mark Mod-*

els BTR-60 detail set. The lifting rings are the most notable pieces to replace (kit part A9). I also made a small cover door for the turret periscope.

Improving the hull exterior is the next task. The overall shape looks pretty good - the weld lines are nicely molded - but a few problems arise from the nature of the way injection molding tooling must be made. The hull periscopes have been molded with the glass outside the frame. I cut the raised glass portion off and made a frame of .010" square strip styrene for each one. This gives them a more reasonable recessed appearance, but it is the most time consuming and fiddly detail work on the whole vehicle.

The main exhaust pipe that runs across the top of the hull should be removed, sanded down a bit and replaced to lower it to a proper level. The exhaust pipes (D11, 12) will then need to be reshaped to match.

Then comes the other biggy. The hinges for all the crew hatches and doors are removed from the hull, and are sanded flush. The mating parts of the hatches and doors (the little rods that snap into the hull bosses) are also cut off and sanded flush. This leaves some notches in a couple of doors that can be filled with little bits of sheet plastic. While your sanding things, the raised domes on the top side of the rear crew hatches (D14) should be sanded down to about half of their original height. New hinge sets are fashioned from semi-circles of plastic rod - two on the hull sandwiching one on the hatch. Again this is a bit tedious but the end result is far superior to what the kit gives you.

The two step-up rails (C10) on the left front hull are best discarded, new ones can be cut to shape from sheet plastic.

The shrouds around the engine intake louvres (C17) should be remade (or sanded) much thinner.

All headlights were trimmed from their mounting posts and attached to photoetched brackets from the *OTMM* detail set.

The winch port on the lower hull front was cut open, a new door fashioned from sheet plastic and a cable and tow hook hung out from a cable drum in the nose. The two hooks mounted below and to the side of the winch (B3) are too small. Remake them from one of those big double hooks that come with every Panzer IV model.

The hull halves can be mated anytime now. The only details left are the jerry can mounts. Again, the

kit can be improved, since these are solid little bosses moulded on the fenders. Sand them off and replace with remnants of sprue from a photoetched detail set (or other thin metal strip bent into the angled brackets upon which the jerry cans rest (the mounts are hollow). About half way up on each side of the cans are small angle iron braces, presumably to restrain the cans during cross-country travel. These are quickly made from thin plastic strips. I used photoetched tie downs with lead foil straps to secure the jerry cans. Voila, it's done.

Except for painting and weathering, of course. Here tastes may vary. I chose a dark green (*Humbrol* Matt 91) for overall color. The jerry cans are olive drab (*Humbrol* Matt 66). The tires, which are molded in vinyl, were painted with water-base acrylic (*Tamiya*) flat black. This was the only type of paint that I could find to evenly cover the vinyl surfaces. I guessed and painted the interior a very light green-beige. I'm afraid this may not be authentic since I didn't have any color photos of the interior to work from. *Verlinden* dry transfers provided the side numbers.

Weathering was done with soft chalk pastels, starting with white and working through a rainbow of greens, blacks, dusts, muds and rust spots here and there. I did do a wash of sand colored acrylics on the lower surfaces, which, much to my delight, gave a very realistic appearance considering it was painted over a solvent-based coatings.

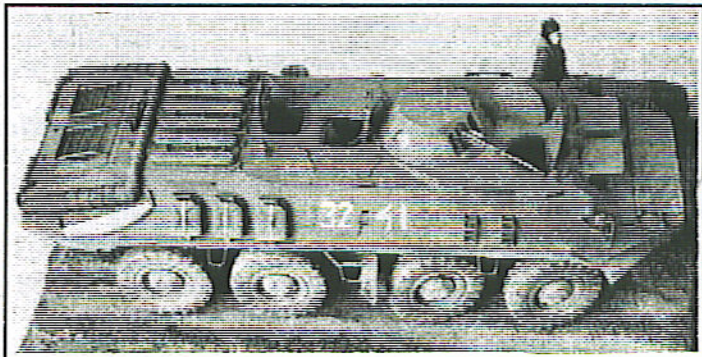
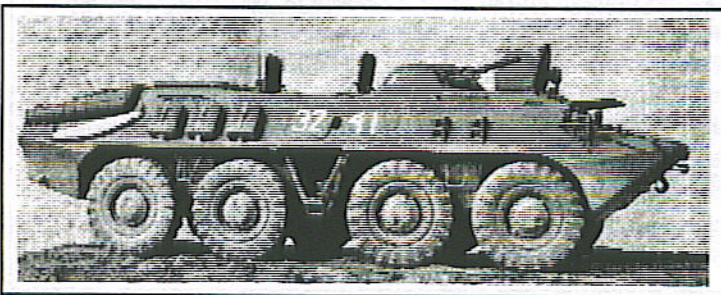
The vehicle sits on a celluclay-over styrofoam base that is basically a somewhere in Eastern Europe dirt road. A *Verlinden* Russian tank with converted hands stands at the front to add some life and scale to the scene.

Though it took a little longer than I initially thought, the finished product is one that I am reasonably proud of. It just goes to show what can be accomplished with time, patience and a little neurosis.

References:

- Soviet Tanks and Combat Vehicles 1946 to Present by S. Zaloga
- Soviet Wheeled Fighting Vehicles by S. Zaloga
- *War Data Special* - Soviet APCs by D. Eshel
- *Tank Magazine Special* - Vehicles of the East German Army

Below and below left, two views of Paul's completed BTR-70



Letters

Dear Dave:

I am in possession of a limited number of Monogram M8 Greyhound armored cars, that I am willing to swap for 1/35th models of British or Commonwealth vehicles of WWII (not Tamiya or Italeri!). But rather for example MP Models M4 and M4A4 conversion sets, Commanders M11/39 conversion set, Lone Star's Ram conversion set, etc. Also, I have a question concerning the Free French Autocannon Dodge, are there any AC readers who have photos of this vehicle from the rear or top? It seems one still exists in the Syrian Army Museum in Damascus (I found a small photo in a very old AFV-News where it is called an Israeli improvised armored truck). - Erik Ahlstrom, Sallerupsvagen 104, 212 28 Malmo, SWEDEN.

Dear Dave:

Small item of news, the Tank Museum Video is now available in NTSC (US videotape sound system) format. As it is a limited run it is slightly more expensive, £12.95 plus £1.51 packing and air mail postage to the US. Payment should be made to the Tank Museum Trading Company, and if paying in dollars please add the equivalent of at least £2.00 to cover bank charges. Address: The Tank Museum, Bovington Camp, Wareham, Dorset BH20 6JG, GREAT BRITAIN. -Peter Brown, Colehill, GREAT BRITAIN.

Dear Dave:

Some time ago I asked about the TOE of a West German Recon Battalion. Well, lo and behold one of the readers sent me an answer, 31 Leopard MBTs and 31 Luchs. These are made up into combos thought necessary for a given task. Thanks, and keep up the good work. -W.R. Solomon, Jr., 195 Vernon Drive, Pittsburgh, PA 15228.

Dear Dave:

Could you tell me how I can tell when my subscription comes due again? -James Welch, 38 Rue Maison Communale, B-6747 Meix-le-Tige, BELGIUM.

(OK, I'm going to have to let out the secret and now everyone will know. The three digit number to the right of your name on the address label is the subscription code. The first number is for me and tells the type of subscription... for example a review copy or paid subscription; the last two numbers are the number of the last issue in your current subscription. For example 418 would read (4) paid subscription, (18) issue 18 is the last paid issue in the current set. -ed)

Dear Dave:

As you've probably seen, the PARTS DEPOT is not well. Lack of subscriptions and renewals has put the cost of each issue beyond reach. PD is done after next issue and no renewals are being accepted! Thanks for the support. -John Rauscher, PO Box 977, Morrisville VT 05661.

(And another good idea looses out to the economy. Perhaps the parts exchange can be continued informally. -ed)

(While I'm at it, I have had two inquiries over the last month or so on the health of AMM Review, I don't know what's happened! I have tried to contact Mike Rogers repeatedly but with no luck. It looks like AMM Review may have folded, if so, it will be a loss to the military modeling community. If I find anything out about the status of AMM, I print something in a future issue. -ed)

Dear Dave:

I have a new address but have cleared a path through the house so that I can do some modelling! As you may know, Lead-Sled (UK) are to release an Aero-San armored sledge (Russian), when I get one I'll do a review for AC (or doesn't it count as an armored car?). I'm also looking forward to the Marmon-Herrington series, are they out yet do you know? Finally, I'm still compiling material on the BRDM-2, as the Dragon kit needs some work. Dragon's kits of the Fast Attack/Recon vehicles are eagerly awaited, I just hope they won't require too much fixing. -Tony Surrige, Petgrews, 50 Victoria Crescent, Chelmsford, Essex CM1 1QF, GREAT BRITAIN

(See Ted Paris' letter in this column for the status of the Marmon-Herringtons, and yes the Aero-san fits in Armored Car... it was a

reconnaissance vehicle. But what's this about the Fast Attack vehicles? Has anyone else heard about this modeling project? -ed)

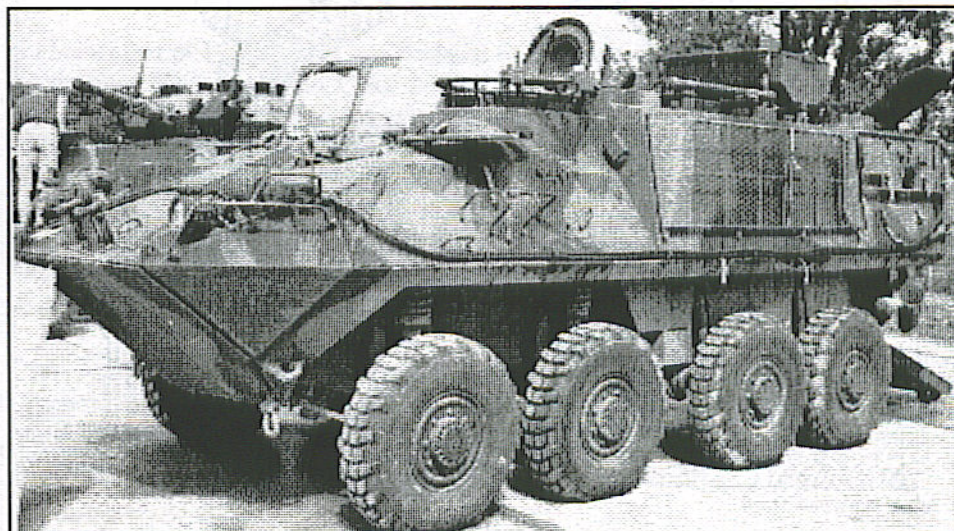
Dear Dave:

I have attended a couple of small military events in my neck of the woods and hope this will be of interest. The biggy is the Canadian version of the LAV series of vehicles and goes by the name Bison (as in big, slow moving target). Actually, it is my understanding that this vehicle has a more powerful engine than the LAV series. The hull sides are steeper than the US counterpart and it is turretless. There are bench seats in the back that run along both outer walls. The driver and commander sit one behind the other, much like in the LAVs. I'm not sure how many Canada is getting, but apparently Kuwait and Saudi Arabia have placed orders too. This is good news for the otherwise floundering GM Diesel of Canada.

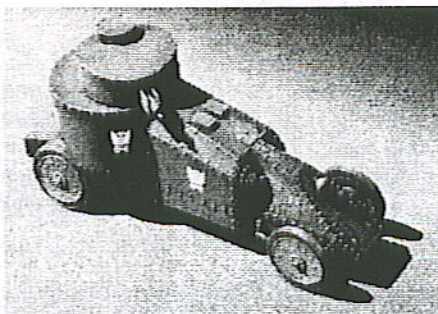
In response to your question about the Cougar and Grizzly and Husky too while we're at it, Yes. The LAV kit is a reasonable basis from which to model any of these vehicles. Though they have a flat roof, the side hull angles are the same, as is the vehicle width. From the front wheels forward and the rear tandem sections all are common. The major difference is the space between the front axle and the rear axles which is shorter than the LAV by around half a meter. -Paul Bird, 160 Morpeth Street #2, Southampton, Ontario CANADA N0H 2L0.

... continued on page 8

Below:
General Motors of Canada Bison APC,
photo: Paul Bird



...continued from page 7



Above, kit #1-016 the single turret Mgebrov.
photo Ted Paris

(Resin and white metal)

Also available:

Finnish T-26E conversion for Spjonia 7TP - \$22.95

Tiger Engine screens - \$7.50

Culin Hedgerow Cutter - \$8.95

-Ted Paris, 551 Wegman Rd, Rochester, NY 14624.

(I'm looking forward to seeing these -ed)

Dear Dave:

Just some more info on armor car projects from *The Commander's*.

Available now:

1-007 French VAB Export - \$69.95

1-016 Mgebrov Single Turret - \$59.95

1-017 Mgebrov Twin Turret - \$59.95

(all are resin with dry transfers, photo etched and white metal parts)

Available September 15th:

Marmon-Herrington Mk IV - \$75.00

M-H Mk IVf - \$75.00

M-H Mk IV SA38 - \$75.00

M-H Mk IV Rail - \$75.00

(Resin with white metal and etched parts)

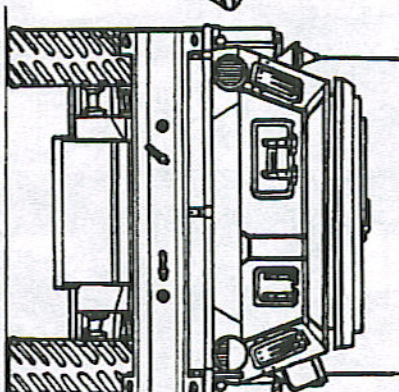
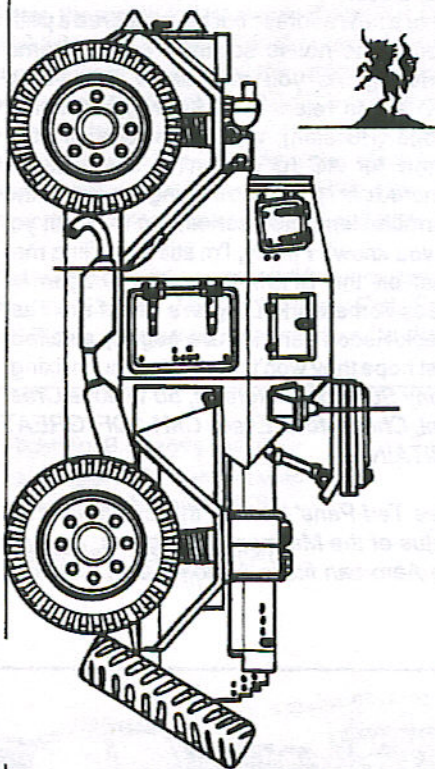
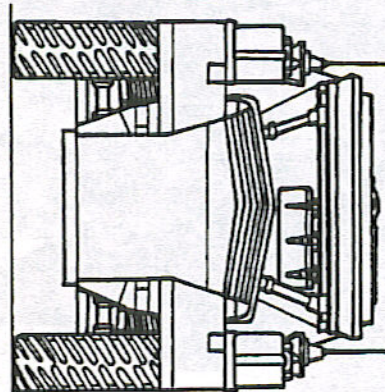
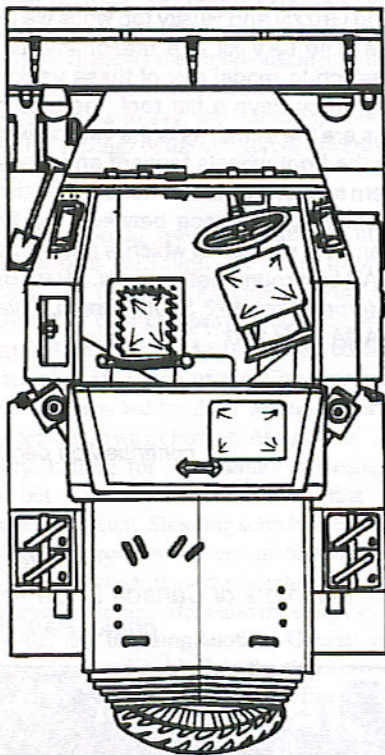
Available by November 92:

Marmon-Herrington Mk I - Price TBA

(Resin with white metal and etched parts)

Hungarian Csaba - \$59.95

Daimler Scout Car - 1/35th scale © Hubert Cance 1992



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- #3. FUG (OT)-65, Armored Cars in the Baltic States 1918-40, Fiat-Oto Melara Puma.
- #4. Panhard ERC-90S, L'automitrailleuse White-Laffly, Australian LAV-25.
- #5. Cascavel EE-9, Armored Cars in Greek Service, PSZH-IV.
- #6. Pandur ARSV 25, FMC XR-311
- #7. TPz1 Fox, Armored Cars at the Royal Tournament Morris Commercial CS-9.
- #8. Marmon-Herrington Mk IVf, Putilov-Garford.
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- #10. Lanchester Six Wheeled Armored Cars, Armored Cars of the Hong Kong Regiment 1925-1965.
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