

ARMORED CAR

The Wheeled Fighting Vehicle Journal



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Soviet Armored Car Brigades

in the Transbaykal
1938-40

by James F. Goff, Ph.D.

In most of the world's armies, tank units are the mainstay of the armored force. Tank-heavy units have usually been brigades and divisions, and sometimes even corps. Armored car units, on the other hand, have been only of company or battalion size, with a definitely subsidiary role to the tanks. But in the pre-World War II period, the Soviet Red Army formed armored car brigades for operations in the special environment of the Transbaykal.

The Transbaykal Military District bordered on the Mongolian People's Republic and Japanese-occupied Manchuria. It also controlled Red army troops in Mongolia itself, after Soviet units were deployed there. This region was mostly sparsely-populated steppe grassland, short of roads and water. Regular infantry and its supporting horse-drawn artillery and transport could operate here only with great difficulty. An ideal environment for mobile warfare, the theater called for armored force units Soviet forces deployed in the area included tank brigades and rifle divisions (the rifle divisions starting to be motorized in 1939).

In 1938, the People's Commissariat of Defense decided to form three special armored car brigades for service in the theater. These brigades (each was actually called a "motor armored brigade" - *com. motobronevaya brigada*), the only ones in the Red Army. These brigades were numbered as the 7th, 8th and 9th motorarmored brigades. They were either in the same numbering series as the heavy tank brigades, or were perhaps numbered out of sequence to mislead foreign intelligence agencies about how many existed. At any rate no others were formed.

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The FV 603 SARACEN

by David R. Haugh



When it comes to post-World War II armored vehicles, a handful of names stand out, the Centurion tank, Saladin and Ferret armored cars, and the ever present Saracen armored personnel carrier. These are by far the British vehicles that you are likely to see in photos from the '50s, '60s and '70s.

A mainstay of the British Army; by the time production of the Saracen ceased in 1972, 1,838 vehicles had been built. Part of nearly every border war and police action carried out by the British Army, Saracens saw service from the Valley of the Rhine, to the jungles of Borneo and the sun blasted streets of the Crater in Aden.

In all some seventeen countries have used the Saracen as both a patrol vehicle and APC. The Sri Lankan Army is probably the latest to put the Saracen into action; with vehicles being seen in use against the Tamil Separatists on that war torn island.

DEVELOPMENT

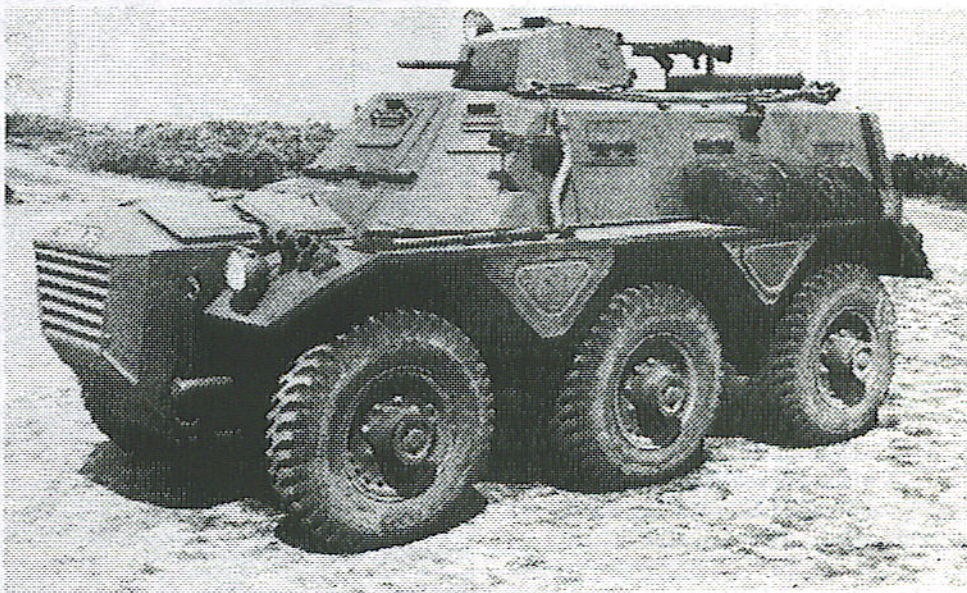
Designed by Alvis Ltd., development of the Saracen started in 1948 along with the Saladin armored car. In production for twenty years from 1952 to 1972, this long-lived design was finally replaced in European service with the British Army by the tracked FV 432 Trojan APC in 1963. The wheeled AT-105 Saxon completing the transition in the 1980s.

The prototype Saracen was completed in 1950, with production models fielded in 1952. Due to the deteriorating situation in Malaya and the need for an armored personnel carrier, development of the Saracen was pushed ahead of that of the Saladin armored car. The resulting rush of the design resulted in production problems (mainly with the transmission) that later had to be worked out with modifications and retrofits as production continued.

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Below: Australian Saracen as first delivered.

Photo: RAAC Museum via Barry Marroitt



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As with any vehicle that has had a long production run, many early vehicles were later modified to meet new standards, and over the course of the years minor detail changes were almost continuous. It is very difficult at times to determine exactly which production batch a particular vehicle comes from. The first Saracens were Mk 1s followed by the FV 603(B) and the FV 603(C). The FV 603(C) is the most common model.

DESCRIPTION

The Saracen has a welded steel hull with six wheel suspension, the front two pairs of wheels are steerable. The 5-speed pre-selected transmission uses a fluid coupling that makes a very distinctive and loud whine. This whines takes getting used to by the crews and can be heard for miles if the conditions are right. Because it uses the same transmission arrangement, the Saladin suffers from the same problem.

A front engine vehicle, the driver is seated at the front center of the crew compartment, just behind the engine. To the driver's left and rear is the section leader, with the radio operator on the right. The vehicle commander sits in the turret, with the eight soldiers of the section seated facing each other four to a side at the rear. Three firing ports are provided on each side, with a further two at the rear (one in each door). Since the Saracen was designed during the period when APCs were considered a sort of battle taxi, from which the soldiers would immediately dismount during combat, provisions for firing weapons from within the vehicle while on the move are minimal.

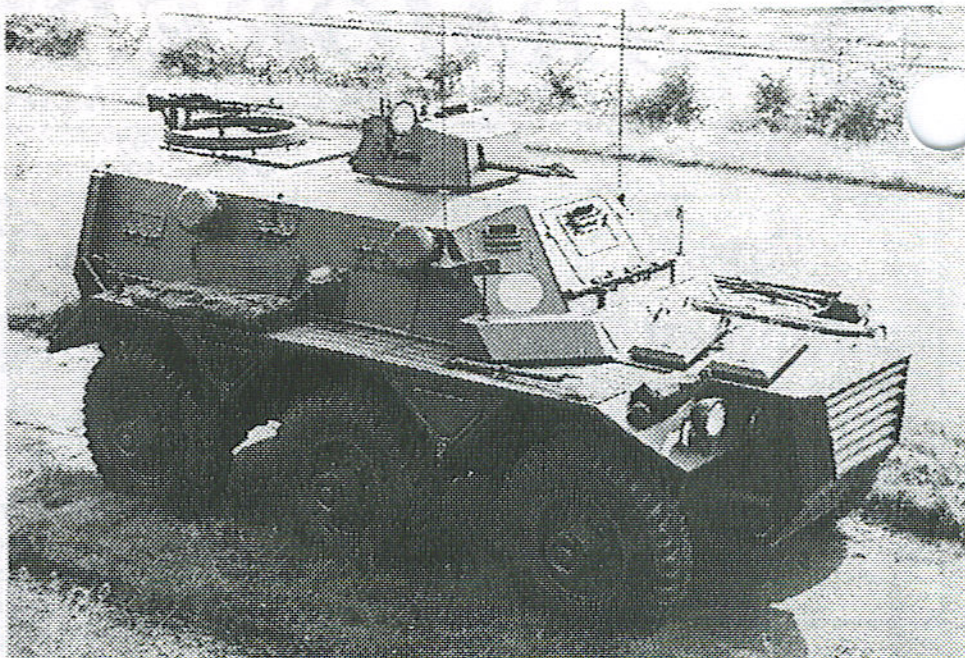
As with the turret of the Ferret, to which it bears a strong resemblance, the turret of the Saracen allows the vehicle commander to fold down the rear of his turret and use it as a seat during operations. The turret itself is hand traversed through a complete 360 degrees, while the 7.62mm machinegun can be elevated to +45 degrees or depressed to -15 degrees. The vehicle commander sits on a bicycle seat type arrangement under the turret.

In the command post version, the turret was sometimes removed and replaced by a hatch with a ring mount for a 7.62mm LMG. Collapsible canvas tents were also provided on this version for extra room. When folded the canvas was normally carried on the roof. The interior was fitted as a command post

and an external generator mounted on the right rear fender.

Radio and radar carrying versions were also developed, with internal fittings and/or radar antenna added for each role. Some Royal Artillery vehicles carried Field Artillery Computing Equipment (FACE).

Usual entry to the vehicle is by the two doors at



Above: A brand new Saracen as delivered for service with British units. Below and Below Right: One of the first Australian Saracens during wading trials. The serial number is hand painted and reads 115387. The Ferret to the right and front is serialised 115225. Above Right: Australian Saracen 115364 photographed on 25 July 1955. Middle Right: Interior drawing of the Saracen looking forward to the driver's position. All photos courtesy RAAC Museum via Barry Marriott.



the rear, although a sliding hatch is provided over the rear compartment. There are also two emergency exits, one each side just above the middle wheel. A ventilation system is also provided for the crew compartment and at least a few machines were test fitted with air-conditioning.

Each wheel is individually driven by universal shafts through the transfer case. A nimble machine, the Saracen can still remain mobile if two wheel stations are out of action, provided the wheels are on different sides of the vehicle. Steering of the front and middle wheels is by hydraulic assist, with positive mechanical linkage.

Three electrically fired smoke dischargers are mounted on the front of each fender, directly behind and above the headlights.

On the reverse flow version, air is drawn in at the rear of the engine deck, passed over the engine, and then expelled out the front through the armored louvers. To prevent an air dam building up from the forward motion of the vehicle, a sheet metal and rubber shroud is fitted over the front, giving a very distinctive round nose appearance.

VARIANTS

- FV 603(C) with reverse flow cooling for hot climates (some of these vehicles ended up in Northern Ireland)
- FV 603 (C) with reverse flow cooling and open top for Kuwait
- FV 604 Armored Command Vehicle (Regimental command version/3 officers and 2 radio operators)
- FV 610 Armored Command Vehicle (with raised roof/used by artillery battalions)
- FV 611 Ambulance (with raised roof as FV 610)
- Fitter's Vehicle (Australian Army use only)

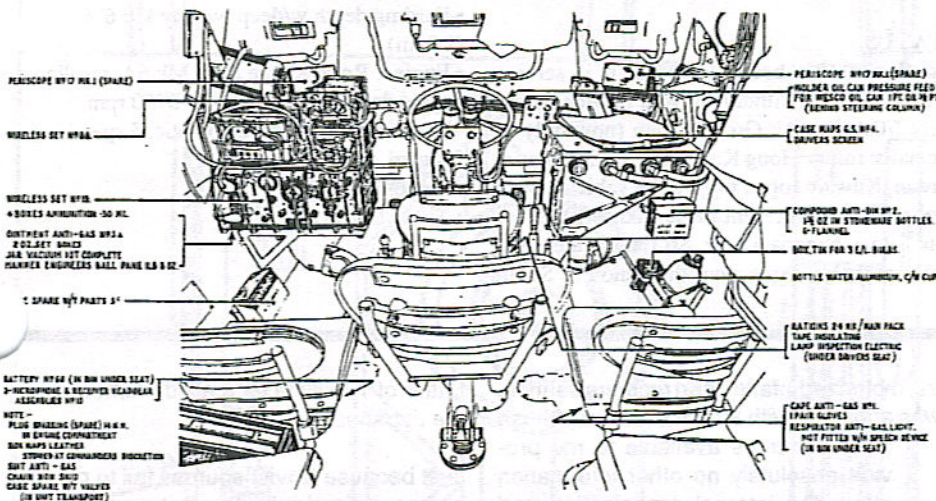
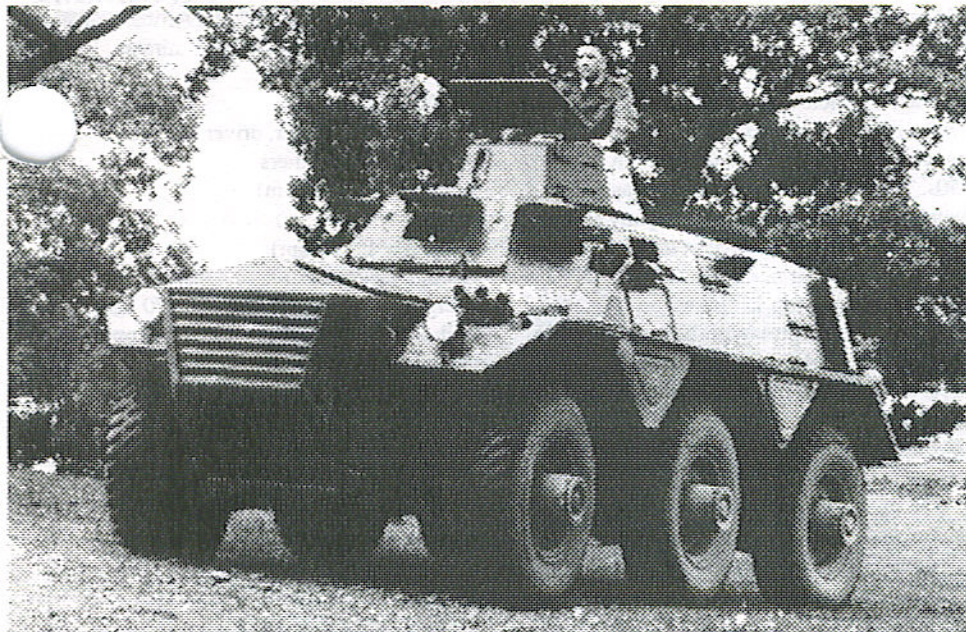
There are also several internal security vehicle modifications carried out by the British Army in Northern Ireland, including anti-rocket screens and additional armor.

OPERATIONS

The Saracen has proved successful all over the world, and has a remarkable cross-country performance; particularly in hard, dry conditions. With it's two front steering axles, it can negotiate narrow, winding tracts in either jungle or mountainous terrain.

The Saracen has operated in Malaya, Borneo, Kenya, Cyprus, Aden and Northern Ireland under combat conditions with the British Army; but saw it's greatest use with the British mechanized infantry and reconnaissance units with the British Army on the Rhine (BAOR).

Among the reverse flow Saracen's in Northern Ireland were some Mk 3 versions originally built for Libya, but diverted to the British Army. In keeping with their internal security duties, some



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Saracens in Northern Ireland were uparmored, while a drop down screen was also fitted at the rear of the vehicle to protect troops entering or leaving from sniper fire directed under the vehicle.

An anti-tank rocket mesh known as "Kremlin 2 Mesh", was also fitted to selected vehicles. There are several different versions of these screens and the exact pattern differs from vehicle to vehicle. Other modifications have included ambulance versions of Saracen having their turret replaced with a fixed cupola with all-round armored vision.

Photos will sometimes show a "Felix the Cat" cartoon figure painted on Saracen's in Northern Ireland, these are bomb disposal units. The "Felix" referring to their call sign.

The Australian Army acquired a number of Saracens in the late 1950s which remained in service until the early 1970s. Although they gave an excellent cross-country ride, in the Australian environment they were difficult to maintain and were not popular vehicles. In the end, the remaining Saracens were transferred to the Reserve armored units, and finally withdrawn from service.

Several variants of the Saracen were used by Australia; including the Armored Command Ve-

hicle, and an Australian modification, the Fitter's Vehicle.

The Fitter's vehicle was developed following the introduction of wheeled AFVs into the Royal Australian Armored Corps (RAAC) in the mid-1950s. The need was recognized for an armored repair (or fitter's) vehicle to accompany armored units in the field. The Directorate of Electrical and Mechanical Engineers was tasked in 1962 to develop a conversion kit based on a standard Saracen APC; a prototype being finished in 1962. A total of eight vehicles were eventually converted.

The Fitter's conversion kit included a 500 kg capacity lifting jib which could be mounted on the rear of the vehicle, several portable repair benches, and internal and external bins and racks to provide storage of repair parts, tools and personal gear. A battery charger of 300 watt capacity was also carried.

STATUS

The Saracen has been used by/or is in service with: Australia (withdrawn from service by the early '70s), Brunei, Great Britain (now only in specialist roles), Hong Kong (police), Indonesia, Jordan, Kuwait [open top] (these vehicles were captured by Iraq, present status unknown), Lebanon, Libya, Nigeria, Qatar, Sri Lanka (these vehicles probably came from the Union of South

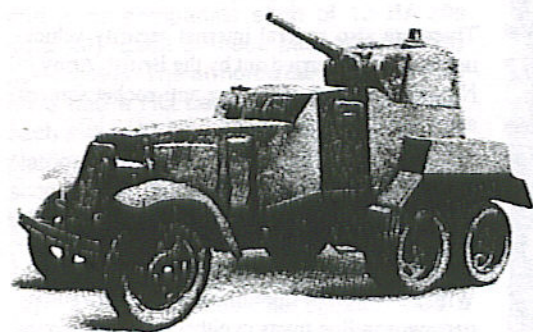
Africa), Sudan, Union of South Africa, Thailand, Uganda, and the United Arab Emirates.

SPECIFICATIONS

- Crew: 3 Commander, driver and radio operator, plus 9 soldiers
- Length: 5' 11" (5.23m)
- Width: 8' 4" (2.45m)
- Height: 8' 1" (2.46m)
- Ground clearance: 17" (0.43m)
- Weight loaded: 22,400 lbs (10,170 kgs)
- Armament: (1) turret mounted 7.62mm machinegun & (1) pedestal mounted 7.62mm LMG at top of rear troop compartment
- Ammunition: 3,000 rds of 7.62mm
- Fuel: 44 gals
- Cruising range: 250 miles (400 kms)
- Max speed: 45 mph (72 kph)
- Max grade: 42%
- Vertical obstacle: 18" (0.46m)
- Max trench crossing: 5' (1.52m)
- Forging depth: 3' 6" (1.07m)
- Forging depth w/deep wading kit: 6' 6" (1.98m)
- Engine: Rolls-Royce B80 Mk 6A gasoline engine developing 160 hp @ 3750 rpm
- Transmission: Semi-automatic, 5 speed forward, 5 reverse
- Armor: 8 to 16 mm
- Tires: 12.00x20

Soviet Armored Car Brigades

...continued from page 1



Above: Soviet BA-20

At that time, the typical red Army brigade was of the augmented triangular type. Such brigades were built around three battalions of a combat arm, augmented with a battalion of another combat arm, an artillery battalion and support and service units. These special armored car brigades departed from that organization.

Each armored car brigade consisted of a HQ and staff, and a battalion each of armored

cars, motorized infantry and reconnaissance. It was equipped with 80 armored cars (those Soviet sources available to me provide absolutely no other information about the internal organization and strength of these brigades). The information above comes from only two Soviet sources, plus a translated Japanese intelligence document, which have any useful detail. I must therefore speculate about their structure by analogy, using as a model the organizational pattern of other Red Army units.

Strange that a brigade would be built around just one battalion of its' main function (armored cars), but that seems

to be the case. These brigades were apparently designed for rapid flanking movement or pursuit, unencumbered by slower-moving or service needing support units. The recon units would move out to scout, followed by the armored car unit to engage enemy strong points, with the motorized infantry to assault strongly-held positions and to hold important locations. Places which the brigade lacked strength to attack would be bypassed, for other stronger formations to handle. This seemed to be the case in the only operation in which such brigades participated, the 1939

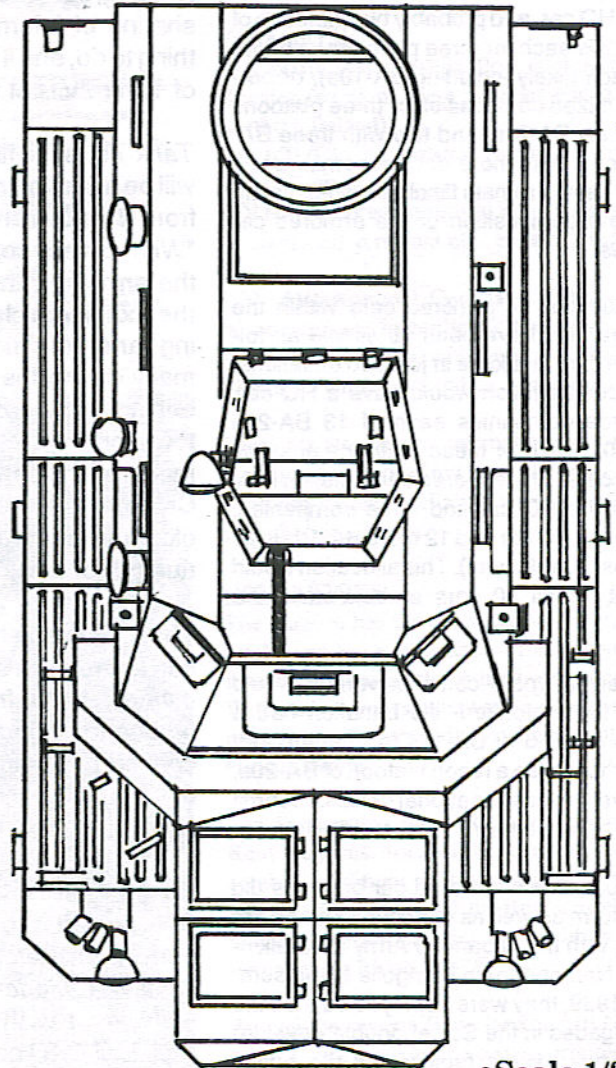
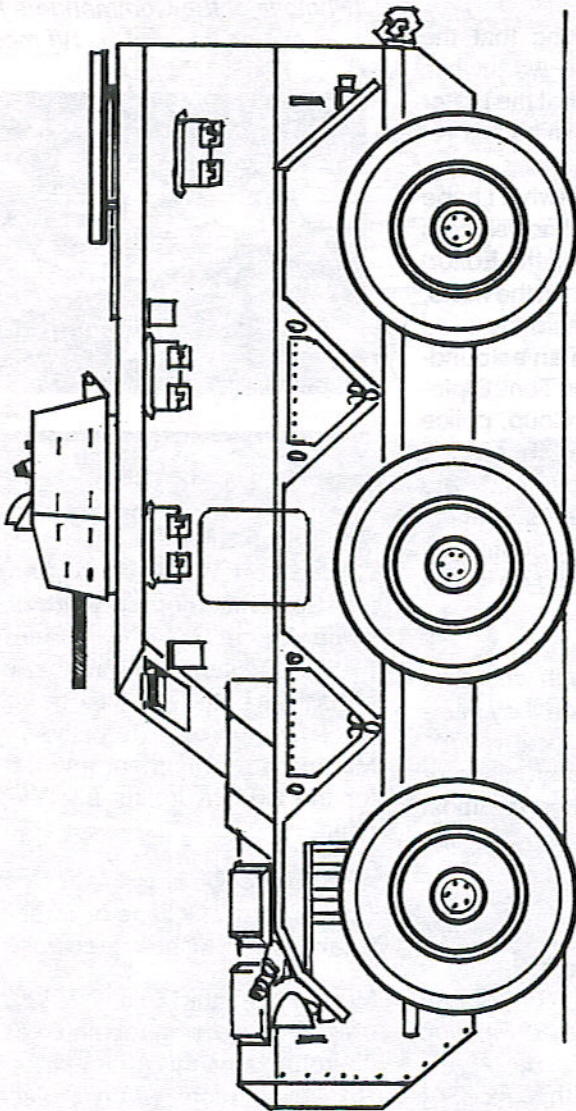
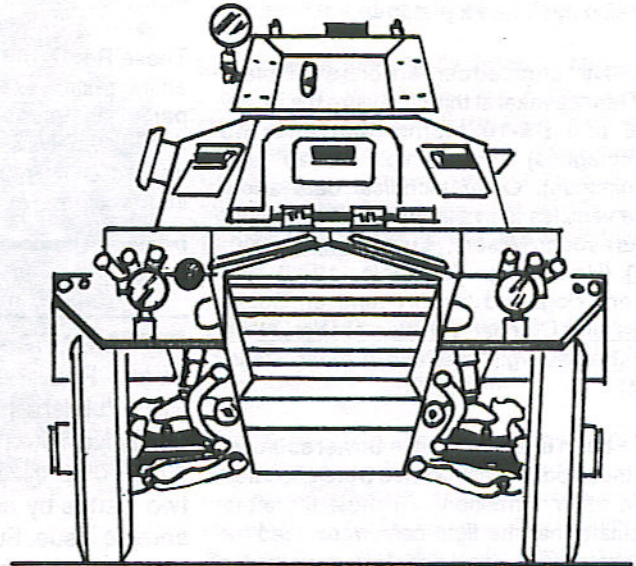
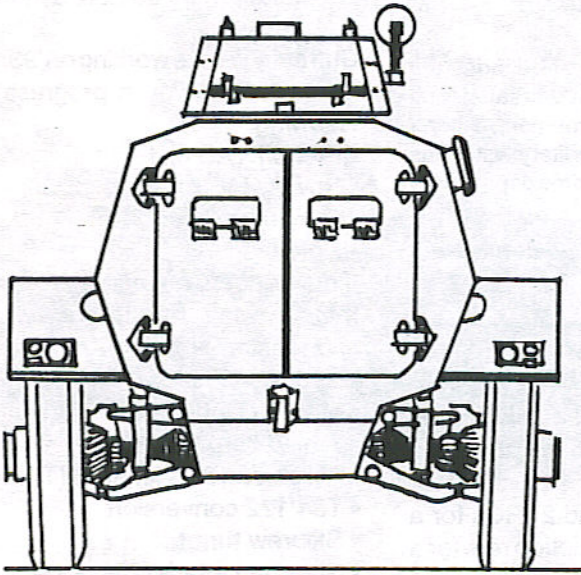
battle of *Khalkin-Gol* (called *Nomonhan* by the Japanese).

Just because Soviet sources fail to mention company sized units does not mean that they were absent, for the sources probably listed only the bigger units. But company-level units were probably missing. These brigades, like the tank brigade, would lack an artillery battery, because Red Army doctrine of the time dictated that the guns of armored vehicles provided sufficient firepower. The brigade would have had a typical array of support and service units, but no doubt at the platoon level (engineer, signal, medical, transport, and ammunition supply). This small brigade would have had a low manpower strength, perhaps around 1500 men.

The greatest, and most intriguing problem, is how the armored cars were allocated. At this time they were also found in the rifle and cavalry divisions and armored brigades. But, scholarly disinterest in armored cars means that Soviet sources neglect to deal with how they were allocated within these formations. The only useful data is that the April 1941 rifle division reconnaissance battalion had a company of 13 armored cars, and that (some?) tank battalions had a platoon, and that

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FV 603 SARACEN



• Scale 1/35th
• Drawn by David R. Haugh
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Soviet Armored Car Brigades

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regiments in armored force formations probably also each had a platoon.

The Soviet armored car versions available in the Transbayakal at this time were the heavy BA-6 and BA-10 (45mm gun and two machineguns) and the light BA-20 (one machinegun). Other technical data about these vehicles is available in such standard works as John Milsom, Russian Tanks 1900-1970 (Harrisburg: Stackpole, 1970) and Steven Zaloga and James Grandson, Soviet Tanks and Combat Vehicles of World War Two (Harrisburg: Arms and Armour Press, 1984)

I have been unable to find in Soviet sources, how these particular vehicles were allocated within other formations. I must therefore speculate that the light cars were used for reconnaissance, and the heavy ones for combat. In the 1941 divisional armored car company, the distribution of vehicles would be one HQ car, and probably two platoons of six BA-20s each, or three platoons with four cars each (likely including BA-10s), or perhaps a mixed composition of three platoons (one of six BA-20s, and two with three BA-10s each). Until more data becomes available its best to remain flexible in speculating about the composition of the armored car brigades.

The allocation of armored cars within the brigades may have been as simple as follows: all cars would be in just two battalions. The recon battalion would have a HQ car, and three companies each of 13 BA-20s (total 40). Each of these platoons possibly had six cars. The armored car battalion may have had a HQ car and three companies, each with a HQ car and 12 more BA-10s in its platoons (total 40 cars). This allocation would account for all 80 cars authorized in the brigade.

A somewhat more complex variant would exist if the motorized rifle battalion had a platoon of BA-6 or BA-10s for fire support, and perhaps also a recon platoon of BA-20s. Whatever the organizational details, I submit that the basic pattern was as outlined above.

In combat, these armored car brigades did not perform as well as expected. During the fighting with the Japanese Army at Khalkin-Gol (or Nomonhan) in Mongolia in the summer of 1939, they were deployed outside the tank brigades in the Soviet double envelopment. They moved rapidly, but the heavy armored cars didn't function very well. These cars were underpowered, and their armor was too thin to withstand anti-tank weapons.

as a result of this, and in an attempt to reduce the variety of armored force units, they were used in 1940 to form some of the new standard armor formations, tank and motorized divisions.

These Red Army armored car brigades are an interesting example of units created for a particular operational environment. I hope that this analysis will help military historians and tactical wargamers fill some gaps in their information.

Plugs

TANK TV, *The World of Fighting Vehicles*. Published by David Farquhar, P&P Publishing, Box 9724, Wellington 6001, New Zealand. **Subscription:** \$5 (US, Aus or NZ) or £3 or equivalent for two issues by air, or send 2 IRCs for a sample issue. Full subscription rate for a year to be established.

I'm a great one for thinking that the sharing of information is a worthwhile thing to do, and it appears that the Editor of *Tank TV* is of the same mind.

Tank TV is the first effort of what I hope will be a continuing series of newsletters from New Zealand. To quote the Editor, "With so many conflicts around the world, the armour enthusiast constantly sees the motor vehicle at war in an astounding variety of situations: Gun Tank Diplomacy during the Moscow Coup, police behind *pantserplaat* in South Africa's townships, home-made armoured cars more reminiscent of the 1930s Spanish Civil War than the Yugoslav conflict, or old iron war horses soldiering on in any number of small wars.

Tank TV is a vehicle through which we can share such sightings, be they interesting reports from your local media, first-hand accounts, museum visits or chance glances on TV (often the most exciting and the reason for the title above)".

Tank TV covers tracked vehicles as well as wheeled, the first issue including a page from Peter Cooke's **Yugoslavia Civil War**, *Modern Dictionary of Fighting Vehicles*. I wish the first issue of **ARMORED CAR** had looked this good. At the very least, send for a sample issue, I think you'll like *Tank TV*. Highly recommended.

I keep plugging Ted Paris and The Commanders, because they keep releasing kits that I'm sure most readers of *AC* will be interested in, so here's some mo

Currently we are working on '93 releases. Proposed (and/or in progress) are the following:

- French VAB 4x4
- Soviet BA6/BA10
- Canadian Otter
- Dorchester

If any readers have suggestions I invite them to write, I try to answer all correspondence. New non-armored car releases include:

- Modern Canadian field gear
- Rolled camo net set
- Polish Vau 33/Vickers 6 (T) conversion
- T34/122 conversion
- Stilbrew turret
- Sherman interior detail set

(Photo is of the *Commanders M-H Mk IVf model -ed*)



Letters

Bovington News

Gained is an OT65A which was swapped for a Soviet intercom system by its former owner Martin Gransby. He had bought two, and assembled a runner by using parts from both. This left one vehicle as a hollow shell, but externally fairly intact. Missing are armament and the covers for the twin hydrojets used for swimming.

Also back at Bovington after loan to the Royal Military College of Science is the Spahpanzer Luchs prototype.

Most of the Tank Museum's WW2 AFVs on show are being repainted as part of the refurbishment of the WW2 display. Now even more worth a visit! -Peter Brown, 8 Saddle Close, Colehill, Wimborne, Dorset BH21 2UN, GREAT BRITAIN.

Dear Dave:
I am sending a couple more photos of the Cypriot EE-3 Jararaca (see issue #12) that I received from Stelios Markides. I know they are a bright (Cyprus is very sunny!) they are better than the ones we had.

Two days ago on the 1st of October was Cyprus Independence Day and I caught it on the video. Nothing new as far as armored cars are concerned apart from a small change in the VAB's markings. The Cypriot flag that appears on the right front side didn't have the white background this year, just a yellow map of Cyprus with green olive branches painted straight on to the camouflage.

I was wondering if you could lay your hands on plans of the Canadian Grizzly? The UN in Cyprus has three such vehicles in use. -T. Metsovitis, 11 Polemonos Str, 116 35 Athens, GREECE.

(Actually I've been in contact with GM of Canada, but I haven't yet been able to get a copy of the plans for a Grizzly. Below are the photos of the Jararaca which show details of the rear and the single entrance door on the right side.)

Dear Dave:
Issue #13 grabbed me in two ways - one with joy and another with disgust.

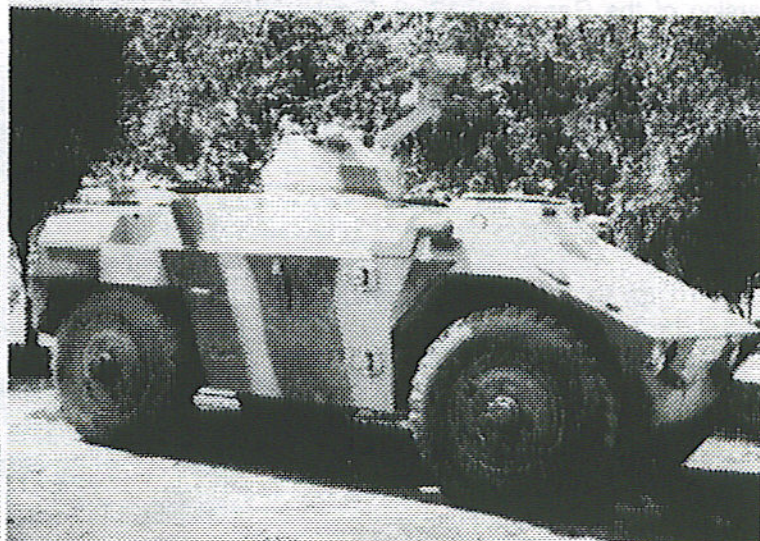
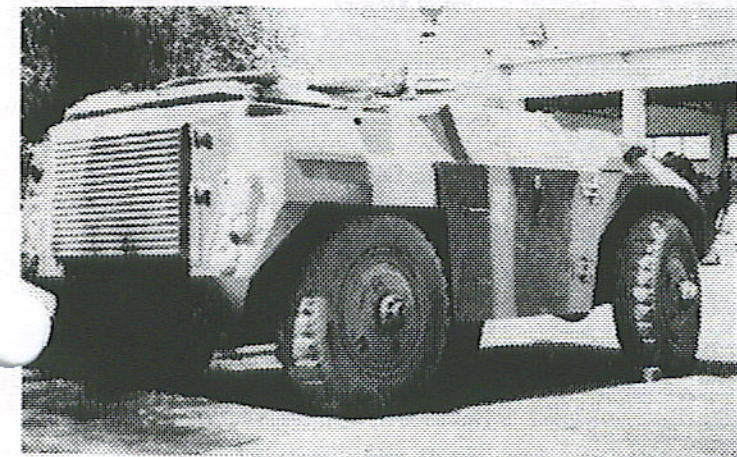
First the joy. The article on the "Ath Special" and the bootlegger "Tank" are the type of articles I envisioned in ARMORED CAR. The unusual, oddball or just plain scarce.



engesa

EE-3 JARARACA

Photos: Bottom and bottom right. -Stelios Markides



How about the improvised armored trucks used by U.S. troops in China, late 1920 -early 1930? Cavalry Journal Mar-Apr 1933 had an extensive article with many photos.

How about the USMC armored Jeffery Quad trucks (protection for driver and engine) used in the Dominican Republic? Photos during the period 26 June - 6 July 1916 on a march from Monte Cristi to Santiago appear in Marines in the Dominican Republic 1916-1924, HQ USMC, 1974, pp. 105. (This may be the first U.S. use of armored vehicles in combat.)

Here is another one. A White Motor, 1-ton Model T.E.B.O. Staff observation car, Model 1918 armored to move the U.S. army payroll in and around Chicago in 1919 - 1921. Vehicle modified by Quartermaster Corps Utilities Branch. Remember QM was responsible for all Army softskins until September 1942. Ref: The Quartermaster Review, Sep-Oct 1922, pp. 44.

How about U.S. Mail armored trucks and U.S. Federal Reserve banking System armored trucks? Common sight in the 1920s and 1930s.

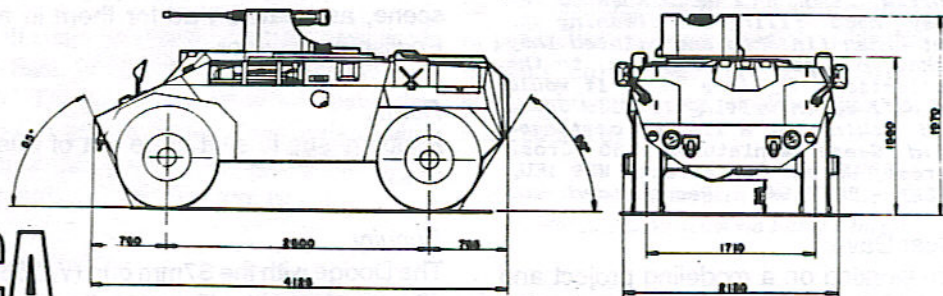
Now to the turreted Daimler Dingo. I question the use of the Ferret Mk 2/2 turret on the Dingo, I have never seen a photo of this conversion before. However, this does not mean that it did not take place. I have photographic evidence from the U.K. magazine Soldier in 1957-60 showing what Peter Brown calls a "Dustbin" turret on Daimler MK II vehicles in Malaya.

In Vietnam, 1968-69, I photographed Canadian Ford Lynx Scout Cars Mk II, that had been received from Malaya and were being used by the ARVN. (see Vietnam Tracks by Simon Dunstan, pp.42 - a Signal Corps photo with an M113 mounting an M8 turret in the background). Also a total of 247 Lynx Mk II with turrets were received from Malaya per official records. See my photo in Vietnam Order of Battle by Shelby Stanton, pp. 311. This was a Lynx Mk II with turret modified by 1st Sqd, 4th Cavalry, 1st Division U.S., at Di An in July 1968. It was painted yellow and re-engined with a 3/4-ton 4x4 M37A1 engine vice the Ford 95 hp, 239 cu in, V8 originally installed. It was used in combat by U.S. troops as a convoy escort vehicle.

Also see Jim Mesko's Armor in Vietnam, Squadron Signal, pp. 14-15. The photo on page 14 is not a Dingo, but a Lynx Mk II - no Dingo's were used in Vietnam by the ARVN.

Now my hickup!! Are you a magazine of armored cars or a modeling magazine? I see nothing in your editorial policy (page 8) about devoting over 16% of #13 to modeling the BTR-70 APC. Leave the modelling to the modeller's magazines and keep ARMORED CAR as much as possible for original research articles on armored cars. End of my editorial!

Looking forward to the November issue. -James W. Loop, 12652 Gibraltar Drive, San Diego, CA 92128



Letters

Dear Dave:
Does anyone have any information as to how the Austrian Heavy Armored Car 8x8 (Austro Daimler ADGZ) was painted, and in what colors and markings if any? I have a Vac Form kit from this vehicle and I want to make it in the form of the pre-WW II vehicle as used by the Austrian Army prior to being over-run by the Germans in 1938. I believe that approximately 27 cars were in use prior to 1938. -J.G. Oldroyd, 12 Heys Lane, Heywood, Lancs, OL10 3RA, GREAT BRITAIN.

Dear Dave:
I am a collector of 1/76th and 1/72nd scale kits and soldiers, not a trader, seller or militaria shop owner! I would like to exchange Brazilian badges, insignia, or information on AFVs of the Army of Brazil for kits or plans of 1/76-1/72d armored cars and AFVs. The system of exchange is simple, a direct swap! No money, no checks. -Fernando Costa De Soosa, Rua Cel Amarante 488 AP9, Venda Da Cruz, SG, Rio De Janeiro, CEP 24410-350, BRASIL.

(Finally, Robin Hunt sent along a sample of some of the Spanish Civil War armored cars produced by Wild Geese. Cast in white metal, their scale is approximately 1/200th. And the three I have include two "home built" and an Lancia Ansaldo IZ. They need filing and cleaning up, but when finished and painted they make a great addition to the collection. I like them. It would be well worth writing to Wild Geese and asking for a list of castings. Wild Geese Miniatures, 35 Cross Street, Upton, Pontefract, WF9 1EU, GREAT BRITAIN. Recommended -ed)

Dear Dave:
I'm working on a modeling project and need information on the US Army M93 version of the German FUCHS (Fox) NBC Recon vehicle, particularly the interior. -Paul Bird, 795 Waterloo Street #204, Port Elgin, Ontario N0H 2C2, CANADA.

Dear Dave:
How about some more stuff on the Humber "Pig" as used in Northern Ireland? I'd like to see some shots/drawings of the interior. -Foster V. Powell III, 20 Old Chattanooga Pike, Jasper TN 37347.

(So would !! Does anyone have information on the interior of the "Pig" that they can share with the rest of us? -ed)

Dear Dave:
I am trying to research the M8/M20 "Greyhound" series of armored cars. I would like to find out which countries received M8s & M20s after World War II as military assistance or purchase, and in what numbers. -Rick Karmon, 1. Maes-Y-Delyn, Kingsland, Holyhead, Anglesey, Gwynedd, North Wales LL65 2DT, GREAT BRITAIN.

Dear Dave:
I have enclosed a photo from Mourmelon '92 "Festival Militaire" showing a rare (in Europe) Canadian Fox in running condition. (see photo below -ed).

As for news from Europe:

- Cromwell's Lanchester is delayed
- Scale Model Accessories will be releasing the AEC Mk II/III armored cars in 1/35th
- Azimut is about to release an M20 to go with their M8
- Cerki will release a Polish WZ34 in injected plastic

Cerki's address is: Zaklad Produkcji, Zabavek "AGA", A. Bojanowoki 1 SKA Bialystok, Rietrasze 12, POLAND.

- Italsedi has released a Sahariana AS42
- KMR may be returning to the modeling scene, as I saw an ad for them in an English newspaper

Rumor

Peddinghaus is said to be out of business

Enquiry

The Dodge with the 37mm gun (WC55), after serving with US forces (North Africa and the Pacific) went to the 1st French Army in 1944-45. Does anyone know when exactly these vehicles were transferred, and to which unit(s)? -Patrice Debucquoy, 35-6 Rue Des Ecoles, 59390 Lys Lez Lannoy, FRANCE.



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