

# ARMORED CAR

## The Wheeled Fighting Vehicle Journal

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# NEW U.S. ARMORED CAR - MAYBE

by Lt. Col. (Ret) James W. Loop, USA

The U.S. Army for the first time since the Mid-1960's, during the Viet Nam war, has become serious about ordering purpose built armored cars for its use. The U.S. Army's Tank-Automotive Command, located in Warren, Michigan is preparing for an international competition to buy 95 armored cars for military police units. Though not stated, it is anticipated that these new vehicles will replace the aging M706 series (Cadillac Gage *Commando V-100*) that have been the medium armored cars for these units. The new contract is expected to cost \$40 million, or about \$421,000 each, including all research and development cost. The initial contracts are expected to be awarded in September 1993. It is not known at this time if this will be a sole source contract or a competition between various prototype vehicles.

The new vehicle is to be called *Armored Security Vehicle*, or ASV. It is believed

that these vehicles will be used by non-divisional military police battalions for security of fixed installations, protection of rear area combat support units, security patrols, and convoy protection in low and medium intensity conflicts. The vehicles would be available for use in domestic riot and internal security functions within the United States when so ordered by the President.

Prior to issuing their basic specifications for the ASV, the program office at Tank-Automotive Command examined various vehicles now available on the open international arms market. Those vehicles included only 4 x 4, 2-3 man crews, capable of carrying additional personnel internally, and could be air transported by the C-130 tactical cargo transport aircraft. The six vehicles were surveyed to meet U.S. Army requirements; the year the first prototype appeared is also included in Figure 1 below.

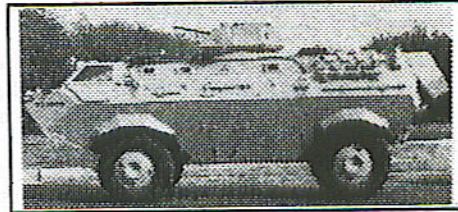
As can be seen from figure 1, 1971 to 1981 technology was used to determine the U.S. Army's requirements. No high technology involved in this survey. The basic design criteria established for the new ASV includes: transportability in a C-130 aircraft; must provide nuclear, biological and chemical (NBC) protection for the crew; and must resist electromagnetic pulse (EMP) damage to

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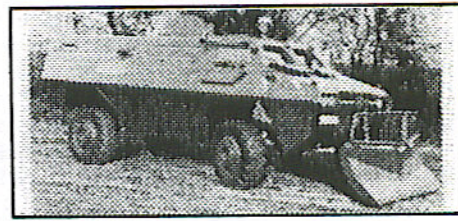
Figure 1.  
Vehicles evaluated in the development of the ASV requirement

- GERMANY:** Condor (1978) L/W/H 6.05/2.47/2.79m, Cbt Wt. 12400 kg  
- Thyssen Henschel  
TM 170 (1978) L/W/H 6.27/2.5/2.41m, Cbt Wt. 11650kg  
- Thyssen Henschel
- FRANCE:** VAB (1972) L/W/H 5.98/2.49/2.06m, Cbt Wt. 13000kg,  
- Renault Surenses  
RPX 6000 (1981) L/W/H 4.58/2.16/1.65m, Cbt. Wt. 6800kg  
- LOHR Industrie
- U.S.:** Dragoon (1978) L/W/H 5.89/2.44/2.82m, Cbt. Wt. 12700kg  
- AV Technology  
V-150 (1971) L/W/H 5.69/2.2/2.54m, Cbt. Wt. 12700kg,  
- Cadillac Gage Textron

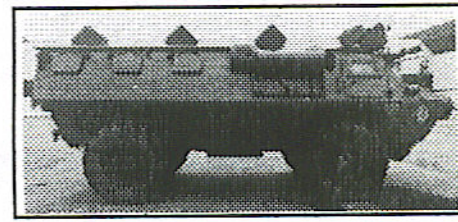
Thyssen Henschel - Condor



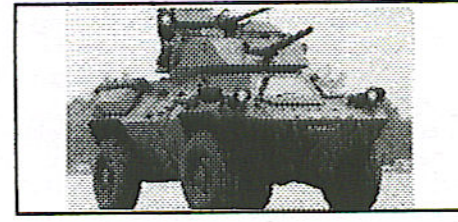
Thyssen Henschel - TM 170



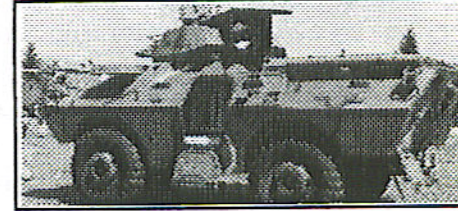
Renault Surenses - VAB



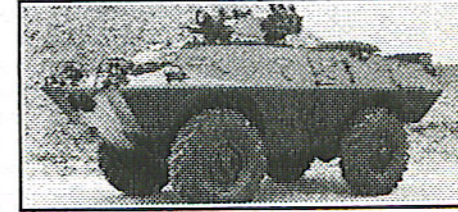
LOHR Industrie - RPX 6000



AV Technology - Dragoon



Cadillac Gage Textron - V-150



# The 1st Belgian Armored Car Squadron of World War II (Part 2) Camouflage and Markings

by Raymond Surlémont

## TACTICAL SIGNS

Belgian Armored Car Squadron used the white equilateral triangle as a tactical sign, as had the 'A' Squadron within a British armored car regiment (the sides of the triangle were about 20mm thick).

Within the triangle, there was a single digit that identified the Troop - or "pleoton" in French - from 1 to 5. The HQ Troop could be identified by the letters 'EM' which stood for "Etat Major" or Headquarters. The digit was about 15mm thick.

## INDIVIDUAL NAMES

Belgian armored cars carried individual names in white on both sides of the turret. The names had different initial letters, in accordance with the troop as follows:

- A for the "HQ Troop"
- B for the "1st Troop"
- C for the "2nd Troop"
- D for the "3rd Troop"
- E for the "4th Troop"
- F for the "5th Troop"

There were some changes in the attribution of individual names. For instance, the name 'ARDENT' of the HQ Troop's Guy armored car was later given to the Chevrolet (T17E1) 'Rear Link' armored car. Although previously allotted to one of the HQ Troop's Guy armored cars; the name 'ALERTE' was not retained for any of the HQ Troop's Daimler armored cars.

## GUY ARMORED CARS

From mid October 1941 to April 1942, while it was stationed at Great Malvern, the Belgian Armored Car Squadron used fourteen Guy Mk. IA armored cars, just enough for four troops, including the Headquarters Troop.

These vehicles were camouflaged with an overall shade of light bronze green, disrupted with large irregular *clouds* of black shade.

On the forward sloping plate of the right hand front mudguard, there was a small aircraft style, Belgian three color cockade: a black roundel enclosed within an intermediate yellow circle and an outer red circle.

The equilateral triangle tactical sign, as used for the 'A' Squadron in the British armored units, stayed in the middle of the upper front plate of the hull.

As the Guy armored cars were then considered as *wheeled tanks*, the War Department registration numbers allocated to them were prefixed by a 'T' for tank, instead of the 'F' for armored car. These WD census numbers had seven digits and were painted in white on the front hull sides,

just above the horizontal plate of the mudguards. Typical WD registration numbers for Belgian Guy Mk. IA cars were:

WD Census	Name	Troop
T.1298798	BRANLE BAS	1
T.1298800	ALERTE	EM

It should be noted that when in British service, these Guy cars usually had only a five digit WD Census number such as T.10326 or T.10373.

On the hull side doors, there was again the Belgian three color cockade, but at least twice as large in diameter as the one on the right front mudguard.

On the sides of the turret, there were both the tactical sign and an individual name. The equilateral triangle was stenciled in white, as well as a digit - 1, 2, or 3 - indicating the troop within it (there were only three reconnaissance troops at that time). The individual name was stenciled in white, near the lower edge of the turret overhang, on both sides.

There were also some markings on the rear of the vehicle, as follows:

- on the backwards sloping plate of the the left hand rear mudguard, there was another Belgian cockade of the same diameter as the front.
- in the center of the lower rear plate there was a yellow circle with a bridge classification digit.
- the backwards sloping plate on the right hand rear mudguard was marked with a large capital letter 'B' for Belgium.

## HUMBER Mk. I ARMORED CARS

For one year, from April 1942, the Belgian Armored Car Squadron used fourteen Humber Mk. I armored cars, together with ten Daimler Mk. IA scout cars.

By then the *cloudy* two color camouflage had been dropped in favor of a single shade of khaki.

The large diameter Belgian three color cockade displayed on the right front mudguard and on the hull side doors had been replaced with a smaller style.

As on the Guy, the WD Registration (Census) numbers were painted on the hull sides, below the driver's cab. As the vehicle was no longer considered a "wheeled tank", the Census number was then prefixed by the letter 'F' indicating an armored car. The WD registration numbers allotted to Belgian Humber Mk. I armored cars ran from F.1298886 to F.1298899.

Taking into consideration the similarities between the armored hulls of both the Guy and Humber cars, the markings on the rear of the Humber Mk. I should have been the same as on the preceding Guy Mk. IA: the letter 'B' on the rear right hand mudguard, the yellow circle with a bridge classification digit in the center of the lower rear plate, as well as the Belgian three color cockade on the left rear mudguard.

The triangle tactical sign could be found either on the front hull upper plate and on both sides of the turret, while the individual vehicle name appeared on the right side of the turret only.

## HUMBER Mk. IV ARMORED CARS

In April 1943, while it was stationed in Beccles, Suffolk, the Belgian Armored Car Squadron took delivery of eighteen 37mm gun armed Humber Mk. IVs, to replace the older Mk. Is of the same make.

There were very few changes in the markings of the new Humber Mk. IV in comparison to the older Mk. I. The small diameter Belgian three color cockade was still on the front right mudguard, while a three digit unit code '138' was painted in white over a black triangle on the left front mudguard. The outside diameters of the three circles of the cockade were 60mm for the black, 120mm for the yellow and 180mm for the red. The unit code white numerals were 90mm high, superimposed on a black background which was 250mm long and 150mm high.

The triangle tactical sign had been transferred to the hull lower plate; it was replaced on the hull front upper plate by a seven digit WD Registration number prefixed by the letter 'F'. A typical Census number for a Belgian Humber Mk. IV allotted to the 3rd Troop was F.1299117. Once again, it should be noted that, before being delivered to the Belgians, these Humber cars had only a six digit WD Census number such as F.118493.

There is no information available about the markings which were present on the rear of the vehicle.

A short time before landing in Normandy, a five pointed star was painted in white on the front plate and on the storage boxes on each side of the vehicle. A photograph shows Lt. Dewandre's own car in the 2nd Troop, 'CALAMITE' with a *Fleur de Lys* in a small circle, painted on the right hand side of the turret, just below the car's individual name. This was a badge for the winner of an inter-crew gunnery contest, won by gunner A. Lienard.

## DAIMLER Mk. I ARMORED CARS

In early May 1944, eighteen Daimler Mk. I armored cars were delivered to the 1st Belgian Armored Car Squadron

to supersede the Humber Mk. IV, while the Daimler Mk. IA scout cars were replaced by twelve Mk. IIs of the same make.

From then on there were some significant changes to the markings:

Firstly, the individual names left the turret for the hull sides; where they were painted along the upper horizontal edge, just below the turret front. The unit code number '138' was transferred to the right hand front mudguard and its black background disappeared. The left hand front mudguard was sometimes marked with a yellow lion's head on a downwards pointing black triangle, framed with a red stripe.

The triangle tactical sign seems to have met some misfortunes. There is photographic evidence of a Daimler armored car of 3rd Troop with a small triangle painted near the upper edge of the turret front on the left side. There was also an armored car with neither a triangle nor even a troop digit on its turret. As Sgt. Salman's (2nd Troop) Daimler had broken down on the eve of its shipment to Tilbury, it was replaced at the last moment by a new car. This was to have its individual name, 'CORSAIRE', painted in a hurry near the upper edge of the turret front side plate. The digit '2' indicating the troop was painted just below the vision slit, but no triangle, simply because not enough paint was available for the crew.

When they landed in France, on 8 August 1944, the Belgian Daimler's had the Allied five pointed star within a 7.6cm wide ring of the same color painted on the inside face of their turret hatch which folded over the storage bin. When present, both the tactical sign and the individual name were overpainted in light blue to decrease their visibility at long range.

The rear of the Belgian Daimler's also carried other markings:

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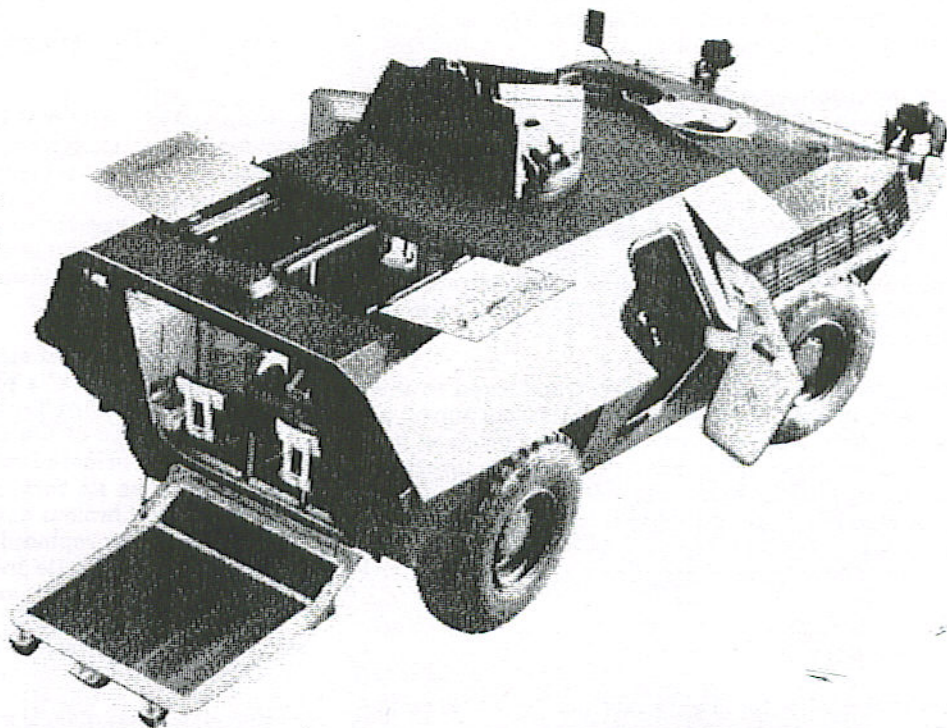
## INDIVIDUAL NAMES ALLOCATED TO THE ARMORED VEHICLES OF THE 1st BELGIAN ARMORED CAR SQUADRON (at the time of the Normandy Landing)

Troop & Commander Vehicles	HQ (EM) Trp (Totelin)	1st Troop (Sauvage)	2nd Troop (Dewandre)	3rd Troop (Verhaeghe)	4th Troop (Pelsmaekers)	5th Troop (D'Oultremont)
Daimler (1) AC	AMARANTE	BOUTE EN TRAIN	CALAMITÉ	D'ARATAGAN	ENRAGÉ	FRANCHIMONT
Daimler (2) AC	AMAZONE	BRANLE BAS	CORSAIRE	DUR A CUIRE	EFFRONTÉ	FLANDRIA
Daimler (3) AC	AS DE PIQUE	BURKEL	CASSE COU	DYNAMITE	ENTETÉ	FEAR NAUGHT
Daimler (1) SC	AJAX	BLIKSEM	CYCLOON	DENDERMONDE	EKHOORN	FURET
Daimler (2) SC	ACHILLE	BLACKSWAN	COBRA	DIKSMUIDE	EGEL	FÉROCE
Chevrolet AC (T17E1)	ARDENT					

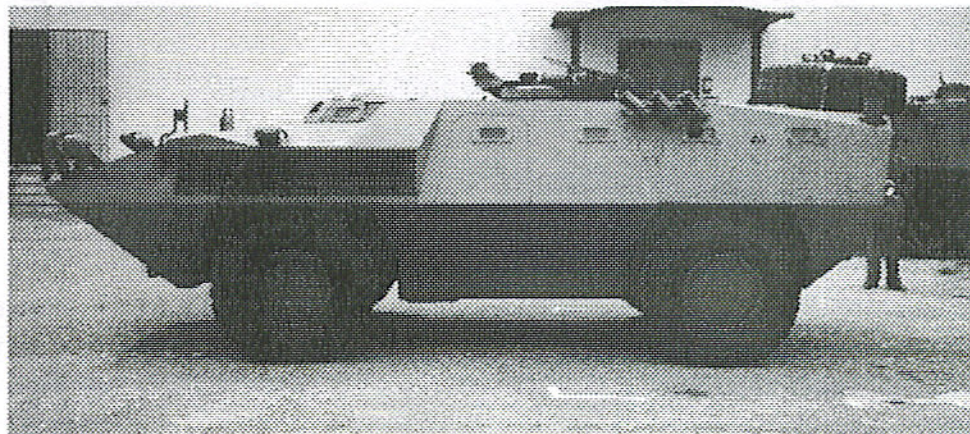
# Notes on the Fiat 6614 APC

by Carlo Sabatino

I'd like to share some information on the Fiat-Oto Melara 6614-CM that I have gathered. Although the vehicle has had fairly good success as an export, it isn't that easy to see here in Italy. Only a few vehicles of this series have been adopted by the Italian Police and Air Force units, while the Italian Army has so far only acquired a few vehicles for special duty.



Police vehicles are painted sky-blue with white trim; while Air Force versions used for airfield defense are painted an overall olive green with a random overspray of black stripes. Italian Army 6614's are a base medium green, with a small Italian tricolor flag and unit insignia at the front and rear. A small white registration plate with black letters is also carried. When the *Susa Alpinis* took part in the NATO exercise Team Work Avalanche Express in Norway in March 1984, their 6614s were painted overall medium green with bold patches of white over the top. The white overpainting was done by brush and hard edged.



The Italian Army used the Fiats for the first time in Lebanon in 1983, where the 15th Gruppo Squadron *Cavalleggeri de Lodi* operated five 6614s. These vehicles were painted white and carried UN markings. One of the vehicles was so badly damaged during a bombing that it had to be scrapped.

The vehicle illustrated to the right carries markings indicating that it belonged to the motorized brigade *Asota*, but this vehicle is now used by the 19th Cavalry Regiment *Cavalleggeri Guide*, in Salerno. Another cavalry regiment *Savoia Cavalleria* has also operated the 6614.

**Top:** One of the first production 6614's. It can be identified by the straight rear hatches. The second series of production vehicles introduced a rear hatch with a curve cut from the back, and the introduction of a vent below and to the left of the drivers' vision blocks. Two sets of smoke grenade launchers were also added to the rear sides.

Italian Air Force 6614s are armed with the FN Minimi machinegun, while Army versions have the Browning .50 caliber HMG.

**Middle and right:** A second series 6614 at Salerno. The rear view shows the markings of an *Asota* brigade vehicle. The square on the right is the Italian tricolor in green, white and red from left to right. The square on the left is the unit insignia in black (above), and blue and red (below) with white numbers. The license plate is white with the top three figures in red, and all the numbers in black.

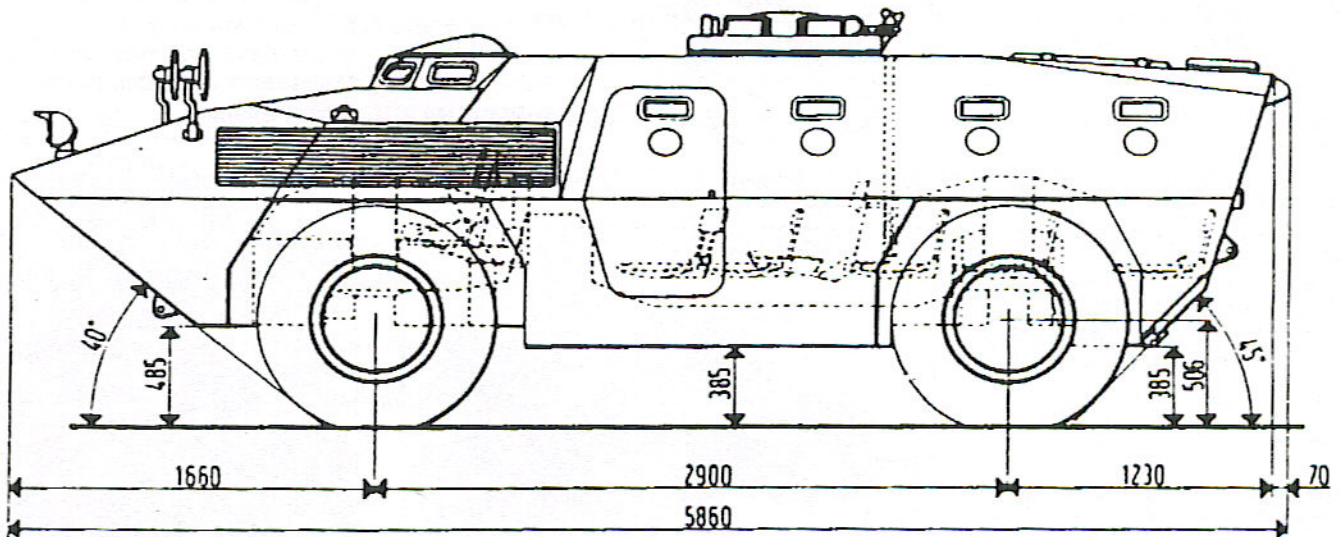
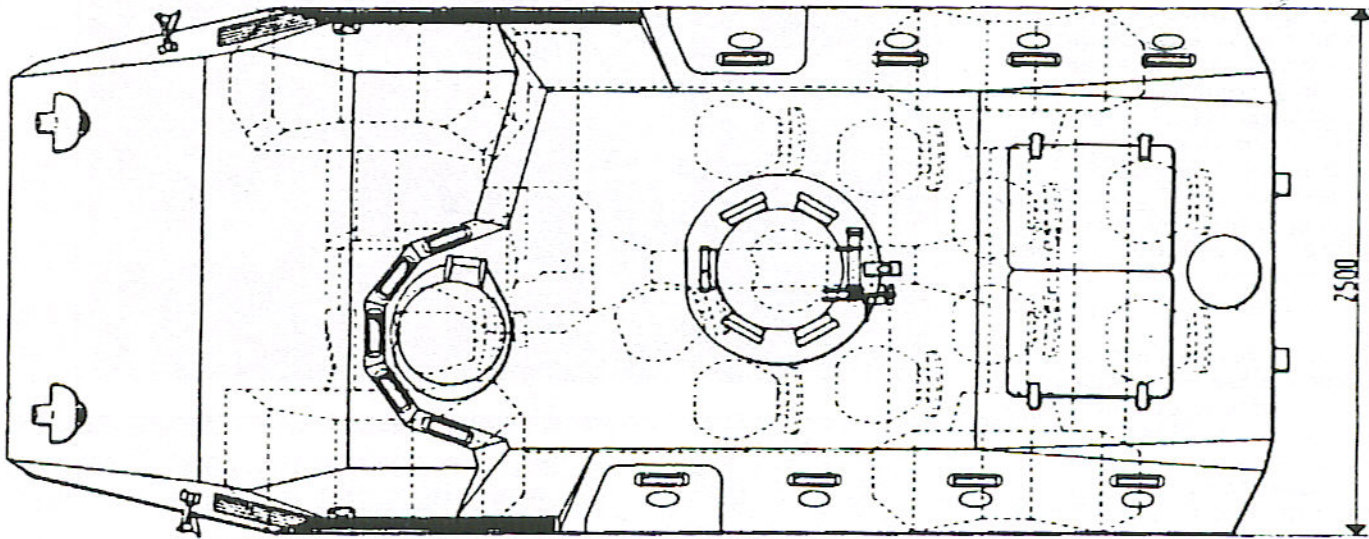
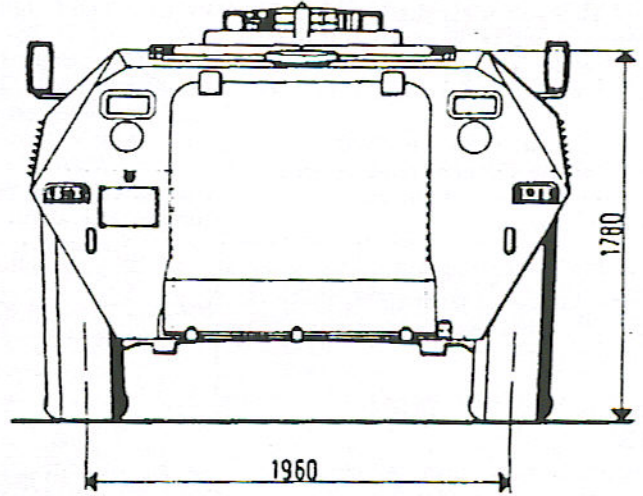
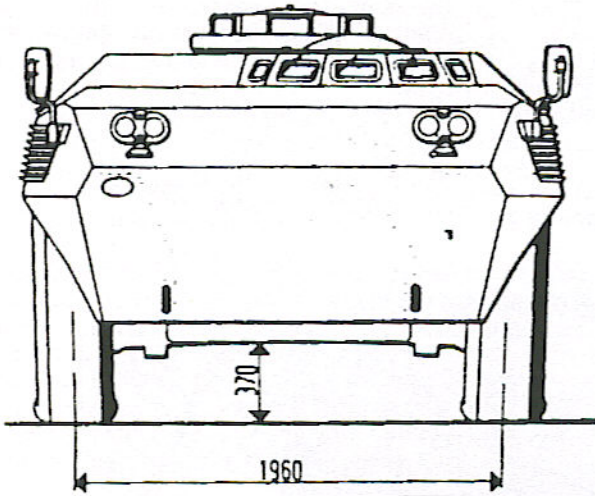


Other countries that have used the 6614 include; **Somalia** (some now hidden in clan hands), **South Korea** (which builds a licensed version), **Libya**, **Tunisia** and **Peru** (6614s were evident in April of 1992 guarding the presidential palace in Lima).

Illustrations via Carlo Sabatino.

**FIAT**  
veicoli industriali

# 6614 ARMORED PERSONNEL CARRIER



Drawing 1/35th Scale

• The WD Registration (Census) number was painted in white on the rear plate of the hull, just below the chevron shaped air exit armored louvers. This was a six digit number prefixed by a letter 'F'. Typical Census numbers allocated to Belgian Daimler's were F.207869 and F.207881.

• On the left side, just below the letter 'F' of the Census number, was located the Belgian badge with a yellow lion head.

• On the right side, there was the unit code number '138' with its digit '3' just below the last digit of the Census number.

### DAIMLER 'DINGO' SCOUT CARS

Besides its turreted armored cars, the 1st Belgian Armored Car Squadron also used some turretless scout cars of the Daimler make. The first ten Daimler Mk. IA scout cars were received in February 1942, together with the Humber Mk. I. They remained in service until May 1944; at which date they were replaced by twelve new Daimler Mk. IIs. There were two such scout cars in each troop. The main difference between the two models was a revised radiator grill at the rear.

The Mark II preserved in the Brussels Tank Museum has been restored as a vehicle belonging to Lt. Dewandre's 2nd Troop.

As with their stablemates, the Daimler cars were given individual names; following the same principle that the names gave further troop identification. The vehicle in the Brussels Tank Museum is named 'COBRA', which is painted in 60mm high light blue letters just over the horizontal middle edge of the crew compartment.

Above it, there was the triangular tactical marking with 180mm long sides, and a 75mm high digit '2' indicating the troop. The lettering was about 10mm thick. Both the tactical sign and the individual name appeared on both sides of the vehicle.

On the front of the car were two markings:

- The unit code '138' appeared on the front storage bin, on the same side as the driver.
- On the left side, was the Belgian

lion's head badge.

These markings were also reproduced on the rear of the vehicle, at about the same level. The WD Registration (Census) number F.207188 could be found just below the chevron shaped air exit. The Belgian badge was also painted on the backwards sloping plate of the right hand rear mudguard, while the black base and unit code were on the left hand rear mudguard.

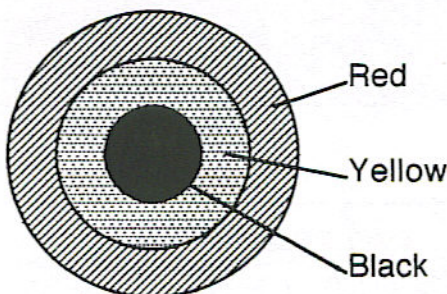
The lettering of the WD Registration number was about 100mm high and 10-

20mm thick, while the lettering of the unit code was about 115mm high and 15mm thick, painted over a black square 200mm x 200mm.

The Allied white five point star was painted within a 75mm wide ring over the rear engine cover. The outer diameter of the ring was 600mm, while the inner one was 450mm.

*(An earlier version of the article first appeared in The Dragon, the newsletter of MAFVA South Wales Branch, 28 Cae Brackla, Bridgend, Mid Glamorgan, CF31 2HF, GREAT BRITAIN).*

Below: Guy Mk IA of the 1st Troop WD number T1298798



Left: Belgian Cockade

Belgian Daimler showing the five point star and circle on the underside of the turret hatch. Note the apparent lack of any other markings.

Below: Sgt Salman's Daimler Mk I armored car "CORSAIRE"



## Letters

Dear Dave:

I am seeking information on an armored car of the US Army from World War II.

In January 1943 I started work as a civilian driver for the Army at OAMP-HRPE (Overseas Assembly Motor Pool - Hampton Roads Port of Embarkation) in Newport News, Virginia. We handled all the vehicles, both wheeled and tracked going overseas, as one of the more experienced drivers I got to drive them all. In the armored end I drove scout cars, halftracks and light tanks. Medium and heavy tanks were delivered directly to the ships by rail.

Late in 1943 we received four armored cars that were completely different. These were six wheeled units built the same as a light tank. They had the same turret, same cannon, same machinegun and same configuration as the M3A3 or close to it. They weighed about 28,000 pounds and were built by Ford I believe. They had Ford type shocks (lever action) but were powered by two Hercules six cylinder engines. They could be operated as either four or six wheel drive units using either or both engines. The tires were the largest I have ever seen other than construction equipment and were marked 'Combat Tire'. The units had full time power steering and hydrovac brakes. The driver and machine-gunner entered thru a very small door behind the right front wheel or thru the turret if it was pointed ahead. The turret was operated electrically or by hand crank. The top speed was either 50 or 60 miles per hour and the ride was soft. The windshields were glass in frames that were clamped in place when the ports were open. They each had an electric wiper and defroster wires in the glass and were plugged into the dash when in use.

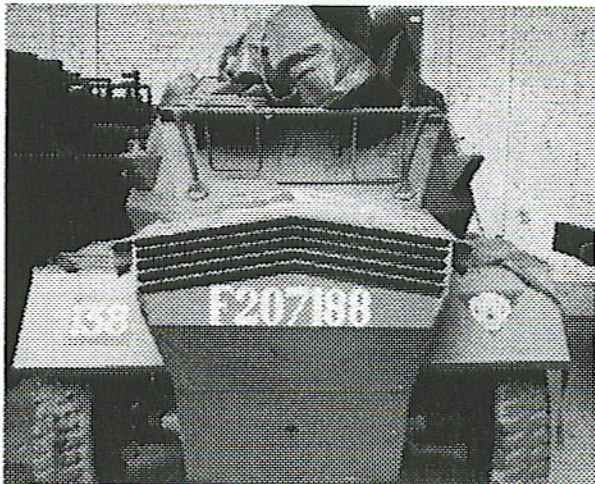
These four cars were assigned to the MPs at Newport News at first and then to the MPs at Camp Patrick Henry north of us. Early in 1944 we drove them back to our motor pool and loaded them onto rail flat cars. In June 1944 I was transferred to Camp A.P. Hill near Fredericksburg. There I saw two of these same type units in use by the MP's, shortly after I got there they were shipped out and I have never seen or heard of any since. No pictures either. I was told later they were experimental and were never sent overseas. They were much larger than the M8s or M20s and were listed as T-19s. (Actually these were T-17s - ed)

Do you have any information of pictures of these units? I would appreciate anything you can tell me about them. -William R. Easley, 1707 Clover Drive, Fredericksburg VA 22407.

(Bill, for someone that hasn't seen a vehicle in almost 50 years you have a wonderful memory. The armored cars were actually the T17 Deerhound built by Ford. These should not be confused with the T17E1 Staghound series built by Chevrolet. The T17 mounted the same turret as the T7 light tank, (a 37mm cannon and .30 caliber machine gun in the turret along with another .30 caliber machinegun in a ball mount on the front of the vehicle). Weight was 28,000 pounds and dimensions were: length 18 ft 2 inches, width 8 ft 6 inches, height 7 ft 7 inches. Two Hercules JXD engines were fitted. Armor was a maximum of 1 1/4 inches on the turret and 1/2 inch on the hull. The initial order was for 3,760 vehicles but after the British turned down the design only 250 were built for US forces. In US service these vehicles were issued to MP units in the United States and most had their 37mm cannon removed. As far as I know none of these vehicles saw combat service. References with photos include: American Armoured Cars 1940-1945 by Chris Ellis and Peter Chamberlain; American Armoured Cars by A.J. Clemens; and A Photo History of Armoured Cars in Two World Wars by George Forty. The ...continued on page 8

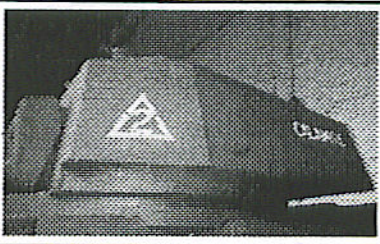


Above: The Daimler Mk II scout car at the Brussels Tank Museum has been marked as "COBRA" of the 2nd Troop. Left front is the unit code 138 and to the right the lion head badge. (Photo: H. Denis)



Right: Rear view of the same Daimler Mk II, the Allied five point star and circle in white can just be seen on the rear deck. (Photo: H. Denis)

Right and below: The Humber Mk IV armored car restored at The Brussels Tank Museum. The vehicle has been painted as "CALAMITE". (Photo: H. Denis)



## New U.S. Armored Car - Maybe continued from page 1

installed electronic equipment, including radios. A one man turret (read small) must be installed and compatible with the installation of a .50 caliber M2 machinegun or a 40mm grenade launcher Mk-19. No requirement is stated for smoke dischargers on the vehicle, but in all possibility this proven device will be installed. Other mandatory requirements include:

- Crew of three personnel. Additional passenger capabilities not specified
- Wheeled vehicle with all wheel drive
- Combat weight between 6350 and 9979 kilograms (14000 and 22000 pounds)
- Payload of at least 1588 kgs (3500 lbs)
- Minimum operating range of 414 kms (300 miles)
- Minimum highway speed 97 kmph (60 mph)
- Minimum cross country speed of 48 kmph (30 mph)
- Minimum armor to be 0.95% probability of no penetration by 7.62mm armor piercing round (defined as 7.62mm M80 NATO AP-147 gram 2800 ft/s). Type of material not specified.
- Diesel/multifuel engine compatible with current U.S. military vehicle fuels (implied)

The inclusion of this competition for the ASV to the international community is not unusual. However if a foreign company wants to be competitive and win the contract, it will have to team up with an American company for production in the United States. So far the only exemption is the USMC Light Armored Vehicle (LAV) 8 x 8 which is produced by, our kissing cousins, of General Motors of Canada. To meet the weight requirements established, many competing vehicles will have to be redesigned and/or utilize new weight saving composite materials in their designs, if they are to be effective and competitive. Also I expect some of the non-traditional armored vehicle manufacturers to bid on this contract.

Tank-Automotive Command estimates that the ultimate U.S. buy could go as high as an additional 1400 vehicles for the U.S.

Army and U.S. Air Force (USAF) use. Currently the USAF is using a combination of M706 (V-100) variants; the Cadillac Gage Commando Ranger, called *Peacekeeper* by the USAF (that is an armored Dodge W-200 Power Wagon); and armored versions of the M988 series HMMWV 4 x 4 vehicle. The USAF mission includes rapid response and security for air bases and isolated ICBM silos. The U.S. Navy also has a requirement for Navy base security and is currently using a small number of Dragoons, Peacekeepers and armored M998 series HMMWV. In most cases the navy vehicles are manned by U.S. Marine Corps personnel.

All of Tank-Automotive Commands efforts to field an Armored Security Vehicle is dependent on one big IF. Will the U.S. Congress and the present administration approve the money required to develop and procure this new vehicle? in my opinion it is a 50 - 50 crap shoot. Only believe it when money is in hand, and even then what Congress gives, Congress can take back.

### References:

- *Commerce Business Daily*, 30 March 1993
- *Defense News*, 19-25 April 1993, pg. 26
- Jane's Armour and Artillery 1991-92
- Jane's Military Vehicles and Logistics 1991-92
- Jane's AFV Recognition handbook, Second Edition, 1992, edited by Foss, Christopher F.

### Letters

#### continued from page 7

*first two books have been out of print for sometime and might be difficult to locate but it would be worth an inter-library search. -ed)*

Dear Dave:

Time has gone by so quickly that I have been finding it rather difficult to try and catch up. As can be seen from the address (see below -ed) we have moved. I have now completed my range of decal sheets pertaining to German Tactical Markings and am in the process of getting orders packed.

We have our next vehicle available, this being the Ratel Mortar Carrier, in 1/35th. This kit retails for £54.99 in the EEC, outside the EEC for £56.08, far short of the Ratel 20, this now completes the Ratel family for us. Our next vehicle is the Casspir and it is hoped that this kit will be in production within the next month or so. -Richard Pike, Fire Force Products, 783 Yardley Wood Road, Billesley, Birmingham, B13 0JE, GREAT BRITAIN.

Dear Dave:

One snippet in which you might be interested is the fact that the CVR(W) Fox armored car is to be taken out of service, due to its well known high center of gravity. Less well known is that the CVR(T) Scorpion has ventilation problems in its turret. The solution is to transfer the Fox turrets on the Scorpions. (Incidentally, Fox turrets and

Scimitar turrets are not the same, as is so often claimed). The turretless Foxes will then receive GPMG turrets from FV432s. These 'new' armored cars will be called VIXEN. That of course, was the name for the liaison version of the Fox which was axed for financial reasons. As soon as I see a Vixen I'll send a photo. -Gwyn Evans, 28 Cae Brackla, Bridgend, Mid Glamorgan, CF31 2HF, GREAT BRITAIN.

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