

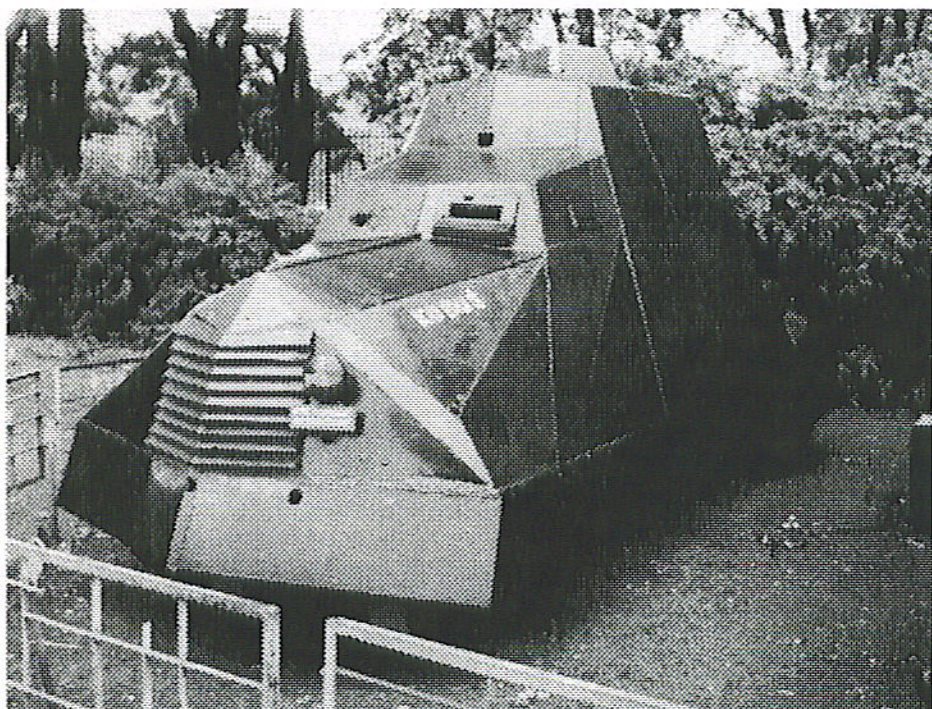
ARMORED CAR

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Kubus as seen at the Warsaw Museum. Photo: A. Dupuy

Polish Armored Car 'Kubus'

by Edward Bernardo
and Armando Rossi

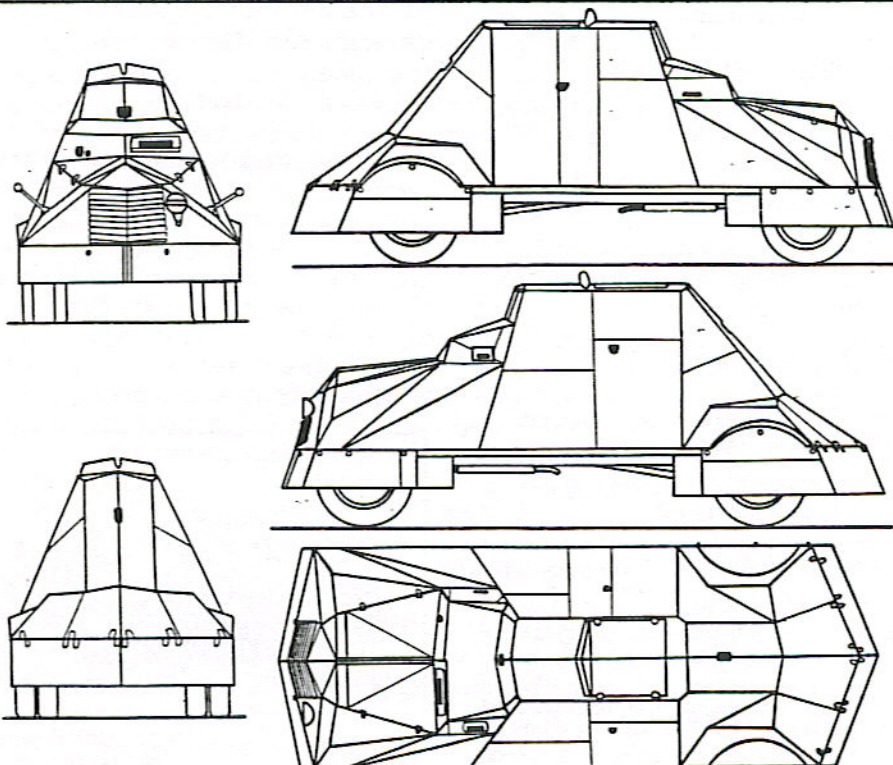
In occupied Poland the major resistance group was the AK (*Armia Krajowa*) or the Home Army. Being a resistance organization in an occupied country, it's hard to imagine the Home Army being able to use armored vehicles, much less produce one; but they did.

After the fall of Poland the 3rd Armored Battalion went underground. In the years that followed they continued to recruit candidates for tank crews. Enter 1944, with Russian forces pushing the Germans back across Poland; by summer the Red Army was close to Warsaw. In August the Home Army attacked the Germans in an attempt to free their capital, in an action that was to become known as the Warsaw Uprising.

Besides the 3rd Armored Battalion, other Polish groups used armored vehicles. The Radoslaw Group (*Radoslaw was an alias for Colonel Mazurkiewicz*) operated a platoon of two captured Panthers.

On the 14th of August '44 the Poles formed an armored car platoon called Wydra (*Otter*), which used two SdKfz 251 halftracks captured from the Germans. On 22 August these two vehicles were joined by *Kubus*.

Locating a chassis (a Chevrolet truck chassis was used), was the easy part compared to finding armor plate. Such material at that time in Warsaw, was a very rare commodity. Still, the Underground managed to locate and remove armor plating from power stations and safe works; and of course from knocked out German vehicles. The task of building a car fell to an engineer named Walerian Bielecki (alias Jan) who was also commander of the Krybar Group. He was not an expert on AFVs and found the task difficult (the only documentation he had was an instruction manual for the Renault FT-17 Light tank). Still, he completed plans for an armored car capable of carrying six armed men and a British PIAT (Projector, Infantry Anti-Tank).



Kubus as of 1944, drawing 1/76th scale, © 1993 by Armando Rossi

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Kubus, continued from page 1

It took Bielecki and his men two weeks to complete the job. *Kubus* was built in a garage owned by Stanislaw Kwiatkowski (Stech). Bielecki's idea for the vehicle worked well, 6mm plates angled and spaced 60mm apart. Later Bielecki had to change the inclination of some of the plates due to the fact that a few shots had penetrated the armor. Thanks to these improvements, battle damage was reduced and the vehicle operated until the end of the battle for the streets of Warsaw.

Kubus was originally painted gray with gray-brown patches. It also carried the name 'Kubus' or (Little Kuba) the nickname of the wife of one of the builders painted in white on the hood.

References:

Polish Armour 1939-45, K. Barbarski, Osprey Vanguard #30, 1982.
The Polish Army 1939-45, S. Zaloga, Osprey Men at Arms #117.
Wojsko Polskie 1939-45, B. Bron, 1984.
Kubus, 1944. Il Notiziario (IPMS - Italy) and **Centurion #84** (MAFVA Scotland), Armando Rossi.

British Armored Car Serial Numbers by Peter Brown

In his article in issue #17 of *ARMORED CAR* on the markings applied to Belgian armored cars during WWII, Raymond Surlémond mentioned that those on the Guys appeared very different from those applied on British vehicles of the same period. As the serials were a unique identifier of the vehicles, it seems odd that they would have been wrong. The reason for the difference between British and Belgian numbers is interesting.

All British Army vehicles had a number allotted to them. This was first assigned and painted on the vehicle in the factory, and should have remained with the vehicle until it went out of service. All vehicles taken into service from about 1920 until 1948 when the current style of two numbers, two letters, two numbers was introduced would have had a number from one of three lists.

The three lists covered A or armored vehicles, B or soft-skin and C or construction vehicles, these being specialist engineer types. An initial letter was also used to denote the vehicle type. As there were three lists, in theory numbers could, with a different prefix letter, quite correctly appear on three different vehicles.

These numbers appear on various contract records and official, overall lists. I have seen those for A and B vehicles, the former going up to 339800 and the later extending to 6277385. It would seem to be a simple task to decide if

the vehicle should be on the A or B list, and then look it up.

Some vehicles present problems, as they can appear on BOTH lists. The reason for this is, the British army had three types of 'armored cars'. These were-

- Car, Armored which was the fighting car, such as the AEC, Daimler, Guy and Humber, as well as the Canadian Fox and U.S. M8 Greyhound and the 'M6' (T-17E1) Staghound. In short if it had a turret mounted gun it's a Car, Armored, and this applied to the .50" Vickers and Browning and 15mm BESA as well as the 2pdr, 37mm and above. All are A vehicles (the Guy was originally classified as Light Tank, Wheeled as it was equivalent to the contemporary light tanks, but this idea was soon dropped).

- Car, Scout covers the Daimler Dingo, its Canadian buddy the Lynx and the three-man turretless Humber type, and is an A vehicle. Early U.S. White Scout Cars were Car, Scout before becoming Truck, 15cwt, Armored on the B list.

- Car, Light Reconnaissance are those which stemmed from car chassis armored up to produce the Beaverette, Humberette or Humber Ironside which was developed into the Humber LRC, and the purpose-built Morris LRC. These were finally deemed to be B vehicles, although early Beaverette and Humberette were marked as A's.

Other wheeled armor also came into both categories, notably the AEC Armored Command Vehicle or Dorchester as it was known in its four-wheel form, while the related Deacon 6pdr SPG was an A (sometimes prefixed as an armored car and sometimes as an SP gun) and the six-wheel version was also an A.

As to prefixes, the letters denoting the types were:

F - Car, Armored - Car, Scout and Car, Light Reconnaissance on the A register.

M - Car, Light Reconnaissance as B's (and other soft-skin cars and jeeps). Also, car, Armored during the inter-war years.

T - Tank, including Light Tank, Wheeled, also applied to other tracked armor.

L - Trucks over 15cwt or 3/4 ton, and was seen on Dorchesters.

Z - Lighter trucks to 15cwt, including U.S. scout cars and half-tracks.

S - Self-Propelled Guns

In addition, a C prefix to the prefix denoted a Canadian vehicle, C alone would be a motorcycle.

All of this is simple enough until we find in the B list a number of batches, marked as allotted to Belgian, Free French, Czech and other Forces. This may have been part of establishing a separate, legal

identity for these armies in exile, and may also have included Air Force and Naval vehicles.

Examination of photos shows that the numbers were painted on all manner of vehicles, including Polish Valentine tanks. Now, thanks to a lot of very detailed research done by John Pearson on the Valentine I can conclude that the vehicles would have had at one time, a 'British number and then been re-allocated another one for their new users.

The following are batches from the B list. None have prefixes, so there is no clue to what vehicles they were allocated to, and I assume would cover all types.

1268563-1278562 - Free French
1278563-1283562 - Czech
1283563-1288562 - Dutch
1288563-1293562 - Polish
1293563-1298562 - Norwegian
1298563-1303562 - Belgian
(Note: these were not the only batches allocated)

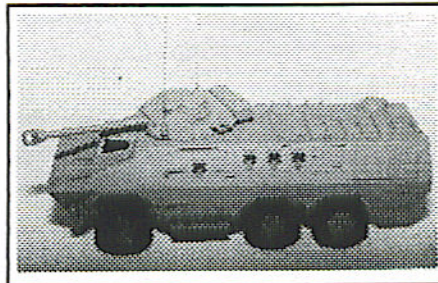
When numbers were used they do at least seem to follow standard British practice, with the same prefix letters used. Hence, the Belgian Guy armored cars are T prefix, as a 'Tank, Light, Wheeled', while the Humber although a similar vehicle was a 'Car, Armored' and so had an F prefix.

Reviews

RATEL 90 Fire Support Vehicle from Fire Force Products

reviewed by *Paul Bird*

When Dave Haugh called me and asked if I would be interested in building this model as a kit review for *ARMORED CAR*, I almost crawled through the phone line to grab the box from before he could change his mind. In my neck of the woods, obscure resin kits like this one are virtually impossible to come by; this was an opportunity not to be missed.



Paul's completed Ratel
Photo: Paul Bird

...continued on page 3

The **Fire Force Ratel 90 FSV** was reworked by **NKC** of France from the original that was withdrawn from the market in late 1989. This model has less parts, but is of a very high standard. The major pieces required very little trimming. The smaller parts, however, were molded together as a sheet, so they require a great deal of clean-up.

A four step instruction sheet is included, and is very nice, although the exploded assembly drawings apply to the previous kit. A note is included separately that outlines the changes. In fact, the note apologizes for less parts, but explains that a higher quality product is the result.

Step 1 was the lower hull, suspension and drive train. The locating dimples for the axle/shock absorber assemblies molded into the lower hull were not spaced properly, so I filled them in with putty. The drive shafts and suspension swing arms were molded with a bit of a warp, but when they were assembled to the axles, and then the springs put on, there was really no way to see the flaws. I had to carve a pair of troughs into the lower hull to accept the front swing arm in its correct position. The front steering knuckles fit very poorly to the transaxle, but a wad of crazy glue followed by a dousing of Zip kicker solved the problem.

On each side of the lower transmission was installed a guard plate. To get the plates into an orientation that looked right, I had to remove the locating pins from the plates and fill the corresponding holes in the hull. The plates were then attached where I wanted them by some fast-setting crazy glue. I installed the storage bin/running boards to the lower hull at this time, though they weren't called for until step 4.

I skipped to step 3, the turret, for the next sub-assembly. The storage bin at the rear of the turret required some building up with putty to get its shape back to being square. The main gun barrel (molded perfectly straight I should mention) went on next, then its muzzle was attached. The smoke dischargers were next to go on, followed by the antenna mounts. The turret hatches were installed in the closed position, though the turret is mostly hollow cast and could accept an interior. I added a small handle to the commander's searchlight and then attached it to the turret. I got a bit fancy with the tie downs on the roof of the turret, at the rear by removing the middle

section (they were molded solid) and attaching a thin strip of styrene across the two remaining end bits. If you can't follow what I mean here, simply, I made them hollow. No rod was included with the kit to make the barrel of the coaxial machinegun, even though it was called out in the instructions. I took a barrel from a BREN gun in the parts box, drilled the muzzle and stuck it on.

The main hull, step 2, was next. Engine access and rear crew roof hatches were all molded on the main hull, and required only one small repair job on a hinge. A single piece for the middle raised-roof portion of the upper hull was attached. The other two crew hatches were molded on this part. The builder has an option to attach the three pioneer tools, or a scribed panel to the rear left of the hull. I used the panel, since trimming the tools looked like a risky job. I added some grab handles and a hinged center rib to the panel (details seen in one of my references). Next to be installed were the tail-light and the pair of fire extinguishers around the engine compartment exterior. The vision blocks, four on each side, required a fair bit of trimming to square them up. The molded-on locating tabs for the vision blocks were not level, so they were trimmed and the blocks mounted.

The armor plates for the drivers windshields also came warped. I had read that soaking them in hot water might make them pliable enough to allow them to be straightened. Imagine my surprise when boiling water and a little patience fixed the problem. On they went.

Then came the task of making and installing all the door handles, grab rails and lifting eyes. Fine wire was supplied with the kit, but it looked too thin to me so I used some slightly thicker copper wire (scooped from the garbage after a service visit by the telephone company). The turret and hull were dimpled where these wire bits were to be placed, so I drilled each spot a bit deeper with a #77 bit. Step 4 of the instructions had a template for the handles, but I found it easier to make each handle separately to fit its specific location.

A fancy towing fitting on the lower front hull was molded on crooked, so I hacked it off and made a new one from sheet styrene, **Grandt Line** nuts and a thick wire center pin. The headlights and rear view mirror mounts (mirrors removed and uprights replaced with thin wire) were the

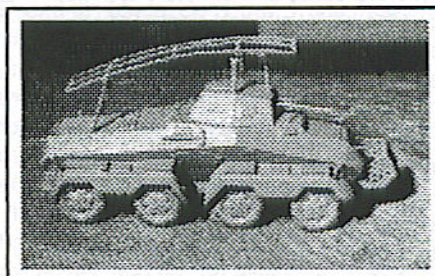
last parts attached to the hull.

Because the driver's windows offered a reasonably good view into the hollow cast (and very empty) hull interior, I scrounged up a steering wheel, gear shift and driver's seat from a tired old scout car model and put them into the driver's position.

The model was painted in subassemblies (turret, hull, lower hull and wheels) with **Testors Model Master Armor Sand FS30277**. When this overall coat dried, I painted the tires, headlights and commander's searchlight lens. Each vision block interior was painted gloss black, then a lens of **Kristal Kleer** applied. The instructions show clear plastic windows for the driver's position and the vision blocks, but no material was supplied with my kit. The sub-assemblies were joined and two thin wire antenna added to produce the completed model.

I enjoyed building this model, despite the small repairs required, and though it is fairly pricey for the average hobbyist (\$90.00 US approx.), it makes a very unique addition to my AFV model collection. The quality of the castings was generally very good and assembly was straightforward enough that modelers of limited experience should be able to tackle this one without much difficulty.

C.A. (Tommy) Atkins'
Schwerer Panzerspähwagen
SdKfz 231/232 (8 Rad) 'Funk'
reviewed by *John Rauscher*



Rauscher's model primed, prior to final painting. Photo: John Rauscher

For starters, this is the same manufacturer who produced the Daimler Mk I kit I reviewed several issues ago.

The SdKfz 231/232 armored car series (including the 231, 232, 234 and 263) was a development of the earlier 6-wheel SdKfz 231 series that saw limited production in the 1930's, as a stop gap

measure toward cost effectiveness and speedy rearmament. Production on the 6-wheeled version stopped at 1,000 units in 1936 in favor of an 8-wheeled vehicle.

The 232 series had welded armor plate (though of modest protection at best). Some vehicles mounted added armor on the front for better crew protection and vehicle survivability. Still the 232 was by far a technological advancement for its time, with dual steering stations, a forward/reverse differential which enabled high speed forward or reverse and a suspension consisting of a pair of longitudinal leaf springs for each set of four-wheel bogies.

This version of the 232 is a gem, consisting of 60+ quality molded pewter parts (including many extras!), wire, metal sheet (more on that later) and stiff metal rod; all making up into a nice 1/76th scale kit. A virtual plethora of pieces and accessories will keep one tickled for hours! The instruction sheet is a two-page affair including a short history, four view drawing and narrative. The instructions do point out some very important steps to follow in putting together the chassis, as parts that look similar are differentiated with tiny dimples, and it matters which goes where. Slow going and slow setting super glue (with accelerator, which also helps fill seam lines on the hull) win the day.

There are optional parts, such as the spaced armor plate (which resembles a storage basket mounted on the hull front), extra cans, and collets that mount around the aerial support posts (which Tommy and I both recommend leaving off - they're fiddly and not really necessary).

The wire was used to replicate head and tail lamp wire. The stiff wire rod was used to pin lamps to the hull through holes I pre-drilled, as well as to recreate the fender markers (along with a blob of glue for the ball on the end). I decided not to make a rear view mirror, but there is plenty of extra material for this too, as well. Don't forget the rails/tie downs on the hull sides below the turret - plenty of wire for this. I mounted field tools along the hull sides, the fire extinguisher per my references on the left rear fender. The mufflers have a nicely done mesh covering, and could be drilled out.

I was missing one of the three support rods for the aerial over the turret, so a straight pin cut to length sufficed. Here is

where the sheet metal comes into play. If you want the turret to rotate, you need to cut a 'T' from the sheet, using the turret dimensions as a guide. Poke a hole directly in the center of the intercept of the front and side supports for the locating pin on the aerial. My turret swivels nicely, and this is only my second ever white metal kit. The sketches, and any references will be a big help in this placement. To beef-up the aerial, I drilled locating holes in the hull for all the aerial supports. I added lead foil straps to the tools and added the space armor to the hull front - which also requires extra support by adding lead foil straps to the front of the hull from the lip of the plate (the drawings help again). I finished the kit in German Armor yellow, in the scheme of the D.A.K. in North Africa, painting on my own green palm tree insignia.

I spent about five hours building and an hour painting this one - less time than on the Daimler - experience and a better kit overall add up here. Measuring up, the kit is visually right on, and if you have to measure, it's a fraction short (measured without the space armor), and right on in both width and height. Considering the appearance of the built-up kit, the quality of the workmanship, the added extras and thought put into its production, I highly recommend this kit.

References:

Tanks and other A.F.V.s 1939-1941, by B.T. White, 1972.

German Armoured Cars of World War Two, by J. Milsom and P. Chamberlain, 1974.

German Armoured Cars and Reconnaissance Half-Tracks 1939-45, by B. Culver, 1982.

Panzerspähwagen in Action, by U. Feist and M. Dario, 1972.

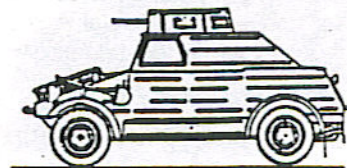
Source: **C.A. Atkins, 17 Ashbourne Avenue, Bridlington YO16 4PE, GREAT BRITAIN.** Price: £ 9.00 (Approx. \$14.25 US) plus 20% postage.

Hobbymodellbau Schmidt, Panzerkampfwagen-Attrappe Type 823 (Armored Kubelwagen)

reviewed by *Edward Bernardo*.

A little known version of the WWII German Kubelwagen (Pkw. K1 Type 82) was the Type 823 armored version. Equipped with a turret mounting one MG-

34 machinegun, bulletproof glass, sand filled tires and a lightly armored crew compartment these vehicles evidently were popular with those units lucky enough to get them. Sources vary on whether this vehicle was designed as a dummy tank or as a replacement for the Sdkfz 13 4-wheel scoutcar, but evidently between 80 and 100 of these small vehicles were produced; all being used up on the Russian front.



This conversion consists of either the Tamiya or Italeri Kubelwagen and the conversion kit from Hobbymodellbau Schmidt. I used the Tamiya kit for the base vehicle, and even though getting along in years, the kit is free from flash and molded nicely; it is one of their earlier productions and leaves a little to be desired. The Schmidt conversion itself consists of two vacuform pieces along with a very nice detailed drawing and simplified instructions. My advice is to do your homework and get as much information and photos as possible before starting.

I was very excited about building this version of the Kubelwagen, in fact, I was going to scratchbuild it (that might have been the better choice).

My first step was to fill in the door outlines, after trying several different ways I found it best to sand off all the side detail and fill in the door outlines, then reinstalling new raised panel lines. The biggest problem is the interior, or should I say lack of interior information (the plans do include one photo of the inside looking forward toward the driver's position). I pit in a floor plate, radio and ammo box from my spare parts box, while building the gunner's seat from scratch using plastic rod and .10 sheet. The passenger and rear seats aren't needed for this version.

Another challenge was the engine deck screen, the drawing with the instructions don't show it, but photos do. I scratch built the engine screening and rear grab handles using photos for proper placement. I also advise taking care and

double checking when cutting the hole in the fighting compartment roof for the turret. I found out the hard way how easy it is to go oversize quickly.

I also found the instructions very much lacking in clarity (although this seems to be typical of vacuform kits).

I primed the model light gray and finally painted it Polly S Panzer Gray inside and out with a wash of black and light weathering. I didn't use any decals because I like to build models of actual vehicles and the photos I had showed no marking other than tire pressure on the fenders.

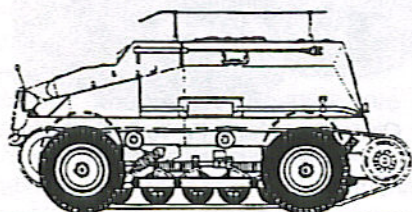
When checking the model with scale drawings I found it a bit undersize, the windows being too small and the vision slits in the turret being way off. I must say this model cries out to be detailed. A better front suspension could be scratchbuilt and it would be easy to make the dummy track housings to make it into a dummy tank. I put about twenty-five hours worth of time researching, building and painting this model. I don't recommend this conversion, it could very well have been scratchbuilt. Price approximately \$5 from mailorder sources.

References:

German Armoured Cars of World War Two, J. Milsom and P. Chamberlain, 1974.

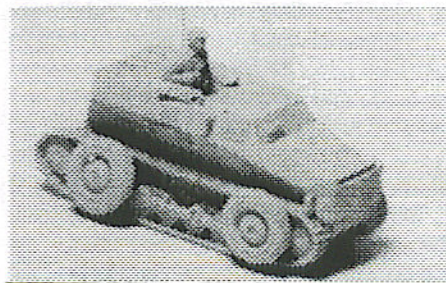
The Saurer RR-7 (SdKfz 254) from Oddballs Armour & Putilov-Garford from Escadrille Model reviewed by *Dave Haugh*

I decided to review these two kits together because I built them one after the other and was able to compare their construction and lessons learned.



Saurer RR-7 (SdKfz 254) in 1/76th
Background: The first vehicle I built was the little Saurer RR-7 (SdKfz 254) wheel

/cum track artillery reconnaissance vehicle from Oddballs Armour. Sticking to his goal of producing off-beat models, Andrew Crutchley has really scored with this one. The little Austrian vehicle would have probably passed into obscurity if it hadn't been adopted by German forces during WWII. Assigned as an artillery reconnaissance/command vehicle the SdKfz 254 was present in the early part of the war in both North Africa and in the Balkans and Greece. A complicated and temperamental design, the Saurer soon disappeared from active service.



The Saurer after priming and mounting a whip antenna. The figure in the hatch does not come with the kit. Photo: Dave Haugh

The Kit: Oddballs resin version of this vehicle is cast in 22 petit parts that will take a light hand during construction. Arriving in a small box with a wrap around label, the major parts are a hull body and a left and right track assembly. Everything else either hangs off of, or is attached to these parts. Small exploded views are supplied, which are sufficient for the type and number of pieces used. While the overall casting was adequate, I did find holes from air bubbles present and some filling will be required. At this scale I also found some parts to be very fragile.

I decided to build my model with the wheels raised and simplified some of the suspension which could no longer be seen by substituting small stub axles behind the front wheels. I also replaced the headlights with a pair from the spare parts box and added a half figure to the top (although a two piece hatch is supplied and there is room for a partial figure, none is supplied). A 'bedstead' frame antenna comes with the kit, but I elected to model a vehicle used during the Balkans campaign that used the whip antenna instead. The mounting for this antenna is present at the left rear of the model. A support for the antenna when folded forward is shown, but had broken off of my kit in transit. I made the aerial out of stretched plastic sprue, it was also necessary to add a small rod (axle) at the rear and a flat plate out of plastic.

I highly recommend this kit. Two other Oddballs kits, the German Kfz 13/14 and the Stoewer Type 40 Command car will be reviewed in a future issue.

References:

Panzers in the Desert, B. Quarrie, Aztex, 1981.

Armor in the Western Desert, W. Spielberger & U. Feist, Aero, 1968.

The Eastern Front Armor Camouflage and Markings, 1941 to 1945, S. Zaloga & J. Grandsen, Squadron/Signal, 1983.

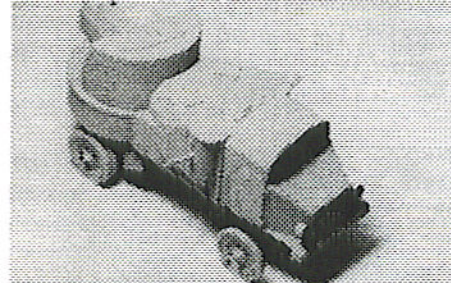
Source: Price £6.95 (Approx. \$11 US) plus 10% postage and handling:
Oddballs Armour & Artillery, Woodlea, Binns Lane, Holmfirth, Huddersfield, W. Yorkshire, HD7 1BL, GREAT BRITAIN.

Putilov-Garford in 1/35th scale

Background: Based on the chain driven Garford truck chassis, the Russian Putilov armament works started construction of the Putilov-Garford in 1915. For its time one of the heaviest armed armored cars in service, the P-G weighed in at 11 tons, and mounted either a 57mm or 76.2mm cannon in a large rear facing turret. Limited to hard surfaces, several of these vehicles were converted to run on railway tracks. A long lived design, some of these vehicles were reported to still be in service as late as 1936 for railway security.

The Kit: First off I'd like to say that although I assisted with the initial research on the vehicle, I have no connection with Escadrille Model Company. I was brought into the project early on when I was approached to assist with the research on the basic vehicle (an activity I have done for other model manufacturers as well). I then had to wait for several months to see the results of the shared information. I'm glad to say Joe Zappa and Ray Gill have really done well with this model, its excellent! And for the asking price you get a lot of model. Well packaged, the kit arrives in a sealed, shrink wrapped sturdy box, with sufficient packing to prevent damage; its the extra touches that count and there is the real feeling that Escadrille cares about their product.

I think the two most impressive things are the quality of the casting, and the attention paid to the engineering of the construction. A great deal of the model dry fits to the final position. No air holes, no blemishes, no warped pieces, a real



The completed Putilov primed and ready for finishing. Photo: Dave Haugh

pleasure to build. My kit took less than two hours to assemble, leaving plenty of time to detail and paint. A two page instruction sheet is included along with a 4-view drawing and a short history done by yours truly. You'll note that there are slight differences between the model and the drawing, these are due to differences in interpretation of photos and the realities of engineering a mold. The only glitch I found was the lack of a hole for the hand crank starter. You'll need to drill a small (#60) hole centered and slightly down from the bumper on the front plate. WWII has always been one of my favorite eras for armored cars, and I highly recommend this kit.

References:

- Early Armoured Cars, E.** Bartholmew, Shire Album, 1988.
A Photo History of Armoured Cars in Two World Wars, G. Forty, Blandford Press, 1984.
Russian Armoured Cars (to 1945), J. Milsom, Profile Pubs., 1973.

Source: Price for the Pitilov-Garford is \$42.95. Outside the U.S. add 20% for postage and handling. To order write: Escadrille Model Co., P.O. Box 70, Lafayette, OR 97127.

Samchod Pancerny 'Kubus' in 1/35th scale

reviewed by Armando Rossi



During a recent trip to attend the annual Model Show held at the *Porte de Versailles* I found, with some surprise, some very unusual kits of Polish origin from a previously unknown (to me) firm called GPM. Among these vacuform models the most interesting of all was the 'Kubus' armored car that traces back its origins to the 1944 Warsaw Uprising.

I immediately bought one because it's hard to resist such an exotic item. The kit consists of three sheets of white polystyrene and one little bag with some metal parts depicting suspension and the rear transmission axle. The details of the vacuformed parts in the sheets are rather crude and it needs a lot of work to obtain a good replica of the real car.

What I heartily suggest is to scrap all the parts with the exception, of course, of the two halves representing the main armored body and the grided radiator protection. These are really a nightmare to scratchbuild; but for an experienced modeler (and with some care), some superdetailing will produce something that matches the original. To have a good chassis frame with fine wheels I suggest using the Italeri Opel Blitz replacing the injection molded kit suspension with the metal set supplied with the GPM model.

The instructions are in Polish only with rather poor exploded views. On the other hand the paint scheme is well done with a fine five view drawing with useful Humbrol paint references.

All in all quite an expensive kit at 100 French Francs, for a model that was probably originally produced in the 1980's for the internal market only when the Iron Curtain was still a real threat. Now that some free commerce has been reached all these obscure little productions are trying to reach the West. I must admit that this kind of reissue will please and appeal to all modelers like myself who love exotic items. For those with this taste, other GPM kits are the armored car WZ-29 and the Tatra Railway car. Both of these kits have the same characteristics and drawbacks as the 'Kubus'. Source: Price (Approx. 100 French Francs/\$20 US) Address: GPM, Lodz 4, P.O. Box 13, Poland.

Plugs

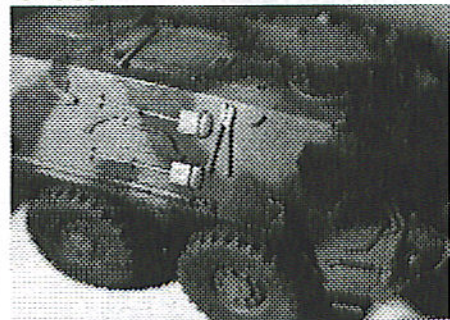
Available from Hubert Mörs of Militärmodellbau are two series of resin

kits for the modern vehicle modeler. First is the German 8-wheel reconnaissance vehicle *Luchs* in 1/35th scale, for 174.50 DM (Approx. \$113.50 US). Made by RN, the complete model (106 parts) is cast in resin with white metal and brass parts and wire. Detailed construction information and photos of the original car showing details are included.



RN's resin Luchs in 1/35th scale. Photo: H. Mörs

The other series of three models is made by the German company SHM and consists of the German Army *Fuchs* (Fox) APC in 1/35th scale resin. At the moment the *Fox* APC version is available for 184.50 DM (Approx. \$120 US). The kit consists of hull and wheels in resin with all other parts in white metal. Conversions of the base kit are soon to be released consisting of the 'ABC-Spürpanzer Fuchs' including the U.S. NBC reconnaissance version as used during Desert Storm for 28.50 DM (Approx. \$ 18.50) and a conversion for the Fuchs with RASIT radar for 26.50 DM (Approx. \$17.25 US). when ordering add an extra 15% for postage. While a bit expensive, these seem an excellent alternative to the Schmidt Vacuform versions of these vehicles.



Close-up of the SHM resin Fuchs in 1/35th. Photo: H. Mörs

To order or for more information write: Militärmodellbau, Hubert Mörs, Eichgasse 13, D 5165 Hürtgenwald, GERMANY. Tel. 02429 2086.

US Casts is still active in bringing to you a range of 1/76th scale resin vehicles. The latest Summer 1993 list has 65 offerings ranging in price from \$2 to \$20 dollars. Three items off the list that would be of interest to AC reader's are a Renault AGK 4x2 6000 kg G.S. truck, SdKfz 6 - 7.62cm 'Diana' and a Lancia 3R0 cargo/troop transport. It would be well worth writing for the new list. **US CASTS, P.O. Box 3229, Santa Cruz, CA 95063.** Tel. (408) 425-8437.

If you've been wanting to subscribe to *ARMOR*, the magazine of the United States Armor Association subscriptions/memberships are \$16 per year (active/retired/veteran military personnel), \$20 per year Domestic subscribers, \$33 per year for Foreign subscribers. Write to **The United States Armor Association, PO Box 607, Fort Knox KY 40121-0494.** Tel. (502) 942-8624.

For the smaller scale fans, Raventhorpe Miniatures has an extensive list of 20mm figures and equipment. Some of the vehicles offered included (note prices shown are approximate and do not include postage) the:
Laffly White A/C \$10
Rolls-Royce A/C (open or closed top) \$12
Morris A/C \$13
Lancia IZM A/C \$12

Payment in US cash dollars is acceptable (pack well) add 35% for airmail. I haven't seen any of these vehicles so can't make a recommendation, but it would be well worth writing for a copy of the latest list.

Raventhorpe Miniatures, 2 Bygot Lane, Cherry Burton, Beverley, North Humberside HU17 7RN, GREAT BRITAIN. Tel. 0964-551027.

Modern Dictionary of Fighting Vehicles Part 2 - Rhodesia/Zimbabwe. If you thought you new everything there is to know about the fighting vehicles of South Africa and Rhodesia/Zimbabwe, you may be in for a surprise. Peter Cooke has taken on a big task of trying to document the development and usage of armored vehicles in the smaller nations of the world, and is doing an excellent job. His latest effort consists of eight pages crammed with information. After the initial introduction to give background on the area, Peter uses an encyclopedia format to cover everything from the *Adams Gun*

Anti-Casts Weapon to the *Zebra* (a logistics version of the Bedford based *Hippo* which served with South African troops). Price for Part 2 is \$5 (U.S. /Australian/or New Zealand dollars). Part 1: South Africa, and an original essay with updated listings are also available for \$5 each. Peter also produces an occasional newsletter, *Tank TV*, put in a couple of extra dollars and ask for a sample while your at it. ALL are highly recommended.

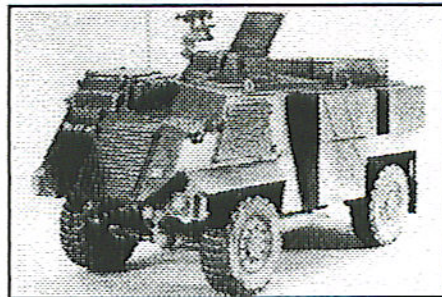
Peter Cooke, 47 Rolleston Street, Wellington 6002, NEW ZEALAND.

The WWI Breda 20mm with gun mount is available from AMATI MINIATURES along with an extensive range of 54mm figures. This weapon would be very useful for a number of conversions. I don't have any price, but a color catalog is available from Amati S.R.L., via Madama Cristina 118, Torino, ITALY. Tel. (011) 634629.

New to me, but I'm sure not to some of our European readers' is the Italian modeling magazine *Notiziario Modellistico*. Put out by the Gruppo Modellistico Trentino, this excellent magazine covers aircraft and ships as well as military vehicles, but the coverage is even and there is something for everyone. The issue I have includes part 3 of an article by Nicola Pignato on the Trattori Pavesi (a 1930s/1940 era artillery tractor of the Italian Army) and some of the cannon that were associated with the tractor. The article contains among the best 1/35th scale drawings I've seen in a long time (particularly the artillery drawings). Text is all in Italian but it's not that difficult to puzzle out the captions and with patience the text could be worked out as well. I highly recommend the magazine, but cost will have to be a consideration for those that don't read Italian. Subscriptions/ memberships are 35,000 lire (approx. \$28 US) for three issues a year. For subscriptions write: **Gruppo Modellistico Trentino, Attn: Flavio Chistè, Via Vivaldi 16, 38100 Trento, ITALY.** Tel. 0461/911851.

Accurate Armour has released a new price list and newsletter as of April of this year, which is well worth getting. Derek Hansen has been turning out some

excellent models over the years and his latest offerings are well worth looking at. Some of the 1/35th scale resin kits include the FV1611 Humber 'Pig' APC, CVR(W) Fox armored car, and his latest release the Saxon APC. I haven't yet seen the Saxon so I can't make a recommendation, but I'm sure its up to the same high standards as the rest of Accurate Armour's releases. For a price list and information write to: **Accurate Armour, Attn: Derek Hansen, Unit 16, Ardgowan Street, Port Glasgow, Scotland, PA14 5DG, GREAT BRITAIN.** Tel. (UK) (0475)-743 955/(Overseas) 44-475-743 955.



Accurate Armour's Saxon APC

Heiser's Models has released the beginning of a 1/87th scale series of resin kits. While most of the releases are tracked vehicles, Paul does have some wheeled vehicles including a Willy's WWI jeep (\$5.50 for two) and two different versions of the M3A1 White scout car (\$9.00 for two) plus \$2.50 postage per order. I haven't seen these so can't make a recommendation. For a list of models and prices write: **Paul Heiser's Models, P.O. Box 6187, Lakewood, CA 90714-6187.**

Letters

Dear Dave:

I'd like to mention that I have extra copies of *AFV News* that I'd like to sell. I'm asking \$3 plus .25¢ postage each with a minimum order of three issues. I have a list of available issues on request. -*Bill Stewart, 121 Princeton Drive, Hamilton, Ontario, CANADA L8T 4B6.*

(I've looked over Bill's list and he has various issues from 1966 to 1985. If your not lucky enough to have a set of AFV News, or are missing some odds and ends it would be worth while to write . Also Bill has a friend that wants to sell off

as well as a large collection of 1/72 models, see below for more information. -ed)

Dear AC Readers:

Large collection of military related publications and models for sale, please write for Book & Model List. -L. Carter, 2103 Prospect Street, Burlington, Ontario, CANADA L7R 1Z2.

Dear Dave:

Tank Museum News is published quarterly by the **BRUSSELS TANK MUSEUM**. It concentrates on unpublished articles on tanks and armored cars, not just from Belgium, but from the whole world. Articles are mainly historic and technical. Main language used is French with occasional Dutch.

Our Technical Documentation Center owns thousand's of technical manuals on military vehicles. Languages are mainly English and French, but we have manuals also in Dutch, German, Italian, Russian, Finnish... We help our members with photocopies of these manuals or parts of them.

Of course the aim of our benevolent association is to support the collection of tanks of the Royal Museum of the Army at Brussels, Belgium. We help to acquire new exhibits and try to put them back in their original state. This collection owns now over 150 tanks, armored cars and tracked vehicles from the original Mark IV and Whippet to modern T-72 and Leopard. Over 50 vehicles are currently on show. The collection also owns over 100 softskin vehicles.

Membership fees help us renovate the vehicles and gives access to the *Tank Museum News* magazine.

Annual membership is 1000 Belgian francs (approximately \$33 U.S. -ed) to be paid exclusively by International Postal Money Order in Belgian francs at the order of **TANK MUSEUM, 3 Parc du Cinquantenaire, 1040 Brussels, Belgium.**

I hope this information will interest your readers. -Georges E. Mazy, Member of the Board, Tank Museum Brussels.

(I have a copy of the December 1992 issue (#37) of *Tank Museum News*, and it's an excellent magazine. Even if your French or Dutch is a little rusty there is

plenty within the 28 pages to make the issue worthwhile. Issue #37 included material on the Swiss (Czech) LI-39, an Update of happenings around the world (with photos of the AMX Leclerc) an extensive article on the Challenger, and a write-up on unit markings for Hungarian vehicles from 1919 through WWII. -ed)

Dear Dave:

I am looking for someone knowledgeable about the Pacific series of trucks of WWII. If anyone has any information on them or photos, I'd be glad to swap for pictures of Polish military vehicles. - Robert Przybylski, Waliców 20 m 1412, 00-851 Warszawa, POLAND.

Dear Dave:

Just a few notes on news and information, first; the Munster Museum had finished restoration of their WWI Daimler armored car.

Second I have some comments to add to R. Surlémont's article.

- Two more census numbers allocated to 1st Belgian A/C Sqd's Daimlers: F207805 and F207879 (named *Dynamite*) 3rd Troop.

- A 'TP 50' was painted on the edge of the Daimler mudguards.

- There was no white star painted on the inner side of the turret hatch of the Daimler, as this hatch doesn't tilt over, but just moves backwards on a frame.

-Patrice Debucquoy, 26 Rue Alfred de Musset, 59115 Leers, FRANCE.

(This was one of those 'I knew that!' moments, of course the hatch slid back. See photos for reference -ed.)

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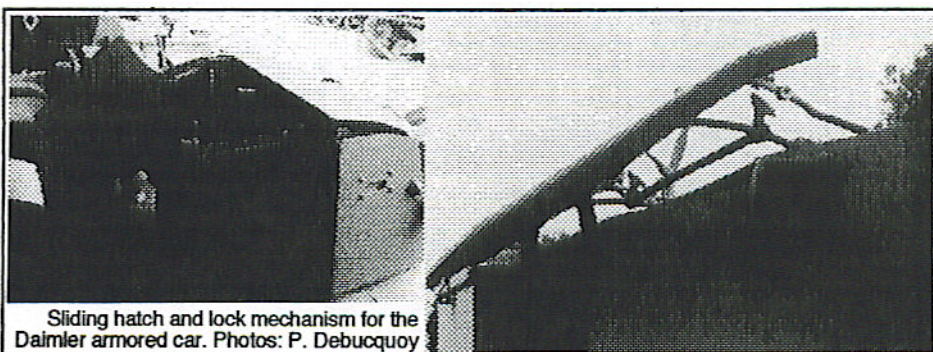
- #2 DAF YP-408, Uparmored HMMWV, AB-40/41.
- #3 FUG (OT)-65, Armored Cars in the Baltic States 1918-40, Fiat-Oto Melara Puma.
- #4 Panhard ERC-90S, L'automitrailleuse White-Laffly, Australian LAV.
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- #10 Lanchester Six-wheeled ACs, ACs of the Hong Kong Reg 1925-65.
- #11 ACs of the Spanish Army 1923, Bilbao AC.
- #12 ACs of Cyprus NG, Centauro, LAV-105.
- #13 The 'Death Special' and Shelton and Birger 'Tanks', Turreted Daimler 'Dingos', Detailing the Dragon BTR-70.
- #14 FV603 Saracen, Soviet AC Brigades.
- #15 Dutch Pantserwagen M39 AC, Rhodesian Leopard, Apex Daimler Review, AMX-10RC.
- #16 ACs of the Spanish Army Pt II, 1st Belgian AC Squadron in WWII Pt I, British ACs at El Alamein
- #17 New U.S. Armored Car - Maybe?, 1st Belgian AC Squadron in WWII Pt II, Notes on the Fiat 6614 APC

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Sliding hatch and lock mechanism for the Daimler armored car. Photos: P. Debucquoy