

ARMORED CAR

The Wheeled Fighting Vehicle Journal

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IRISH ARMORED CARS - FORD MK VI by Mark Salisbury

Even given the Republic of Ireland's neutral stance at the outbreak of World War II, the Irish government decided to increase the armored element of the Irish Army. To this end, armored vehicle production was put into motion.

A large part of the armored force was made up of armored cars, a number of which were getting on in years. A new and up-to-date vehicle was needed and obviously it would have to be home built. Commandant J. V. Lawless and Captain A. W. Mayne, the team that had designed the very satisfactory Ford Mk V, which used old Peerless turrets and a Ford truck chassis, with a V8 engine of 30 hp and a shortened wheelbase (from

157 inches to 122 inches), were put on the project.

The Mark VI called for a new design as there were no usable turrets left. They basically used the same design of body as the Mk V, and copied the turret from the Landsverk armored cars Ireland already possessed. Armament was the tried and trusted Vickers instead of the troublesome Hotchkiss machinegun.

An order for production was given to Thomas Thompson & Son Ltd., of Carlow, who had built the Mk Vs. The first four cars of the total batch of 28 being delivered in December of 1941. Delivery was slow and sporadic due to the shortage of sufficient plate. At one time, a shipwreck in County Donegal was inspected to see if enough steel plate could be salvaged, but whether this material was used is not known. The Ford Mk VI was the backbone of the armored element of seven Motor Squadrons raised during WWII. These formations were made up of a

Headquarters: one Armored Troop of four Fords, three motorcycles and a lorry; and three Motor Troops of five light cars each plus 14 motorcycles.

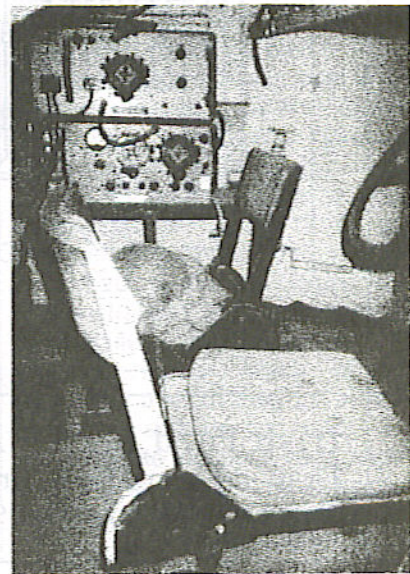
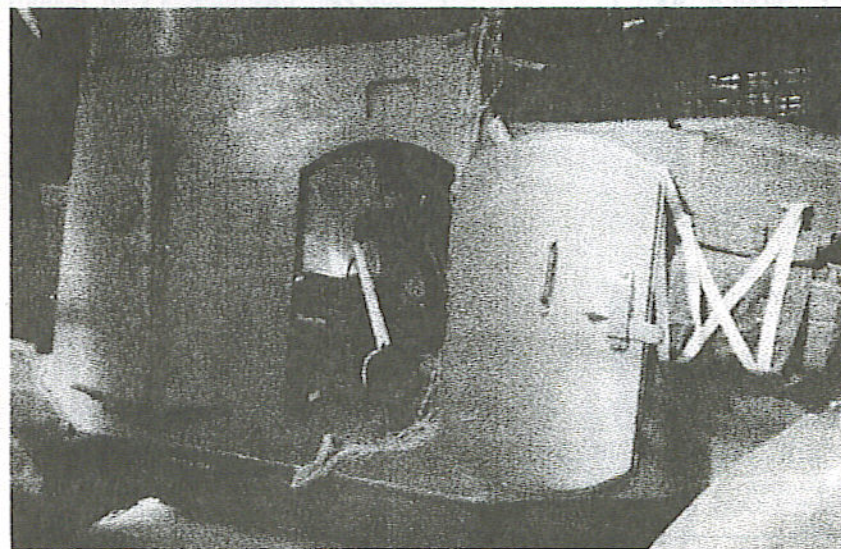
After WWII the Fords remained on strength as training vehicles due, in part, to their excellent reliability.

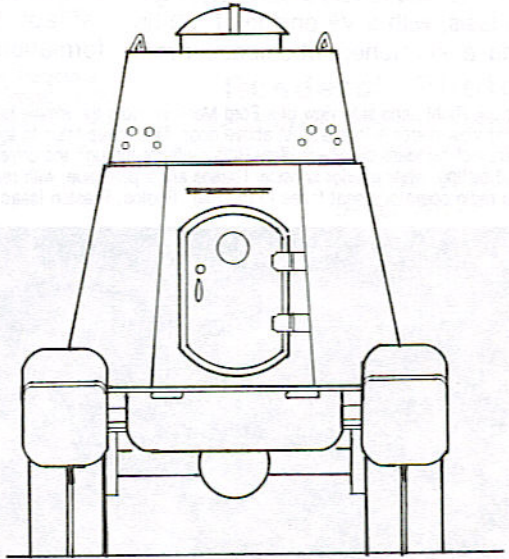
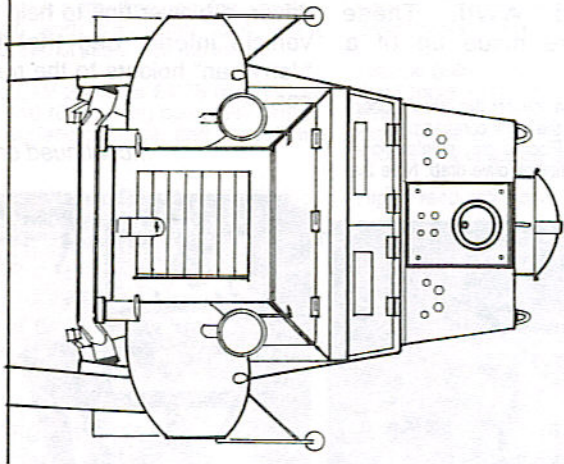
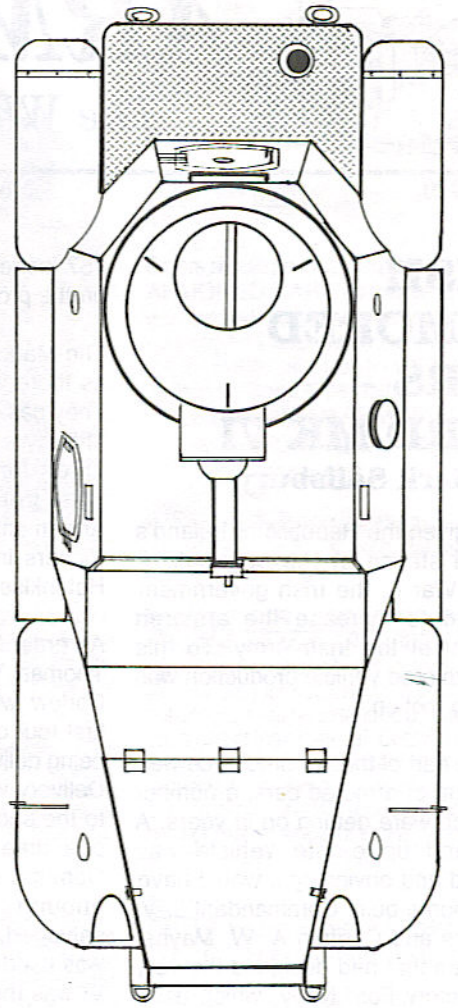
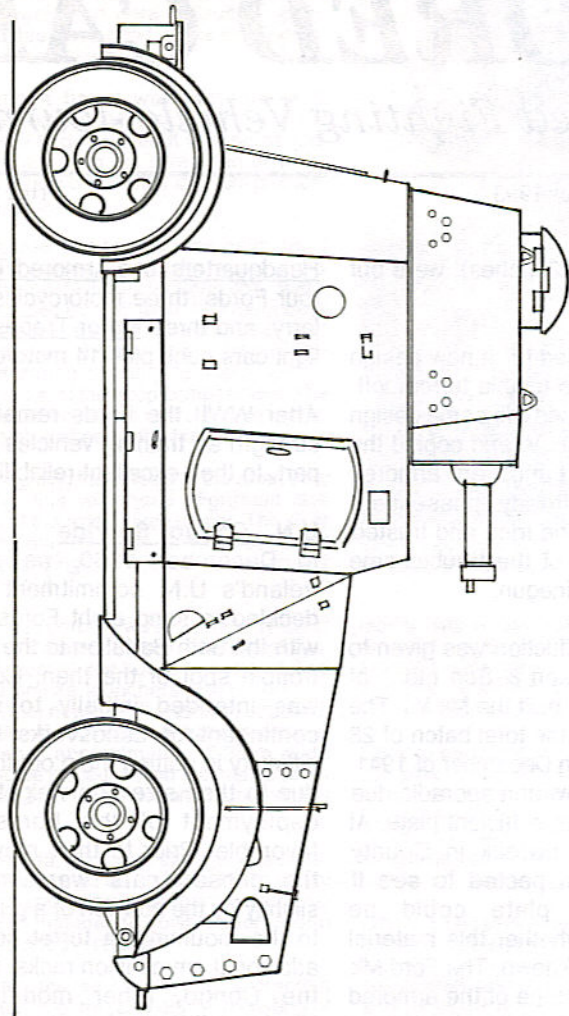
U.N. Congo Service

In December 1960, as part of Ireland's U.N. commitment it was decided to send eight Fords, along with the 34th Battalion to the African trouble spot of the then Congo. It was intended initially to send a contingent of Landsverks but the difficulty in getting them out to Africa, due to their size and weight, made deployment of the Fords more favorable. Prior to their movement, the chosen cars were modified slightly by the addition of a gun clamp to the mounting, a turret seat and additional ammunition racks. Once in the Congo, other modifications involved fitting of a door for the driver, a blower unit to help cool the vehicle interior and the fitting of "Jerry can" holders to the rear of the car.

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Below: Right hand side view of a Ford Mark VI. Note the simple latch mechanism for the driver's door. Rear view mirror is located just above door. The boxes fitted to the rear of the crew compartment were not standard on all vehicles. Right: Interior through the driver's door. Floor is gray painted non-skid plating, while interior is white. Radios are a pale blue, with rest of the fittings olive drab. Note that the radio operator's seat faces to the rear. Photos: Preston Isaac.





Irish Ford Mk VI Armored Car
Drawing Mark Salisbury and David R. Haugh
Scale 1/35th © November 1993

Two or three vehicles had their turrets removed with the opening surrounded by a circle of plate, with a pintle mounted Bren gun which was later replaced by the .30 caliber Browning machinegun.

Initially, the Fords were based at Haute Katanga on Kamina Base and were soon involved in familiarization patrols with the infantry companies that they supported in base defense. Around Easter (April) of 1961, they moved by air to Elizabethville and joined the Swedish contingent already there.

The Fords were involved in many skirmishes and fared well even when confronted with 37mm armed M8 armored cars. One car was lost during this time, when the bush road collapsed under it. Two more were damaged in fights with the rebels, but were repairable and later put back into action. Two more cars were captured by the Katanganese at Jadotville. One Ford was recovered when Jadotville was recaptured, and the other was later discovered in the bush. Both cars were later repaired, although maintenance conditions and support equipment were primitive.

In one particular action, a car commanded by Corporal Mikey Rowland, was ambushed by two armored cars while carrying a civilian technician to a telecommunications center. Rowland engaged them in a running battle through the streets and forced them to break off, even though they out-gunned his .303 Vickers with their .50 caliber Brownings. He delivered the technician safely and was later promoted to Sergeant and awarded

In December of 1961, two more Fords arrived with the replacement battalion and all of them were kept on the road with increasing difficulty. The main problem was a scarcity of suitable spare parts. By May 1962, all of the cars were in such poor mechanical shape that they were no longer used for long patrols. By September of '62 the still mobile vehicles were held in reserve at Kolwezi Airport. The Cavalry Corps involvement in the Congo was drawing to a close and in February of 1963 the remaining Fords were handed over to the (Armée Nationale Congolaise) A.N.C.

The remainder of these durable and reliable vehicles were to see service until finally withdrawn in the early seventies. Just three cars survive, one owned by collector Preston Isaac, who very kindly supplied the photographs; one preserved at the Cavalry Workshops, Curragh, Ireland; and one owned by a collector in Wales.

Other Reading

Cavalry in the Congo and Cyprus. Cmdt. A.J. Magennis, *An Cosantoir*, Jan 1976, pgs 25-29.

Author's Note

I would like to say a special thanks to Preston Isaac and John Baumann for their help with this article. I am on the lookout for more information on Irish vehicles, support, as well as AFVs. I will gladly share the little I have in exchange, if anyone is interested.

Mark E. Salisbury, Middleton Hall Farm, Goosnargh Lane, Goosnargh, Preston, Lancashire PR3 2JU, GREAT BRITAIN.

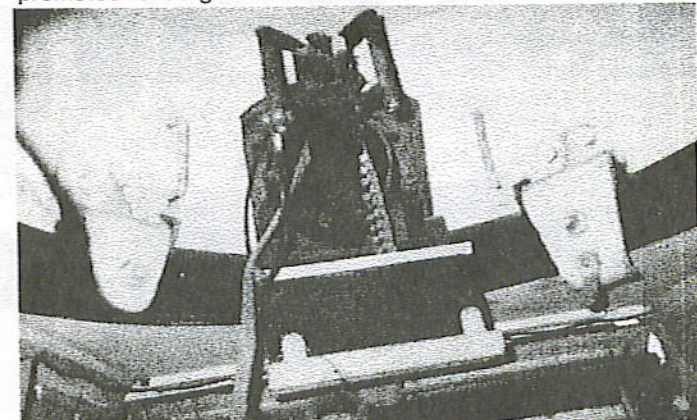
ROYAL NAVY - BRITISH ARMY EQUIPMENT EXHIBITION (BAEE) 1993
by Peter Brown

The major UK arms exhibition for land based systems has for many years been the BAEE event, held every other year near Aldershot, England. With the general cutback in the world arms trade, this has skipped a year and been combined with its Royal Navy counterpart. As many defense companies operate in both areas, this makes some sense. It was rumored that the event would be fully tri-service, but at least we were spared the noise and smell of high performance jets.

The event lasts six days, starting with a press presentation on Sunday. Three VIP days follow, when the real business of the show takes place. During these days, official delegations come to view, ask questions and hopefully place orders. For the final two days termed Trade Days, most visitors are staff members from the defense companies, while I was lucky enough to obtain an entry pass through the Friends of the Tank Museum. Even these were restricted to only twenty, less than for previous shows.

With the coming of the Navy and many changes in the defense world, I had been warned that there was not a lot to see. This wasn't the case, and while those stands devoted to Naval equipment were of little interest to me (and several companies who I looked out for were not attending) there was still a great deal of equipment on show. Previous events had included demonstrations of small arms and engineering equipment, this year we only had a Forces Equipment Demonstration. This took place in Long Valley, aptly named and an ideal backdrop. Much of the equipment maneuvering for us was tracked or soft skinned, and there was a definite helicopter sales angle; but there were still some interesting vehicles. Items on display ranged

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Interior of MK VI turret showing the Vicker's mount, ammunition box is underneath, with two handles for moving the turret welded on either side. A locking lever is also visible to the right of the ammo box. Photo: Preston Isaac

BAEE cont. from page 3

from uniforms through NBC protection to small arms and Main Battle Tanks, but for *ARMORED CAR* I will concentrate on wheeled armor.

Vickers Defense Systems

Star of the show is usually the Vickers Defense Systems stand. As well as the latest Challenger tanks, we had a surprise new exhibit. The Vickers Mark Eleven weapons system is a new concept. Basically, it is a six wheeled vehicle with excellent cross country capability, a 500hp engine, top road speed of 105km/hr, 1000km range and options for full amphibious capability. The use of standard commercial components is a major bonus. It is protected against small arms fire and artillery shell fragments, but its main feature is its firepower. The 105mm L7 (M68) derived low recoil main gun gives it the same punch as many MBTs, and makes it a formidable opponent for many tanks. Yet there is still room for an eight man infantry section.

As is usual with any new system, the sales literature points out that the basic vehicle can be configured to produce a wide range of types, including a straight APC, a fire support vehicle with gun or missile armament, riot control vehicle, logistic carrier, recovery vehicle, command post or ambulance. As such it would be a useful vehicle for anyone wanting a relatively inexpensive series from one source. Whether the vehicle will see service as displayed, or in one of its possible variations, remains to be seen.

Royal Ordnance

Elsewhere, the Royal Ordnance division of British Aerospace showed another LAV with the 120mm Armoured Mortar System. RO have shown the breech loaded 120mm mortar before, initially on their now defunct RO2000 tracked carrier and it has been tested on the M113. Here, it was fitted into an AC Delco developed turret on a fairly standard LAV hull. One rear door has been deleted (in fact, welded up on the vehicle shown) and propellers for water propulsion were not fitted. With its plain yellow color scheme it was aimed, like so many other vehicles at

the exhibition, firmly at the Middle East market.

The 120AMS would be very useful to any army however, the round would be very effective, and can fire to 8,500m in standard form and 12,000m with rocket assisted

projectiles.

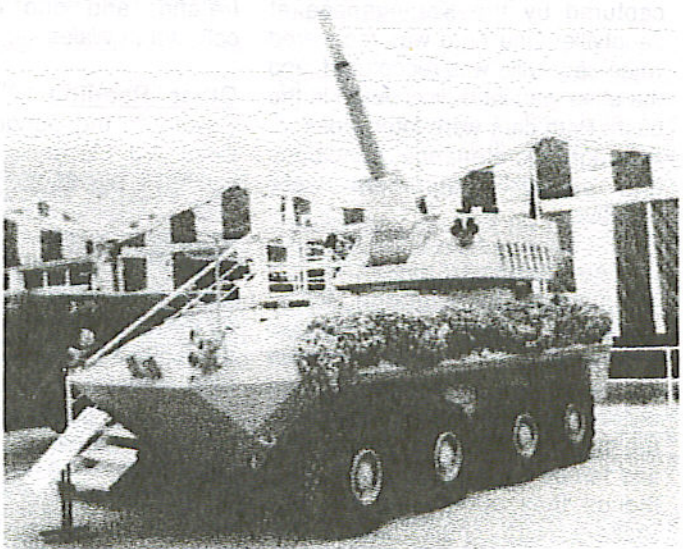
With a rate of fire between four and eight rounds per minute and a burst rate of three rounds in fifteen seconds, it can put down direct or indirect fire support rapidly and accurately.

The vehicle can be fitted with a variety of equipment,

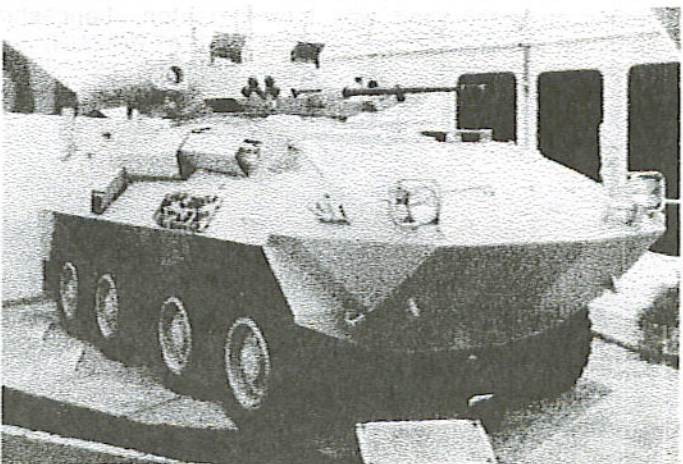
such as secondary weapons, and was still secret enough to warrant a polite request not to take photos of the turret top.

MOWAG/GKN

One vehicle which is already established is the Mowag designed



Top: Vickers Mk II showing Mk II 105mm cannon and extensive armored glass. Middle: Royal Ordnance LAV 120 AMS, note that this vehicle is no longer amphibious. Bottom: GKN's version of the LAV-25 with TOW missile launchers and detail changes to the hull. Photos: © Peter Brown



Piranha series. The eight wheel version is used by the USMC, and one stand had details of the Marines latest version. Fairey Hydraulics have designed the automatic loader for the 105mm gun armed type, which will give any rapid deployment force a powerful support weapon. Using the M68 series gun, which is a US and NATO, if not world standard; mated to a low-recoil system and an

auto loader, this still allows commonality with other LAV types.

While the LAV105 was not on display, two other versions were. GKN manufactures the tracked Warrior for the British Army, and recently won a contract to supply the Kuwaiti armed forces. Their vehicles will use an AC Delco turret, as used on the USMC's LAV25, and they also

have a production license for the LAV series. On show, they had the LAV25 type turret, fitted (like their Desert Warrior) with a launcher on each side of the turret for

Top: Penman's Hussar 6x6 armored personnel carrier. Middle: Shorland Air Defense, with the new armored personnel carrier in the background. Bottom: The latest version of the GKN Simba, some 150 of these vehicles have been ordered by the Philippines. Photos: © Peter Brown

TOW missiles. This gives a composite APC, Fire Support and Anti-Tank vehicle all in one, unlike the ITOW turret in USMC service which uses a dedicated vehicle. Other options in their literature included a range of turrets with greater or lesser firepower.

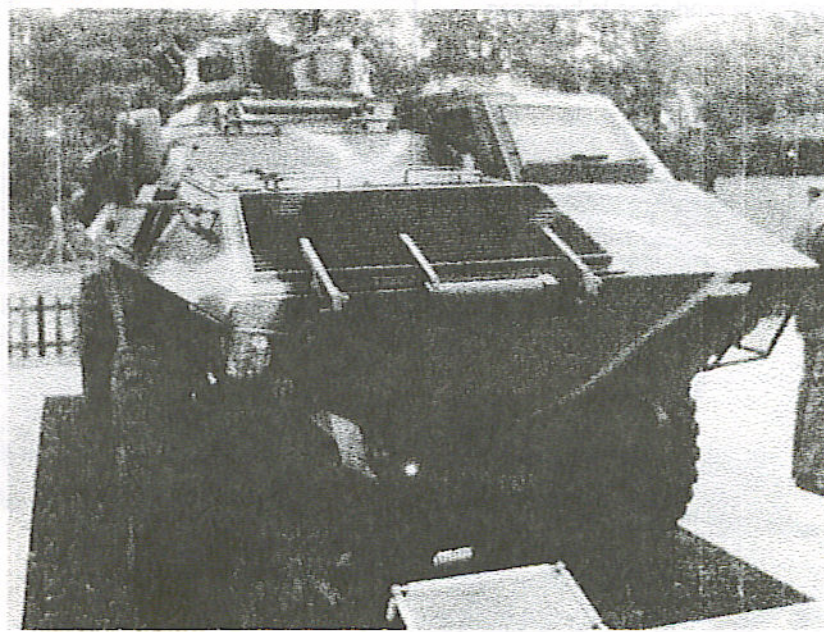
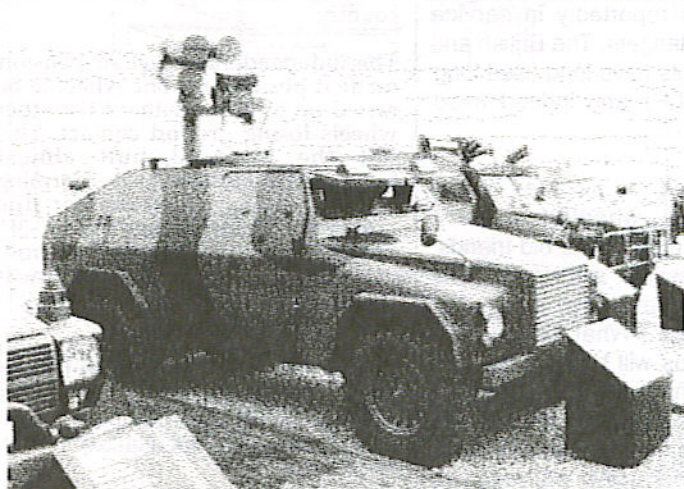
GKN

At the other end of the armored car scale, some smaller and less sophisticated types were on display. GKN had their four wheeled Simba, which has just been sold to the Philippines government with a license to be built there. This is a mature design which can be fitted with a variety of turrets and equipment, and can serve in roles from command or ambulance, through personnel carrier with a variety of defensive armament and turrets, up to 90mm guns with a hefty punch.

For a more basic requirement, GKN have the AT105 series. This is used in a number of countries, including the UK who call it Saxon and have just ordered 140 specially adapted vehicles for patrol use in Northern Ireland. Oddly, no AT105 vehicles were on show, either static or in the mobility arena. Neither was literature freely available, although as I visited at the end of the show perhaps it had all gone!

Shorts

Based in Northern Ireland, Shorts showed their Shorland range. These are built on the Land Rover chassis, early ones still had the widely recognized LR front wings and bonnet. The current Series 5 types have a different appearance, and even the wheels no longer look like LR ones. Underneath, they still employ a strengthened standard chassis, nowadays from the 110 series, and can be configured as S55 Armoured Personnel Vehicles with or without armament including specialized police and riot types; such as the S52 Armoured Patrol Car with a one-man turret and machinegun, S53 Air Defense Vehicle mounting Shorts own missiles (Javelin or Starstreak, or the older Blowpipe), or the S54 anti-hijack vehicle. This is based on the Patrol Car, but with better vision facilities and a turret designed for a sniper rather than a machinegun. As with many private



...BAEE cont. from page 5
venture vehicles, the range and variety of types will keep vehicle watchers guessing.

Penman Engineering

Another Land Rover based series comes from Penman Engineering. They have a six-wheel APC with a variety of weapon fits known as the Hussar, and a 4x4 called Skirmisher. Even more specialist is their Desert Patrol, shown open-topped but armored and ideal for border surveillance in hot areas. Also, for anyone who wishes protection without being noticed, Penman offer their Hotspur range. Based on Land Rover and Range Rover vehicles, they can provide discrete protection which would not look out of place in a supermarket car park, or a less menacing appearance for traditional but increasingly dangerous police operations.



Courtauld's Protected Land-Rover. Photo: © Peter Brown

Courtauld's Aerospace

Another use is for those involved in military peace keeping or humanitarian relief. The Courtauld's Aerospace solution is based on the 110 Land Rover, fitted with composite armor in the firewall, doors and rear compartment. The final product can be configured as a patrol vehicle, for more overt operations, or else for a true soft skin look. Their vehicles are used by UNHCR, and various news gathering teams in the world's troubled areas.

Land Rover

All this talk of Land Rovers brings me to the real thing. Now part of British Aerospace, LR have a long and respected tradition of use by the military. Rugged construction, easy-care aluminum body panels, a variety of engine and gearbox options, long and short wheelbase in 4x4 and 6x6, plus a superb spares

backup network make them a good choice for military, paramilitary, police and civilian use. LR also offer a range of specialist military fits. Radio, command and ambulance bodies are available, and specialist long range patrol types have been evolved for and with help from various Special Forces.

Featured and shown at the mobility display was the Multi Role Combat Vehicle. The MRCVs modular design is based on a 90 chassis, fitted with a roll cage and with a series of factory designed stowage options and weapon mounts for 7.62mm, 12.7mm and 40mm machineguns, light cannon and anti tank weapons. Something for the serious off-roader with enemies. The not totally dissimilar Special Operations Vehicle is based on the longer 110 chassis. Suitably strengthened and with useful additions like weapon mounts, it is reportedly in service with the US Rangers. The British and other SAS units have long used long wheel base LRs and indeed used them in the Gulf.

So, something for all roles in the armored and wheeled military vehicles on show. Some old friends, some new designs, and some ideas which will be developed in time for the next show. What the world's defense needs will be by then, and indeed when and what form the event will take, only time will tell. Still a lot to see and remember this year, hopefully some sales will result to keep the producers in business.



Alvis Straussler AC-3D

Armored Cars in Dutch Overseas Service

by Hans Heesackers

Background

In 1938 the armed forces of the Netherlands East Indies (K.N.I.L. - Koninklijk Nederlands-Indische Leger) started a program of motorization of their cavalry units. Approval was granted to buy twelve Alvis-Straussler AC-3D armored cars. The AC-3D was an improved version of an earlier car for Hungary designed by Straussler, the AC-2 (1935).

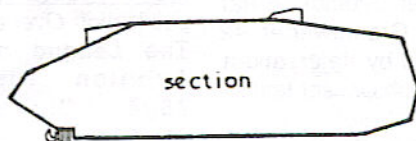
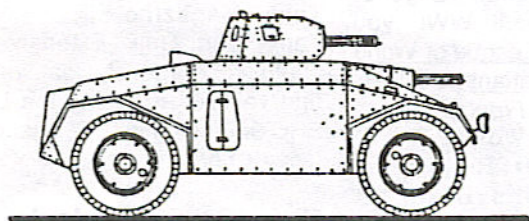
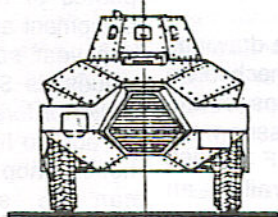
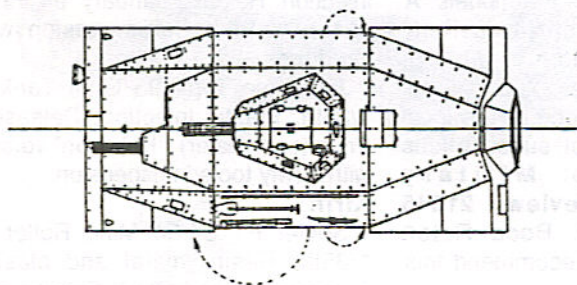
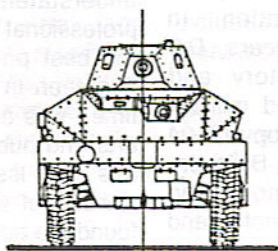
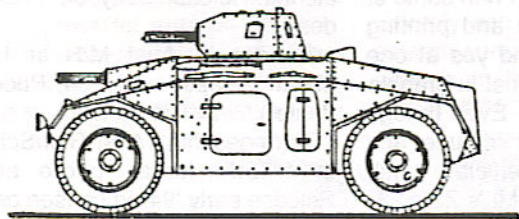
The AC-3D was a very modern and sound design, equipped with a newly produced 4-cylinder, 120 hp gasoline engine. Four wheel drive could be switched on when going cross-country.

The independent wheel suspension made it possible for one wheel to be raised up to 70cm without the other wheels losing ground contact. This left the armored hull almost horizontal in most situations, forming a very stable platform for the armament. Unfortunately the AC-3D didn't carry a cannon but only machineguns, making it almost impossible to engage enemy armor.

The 6mm thick armor was beveled and gave a very high protection for the crew, while the one man turret was equipped with a 6.5mm machinegun and a periscope for 360° of vision while under fire.

Below: KNIL AC-3Ds in the Netherlands East Indies prior to the Japanese invasion. Photo via: Hans Heesackers

12 delivered to Dutch East Indies on 1st. Jan 1938
 3 " " " Portuguese Army in June 1938



NETHERLANDS EAST INDIES ARMoured CAR
 ALVIS-STRAUSSLER TYPE AC3D α
 Scale: - 4 m.m. to 1'0"

Markings
 The overall color seems to have been a simple dark semi-gloss green applied at the factory. Dutch registration plates with a four digit number, were carried on the lower right front and right rear. Three identified serials are D7001, D7024 and D7175.

Technical data
 Length: 4.64m
 Width: 2.1m
 Height: 2.41m
 Radius of action: 640 km
 Max speed:
 Forward: 96 km/h
 Backward: 80 km/h
 Weight: Approx. 4,000kg
 Armament:
 1 x 6.5mm in turret
 1 x 6.5mm in back of hull
 1 12.7mm in front of hull
 Engine: 6-cyl, 120hp, gasoline
 Other users:
 Portugal (3)

Other Reading
 • Armoured Cars - Marmon-Herrington, Alvis-Straussler, Light Reconnaissance, B.T. White, AFV Profile #30, Profile Publications Ltd.
 • Armour on Wheels to 1942. B.H. Vanderveen, Frederick Warne & Co Ltd.

The crew of four consisted of:
 - commander (in turret)
 - gunner (in front hull operating heavy machinegun)
 - driver (in front hull side by side with gunner)
 - driver/gunner (in back of hull for driving backward and operating 6.5mm machinegun in backhull).

During the war against the Japanese invaders six were lost either to enemy fire, or when their own crews destroyed them rather than surrender the cars to the enemy. The Japanese still managed to capture the remaining six cars and used them in their occupation forces on the island of Java.

• A Photo History of Armoured Cars in Two World Wars. George Forty, Blanford Press.
 • Alvis and Alvis-Straussler. No author cited. WHEELS & TRACKS #39, pgs 35-43.

East Indies Service
 In the Netherlands East Indies the AC-3D's formed the backbone of the Cavalry and equipped 4 motorized squadrons. The cars were very well suited for reconnaissance and patrol duties and fulfilled their tasks well.

Typical KNIL Motorized Squadron
 AC-3D 3
 White M3A1 Scout car 6
 Truck 1/4-ton 'Jeep' 44
 Motorcycles 6
 Madsen M-15 Light MG 12
 Vickers Heavy MG 4



For Your Information

DE TANK

I'd like to put in a word for *DE TANK*, the bimonthly publication of the Dutch Armour Association. In publication for over 15 years, *DE TANK* covers the history and modeling of armored and military vehicles. I received my copy (#104 October 1993) from Kees Blijleven. The issue ran to 26 pages and included (along with club notes and that sort of thing), an article on converting the Tamiya M113 APC into the M113A1 MTAB (Marginal Terrain Assault Bridge) as used in Vietnam.

This article included scale drawings of the bridge and lifting mechanism as well as several photos of the model. Also in the same issue were 1/50th drawings of the DAF F95.360 tractor and "lowboy" trailer, an expanded article by Hans Heesakkers on Marmon-Herrington WWII Dutch tanks, a short piece on a six-wheel armored conversion of a 1/4-ton truck (Jeep) chassis by Dutch Marines in the East Indies; a review of DML's Maus, the "Aunt Jemima" Mine Exploder T1E3 as fitted to the Sherman, photos of a German WWII ammunition trailer to go with the Soviet 120mm Mortar Model 38 (12cm Granatwerfer 42 (378r)) as released by Italeri and a piece on WWII British Cruiser tanks.

A draw back is that the complete magazine (including captions) is only in Dutch. On the up side, the photos and illustrations are excellent. With a little time and a Dutch dictionary it wouldn't be that hard to translate an article or caption if required. All in all I recommend *DE TANK*. European readers should check for local price, but cost for overseas is \$25 (US) preferably payable in cash or Eurochecks, (Postbank 3026112 Twenot, Heiloo, THE NETHERLANDS). The mailing address is:

**Dutch Armour Association,
Postbus 357, 8000 AJ Zwolle,
THE NETHERLANDS.**

MILITARY MINIATURES IN REVIEW

While I'm on the subject of

magazines I'd also like to recommend a new publication, *Military Miniatures In Review*. I just received the pilot issue and to say I was impressed would be an understatement. This is a really professional publication with some of the best photography and printing I've seen in years (and yes at one time I was a professional in graphic arts and publications). Even though this first issue didn't include any reviews of wheeled vehicles, I still found the articles on DML's ZSU 23-4m, M1A1 and Waffen SS Figures as well as the Tamiya T-72 M1 and M1A1 worth reading. What was particularly nice was the inclusion of photos of the real machines and equipment as well as the models. A one year subscription (4 quarterly issues) is \$17.95 here in the US. Write for foreign rates. You may not be able to find this one at the local hobby shop yet, but subscriptions can be sent to: **Military Miniatures in Review, 21045 Commercial Trail, Boca Raton FL 33486.** I highly recommend this publication.

Over The Front

For those with a wide range of interests that include WWI, you might consider The League of World War I Aviation Historians and their publication *Over the Front*, write:

The League of World War I Aviation Historians, Box 7504, Charlottesville VA 22906.

New Releases at the Hobby Shops

Mike Miller at Marco Polo Imports was kind enough to send me information on new imports to watch for over the next few months. Note all prices and times are approximates.

AFV Club

• M49A2C Tank Truck in 1/35th. Plastic injection. Release early '94. Price \$34.98

DML

• JS-2 Stalin II in 1/35th. Plastic injection. Release November '93. Price \$24.75.

• SU-76M in 1/35th. Plastic injection. Release December '93. Price \$23.98. Co-production with Russian company.

Gunze Sangyo

• 10.5cm FH18 Howitzer 18/40 in 1/35th. Metal with photo etched. Release early '94. Price (see dealer).
• 76.2cm Field Gun Type '42 (Russian ZIS-3) in 1/35th. White metal, photo etched. Release early '94. Price (see dealer).
• Panzer III Ausf M/N in 1/35th. Metal. Release early '94. Price (see dealer).
• Sturmgeschütz Ausf G w/Schützen in 1/35th. Metal, photo etched. Release early '94. Price (see dealer).

HASEGAWA

• Kubelwagen Type 82 in 1/35th. Plastic injection. Release November '93. Price \$21.98.
• Kubelwagen DAK in 1/35th. Plastic injection. Release January '94. Price \$21.98. Afrika Corps version with sand tires.
• Japanese Type 95 Light Tank in 1/35th. Plastic injection. Released. Price (see dealer). "Hokusan" version with newly tooled suspension.

Kirin

• Soviet PT 34/54 Mine Roller in 1/35th. Resin, metal and plastic. Released. Price \$19.98. For use with late T34 or early T44/T54 tank kits.
• Early Tiger I Conversion in 1/35th. Resin cast. Released. Price \$19.98.

Tank Magazine

Tank War: Gulf. Extensive color photo coverage of Coalition tanks and vehicles including the LAV-25, ERC-90 and others. Released. Price (see dealer).

The Commander's

Ted Paris is still producing one resin cast armored car after the other with a steady schedule ahead of him. You've probably already seen ads for the WWI Panzerkraftwagen Bussing/15, but he also has a Canadian "Otter" scheduled for



Above: Canadian GM Otter in 1/35th from The Commander's

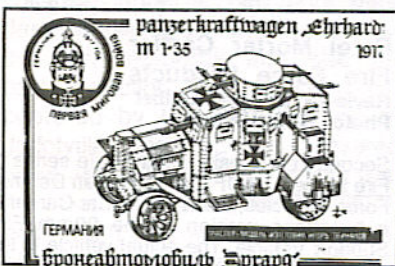
November, and a Soviet BA 6 scheduled for December of this year.

If you haven't done so lately write to Ted for his latest price list. **The Commander's, 551 Wegman Road, Rochester NY 14624** or call **716-247-3104**.

1/76th Scale Drawings

Geoff Lacey has been busy adding more drawings to his remarkable list of over 500 subjects (he must be getting close to 600 by now). Send a large SAE and a P/O for a £ (UK only) or four IRCs (foreign/US) to cover postage for a list. The Alvis-Straussler drawing in this issue is a sample of his work. **Geoff Lacey, 315A South Lane, New Malden, Surrey KT3 5RR, GREAT BRITAIN.**

New from Russia



With the opening of Eastern Europe and Russia there has been a real bonanza of here-to-fore unknown manufacturers and skilled modelers. Among those is Slava Shpakovskiy and his TankMaster group. From armored cars and tanks to figures and weapons, Slava has them all, most in 1/35th scale resin and/or white metal.

I've already received two armored cars from TankMaster which I've sent out for review (and should have back by next issue I hope). First is the Polish Ford Model-T armored car from 1920. In resin and white metal this is a good looking kit of a very small armored car (price \$24) and second is the huge German WWI Ehrhardt from 1917. This car was used by the German's after the Armistice and service on well into the late '20s, early '30s with the German National Police. In resin and white metal this will make up into a real show stopper (price \$83). The 1916 Pierce-Arrow (at \$67) and Italian Lancia IZ from 1915 (at \$56) are also available. Although I haven't seen a

casting of the last two if there as good as the first ones they should make up into excellent models. To get a copy of the price guide and information, write:

V. Shpakovskiy, RUSSIA, 440061 Penza, Dzerginskogo Street 35 - 43.

LETTERS

Dear Dave:

I thought an idea might be to include [in AC] a 'Special Interest Section' where you could invite requests for reference to a specific area and input from enthusiasts to provide a nucleus of listings of their favorite periods of war or peace (what's that?). I can think of a dozen areas I could provide off the top of my head.

Also a source for the biggest card model catalog in West and East Europe is Marle Models, Turnagain, Finch Lane, Amersham, Bucks HP7 9NE GREAT BRITAIN. I think £1.50 in IRCs should do it for a catalog. **Robin T.W. Hunt, 1 Ostade Rd, London SW2 2AY GREAT BRITAIN.**

(What do the rest of you think? Robin has basically suggested a Special Interest Group/Resource program similar to those used in IPMS and other organizations. One of the goals of AC is to further the direct contact between readers. -ed)

Dear Dave:

I am looking for all kinds of information on the U.S. Army M977 HEMTT series of 10-ton trucks. I can use everything, photos, articles, drawings (in any scale), manuals, etc., of all variants. If anyone has something or knows where to find it please send me a postcard with details and costs (reproduction and postage etc.) and I will get in touch. **Gerard van Oosbree, Romeflat 61, 1422 EP Uithoorn, THE NETHERLANDS.**

(I know its not wheeled armor, but can anyone help Gerard? -ed)

Dear Dave:

I am enclosing the only available picture I have showing the TPZ-1 Fuchs in an 8x8 configuration (*rather than the usual 6x6* -ed). I know this

version called model "D" was produced on specific request for The Netherlands and the prototype was completed in the record time of five weeks. It is claimed that the driving characteristics did not change and that the increase in weight was negligible. In return there was room for 14 infantrymen instead of the customary 11. What ever happened to this project? Was it produced? Dropped? What happened to the prototype? **Tomasz Ostrowski, 3351 North Mountain View Drive, San Diego CA 92116.**



Above: 8x8 TPZ-1 for The Netherlands via Tomasz Ostroski

(Can anyone help Tomasz [and me] on this one? I hadn't come across this version until now. I have also reproduced the illustration but the original wasn't very good -ed)

Dear Dave:

Regarding paper (card) models, if a little care is taken and only a little glue (PVA [white] wood glue is fine, just smear as wet as the glue on the back of a postage stamp on each gluing surface) you will be surprised how quickly the model will assemble - right down to the leaf springs.

If you decide to photocopy enlarge a kit, then that puts the whole project in a different ball game - I would recommend doing the enlargement in black & white and finishing the model with all exterior detail put on, if anyone is interested, have them write me.

Paper kits can be made in card, but a scratch builder who is accustomed to plastic or any other material, in any scale, up or down could construct a model using the paper kit as a guide for a superior model.

Construction of a paper kit is like making a jigsaw puzzle, carefully cut out each major component, bend as required, then stick on the

appropriate parts in the boxes - cutting the part from the kit then sticking it in place. If you cut out all the parts before assembly you could get lost trying to figure out what this or that part was. Leave them on the sheet until needed.

You can tone down the color scheme of a completed model when finished with a coat of matte varnish, this will also strengthen the card of the model and help it last for years. For those who want to plasticize their card kits, instead of using varnish use Crystal Clear or Flecto!

If carefully built the models will surprise and amaze you and cost wise it is so cheap that it does not even compete with plastic or resin; \$20 versus \$80+ for a 1/24th scale model. Again if anyone would like to correspond about card modeling please write. **Richard Noakes**, PO Box 605, Wembley, Perth 6014, WA, AUSTRALIA.

(I tried one of Richard's paper models; see my review of the Polish WZ-29 in 1/24th scale, I'm convinced! -ed)

Reviews

'THE DEVIL'S OWN' - A History of the Inns of Court Regiment by Maj D M Hatton TD

Published by J. A. Allen & Co, 1 Lower Grosvenor Place, Buckingham Palace Road, London SW1W 0EL

ISBN 0-85131-550-X Price £27.50

Reviewed by Peter Brown

Generally, Regimental Histories fall into two categories. Those produced by and for the Regiment, which usually but not always have little to offer to the outsider, and more popular histories giving short accounts and little detail. This new book on the Devil's Own is better than most, and may be of some interest to *ARMORED CAR* readers.

For those not familiar with the unit, it has a general history similar to most British Territorial units. 'Terriers' are the part-time volunteer arm of the British Forces, and tend to have complicated histories as they are raised, disbanded, change roles and combine. In this respect, the Inns of Court can claim an ancestry back to the 16th Century, and their nickname comes from a British monarch's joke. Based around the legal profession, the remark was made - 'Lawyers - call them the Devil's Own', a nickname which stuck while official titles came and went.

The unit were originally cavalry, and having some good brains within its ranks it often acted in an officer training role, but in 1940 became an armored car unit. It served in North West Europe as part of 11th Armoured Division, and perhaps is best known for the SOD or Sawm Off Daimler, a turretless Daimler armored car conversion unique to the Regiment. One Squadron landed on D Day and had a role which would make a good film, yet has gone largely unnoticed. Its war history, and useful notes and appendices on vehicles and organization, make interesting reading.

Post-war, it remained an armored car unit, and what is left of it after many reorganizations still has a reconnaissance role, albeit sadly unarmored. The main value of this book's 300 plus pages to AC readers will be the 70 or so devoted to WW2, the photos of its equipment in that era, the Regiments privately built armored cars of the 1930s and the relevant appendices. Good these may be, but whether your interest is sufficiently specialist to pay the not inconsiderable cost of the book is hard to say. A better bet may be the original war history, NEEDS MUST. The History of the Inns of Court Regiment 1940-1945 by A. F. Taggart, which is long out of print and would probably cost far more than this new book, even if you could find a copy for sale.

THE UNIVERSAL TANK British Armour in the Second World War Part 2 by David Fletcher

Published by HMSO London, soft covers, 130 pages.
ISBN 0-11-290534-X Price £14.95

Reviewed by Peter Brown

No, read on, read on! Despite the title, this sequel to the author's The Great Tank Scandal is the latest in a series covering the whole history of British armor, taking the story from the battle of El Alamein to the end of the war. As well as covering mainstream tanks, carriers, specialist armor, bridgelayers (but not self-propelled artillery in its many forms), it also deals with armored cars, scout cars and other wheeled machines.

In all cases the author knows his subject. As Librarian at the Tank Museum, Bovington, he has access to much original material, but more importantly he is a great enthusiast. So much which has been written before in this area is based on generalizations, here we have the subject researched from the original records.

Development and production alone is only a part of the story. While the book cannot cover the full story of the use of the many types covered, references to the unit War Diaries kept by those units using the vehicles help us to see how things were in the field. How about the meeting between two Daimler armored cars and the Tiger - can you guess the resulting

sequence of events? Overall this is an account of those vehicles produced in the UK, Canada, South Africa, India, New Zealand and Australia, common or rare and some 'new' ones too - could you identify an AEC Griffin?

American production also played a large part in equipping British armored units with tracked armor, but those few wheeled ones and the many halftracks used are also covered. Perhaps we have a small aside here on the relative value placed on wheeled armor in the UK and in the USA. As to wheeled armor, we have a mixture of the bad, the indifferent and some good enough even to be used as a measure of success by their makers. We still hear of Daimler and Humber armored cars, but who even knew or could recall if they rode in a Nuffield or Vicker's tank?

The account is enhanced by a well chosen selection of photographs and drawings, certainly not the hackneyed ones so well known. While not strictly an armored car book, it is still very readable and a good choice for armor fans. One footnote, the author's previous four books in the series, including War Cars on WWI wheeled armor plus others dealing with related subjects, are all in print from Her Majesty's Stationary Office and are highly recommended.

Ratel Mortar Carrier Fire Force Products Reviewed by Adam Geibel Photos Geibel/Micale

Second in the resin 1/35th scale series of Fire Force's SADF (South African Defense Force) vehicles, the Ratel Mortar Carrier is a turretless version of the 90mm Fire Support Vehicle. The actual vehicle is the latest in the Ratel series, bearing an 81mm mortar and over 150 projectiles.

Save for the upper deck, the model is nearly identical in construction to the FF's Fire Support Vehicle. All the hatches are molded shut - a logical choice since the South Africans can be touchy about things like weapons layout, even though it is probably a simple design.

The model's 90mm turret (along with the driver's and four infantry hatches) have been deleted, replaced by a small commander's cupola and a raised mortar casement with a large circular split hatch.

Construction was as described by Paul Bird (*ARMORED CAR* #18 pgs 2-3), though I had no problems with the front tow fittings and my driver's armored visors were unwarped, casting crisp, flash minimal.

Below: Geibel's finished Ratel. Photo: Geibel/Micale



Since information on South African vehicles is not readily available to most modelers, I had to look hard to make the following picayune observations.

The mesh brush guards (of photoetched brass) for the upper headlights should have their tails meet, essentially forming a rectangle. The front of the guards should be rounded, using a pen or pencil to provide the proper radius.

I replaced the kit's window material with green acetate (sold as report binders) which duplicates SADF bullet proof glass perfectly. I also shortened the smoke grenade launchers, as the originals appear to be countersunk into the upper front glacis, just below the level of the upper deck. This simply meant removing about three millimeters of resin from the lower end, or to about where the launcher base swelled down to the launcher tube. If mounted as supplied they would interfere with the movement of the driver's shields.

After priming in flat black, the Ratel was given a coat of *Pactra Afrika Mustard* (FS-30266), the best commercial duplicate of SADF "Nutria" available.

No decals are supplied, but my spares envelope provided the large white digits (found on the front right and left quarters as well as the upper portion of the rear door) and the vehicle's nickname. Many photos show these preceded or followed by a single letter leading me to think that they may be radio call signs and might change at intervals. Size and exact placement varies, but the general rule seems to "be visible".

Serial numbers (center of front glacis, rear under the fire extinguisher) are five white numerals preceded by an "R". The front number is a simple single line on a rectangular black background, while the rear plate has the "R" centered over the numeral string. I adapted French markings from an Italeri kit.

"55" was heavily weathered only along the lower edges, duplicating the wear caused by the veldt's ground hugging scrub brush. Evidence of a heavy footed crew was limited to light scuffing and some bare metal along the upper deck.

I was quite please with *Fire Force's* kit and, had I been braver, would have considered using *Tamiya's* M106 mortar carousel assembly for some interior detailing.

The Ratel Mortar Carrier is priced the same as the FSV (about \$90) and is available from Fire Force Products, 783 Yardley Wood Rd, Billesly, Birmingham B13 0JE, GREAT BRITAIN. Or from Squadron/Signal Mail Order, 1115 Crowley Drive, Carrollton TX 75011-5010.

Those interested in SADF AFVs should consult the following references:
• Modern African Wars 3 - South West Africa. H.R. Heitmann & Hannon, Osprey.
• South African War Machine. H.R. Heitmann, Gallery Books (also Presidio Press).
• South Africa's Border War 1966-89. W. Steenkamp, Ashanti Pub.
• War in Angola. A.J. Venter, Concord Pub.

S+S Models AMX-10RC and BRDM-2 in 1/76th Scale
Reviewed by Dave Haugh

Since I received both of these kits in the same

package I decided to build and review them at the same time.

Even though the models are ment for wargamers, I decided to build the AMX-10RC as a display model. Using Hubert Cance's drawings from issue #15 as a guide for the uparmored version used during Operation Desert Shield/Storm.

Consisting of five resin parts and a white metal gun barrel, the basic shape is correct; but in retrospect it might have been easier to sand off all the detail and rescribe the panels and hatches. As it was I left the details on and fit sheet plastic armor and fenders around them.

Probably the nicest piece of the kit is the turret which captures the complex shape of the AMX-10 quite well. I didn't use the barrel supplied; it's suitable for an early AMX-10RC based in Europe, but doesn't match the vehicle as used in the Mid-East.

Construction was straight forward with hull, wheels as two separate units, and the turret, with a longer barrel substituted. I also raided the spare parts box for extra tools and fittings. All in all, a simple straight forward project. Recommended.

The BRDM-2 isn't as successful as the AMX-10. Cast in a very brittle honey colored resin, this is a basic model of a mid-production BRDM. As seen from the top the crew hatches are too large, and the right hand hatch should be further to the rear than the one on the left. Also the front edges of the fender are at a sharp angle, when in fact they should have a slight curve. The turret is fine, and detailing on the wheels looks good.

I took a file to the hull to round the corners, (sandpaper didn't seem to be making any progress) and cleaned off the small bumps that were supposed to be headlights from the bow. It was also necessary to add the main cannon from wire, and cut up two small wheels from the parts box for the missing belly wheels.

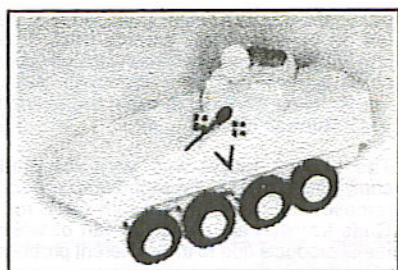
While the over all look of the model is acceptable, it would take more work than would be worthwhile to build a display model.

Recommended with reservations.

Both kits are available from: **Shaun Matthews, S+S MODELS, 22 Briar Close, Burnham-on-Sea, Somerset TA8 1HU GREAT BRITAIN.**

LAV-25
ARCHER MODELS
Reviewed by Don Crawford

The General Motors of Canada built LAV-25



Above: Archer LAV-25. Photo: Don Crawford

is based on the Swiss designed MOWAG Piranha series of vehicles and is configured with the driver located front left, engine front right, two man powered turret center rear (and to the left), and troop compartment far rear. Access is through doors at the rear.

The LAV-25 can carry 6 troops, back to back, and is fitted with six firing ports and vision blocks for fighting and self-defense. The vehicle is completely amphibious with two propellers mounted at the rear. The turret is armed with a 25mm McDonnell-Douglas helicopter chain gun, similar to the one used on the Bradley IFV. The vehicle is also armed with a 7.62mm M240 machinegun mounted coaxial with the main gun. A 7.62mm or 12.7mm machinegun can also be fitted to the turret roof.

The LAV-25 first saw large scale action with the USMC during Desert Shield/Storm (a few LAVs had previous action in Panama) where more than 250 vehicles were deployed with most being used in the scout role to detect Iraqi mine fields, obstacles and berm breaching points. The vehicles only short coming was its lack of thermal sights which dramatically reduced their effectiveness at night and/or on an obscured battlefield. Thermal imaging systems for the US LAV-25 is an initiative for FY-94.

Presently the LAV vehicle family is in service in Australia, Saudi Arabia and the United States (USMC). As well, similar vehicles (Bison, Cougar and Grizzly) are in service with Canadian forces.

Now for the kit review. For someone use to building 1/35th scale vehicles, the chance to build one of these smaller kits was a welcome change of pace. When I received the kit from Dave Haugh, it was a preproduction test and as a result came with no instructions. However, both the vehicle and the kit are rather simple and assembly was straight forward. The kit components included 14 resin parts (hull, turret (solid), eight wheels, two single axles, one double axle assembly and turret bustle) and seven white metal parts (25mm cannon, two smoke grenade units, two propeller assemblies and two turret hatches).

The quality of the resin parts were good and appeared to be to scale and correct (the hull front angles, so many times incorrect on the 1/35th kits, appear to be correct). The only resin parts that deserve mentioning are the wheels. The manufacturer attempted to provide the wheels with the deep tread pattern found on the real thing. I give them credit for trying on such a small scale, however the results were not all that good. Also the hub detail on the wheels wasn't crisp, something one is normally accustomed to with resin products.

The white metal parts were generally below average with many appearing over scale. The propeller units were distorted and

damaged and as a result would have to be left off or completely scratch built. The smoke grenade launchers appear to be over scale as well, and were difficult to clean. The hatches were good, while the cannon assembly was average.

The cannon barrel was very soft and continued to bend at the slightest touch, so I removed it and replaced it with some rod. Quite frankly I am not a real fan of white metal products due to their inherent problem of being too soft.

The first task was to clean the parts. Most were fairly clean except for some mold lines and some imperfections that were easily scraped off and filled. The turret base was sanded so the bottom ring was approximately 1-2mm thick. Check the turret fit during sanding to make sure it clears the top of the troop compartment. The turret should be placed and centered on the cross hatch scribed on the hull top.

I suggest gluing the wheels to the axles prior to fitting, this will make alignment and spacing of the axles much easier. The sit of the model may be a little unlevel, but I found a slight sanding of the base of the wheels took care of it.

Turret assembly was pretty straight forward, the hatches were attached (either open or closed), the bustle basket installed and the smoke launchers fitted. The gun mantle (with new barrel) was then attached. I found the fit poor which resulted in a piece of styrene, approximately 2-3mm wide having to be placed behind the mantle so as to fill the gap in the turret/gun mount (nothing major).

If one wished, additional storage, gas cans, netting, etc., could be fashioned from epoxy putty or found in the spare parts box to give the model that loaded down Desert Storm look to add to the realism.

All in all, the kit builds into a credible presentation of the LAV-25. The casting of some parts were weak, but on the whole average. With a little time cleaning, sanding, shimming and filling, one can easily construct this kit into a nice model.

Archer's LAV-25 costs £4.75 (approx. \$7 (US) or \$10 (Canadian) plus 40% airmail, or 25% surface postage, and is available from:

Archer Models, c/o Ryan Lavelle, The Spinney, Broadway, Edington, Bridgewater, Somerset TA7 9JP, GREAT BRITAIN.

(Ryan Lavelle [Archer] also has 1/76th models of the Ferret Mk 1/1, 1/2 and Mk2; Humber 'Pig', Saxon APC and several others ask for his price list -ed)

SAMOCHOD PANCERNY WZ-29 MATY MODELARZ 5/87 Reviewed by Dave Haugh

This was my first attempt at a commercial paper military vehicle, although I have built paper houses, castles, etc. and cardboard mock-ups when scratch building plastic models. I'm glad to say that I was pleasantly surprised and have become a firm believer in the medium. Perhaps not as a substitute for plastic and resin kits, but certainly as another medium for building.

Part of a two kit package, my 1/24th scale



Above: Two views of the completed Samochod Pancerny. Photos: Dave Haugh

model was of the Polish 1930's medium armored car, the WZ-29. The other vehicle included in the set was the little WZ-34. The WZ-34 includes the option to retrofit it back to the older WZ-28 halftrack.

Easy to build and really impressive when complete the main thing was to take each step in sequence, only cut out what I needed (when I needed it) and patience. The actual construction went quickly with a total time for construction of less than ten hours. Not bad for a finished, display ready model.

I must admit that I cheated a little, I didn't build the complete suspension although it was all there (I used bamboo skewers for solid axles), and I substituted store bought wheels of the correct diameter instead of building them up from the material supplied. I am very pleased with my model and will certainly make more.

I traded Richard Noakes for my models so I don't have a price (see his address in the letter section), but there are paper model distributors in both the US and UK that should have a supply of kits.

Highly recommended.



References:

- Samochód pancerny wz. 29. Witold Jelen and Rajmund Szubanski, WMON, Warsaw, Poland 1983.
- Wrzesień 1939 Pojazdy Wojska Polskiego. A. Jonca, R. Szubanski and J. Tarczynski. WKT, Warsaw, Poland 1990. ISBN 83-206-0847-3.

Editorial Information

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Readers' Photos

Below: Thomas Anderson sent along this remarkable photo of a Russian Putilov-Garford in German post-WWI service (circa 1919-1920?) perhaps with the Freikorps.
Photo © Thomas Anderson