

ARMORED CAR

The Wheeled Fighting Vehicle Journal

Issue #21

January 1994

Price \$3.00



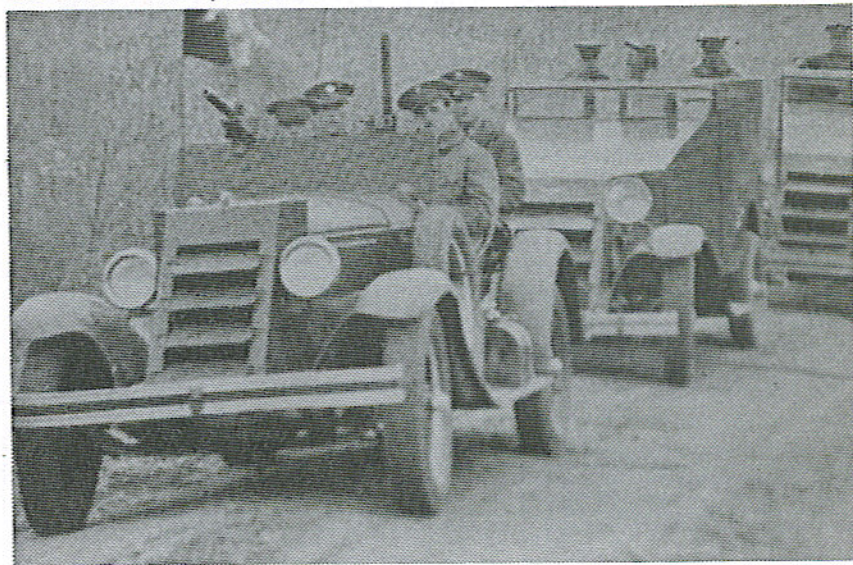
Organization & Development of the U.S. Cavalry Division during the 1920's

by David R. Haugh

Ten years after American commitment to the Battlefields of Europe, the major U.S. Cavalry mode of transportation and reconnaissance was still the horse. Development of tanks had been very slow, while development of the armored car had been almost non-existent. This all started to change in 1927 with the introduction of the "T" series of armored cars beginning with the Pontiac, T1 Light Armored Car.

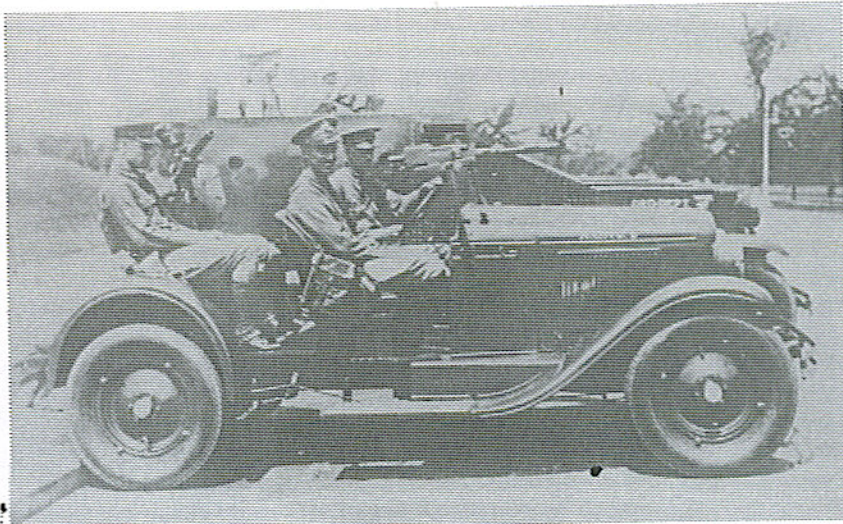
Above: A T4 (later M1) armored car photographed in Junction City, Kansas circa 1938. First built in 1931, only four years after the new cavalry division proposal, this car was designed from the ground up as an armored car. Using a Cunningham V8 engine, the car could reach a cruising speed of 55 miles per hour. Photo: Larry 'Airborne' Powell

Below: On exercise in Texas circa 1929, a Pontiac T3 Light Armored Car followed by an Armored Car, Medium T2. Based on the Cadillac-LaSalle chassis, the T2 was reported to be able to reach 70 miles per hour. Photo Via: Peter Cooke



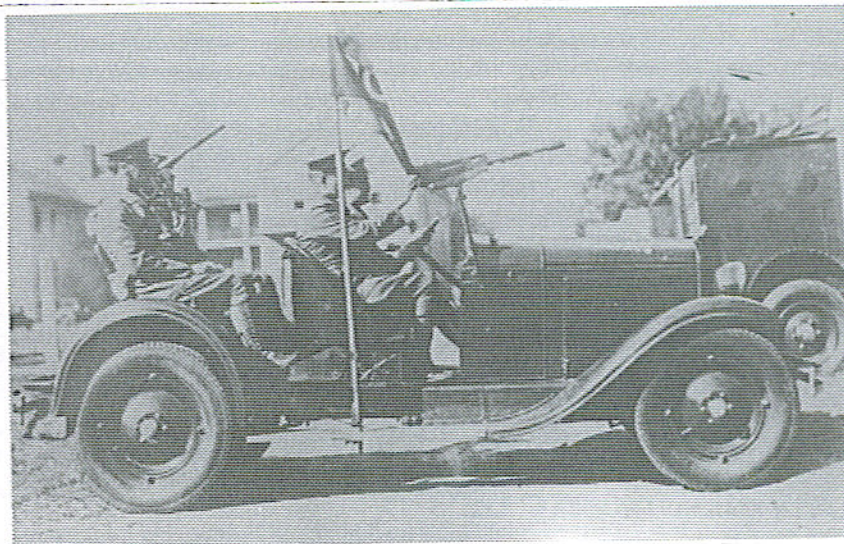
Along with the renewed interest in armored cars came an increase in mechanized exercises and a newly reorganized Cavalry Division. In October of 1927 *The Cavalry Journal* printed a copy of the new Organization Table and a brief summary of the rationale behind the changes. I feel that this article gives insight into the leadership and thinking in the U.S. Army after the First World War, and just twelve years prior to the mechanized war that would break out in Europe. To give some perspective, this is the same time that the BA-27 appears in Russia; the Lanchester 6x4 Mark I is introduced in Great Britain; and the first of their experimental eight wheel armored cars is being produced by Germany. The following is a summary of that article:

Horse Mounted Troops. — Mechanized units may have an advantage over areas that are replete with systems of hard surface roads, such as are found in Western Europe. For use in many theaters of operations, it is felt that animal-drawn transport and mounted troops cannot in any measure be replaced by motorized or mechanized vehicles. In other theaters a combination of the two will offer the greatest advantage. In general the line of development in motorization toward which the United States Cavalry is working is to adopt to the greatest extent possible such motor equipment that adds to the mobility of cavalry without interfering with its ability to move over any kind of country without regard to conditions of road and weather. Though it may be questionable as whether any decided increase in mobility has been attained by this, there has been undoubtedly an increase in the radius of action of the cavalry.



Above: A Light Armored Car, T1 minus the front armor protection. The rear back rests could be removed and the rear machinegun swived completely around. A T2 Armored Car is to the rear of this vehicle. Photo Via: LTC James Loop USA (Ret)

Below: Another Pontiac T1 circa 1928. Armor protection includes radiator protection and a steel plate in front of the driver. In the background is the rear of a T2 with better protection for the crew. Photo Via: LTC James Loop USA (Ret)



THE CAVALRY DIVISION (Circa 1927)

(WAR STRENGTH ORGANIZATION SHOWN IN PARENTHESES)

		HQ		Special Troops	
312 Officers 4 WO 4873 Men (554 Officers 4WO 9204 Men)		25 Officers (29)	61 Enlisted (61)	15 (21)	376 (525)
1st Cav. Brig.	2nd Cav. Brig.	Artillery (Horse)		Combat Eng. Bn. (mtd)	Div. Air. Svc.
75 1459 (147) (2737)	75 1459 (147) (2737)	20 500 (64) (1594)		15 330 (15) (330)	32 152 (37) (185)
1st Cav. Regt.	2nd Cav. Regt.	Armored Car		Med. Sqd.	Div. Train
33 690 (69) (1329)	33 690 (69) (1329)	5 84 (18) (260)		10 162 (13) (207)	6 221 (10) (396)

Armored Cars and Light Tanks. – The armored car unit of the new cavalry division at peace strength is the armored car troop consisting of three platoons of four cars each. At war strength it is the squadron of three troops. It is believed that the armored car for use in the American Army should be fast but lightly armored. To armor them heavily would reduce their mobility, speed and employment over ordinary country roads and bridges. Further, since we have a small standing army, as a matter of policy, our armored cars have been built on strictly commercial chassis. By this plan, in case of emergency, the chassis are speedily procurable in large quantities, and, given the armor plate and necessary specifications armored cars can be quickly fabricated by any machine shop in the country.

The weakness of the armored car, however, rests in its being practically confined to roads. This is a serious question in certain undeveloped portions of the United States. Because of this, it has been the thought of certain outstanding American cavalry officers, that a change should ultimately be made to a light tank or tractor type just as soon as there has been sufficient development in the tractor situation. For this reason, and in order that the transition may be gradual, a light tank company of twenty-four tanks has been included.

Division Headquarters Troop. – Organized for the purpose of establishing and maintaining both (forward and rear) echelons of Division Headquarters. It includes the necessary labor personnel for establishing the headquarters, and feeding and otherwise administering to the needs of the personnel and animals of Division Headquarters.

For convenience in carrying out its works, this headquarters troop is composed of three platoons, one for the forward echelon, another for the rear

echelon and a third or military police platoon. This last military police platoon is a new feature of the cavalry organization and obviates the detailing of combatant cavalry soldiers from this form of specialist duty.

Signal Troop. – Facilitates the sending and receipt of orders and messages by installing and operating a message center and the best means of communication.

Light Tank Company. – The company is to have, in both peace and war, a strength of twenty-four tanks, also twenty-four 5-1/2 ton trucks as tank carriers. The motive underlying the incorporation of this unit in the cavalry division has already been discussed in connection with the armored car troop.

Ordnance Company Maintenance. – That the arms used by the troops may be kept in serviceable condition without the delay of sending them far to the rear for repair or replacement is essential to the cavalry division. It has facilities for making minor repairs to all arms in the division and carries a small stock of weapons and parts for immediate replacement. The company is completely motorized and does not, therefore, impair the mobility of the cavalry division.

Field Artillery. – The fire power of two brigades of cavalry is not sufficient to engage successfully an enemy provided with artillery. To meet this situation, a field artillery bat-talion (horse) is included in the Peace organization of the cavalry division. The mobility of this artillery is increased to approach, if not equal, that of the cavalry by prescribing *horse* artillery, in which cannoneers ride horses instead of on the carriages.

Other units. – As well as Divisional Trains; a Divisional Air Section of thirteen aircraft, a Medical Section and a Battalion of horse mounted Combat Engineers is included in the new organization.



The British World War II Reconnaissance Corps by M McEwen Charlish

The Corps was officially formed on 14 January 1941 to provide mobile reconnaissance units for each Infantry Division. These units replaced the Divisional Cavalry Regiments, which had been incorporated in the new Armoured Divisions.

Divisions formed their Reconnaissance Battalions in various ways. Some converted existing units; e.g. The Royal Northumberland Fusiliers, The Royal Fusiliers, The Royal Hampshire Regiment, The Gloucestershire Regiment, The Loyal Regiment and the Queens Own Royal West Kent Regiment were among those who provided such Battalions. In other cases, new battalions were formed from scratch by drafting men from all units of Divisional Infantry, or Brigade Anti-Tank Companies.

Most units contained volunteers from probably every Infantry Regiment in the Army, including most Regiments of Foot Guards, with a high proportion of volunteers in those Battalions formed from scratch. Not all Divisions employed reconnaissance units, and some had Independent Companies rather than Battalions.

The Corps Badge, specially designed in 1941, depicted a Spearhead issuing from Lightning Shaft, and

... continued on page 4

Reconnaissance Corps

...continued from page 3

beneath, a scroll bearing the words "Reconnaissance Corps". A khaki



The Reconnaissance Corps flash as seen in 1940, blue over green with a white 41.

beret was general headgear, although for a short while at least one unit wore green and some Scottish units sported the Balmoral. The Corps colors were green and blue.

In 1941 a Training Center was formed at Winchester and was later moved to Lochmaben in Dumfriesshire. A second training Center was opened at Scarborough. The two centers were amalgamated at Catterick in 1943. In early 1942 the Corps was granted the status of cavalry, private soldiers became troopers, companies became squadrons and battalions became regiments.

From 1 January 1944 the Corps became amalgamated with the Royal Armoured Corps but retained its badge and its designation as a Corps. The black beret became standard headgear.

In 1941 equipment consisted (on paper) mainly of light reconnaissance cars, tracked Bren carriers and trucks, with four wireless sets in a company. By VE day, Regiments were equipped with Daimler and Humber Armoured Cars, Humber Light Reconnaissance Cars, carriers and half-tracks. Anti-tank guns and 3" mortars were included and in Italy some Regiments had 75mm S P guns. There were now some 27 wireless sets to a squadron.

Regiments came directly under the command of the GOC of each Infantry Division. With a few exceptions, each Regiment bore the number of that Division, i.e., the 43rd (Wessex) Regiment belonged to the

43rd (Wessex) Division, and so on.

Regiments were tasked to carry out a variety of roles for which their mobility and firepower suited them. These varied from reconnaissance in front of the Division, covering flank protection, attacking, seizing and holding important features, e.g. bridges, foot patrolling in jungle and on mountains, and holding part of the divisional front in defense.

The early actions of the Corps were unfortunate. The 18th were captured with their Division at Singapore, the 50th (not equipped as a Recce unit) were cut up at Knightsbridge, and the 44th suffered heavily while covering minefield gaps at El Alamein.

The main fighting history of the Corps started in Tunisia, where the 56th Regiment led the famous 78th (Battleaxe) Division almost to Tunis in the first rush. By the end of that campaign, five units were engaged, and the 4th Regiment completed the encirclement of the Axis forces at Cape Bon.

The 5th and 56th Regiments fought in Sicily; six Regiments and the 1st Air Landing Squadron fought in the Italian campaign, for varying periods from the first landing to the end.

In the British Liberation Army, ten regiments fought. Six of these, including one of the Derbyshire Yeomanry (which retained its own cap-badge and did not become part of the Reconnaissance Corps) with the 51st Division, fought throughout the campaign. The 1st Air Landing Squadron fought fiercely at Arnhem.

In the Far East, the 45th Regiment formed part of Wingate's forces, and the 2nd fought at Kohima and in the liberation of Burma. Two West African Regiments (81st and 82nd) which included a number of Recce Corps officers and NCOs also fought in Burma.

In addition, over 200 men of the Corps were seconded as wireless operators to "Phantom", the GHQ Liaison Regiment.

A remarkable fact is that the Corps, within a short period of time, had

developed a strong and enduring regimental spirit. This intangible and essential constituent of regimental morale had been carefully fostered and built up. A paper of the Executive Committee of the Army Council dated 23 November 1943 read (inter alia) "The Corps has already built up a tradition and has reached a high standard of efficiency". The General Staff of the War Office held in high regard the importance of the Corps' identity.

To this end the Corps did not relinquish its title or have its badge modified when it became part of the Royal Armoured Corps, and it continued as a Corps within a Corps, an event unusual if not unique in the history of the British Army.

At the end of the war it was decided that the Corps had no function in a peacetime Army. Cavalry and Yeomanry Regiments would revert to their traditional role of reconnaissance. The Corps was disbanded on 1 August 1946.

Upwards of 20,000 men passed through their ranks; sadly, of these no fewer than 2,125 (including 162 officers) were killed or died. Members of the Corps were awarded 21 DSO, 18 DCM, 140 MC, 189 MM, 7 OBE, 25 MBE, 8 BEM, 1 GM, and a great number of Mentions in Dispatches.

Notes:

The Reconnaissance Corps cap badge shown at the beginning of the article was made of brass and could also be found with a small Scottish lion superimposed in Scottish units, or with a white metal Yorkshire rose in the 49th (West Riding) Division.

'Mac' Charlish served with 43rd (Wessex) Reconnaissance Regiment (RAC) (The Gloucestershire Regiment), and is the author of the book Before 41, an account of the formation of the Corps from the time of Dunkirk until its official foundation on 14 January 1941. Privately published, it is now out of print.

A slightly longer version of this article first appeared in the September 1993 issue of *Tracklink* and is reprinted with the permission of the author and the editor of *Tracklink*.

The Reference Page: A Soviet BA-20M

Tabulated data:

Weight: 2.5 tons
 Crew: 2/3 depending on mission
 Length: 4310mm
 Width: 1750mm
 Height: 2130mm
 Wheel base: 2845mm
 Clearance: 235mm
 Tire size: 7.00x16
 Max. Armor: 6mm
 Electrical: 6 volt system
 Engine: 4-cyl gasoline producing 50 horse power at 2800 RPM
 Max. Speed: 90 kmh
 Remarks: BA-20s participated in the Winter War against Finland, as well as the invasion of Poland and Persia. Replaced by the BA-64, Ba-20s continued to soldier on in deminishing numbers until the end of WWII.

References:

Poulustusvoimien Panssarikalusto 1918-1989, Esa Muikku & Kari Kuusela, Finland.

Wozy Bojowe LWP 1943-1983, Janusz Magnuski, Poland.

BLITZKRIEG Armor Camouflage & Markings, 1939-1940, Steven J. Zaloga, U.S.

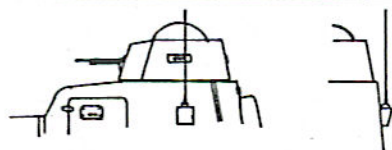
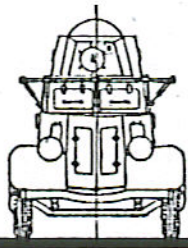
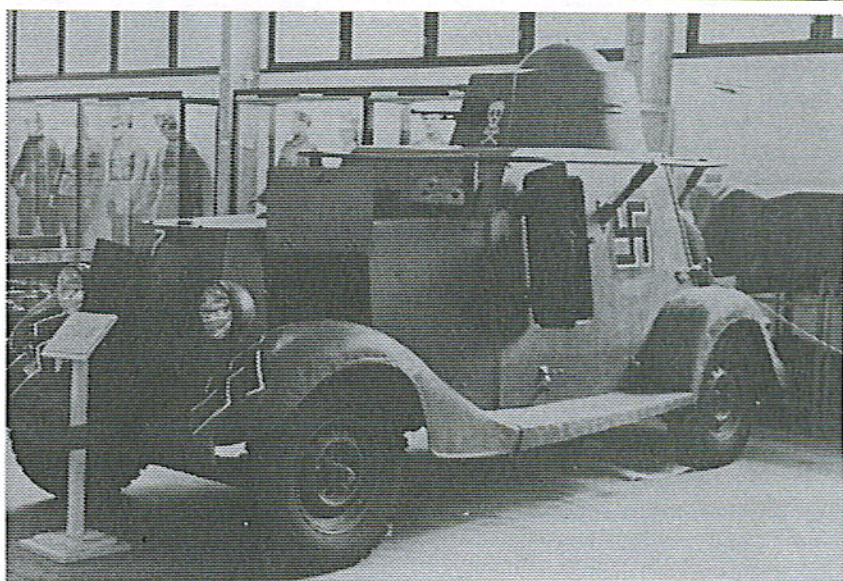
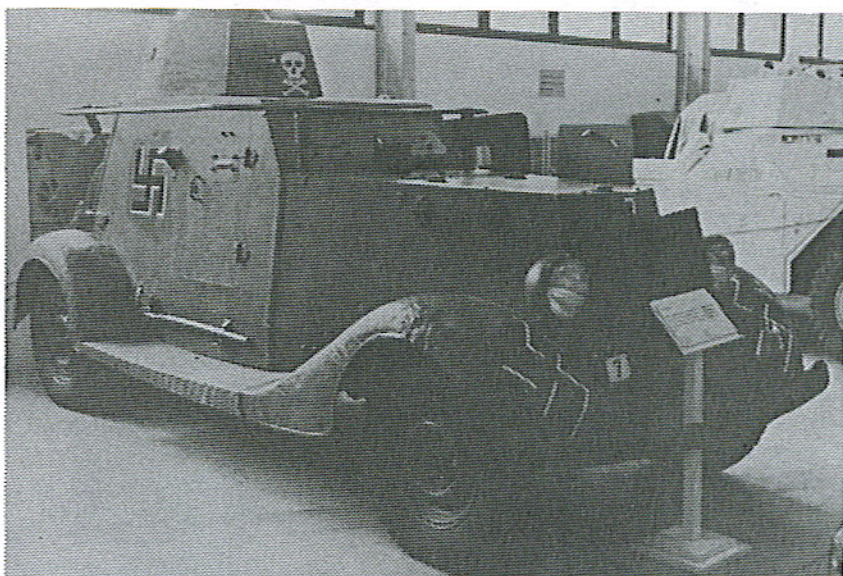
Russian Tanks 1900-1970, John Milsom, U.S.

A Photo History of Armoured Cars in Two World Wars George Forty, G.B.

Russian Armoured Cars (to 1945)

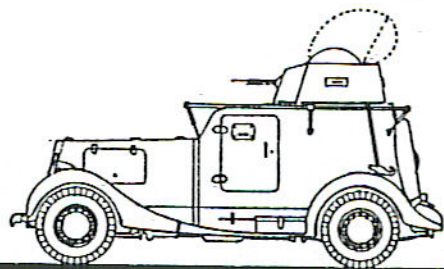
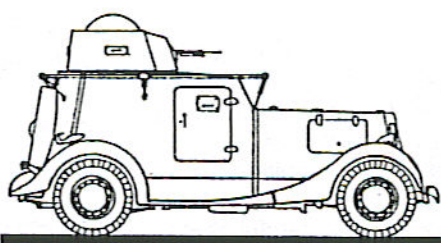
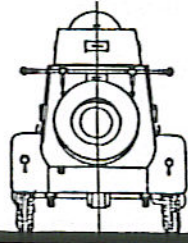
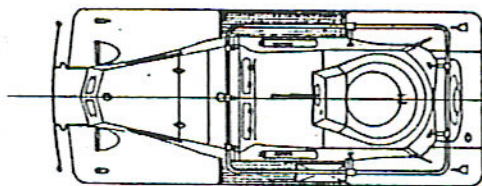
AFV Profile #60, John Milsom, G.B.

Above Right and Right: The GAZ BA-20M 4x2 Armored Command Car on display at the Parola Museum, Finland. The Finns used some of their captured BA-20s until 1957. Photos: Armando Rossi.



Rod aerial fitted from 1938

Scale: 1/76th. Drawing © Geoff Lacey January 1994



Produced from 1936 to 1941 using either BA-20 or BA-20V light armored cars. After 1938 a rod aerial began to be fitted instead of the original frame aerial. Armed with one 7.62mm DT machinegun. Vehicles remained in service until the end of WWII.

Building notes on Dragon's – BTR80

by Ying Louie

When I bought the kit, I thought, "what a kit, I can't wait to build it". Then after a transitional period influenced by 'kit bashers' and 'scratchbuilders', I hesitated and shelved a good many of my kits. Three Concord books later, I thought I had enough reference. With intense research, I have provided in this article many drawings the modern armor buffs will enjoy.

Note that I have not seen or read any articles of others building the BTR80. In general, I was wary about building a kit because of others saying things like its a, "bad thing" to build straight from the box.

Construction.

Step One – Turret: Note that the BTR60, BTR70 and BTR80 have different variations of the same turret.

Periscopes for the whole vehicle need work. Add plastic strip to form an extended hood with the periscope face recessed. (See article on improving the BMP in *Military Modelling*, April 1993).

(Part A1) the KVPT Heavy machine-gun needs work. See reference and diagrams.

(Part A5) the co-axial machinegun is okay. ("Okay" means leave it or change it as you wish).

(Part A9) the lifting loops. I changed these to brass because they didn't look like the reference.

(Part A15) needs work under the weapons manlet. See diagrams.

(Part A16) is livable but needs work. See reference, mounting rack is too thick.

Step Two – Upper Hull.

(Part C20/21) the forward search light needs thinning on the mount for the light and needs a wire for the light. There is also a small handle for movement. See diagrams.

All vehicle hand and equipment rails

including handles are best replaced using brass rod and sheet.

(Part B8) the top forward hatches need thinning down and details. See diagram.

(Part D7) top rear hatches. I just added handles outside. I didn't do the inside because I didn't have any photo reference. See diagram.

(Part C28) needs a position check with (Part C27), because it blocks Parts C24/D25/C2 from assembling onto the rear side of the hull.

(Part C19/18) front light guards need thinning down or should be replaced.

(Parts D22/ 17/ 23/ 19/ 16 & D18 /21 /20) rifle ports need thinning down.

(Parts B18/A2/A3/A6/A7) front lights could use detail but that is up to you.

Step Four – Lower Hull.

Note that assembly will need putty when fitting the upper hull.

(Part C9/10 & A12) shovel, axe and hand saw need thinning and mounting brackets. See diagrams.

(Part D1) needs some handles added hand loop. See diagram. Note before placing lifting loop glue part D1 to upper hull.

(Part D13) could be thinned down or make new ones.

(Part C14) could use thinning.

Step Five – Lower Hull.

(Part B3) I made a mistake too late. I put these on my kit but I hope you will see the light and make extra parts (B20) from step four.

(Part B7) replace step rails using brass rod.

The mid-lower hull door assembly is up to you. I found no detail to elaborate and didn't put most of the mounting on. Looking at reference to vehicles in Afghanistan it didn't have these details. But it may be appropriate for other vehicles.

(Part B12/B5/B11) be careful gluing, I found it easier to first insert the parts and then glue.

Warning – in step five the section marked A/B forward wheel steering assembly gave me a headache because when the wheels were put on for a test, I found the alignment crooked. My advise is to cut away some length of (Part B14) from inside and glue the whole thing down using (Part A29) in step six to hold the cut sections of (Part B14).

Step Six.

The only thing I would say in this step is inspect your rubber tires. There is a seam running crossways through each tire putting the squeeze at one area. Some seams don't look fully molded. Take a Dremel tool, if you have one, and using the sanding drum sand away the inner part of the tire. The tires are a touch smaller than the rim, stretching the rubber until it breaks. If your tires split be sure and return to your hobby shop and request that they order you a replacement set.

Warning - if your thinking of using RTV for molding these tires, forget it. RTV has a chemical reaction with these vinyl tires and never hardens. You will just waste money so take my advise, don't use it.

(Editor's note - I've heard of a similar problem with some of the tires on the Dragon BRDM kits. I haven't yet tried it, but it may be possible to make an RTV mold to make your own replacement tires if you first seal the tire to be molded with acrylic spray.)

Step Seven.

(Part C7) looked okay to me. Some smoothing with a hobby knife may be in order.

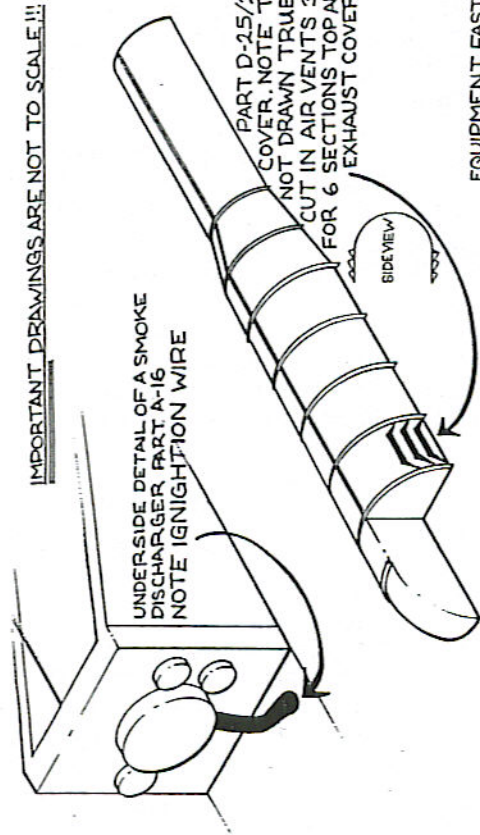
In closing, you made it. Don't forget to keep your eyes on the diagrams and references because I know I probably missed some changes. Everything is subject to your changes, my words are not law.

References:

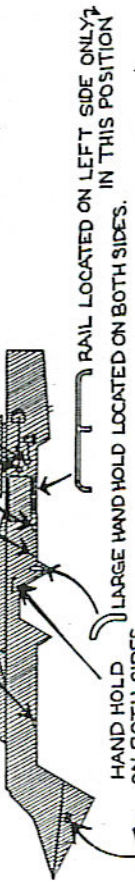
- Soviet Wheeled Armored Vehicles, Concord Publications.
- Armor of the Afghanistan War, Concord Publications.
- T72 Battle Group, Grenadier Publications.

This article first appeared in The Ram and is reprinted with permission of the author.

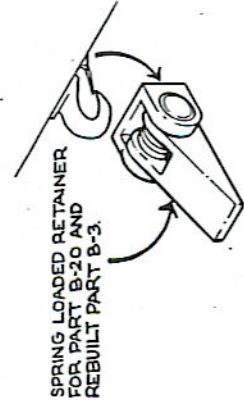
IMPORTANT DRAWINGS ARE NOT TO SCALE!!!



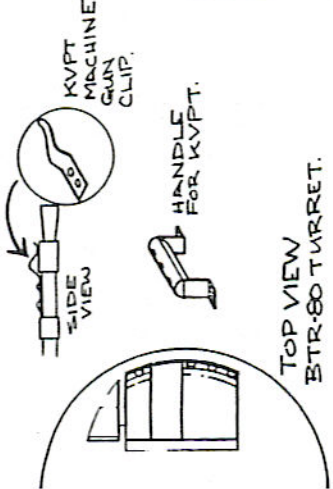
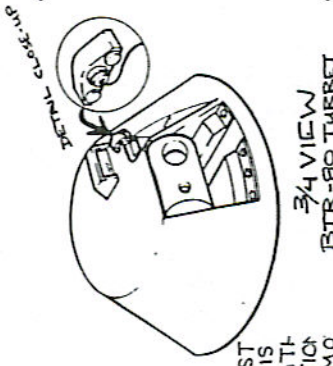
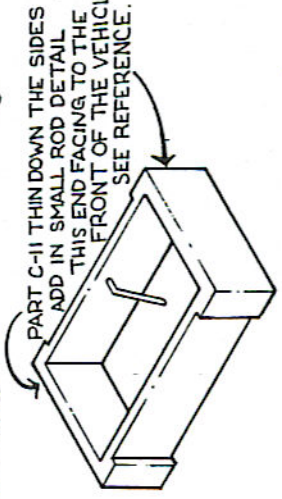
EQUIPMENT FASTENER USING WINGNUT BOLT + THREAD. PLACEMENT SAME ON BOTH SIDES EXCEPT FOR SHOVEL, AXE, AND SAW.



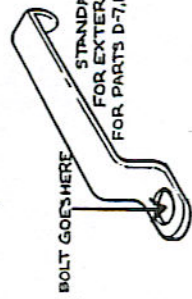
HAND HOLD ON BOTH SIDES
LARGE HAND HOLD LOCATED ON BOTH SIDES.



UPPER HULL REAR LEFT PANEL MOVE PART C-3 TO POSITION ILLUSTRATED. NOTE USE BRASS IT WORKS BETTER! SEE REFERENCE.



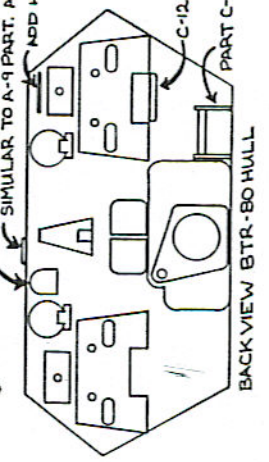
EXTERIOR MOUNTING CLIP FOR KVPT MACHINE GUN.



CUT-OFF DETAIL USE A PIECE OF ROUNDED END SPRUE SIMILAR TO A-9 PART. ADD IN POSITION HERE

ADD HANDLE SEE REFERENCE

THE KIT DETAIL IS TOO SMALL SPRUE LOOKS MORE CORRECT DON'T FORGET TO HOLLOW OUT THE BOTTOM



For Your Information

Fire Force Products Update

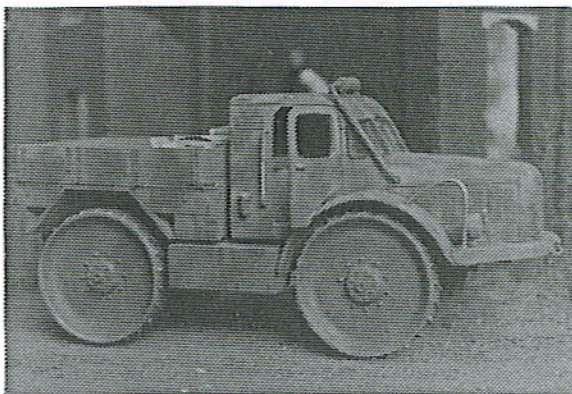
Richard Pike sent along information on new releases from Fire Force scheduled for 1994. Due in February is the South African G-6 Rhino self-propelled gun priced at £89.99 for the UK, ~~£95.60~~ for overseas (which includes postage). Due in February/March is the South African Eland 90 armored car for £25 in the UK and £26.56 overseas including postage. Slightly behind schedule for a couple of reasons, but due soon is the BTR-152 conversion kit for the Italeri Katusha Rocket Launcher kit with a price of £24.99 in the UK and £26.55 overseas (including postage). Richard also mentioned other projects underway that should find a ready audience. Of special interest to AC readers is Richard's offer to take £10 off the price of the G-6 if the order is received before February 1st 1994. If you send in an order be sure and mention **ARMORED CAR #21**. Fire Force can be reached at: **FIRE FORCE PRODUCTS, 783 Yardley Wood Road, Billesley, Birmingham B13 0JE, GREAT BRITAIN.**

(Although very similar, the South African Eland and French AML H-90 are slightly different vehicles; and of course a version of the BTR-152 is long overdue. I'm looking forward to this coming year. -ed)

Mad Mac's Workshop, Special Operations Group Models

I've been meaning to mention Kevin McNichols line of weapons, accessories, and artillery. Cast in either resin or white metal, Kevin makes some really great pieces. I have his 1/35th scale German WWII 20mm Solothurn antitank gun and MG42 with an open breech, separate butt stock and bipod. These are great for use with figures. ~~The last~~ catalog I have listed among other items the U.S. M5 75mm antitank gun with ammunition and boxes, a German 150mm Sfh18 Howitzer with ammunition and limber, and a U.S. WWII 75mm Pack Howitzer. It would be well worth writing Kevin for his latest

price list. **MAD MAC'S WORKSHOP, K. McNichols, 554 Maple Valley Road, Coventry RI 02816.**



Above: The New Mil-Art resin RSO.

MIL-ART Skoda RSO

This one's been out for awhile, but if you haven't come across one of their ads, MIL-ART is now producing the WWII Skoda RSO 4x4 tractor in 1/35th scale. This is the same resin kit previously produced by Armour Models. Cost for a kit is £44.95 plus 15% for airmail postage and handling. Payment should be in Sterling cheque or International Money Order. Evidently Coulter-Bennett is the distributor in the U.S., so you may be able to find this kit in some of the larger hobby shops. **MIL-ART, 41 Larksfield Crescent, Dovercourt, Harwich, Essex CO12 4BJ, GREAT BRITAIN.**

New from MMS

Just received castings of their 1/72nd scale Soviet BTR-60PB and 1/76th scale German Kfz 13 machinegun car. I'll be sending these out for review, but at a first look they're both very nice castings, particularly the Kfz13. The World War II 1/76th models are part of the MMS Classic Models series of which my list shows 29 vehicles not counting their latest. You can get more information from: **MMS Models, 26 Crescent Rise, Luton, Beds., LU2 0AU, GREAT BRITAIN.**

New at the Hobby Shop

We have Mich Miller at Marco Polo Imports to thank once again for this updated list of new imports to watch for in the stores. Note that all prices and dates of release are approximates.

DML

- Soviet BA-20 WWII armored car in 1/35th. Plastic injection. Release February '94. Price \$21.98. (This is a collaboration between DML and Alan Models of Russia)
- German E-100 Super Heavy Tank in 1/35th. Plastic injection, decals and photo-etched details. Shared the same turret and weapons systems as the Maus. The rest of the kit is completely new tooling. Release February '94. Price \$45.00.
- JS-2m ChZK Production Type in 1/35th. Plastic injection. Another version of the JS-2. Release February '94.

Price \$29.98.

- JSU-122 Tank Destroyer in 1/35th. Plastic injection. Release January '94. Price \$29.98.
- Tiger II Zimmerit Conversion, Henschel turret in 1/35th. Resin cast. Replacement turret, upper hull, mantlet, etc. all covered in Zimmerit. Release Early '94. Price \$19.98.
- Tiger II Zimmerit Conversion, Porsche turret in 1/35th. Resin cast. Replacement turret, upper hull, mantlet, etc. in Zimmerit. Release Early '94. Price \$19.98.
- Early Hummel Conversion in 1/35th. Resin cast. Conversion it of DML's Hummel. Includes new upper side plates, driver's compartment, interior details, etc. Release Early '94. Price \$14.98.
- Soviet Aerosan RF-8 in 1/35th. Resin, plastic, brass. Complete kit. Release Early '94. Price \$29.98.
- Aerosan crew in 1/35th. Resin cast. Two man crew for the Aerosan. Release Early '94. Price \$14.98.

SHOW MODELING

- King Tiger Zimmerit in 1/35th. Embossed paper. Zimmerit in sheets. Release Early '94. Price \$13.98.
- Brumbar Zimmerit in 1/35th. Embossed paper. Zimmerit in sheets. Release Early '94. Price \$13.98.

New Titles from Merriam Press and the World War II Historical Society

I recently received Volumes I and II of the *Eyewitness Chronicles of World War II* from Merriam Press. Consisting of mostly first person accounts of actions or event during WWII, subjects covered range from an incident with a squad of the 712th Railway Operating Battalion on a

search for lost railway engines, to a German battle for a pass in the Caucasus Mountains of Russia during 1942. Volume II follows much the same format but runs to 104 pages.

Of more direct interest to AC readers is the third offering, *World War II Fighting Vehicles Anthology Volume I*. Full of short pieces and liberally illustrated (including scale drawings) this is a really nice piece of work. The contents are too numerous to list, but the coverage is all on WWII era vehicles. This one is definitely worth getting. Price is \$12.50 plus \$3 per order postage and packing in the U.S. or \$5 for foreign.

A copy of the Society's extensive catalog is available for \$2.00 (anywhere in the world) which includes a credit slip for \$2.00 deductible from any order. Or you can send your name and address for a copy of their 4-page brochure that provides basic information and details of a couple of dozen recent publications. Write to: **Merriam Press, 218 Beech Street, Bennington VT 05201.**

Letters

Motor Scooter Collector. As part of the Cushman Club of America, I would like to start a Cushman Military Scooter Club. This club would be for those that have an interest in the Model 32, 29G, 39G and 53 Airborne scooters. I plan on running it as follows: interested parties would send 12 legal size stamped envelopes and \$5.00 (the money to cover the cost of Xerox copying) no profit on my end. Each month I would send a member a newsletter, information that has come to light, tips on restoring their scooter, correct numbering (lettering) parts trading, parts wanted, etc. To start with I have several correct Military scooter manuals on the Model 32 with sidecar, Model 29G and 39G Package Cars and Airborne scooters that I would share. **Larry "Airborne" Powell, 129 East 19th, Junction City KS 66441.**

If someone would like to join the Cushman Club of America, send a check or money order for \$20.00 to

Tom O'Hara, Sec-Tres. (make check or money order payable to Cushman Club of America), PO Box 661, Union Springs AL 36089. Please include your name, address and phone number and indicate whether you are a new member or a former member. Membership includes 4 issues of the CCOA Membership Magazine.

(OK guys, now let's hear from the motorcycle and sidecar fans! -ed)

Penpal and Information Exchange. I would like to contact other readers for possible exchange of armor kits and information, correspondence may be in English if desired. Thanks, Slava. **V.O. Shpakovskiy, 35-43 Dzerginskogo, Penza, RUSSIA.**

(Slava produces a line of resin and white metal kits/accessories in 1/35th scale, well worth asking about - ed.)

French Autocannon Dodge. I am interested in any information on the French Autocannon Dodge. I have located one surviving vehicle in Damascus and have obtained photos of it (both exterior and interior) as well as photos from the Imperial War Museum, but what I lack is information on the rear interior and the actual gun. Perhaps someone can help me since the 37mm gun was mounted in so many other vehicles. **Erik Ahlström, Sallerupsvägen 104, 212 28 Malmö, SWEDEN.**

More on Paper Armor. It is my opinion (and what I'd like to see) that your magazine would reach a wider range of the scale armored car modeler if it did not revolve around plastic and resin kits only, but various other aspects of "armored cars", for example: plans, paper kits, scratch building, hints and tips, etc. I'd also like some feedback from the readers that collect plans - I currently have a collection of over 270 tank and AFV plans of vehicles from 1914-1993 (mainly 1/35 to 1/24th or bigger scales) from Russia, Czechoslovakia, Romania, Poland and East Germany, and I'm always keen to get in touch with other modelers like myself who have a similar interest in plans for

reference, scratch building and fine detailing their models. **Richard Noakes, PO Box 605, Wembley, Perth 6014, WA, AUSTRALIA.**

(If your interested in military card models/figures, two possible sources are: The Paper Soldier, 8 McIntosh Lane, Clifton Park, NY 12065 [\$5.00 for an illustrated catalog]; or Marcle Models, Turnagain, Finch Lane, Amersham, Bucks HP7 9NE, GREAT BRITAIN [£1.50 or equivalent in International Reply Coupons will probably get you a listing] -ed.)

Additional Early Airfix Info and Model News from Europe. In regards to the Peter Brown's Airfix Military Vehicles list (in AC issue #19), I think we can speak about the 1/32nd Dennis Fire Engine, as in June '44 some of these veterans were pressed into service (along with their fireman crews) from Southern England to Normandy, where they wet down the improvised airfields. Previously the dust risen by aircraft landing or taking off gave information to the German artillery. Also: the '78 U.S. Army Cargo Truck (planned but never released by Airfix) was the GMC CCKW 353 (ex-Tomy/ Max/ Peerless) with metal cab as issued in '93 by Italeri. In the same manner were the German RSO and the Dodge WC 54. Also issued were the ex-Tomy/ Max/ Peerless 155mm Howitzer and the Dodge range WC51/52, 55, 56/57, 62/63 and the White Scout Car.

Recent releases (as of November '93):

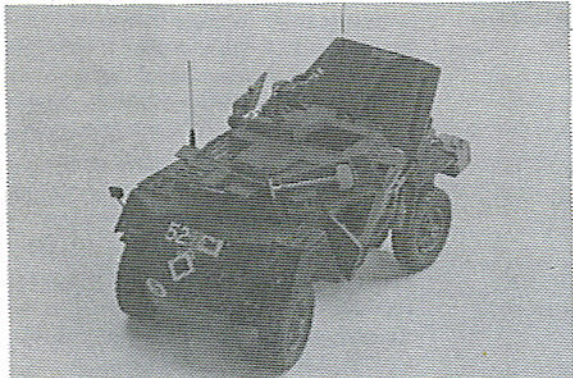
- From ALBY: a Panzer Draisine Panhard 178 (FF 76 for the railroad wheels and frame antenna or FF190 for the wheels and antenna along with the injection plastic kit of the Panhard. It should be noted that a set of interior photos (from the Panhard T.M.) is also available for FF29.

- From ADV/Azimit: a V.A.B. 6x6 APC with interior (FF420).

- From Lead Sled: a Humber Scout Car Mk I in 1/24th scale (£145).

Patrice DeBucquoy, 26 rue Alfred de Musset, 59115 Leers, FRANCE.

(Speaking of the Lead Sled 1/24th Humber Scout Car, read on -ed.)



Above: Lead Sled 1/24th Humber Scout Car Mk I. Photo via: Rich Sullivan

New Lead Sled Releases

Available. I thought AC reader's would be interested in knowing about Lead Sled's new line of 1/24th scale armored cars. The first kit in this line, the Humber Scout Car MkI, will release in mid-December of '93. I saw the unfinished master of the Humber at Euromilitare in Folkstone, UK this past September and was quite impressed. The kit will be cast in resin with some metal parts; all windows, hatches and hood are separate to show off a complete interior and engine compartment. The UK retail price is expected to be £145 + 10% (*actually 20% according to the latest ad -ed*) for shipping outside ECC. The kit will be available in January '94 through R&J Enterprises for \$235 (\$220 for ARMORED CAR readers*) (*order must state issue #21 of ARMORED CAR to qualify for readers' discount) +\$12 for insured postage within the U.S. Due to the high price, we won't stock large quantities of these kits so delivery may take 3-4 weeks.

If this first kit is successful, Lead Sled has plans to release 1/24th scale kits of the Daimler MkII and Humber MkIV later in '94 with others to follow.

In addition to the 1/24th Humber, Lead Sled also recently released an excellent resin and metal kit in 1/35th of the Morris CS8 15 cwt G.S. Truck. This British WWII "Platoon truck" is beautifully cast, and

available from us for \$85 + \$5.00 insured postage. Our telephone number is 510-490-2095. **Rich Sullivan, R&J Enterprises, Suite 365, 47000 Warm Springs Blvd. #1, Fremont, CA 94539.**

(For those that like to work in larger scales this is a great opportunity to pick up one of the latest kits from an ARMORED CAR supporter -ed)

Another converted M3 Halftrack. I received AC #19 some days ago and appreciated Lt Col. Loop's article on the M3 with rear wheels. I'm not able to add anything on the six wheel vehicle, but perhaps the readers of AC will find interesting the enclosed photo (which I received from Mr. Marco Bruno). The photo was taken in 1974 at a parade in Bogota, Colombia; and as you can see is a heavily modified M3 halftrack. The forward part of the vehicle hasn't suffered wide alteration, the only modification seeming to be the removal of the winch (or roller) and the reconstruction of the bumper. But the rear compartment seems to have been entirely rebuilt. The most important modification is of course

the removal of the rear tracks, and their replacement by a single axle with dual rims and tires. The axle is moved forward (not centered on the track frame center position and the body shortened by at least 45 centimeters. Consequently the chassis must have been shortened as well (in my opinion the original chassis was retained). The track area was closed off and fenders added as the rear tread width was increased. The vehicle probably lacked a rear door considering the position of the spare wheel and the presence of the beam sustaining the 106mm recoilless rifle.

I don't know how many M3s were modified, but as it can be seen, it was not a sporadic case; more over considering the serial numbers of the two vehicles illustrated - 2627 and 2631 - we can assume that a small series of five armored cars (at least) were converted.

I am very interested in Latin American armored vehicles, and would like to correspond with Latin American readers or anyone interested in this topic. **Carlo Sabatino, via L. Cassese 12, 84122 Salerno, ITALY.**

(I've reproduced the photo below for AC's readers, the slight blurring on the lower part of the vehicle was caused by wires in the foreground of the photo. This photo was probably taken by Alvero Robeldo -ed)



Reviews

Three Reviews from Erik Ahlström

AEC Armored Car Mk 2/3 in 1/35th Scale

Scale Model Accessories Ltd., 160 Green Street, Enfield, Middlesex EN3 7LB, GREAT BRITAIN.

Resin cast.

Price: £ 32.95

This model consists of some 20 odd resin parts. The casting is Ok with a few air bubbles. The packaging is excellent, but my sample turret suffered from what seems to be a fall from a table, this meant that many details were damaged. It's a real pity that a damaged part is allowed to slip through to the customer, when great care was taken to protect the model during shipment.

The model is marketed as an AEC Mk 2/3 but is in fact a pure Mk 2. To convert the model to a Mk 3 you'll need a 75mm barrel (either from a Tamiya Churchill or Accurate Armour Cromwell) [or one of Michael Dobiesz's brass barrels -ed] as well as a second ventilator for the turret roof and new hatches. Only the loader's hatch can be opened, and a single half-figure is included.

The model looks awkward but after checking the Bovington Tank Museum plans (highly recommended) the models seems Ok. It just happens to be a rather ugly vehicle.

As a conclusion I think this is a nice kit though not up to the standard of the leading manufacturers on the market. Recommended.

References: Bovington Tank Museum plans AEC Mk 1 and 2.

Tatra-OA-30 in 1/35th scale

Karo-AS Modellbau, Abt. R, Rietenstrasse 38, D-7730 VS-Schwenningen, GERMANY

Resin cast.

Price: In Sweden 210 SEK (approx. \$26 U.S.)

This is a completely new firm to me which seems to have some very interesting models. This model is cast in the older type of yellow/brownish resin with complete interior. The quality of the casting is not what we are used to today and air bubbles do exist. The model comes complete with decals (not so good) and very good instructions (mostly in German but some in English). The smaller parts are cast together in a thin sheet very much like the stuff that originated from Czechoslovakia and some of these are better replaced. This model needs a lot of care and skill but I must say that I find it attractive still and since the price is moderate I would like to recommend it.

Marmon-Herrington Mk 1 in 1/35th

The Commanders, 551 Wegman Road, Rochester NY 14624 or call 716-247-3104.

Resin cast.

The model consists of approximately 35 pieces in resin and 60 in etched brass. The etched parts are of high quality, the resin parts are Ok although not as good as some other producers. This particular problem shows up in several bolts which have disappeared due to air bubbles. I have been able to look at official drawings of the M-H Mk 1 and the model measures up very well. The tire tread pattern looks a bit strange, but is correct for this early version. The tire pattern is a bit exaggerated though. The inner windshield is supplied as etched parts, but the outer armored windshield is molded closed which I find a bit strange and sadly the turret hatches are molded shut. The instructions are good though they lack any history or description of the vehicle. I would like to recommend this kit, especially since it is so accurate.

Three Magazine Reviews from the Editor

Histoire & Maquettisme,

Editions Heimdal, Sarl - Château de Damigny, F-14400 Bayeux, FRANCE.

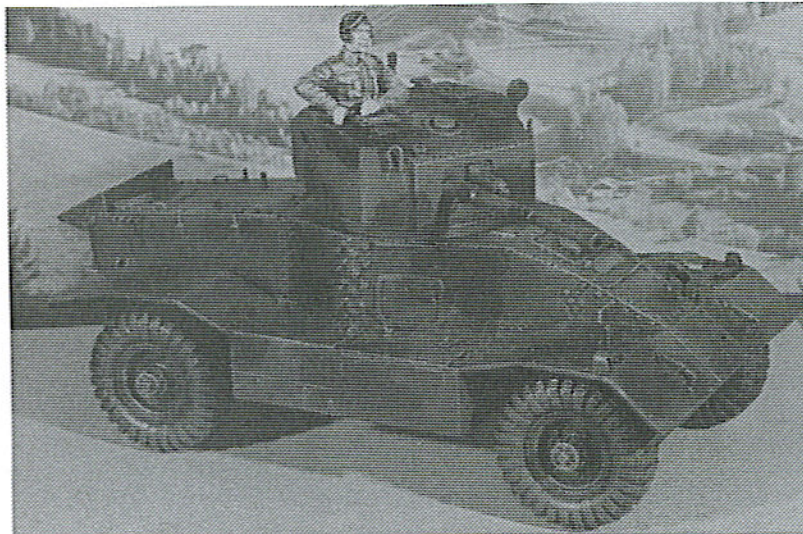
Subscriptions: 160 French Francs for six issues (1 year) Write for foreign rates. This magazine is very similar to *Scale Models* or *Fine Scale Modeler* with excellent reproduction and lots of color.

MMA (Maquettes Models Actualite),

Editorial and subscriptions write: MMA, 67 Rue de Pieu, 78130 Les Mureaux, FRANCE.

Subscriptions: 190 French Francs for six issues (1 year). Write for overseas rates. Again, another French magazine very similar to *Scale Models* or *Fine Scale Modeler*.

If one of our reader's has an additional interest in science fiction, fantasy or movie related figure modeling, this last magazine is a must, *Kit Builders Magazine*. From Frankenstein to the latest movie monster/character they're here. Subscriptions are \$20 a year (4 issues), but you might want to try a sample copy for \$6 in the US, \$8 for Canada and \$12 foreign. Write to *Gordy's*, PO Box 201, Sharon Center, OH 44274-0201. I must admit that this magazine was fun to read.



Above: SMA's AEC Mk II Armored Car. Photo via: SMA

Contributors

Erik Ahlström
Sallerupsvägen 104
212 28 Malmö
SWEDEN

M. McEwen Charlish
132 Park Lane
Carshalton, Surrey SM5 3DT
GREAT BRITAIN

Geoff Lacey
315A South Lane
New Malden, Surrey KT3 5RR
GREAT BRITAIN

Ying Louie
914 Adelaide Street West
Toronto, Ontario
CANADA M6J 3S5

Editorial Information

SUBSCRIPTION RATE: \$18.00 for six issues everywhere in the world. Payment should be in US funds. Checks or Money Orders should be made payable to:
ARMORED CAR. You may send cash at your own risk. At times an exchange can be arranged for foreign subscribers, write for details. Subscriptions begin with the first issue after receipt of payment. Send remittance or letters to **ARMORED CAR**, 556 N. THIRD STREET, WOODBURN, OR 97071-3904 U.S.A.

BACK ISSUES:

Copies of **ARMORED CAR** #2 through #18 are available for \$2.00 each. Backissues from #19 on are \$3.00 each.

REQUEST FOR ASSISTANCE:

Readers are asked to support **ARMORED CAR** by submitting material (photos, drawings, articles, etc.) for publication. A contributor's subscription will be extended by one issue for each use of their material. Copyright can be listed in the contributor's name if so requested, otherwise all material is copyrighted by **ARMORED CAR** and no reproduction in whole or part is permitted without written authorization.

Staff:

David R. Haugh, Publisher & Editor
Bryce P. Haugh, Circulation Manager

Correspondents:

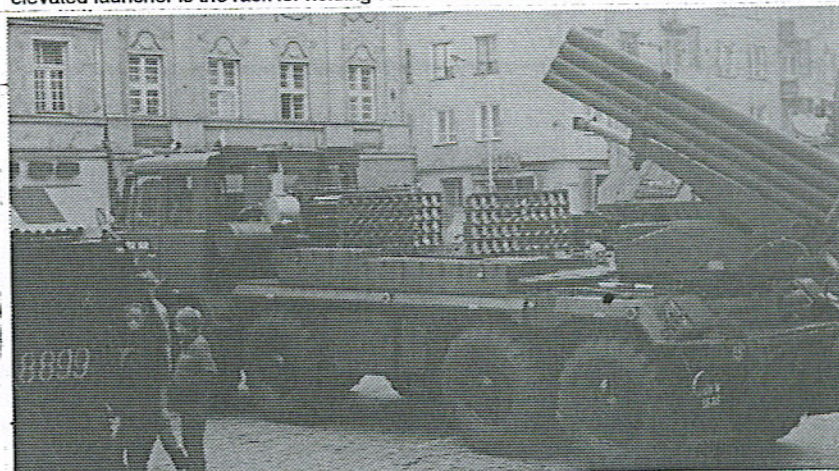
Great Britain - Peter Brown
8 Saddle Close
Colehill, Wimborne
Dorset BH21 2UN
GREAT BRITAIN

This issue of **ARMORED CAR** is ©
January 1994 by AC Publishing.

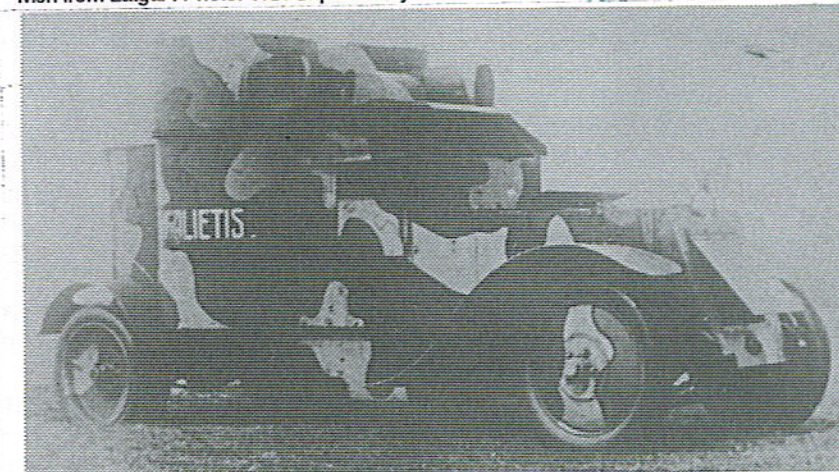
Readers' Photos

Readers are invited to submit photos for inclusion in this feature.

Below: Polish Army (Czechoslovakian) 122mm 70/85 Multiple Rocket Launcher. The RM-70/85 is based on the unarmored Tatra 815 (8x8) truck chassis. Visible in front of the elevated launcher is the rack for holding an additional 40 rockets. Photo: Przenek Skulski



Below: Latvian Austin armored car circa 1918-1920. Lettering reads LATGALĪTIS - "The Men from Latgal". Photo: V.O. Shpakovsky



Below: Irish Army Landsverk (L180) M38 photographed at the Dutch Cavalry Museum, Dutch Cavalry Training Center, Amerstfoort, The Netherlands in 1985. This vehicle is very similar to those used by Dutch forces. Photo: Hans Heesakkers

