

ARMORED CAR

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Samochód Pancerny

by Edward J. Bernardo

The Polish Perspective

Throughout history, Poland, a vast open country with very few natural obstacles, was used as a roadway and battleground for rival powers; Russia and Germany. By 1939 with Germany and her Allies (Slovak, part of the former Czechoslovakia, along with Hungary and Rumania) to the West and South; and Poland's long time foe Russia to the East, the only help was Britain and France. Both countries could exert pressure on Germany, but neither was willing to do so.

The Polish Defense Plan was to hold and defend the borders, making for a 1,250 mile front. Polish troops could have more easily defended a line from behind the rivers which formed perhaps the only natural obstacles. Withdrawing would have created a 420 mile front. But the Poles would have given up the majority of the industrial and agricultural areas as well as two-thirds of the populated area.

On September 1st, 1939 the Germans unleashed the Blitzkrieg for the first time, stunning the world. On September 27th the starving defenders of Warsaw surrender and on October 6th, the last organized Polish force was captured.

WZ. 34 Armored Car

During the Russo-Polish War of 1919-1921 Poland made extensive use of armored cars; these early cars were either locally improvised or various captured types. The only

Polish armored car built was a very small vehicle based on the Ford Model "T". In 1920 Poland purchased 20 Peugeot armored cars.

After World War I, Poland had a total of 43 armored cars, 35 of which were foreign types like the French Peugeot, German Erhardt and Russian Austin-Putilov; among these were several Austin-Putilov halftracks. By the mid-1920s all of these vehicles were worn out, and there was a dire need for standardization of equipment.

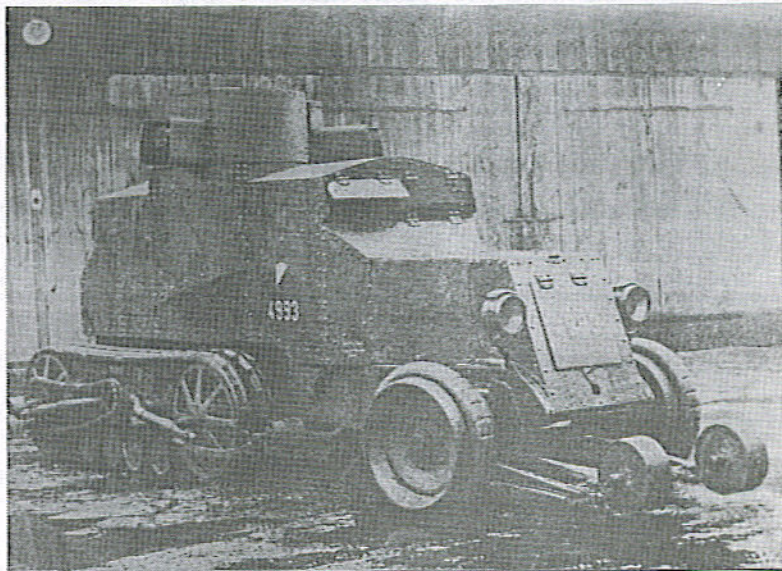
The Polish Command had become convinced of the usefulness of halftracks, so a team was sent to France. The Poles were impressed with the Citroen-Kegresse B-10 halftrack, and bought well over 100 of them. Ten of these were to be used as staff cars, while the remaining 90 were converted to armored cars. The assembly of the armored body was completed by the Central Auto Workshop (CWS) in Warsaw. After the 8mm armor plated body was installed the vehicles were

called Samochod Pancerny wz. 28 (armored car model 1928). Widely used in peace time maneuvers, it was soon discovered that a major problem was the relatively short lifespan of the rubber band track.

In 1933 it was decided to rebuild the halftrack wz. 28 with a new wheeled rear axle from the Polski-Fiat 614 (which was a 1 1/2-ton truck), meanwhile the engine and other internal details of the original wz. 28 were retained. The first reconstructed wheeled vehicle was demonstrated in March of 1934, and after further testing during the summer with the 3rd Tank and Armored Car battalion, the vehicle was accepted for as the wz. 34. The remaining wz. 28s were then rebuilt to the new standard using unit maintenance facilities.

There were three versions of the wz. 34; the earliest had a new chassis and axle parts from the Polski-Fiat 614; the next version (wz. 34-I) included a new engine from the Polski-Fiat 508, with the last version

Below: Captured Russian Austin-Kegresse halftrack, number 4993 in Polish Service, photo was taken circa 1920.



being the wz. 34-II, which used a updated Polski-Fiat 508 engine as well as a new gearbox, electrics and hydraulic brakes. All three versions are difficult to identify because most changes were internal.

As with the original wz. 28, the wz. 34 carried one of two different armaments, either an SA 18 Puteaux 37mm cannon (approximately 1/3 of the vehicles), or a Hotchkiss Model 25 7.92mm machinegun.

All of the wz. 28's had been rebuilt to wz. 34 standard during the period 1934-37, so when World War II broke out a total of 90 wz. 34s were in service. The wz. 34 was assigned to 10 out of 11 armored troops which were attached to Cavalry brigades (accounting for 80 vehicles), the remainder were dispersed among the various training centers. During the fighting the wz. 34 was used mainly for scouting, it's thin armor being no match for German weapons.

During the summer of 1939 the wz. 34s had been used extensively during a series of maneuvers; there was little or no time for repairs before the war broke out, and they entered combat in very poor mechanical shape. Many vehicles were lost to breakdowns, while others ran out of fuel or became stuck in the soft Polish soil. But in the hands of a skilled crew, they were very useful and did score an occasional kill.

WZ. 29 Armored Car

Unsatisfied with the wz. 28 halftrack, the Polish Army started development

of a new wheeled medium armored car. This design was undertaken by a design team at PzInz, headed by M. Skalski. The basis of the wz. 29 was an improved chassis from the civilian Ursus A truck, produced at the Zaklad Mechaniczny Ursus in Czechowice. The actual conversion work was done in Warsaw by CWS (Centralne Warsztaty Samochodowe). Only thirteen vehicles were produced, this was due to the rather poor cross-country performance and reliability noted during trials.

The wz. 29 was built using a fairly conventional design for the period. It incorporated an auxiliary steering wheel for reverse driving, which was "borrowed" from the Austin armored car, and a turret similar to the White armored car. The most unusual feature was a ball mount for an upward firing anti-aircraft gun. Most wz. 29 carried two or three Hotchkiss machineguns which could be moved from one ball mount to another as needed. The main armament was the same Puteaux 37mm gun as used on the wz. 34 and Renault FT. 17.

The wz. 29 like the wz. 34 was used extensively during the 1939 maneuvers, with only eight being operational in September of that year. All eight of the wz. 29s were assigned to the 11th Armored Troop attached to the Mazovian Cavalry Brigade. Hopelessly obsolete, in the hands of a good crew they could still put in a showing for themselves.

The 11th Armored Troop saw action on the first day of war when one of its platoons (sent forward to scout the area), ran into units of the German 12th Infantry Division, as well as elements of the 1st Cavalry Division. The wz. 29s overran German machinegun positions, but one car was damaged by anti-tank rounds. When the Germans reinforced their units with three armored cars, the Poles spotted the armored cars first. The Polish officer in charge (Warrant Officer Wojcieszak), moved his wz. 29 off the main road onto a lane hidden by some trees and sent the other cars to fake a retreat to lure the German cars. The Germans fell for it, and when they passed his position

Technical Data

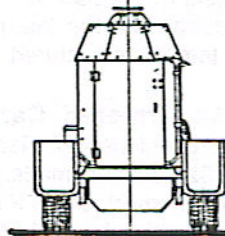
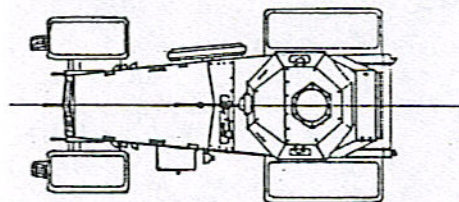
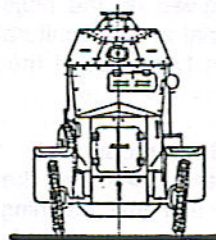
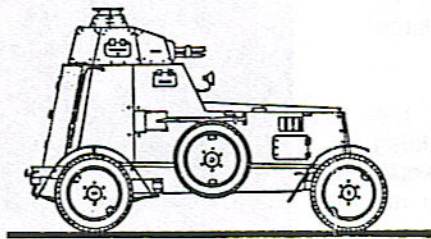
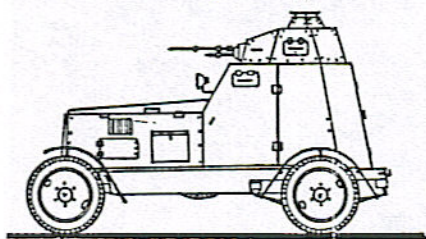
Wz. 28

Weight: 2 tons
 Length: 3500mm
 Width: 1400mm
 Height: 2100mm
 Armor: 3-8mm
 Engine: Citroen B-14 20hp
 34-I Polski-Fiat 108 23hp
 Crew: 3
 Speed: 22-25Kmph
 Range: 275 km
 Armament:
 (1) 37mm Puteaux SA 1918
 or (1) 7.92mm Hotchkiss HMG

Wz. 34

Weight: 2.1 tons - wz. 34 2.2 tons
 Length: 3620mm - wz. 34-II 3750mm
 Width: 1910mm - wz. 34-II 1950mm
 Height: 2220mm - wz. 34-II 2230mm
 Armor: 6-8mm
 Engine: wz. 34 Citroen B-14 20hp
 wz. 34-II Polski-Fiat 108-III 25hp
 Crew: 2
 Speed: 55Km/h - wz. 34-II 50Km/h
 Range: Approximately 200 km
 Armament:
 (1) 37mm Puteaux SA 1918
 or (1) 7.92mm Hotchkiss HMG

Polish WZ-34-I Light Armored Car



Scale 1/76th. Drawing © Geoff Lacey 1994

Wojcieszak fired 37mm rounds through their thin rear armor.

Later on the same day, another wz. 29 platoon ran into and shot up a staff car carrying the Divisional commander of the the Kempf Panzer Division (a Major von Korvin). He was carrying operational maps which were recovered from the burning wreck. The next day wz. 29s were again involved in skirmishes with Kempf Panzer Division, but this time they lost another car. Later that night the same platoon repulsed attacks by the SS Deutschland Motorized Division.

On September 4th a platoon of wz. 29s commanded by Lieutenant Nahorski (who also was in charge of the unit which shot up and recovered the maps from Major von Korvin) attacked several German tanks as they charged out of a woods, destroying two, while the anti-tank guns of the 7th Lancer destroyed four more.

As the war raged on, the Mazovian Cavalry Brigade withdrew south. On 7 September, wz. 29s accounted for two more German armored cars. The poor cross country performance of the wz. 29 became apparent on the 10th when the unit nearly became bogged down in sandy terrain. Two days later on the 12th the unit teamed up with the 21st Armored Troop, but shortly afterward lost two cars to enemy fire (but they made up for it bagging a pair of German armored cars a few days later).

Fate finally caught up with the wz. 29s on the 15th of September when the remaining wz. 29s and some wz. 34s became bogged down in sandy soil, with no time to recover them, the cars were burned by their crews.

The Commander of the II Armored Troop, Stefan Majewski later wrote in his book, The 11th in Action, "The cars (wz. 29), though far from perfect, had served us well and inflicted heavy losses on the enemy. We were sorry to lose them".

Squad. Organization
 Commander w/Cdr's armored car
 Command staff
 (2) Platoons of 3 armored cars each
 Signals and liaison patrols
 Maintenance squad
 Totals:
 3 officers
 14 NCOs
 28 enlisted personnel
 2 Lazicks staff cars
 7 armored cars
 3 trucks
 5 CWS 1000 Sokol motorcycles
 1 Fuel trailer
 1 Field kitchen

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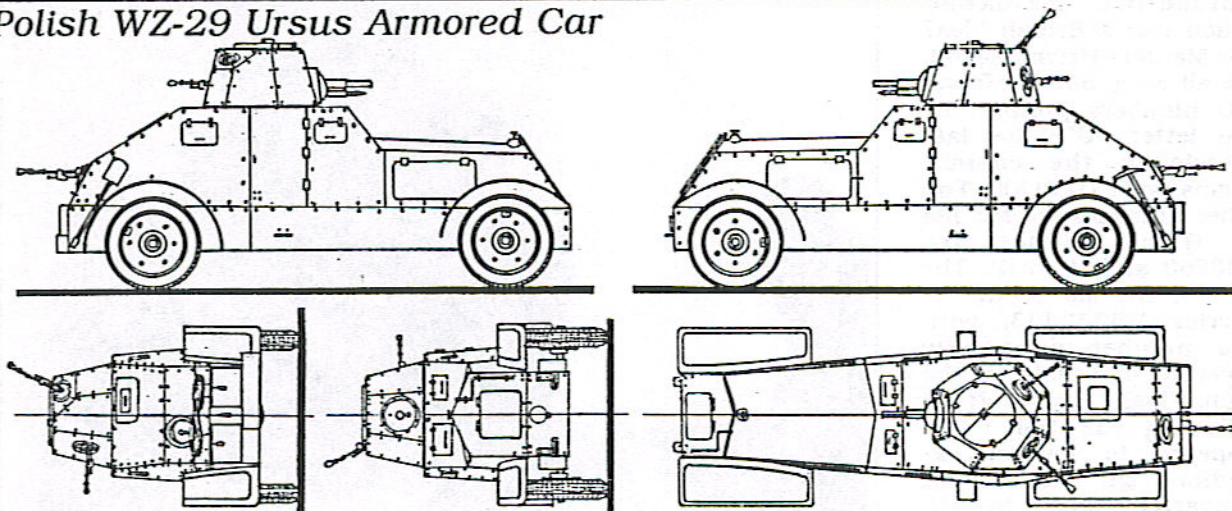
Technical Data wz. 29
 Crew: 4-5
 Weight: 4.8 tons
 Length: 5150mm/5490 w rear MG
 Width: 1950mm
 Height: 2480mm
 Armor: 4-10mm
 Engine: 4-cyl Ursus 35hp
 Speed: 35km/h maximum
 Range: 380 km roads/250 km cross-country
 Armament: (1) 37mm Puteaux with 80-96 rounds of ammunition. (2-3) Hotchkiss Model 25 7.92mm machineguns with 4032 rounds

Order of Battle

By the end of 1939 and the opening of WWII, each Polish armored car squadron was part of an Armored Group (with each Group attached to a Cavalry Brigade).

Cavalry Brigade	Armored Group	Commander	Armored Car Type
Mazovian	11	Maj S. Majewski	wz. 29
Wolynska	21	Maj S. Glinski	wz. 34
Suwalska	31	Cpt B. Bledzki	wz. 34
Podlaska	32	Maj S. Szosta	wz. 34
Wlilenska	33	Cpt W. Lubieński	wz. 34
Krakowska	51	Maj H. Swietli	wz. 34
Kresowa	61	Cpt A. Wojcicki	wz. 34
Podolska	62	Cpt Z. Brodowski	wz. 34
Wielkopolska	71	Maj K. Zolkiewicz	wz. 34
Pomorska	81	Maj F. Szystowski	wz. 34
Nowogrodzka	91	Maj A. Sliwinski	wz. 34

Polish WZ-29 Ursus Armored Car



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

Photo Survey: Free Greek Armored Vehicles in the Mid-East Circa 1943

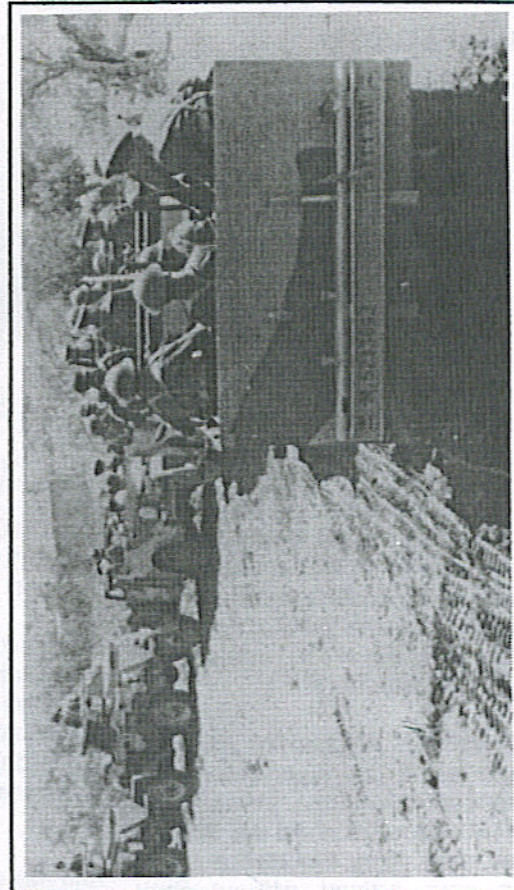
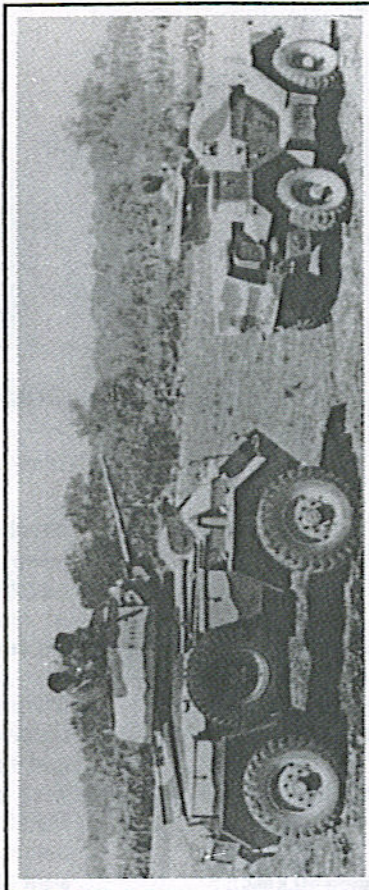
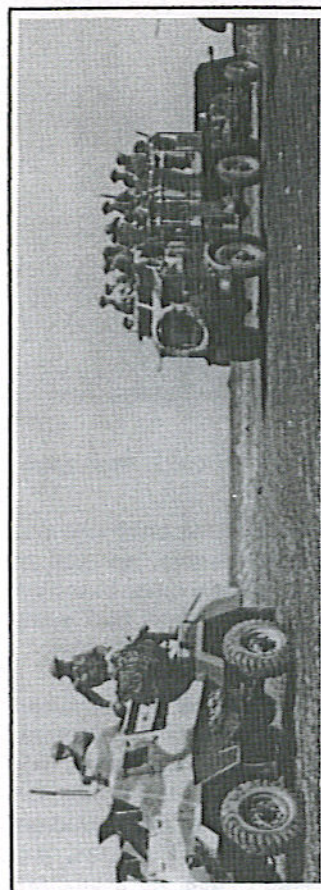
by T. Metsovitis.

I believe that this series of photos show vehicles belonging to the 2d Greek Brigade and were probably taken in Lebanon or Palestine where the Brigade was training prior to the Italian Campaign. The camouflage colors seem to be mid-stone and either dark gray or dark earth. The rear view of the Humber is useful in that it shows the formation sign (Minerva, in this case in black or dark blue on a white background) and the armored car regiment number of 76 just below. The formation sign was also carried up front to the left of the driver's mirror. The Lynx's have the same sign on the rear face of the right rear stowage box and an M3 carries the sign on the left rear corner of the rear plate. To the left of the mantlet, the Humber's have a very thin-armed light color cross, I don't think this is a national marking (perhaps some sort of gun-sight calibration aid?). I have also found it strange that the M3s have a spare wheel mounted in the post-war Greek fashion (above the left fender), does this indicate that this modification was a British idea? The Marmon-Herrington Mk III's all carry South African WD numbers prefixed by the letter "U", the last vehicle in the column begins with U271XX. Two other numbers for Mk III's in Greek service are U38760 and U36219. The rear of the M3 scout car carries M5233693, with the number apparently repeated in Arabic on the right. Finally the 4x4 truck following the GM Otter appears to be an ex-Bedford QL Gun Portee converted back to GS service.

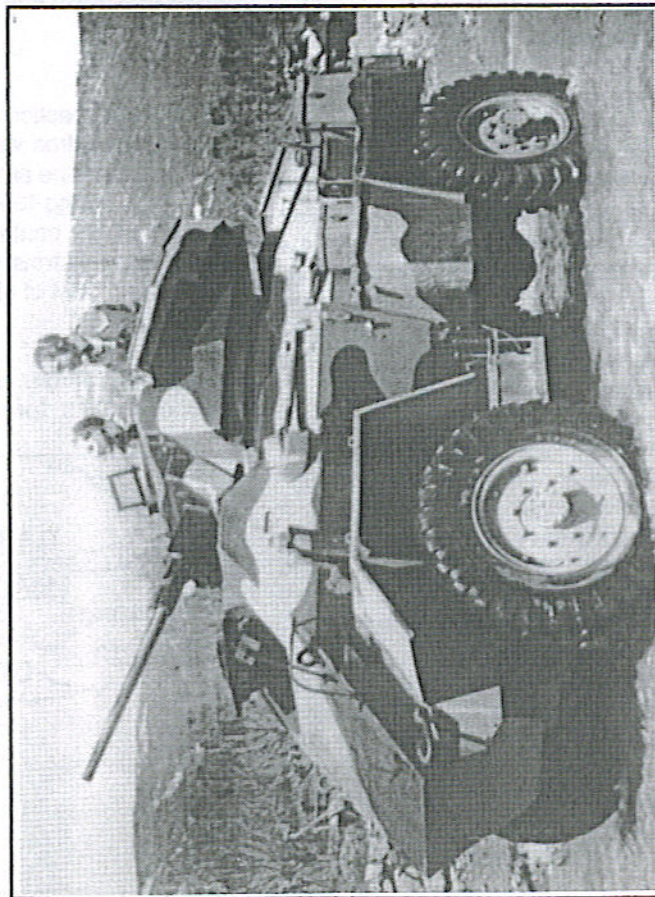


Above: Photo #1 At least five Marmon-Herrington Mk III's. Below (middle) Photo #2 M3A1 Scout cars, the lead vehicle shows the side mounted spare wheel. Below (bottom) Photo #3 A Humber armored car (probably a Mk IV). All photos via T. Metsovitis.





Above (left): Photo #4 GM Otter & Bedford QL GS. Above (middle) Photo #5 Humber Mk IV & Lynx. Above (right) Photo #6 The last M3A1 has arabic numbers. Bottom (left): Photo #7 Lynx number F69731. Bottom (right) Photo #8 Humber Mk IV.



South African Marmon- Herringtons in Service with the K.N.I.L.

by Hans Heesakkers

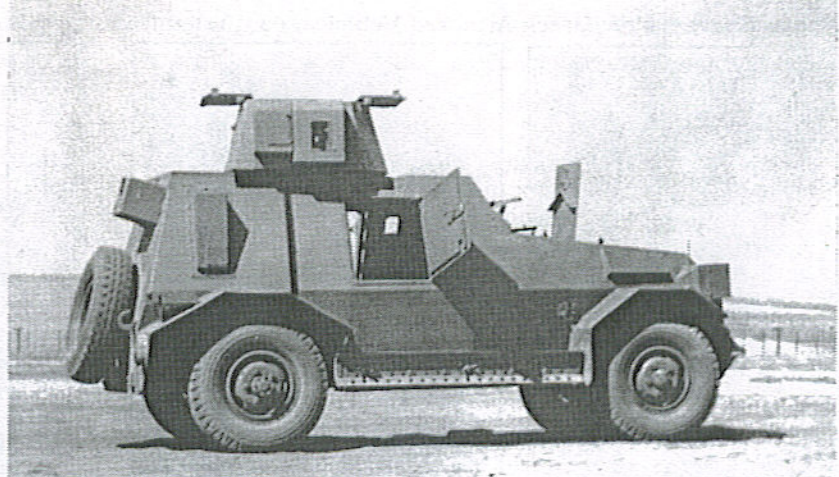
Shortly before the Japanese attack on the Netherlands East Indies in 1942, the Netherlands Purchase Commission (N.P.C.) was searching desperately for modern equipment to strengthen the Royal Dutch Indies Army (K.N.I.L.). In 1941 the N.P.C. in collaboration with the Allies found a batch of 49 South African Marmon Herrington Mk III MFF armored cars which were used in the campaign in Libya. Since the Allies didn't need these cars, the N.P.C. was allowed to buy them for the K.N.I.L.

The vehicles reached the island of Java just a few days before the Japanese landings. When the K.N.I.L. forces received the vehicles they were angry and disappointed; the cars arrived without their armament, and in such poor shape that they would have been better sold as scrap.

During the North African Campaigns the vehicles were used so intensively that their hadn't been any time for maintenance. The technical branch of the K.N.I.L. wrote to GHQ that the engines had become unreliable and the four-wheel-drive was out of order. The vehicles hadn't even been cleaned before they were shipped, the sand of the desert still being in, as well as on them.

Necessity was strong however, and with the greatest urgency and skill the Technical Branch built in a Vickers heavy machinegun to the Marmon-Herrington turrets and managed to bring 27 of the 49 vehicles into operational status.

A few days before the fall of Java, two independent Squadrons and a reconnaissance platoon (of the Mobiele Eenheid/tank unit) were formed. The 1st Squadron, formed at the city of Bandoeng, and was made up of members from several



Above: South African Marmon-Herrington Mk III of the type sent to the K.N.I.L. Photo: South African Army

branches of the Army, none of whom had any experience with armored vehicles.

The Squadron was equipped with:

- 14 Marmon-Herringtons
- 6 Willys Jeeps (1/4-ton trucks)
- 6 Motorcycles (BMW or Harley-Davidson)
- Unknown number of trucks and radios

And was organized into:

- HQ Section (2 M-H armored cars)
- 3 Platoons (each with 4 M-H armored cars)

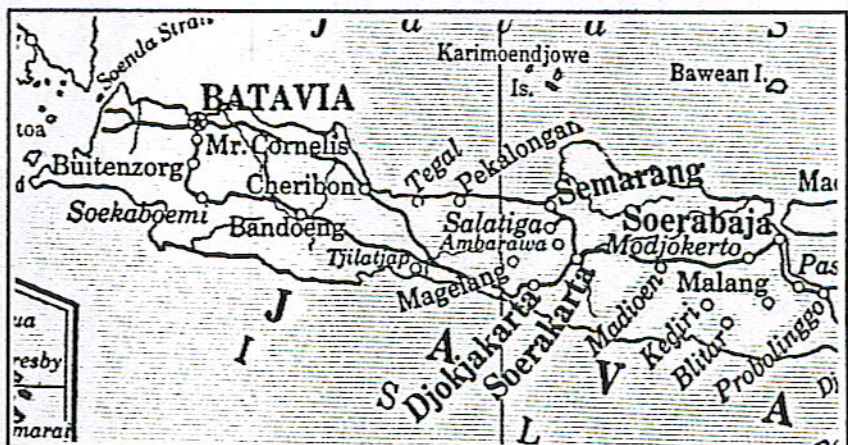
After a short practice of only a few hours the squadron went into operation on patrol in the area surrounding Bandoeng. During their patrols they had some light contact with Japanese troops. Patrols were kept up until the surrender of all Dutch troops on Java.

The 2nd Squadron, also formed at Bandoeng, was formed by some

members of the tank units who had been kept in reserve, as well as members of several other branches. At least this squadron had some experience with armored vehicles.

Unfortunately the 2nd Squadron only received ten Marmon-Herringtons, and no other equipment when they were sent out to fight the enemy. On March 4th, 1942 the 2nd Squadron, minus a platoon of three cars, was sent to Tjaten pass, 20 kilometers north of Bandoeng to stop the approaching Japanese. (In hind sight it seems a mistake that the majority of the armored equipment should have gone to the squadron with the least number of experienced personnel).

On March 5th, the squadron engaged the enemy on hilly terrain with a heavy covering of vegetation, too heavy for the Marmon-Herringtons to break through. There was only a small road going through the area and this became the only axis of advance to attack the Japanese.



When the squadron attacked, the first enemy fire killed the squadron leader (the only officer in the squadron), and two armored cars were destroyed. The remains of the squadron were forced to pull back to the village of Lembang (6 km south of the pass). During the withdrawal the Dutch units were attacked by Japanese aircraft, but managed to escape without further losses.

At Lembang the damages were repaired and preparations made for another attack. In the meantime the platoon which had stayed in Bandoeng was ordered to scout the "no-man's-land" between the retreating Dutch forces and the Japanese, 35 km west of Bandoeng.

As the platoon entered the area, they found that the Japanese hadn't advanced as fast as was expected, they completed their reconnaissance and returned to Bandoeng, constantly hiding from Japanese aircraft.

After the mission west of Bandoeng, the platoon rejoined the rest of 2nd Squadron bringing the total of still operational cars to seven. These vehicles didn't last long, in the very next action again in the area near Tjiater pass and the village of Soebang, five Marmon-Herringtons were lost.

Of the two remaining cars, one was sent out immediately on a voluntary reconnaissance mission; under constant enemy fire the car managed to complete the mission, but on the way back was discovered and attacked by a Japanese aircraft. The vehicle was hit and exploded.

Back in Bandoeng, the platoon of three cars belonging to *Mobiele Eenheid* saw action during the counter attack to try and retake the city. During the advance there was a traffic accident in the mountains and one Marmon-Herrington along with two Overvalwagens (locally built 4x2 APCs) and some trucks were destroyed.

A second M-H car was put out of action when it successfully cleared a road barricade, only to be thrown on its side when a steel cable stretched over the road broke.

The third car penetrated the enemy lines in the occupied city, but had to return when supporting units stayed behind, held-up by enemy fire.

After the capitulation of Java, several of the Marmon-Herringtons fell in the hands of the Japanese who used them with their occupational forces on Java.

In 1945 those Marmon-Herringtons remaining were handed over by the Japanese to the Indonesian Nationalists. Some were captured by returning K.N.I.L. troops when they landed near the city of Batavia in October of 1945. With these cars an independent platoon was formed with the B-division of the K.N.I.L.

This independent platoon, called P.A.U.P.E.L. (Pantserautopeloton - armored car platoon), didn't exist officially, and as a result wasn't able to order the necessary radios, ammunition, supplies, etc. Being resourceful, everything PAUPEL needed, was captured from the Nationalists. Once they even captured 60 tons (60,000kg) of ammunition.

The men of PAUPEL were of Dutch, Indonesian and Surinam origins, and even though it didn't officially exist, the unit saw action from October 1945 until January of 1948. To separate their Marmon-Herringtons from those in service with the Nationalists, PAUPEL painted large Dutch flags on every side of their vehicles.

PAUPEL's typical organization from 1945 to 1948 was as follows:

- 3 Officers
- 4 NCOs
- 40 Enlisted personnel
- 12 Marmon-Herrington Mk III MFF
- 1 M3A1 Scout car
- 2 Overvalwagens
- 2 Willys "Jeep" (1/4-ton truck)
- 3 Trucks (general service)

The Marmon-Herrington wasn't a success with K.N.I.L. forces, their weight was too high for the Java terrain, there was no provision for rearward steering, and their turning circle of 14 meters was too large for the small roads of Java. All in all, the vehicles were unsuited for their task.



Above: Courtaulds Protected Landrover, taken at RN/BAAE 1993. Photo: Peter Brown

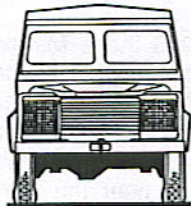
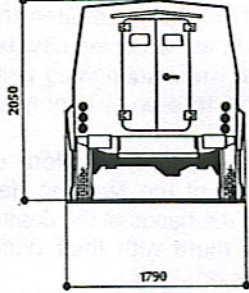
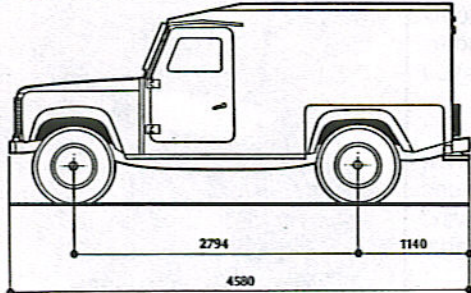
Wheeled Armor in Ireland

by Peter Brown

Recently, I worked for a few weeks in Northern Ireland, which gave me the chance to see some of the vehicles used in the Province. The Royal Ulster Constabulary use long wheelbase Land-Rovers modified by a company called Glover Webb who are based in Hampshire, not far from where I live. Basically a standard 110 series vehicle fitted with a composite armor protection add-on kit, plus metal mesh covering the windows etc., the final result is known as a Tangi. Color is light grey. British Army ones are by Courtaulds Aerospace and finished plain olive green. Markings are restricted to number plates and stenciled Confidential Phone Number messages on the sides, in red on RUC and yellow on Army vehicles. In the really unsafe areas, like the border towns, Saxon APCs are used. The locally converted (by Short Bros in Belfast) Shorlands have been taken out of use. I did not take any photos, did not seem a good idea to try it somehow.

I was lucky enough while I was there to be invited by a contact, Richard Hodson, to stay with him for the weekend in the Irish Republic; and he took me to the Irish Cavalry Barracks at The Curragh. This was a great treat as the area is not open to the general public.

It is an ex-British Army barracks, built in the 1890s and largely



Glover Webb Ltd., Land Rover
Armoured Patrol Vehicle
Drawing 1/76th.

unchanged. We got to see the Workshops which as well as maintaining the Irish Army's AFVs also houses their collection of historic vehicles. Best of all was the 1920 Rolls-Royce, an immaculate vehicle and hardly altered unlike the one at the Tank Museum in Bovington. Also they have a number of older armored cars, including a Ford and a cut-down ex-British Mk IV Beaverette. This conversion was carried out post WW2, and the vehicles were known as Bug Chasers.

There were also examples of the Timoney APC in two forms, and I found out that the Irish Army are rebuilding their Panhard AML 245 cars. They have examples with the 90mm gun H90 turret and the H60 which has a 60mm breech loading mortar and two machine guns. The 90s are fine, but the mortars are shot out, and it was planned at one time to use Alvis Scimitar turrets on them. As the Irish Army also use Scorpion

light tanks, the turret would be similar which would ease the spares problem, while the sights are more advanced than on the AML. One vehicle was modified for trials around April 1986 but the idea was dropped, I suspect because of cash. Pity, it was a good looking car, not unlike Fox in appearance.

It seems the 60mm will be replaced by a Browning Fifty Cal, the Irish Army already have these as infantry weapons. One major problem with the Panhards, and the M3 APCs also used in Eire, is the engine and gearbox. The original petrol engine is no longer manufactured, so spares and replacements are expensive. To give you some idea, I was told by our guide that for the price of a new engine it would be possible to buy a nice car, a nice house and maybe a nice wife too! That said, houses are cheap in Eire compared to England and there is a high female/male ratio. Also, the gearbox is operated by just touching the gear lever, so any knock and it changes gear, probably needlessly and causing lots of wear. A new auto box and a Peugeot diesel engine as used in the civilian Citroen Xantia car will be fitted. Those converted so far seem to be doing fine, more will be rebuilt as they come back for full servicing.

Right: Glover Land Rover
Armoured Patrol Vehicle
Photo: Land Rover Ltd.

Corrections from AC#23

Peter Brown's Daimler article.

Why is it, no matter how you try you still make mistakes? Reading my report on Accurate Armour's superb Daimler armored car kit I spotted my reference to the small bracket I thought was missing (page 7, middle column, near the bottom). Here, I am wrong, and I apologize to everyone who is misled or misrepresented. There is such a part in the kit, but I missed it. Peter Brown.

(All of the contributors to ARMORED CAR and myself do our best to present accurate, interesting and hopefully useful articles for our readers. If there are occasional over sights or even errors they're usually due to lack of information [that someone else, but not the author knows], or differences in interpretation of available material. Errors don't appear because the author didn't do their best. I hope AC is getting better with each issue, and I'm proud and grateful to all the contributors over the last four years. I'd like to encourage everyone to participate and contribute to AC it's a great place to get your feet wet. - ed)

New museum opens.

The Vermont Veteran's Militia Museum and Library opened its doors to the public this Memorial Day Weekend (May 29-31, 1994). The Museum is an ambitious venture by a number of dedicated individuals relying on donations for the museum's proliferation. The 50th anniversary of D-Day and the ongoing anniversaries of World War II serve as the current theme for the center, with a number of wall displays, maps, reproductions of newspapers, etc., on view. There are also more than half a dozen original WWII uniforms ranging from U.S. ranger, paratrooper, 10th Mountain Division, Japanese pilot, U-Boat sailor and an original dress uniform of Commandant Greene of the USMC (a Vermonter). There is a restored M29 Weasel on permanent display inside, as well as a restored WWI U.S. Horse drawn field kitchen/oven. Outside are an M42 Duster, M551 Gama Goat, M48 Patton, F-4 Phantom, a completely restored military parade caisson, and utility truck as well as other assorted vehicles. Hours at present are weekends, with confirmation through Camp Johnson at Fort Eathan Allen in Colchester, Vermont. Call (802) 864-10000. Information via: John Rauscher.

New releases from Marco Polo Imports.

Mich Miller sent along the following update of model releases of interest to AC's readers. To be released between now and the end of the year:

DML

- **Delta Force**, modern 1/35th U.S. figures. Price \$6.98.
- **German Sturmpionier, Kursk 1943**, 1/35th figures, includes Flammen-werfer 41. Price \$6.98.
- **German Infantry (Battle of the Hedge-grows, 1944)**, 1/35th figures. Price \$6.98.
- **Tiger Aces (Normandy 1944)**, 1/35th figures including Michael Wittmann. Price \$7.98.
- **WWII German Infantry Weapons #1**, 16 different weapons in 1/35th. Price \$6.98.
- **Hasegawa Fine Molds**
- **LJA Light Armored Car** (type not announced), 1/35th. Price TBA.
- **Kirin**
- **German Luftwaffe 2cm Flak Crew** (to go with SdKfz 251/19), 1/35th. Price TBA.
- **SdKfz 251/19 w/2cm Flak conversion**, 1/35th. Price TBA.

Publications received.

Just arrived in the mail is the latest issue of Peter Cooke's Tank TV. Lots of good reading, including Armoured Trains in Southern Africa (including rail mounted armored cars), more on the history of the New Zealand Army, Spanish Civil War subjects, Malayan Dingo turreted scout cars, general news, and an update on armored vehicles in Bosnia. \$12 (US, Aus or NZ) or £5 or equivalent for 4 issues to: Peter Cooke, PO Box 9724, Wellington 6001, New Zealand.

Catalogs and Price lists.

Geoff Harvey just sent along a note and catalog about the new 1/15th scale (120mm) resin vehicles and accessories from Frontline Miniatures. If you like to work in large scale, these products will be for you. For more information write: **Model Search International, Geoff Harvey, Hill House, Top Road, Slindon, Arundel, W. Sussex BN18 0RP, GREAT BRITAIN.**

Going to a much smaller scale, also recently received was the latest 1/76th resin model list from US Casts. Several new vehicles have been added. **US Casts, PO Box 3229, Santa Cruz CA 95063.**

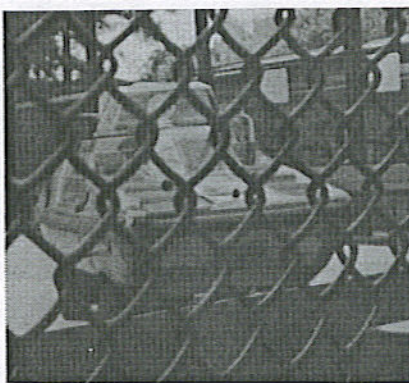
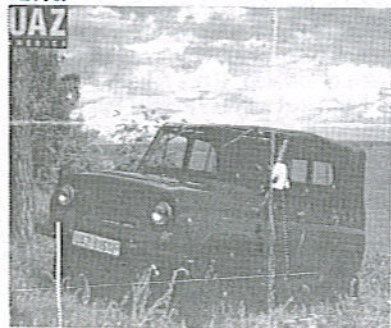
Veiculos Militares Brasileiros (Military Vehicles of Brasil).

I traded with Fernando Costa de Sousa for his booklet, and received a gold mine of hard to find (in English) information on the development of Brazilian armored vehicles (including armored cars). Don't expect a commercial product, this is a home done (hand made project) photo copied and spiral bound... but that doesn't detract from the quality of the information supplied. Obviously a labor of love and year's of collecting. Available only for trade, write for further information to: **Fernando Costa de Sousa, Rua Cel Amarante 488 (Apt 9 Venda Da Cruz-SG), Rio De Janeiro, BRASIL CEP 24410-350.**

Letters

Book Hunt. I'm looking for a copy of the book *Desert Tracks* by W.E. Platz, if anyone can help please drop me a line. **Phil Greenwood, 27 Brookland Rd, Bridlington, N. Humberside YO16 4EZ, GREAT BRITAIN.**

Russian Workhorse for sale. The UAZ 31512 (civilian cousin of the UAZ-469B) the workhorse of the former Soviet Armed Forces, will be available for sale in the U.S. through a network of dealers soon. Anyone else heard anything about this project or UAZ America? **Tomasz Ostrowski, 3351 N. Mountain View Drive, San Diego CA 92116.**



Above: Dan Jackson and the "armored cars" at Six Flags over Georgia, this could be a sport that will really catch on. Photo: Dan Jackson

Shoot out at Six Flags. Enclosed are some photos of me (see *this page-ed*) at the *Six Flags Over Georgia* amusement park. During a visit last fall I was amazed to walk around a corner and see three armored cars shooting at each other inside a giant wire cage. Wow! - the first time one of them pointed it's 3" muzzle at me from about ten feet away I had to duck because of the discomfort of that potential.

Well I had to try a few shots at them... the impact of the tennis ball size rubber balls really whacks the target. You can see the drivers duck and try to move away when you smack their driver's plastic windows with them. The sound of a hit at five feet is impressive both outside and inside.

Anyway, they are really neat cars and after building 1/87th and 1/76th size cars for years it was really fun to be able to climb into an "armored car" and shoot, look, experience, etc., the feeling inside the vehicle.

PS. All the big grins in the picture are real, no effort needed to look like I was having a great time. **Dan Jackson, PO Box 2004, Lake City FL 30256-2004.**

Kit disposal List. I have approximately thirty unbuild models (from space craft and ships to armored vehicles and softskins I like to sell. Send a stamped self addressed envelope, and I'll be glad to forward a copy of my latest list. **John Rauscher, PO Box 977, Morrisville VT 05661.**

What and Where to buy Italian Models of Italian Vehicles in Italy.

The so-called "cottage industries" born many years ago as an aid to not so talented modelers looking for super-detailing and strange conversions of otherwise very standard kits straight from the box, are now a well established reality, and Italy is no exception.

There are many firms producing modern and vintage AFVs, motorcycles and figures with multimedia materials. My little contribution is to help modelers all over the world interested in my country's armor and is to give here some addresses where you can write asking for catalogs and details of current production.

Italian model shops are strange animals; generally speaking they are not bad people, but can tend to be lazy and sometime forget to answer even if you have included an IRC. Anyway, the best you can do is try and then wait for the result. Maybe a miracle could happen!

The firms now producing Italian kits of AFVs are a handful group and below I list their names to help you with asking only for leaflets dedicated only to them. Here in Italy, catalogs are huge and expensive, and very often sold out.

ITALSEDI is a Rome based firm that produces kits in resin of the Sahariana Armored Car, SPA AS 37 and SPA AS 43. They have been planning a Dovunque 41 truck but as yet no news about it.

Another firm that produces in resin and often in metal is *CRI-EL MODELS*, also based in Rome and they have a big catalog. Generally speaking metal kits from them are not very good, and EXTREMELY expensive. Their resin kits are far better, but still very expensive. Be careful when buying and always try to find a review where someone else made the mistake of ordering the kit before you!

From the north of Italy is *MS Models*. They produce only resin kits of both modern and vintage vehicles. The most recent is an eight-wheeled armored car, the Centauro that was involved in Italian operations in

...Continued on page 14

Accurate Armour's Armored Cars

Reviewed by
Phil Greenwood



Above: Accurate Armour's Daimler Mk I.
Photo via: Phil Greenwood

After a couple of years of lobbying the company to produce some British WWII armored cars, I first got wind that something was happening just after Christmas of '93 when I was asked to provide marking information. This I did, along with some historical notes which were used in the instruction booklet.

The first release was the Daimler MkI armored car, widely regarded as the best British armored car of the war, and as such is the best known. Work started on the Daimler armored car in August 1939, shortly after the company won the contract to build the Daimler "Dingo" scout car. In many ways the Daimler armored car was an enlargement of the scout car, the layout was almost identical and both vehicles shared several new and revolutionary features. Both were purpose-built armored vehicles and not armored bodies put on truck chassis as were most other armored cars at the time.

The original specifications called for cannon armament (a 15mm Besa), same as that used on the contemporary Humber armored cars. But the Vickers company offered their Tetrach 2 pounder turret in 1940 and this was quickly adopted. The 2pdr was the best anti-tank gun available in 1940, and had almost double the penetration power of the German 3.7cm gun arming early versions of the Panzer III. A protracted development ment that the first production cars did not emerge until April 1941, entering service by the end of the year.

Daimlers were first issued to Reconnaissance regiments of UK based armored divisions. But by the Spring of 1942 some had been sent out to the 8th Army in North Africa. It was first issued to the 11th Hussars, who at first complained that it was not as good as their Humbers. The main problem was that the Daimler was far more sophisticated and needed a higher degree of maintenance. Once this minor hiccup had been solved the Daimler became very popular with its crews. It was faster and more agile than the Humber and more important, it was better protected and a far more potent vehicle because of the 2pdr gun. Daimlers out-gunned all Axis armored cars and light tanks during the desert campaign and beyond.

In 1943 sufficient cars had entered service that the Daimler was made the principal car of the Armoured Car Regiments, along side Daimler or Humber scout cars. Other makes of armored cars were used in Italy, or for

subsidiary roles such as command cars or heavy support cars armed with 75mm guns. In NW Europe the "Littlejohn" was fitted to the guns of some cars, using special ammunition, the "Littlejohn" squeeze-bore device enabled the 2pdr to breach about 100mm of armor at 500 yards.

Accurate Armour Daimler MkI

The Accurate Armour Daimler MkI kit provides parts so that the desert or NW Europe versions of the car can be built by the modeler. The differences being related to stowage items and their positioning on the vehicle. Early vehicles in service up to about 1943, did not carry a spare wheel, on these cars sand channels were carried on the right side of the hull. From 1943 cars carried a spare wheel on the left side of the hull and the sand channels, when carried, were stowed on the front of the car. Also provided is the "Littlejohn" adaptor used from 1944 to the end of the war.

Like all kits from this company, the major parts are in resin with some smaller ones cast in white metal. To finish off these is a good quality fret of photo-etched brass parts. The resin parts are well produced, but due to complicated mold needed to cast the hull in one piece, some careful trimming is necessary. On my kit this left some small areas on the edges of the mudguards which needed to be filled before construction began. The suspension is fully detailed right down to the damper system and track rods, though much of the detail is molded in place.

The turret has an openable hatch with some interior detail such as the No. 19 wireless set. Though the turret is hollow cast any further detail will have to be added. As I usually build my models closed down, this is a bonus for me as I am not being asked to pay for parts that I will not use. You get the standard 2 pounder gun with this kit, and as a separate item the "Littlejohn" adaptor. However a 3" howitzer is available (ex-Tetrach kit), if you are ordering your kit directly from the manufacturer.

Just released as I write this is the Daimler MkII which was in production 1944-45. The hull and turret have been reworked, but much of the kit is identical with the MkI. The differences are: new engine compartment, roof hatch for driver, turret ring splash plate, deleted left hand hull hatch, revised turret front with new mantlet and larger pistol ports. Optional parts are provided for WWII and Post-War versions, the latter having new 6-barrel smoke dischargers on each side of the turret.

AEC Mki

While the Daimler is the best known of the British wartime armored cars, the AEC was the most powerful. The AEC started out as a private venture by the AEC company who at the time were building artillery tractors and Valentine tanks. The prototype armored car was produced by using a 4x4 Matador artillery tractor chassis and bolting on an armored body of narrow section and with 30mm thick frontal plates. The turret was that of the Valentine MkII Infantry Tank with armor up to 65mm thick and armed with a 2 pounder anti-tank gun. Fully laden the car weighed just over 11 tons, almost double that of the Daimlers and Humbers.

Because of its size and weight the top speed was only 36mph, a good deal slower than other armored cars. Because of this, little official interest was shown in the AEC until the prototype was seen during a parade by Prime Minister Winston Churchill. He asked for more information on the vehicle and ordered it into production. By early 1942 the AEC MkI had been sent out to the 8th Army in North Africa in small numbers. Because of its size and modest performance, the first AECs were used mainly for protecting road convoys from attack by roving German and Italian armored cars. In this role it was out-standing as it out-gunned all Axis light armor and was almost immune to return fire. Later AECs were issued to armored car regiments, mostly those equipped with the lightly armed Marmon-Herrington MkI/III. A total of 122 AEC MkIs were built, they served in the UK, North Africa, Syria and Italy.

I was first struck when opening the box that there were so few parts to the kit, just the hull, turret and a couple of small bags of resin and cast metal parts. The hull is cast as a solid piece with much of the chassis detail in place. However this does not detract from the overall quality, the detail of this kit is very good indeed. Metal is used for parts where extra strength is needed such as the springs and axles as well as a few of the smaller parts. Finally there is a fret of photo-etched brass parts.

The hull was very quickly put together with the springs and axles glued in place followed by the drive shafts. One of the later was broken, but was quickly repaired using a small section of brass wire. Make sure the front axle is correctly seated or the model will sit too high at the front. The overall parts fit is very good, but I found that the locating holes for the hull side stowage bins needed to be elongated by about .5mm each before the stubs on the bins would fit correctly.

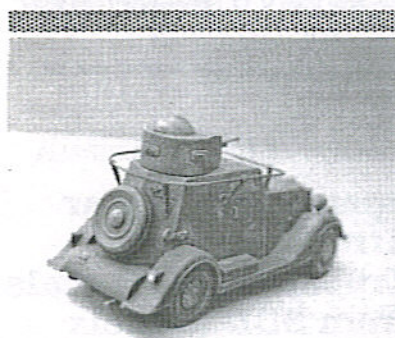
One of the most striking features on this model is the drivers hatch. The hatch lid is fully detailed with two periscopes in place and a small windscreen which can be modeled raised or lowered. There is a small pit under the hatch that will hold a driver figure suitably chopped to size. If you are using an airbrush for painting then it would be best to leave the hatch detail until last as it requires careful painting.

The turret is also a solid casting with a pit under the hatch for mounting a commander figure. The turret provided is that of the

pickers Valentine Mkl and is complete with Bren ammunition stowage bins on the rear sides of the turret. During 1941 most British AFVs were equipped with a .303 Bren LMG on a Lakeman AA mounting which could be erected over the turret hatch to provide anti-aircraft defense. However it was never popular with crews and so soon withdrawn, the ammo boxes being removed from the turret. If you are modeling a later vehicle, then leave these parts off.

Once the parts have been cleaned up and prepared for construction, this kit took about 5-6 hours to build. A little quicker than the Daimler kits which had more parts, some needing intricate fitting. The kits are dimensionally accurate and have all the fittings usually carried by service vehicles, you will only need your spares box for crew figures and kit. I have no reservations in saying that these are the best armored car kits I have seen in this scale to date.

All three kits are priced at £49.75 each, plus £13 airmail and insurance, if you order direct from the manufacturer (orders over £200 come post free). The address is Accurate Armour, Units 15-16, Ardgowan St Ind Est, Port Glasgow PA14 5DG, GREAT BRITAIN. (Telephone 44-475-743955)



Above: Alan BA-20. Photo: Peter Brown

BA-20 Armored Car from Alan Hobbies

Reviewed by Peter Brown

One of a series of plain and simple, and no doubt cheap, armored cars produced in the former USSR in the 1920s and '30s, the BA-20 was built from 1936 thru 1941 using the GAZ-M1 car chassis fitted with 8mm plate armor and a one-man turret carrying a single 7.62mm DT machinegun. While still a 4x2 car, it was useful on roads and could also be converted to run on railroad tracks. It was used in Manchuria, Finland and during the German invasion.

This is Alan Hobbies second kit to appear in the West, and my model came from a UK company in the original box, price £9.99 which would be about \$15 in the USA. However, both this and the earlier SU-76 are due for release by Dragon/DML, and rumors suggest they will ask more.

Overall, once I had found the three sprues in

the huge box, I was pleased with the purchase. Molding is fairly good with superb surface detail, although some flash and evidence of mismatch in the mold alignment needed to be dealt with. The attachment points to the sprue are also heavy, and need careful cutting free. Assembly is straightforward, the exploded plans are easy to follow. As the automobile type chassis is complete with seats, steering wheel and gear lever, as well as detailed dash, leaving the doors and visors open is a viable proposition. I also suspect a plain GAZ-M1 may be on the cards, but may be wrong.

However, I would recommend from experience that you fit the track rod part 15 to the front axle part 4 before fitting front springs parts 2 and 5, and the attach the whole to the chassis. The radiator part 19 seems in the instruction sheet to fit as far back as recesses on the chassis part 1, but with the body fitted it looks too far back. Also, I had to trim the ends of the 'inner' fender bar part 8 to fit the outer one part 14. And please, fit your gas tank part 20 before fitting the chassis to the floor plan, part 10, not like me! You may also like to thin down the molded mudguard edges.

Alan have tried to depict the tire tread by molding steps on the outer surface, which works well enough and repays careful cleaning up and painting. Your main problems will come when fitting the hull. All joints are along beveled edges, with care a good fit can be had with only a few gaps calling for filler. Careful sanding of the door (parts 50 and 51) will result in a tight fit, although I had to smooth down a large step between hull and floor pan. The turret side vision slits have no locations marked, but the instructions show their position. You may need to add internal supports for the turret floor, and clear the hole for the machinegun (molded complete!), or you may prefer to just fit the barrel. My model uses a substitute barrel as I will use mine as an external AA gun on another model at some stage.

Last problem is the aerial. The front supports parts 15 are fine, but I would file or carve an indentation in the side and rear parts 38 and 39 before fitting the aerial frame part 36. Care, and assembly before the glue sets are the secret of a happy modeler here.

That done, a quick coat of Dark Green - the instructions recommend Humbrol 114 but you may prefer another shade or maker - and then one of the markings can be applied. These consist of a small red star, and four choices of unit marking, one a triangle, letter and number type and the other three being the numbers 1, 2 and 3 in a circle. I decided to model the vehicle in Steve Zaloga's Blitzkrieg - Armour Camouflage and Markings 1939-1940. This shows a car in Poland in 1939, and according to Steve no markings were used on Soviet vehicles in this campaign.

Overall, a nice model and one that looks as if it came from the 1930s. My only worry is, is it a BA-20? Looking at all my reference books, including Zaloga and Grandson's Soviet Tanks and Combat Vehicles of World War Two (Arms & Armour Press, London), I am led to understand that the BA-20 had a turret which sloped inwards towards the top, while the earlier and similar FA-M had a turret as per this kit, and at least the BA-20M had a curved rear hull not flat plates. Further details and a positive ID would be welcome via the Editor of your favorite wheeled armor journal.



Photo: Armando Rossi

Centauro Armored Car from M.S. - Italy

Reviewed by Armando Rossi

The eight-wheeled Centauro armored car is the Italian state of the art vehicle just arrived in this crowded area of the military market. The first vehicles entered in service were almost immediately deployed in the Somali emergency to support the aging M60 tanks of the Italian forces. Their aim is the peace-keeping role in one of the typical last ONU ideas on how to bring peace and food to Third World conflict areas.

The Centauros were involved in the bloody fighting that erupted in July 1993 when Italy suffered the first combat losses of Italian troops since WWII; and they will certainly play a foreground role in covering the forecasted retreat in March 1994.

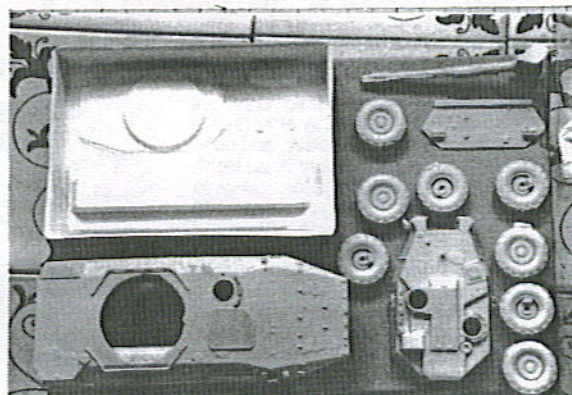
The MS model is a pleasant surprise in the popular 1/35th scale with, unfortunately, many drawbacks. The first uneasy surprise is to try and understand why MS decided to use vacuum-formed pieces for the bottom of the turret and hull. They are very difficult to cut out, due to the thickness of the plasticard used and also the fitting is a little problematic (a scale nightmare).

The upper hull and upper portion of the turret are, on the other hand, very well sculpted, details are crisp and almost flash free. They need very little time to clean. The wheels are extremely well engraved, but with a big problem due to the enormous amount of resin left by the method used for casting. It is a pity, because it is almost impossible to correct this fault. Once cleaned and fitted in place, the wheels are very visible and will show a flat area without the tire's distinctive pattern design. Another problem is that to complete the axles, you must use tubing and rods taken from the spare parts box or from the many accessory packs available on the market.

The gun tube suffers a similar problem with heavy flashes that are extremely difficult to remove along with a lot of air bubbles. Also the other little pieces to complete the kit are cast on a sturdy sprue and need good nerves to cut away and clean. Here excess flash is more than constant, it is always there!

Last but not least, is the price that differs from shop to shop. I found three prices as follows: from the manufacturer, about \$88 (US), in one shop \$93 and in another \$106; just another mystery of Italy. Of course you'll have to add postage and packing.

The instruction sheet is rather simple, with no story of the vehicle and very basic



exploded views. No decals are included, but the only armored cars built and in service up to now (early 1994) are those in use in Somalia and are all Italian NATO green with only plates and very little tactical signs.

After all this listing of errors, faults and problems, someone could think that I really dislike the kit. No, for love of truth I must admit that we are presented with a very honest cottage kit. It is not a perfect example of today's quality as achieved by other manufacturers such as Azimut, AL-BY or Accurate Armour and Cromwell, but it is a good first try. I suggest a definition of a "first generation" kit, by a group of people with many good ideas but little economic power to invest in machinery and quality development. We have to be patient and support them.

The Centauro is not, a kit for beginners or a good choice as a first approach to the multimedia market. Modern Italian AFVs are very rare beasts and this one is a very welcome addition. Concord Publishing from Hong Kong has announced a new title on UN Operations in Somalia and I hope some photos of these vehicles in action will be included. (*UNITAF in Somalia* by Barry Beldam is now out, and includes both color and black & white photos of the Centauro - ed).

Unfortunately the Italian Army still keeps as classified, information on WWI armor, it is easy to imagine the difficulties one encounters in trying to obtain news and images of modern types.

As a customer service MS Models is always ready to replace defective pieces and to supply photos of the real vehicle to help the serious modeler. For further information write: MS Models, V.le Istria 7, 31015 Conegliano Veneto (TV), ITALY.

GAZ-64 Soviet WW2

Jeep in paper

Reviewed by
Richard Noakes

The GAZ-64 is crisply printed in 1/25th scale in full color, although the instructions are in Russian (a totally incomprehensible language to me), the paper kit is well presented. Working drawings are clear for the parts assembly of the model and a final assembly guide including the chassis is on the back page of the kit.

Unlike other Polish and Russian paper kits which I have, many of the parts on the GAZ do not have tabs for easy gluing, so more care must be taken when lining up the edge joints.

For straight cuts use a sharp Stanley (or similar) Trimmer knife and a metal straight edge; or better still a "Maun Metal Safety Ruler" which can be bought at craft shops. For cutting curved parts, use the Stanley Trimmer freehand.

I cut my card on a melamine cutting board which I bought at the local supermarket for \$8 (Australian). This board is also useful for setting up any model during assembly so that it is warped and all wheels are in alignment on the flat surface.

Use a PVA white wood glue sold by woodworking/handyman stores sparingly for assembly - you only need as much wet glue on each surface to be joined as you would find on the back of a postage stamp for a strong, clean joint.

carefully cut out the parts of the chassis and leaf springs first, following the chassis assembly instructions enclosed and the final guide on the back page. Care should be taken to assemble the leaf springs in the correct sequence before gluing them to the chassis assembly.

Assembly of the body is straight forward, build the sub-frame first, and then careful bend the external parts of the model over these for a dry fit before gluing in place. The sub-frame assembly is strengthened before assembly by gluing/laminating/backing it onto file card as sold in stationary shops. Cut out parts which show "scissors" (in Polish paper kits, any part which shows a "W" should also be cut out before assembly).

Complex curvature which cannot be achieved by simple bending without creasing the card, can easily be made by quickly wetting the part under a cold water tap, and then bending around a broom handle or other convenient shape, and hold in place with loose rubber bands until dry.

To get knife edge straight creases bend dry



along a straight edge, for example a ruler, table edge, door frame, piece of glass, etc.

Use a shirt box clear plastic lid or similar for windows, carefully gluing in place on the inside of the front window frame during assembly.

Final assembly can of the parts can be readily checked on the back page of the kit - the kit is built when you run out of parts.

As the model was pre-colored little remains to be done when complete, a light coating of *Flecto* or *Crystal Clear* (which can be bought at a drafting supply store) inside, and when dry on the outside of the model, will "plasticize" the model and ensure it will last for years. Check and correct any warping while the spray is still damp.

Criticisms of the kit. 1) The actual "paper" of the kit is very thin and would not stand up to much handling, especially by an inexperienced modeler. 2) If the paper kit is intended for the Western market, a simple English translation would go a long way in simplifying construction. (*I'm told that English instructions are being developed - ed*).

Overall the GAZ-64 is an impressive model and well worth building by any modeler who would like to try something different to what is otherwise available in the plastic and resin kit market. Also paper kits tend to be significantly cheaper. (The GAZ-64 is available from V. O. Shpakovsky see letter section page 14 for address)

Should anyone consider building a scale paper kit (in any scale), and would like advice or back-up, please don't hesitate to write me. Richard Noakes, PO Box 605, Wembley, Perth 6014, WA, AUSTRALIA.

Spanish Civil War Armoured Trucks in 1/76 scale from SDD Models

Reviewed by John Baumann

Most Spanish Civil War AFV improvisations are featured in F.C. Albert's book, now unobtainable, titled *Camos de Combat 1936-39*; a natural reference when reviewing models of this conflict.

To date some seven kits have appeared from the model maker SDD, aimed primarily at the wargame market they are relatively cheap to purchase at 4-5 Pounds each. However, with a little care and some attention paid to a good paint job, these models are perfectly acceptable alongside other replicas currently on the market.

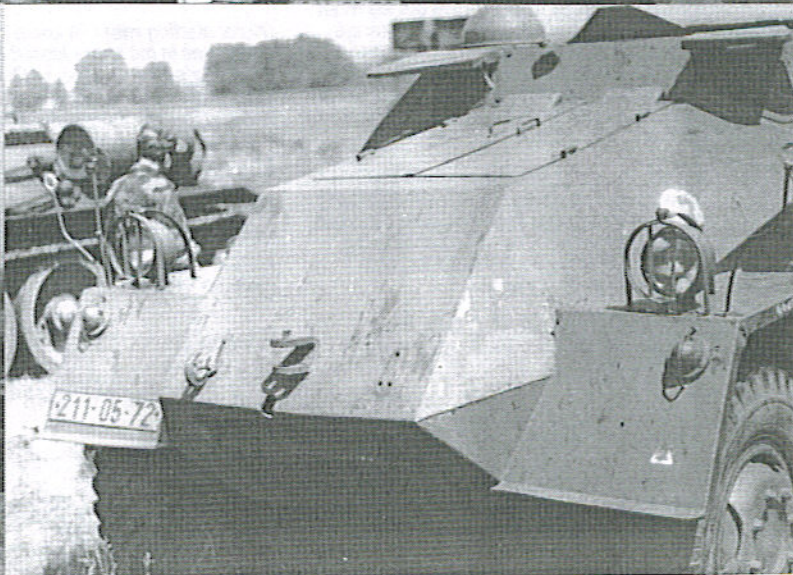
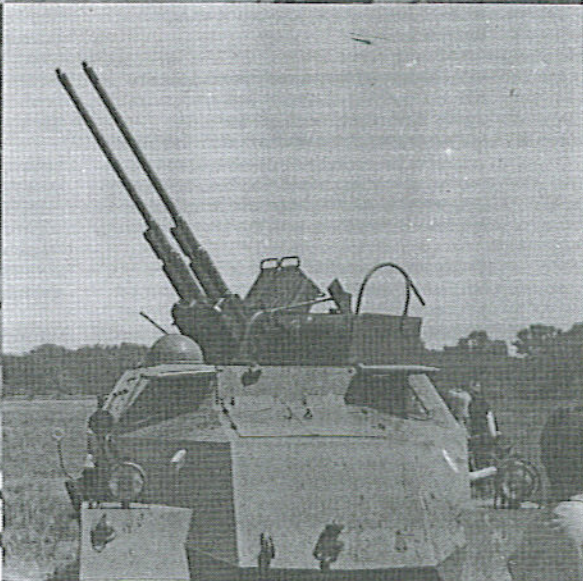
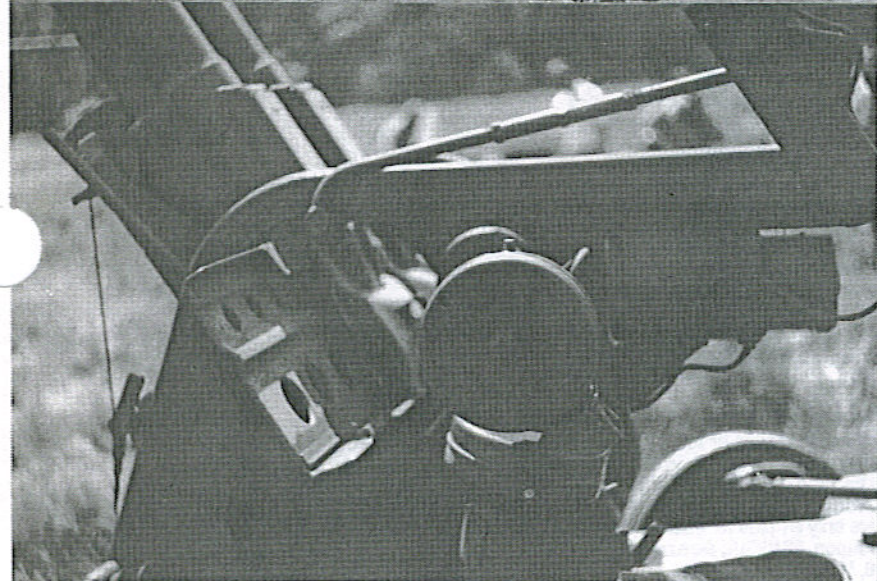
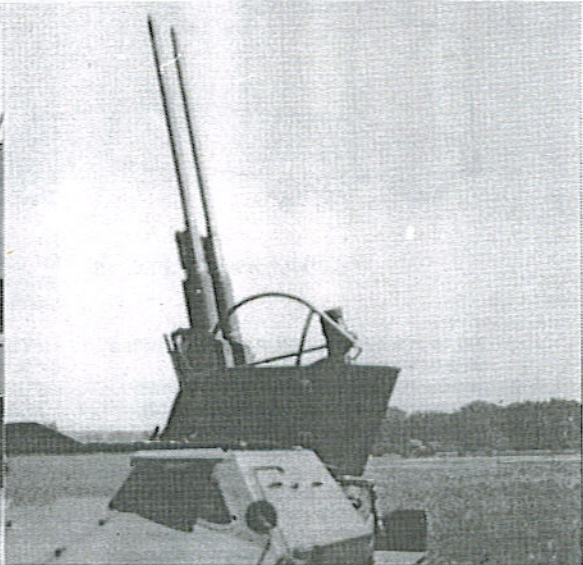
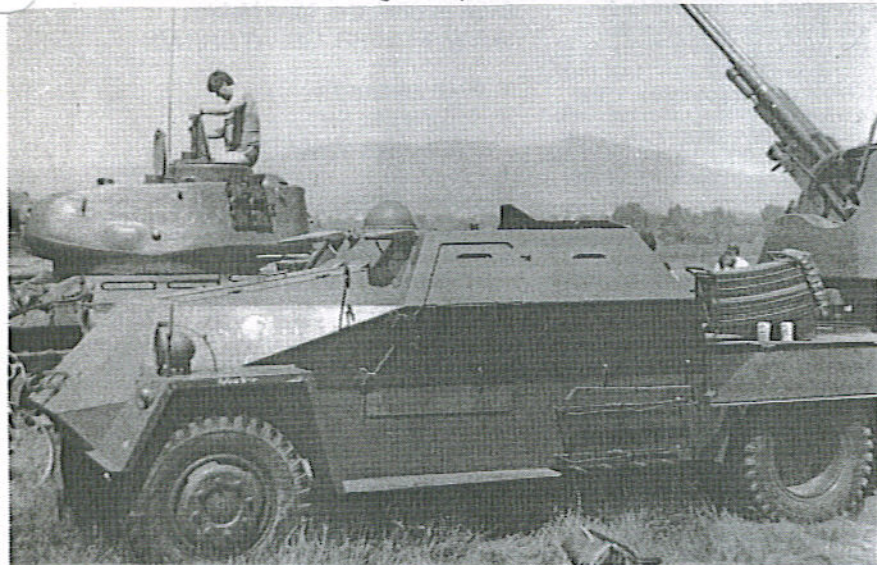
Using Alberts own AFV designations and drawings for comparison, all those reviewed here are dimensionally correct in both size and shape.

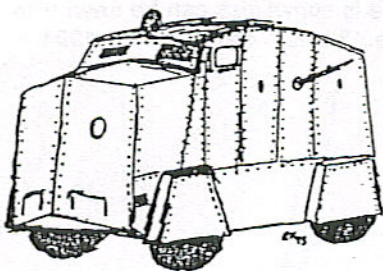
Armoured Truck No.7. is very appealing and the single piece resin casting really captures the actual improvisation quite nicely.

Another one piece casting is No.13, again it is very good and accurate bar a minor quibble, some of the armor plate joins should be strait as this vehicle was one of several purpose built AFVs specifically ordered for Police and Army use pre-1936.

...continued on page 14

The Reference Page: A Czech M53/59 Self-propelled Anti-aircraft Gun
The M53/59 SPAA vehicle was introduced into the Czechoslovakian Army during the 1950's, and was later exported to Yugoslavia and Libya. This type of vehicle has most recently been seen in service with Serb forces in Croatia and Bosnia. The weapons sytem can be dismantled for ground use, so this vehicle is sometimes can be seen with alternate loads in the cargo compartment. The vehicle below was in Czech service. Photos © Miroslav Netik 1994.





SDD Armored Truck No. 13

if motorcycles are one of your secret passions try RCR from Milan. They produce a Guzzi ALCE. All of the above mentioned models are in 1/35th scale.

A good source for these kits are the following shops: **AL SOLDATION MODELLISMO**, Via Viale Umbria, 41 20135 Milano (tel: 2-55010536 FAX 2-55190749). They accept credit cards. **DIORAMA MODELS**, B. go S. Gottardo 15, 30026 Portogruaro VE (tel: 421-74007 FAX 421-275366) is another good place to find kits. Two other interesting places are: **94th SQUADRON**, Via Don Minzoni 5/a, 40121 Bologna (tel/FAX 51-252674) and **BATTAN & CHECUZ**, Via Cal di Breda 63, 31100 Treviso (tel 422-420106).

I must stress that all the information given is for reference only, I am not advertising anyone and it is up to you to find out what are the best shops and kits.

Last but not least, if you are looking for any Italian titles of books, try **TUTTOSTORIA**, C.P. 395, 43100 Parma, ITALY (FAX 521-290387). They have a very good selection and will ship to foreign countries as a rule. **Armando Rossi, Casella Postale 43, 41010 Saliceto Panaro, Modena, ITALY.**

Call for "Correct" Russian. For a long time while assembling Western plastic kits, or reading books about AFVs, I have seen a lot of mistakes in decal slogans, and artist's drawings. For some reason **Tamiya** and **Verlinden** seem to make as many errors as possible. The last **Dragon** kits have some mistakes as well, inspite of all the photos of real tanks of WWII available.

I am not a jingoist, but I thought that historical realism is the aim of the modeler - am I wrong? I am sure that among the many Russian emigrants to the West, there must be one or two who could provide the correct spelling/phrases to the manufacturers... or I can even help!

I would be pleased to help anyone that wants to write before beginning to make decals (or drawings).

For those that want to decorate their models of WWII Russian tanks or armored cars I can send a very good (and correct) Russian slogans for "The death of the Fascism" and "Lovely Odessa" in 1/35th scale. Both decals are only \$1 plus an International Reply Coupon. **RUSSIA, Penza-61, PO Box 546, V. O. Shpakovsky.**

(Note: starting with this issue I am listing addresses in the same format as used by the writer's mail service. In Russia at least, that means starting with the country and working back to the individual - ed)

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No. 14 is a two piece kit, a resin hull with a nice white metal turret. This model represents one of the larger impressive machines in use at the time. Again it is correct in size and shape except for the wheelbase being slightly off; upon checking it appears that the rear wheel/wing units have been assembled too far forward of the true location. The only remedy for this problem, would be to saw off and refit the unit, but as this AFV was a fairly makeshift affair, it is not going to worry a wargamer too much.

Next is our old friend the Bilbao Security car, comprising of a resin hull and metal turret. This one is perhaps the most disappointing of the whole bunch, the bonnet is too narrow and the rear wheel housing is too small making the whole hull look wrong. The turret is the best part of the model as it is molded complete with the Hotchkiss mg.

There are other SDD models in this range which I have not inspected: the Nationalist Mortar Carrier truck believed to be based on the Fordson Thames 7v lorry, plus two unusual Oruga armored tractors just to spice things up.

To update those interested, I understand two other models, No. 4 and 10 have since been released, plus work on No. 8 is also complete so I guess this will follow shortly.

One must applaud this range as it nicely fills a gap where everyone else fears to tread. With a little more care the masters could have been better than they are but we must bear in mind that the SDD Spanish range are aimed at a particular market, not OO/HO scale modelers in general. These resins are good value for money and worth considering for those enthusiast into this period of our history.

Health Warning: You are advised that it is now becoming obvious that resin dust can be quite dangerous to one's health if inhaled, please remember this when considering modifications involving the cutting and sanding of such material.

SDD can be reached at: S.D.D., 40, Coalway Road, Wolverhampton WV3 7LZ, GREAT BRITAIN.

Letters, continued from page 9

Somalia. The Centauro is a very big kit. Also available is an AB41 on wheels and in railroad configuration.