

# ARMORED CAR

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## Shorland Armored Car by Jochen Vollert

The Rover Company of Solihull, Great Britain, has seen a wide variety of armored vehicles based on their most famous product, the Land Rover family. Contractors all over the world have produced vehicles like the 6-wheeled Hotspur APC, Tangi, Simba, and Glover Hornet. These vehicles are meant for use either with military or police units, or even up-armored civilian versions available for front line journalists. All these vehicles proved exceptional in combat or patrol duty, but one of the most famous is the Shorland Armored Car, a common sight, especially on the roads in civil-war torn Northern Ireland.

### Development History

In 1961 the Royal Ulster Constabulary (RUC) in Northern Ireland decided to further strengthen its vehicle fleet ('till then mainly equipped with field improvised, up armored Land Rovers) with new purpose built armored cars. These new cars would be more suitable for the day by day worsening situation.

First solutions were the repurchase of the FV 1611 1-ton 4x4 Humber "Pig" APCs from different sources. At the same time development was started on a "Pig" replacement. This new vehicle was to be better suited to the planned internal security duties, combining armor protection with a high road speed, better range, a more reliable chassis and engine, plus a more affordable procurement and operating cost. It was decided to hand over the design of this new vehicle to Short Brothers and Harland Ltd., of Belfast, Northern Ireland.



Top: Right side of a Shorland Mk III Series III, armored car, which is missing its turret armament as well as military registration plates. This vehicle shows the external recognition features such as recessed head lights and full-width wire mesh grill of the Mk III. During the mid-1980's Shorlands' such as this one, were sold to civilians (this sample belonged to the Budge Collection). Bottom: View from the rear with the crew escape hatch, and a lower hatch giving access to a storage compartment. Photos © Jochen Vollert.

In July 1962 the prototype of their new armored car was presented under the name Shorland (a contraction of Short and Harland), after testing and some revisions, production began in 1965.

### Technical Description

The Shorland is basically a standard Land Rover, fitted with a Makrolon type armor plate body and rear end which are protected against small arms fire. The



original Land Rover front body work was retained, but with an engine compartment armored with hinged panels behind the wire-mesh radiator grill. The vehicle was designed for use in both hot and cold climates for mobile police operations, riot control, convoy escort, internal security, border patrol and peace keeping duties.

The crew consists of three soldiers, with the driver and commander at the vehicle front and the gunner sitting in a rotating turret, based on the Ferret armored car design. The turret could be armed with a Browning .30 caliber, or a 7.62mm GP machine-gun, plus smoke or tear gas projectors. Accommodations were also made for the crews individual weapons, and a wire cutting bar was sometimes fitted at the front of the vehicle. A prototype with Vigilant anti-tank guided missiles was developed for the British Army, but didn't enter full production. Access into the vehicle is by two hinged doors on either side, plus an escape hatch

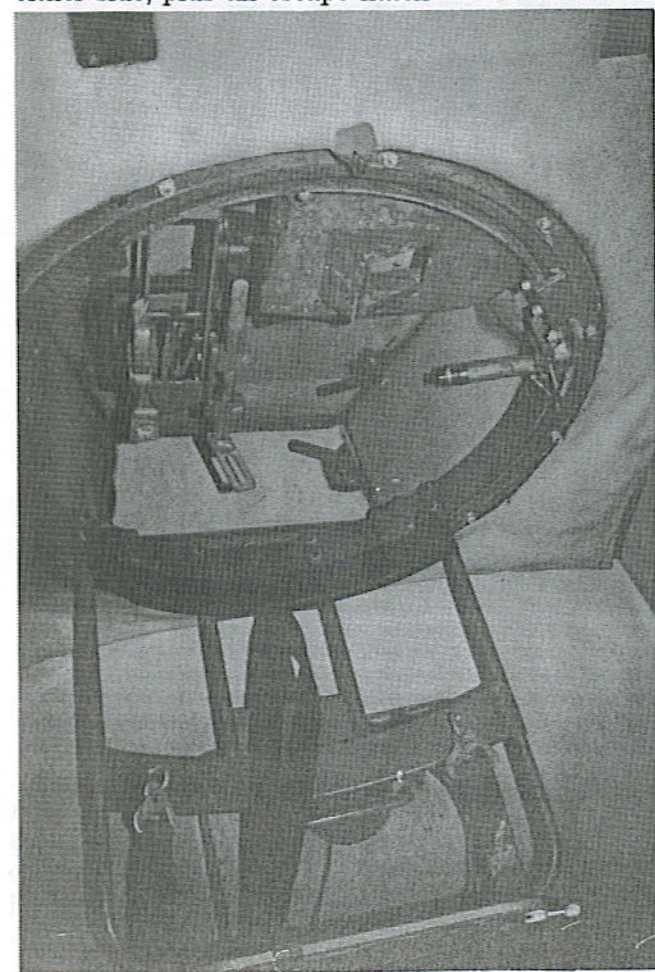
at the rear of the fighting compartment.

### Technical Data Mk III

Overall Length: 181 in. (2.77m)  
Overall Width: 70 in. (1.78m)  
Overall Height: 90 in. (2.29m)  
Wheelbase: 109 in. (2.77m)  
Weight: 7,400 lbs (3360kg) (w/crew)  
Ground Clearance: 8.74 in.  
Turning Circle: 58 ft. 3 in. (17.75m)  
4-cylinder gasoline engine (Mk I & II) 6-cylinder (Mk III)  
4-speed manual transmission with 2-speed transfer box giving eight forward and two reverse gears.  
Max. Speed: 50 mph  
Max. Off-road Speed: 30 mph (approx)  
Range: 160-200 miles

Below: A Mk II Shorland fitted with Vigilant launchers, this vehicle is owned by a collector and was photographed in 1993. Photo © Peter Brown.

Below bottom left and right: Interior of a Mk III crew compartment looking to the rear. The seat for the gunner and his safety harness are visible, as well as the interior insulation. The box to the left of the gunner's seat is field expedient extra storage added later. Photos © Jochen Vollert.

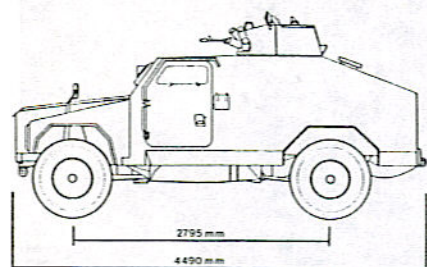




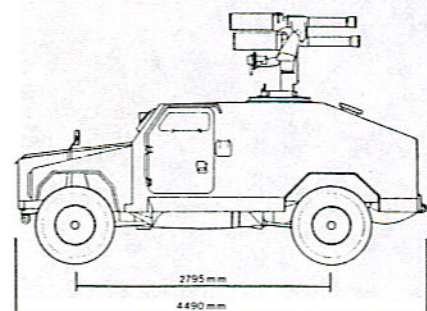
# Shorland

## SERIES

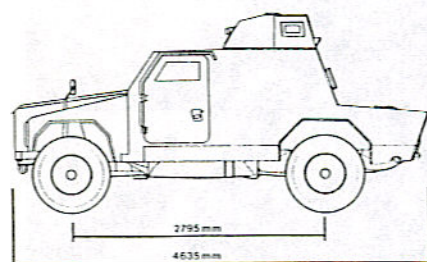
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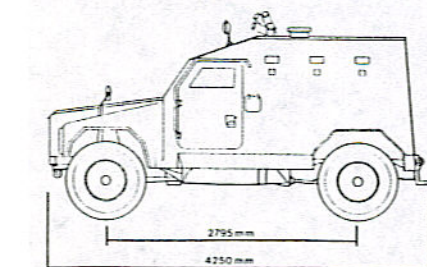
S52 Armoured Patrol Cars



S53 Air Defence Vehicle

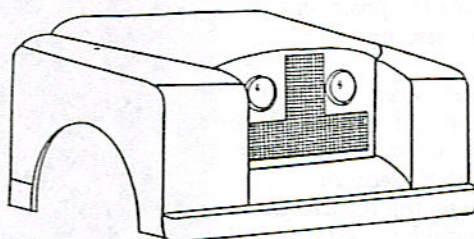


S54 Anti-Hijack Vehicle

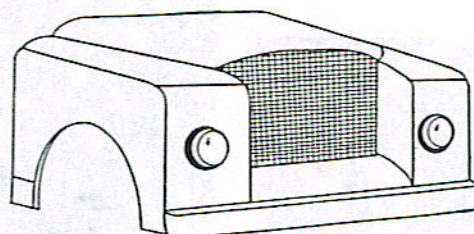


S55 Armoured Personnel Vehicle

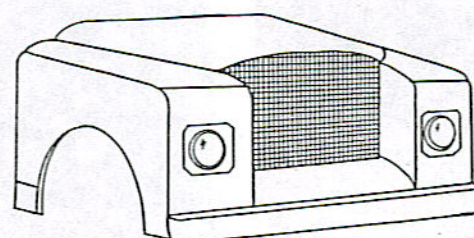
Drawings above Shorts Brothers Ltd.



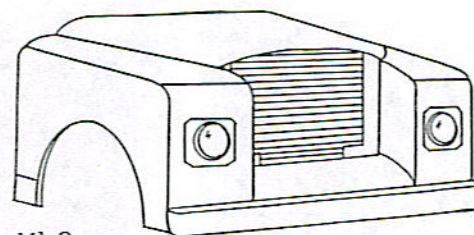
Mk I



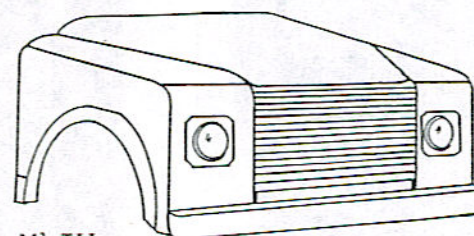
Mk II



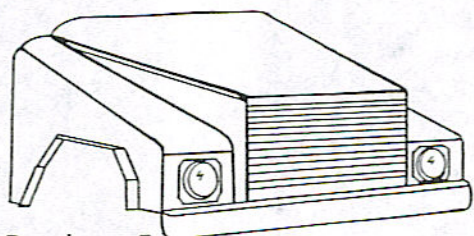
Mk III



Mk ?



Mk IV



Series 5

### Shorland Vehicle recognition Features

As far as I can determine, the following versions have been produced, with the Mk I and Mk III versions definitely serving with the RUC in Northern Ireland. The drawings should be considered provisional, and are not to scale.

### Shorland Test Vehicle 1962

This was a Series II 109 inch wheelbase vehicle with flat (instead of sloped) sides (military registration 4471 AZ) - not pictured.

### Mk I

Series II (1958-61) 109 inch wheelbase (headlights in radiator grill area). Series IIA (1962-71) 109 inch wheelbase (same as above).

### Mk II

Series IIA 109 inch wheelbase (headlights moved to front of fenders). Typical registration 9551 OZ.

### Mk III

Series III (1972-85) 109 inch wheelbase (headlights recessed into front of fenders). Typical registration 11FL96.

### Mk ?

Series III 1-ton (1972-80) 109 inch wheelbase (smaller radiator grill).

### Mk IV

Defender One-Ten (1983-89) 110 inch wheelbase (new full width radiator grill, some with mudguards added over wheel bays).

### Series 5

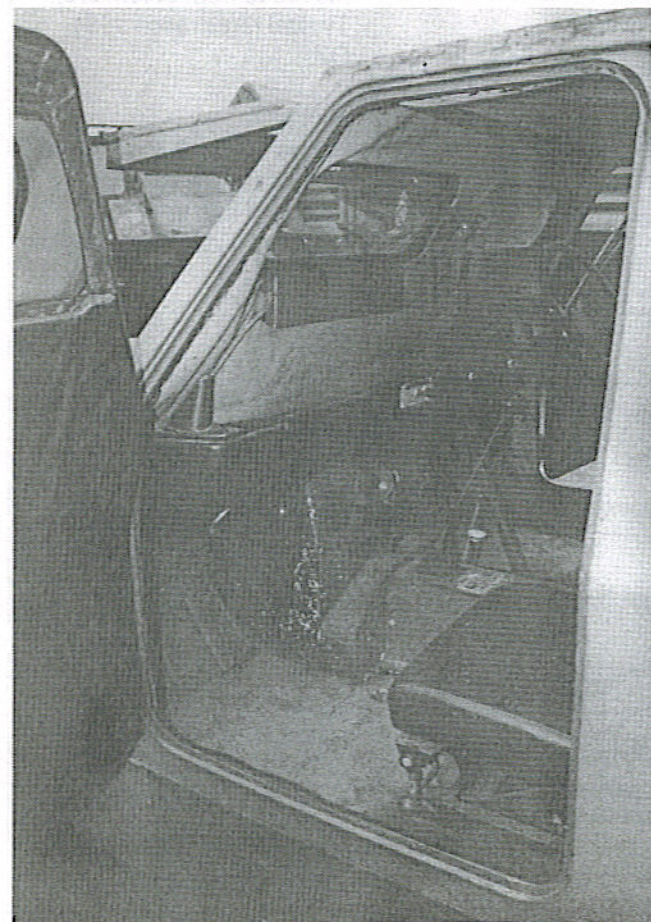
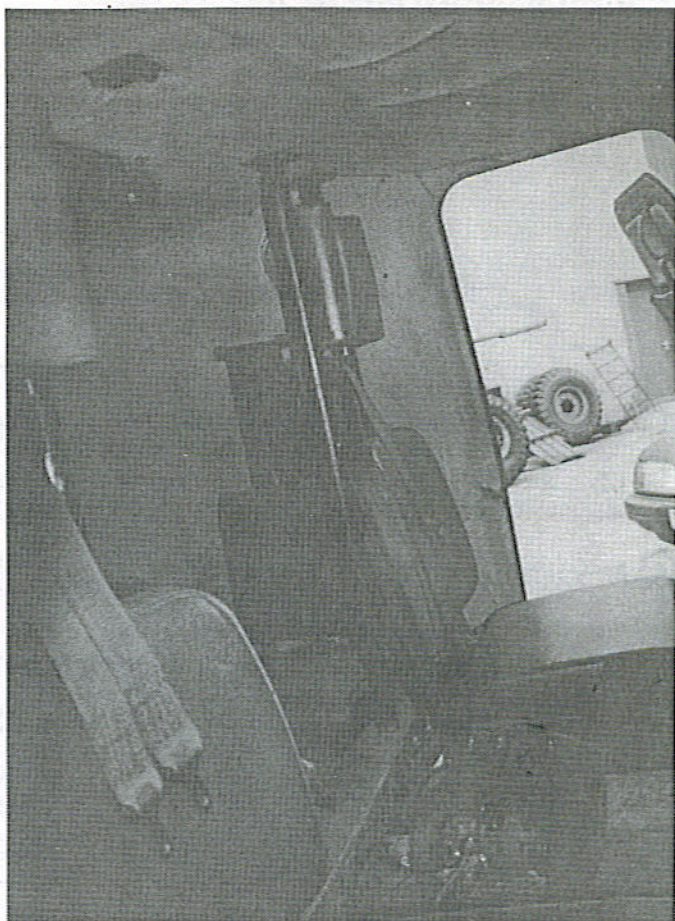
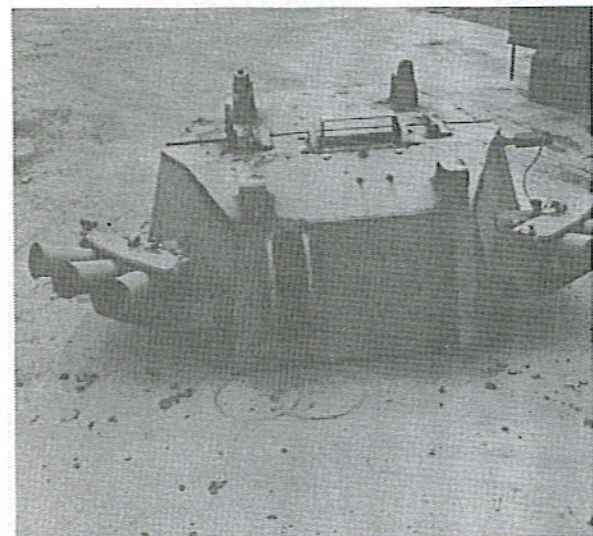
Defender One-Ten (1983-89) 110 inch wheelbase (new style slanted fenders and mudguards, new body style).

All drawings Jochen Vollert.



Below: Top of Shorland Mk III with the turret pointed to the 11 O'clock position. The grenade dischargers are visible along with the position for the gunner's periscope (which is missing).

Bottom and right: Front half of the crew compartment, showing the driver and commander's positions. Note the shoulder harness and headrests, while to the rear of the commander's seat an additional "jump" seat is visible facing toward the center of the vehicle. The steering wheel is 17 inches in diameter. Photos © Jochen Vollert.





Other users of the Shorland series include: Argentina, Botswana, Brunei, Guyana, Kenya, Libya, Malaysia, Portugal, Seychelles, The Netherlands, Thailand, United Arab Emirates, Venezuela.

#### Additional Reading

• Adema, J.G., "Shorland Armoured Patrol Car", *MILCIV*, 1/1992 (The Netherlands) - includes

detail drawings of Dutch Anti-hijack versions.

- Dunstan, Simon, *British Army in Northern Ireland, The* (GB)
- Foss, Christopher F, *Jane's Light Tanks and Armoured Cars* (GB).
- Leslie, Peter & John Rixon, *Modelling the Shorland*", *Military Modelling*, September 1977 (GB) - includes photo of first and second Shorland prototypes.
- Young, Alan, "A Landrover with

a difference" *Military Modelling*, August 1973 (GB) - includes 1/32d scale drawings of Mk III.

- White, B.T., *Wheeled Armoured Fighting Vehicles in Service* (GB) 1983.
- "Patrouillenwagen Shorland Mk. 3", *Truppendienst* 5/1978 (Germany).
- "Shorts Armoured Cars", *International Defense Review*, 5/1973 (Switzerland).



Right Top:  
A Shorland  
S.53 (Mk  
IV) Mobile  
Air Defense  
Vehicle  
capable of  
mounting  
either the  
Blowpipe or  
Javelin  
missile  
systems.  
Photo:  
Shorts  
Brothers  
Ltd.

Right  
Bottom:  
A Shorland  
S.53 (Series  
5) Mobile  
Air Defense  
Vehicle  
photo-  
graphed at  
the 1993  
RN/BAEE.  
Photo ©  
Peter  
Brown.





# LETTERS

**Request for Marmon-Herrington information.** As some readers may already know, I am very interested in the Marmon-Herrington tanks built for the Dutch Colonial Armed Forces in 1941-42. At the moment I am searching for the current addresses of some American companies which were involved in the production of these tanks. I am looking for: (1) Hercules Motor Corporation, (2) American Armament Corporation (they had their office in New York City, and two factories in Rahway, New Jersey and Derry, Pennsylvania), (3) the head office of the former Marmon-Herrington Company (they are now called Marmon Group Inc., and may be based in Chicago, Illinois).

Further I could use some information about the T-14 and T-16 (Marmon-Herrington TIS-4TA) used in the U.S. Army and information about deliveries of the Marmon-Herrington CTMS-1TBI to Cuba, Mexico, Guatemala and Ecuador. Many thanks to any reader that may be able to help. **Hans Heesakkers, Akker Str 2, NL-5061 De Oisterwijk, The Netherlands.**

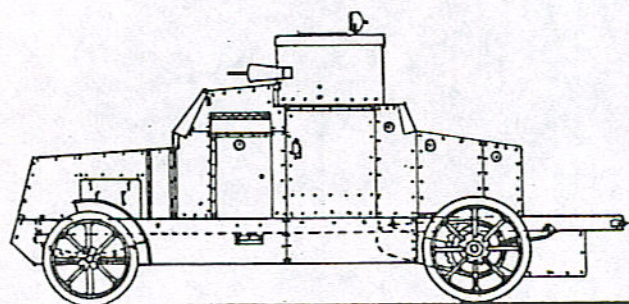
**Peerless Armored Car drawings.** In some of the more recent editions of the magazine (AC) you have been doing articles on WWI armored cars. So I thought you might be interested in some of the enclosed (armored car) drawings which I have drawn recently. There are some British and French armored cars of WWI as well as some British vehicle of WWII and more recent periods. I look forward to the next issue.

**G.W. Lacey, 315A South Lane, New Malden, Surrey KT3 5RR, GREAT BRITAIN.** (Geoff has completed literally hundreds of scale drawings of military vehicles and equipment of all types, if you haven't already contacted him for information on how to order his extensive list of drawings, you really ought too. Below is Geoff's drawing of the 1919 Peerless Armored Car series that appeared in last issues' (#28) article on Irish Armored Cars. -ed)

**Ripoffs.** Stephen "Cookie" Sewell wrote with a note warning that at least one individual is using computer technology to duplicate etched brass and stainless steel modeling detail frets, and then marketing them as his own product. **Stephen Sewell, c/o AMPS, PO Box 331, Darlington, MD 21034.**

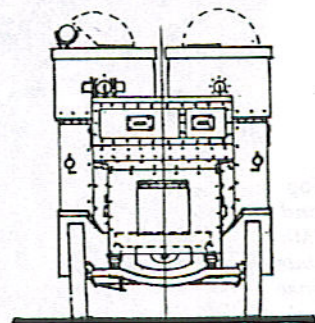
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**1919 PEERLESS ARMOURD CAR.** Mostly used as training vehicles. Used in Ireland 1920 & England 1921 & 1926 during general strikes. All later transferred to Territorial Armoured Car Companies 1926. The few left in 1940 used for airfield defense.

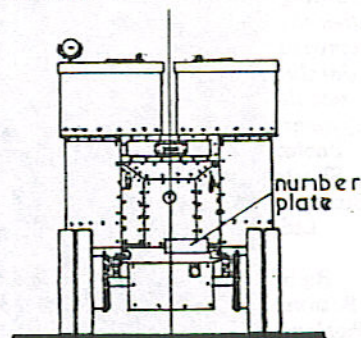
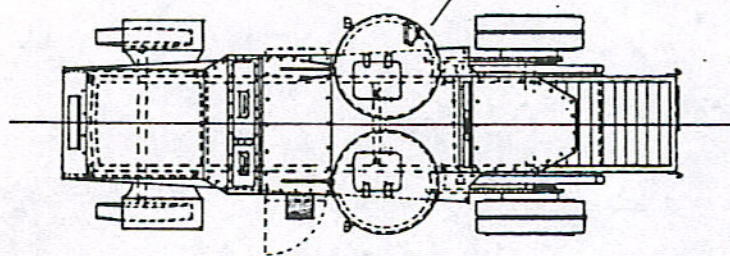


Early model

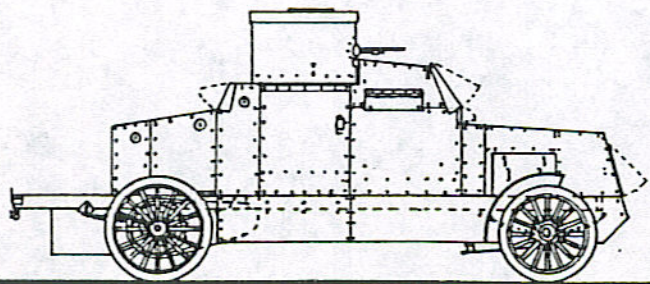
early model turret



early model turret



early model turret

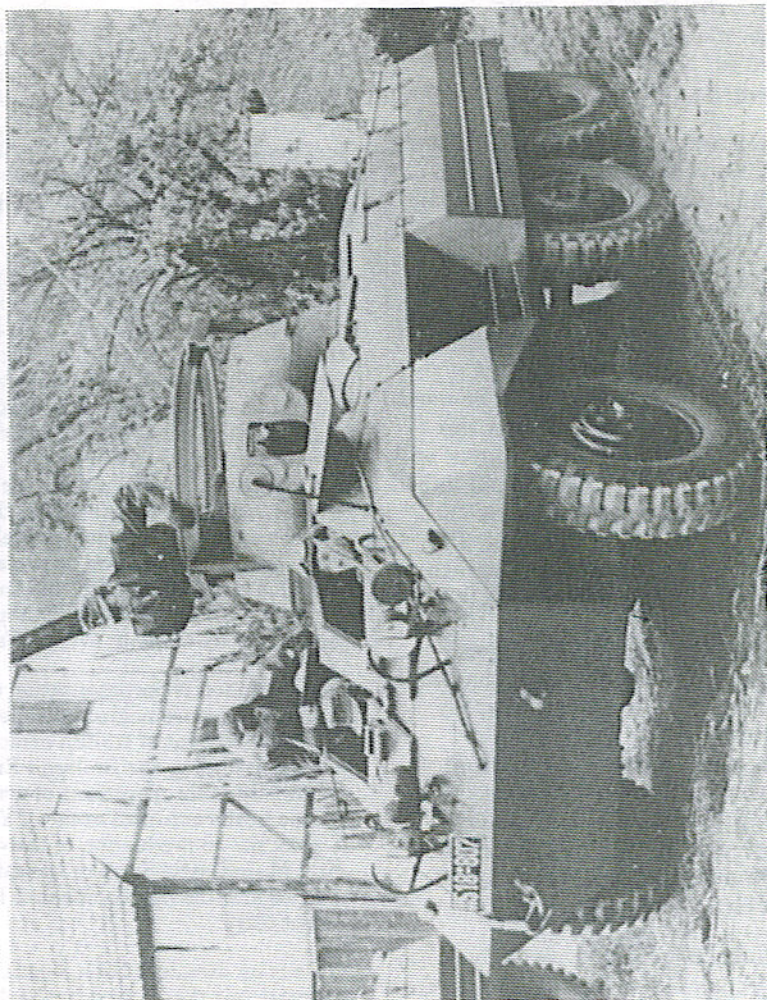
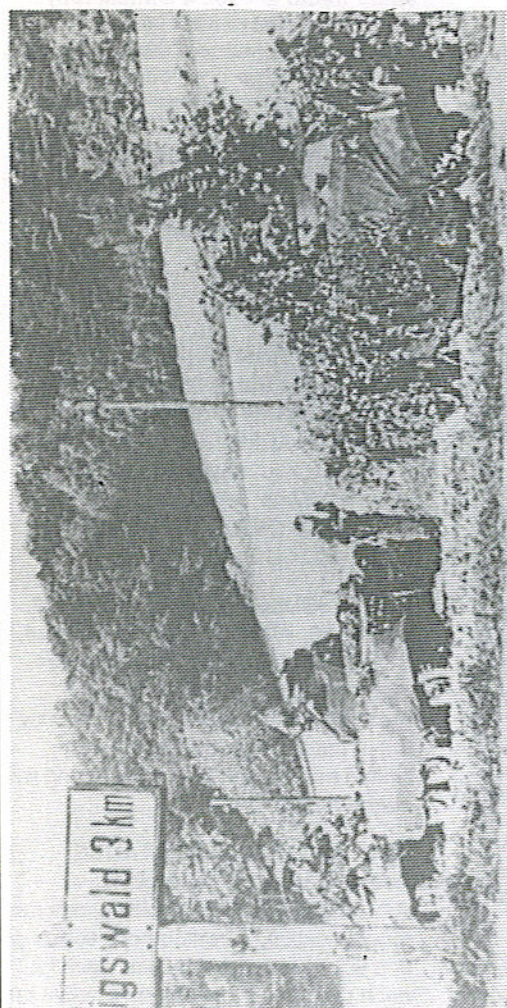


Late model

Drawing 1/76th scale - © G.W. Lacey 1995



**The Reference Page:** These three photos show M8 Greyhounds of the West German Border Police (Bundesgrenzschutz) in the early 1950's. The 37mm main gun has been removed along with the co-axial .30 caliber Browning machinegun, both being replaced by what appears to be an MG42 7.62mm. The ring mount for the .50 caliber M2 HMG has been retained. All of the vehicles appear to have been in excellent condition. All photos via Andreas Hanke.





*(Fellas, if the deal / price of a product seems "too good to be true", it probably is... and someone's work is being used without credit or fair compensation -ed)*

**Wanted:** Photos of actual Israeli military vehicles from 1936 to 1990 for an upcoming book to be published by Banner books, Australia. Also photos of completed Israeli models. If you can help please initially send a good photocopy of the photo with details of name and return address. If the photo can be used I will then ask for a copy of the original. Full credit to source will be given for any photos published. All correspondence will be answered. **John Myszka, 124 Marconi Crescent, Kambah, ACT, 2902 AUSTRALIA.**

**Crestline Books changes hands.** Classic Motorbooks/Zenith Books, PO Box 1, Osceola, WI 54020 has purchased the Crestline Publishing Company (the publisher of US Military Wheeled Vehicles). **Tomasz Ostrowski, 3351 N Mountain View Drive, San Diego, CA 92116.**

**Modeling help.** I recently purchased the Italian armored car "Centaur" in 1/35th scale from MS Models System. I have written to them for more information and photos, but does anyone have reference information or photographs of this vehicle? Further, are there any references on modern Italian crew uniforms? Any help would be appreciated. **Dan Robichaud, 6765 Woodmere, Canton, MI 48187.**

## REVIEWS

**Fighting Vehicles and Weapons of Rhodesia 1965-80**, by Peter G. Locke and Peter D.F. Cooke, illustrated, 152 pg. ISBN 0-473-02413-6. P&P Publishing, Box 9724, Wellington, NEW ZEALAND. Soft covers, price \$18, \$25 (US), postage extra. I know I mentioned Peter Cooke's book a couple of issues ago, but if you haven't yet put in an order for your copy, you really should. This is an excellent reference on the design,

construction, use and national of Rhodesian mine protected vehicles. A real goldmine of information and photos.

**Motoriii !!!**, by Nicola Pignato, illustrated, 192 pgs, 130+ photos. Italian text. Distributor: Gruppo Modellistico Trentino di studio e ricerca storica, c/o Flavio Chistè, via Matteotti 60/1, 38014 Gardolo (TN), ITALY. Soft covers, price 45,000 lire, \$30 (US), postage by air 20,000 lire, \$13 (US) extra.

In "Motoriii !!! (Engines!)", Nicola Pignato details the history of Italian armored forces from their origins to the present day. Using a selection of text, excellent photos, and many charts, the book covers the relationship between the armored branch and the Italian automotive industry, tracing the career of Ansaldo's chief engineer Rosini, who designed the entire range of tanks, self-propelled guns and other armored or protected vehicles employed by the Italian Army in the campaigns in Ethiopia, Spain and throughout World War II.

Also included is documentation of some of the more neglected aspects of the development of Italian armored forces, including the Railroad Engineers and their operations of armored trains in the occupied areas of Yugoslavia; the co-production of Italy's first Main Battle Tank in the mid-Sixties and the development of Italy's latest MBT.

This is an excellent book, beautifully printed, but there are draw backs. First, the entire book is in Italian, and while it isn't that difficult to puzzle out what is said, at least English translations for the captions could have been added. Second, Motoriii !!! covers a lot of ground, which means no one section receives complete coverage, those specifically interested in wheeled fighting vehicles may not find enough new material here to justify the price. But, if one of your interests is the development of Italian armored vehicles and units you'll want to add this book to your reference library.

**WWII Military Journal.** PO Box 28906, San Diego CA 92198 USA. Published six times a year, subscriptions \$18 (US) \$32 (Foreign). *WWII Military Journal* covers the entire spectrum of WWII subjects, and as such will be of interest to some of ACs readers. The first issue was 26 pages in length. \$3 should get you a sample copy. Recommended for WWII fans.

**Military Miniatures in Review.** Ampersand Publishing Co., 21045

Commercial Trail, Boca Raton FL 33486 USA. Published four times a year, subscriptions \$19.95 (US) Foreign, please inquire for rates. \$5.25 would get you a sample copy. MMiR remains one of the best published magazines I have ever seen, the reproduction is second to none (and yes I know it doesn't have any color!), but then I also like black & white movies. While they don't carry all that many wheeled fighting vehicle articles, this is still an excellent modeling magazine and I Highly Recommend it.

All reviews by Dave Haugh.

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