



Flag description: three equal vertical bands of black (hoist side), yellow, and red note: the design was based on the flag of France.



Background: Belgium became independent from the Netherlands in 1830; it was occupied by Germany during World Wars I and II. It has prospered in the past half century as a modern, technologically advanced European state and member of NATO and the EU. Tensions between the Dutch-speaking Flemish of the north and the French-speaking Walloon of the south have led in recent years to constitutional amendments granting these regions formal recognition and autonomy.

Geography Belgium. Location: Western Europe, bordering the North Sea, between France and the Netherlands. Area: total: 30,528 sq. km. Area - comparative: about the size of Maryland. Land boundaries: total: 1,385 km. Border countries: France 620 km, Germany 167 km, Luxembourg 148 km, Netherlands 450 km. Coastline: 66.5 km. Climate: temperate; mild winters, cool summers; rainy, humid, cloudy. Terrain: flat coastal plains in northwest, central rolling hills, rugged mountains of Ardennes Forest in southeast. Natural resources: construction materials, silica sand, carbonate.

Natural hazards: flooding is a threat along rivers and in areas of reclaimed coastal land, protected from the sea by concrete dikes. Environment - current issues: the environment is exposed to intense pressures from human activities: urbanization, dense transportation network, industry, extensive animal breeding and crop cultivation; air and water pollution also have repercussions for neighboring countries; uncertainties regarding federal and regional responsibilities (now resolved) have slowed progress in tackling environmental challenges. Geography - note: crossroads of Western Europe; majority of West European capitals within 1,000 km of Brussels, the seat of both the European Union and NATO. (CIA World Factbook 2006)

Below: Belgian Army Mors, Minerva and Peugeot Armored Cars, circa 1915.



1914 Car, Armd, 4x2. Automitrailleuse, Le Verguer
(To be entered)

1914 Car, Armored, 4x2, Opel.

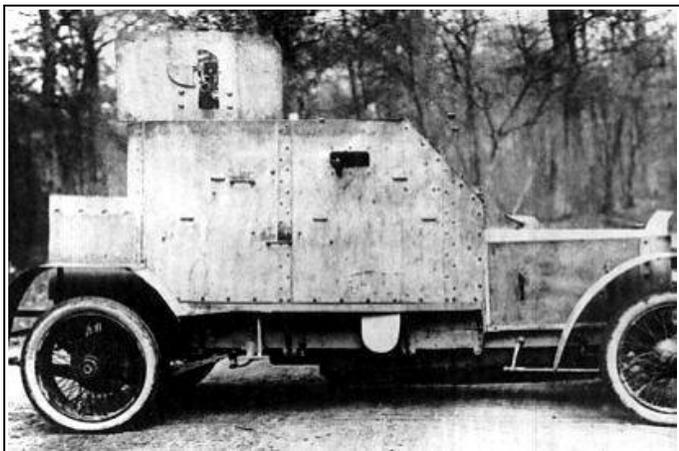


A single Opel touring car was fitted with improvised armor and a single Lewis machinegun at the beginning of hostilities. (Photo: L'ASBL Tank Museum VZW)



1914 Car, Armd, 4x2. Minerva Mod 1914 (Early).

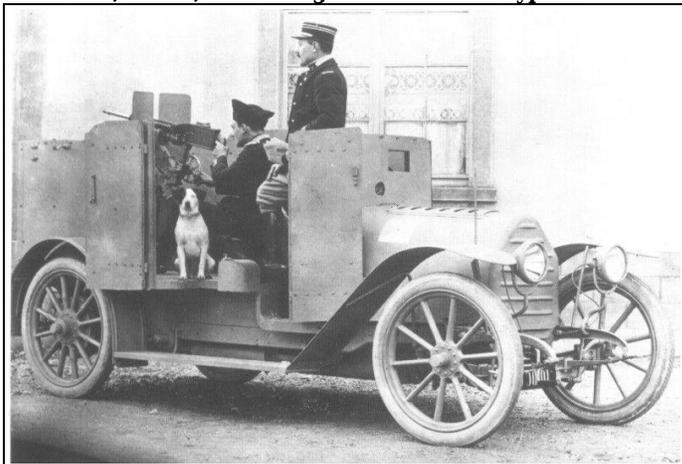
Up to 1910, Minerva concentrated on big four-cylinders, including models of 3.8 and 5.9 liters: then they became the first marque in mainland Europe to adopt the Knight sleeve-valve engine, announcing a 38 hp dual-ignition 6.3 liter four cylinder (King Albert was an early patron) followed shortly by models of 2.3 and 4.25 liters. By the outbreak of World War One, the 38 hp had grown to 7.4 liters.



1914 Car, Armd, 4x2. Minerva Mod 1914 (Late).
(To be entered)

1914 Car, Armd, 4x2. MORS Mod 1914
(To be entered)

1914 Car, Armd, 4x2. Peugeot Mod 1914 Type 1.



Above: Early Belgian Peugeot, complete with mascot.

1914 Car, Armd, 4x2. SAVA



1914 Carr, Wpns, De Dion w/37mm cannon (4x4)
(To be entered)

1914 Car, Armored, 4x2. Compagnie Belge de Construction d'Automobile PIPE.



1915 Car, Armd, 4x2. Minerva Mod 1915.



1915 Car, Armd, 4x2. MORS Mod 1915.



Above: Belgian MORS in Russia circa 1917.

1915 Car, Armd, 4x2. Peugeot Mod 1915



Above: Belgian Peugeot armored car, part of the Belgian "Corps des Autos-Canons-Mitrailleuses Russie". (Photo: Library of Congress)

Remarks: Armored by the Belgians, these Peugeots had an armored crew compartment, but the engine and 37mm gun itself were left unprotected. It doesn't seem to have made much difference, as the cars were sent to Russia with the Belgian Expedition as part of the "Corps des Autos-Canons-Mitrailleuses Russie". There, along with the Mors armored cars (also Belgian produced), proved quite successful. It doesn't appear that any of the cars returned from Russia.

Physical Data: Weight Loaded, 8,800 lbs (3991 kg). Length (est), 189 in (4800 mm). Width (est), 71 in (1800 mm). Height (est), 86.5 in (2200 mm). Ground Clearance (est), 10 in (250 mm). Wheel Base (est), 138 in (3500 mm). Drive, 4x2. Armor, .22 in (5.5 mm). NBC Protection, individual. Armament: (1) 37mm cannon. Elevation & traverse, manual. Fire Control, optical. Aux wpns, crew sidearms. Capacity: Fuel, 21 gals (80 Liters) of gasoline. Ammo/Qty, 37mm (40 rds). Crew, 4-5. Engine: Peugeot, 4-cyl, water-cooled, producing 40 hp (29 kW). Location, front (engine compartment was not armored). Transmission: Manual. Suspension System: Leaf spring. Wheels Steerable, front pair. No of wheels, 4 (duals at rear). Performance: Speed, 25 mph (40 km/h). Range, 87 mi (140 km). Usage: Only used by Belgium from 1914 to approximately 1917. Most of their action was seen in Russia. Manufacturer: Chassis, Peugeot, France. Body armored in Belgium.

1915 Car, Armd, 4x2. Minerva Mod 1915 (Turret).
(To be entered)

1917 Car, Armored, 4x2 Peugeot Model 1917.



Surviving earlier cars were modified and rebuilt in 1917 to the new pattern.

1920 Car, Armored, 4x2 AB-Lacre.



Above: Evidently a converted truck, the vehicle was used by Belgian Occupation Forces in Germany circa 1920.

1921 Car, Armd, 4x2. Minerva Mod 1921.
(To be entered)

1940 Veh, Recce, 4x4, Ford Marmon-Harrington.
(To be entered)

1945 Car, Armd, 4x4, AEC Mk III.

Remarks: Belgium acquired AEC Mk III heavy armored cars from Britain at the end of WWII. The last of these cars wasn't retired until the early 1960's (see UK for vehicle details).

1945 Car, Armd, 4x4, T17E1 Staghound.



Above: 37mm cannon armed T17E1 Staghound during a post-WWII Parade.

Remarks: The Belgian Army had several T17E1s left over from World War II. With the shrinking of their overseas empire, at 30 of these were transferred to Lebanon during the 1950's (see US for vehicle details).

1945 Car, Armd, 4x4, T17E2 Staghound.



Above: One of the T17E2 Staghound AA vehicles issued to the Belgian Brigade for the return to mainland Europe.

Remarks: Originally meant as an anti-aircraft vehicle, the twin .50 caliber armed vehicle proved to be excellent for reconnaissance (see US for vehicle details).

1947 Veh, Recce, 4x4, Humber Scout Car Mk 1.



Above: Humber Scout Car Mk II during parade circa 1994. (Photo: Brussels Tank Museum)

Introduced from excess British stocks after WWII (see UK for vehicle data).

1952 Car, Armd, 4x4, LFZ (Les Forges Zeebrugge).
(To be entered)

1952 Truck, Utility, 4x4, M38.



Above: As the vehicles left over from WWII began to wear out, Belgium acquired some new build, Willys M38s. The above vehicle is fitted with French built ENTAC anti-tank missiles.

1954 Truck, Utility, 1/4-Ton, 4x4, M38A1

Remarks: Starting in the mid-1950s Belgium received the then new M38A1 series to supplement the CJ3 and M38 jeeps in service in Europe. The M38A1s were evidently only used in the Belgian Congo (see US for vehicle details).

1960 Veh, Recce, 4x4. Minerva/Land Rover (Para / Com-mando).



Above: Minerva/Land Rover during operations in the Congo.

1965 Car, Armd, 4x4, FN 4RM/62 FAB
(To be entered)

1965 Car, Recce. Minerva/Land Rover.
(To be entered)

1970 Veh, Util. VW181 Kurier, 4x2.



Above: Type 181 with soft-top and brush guards.

Remarks: An unknown number of VW Type 181 utility vehicles were acquired from West Germany for liaison work (see Germany for vehicle details).

1976 Carr, Pers, Armd, 4x4. Beherman-Demoen Mon-goose
(To be entered)

1976 Carr, Pers, Armd, 6x6. SIBMAS.
At least 180 vehicles were delivered to Malaysia.

1977 Carr, Pers, Armd, 4x4. Beherman-Demoen BDX (Timoney).
(To be entered)

2001 Carr, Pers, Armd, 4x4. Mamba Mk 2.

Vehicle transferred from Argentina to Belgium, probably in support of UN operations (see South Africa for vehicle details).

2003 Carr, Pers, Armd, 4x4. Iguana FV4, Sabiex.



Above the Iguana design in it's latest form. Photo: Sabiex International S.A.

The Iguana (4 × 4) FV4 Light Armoured Vehicle (LAV) was developed by Sabiex International as a private venture for the export market, with the first prototype completed in early 2002. Envisioned roles include troop carrier, anti-tank guided missile carrier, APC or reconnaissance vehicle. The design uses Commercial Off The Shelf (COTS) subsystems wherever possible. Maximum weight is 6.25 tons, of which 1.25 tons are payload. Crew carried depending on mission, up to six; commander, driver and four troops. This vehicle was still under development as late as 2008.

2005 Carr, Pers, Armd, 4x4. Dingo 2 (APV).

The Belgian Army ordered 220 Dingo 2s with an option for a further 132 in 2005. These vehicles are to replace the M113 tracked APCs now in service (see Germany for vehicle details).



Above: Belgian Dingo for operations with the UN in Lebanon during 2007. These vehicles were also later used by the Belgian contingent in Afghanistan with ISAF.

2007 Carrier, Personnel, Armored, 8x8. GDLS-E MOWAG Piranha IIC.



In 2007, Belgium began the delivery of a whole family of GDLS-E (MOWAG) Piranha III vehicles beginning with the 8x8 Personnel Carrier. (Photo: Belgian MoD)

2007 Vehicle, Infantry, Fighting, 8x8. GDLS-E MOWAG Piranha IIC 30mm.



Above: Belgian Piranha IIC IFV with 30mm Remote Weapons Station (RWS).

2007 Vehicle, Support, Armored, 8x8 (ASV). GDLS-E MOWAG Piranha IIC with 90mm Gun Turret.



Above: Belgian Piranha IIC armed with a 90mm cannon.

2008 Carrier Personnel, Armored, 4x4. Carat



2008 Carrier, Utility, 4x4. IVECO M65E LMV.



Above: IVECO M65E as sent to Afghanistan to support Belgian ISAF operations. (Photo: Belgium MoD)

2009 Vehicle, Utility, 4x4 "Groundhog".



2010 Vehicle, Utility, 4x4 HMMWV.



Above, Belgian unit during deployment in Afghanistan. (Photo: ISAF)

2010 Carrier, Personnel, Armored, 6x6. Pandur



Above: Belgian (Austrian built) PANDUR 6x6 APC in support of KFOR circa 201-11. (Photo: KFOR)