Section 5: Military Wheels

Wheeled military vehicles & Weapons

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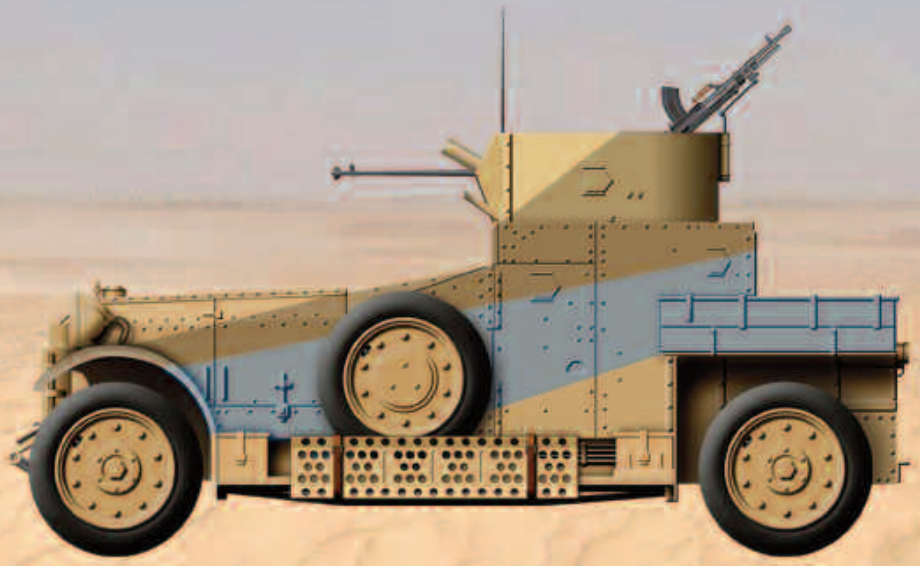

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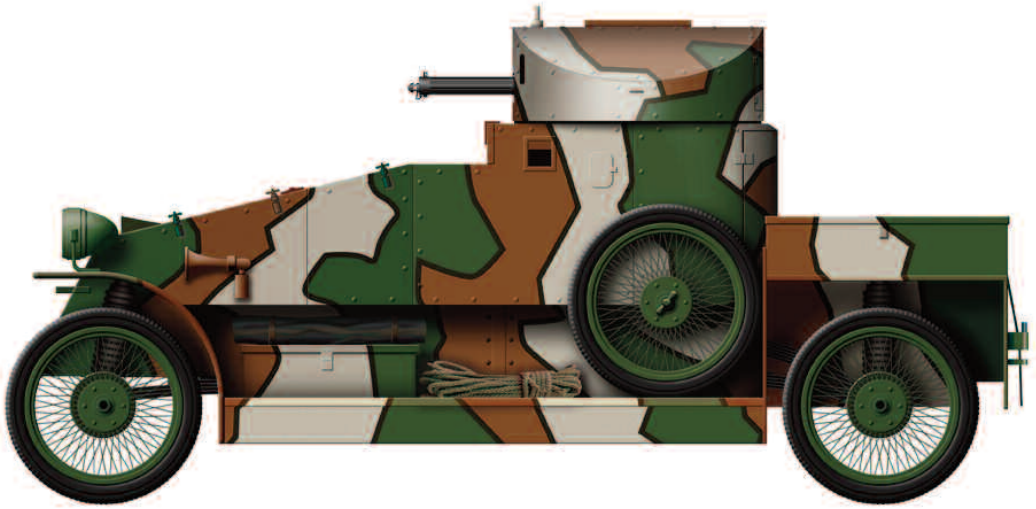
Rolls-Royce Armoured Car

When the First World War broke out in August 1914, the Admiralty sent aircraft of the Royal Navy Air Service to France to support the British army. For the defence of their airfields the first British armoured car squadron was formed, manned by members of the Naval Brigade. The vehicles were very crude, and in September all available Rolls Royce Silver Ghost chassis were requisitioned to form the basis of an armoured car which consisted of an armoured body with a fully rotating turret mounting a Mk I Vickers machine gun. The first vehicles were delivered in December 1914, but by then the Western Front had settled down to trench warfare and they became surplus to requirements. In August 1915 the R.N.A.S. armoured car squadrons were disbanded and the vehicles taken over by the Army, but they were not ideally suited for the conditions of the Western Front, and most were soon withdrawn. They were then transferred and used on other fronts with great success, most notably by Lawrence of Arabia in the middle east against Turkish forces. In total about 120 were built between 1914-17. The vehicles were steadily modernised in the 1920s, some being virtual rebuilds which survived to serve in World war Two.

Country of Origin: UK
Number Built: 120

SPECIFICATION:
Vehicle Weight: 3.5 tons
Dimensions: Length 16 ft 9 in, Width 6 ft 3 ins, Height 7 ft 7 ins
Powerplant: 1 x 50 hp petrol engine
Performance: Maximum speed 60 mph, Range 150 miles
Armament: 1 x 0.303 inch Vickers machine gun
Armour: Maximum 8 mm
Crew: 4



Lanchester Armoured Car

Highly regarded before the start of the First World War, the Lanchester Sporting Forty touring car was another atural choice to form the basis of an armoured car for the Royal Naval Air Service. The armoured car was protected by 8 mm armour plate and powered by a 65 hp 4.8 litre engine which gave the vehicle a speed of 50 mph on metalled roads. Similar to the Rolls-Royce they were armed with a Vickers 0.5 inch machine gun mounted in a turret, while a Lewis gun could be carried inside. Thirty six were completed by the end of March 1915 which were formed into three squadrons of twelve vehicles and sent to France in May. Twenty were supplied to Russia in late 1915, these differed from the others by having a cupola on the turret roof and side shields protecting the cooling sleeve of the Vickers machine gun. With the R.N.A.S. the Lanchester was mainly used for the defence of airfields, but after they were relinquished to Army control they were taken out of service in favour of the Rolls-Royce. Redundant vehicles were sent to Russia in 1916 as part of an expeditionary force to support the Russian Army, where they proved to be very reliable over the long distances travelled during the campaign.

Country of Origin: UK
Number Built: 36

SPECIFICATION:
Vehicle Weight: 4.7 tons
Dimensions: Length 15 ft 11½ ins, Width 6 ft 4 ins, Height 9 ft 3 ins
Powerplant: 1 x 65 hp Lanchester petrol engine
Performance: Maximum speed 50 mph, Range 180 miles
Armament: 1 x 0.5 inch Vickers machine gun
Armour: Maximum 8 mm
Crew: 3/4

Talbot Armoured Car

The Talbot Tourer was a successful sports car before the start of the First World War in 1914, and another natural choice for the basis of an armoured car for use of the the Royal Navy Air Service. The initial version was very basic, having side plates over the dual rear wheels and mudguards over the front wheels. The next version had a raised cupola at the front affording the driver more protection. In early 1915 the Talbot/Baxter version of the car appeared that was fitted with the same armour as the Rolls-Royce, but with an octagonal turret armed with a 0.303 inch Maxim or Vickers machine gun. In service they proved to be inadequate for their intended job, the weight of the armour being too great for the suspension which seriously reduced their operational use. The Talbot armoured cars were soon withdrawn from service, and in typical naval language were converted into tenders. In their new role the excess weight of the armour and turret was removed and a flat bed installed at the rear. The vehicles were then used to support the R.N.A.S. armoured car squadrons as supply carriers for the rest of their careers. It is not known how many were built.

Country of Origin: UK
Number Built: Unknown

SPECIFICATION:
Vehicle Weight: Unknown
Dimensions: Unknown
Powerplant: 1 x 25 hp petrol engine
Performance: Maximum speed and range unknown
Armament: 1 x 0.5 inch Vickers machine gun
Armour: Maximum 8 mm
Crew: 3/4

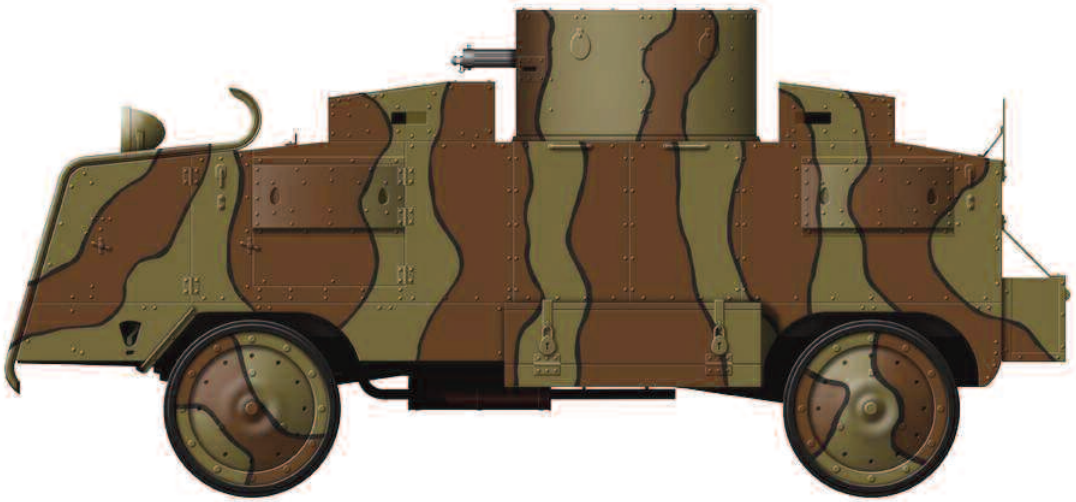
Seabrook Armoured Car

During the early stages of World War One a successful gunnery action by the R.N.A.S. at Westroosebeke in Belgium was carried out by an improvised B type bus chassis fitted with a 3 pounder gun. This prompted a requirement for an armoured version, and for the chassis the American Standard five ton chassis was chosen which was then being marketed by Seabrook. The driver and commander's positions were armoured, and behind them in an open box hull was a Hotchkiss 3 pounder QF gun protected by a shield with up to four machine guns. The upper sections of the sides could fold down for a better field of fire.

They entered service in early 1915 and were operated by the Marines, equipping five squadrons each of six vehicles. In France they formed the heavy section of armoured car operations, but with their large crew, armour and armament they were overloaded and soon only allowed to operate on metalled roads. One squadron was sent to Egypt in November 1915 for operations against the Senussi tribesmen, but they were totally unsuited to the conditions. It is uncertain of the career of these vehicle in the latter part of World War One, but were soon withdrawn from France as being unsuitable.

Country of Origin: UK
Number Built: 30

SPECIFICATION:
Vehicle Weight: 10 tons
Dimensions: Length 24 ft 9 ins, Width 7 ft, Height 6 ft
Powerplant: 1 x 33 hp Continental petrol engine
Performance: Maximum speed 20 mph, Range 100 miles
Armament: 1 x 3 pounder gun, 4 x 0.303 inch machine guns
Armour: Maximum 8 mm
Crew: 6



Jeffery Armoured Car

In 1915 the US Army developed an armoured car using the chassis, running gear and power train of a four wheel drive Jeffrey Quad 2 ton truck. They were fitted with two manually operated turrets which were each armed with a single 0.30 inch machine gun, these being positioned one behind the other. This was the first armoured car built for the U.S. Army, and at least one accompanied General Pershing on his expedition against Pancho Villa in Mexico during 1916. A number of these armoured cars were purchased by the British in 1916 for use in India, the army modifying them by removing the rear turret and changing the armament to a Vickers 0.303 inch machine gun. Four semi circular sponsons with loopholes for small arms were also fitted to the hull sides, and a duplicate set of controls provided at the rear of the hull compartment for the co-driver, enabling the vehicle to quickly extract itself if the situation became necessary. After the 1916 Easter Rising in Ireland at least 22 were used for internal security in the province. They were then deployed on the North West Frontier of India during the Third Afghan War and for policing duties in the Middle East and Mesopotamia.

Country of Origin: USA
Number Built: 50

SPECIFICATION:
Vehicle Weight: 3.5 tons
Dimensions: Length 18 ft ½ in, Width 6 ft 5 ins, Height 8 ft ½ in
Powerplant: 1 x 28 hp Buda petrol engine
Performance: Maximum speed 25 mph, Range 100 miles
Armament: 1 x 0.303 inch Vickers machine gun
Armour: Maximum 8 mm
Crew: 4

Austin Armoured Car

Shortly after the start of the First World War, the Russian government approached the Austin Motor Company to produce an armoured car for their army. Austin came up with an armoured car of simple design which was based on a passenger car chassis with rear-axle drive and wooden spoked wheels with pneumatic tyres, an additional set of wheels with solid rubber tyres being carried for use in combat. The main armament consisted of two Maxim machine guns which were located in dustbin type turrets situated one on each side of the hull. 48 were delivered in early 1915, and in March a further order for sixty more was placed of an improved design, which were known as Austin 2nd series. These were based on a 1½ ton lorry chassis and had a more powerful 50 hp engine. Repeat orders for the car with minor modifications were placed in 1916 and 1917, but none of the last order were delivered due the outbreak of the Russian revolution. Sixteen were taken over by the British army and used to equip the 17th (Armoured Car) Battalion of the Tank Corps, after being modified for British use. Later a number of bodies were reused on a Peerless lorry chassis, some of which were still in service in 1939.

Country of Origin: UK
Number Built: 184

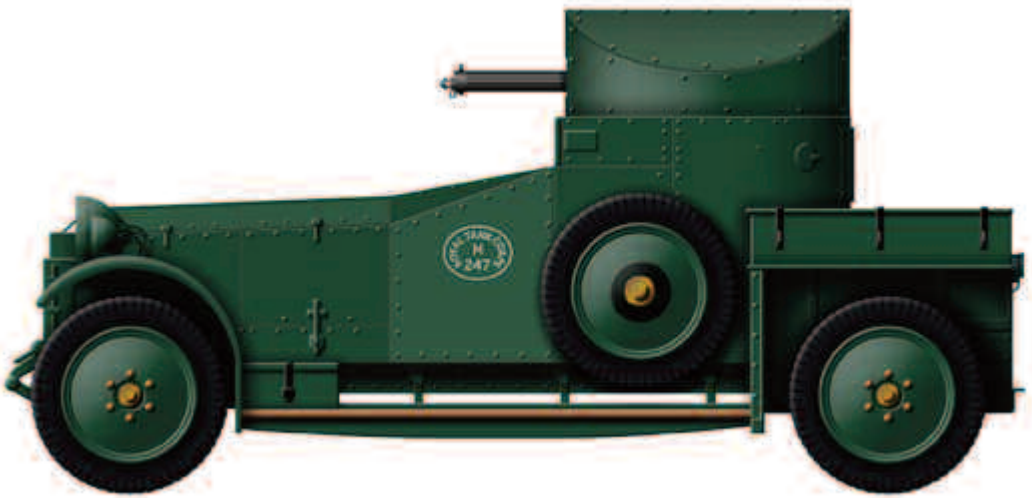
SPECIFICATION:
Vehicle Weight: 5.3 tons
Dimensions: Length 16 ft, Width 6 ft 8 ins, Height 9 ft 4 ins
Powerplant: 1 x 50 hp petrol engine
Performance: Maximum speed 35 mph, Range 125 miles
Armament: 2 x 7.7 mm machine guns
Armour: Maximum 8 mm
Crew: 4/5

Peerless Armoured Car

Shortly after the end of the First World War in 1919, the British army decided to increase the number of armoured cars they had in service so they could be used for policing the Empire. As the vehicles were needed quickly, an improvised design was prepared, and from the Army's pool of reserve vehicles, the Peerless truck was chosen for conversion. These were stripped down to the basics and fitted with an armoured body that was of a twin sponson design each with its own turret armed with a single Hotchkiss 7.7 mm machine gun. Double wheels were fitted to the rear axle to compensate for the increased weight of the vehicle, and although the vehicle was crude with an antiquated look, it was an acceptable design for the period. The type saw considerable service, most notably in Ireland during the struggle for independence and the Civil War of 1922-23. In the UK the vehicles were later used at training camps during the late 1930s early 1930s, and at the beginning of World War Two many were still in existence. These were rushed back into service for a while after the British lost most of its equipment in France after the withdrawal from Dunkirk in 1940, anything was better than nothing with an invasion expected any day.

Country of Origin: UK
Number Built: 25

SPECIFICATION:
*Vehicle Weight:*6.79 tons
Dimensions: Length 20 ft, Width 7 ft 4 ins, Height 9 ft
Powerplant: 1 x 40 hp petrol engine
Performance: Maximum speed 18 mph, Range 90 miles
Armament: 2 x 7.7 mm machine guns
Armour: Maximum 10 mm
Crew: 4

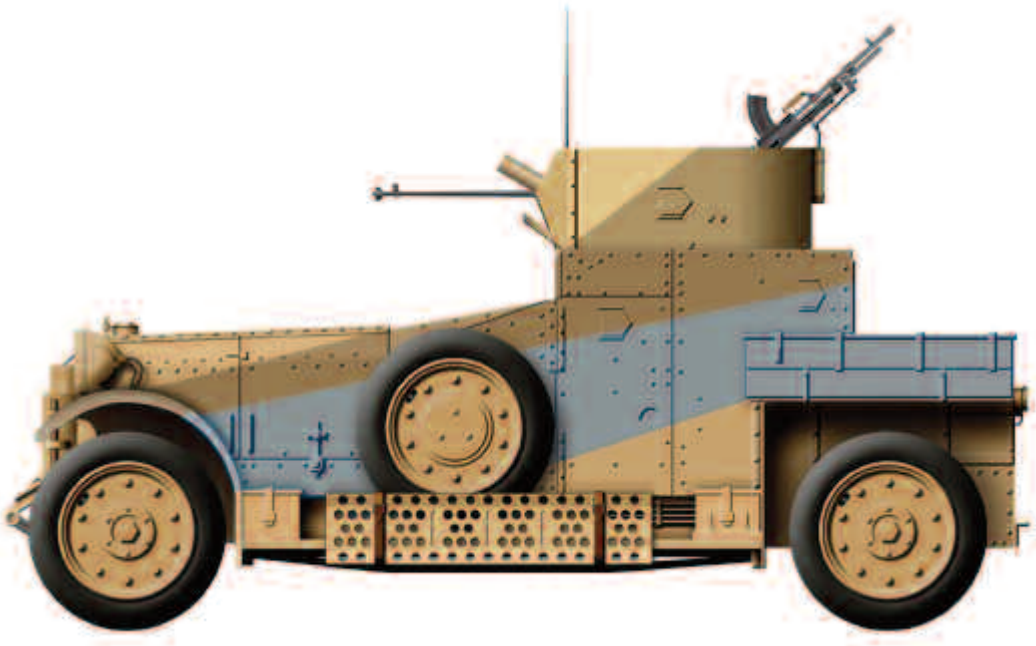


Rolls-Royce Armoured Car (1924 Pattern)

During the First World War the Rolls-Royce armoured cars first entered service with the Royal Naval Air Service in early 1915, before they were handed over to the Army later in the year. The vehicles remained in service with the Army after World War One and were modernised in 1920 which became the 1920 Pattern. These had thicker radiator armour and new wheels with fully metallic rims, a cupola fitted to the turret for the commander and a new mark of machine gun. Many of these were sent to Ireland during the troubles where they were used for internal security. In 1924 surviving vehicles were further modernised, while those vehicles serving in India were fitted with a roomier interior and increased hull armour. They were usually armed with two machine guns, which was normal for service in India, especially on the North West Frontier, these being housed in an Indian pattern type domed turret with four machine gun ball mount emplacements, two to the front and two to the rear, the guns being distributed to combat any perceived threat. These vehicles soldiered on in the British Army throughout the 1920s and 30s, being mainly used on policing duties throughout the Empire.

Country of Origin: UK
Number Built: 120

SPECIFICATION:
Vehicle Weight: 4.7 tons
Dimensions: Length 16 ft 2 ins, Width 6 ft 4 ins, Height 8 ft 4 ins
Powerplant: 1 x 80 hp petrol engine
Performance: Maximum speed 45 mph, Range 150 miles
Armament: 1 x 0.303 inch Vickers machine gun
Armour: Maximum 12 mm
Crew: 3

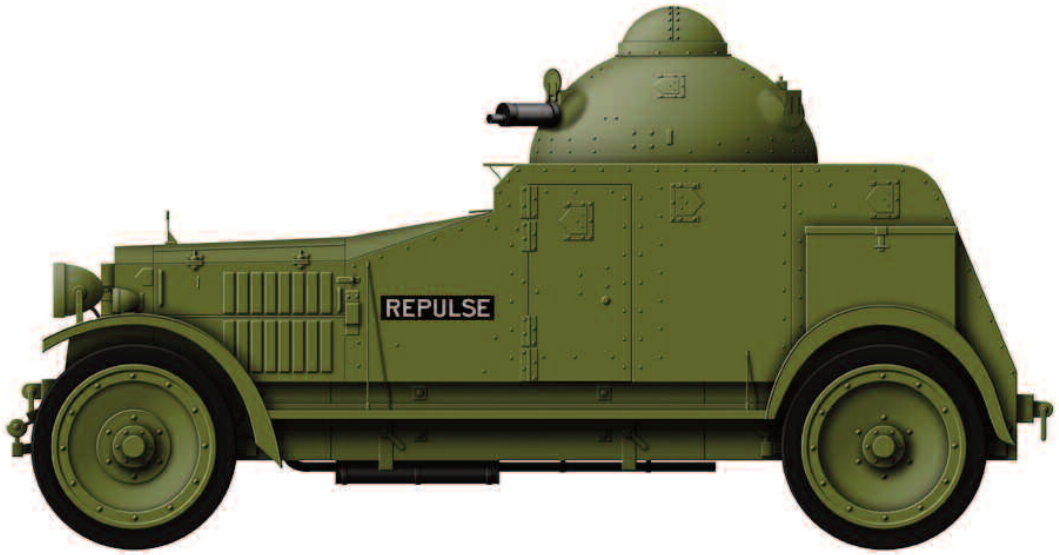


Fordson Armoured Car

In early 1940 it is believed at least 76 Rolls-Royce armoured cars were still in service with the British Army, 34 of which were stationed in Egypt. The Egyptian cars were hastily taken into local military workshops and upgraded for use against the potential threat from Italy if they entered the war on the side of Germany. The turret was replaced with an open topped unit armed with a Boys anti-tank rifle, a 0.303 inch Bren machine gun and smoke grenade launchers. Balloon tyres were fitted for easier travelling in the desert, while time expired examples were rebuilt on a new chassis from a Fordson truck which were known as the Fordson Armoured Car. One of the most notable users of the vehicle was No. 2 Armoured Car Company of the R.A.F. Pre-war they had served in Palestine on Internal Security duties, In the Second World War they were engaged in active service operations on six occasions, serving in the Western Desert on four tour of duties, and were famously part of Habforce during the Iraqi insurgency in the Spring of 1941. This was followed by becoming part of Kingcol force in Syria during the Summer. After the short campaign they remained in Syria where they were used for garrison duties.

Country of Origin: UK
Number Built: 34

SPECIFICATION:
Vehicle Weight: 4.7 tons
Dimensions: Length 17 ft 6 ins, Width 6 ft 4 ins, Height 8 ft 4 ins
Powerplant: 1 x 80 hp petrol engine
Performance: Maximum speed 50 mph, Range 150 miles
Armament: 1 x 0.55inch Boys anti-tank gun, 1 x 0.303 in Bren gun
Armour: Maximum 12 mm
Crew: 3



Crossley Armoured Car (Indian Pattern)

Armoured cars were first used in India by British forces in 1915 to release troops that were urgently needed elsewhere. Here they proved to be successful in their task, particularly in policing the North West Frontier. Shortly after the end of the First World War war the Indian Government purchased sixteen Rolls-Royce cars to a modified design. These proved to be expensive, so subsequent orders were placed with Crossley Motors who produced a tough but cheap 50 hp chassis. The body design was similar to the Rolls-Royce and had a number of interesting features. These included a domed turret with four machine gun mounts, two at the front and two to the rear, allowing the two machine guns to be mounted depending on the perceived threat, while the dome shape turret was designed to deflect rifle shots from snipers in the high passes. In 1939 the cars were handed over to the Indian Army, but by then they were in poor mechanical condition. The armoured bodies were transferred to a Chevrolet lorry chassis and fitted with pneumatic tyres, resulting in the Chevrolet armoured car (Indian Pattern), and in this form served with Indian forces during the initial years of World war Two.

Country of Origin: UK
Number Built: Unknown

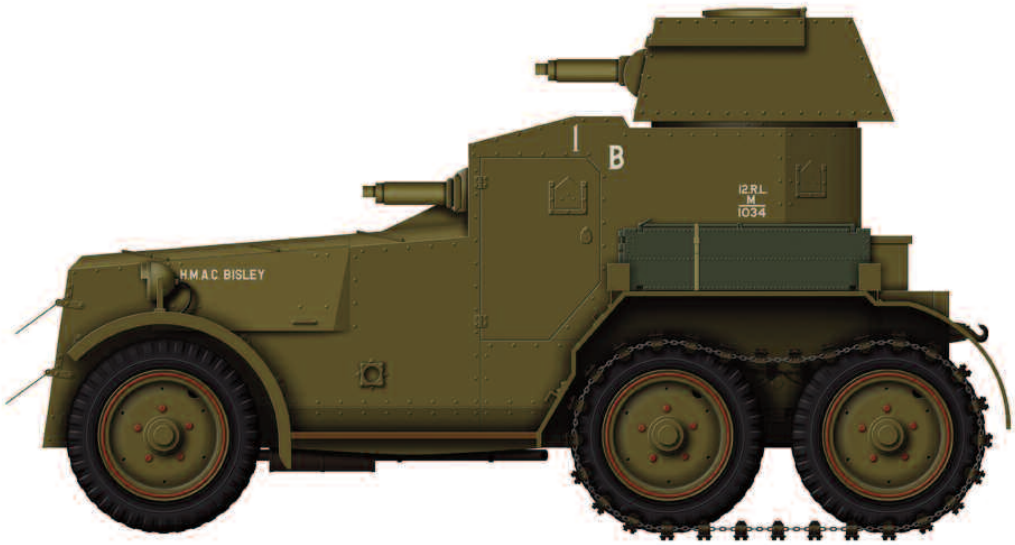
SPECIFICATION:
Vehicle Weight: 5.43 tons
Dimensions: Length 15 ft 3 ins, Width 6 ft 2 ins, Height 8 ft 6 ins
Powerplant: 1 x 50 hp petrol engine
Performance: Maximum speed 45 mph, Range unknown
Armament: 2 x 0.303 inch Vickers machine guns
Armour: Maximum 8 mm
Crew: 4

Lanchester 6 x 4 Armoured Car

In 1927 the Lanchester Motor Company was awarded a contract by the British army for a six-wheeled armoured car. An order for 22 Mk I vehicles was placed in July 1928, 18 being armed with three Vickers machine guns, two mounted in the turret and one in the hull, and four command vehicles where a radio replaced the hull-mounted machine and the gunner's position occupied by a wireless operator. A further order was placed in October 1929 for eight Mk II vehicles which included three command vehicles. The first vehicles were delivered to the 11th Hussars in January 1929, but because of the slow rate of production it took until 1934 to fully equip the unit. In service the Lanchester 6 x 4 proved to have a good cross-country performance and were considered reliable and easy to maintain, but proved to be too top heavy and too slow for the reconnaissance role they had been designed for. By 1939 the Lanchesters were declared obsolete, although 22 still remained in service in the Far East where they were used for policing duties in Malaya, Singapore and the Straits Settlements, a small number of these being used against the Japanese after they invaded the peninsula in December 1941.

Country of Origin: UK
Number Built: 30

SPECIFICATION:
Vehicle Weight: 7.14 tons
Dimensions: Length 20 ft, Width 6 ft 7 ins, Height 9 ft 3 ins
Powerplant: 1 x 88 hp petrol engine
Performance: Maximum speed 45 mph, Range 200 miles
Armament: 1 x 0.5 inch and 1 or 2 x 0.303 inch machine guns
Armour: Maximum 10 mm
Crew: 4

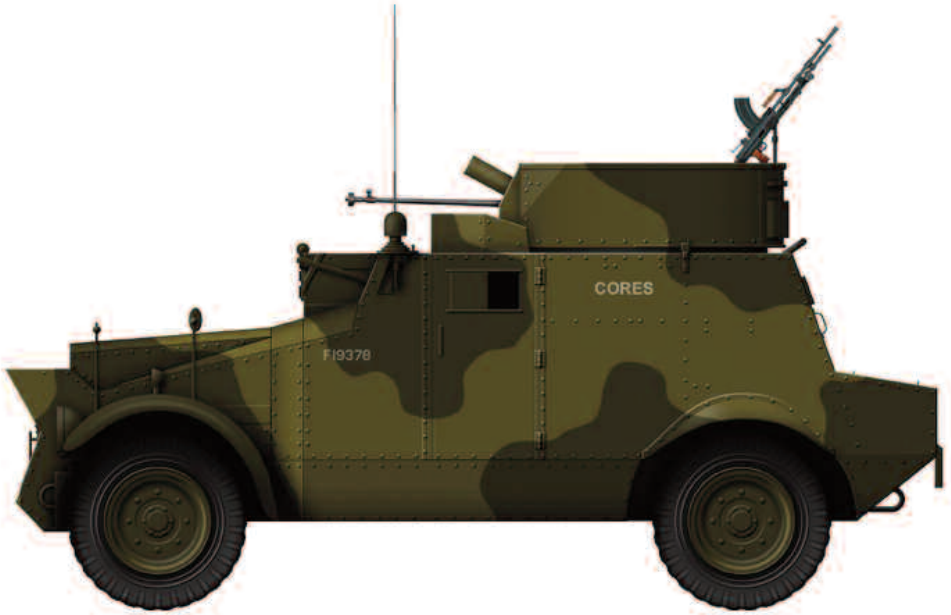


Crossley 6 x 4 Mk I Armoured Car

The Crossley 6 x 4 Mk I armoured car was produced in the early 1930's by the Royal Ordnance Factory to a design based on six-wheeled truck chassis designed and developed by the Royal Army Service Corps. It featured an armoured fighting compartment with turret similar in design used on the Vickers Mk II light tank, armament consisting of two 0.303 inch Vickers machine guns, one in the turret and one in the front of the fighting compartment next to the driver. Drive was to the two rear axles which were fitted with twin wheels, while special tracks were carried that could be fitted around these which turned the vehicle into a rudimentary half track. Crossley were awarded the contract for the chassis, two prototypes being sent to the Royal Ordnance Factory in Woolwich where their armour plating was fitted. During trials they reached speeds of 40-45 mph and had a range of about 200 miles, but the overall decision was that they were too large for European conditions. Five production vehicles were then built that which were issued to the 12th Lancers in Egypt where they fared poorly in desert conditions. The cars were later returned to the U.K. and used as training vehicles prior to World War Two.

Country of Origin: UK
Number Built: 7

SPECIFICATION:
Vehicle Weight: 4.82 tons
Dimensions: Length 15 ft 3½ ins, Width 6 ft 4 ins, Height 8 ft 1 ins
Powerplant: 1 x 26 hp petrol engine
Performance: Maximum speed 45 mph, Range 200 miles
Armament: 2 x 0.303 inch Vickers machine guns
Armour: Maximum 7 mm
Crew: 4



Morris CS9 Armoured Car

When it became clear in the mid 1930's that Germany was ignoring the terms of the Treaty of Versaille, the British government hurriedly introduced a programme to rearm the country which had been neglected for nearly twenty years. The Morris CS9 armoured car was quickly produced as a stopgap design, and based on a Morris Commercial C9 truck chassis, on which an armoured hull was mounted with an open topped turret. Their main armament was either a 0.55 inch Boys anti-tank rifle or a Vickers heavy machine gun, and a 0.303 inch Bren light machine gun. The vehicle was accepted for service in 1937 which was followed by a production order for a further 99 which were delivered by the end of 1938. On the outbreak of World War Two, the 12th Lancers were equipped with the CS9 when they were sent to France as part of the B.E.F. During the fighting in France during the spring of 1940, all of the 12th Lancers vehicles were destroyed or abandoned. A further thirty were issued to the 11th Hussars and participated in the North African campaign, and remained in service throughout the North African campaign before the survivors were withdrawn in early 1943 and replaced by more capable vehicles.

*Country of Origin:*UK
Number Built: 100

SPECIFICATION:
Vehicle Weight: 4.5 tons
Dimensions: Length 15 ft 6 ins, Width 6 ft 9 ins, Height 7 ft
Powerplant: 1 x 96 hp Morris petrol engine
Performance: Maximum speed 45 mph, Range 240 miles
Armament: 1 x 0.55 inch Boys anti-tank rifle, 1 x 0.303 in Bren gun
Armour: Maximum 7 mm
Crew: 4

Humber Light Reconnaissance Car

The Humber Light Reconnaissance Car was an emergency wartime design that was built on the chassis of the 1938 Humber Super Snipe passenger car. The Mk I was a 4 x 2 vehicle with an open topped hull protected by a maximum of 10 mm of armour, while armament comprised a 0.55 inch Boys anti-tank rifle and a Bren light machine gun. Production of the Mk I commenced in July 1940, and after 200 had been built production was switched to the Mk II in early 1941. The Mk II offered better protection and featured an enclosed roof and a turret for the Bren machine gun, the Boys anti-tank rifle being re-positioned in the front of the hull. The definitive version was the Mk III which appeared later in 1941. These had four-wheel drive and wider wheel tracks and a slightly shorter wheelbase. . During World War Two the Humber LRC was mainly used by Reconnaissance units of the Infantry Regiments and the R.A.F. Regiment which was created to defend airfields, although a number were later issued to Canadian, Czechoslovakian, and Polish units serving with the British. Between 1940 and 1943 3,600 Humber Light Reconnaissance Cars were ordered but only around 2,400 were built.

Country of Origin: UK
Number Built: 2,400

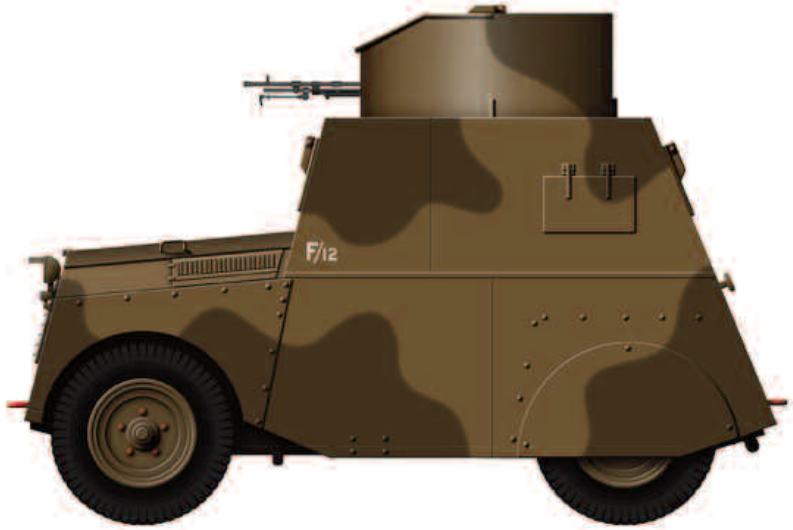
SPECIFICATION:
Vehicle Weight: 3.17 tons
Dimensions: Length 14 ft 4 ins, Width 6 ft 2 ins, Height 6 ft 2 ins
Powerplant: 1 x 80 hp petrol engine
Performance: Maximum speed 75 mph, Range 110 miles
Armament: 1 x 0.55 Boys anti-tank rifle, 1 x 0.303 Bren light gun
Armour: Maximum 12 mm
Crew: 3

Beaverette Mk I/II

After the fall of France in 1940 the British Army was dire need for new weapons to replace those lost in france. As an interim solution for a small armoured car the Beaverette was born, the name being accredited to Lord Beaverbrook who was a prominent member of Churchill's government. The Standard Car Company had around 500 chassis in storage, so a design was quickly prepared using these on which a simple riveted armoured hull was mounted, this consisting of steel plates backed by oak planks and was open at the top and the rear, the Mk II that followed was similar but with protection to the rear of the armoured box. Armament consisted of Bren light machine gun that could be fired through an embrasure at the front, while the original 12 hp engine was replaced by a 14 hp model to cope with the extra weight. They first appeared in the early autumn of 1940 and were distributed between the Army and R.A.F. The weight of the vehicles however caused excessive strain on the suspension and chassis, causing problems with wear and tear and making them hard to control. They were soon replaced when better vehicles became available, many then being handed over to the Home Guard.

Country of Origin: UK
Number Built: 2,800

SPECIFICATION:
Vehicle Weight: 2 tons
Dimensions: Length 13 ft 6 ins, Width 5 ft 3 ins, Height 5 ft
Powerplant: 1 x 14 hp Standard petrol engine
Performance: Maximum speed 24 mph, Range 190 miles
Armament: 1 x 0.303 inch Bren light machine gun
Armour: 11 mm steel backed by 3 inch oak planks
Crew: 2

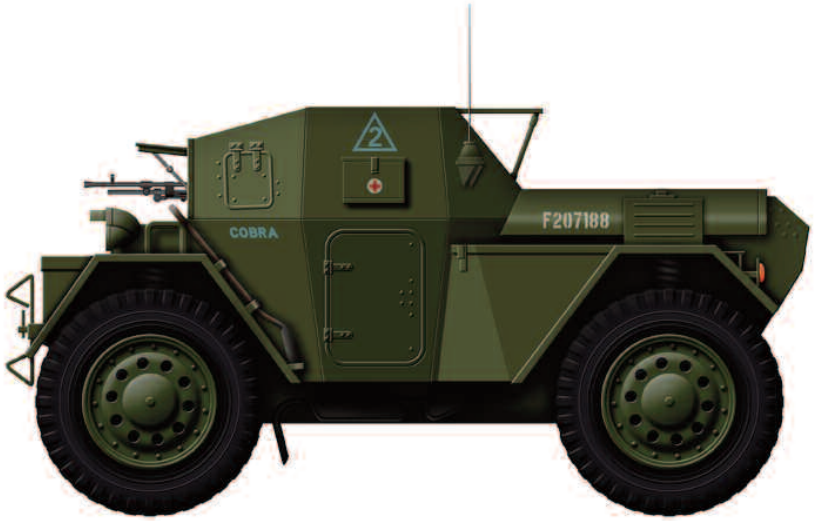


Beaverette Mk III

The Beaverette Mk III was quite different to the Mk I/II. This was based on a short Standard chassis and the main compartment constructed of five armoured plates forming a box, the engine being similarly protected. The Mk III was nearly half a ton heavier than the Mk II, although the extra weight was partly compensated by the shorter wheel-base. A third crew member was carried who operated the armament which was housed in a small turret located on the left hand side of the vehicle. Two types of turrets were used, a simple open faced version with a ring mount for a Bren or twin Vickers machine guns or enclosed with a split roof hatch, a few were even fitted with a Boulton and Paul quadruple machine gun turret taken from obsolete Defiant or Roc aircraft for airfield defence. The final version was the Mk IV which differed from the Mk III in having a redesigned armoured glacis plate of increased thickness. By the time production ceased in 1943 over 3,000 had be built, the majority being the Mk II. In service the chassis, suspension and engine were never strong or powerful enough for the vehicle, especially over rough terrain, while the cars were never deemed suitable for service abroad with the British army.

Country of Origin: UK
Number Built: 400

SPECIFICATION:
Vehicle Weight: 2.6 tons
Dimensions: Length 10 ft 2 ins, Width 5 ft 8 ins, Height 7 ft 1 in
Powerplant: 1 x 46 hp Standard petrol engine
Performance: Maximum speed 24 mph, Range 190 miles
Armament: 1 x 0.303 inch Bren light machine gun
Armour: Maximum 9 mm
Crew: 3



Daimler Scout Car

During the late 1930s when the British Army was forming its first armoured divisions, there was a requirement for a small 4 x 4 scout car for general liaison and reconnaissance duties. During trials the design by BSA was the clear winner, and in May 1939 an order for 172 vehicles was placed, by which time the project had been taken over by Daimler. Changes to the design were called for by the War Office, in particular better armour protection which required an improved suspension system and a more powerful engine, but once these changes had been made the vehicle remained virtually unaltered throughout its service life, and proved to be one of the finest armoured vehicles built in Britain. Nicknamed the 'Dingo', the car had 5 forward and 5 reverse gears and originally four wheel steering, giving it a tight turning circle, while a low silhouette and a quiet engine aided it in its duty. They entered service in early 1940 and remained in production throughout the war, and were so successful that a replacement was not sought until 1952 when the Daimler Ferret entered service. A few Dingos remained in British service into the 1960's, many others being supplied to Commonwealth and foreign armed forces.

Country of Origin: UK
Number Built: 6.626

SPECIFICATION:

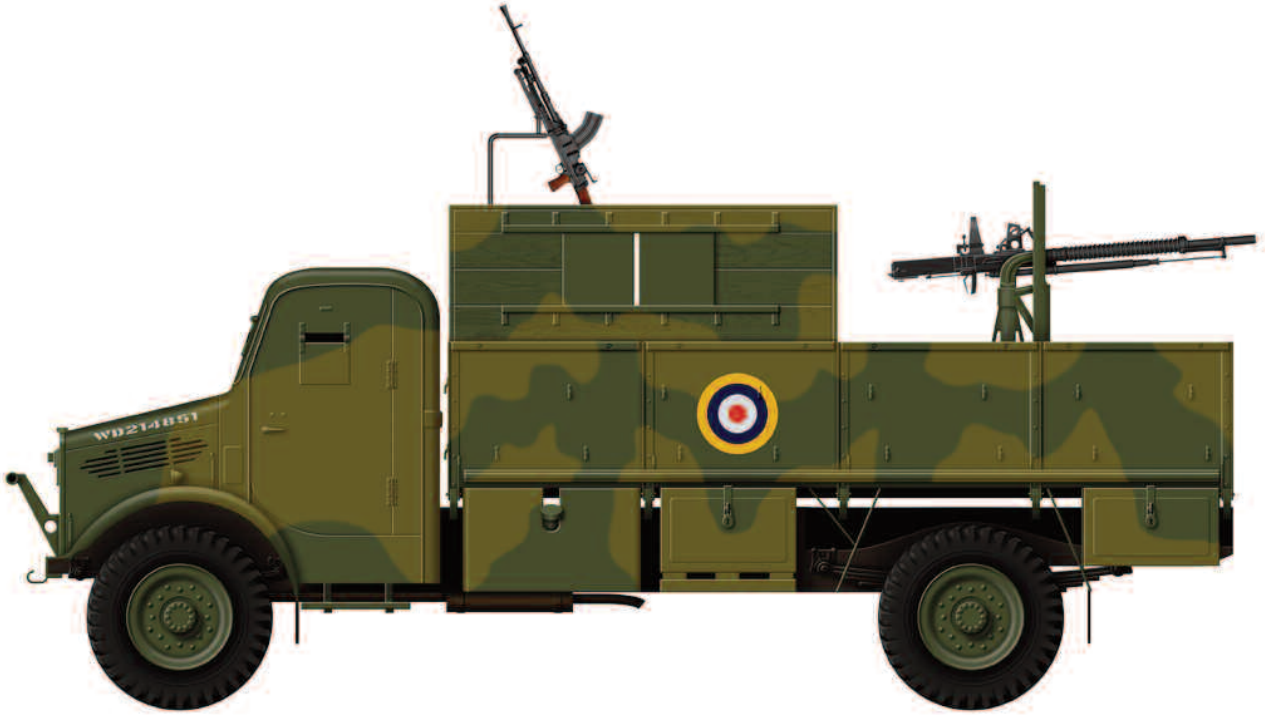
Vehicle Weight: 3 tons
Dimensions: Length 10 ft 5 ins, Width 5 ft 7½ ins, Height 4 ft 11 ins
Powerplant: 1 x 55 hp Daimler petrol engine
Performance: Maximum speed 55 mph, Range 200 miles
Armament: 1 x 0.55 Boys anti-tank rifle or 1 x 0.303 inch Bren gun
Armour: Maximum 30 mm
Crew: 2

Guy Heavy Armoured Car

In 1938 the Guy Motor Company were awarded a contract to build five prototype armoured cars based on a Woolwich Arsenal design. The company's main product was the Quad Ant artillery tractor, the chassis of which was used as the starting point. The design incorporated a sloped glacis plate and sloped sides, while the interior was divided into three compartments, the driver at the front, the fighting compartment in the middle with turret above that was designed to mount the new 15 mm Besa heavy machine gun, while the engine was located in the rear. Guy won the trials for a heavy armoured car and were awarded a contract for a further 96 vehicles. The prototypes were of riveted construction, but to speed up production Guy devised a method of welded construction, making them the first British armoured cars produced in this manner. They began to enter service in 1939, but when an order for a further 500 was received they did not have the capacity to produce them, being heavily involved with other vehicles. Guy however still built the hulls and turrets which were then passed to the Karrier Company, who used the chassis of their KT4 artillery tractor which resulted in the Humber armoured car.

Country of Origin: UK
Number Built: 101

SPECIFICATION:
Vehicle Weight: 5.2 tons
Dimensions: Length 13 ft 6 ins, Width 6 ft 9 ins, Height 7 ft 6 ins
Powerplant: 1 x 53 hp Meadows petrol engine
Performance: Maximum speed 40 mph, Range 210 miles
Armament: 1 x 15 mm Besa and 1 x 0.303 inch machine gun
Armour: Maximum 15 mm
Crew: 3



Armadillo Mk III

After the Fall of France in the early summer of 1940, the threat of the U.K. being invaded was high, and one problem was the defence of airfields against airborne troops. In response the RAF searched for a suitable vehicle that could be converted into an armoured mobile pillbox. They settled on a design which became known as the Armadillo, and was a flat bed truck on which a box fighting compartment was mounted. This was constructed of two layers of wooden planks, between which a 6 inch gap was filled with gravel that would provide protection from rifle and machine gun fire. The fighting compartment had an embrasure on each side fitted with sliding steel shutters which a Lewis Gun could be used. The driving compartment, fuel tank and engine were also protected by steel plates. The Mk I Armadillo was quickly produced using requisitioned civilian vehicles. The Air Ministry ordered a further 300 vehicles which became the Mk II and was based on a Bedford 1½ or 3 ton chassis, the later Mk III being based only on the 3 ton chassis. The Mk III had a smaller fighting compartment at the front half of the truck's flat bed, allowing space for a 37mm gun. The Armadillo was withdrawn in mid 1942.

Country of Origin: UK
Number Built: 877

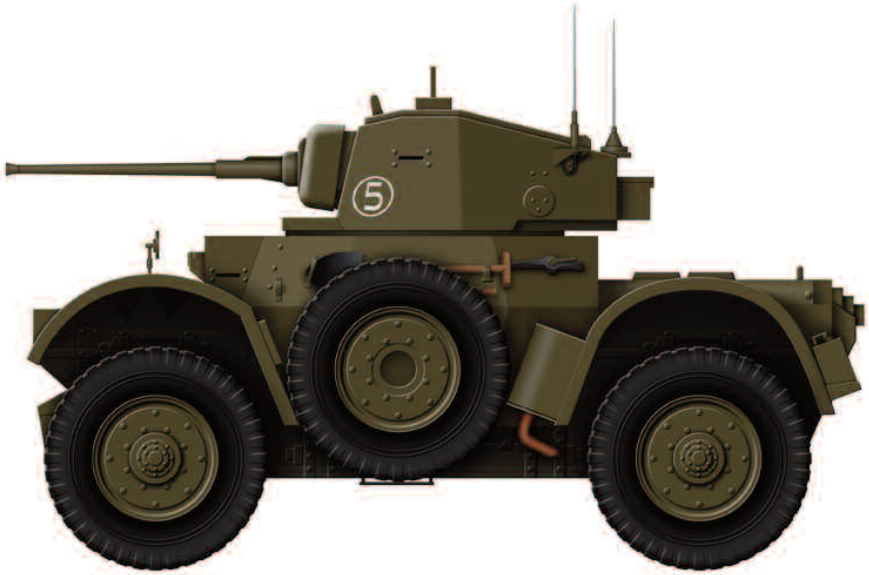
SPECIFICATION:
Vehicle Weight: 6.75 tons
Dimensions: Length 20 ft 5 ins, Width 7 ft 2 ins, Height 11 ft 2 ins
Powerplant: 1 x Bedford 72 hp petrol engine
Performance: Maximum speed 35 mph, Range 240 miles
Armament: 1 x 37 mm COW gun, 2 x 0.303 inch machine guns
Armour: See text
Crew: 5

Lorry 30 cwt Anti-Tank

Another armoured vehicle hurriedly built after the British army had been evacuated from Dunkirk in 1940 was the 'The Lorry 30 cwt Anti-Tank was'. These were hastily produced from the summer of 1940 onwards to temporarily equip units of the British Army that had lost all its equipment in France. Of simple design, it consisted of an armoured body mounted onto a Bedford OXD 30 cwt (1.5 ton) truck chassis. The vehicles had a relatively high profile and would have been an easy target, while the armour plate was only 9 mm thick which was proof against small arms fire only. They were armed with the near useless Boys 0.55 inch anti-tank rifle that was supplemented by a Bren light machine gun. They began to enter service with the regular army in the autumn of 1940 when the invasion scare was at its peak, but after the invasion threat had receded In early 1941, and with better armoured vehicles becoming available they were quickly withdrawn from service and handed over to the Home Guard. 948 had been produced by the time production ended in 1941, while the Home Guard used them until late 1942 when they were finally withdrawn, the majority being converted back into standard cargo vehicles.

Country of Origin: UK
Number Built: 948

SPECIFICATION:
Vehicle Weight: 6.4 tons
Dimensions: Length 15 ft 4 ins, Width 5 ft 4 ins, Height 9 ft
Powerplant: 1 x Bedford 72 hp petrol engine
Performance: Maximum speed 35 mph, Range 300 miles
Armament: 1 x 0.55 in Boys AT gun, 1 x 0.303 in machine gun
Armour: Maximum 9 mm
Crew: 8

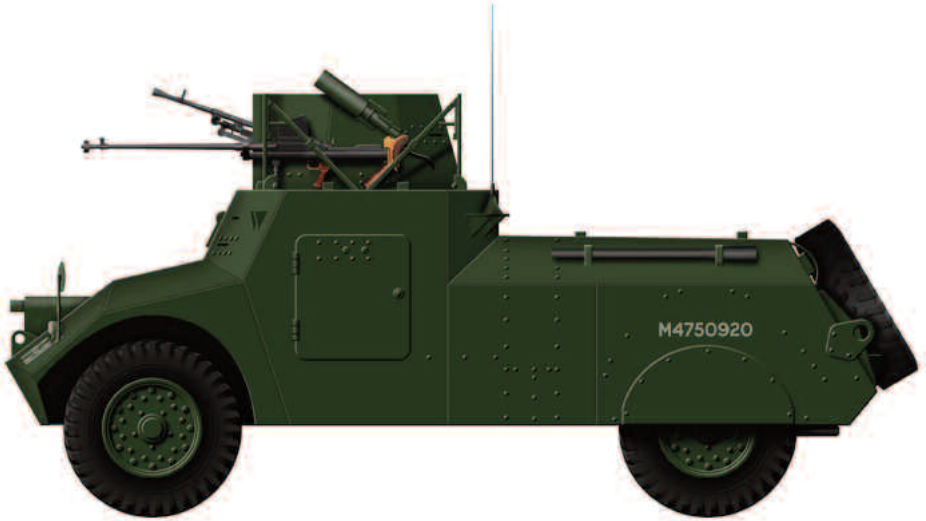


Daimler Armoured Car

When the BSA Scout Car was undergoing trials it was decided to use the basic design for a new vehicle known as the 'Tank, Light, Wheeled', and like the scout car the project was taken over by Daimler. The vehicle resembled the scout car but was nearly twice as heavy, having a two man turret armed with a 2 pounder gun and co-axial machine gun. Drive was too all four wheels which were independently sprung, and a more powerful 95 hp engine used to compensate for the extra weight. Work commenced on the project in August 1939 and a prototype was ready by the end of the year. During trials problems were encountered over the extra weight of the turret and armour which overloaded the transmission which took time to solve, and it was not until April 1941 that the first production vehicles finally appeared. They were first used in action in late 1941 during the North Africa campaign where they proved their worth as a reconnaissance vehicle. They later served in Italy and north west Europe, during which time they gained a good reputation for all-round performance and reliability. The Daimler armoured car remained in service with the British Army after the war well into the 1960s.

Country of Origin: UK
Number Built: 2,694

SPECIFICATION:
Vehicle Weight: 7.6 tons
Dimensions: Length 13 ft 1 ins, Width 8 ft 1 ins, Height 7 ft 5 ins
Powerplant: 1 x 95 hp Daimler petrol engine
Performance: Maximum speed 50 mph, Range 200 miles
Armament: 1 x 2 pounder gun, 1 x 7.7 mm Besa machine gun
Armour: Maximum 16 mm
Crew: 3

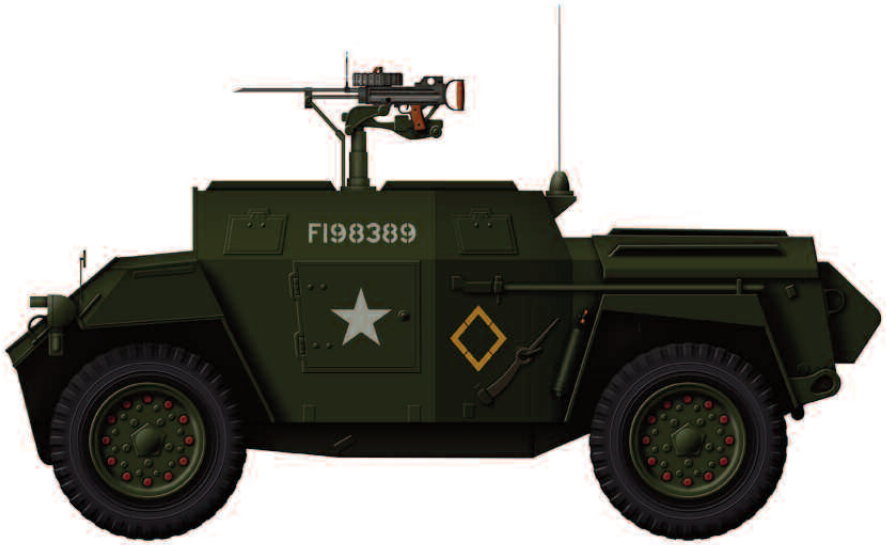


Morris Light Reconnaissance Car

The heavy losses of arms and material during the defeat in France left the British Army in a vulnerable state. The Nuffield Group had been brought in to supplement production of light reconnaissance cars such as the Beaverette before Morris set about on its own design. The vehicle was based on the chassis and parts of the Morris light truck, on which was mounted a partly-riveted hull made of rolled steel, with sloped faces. The internal arrangement was unusual with a three man crew sitting side by side, the driver being in the middle with a crewman manning a small multi-sided turret armed with a Bren light machine gun on the right, and the other a Boys 0.55 inch anti-tank rifle mounted in brackets in the hatches of the hull roof on the left, who also operated a radio fitted to the rear of the compartment. They were quickly approved for production by the military with over 2,200 being produced from 1940-44 when production ceased. They were first used in North Africa during the latter part of 1941, many being handed over the the R.A.F. for airfield defence. With the Eighth Army in North Africa they were used as an advanced reconnaissance vehicles and were used throughout that campaign.

Country of Origin: UK
Number Built: 2,200

SPECIFICATION:
Vehicle Weight: 3.7 tons
Dimensions: Length 13 ft 4 ins, Width 6 ft 8 ins, Height 6 ft 2 ins
Powerplant: 1 x 72 hp Morris petrol engine
Performance: Maximum speed 50 mph, Range 240 miles
Armament: 1 x Boys anti-tank rifle, 1 x Bren light machine gun
Armour: Maximum 14 mm
Crew: 3



Humber Scout Car

The need for scout cars during World War Two could not be met by Daimler alone, and other companies were approached to a produce similar vehicles. Humber (part of the Rootes Group) designed a similar vehicle in layout to the Dingo which was accepted for production in 1942. The vehicle carried a crew of two, with an emergency seat for a third member. Armament consisted of one or two 0.303 inch Bren light machine guns, these were mounted above the roof and and could be operated from inside the vehicle. In service they were used by British armoured units, in particular the 11th Armoured Division and Guards Armoured Division. In service they were used for scouting and liaison duties, but were generally considered less capable and reliable compared to the Daimler Dingo, so much so that when the 7th Armoured Division had their Dingos replaced there was a near mutiny until they retrieved them. Production of the vehicle continued until 1945, with at least 4,298 being ordered, of which around 4,100 were delivered. After the war the vehicle was supplied and used by several European countries, the Belgian police continued to use the type until 1958.

Country of Origin: UK
Number Built: 4,100

SPECIFICATION:
Vehicle Weight: 2.4 tons
Dimensions: Length 12 ft 7 ins, Width 6 ft 2 ins, Height 7 ft
Powerplant: 1 x 87 hp petrol engine
Performance: Maximum speed 62 mph, Range 200 miles
Armament: 1 or 2 x 0.303 inch light machine guns
Armour: Maximum 14 mm
Crew: 2

A.E.C. Heavy Armoured Car Mk I

On the outbreak of the Second World War A.E.C. had produced the successful Matador artillery tractor, but as a private venture produced an armoured car based on information received from the fighting in North Africa. The design was based on the chassis of the Matador, and what they produced was virtually a wheeled tank. It was a relatively large vehicle and had armour comparable to the latest cruiser tanks, and were armed with a 2 pounder (40 mm) gun and a co-axial 7.92 mm Besa machine mounted in a Valentine tank turret. The prototype vehicle was demonstrated in early 1941, followed by a production order in June. They were first used in action in the desert during the North African campaign in late 1942, where they were mainly used to support reconnaissance units. Although they were better armed and armoured than other vehicles, they were not as fast or manoeuvrable, while their height made them easy to spot. By late 1942 the limitations of the 2 pounder anti-tank gun was apparent and it was decided to up-gun the machine with the 6 pounder (57 mm) anti-tank gun which resulted in the Mk II, with production of the Mk I being stopped after about 125 had been built.

Country of Origin: UK
Number Built: 125

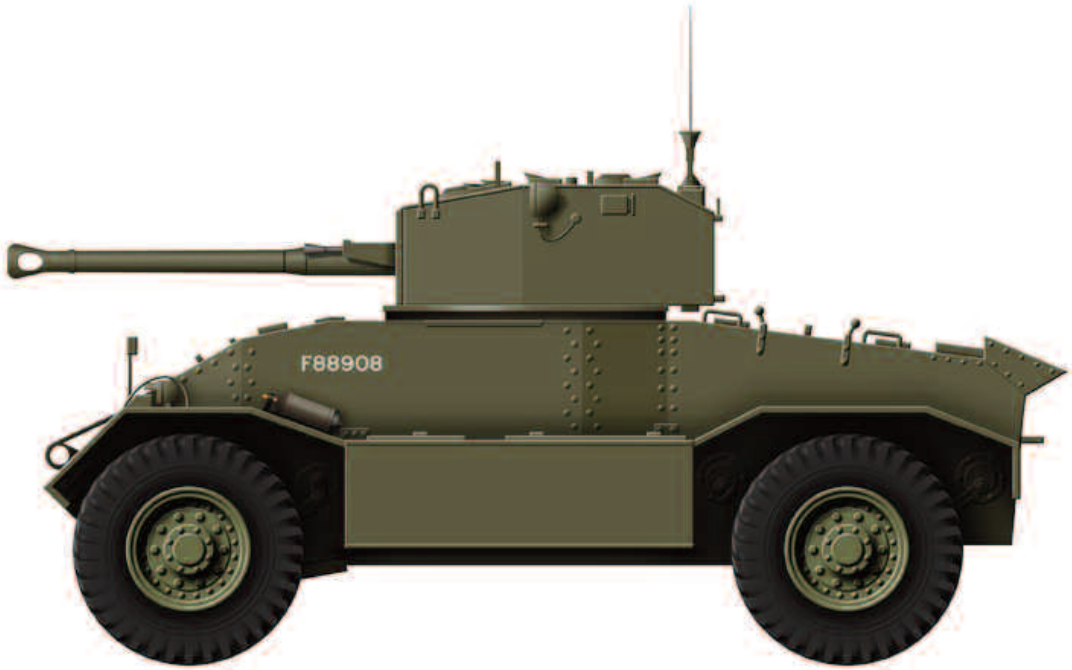
SPECIFICATION:
Vehicle Weight: 11 tons
Dimensions: Length 17 ft, Width 9 ft, Height 8 ft 4 ins
Powerplant: 1 x 190 hp AEC diesel engine
Performance: Maximum speed 40 mph, Range 250 miles
Armament: 1 x 2 pounder gun, 1 x 7.92 mm Besa machine gun
Armour: Maximum 65 mm
Crew: 3

A.E.C. Heavy Armoured Car Mk II

The limitations of the 2 pounder gun resulted in the decision up-gun the AEC heavy armoured car with the more potent 6 pounder (57 mm) anti-tank gun. To take the gun the Mk II was fitted with a new angular turret, and with other improvements entered service in early 1943. They were used in the latter part of the North African campaign, then in Sicily and the Italian campaign until the end of the war. After the introduction of the Mk II armoured car it was suggested that an even heavier weapon should be carried to provide better fire support for the reconnaissance troops. This produced the AEC Mk III armed with a Royal Ordnance quick firing 75 mm gun. This was the only major change between the Mk II and Mk III, although the Mk III was mainly used in North Western Europe after the D-Day landings in June 1944, where they usually formed the heavy troop of reconnaissance units. After the war many AEC armoured cars remained in service with the British Army, while others were supplied to the newly reformed armed forces of liberated Europe. Many vehicles had a long service life, those serving with the Belgian Army being deployed until 1960, while the Lebanese Army used the car until at least 1976.

Country of Origin: UK
Number Built: 350

SPECIFICATION:
Vehicle Weight: 12.7 tons
Dimensions: Length 17 ft, Width 9 ft, Height 8 ft 4 ins
Powerplant: 1 x 195 hp AEC diesel engine
Performance: Maximum speed 40 mph, Range 250 miles
Armament: 1 x 6 pounder gun, 1 x 7.92 mm Besa machine gun
Armour: Maximum 65 mm
Crew: 4



A.E.C. Heavy Armoured Car Mk III

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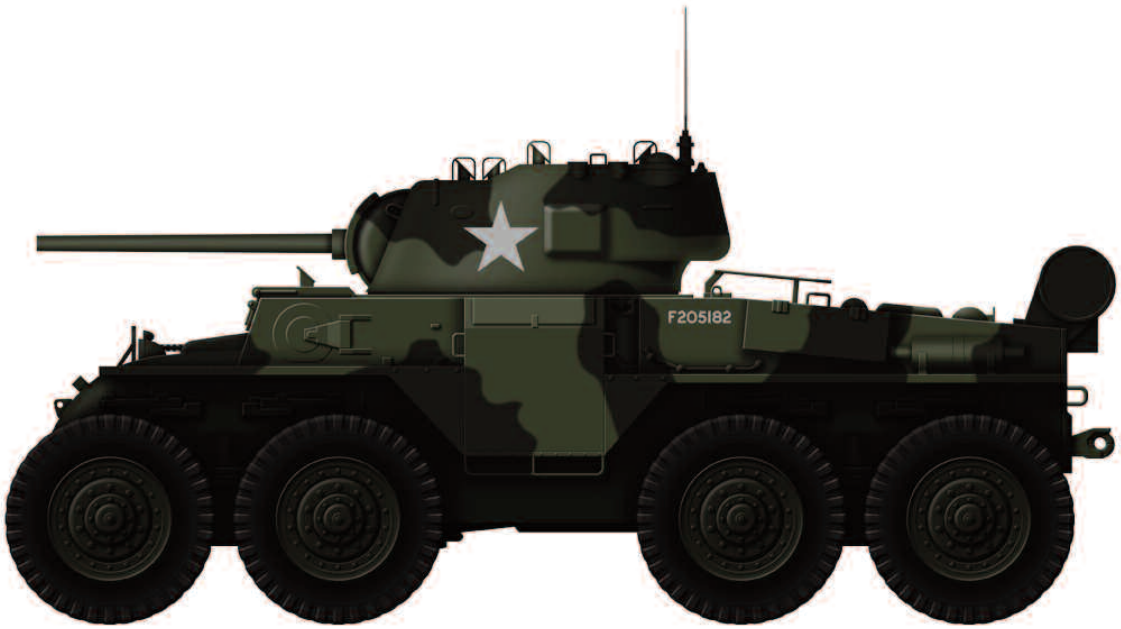
Country of Origin: UK
Number Built: 150

SPECIFICATION:
Vehicle Weight: 12.7 tons
Dimensions: Length 17 ft, Width 9 ft, Height 8 ft 4 ins
Powerplant: 1 x 195 hp AEC diesel engine
Performance: Maximum speed 40 mph, Range 250 miles
Armament: 1 x 75 mm gun, 1 x 7.92 mm Besa machine gun
Armour: Maximum 65 mm
Crew: 4



T18 Boarhound Heavy Armoured Car

In July 1941 a specifications was issued for a heavy armoured car which would be supplied to the U.K. The prototype was developed in 1942 and was a large 8 x 8 vehicle with all four front wheels being used for steering. The initial armament consisted of a M6 37 mm gun in a turret with a coaxial 0.30 inch machine gun and another in the hull front. The gun was soon replaced by the M1 57 mm anti-tank gun, the U.S. version of the British 6 pounder. The U.S. Army had never shown any interest in the vehicle, but the British saw a future for the armoured car and named it Boarhound which was followed by an order for 2,500 machines. High production costs and poor cross-country performance led to the cancellation of the order after only thirty had been delivered to North Africa. They were never used widely in combat, a few being used to defend military bases in North Africa and convoy operations. There are also accounts that a few were refitted for special duties. Late in 1942 orders were issued for at least eight Boarhounds to be assigned to the 8th Army where they were used sparingly as support vehicles and, to some extent in the reconnaissance roles. It is believed that none ever saw combat.

Country of Origin: USA
Number Built: 30

SPECIFICATION:
Vehicle Weight: 26.4 tons
Dimensions: Length 20 ft 4 ins, Width 10 ft 2 ins, Height 8 ft 6 ins
Powerplant: 2 x GMC 125 hp petrol engines
Performance: Maximum speed 50 mph, Range 250 miles
Armament: 1 x 57 mm gun, 2 x 0.30 inch Browning machine guns
Armour: Maximum 50 mm
Crew: 5

M8 Greyhound Armoured Car

During the early years of World War Two the United states had developed several armoured cars to meet the requirements of the British Army. In the case of the M8 it was designed for use by the U.S. Army, and was based upon designs first offered by the Ford Motor Company in 1941. The vehicle was powered by a Hercules 110 hp engine and had an excellent performance and a low silhouette which was an asset in the reconnaissance role. The main drawback of the vehicle was its light armour and open topped turret. The M8 was first used in action by U.S. forces in 1943 during the invasion of Sicily, and served with U.S. forces for the rest of the war in Europe and the Pacific. In the U.K. the vehicle was originally rejected in 1942 as British manufacturers were adequately meeting demand at the time. However this decision was reversed in 1943 and agreements were signed for 5,000 vehicles, in the event only 496 were delivered before the rest of the order was cancelled. In British service the vehicle was named Greyhound, but was unpopular with its crews due to its weak armour and vulnerability to mines. Apart from the U.S. Army the largest user of the M8, was France who received nearly 900 by the end of 1945.

Country of Origin: USA
Number Built: 8,523

SPECIFICATION:
Vehicle Weight: 8.6 tons
Dimensions: Length 16 ft 5 ins, Width 8 ft 4 ins, Height 7 ft 5 ins
Powerplant: 1 x Hercules 110 hp petrol engine
Performance: Maximum speed 55 mph, Range 200 miles
Armament: 1 x 37 mm gun, 1 x 0.30 + 1 x 0.50 inch machine guns
Armour: Maximum 15 mm
Crew: 4

T17 Staghound Mk I

The T17 Staghound had its origins in a U.S. Army requirement which was issued in 1941 for an armoured car. Two designs emerged, the first was the T17, 6 x 6 from Ford and the T17E1 4 x 4 from Chevrolet. The U.S. Army did not place any orders for the Chevrolet T17E1 vehicle, but it did find favour with the British who placed an initial order for 300, the first vehicles coming off the assembly lines in late 1942. Named Staghound by the British, the armoured car was a large, well armoured vehicle with a hydraulically traversed turret mounting a 37 mm gun with a co-axial 7.62 mm machine gun. Two further 7.62 mm machine guns were provided, one on a pintle mount and the other in the hull front. Several versions of the Staghound appeared during the war. The Staghound Mk II was armed with a 3 inch howitzer in a new turret and was used in the close support role. The Staghound Mk III was fitted with a Crusader tank turret mounting a 75 mm gun, small numbers being issued to the heavy troop of armoured car regiments. Another variant developed in the U.S.A. was the Staghound AA which had a new power operated Frazer-Nash turret mounting two 12.7 mm Browning machine guns for anti-aircraft use.

Country of Origin: USA
Number Built: 3,844 all marks

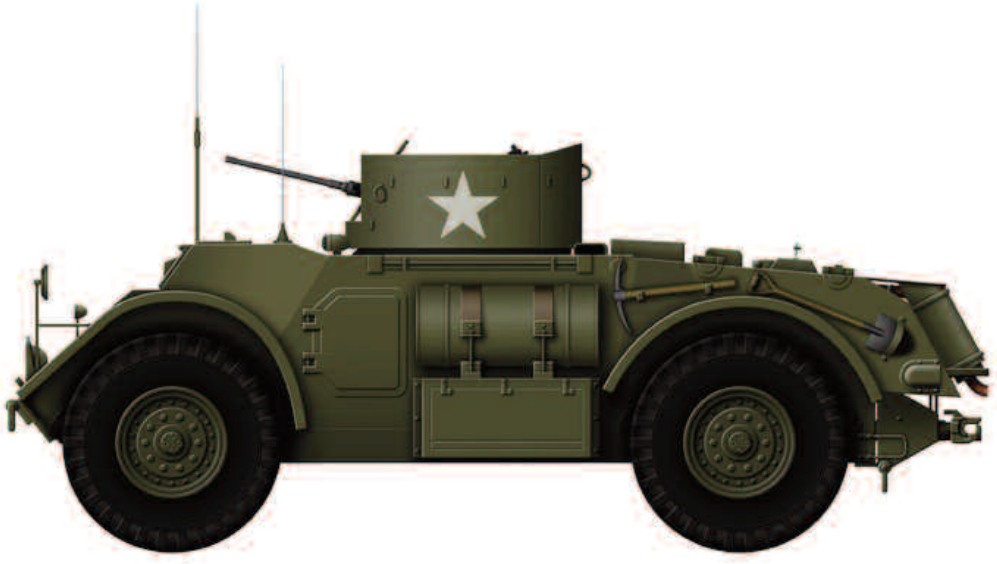
SPECIFICATION:
Vehicle Weight: 13.5 tons
Dimensions: Length 18 ft, Width 8 ft 10 ins, Height 7 ft 9 ins
Powerplant: 2 x GMC 97 hp petrol engines
Performance: Maximum speed 55 mph, Range 450 miles
Armament: 1 x 37 mm gun + 3 x 0.30 inch machine guns
Armour: Maximum 51 mm
Crew: 5

T17 Staghound Mk III

The T17 Staghound had its origins in a U.S. Army requirement which was issued in 1941 for an armoured car. Two designs emerged, the first was the T17, 6 x 6 from Ford and the T17E1 4 x 4 from Chevrolet. The U.S. Army did not place any orders for the Chevrolet T17E1 vehicle, but it did find favour with the British who placed an initial order for 300, the first vehicles coming off the assembly lines in late 1942. Named Staghound by the British, the armoured car was a large, well armoured vehicle with a hydraulically traversed turret mounting a 37 mm gun with a co-axial 7.62 mm machine gun. Two further 7.62 mm machine guns were provided, one on a pintle mount and the other in the hull front. Several versions of the Staghound appeared during the war. The Staghound Mk II was armed with a 3 inch howitzer in a new turret and was used in the close support role. The Staghound Mk III was fitted with a Crusader tank turret mounting a 75 mm gun, small numbers being issued to the heavy troop of armoured car regiments. Another variant developed in the U.S.A. was the Staghound AA which had a new power operated Frazer-Nash turret mounting two 12.7 mm Browning machine guns for anti-aircraft use.

Country of Origin: USA
Number Built: 3,844 all marks

SPECIFICATION:
Vehicle Weight: 13.8 tons
Dimensions: Length 18 ft, Width 8 ft 10 ins, Height 7 ft 9 ins
Powerplant: 2 x GMC 97 hp petrol engines
Performance: Maximum speed 55 mph, Range 450 miles
Armament: 1 x 75 mm gun + 3 x 0.30 inch machine guns
Armour: Maximum 51 mm
Crew: 5

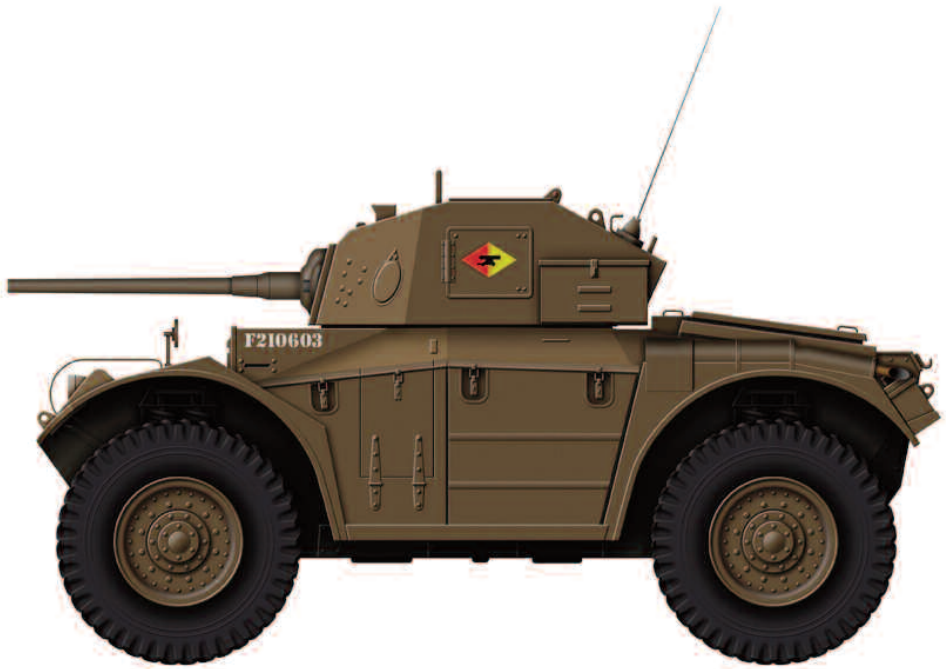


T17 Staghound AA

The T17 Staghound had its origins in a U.S. Army requirement which was issued in 1941 for an armoured car. Two designs emerged, the first was the T17, 6 x 6 from Ford and the T17E1 4 x 4 from Chevrolet. The U.S. Army did not place any orders for the Chevrolet T17E1 vehicle, but it did find favour with the British who placed an initial order for 300, the first vehicles coming off the assembly lines in late 1942. Named Staghound by the British, the armoured car was a large, well armoured vehicle with a hydraulically traversed turret mounting a 37 mm gun with a co-axial 7.62 mm machine gun. Two further 7.62 mm machine guns were provided, one on a pintle mount and the other in the hull front. Several versions of the Staghound appeared during the war. The Staghound Mk II was armed with a 3 inch howitzer in a new turret and was used in the close support role. The Staghound Mk III was fitted with a Crusader tank turret mounting a 75 mm gun, small numbers being issued to the heavy troop of armoured car regiments. Another variant developed in the U.S.A. was the Staghound AA which had a new power operated Frazer-Nash turret mounting two 12.7 mm Browning machine guns for anti-aircraft use.

Country of Origin: USA
Number Built: 3,844 all marks

SPECIFICATION:
Vehicle Weight: 13.5 tons
Dimensions: Length 18 ft, Width 8 ft 10 ins, Height 7 ft 9 ins
Powerplant: 2 x GMC 97 hp petrol engines
Performance: Maximum speed 55 mph, Range 450 miles
Armament: 1 x 0.30 inch and 2 x 0.50 inch machine guns
Armour: Maximum 51 mm
Crew: 5

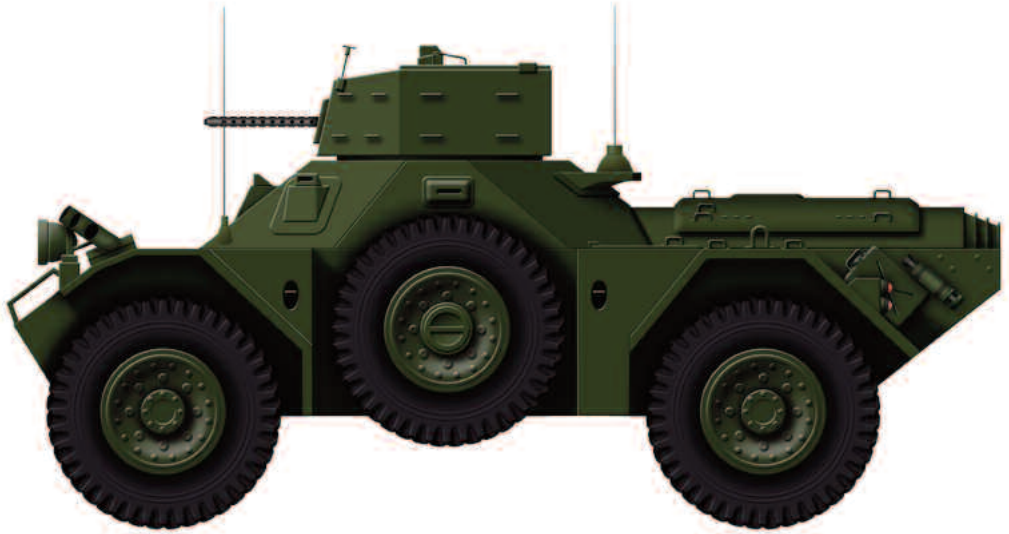


Coventry Armoured Car

The Coventry armoured car was a collaboration between Rootes and Daimler to produce a design to succeed the Humber and Daimler armoured cars in the British Army. Like the Daimler, a secondary driving position was provided at the rear of the interior with the transmission arranged to allow five speeds in either direction. The vehicle utilised the same general layout of the Daimler but was of larger proportions, this time being fitted with a more conventional suspension and drive system to ease production. The prototype had a three man turret fitted with a 2 pounder gun and a coaxial Besa machine gun. The turret had been designed so the weapon could be up-gunned to a 6 pounder gun, while a larger turret armed with a 75 mm gun was also proposed. In 1943 orders were placed with Daimler and the Rootes Group for 1,700 vehicles with deliveries of the Mk I beginning in June 1944, sixty-three being completed by the end of the year. It had however been decided to continue production of the Daimler which resulted in the order being cut to 300 vehicles armed with a 2 pounder gun. It was decided they would be sent to India and none were to see action with British forces during the Second World War.

Country of Origin: UK
Number Built: 300

SPECIFICATION:
Vehicle Weight: 10.3 tons
Dimensions: Length 15 ft 5 ins, Width 8 ft 8 ins, Height 7 ft 9 ins
Powerplant: 1 x 175 hp petrol engine
Performance: Maximum speed 42 mph, Range 250 miles
Armament: 1 x 2 pounder gun, 1 x 7.7 mm Besa machine gun
Armour: Maximum 14 mm
Crew: 4

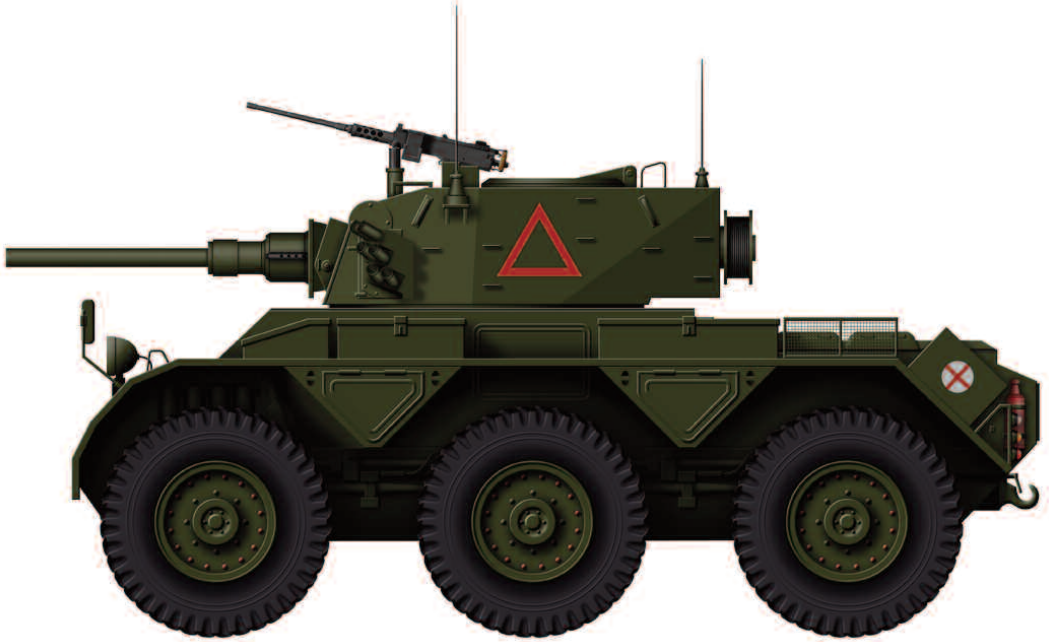


Ferret Armoured Car

The design of the Ferret armoured car began in the late 1940s as a direct replacement for the British Army's wartime vehicles that were becoming time expired. The success of the Dingo scout car made Daimler a natural choice for a replacement, the design sharing many components of the Dingo but had a larger fighting compartment and an optional small machine gun turret. It was constructed from an all-welded monocoque steel body and had four wheel drive together with 'run flat' tyres, which kept their shape even when punctured. The Ferret was small enough to be used in an urban environment, while its strong construction gave the vehicle an excellent off-road performance. Production began in 1952, and by the time it ceased in 1971 over 4,400 had been built through many marks and variants. In British service they were operated all around the world, from the Army on the Rhine to the trouble spots of the Far and Middle East, especially with United Nations Peace Keeping forces. The Ferret is no longer in service with the British Army, although several countries still operate them to this day. They are also popular with military enthusiasts with many being sold to private collectors.

Country of Origin: UK
Number Built: 4,400

SPECIFICATION: (Mk II)
Vehicle Weight: 3.7 tons
Dimensions: Length 12 ft 2 ins, Width 6 ft 3 ins, Height 6 ft 2 ins
Powerplant: 1 x Rolls-Royce B60 130 hp petrol engine
Performance: Maximum speed 58 mph, Range 190 miles
Armament: 1 x 0.30 in machine gun
Armour: Maximum 30 mm
Crew: 2



Saladin Heavy Armoured Car

In January 1946, the British Army issued a requirement for a new armoured car as a replacement for the Daimler Mk II and AEC Mk III armoured cars developed during World War Two. Design of a new vehicle began the same year and designated the FV601. They were to have had a crew of four and be armed with a 2 pounder gun, this later being exchanged for a new 76 mm gun. In 1947 a contract was given to Alvis to build two prototypes, although at the time Alvis were working on the FV603 Saracen armoured personnel carrier that was based on the same chassis. The Saladin was urgently needed in Malaya during the unrest, and as a result the prototypes were not completed until 1953. After trials and minor modifications the Saladin entered production in 1958 and entered service the following year, and by the time production ceased in 1972 1,177 had been built. In British service they were deployed on several occasions around the world with the United Nations in the peace keeping role or overseeing the transitional period of independence in several countries of the old British Empire. In the mid 1970s they began to be replaced by the Scorpion reconnaissance vehicle in British service.

Country of Origin: UK
Number Built: 1,177

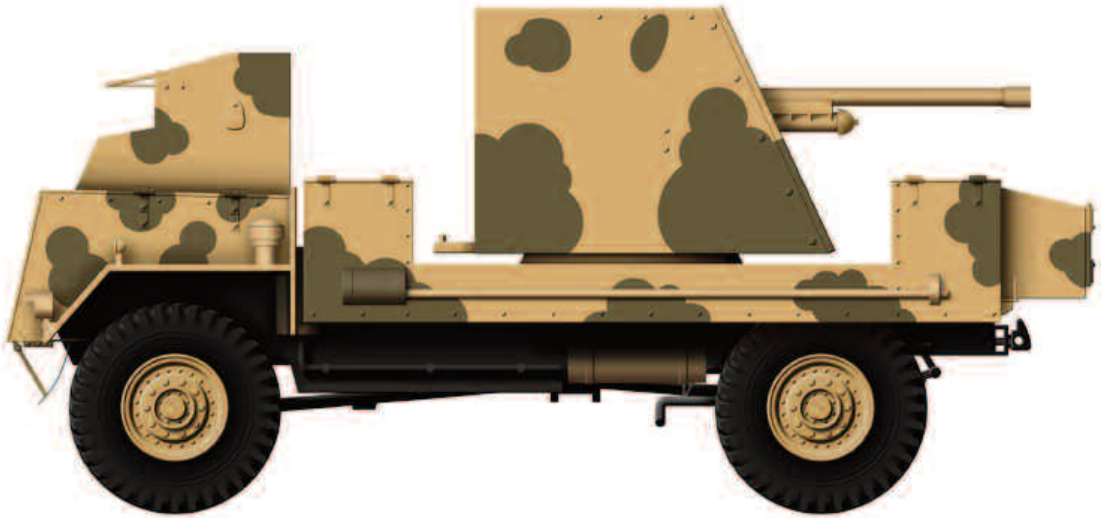
SPECIFICATION:
Vehicle Weight: 11.6 tons
Dimensions: Length 16 ft 2 ins, Width 8 ft 4 ins, Height 7 ft 10 ins
Powerplant: 1 x Rolls-Royce 170 hp petrol engine
Performance: Maximum speed 45 mph, Range 250 miles
Armament: 1 x 76 mm gun, 2 x 8 mm machine guns
Armour: Maximum 32 mm
Crew: 3

FV721 Fox Armoured Car

The Fox CVR(W) (Combat Vehicle Reconnaissance (Wheeled)) was a 4 x 4 armoured car produced by Alvis as a replacement for the Ferret scout car and the Saladin heavy Armoured Car. The vehicle had a crew of three and had a low profile turret armed with a unstabilised 30 mm L21 Rarden cannon and a coaxial 7.62 mm machine gun. They were designed to be air-portable, and as such were not heavily armoured, protection being provided by an aluminium armoured hull and turret which was only proof against light calibre gun fire and artillery splinters. This kept the combat weight of the vehicle down to 6.75 tons, allowing three to be carried by a C130 Hercules, two of which could be air-dropped by parachute. They began to enter service with the British Army in 1973 and were attached to armoured and mechanised infantry battalions. In 1993 the decision was made to withdraw the Fox from service, their turrets then being remounted on the chassis of withdrawn FV101 Scorpion hulls. After a number of modifications had been incorporated the new vehicle entered service as the Sabre, but they were never a real success and were themselves withdrawn from service in 2004.

Country of Origin: UK
Number Built: 325

SPECIFICATION:
Vehicle Weight: 6.75 tons
Dimensions: Length 16 ft 8 ins, Width 7 ft, Height 7 ft 3 ins
Powerplant: 1 x Jaguar 190 hp petrol engine
Performance: Maximum speed 65 mph, Range 270 miles
Armament: 1 x 30 mm Rarden cannon, 1 x 7.62 mm machine gun
Armour: Proof against light machine gun fire
Crew: 3



A.E.C. Gun Carrier Mk I 'Deacon'

The fluid movement of the war in North Africa led to the need fur a mobile anti-tank weapon system for the British army. Initially artillery pieces were carried en portée (positioned on the flat bed of trucks) which allowed the guns to be quickly deployed to cover any perceived threat. There were several drawbacks to this system such as a loss of traverse, high profile and lack of armour, so a stopgap design was produced. This became the Deacon Gun Carrier which was based on an AEC Matador truck chassis. The cab was replaced with a simple armoured box that protected the engine and driver, while a 6 pounder anti-tank gun was mounted on the flat bed that could be traversed through 360º which was fitted with an armoured shield. They entered service with the army in North Africa during December 1942, and saw considerable use during the closing months of the campaign, their use by the 76th Anti-Tank Regiment at El Hamma being instrumental in the defeat of a German force that included Panzer III tanks. In total 175 were built, but were withdrawn from service at the end of the North African campaign as they were considered unsuitable for operations in Europe.

Country of Origin: UK
Number Built: 175

SPECIFICATION:
Vehicle Weight: 12 tons
Dimensions: Length 21 ft 1 in, Width 8 ft, Height 10 ft 2 ins
Powerplant: 1 x AEC 95 hp diesel engine
Performance: Maximum speed 25 mph, Range 150 miles
Armament: 1 x 6 pounder (57 mm) anti-tank gun
Armour: Maximum 10 mm
Crew: 4

ARMOURED PERSONNEL CARRIER

FV603 'Saracen' APC

Shortly after the end of the Second World War, design work began on the FV600 series of 6 × 6 armoured vehicles for the British Army. The FV601 was the Saladin heavy armoured car, the FV602 was a command vehicle (later cancelled), and the FV603 Saracen Armoured Personnel Carrier. Owing to the emergency in Malaya in the late 1940s, development of the FV603 Saracen was given precedence with the first production vehicles coming off the assembly line in December 1952. Besides the driver and commander, they were designed to carry a squad of eight soldiers and a troop commander, with most models being fitted with a small turret on the roof armed with a Browning 0.30 inch machine gun. The Saracen became the standard A.P.C. in the British army until 1963 when they began to be replaced by the FV432 Trojan, production however continued until 1972 for the export market, and in total 1,838 vehicles were built. The Saracen was widely used by the British Army, from the Malay Insurgency to the troubles in Northern Ireland, and with United Nation forces. They were last used in the British Army by the Queen's Own Gurkha Transport Regiment based in Hong Kong which was disbanded in 1993.

Country of Origin: UK
Number Built: 1,838

SPECIFICATION:
Vehicle Weight: 11 tons
Dimensions: Length 15 ft 9 ins, Width 8 ft 4 ins, Height 8 ft 1 in
Powerplant: 1 x Rolls-Royce B80 160 hp petrol engine
Performance: Maximum speed 45 mph, Range 248 miles
Armament: 1 x 0.30 inch Browining machine gun
Armour: Maximum 15 mm
Crew: 2 + 9 troops

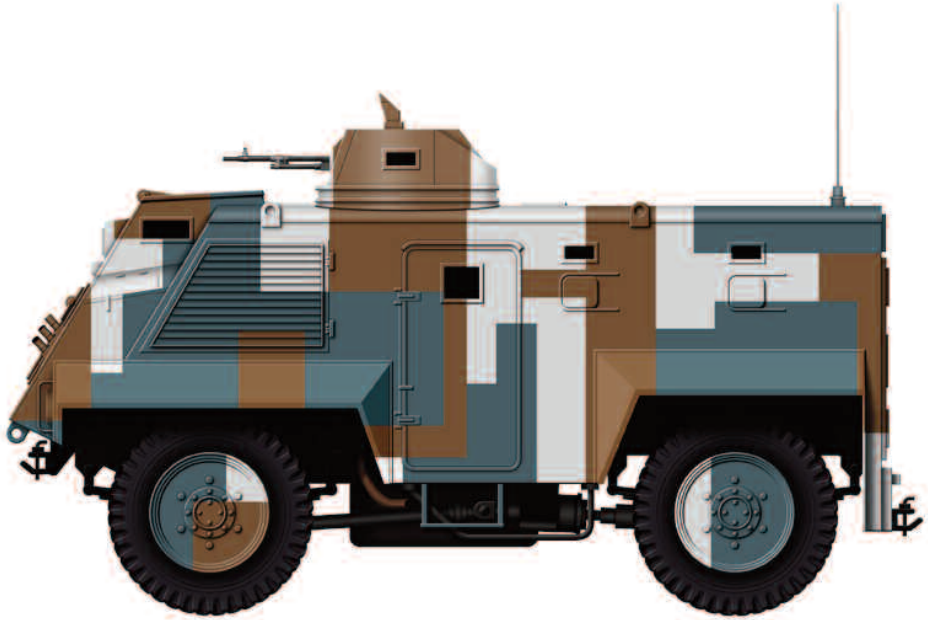
ARMOURED PERSONNEL CARRIER

'Saxon' APC

The Saxon APC was developed in early 1976 as a private venture by GKN Defences, the first production vehicles following later the same year. In 1983 it was adopted by the British Army for infantry battalions based in the UK as a cheap but efficient battle-taxi. The design was a low cost armoured personnel carrier based on a commercially available Bedford 4 x 4 truck chassis. As a lightly armoured wheeled vehicle it was faster and easier to maintain than a tracked vehicle, especially on roads, and armoured against small arms fire and shell splinters.. The vehicle was armed with a single machine gun, either fitted in a small turret or carried on a pintle mount. When deployed the vehicle could carry up to ten fully armed men. The first Saxons were deployed in Germany in 1983, while further vehicles were used in Northern Ireland, serving both as troop carriers or as riot control vehicles with extendible wings which were used as protective shields. Other versions include a command vehicle with additional communications equipment, a recovery vehicle with a winch with a maximum haul load of 16 tons, and an ambulance. The Saxon has now been withdrawn from service in the British Army, but many are kept in storage.

Country of Origin: UK
Number Built: 850

SPECIFICATION:
Vehicle Weight: 10.6 tons
Dimensions: Length 17 ft, Width 8 ft 2 ins, Height 8 ft 8 ins
Powerplant: 1 × 164 hp Bedford 500 diesel engine
Performance: Maximum speed 60 mph, Range 320 miles
Armament: 1 x 7.62 mm machine gun
Armour: Proof against light machine gun fire
Crew: 2 + 10 troops



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Armour: Proof against light machine gun fire
Crew: 2 + 10 troops

Simba Light Combat Vehicle

The Simba Light Combat Vehicle (LCV) was designed by GKN Sankey during the early 1990s primarily for the export market. Inside the vehicle the driver sits on the front-left with the engine to his right, the troop compartment extending to the rear of the vehicle. The troops sit on seats down either side of the vehicle and can dismount through doors in the rear or the left side of the hull, the driver and commander having the option of the cupola hatch and the driver's side door. After extensive trials the Simba was selected for use by the Armed Forces of the Philippines, who placed an initial order for 150 vehicles, most being assembled in the Philippines in a facility owned by the joint company Asian Armoured Technologies Corporation. In the Philippine Army Simbas are fitted with an air-conditioning system, due to the tropical climate of the country with most having a one man turret armed with a 0.50 calibre Browning heavy machine gun. A few vehicles have been fitted with a one man turret armed with a 25 mm cannon and a co-axial 7.62 mm machine gun. Simbas have seen action against communist rebels in the country during recent anti-insurgency campaigns.

Country of Origin: UK
Number Built: 150+

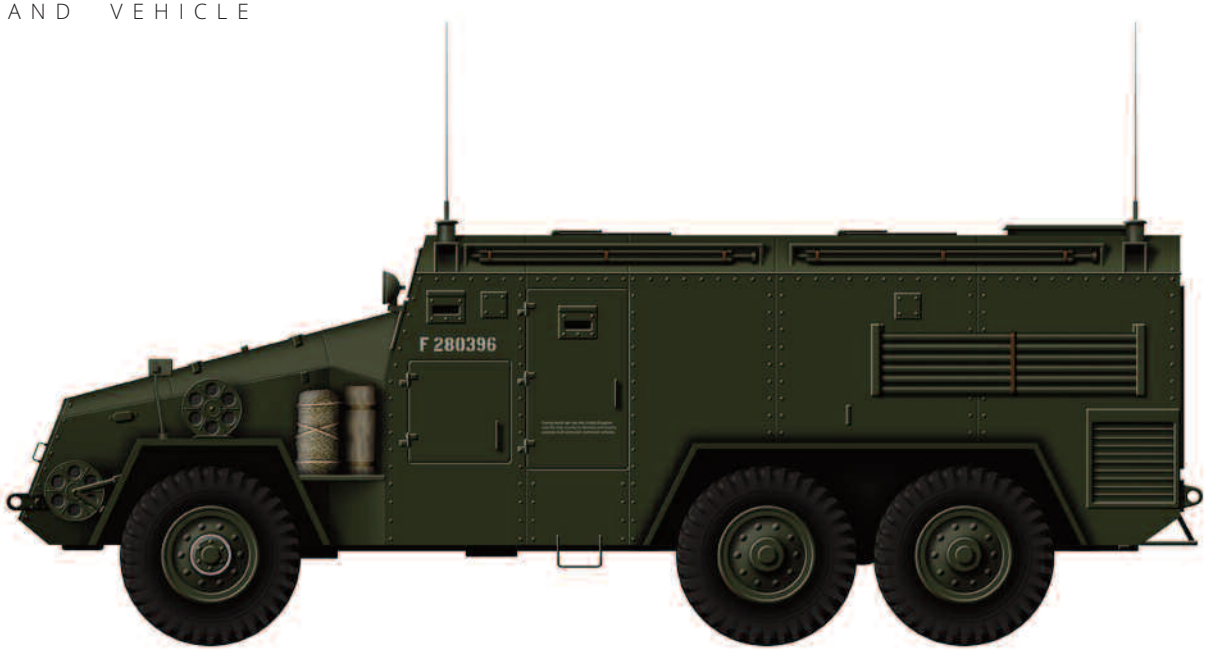
SPECIFICATION:
Vehicle Weight: 11.2 tons
Dimensions: Length 17 ft 7 ins, Width 8 ft 2 ins, Height 7 ft 2 ins
Powerplant: 1 x 210 hp Perkins diesel engine
Performance: Maximum speed 62 mph, Range 410 miles
Armament: 1 x 0.5 inch Browning machine gun
Armour: Maximum 8 mm
Crew: 3 + 10 troops

A.E.C. 'Dorchester' Command Post

In World War Two the United Kingdom was the only country to develop and deploy armoured command vehicles, with the most common type being the A.E.C. Dorchester. This vehicle was based on the Matador artillery tractor chassis on which a large armoured body was fitted. They were produced in two versions designed for use as command posts for Divisional and Brigade commanders. The first was the HP (high Power) type which were fitted with radio systems for long distances. The second LP (Low Power) were for short range communications, both types being crewed by 7-8 people. Production started in 1941 and were first used by the British in North Africa later that year, where they received their more popular name of Dorchester (after the luxury London hotel) which the troops had nicknamed the vehicles due to their large and comfortable interiors. During the fighting in the desert three were captured by the Germans, two of which were named 'Max' and 'Moritz' and used by Rommel and his staff throughout the rest of the campaign. In total it is believed 416 were built, and were used throughout the fighting in north western Europe until the end of the war, many remaining on strength into the 1950s.

Country of Origin: UK
Number Built: 416

SPECIFICATION:
Vehicle Weight: 12.2 tons
Dimensions: Length 20 ft 2 ins, Width 7 ft 11 ins, Height 9 ft 6 ins
Powerplant: 1 x 95 hp A.E.C. diesel engine
Performance: Maximum speed 37 mph, Range 280 miles
Armament: 1 x 0.303 inch Bren machine gun
Armour: Maximum 12 mm
Crew: 7-8

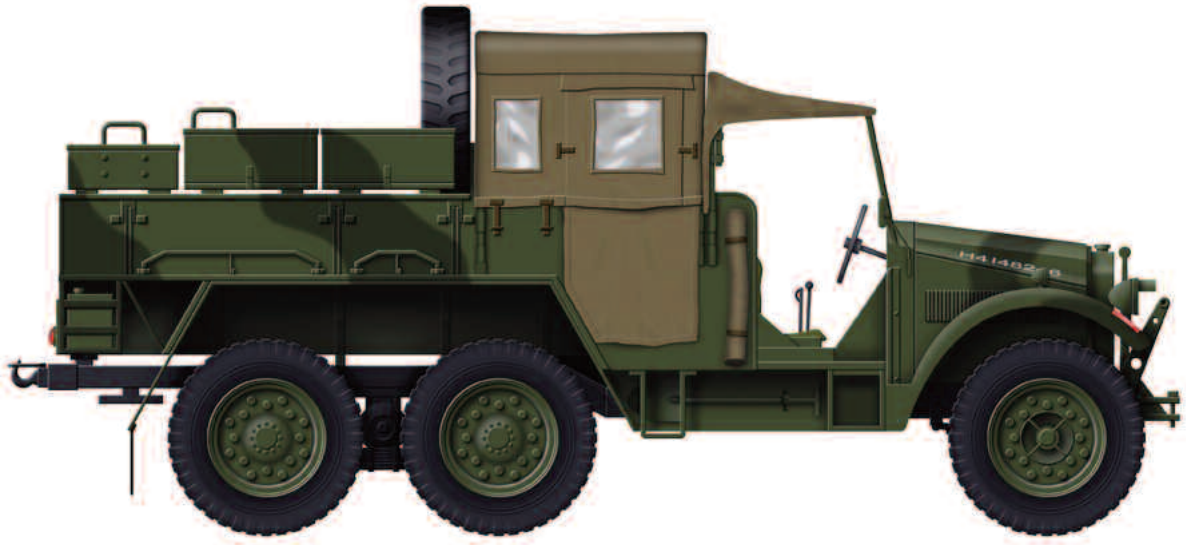


A.E.C. 6 x 6 Command Post

In 1944 A.E.C. began the production of a larger armoured command vehicle compared to the earlier 'Dorchester' based on their 6 x 6 0854 lorry chassis which would be powered by a 150 hp A.E.C. 198 engine. The Mk I vehicle had an armoured body with an open top, followed by the Mk II which was fitted with a frame on the roof to take a tarpaulin for protection against the elements if needed. The engine could be selected to drive the rear or all wheels through a 4 speed gearbox and 2 speed transfer box, giving the vehicle good cross-country performance. Like the 'Dorchester' two versions were produced, the HP (high Power) type with long range radios and the LP (Low Power) for short range communications. While in transit the radio masts were strapped to the outside of the vehicle. Side entrances were provided for the driver and commander, while the radio operators and Headquarters staff were housed in separate compartments which were accessed through rear doors. Production was halted in 1945 at the end of the war after 151 vehicles had been produced. Many of the vehicles remained in service after World War Two and wer not withdrawn until the the early 1960s.

Country of Origin: UK
Number Built: 151

SPECIFICATION:
Vehicle Weight: 18 tons
Dimensions: Length 26 ft 3½ ins, Width 8 ft 1 in, Height 8 ft 3 ins
Powerplant: 1 x 150 hp AEC diesel engine
Performance: Maximum speed 30 mph, Range 250 miles
Armament: None
Armour: Maximum 9 mm
Crew: 8



Morris CDSW

Morris had introduced the military CD 6 x 4 vehicle in 1933 to a War Office specification, and included several variants including a command car, truck and field ambulance. This family of vehicles was expanded in 1935 by the introduction of the CDSW with a military pattern cab which included a general service design, a breakdown vehicle and a gun tractor to tow a modernised 18 pounder field gun or a 4.5 howitzer, both types of gun being replacws later by the 25 pounder field gun as they came off the production line. Large numbers of these vehicles and guns were with the BEF in France where the majority were lost during the fighting, or purposely wrecked at Dunkirk when the British troops were withdrawn in May 1940. Prior to the Second World War another version of the CDSW had appeared which was designed to tow the 40 mm Bofors Anti-Aircraft gun. This vehicle was modified to carry the gun crew and spares, along with 192 rounds of ammunition which were contained in lockers. The Bofors gun was of Swedish design and one of the best anti-aircraft weapons of World War Two, and with the Morris CDSW would see service throughout the war with the British Army in North Africa, Europe and in the UK.

Country of Origin: UK
Number Built: Unknown

SPECIFICATION:
Vehicle Weight: 2.7 tons
Dimensions: Length 17 ft 2 ins, Width 6 ft 2 ins, Height 8 ft 8 ins
Powerplant: 1 x Morris EB 55 hp petrol engine
Performance: Maximum speed 37 mph
Armour/Armament: None
Payload: 4,256 lbs (38 cwt)
Crew: 1 + Gun crew

Morris C8 Quad

The Morris C8 Quad was designes as a field artillery tractor which would replaced the Morris CDSW. They were first issued in late 1939 and used in action during the fighting France in the spring of 1940, many being lost during the evacuation of the British Expeditionary Force from France. They became the standard gun tractor for field artillery regiments and were also used by most of Commonwealth and Allied units equipped with the new 25 pounder gun. It was a popular vehicle although really too small for all the equipment that was carried. It was also underpowered when fully and loaded. Later in the war they were also used by the anti-tank regiments who were equipped with the 6 pounder and 17 pounder guns, and when used to tow the 17 pounder, usually without a limber. At the end of World War Two the Quad remained in service with the British army, with many others being supplied to allied and Commonwealth countries. With the British they were to see extensive action in Korean and Malaya, with many being rebuilt in the early 1950s that extended their life until 1959 when the last was withdrawn and replaced by 3 ton tractors derived from the Bedford RL and Fordson Thames E4.

Country of Origin: UK
Number Built: 10,000

SPECIFICATION:
Vehicle Weight: 3.3 tons
Dimensions: Length 14 ft 8¾ ins, Width 7 ft 3 ins, Height 7 ft 5 ins
Powerplant: 1 x 70 hp Morris EH petrolengine
Performance: Maximum speed 50 mph, Range 160 miles
Armament: None
Armour: None
Crew: 1 + 5 (gun crew)

Scammell Pioneer R100

The Scammell Pioneer was a private venture and designed for use where good roads were scarce. They lacked all-wheel drive, but the combination of the walking beam suspension, good traction, and a low-revving engine gave it impressive pulling power over rough ground at low speeds. They first appeared in 1927, and although they were never designed for military use, in 1932 the British War Office purchased an example and fitted it with an 18 ton semi-trailer for use as a tank transporter. Actual production of the tank transporter began in 1937 and differed by having a longer chassis for an extended cab to accommodate the tank crew as passengers and larger rear wheels. 459 were produced for the British Army but were superseded by the American Diamond T tank transporter from 1941 onwards. In 1935 the Pioneer R100 heavy artillery tractor entered service with the British army. These were fitted with accommodation for the gun crew, tools, equipment, and ammunition, and were used for towing such artillery pieces as the 7.2 inch howitzer, 6 inch howitzer and 60 pounder field gun. In total 980 artillery tractors were produced and were used throughout World War Two.

Country of Origin: UK
Number Built: 980

SPECIFICATION:
Vehicle Weight: 8.38 tons
Dimensions: Length 20 ft 7 ins, Width 8 ft 6 ins, Height 9 ft 6 ins
Powerplant: 1 x Gardner 102 hp diesel engine
Performance: Maximum speed 24 mph, Range 430 miles
Armament: None
Armour: None
Crew: 1 + gun crew

A.E.C. Matador

Design work on a 4 x 4 chassis for the War Department had begun in the mid 1930s by Hardy Motors and the Four Wheel Drive Company of Southall. AEC purchased the FWD Company and continued with design with the prototype being ready in 1938. Trials of the vehicle were a success and AEC received an initial contract from the Ministry of Supply for 200 vehicles, and by the end of World War Two well over 10,000 had been delivered. The most numerous version of the Matador was the artillery tractor. This had a composite wood and steel body with seating for a gun crew of nine or ten with shell carriers attached to rails in the floor to make it easy to offload the ammunition, these vehicles being mainly associated with the 5.5 inch medium field gun. Alongside the artillery tractor there were cargo vehicles used by the Royal Navy and the RAF and a a range of specialised bodies, while the Matador mechanical components were used to develop the AEC armoured car. In the early 1950s problems in developing a replacement led to a further 1,800 Matadors being purchased with an uprated engine. The Matador earned a reputation as being a rugged, powerful and reliable vehicle.

Country of Origin: UK
Number Built: 11,800

SPECIFICATION:
Vehicle Weight: 7.08 tons
Dimensions: Length 20 ft 9 ins,
Width 7 ft 11 ins, Height 10 ft 2 ins
Powerplant: 1 x AEC A173 95 hp diesel engine
Performance: Maximum speed 38 mph, Range 400 miles
Payload: Maximum 8,450 lbs (3.75 tons)
Crew: 1 + 10 man gun crew

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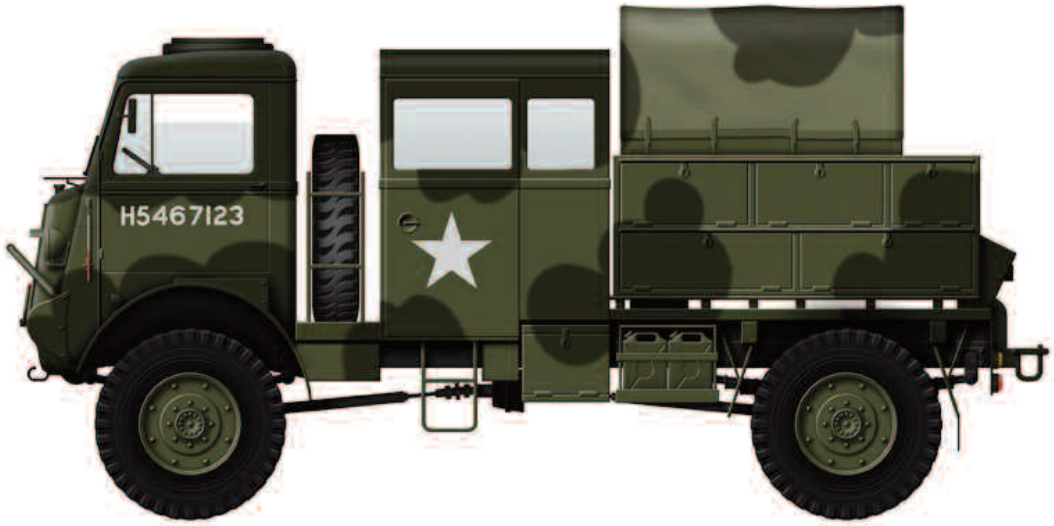
Crew: 1 + 10 man gun crew

CMP FAT

CMP stood for Canadian Military Pattern and was applied to a number of trucks, artillery tractors and utility vehicles built in Canada. They combined British army requirements and North American engineering skills, and the CMP Field Artillery Tractor (FAT) was based on the successful British Morris C8 that had been developed just before the war. They were manufactured by Ford and Chevrolet as the CGT (Chevrolet Gun Tractor) and FGT (Ford Gun Tractor), with the first models being produced in 1940/41 and used by British and Commonwealth forces to replace lost material after the withdrawal from Dunkirk. They were usually used to tow the 25 pounder gun, and later the 17 pounder anti-tank gun, and were fitted with a winch above the rear axle that could be used to manoeuvre the gun or extricate the vehicle if it ever became bogged down. The early vehicles had a similar body to the Morris C8, but later models went through a number of design changes that had a variety of beetle-back bodies with two or four doors and solid or open canvas covered roofs. They were first used operationally in North Africa and served throughout World War Two with Commonwealth and Allied nations.

Country of Origin: Canada
Number Built: Unknown

SPECIFICATION:
*Vehicle Weight:*4.86 tons
Dimensions: Length 14 ft 1 in, Width 7 ft 6 ins, Height 8 ft
Powerplant: 1 x Chevrolet 85 hp petrol engine
Performance: Maximum speed 45 mph, Range 200 miles
Armament: None
Armour: None
Crew: 1 + 5 (gun crew)

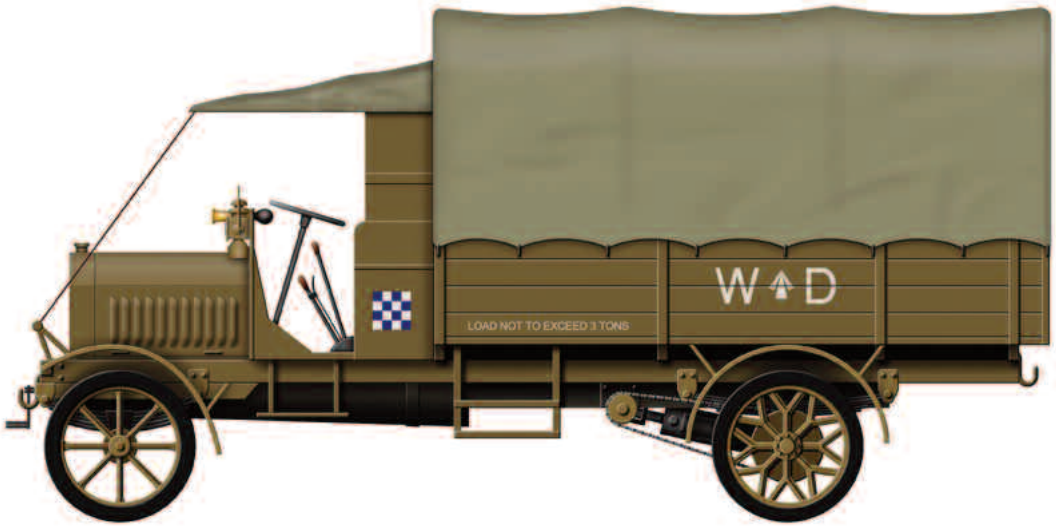


Bedford QLB Bofors Tractor

Shortly after the outbreak of World War Two, Bedford Motors was contracted by the British War Office to produce a 3 ton 4 x 4 general service truck for the Army. A protoype was ready in February 1940 with production starting in March 1941. The vehicle was known as the Bedford QL, and was designed for use over rough terrain, although the front wheel drive could be disengaged for use on roads to ease wear on the tyres and gearbox. The first production vehicle was the QLD, a general cargo carrier and would became the most numerous version. Other variants included the QLT troop carrier which had a lengthened chassis and body and was capable of carrying 29 soldiers and their equipment. The QLR was a radio vehicle fitted with a housing for signal operators and carried an auxiliary power generator, the same housing was also used as a Command Post and Cipher Office. The QLB was a towing vehicle for the Bofors anti-aircraft gun with ample stowage for crew and ammunition. A few QLs were even used as portee's for the 6 pounder anti-tank gun in North Africa when there was a shortage of self propelled guns. Total production of the Bedford QL was over 52,000 vehicles.

Country of Origin: UK
Number Built: 5,500

SPECIFICATION:
Vehicle Weight: 3.2 tons
Dimensions: Length 19 ft 8 ins, Width 7 ft 6 ins, Height 9 ft 10 ins
Powerplant: 1 x Bedford 72 hp petrol engine
Performance: Maximum speed 38 mph, Range 156 miles
Armament: None
Payload: Maximum 3 tons
Crew: 1 + 4 (gun crew)



Albion A10

The British began to consider the use of motor vehicles to meet their transport needs for the army in the early 1900's. Up until then the horse or mule had always been the main motive power for moving the army's supplies, while the soldier normally had to walk. The early vehicles were very primitive, typically with open cabs, solid rubber tyres, twin back wheels to support the load, leaf spring suspension and the power usually being transmitted to the drive wheels by chain drive. In 1911 the British Government introduced a subsidy scheme where manufacturers and private companies received a payment of £120 towards the purchase of each lorry that was suitable for military service, but during any national emergency they would be placed at the disposal of the armed forces. Thornycroft produced the J type lorry in 1912 to meet the requirements of the subsidy scheme, followed by other designs from Dennis, Commer, Daimler, Leyland, AEC, Albion, Hallford, Karrier, and Wolseley amongst others, while at least 12,000 Peerless trucks were obtained afrom the U.S.A. After World War One, large numbers of military vehicles became available for sale and sold to the general public at knock-down prices.

Country of Origin: UK
Number Built: 5,000

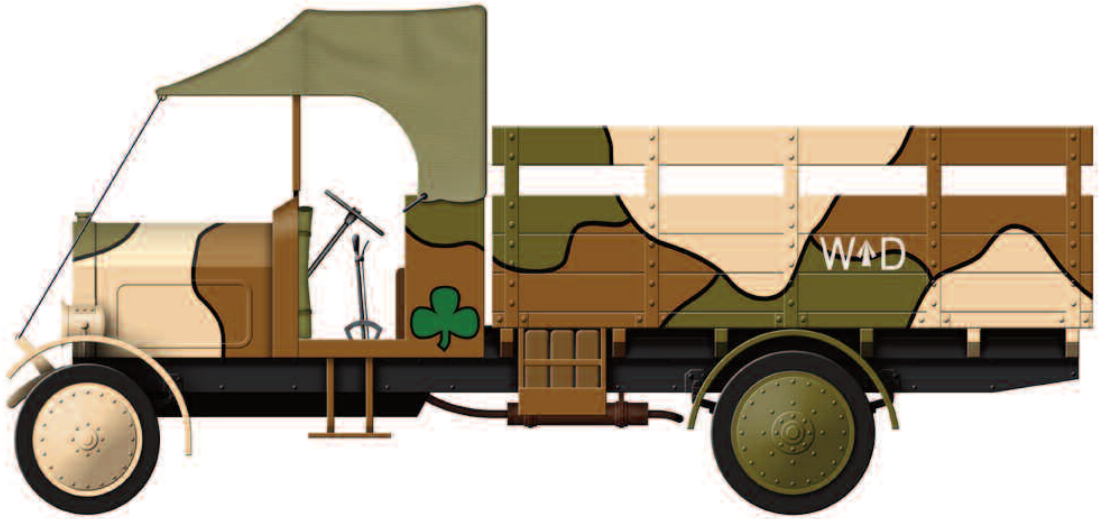
SPECIFICATION : *(Thornycroft J Type)*
Vehicle Weight: 4.75 tons
Dimensions: Length 21 ft 9 ins,
Width 7 ft 2½ ins, Height 10 ft
Powerplant: 1 x Thornycroft 40 hp petrol engine
Performance: Maximum speed 25 mph, Range: 220 miles
Crew: 1 + 1 passenger
Payload: Maximum 3½ tons

Peerless 3 Tonner

The British began to consider the use of motor vehicles to meet their transport needs for the army in the early 1900's. Up until then the horse or mule had always been the main motive power for moving the army's supplies, while the soldier normally had to walk. The early vehicles were very primitive, typically with open cabs, solid rubber tyres, twin back wheels to support the load, leaf spring suspension and the power usually being transmitted to the drive wheels by chain drive. In 1911 the British Government introduced a subsidy scheme where manufacturers and private companies received a payment of £120 towards the purchase of each lorry that was suitable for military service, but during any national emergency they would be placed at the disposal of the armed forces. Thornycroft produced the J type lorry in 1912 to meet the requirements of the subsidy scheme, followed by other designs from Dennis, Commer, Daimler, Leyland, AEC, Albion, Hallford, Karrier, and Wolseley amongst others, while at least 12,000 Peerless trucks were obtained from the U.S.A. After World War One, large numbers of military vehicles became available for sale and sold to the general public at knock-down prices.

Country of Origin: USA
Number Built: 12,000

SPECIFICATION : *(Thornycroft J Type)*
Vehicle Weight: 4.75 tons
Dimensions: Length 21 ft 9 ins,
Width 7 ft 2½ ins, Height 10 ft
Powerplant: 1 x Thornycroft 40 hp petrol engine
Performance: Maximum speed 25 mph, Range: 220 miles
Crew: 1 + 1 passenger
Payload: Maximum 3½ tons



Wolesley CR6

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Country of Origin: UK
Number Built: 5,000

SPECIFICATION : *(Thornycroft J Type)*
Vehicle Weight: 4.75 tons
Dimensions: Length 21 ft 9 ins,
Width 7 ft 2½ ins, Height 10 ft
Powerplant: 1 x Thornycroft 40 hp petrol engine
Performance: Maximum speed 25 mph, Range: 220 miles
Crew: 1 + 1 passenger
Payload: Maximum 3½ tons

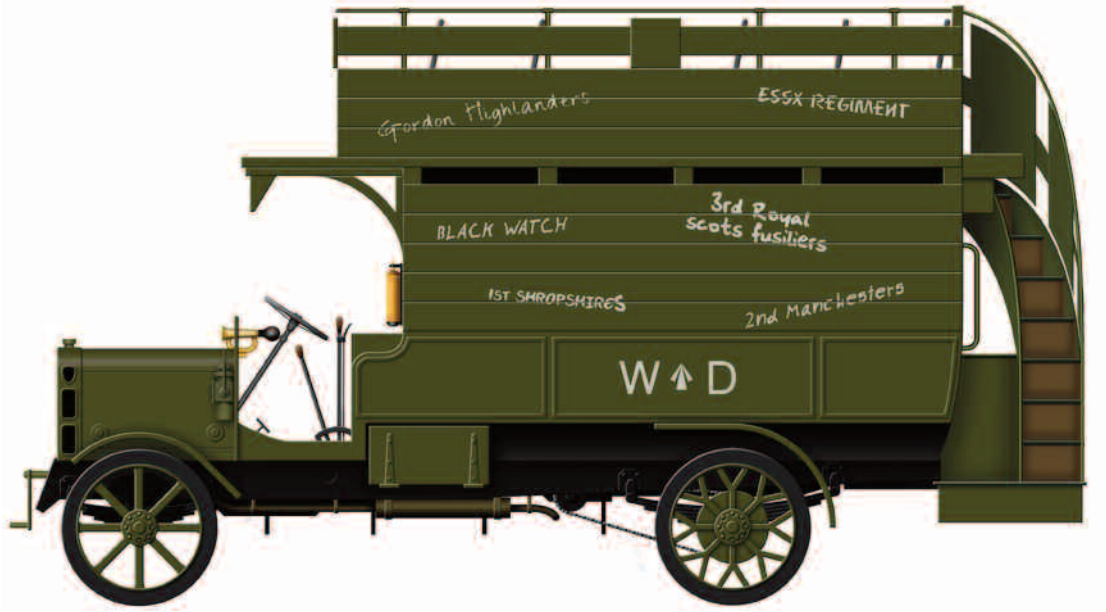
Jeffreys Quad

The Jeffrey Quad was one of the most used lorrys in World War One. It was designed by the Thomas B Jeffrey Company in Kenosha, Wisconsin in the USA, and was developed as a result of a visit by the US Army Quartermaster Corps to the Thomas factory in 1913. It was 2 ton four-wheel drive vehicle, with a flatbed load carrier dropside and a 2 seat cab. The lorry was powered by a 29 hp 4 cylinder Buda side valve petrol engine and transmissin being provided by a four forward and reverse gearbox. Steering was to all four wheels which gave it a very small turning radius, while brakes were fitted to all four wheels.

Production started in 1913, but because of its popularity and the outbreak of World War One the Jeffrey Quad was ordered in large numbers, including license production by Hudson, National, and Paige-Detroit. The Jeffrey company was sold to the Nash Company in 1916, which produced the Quad under the name of Nash Quad and at its peak, 11.490 Quads were delivered in 1918. Apart from the USA, France was the largest user of the vehicle, while an unknown number were supplied to the UK, with several being used for the basis of the Jeffrey Quad Armoured Car.

Country of Origin: USA
Number Built: 30,000+

SPECIFICATION : *(Thornycroft J Type)*
Vehicle Weight: 4.75 tons
Dimensions: Length 21 ft 9 ins,
Width 7 ft 2½ ins, Height 10 ft
Powerplant: 1 x Thornycroft 40 hp petrol engine
Performance: Maximum speed 25 mph, Range: 220 miles
Crew: 1 + 1 passenger
Payload: Maximum 3½ tons

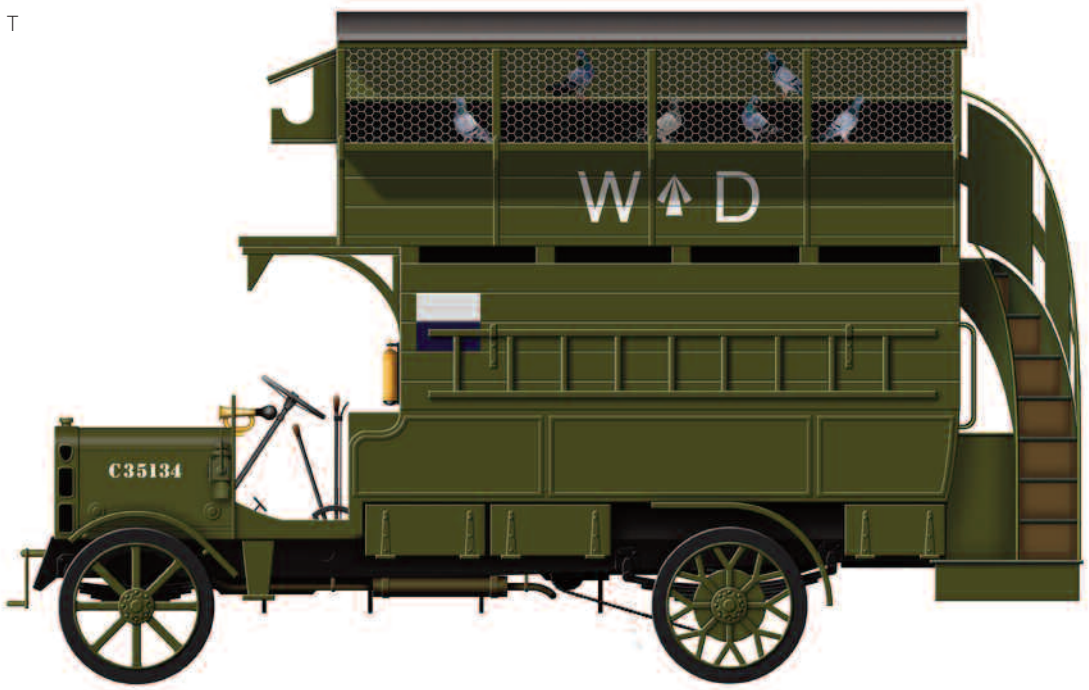


'B' Type Omnibus

In 1908 buses were used successfully in the deployment of troops during army manoeuvres, and on the outbreak of World War One in August 1914, Winston Churchill, the First Lord of the Admiralty, asked the London General Omnibus Company to provide buses for use by the Naval Brigade in France. The company asked for volunteers to drive the vehicles, and those chosen were recruited into the Royal Marines. 75 buses and crews were shipped to France in September and played a valuable part in the operations of the Royal Navy Division before the fall of Antwerp in early October. This persuaded the Army to requisition a number of these vehicles for its own use, and on the 18th October the L.G.O.C. supplied 300 B type buses for army service. 150 arrived in time to take part in the first battle of Ypres and were instrumental in the movement of whole divisions during the critical days. The first buses still bore the livery of the L.G.O.C., but the lower deck windows were soon boarded up, while stowage racks were added and the vehicles painted khaki. A few were turned into ambulances and wireless vehicles, while others were fitted with a roof and cages on each side and serve as mobile pigeon lofts.

Country of Origin: UK
Number Built: 3,000+

SPECIFICATION:
Vehicle Weight: 8,512 lbs (3.8 tons)
Dimensions: Length 22 ft 7 ins,
Width 7 ft 10 ins, Height 12 ft 5 ins
Wheels: Cast steel with solid rubber tyres
Powerplant: 1 x 25 hp 4 cylinder petrol engine
Performance: Maximum speed 16 mph
Payload: 34 troops



'B' Type Omnibus

In 1908 buses were used successfully in the deployment of troops during army manoeuvres, and on the outbreak of World War One in August 1914, Winston Churchill, the First Lord of the Admiralty, asked the London General Omnibus Company to provide buses for use by the Naval Brigade in France. The company asked for volunteers to drive the vehicles, and those chosen were recruited into the Royal Marines. 75 buses and crews were shipped to France in September and played a valuable part in the operations of the Royal Navy Division before the fall of Antwerp in early October. This persuaded the Army to requisition a number of these vehicles for its own use, and on the 18th October the L.G.O.C. supplied 300 B type buses for army service. 150 arrived in time to take part in the first battle of Ypres and were instrumental in the movement of whole divisions during the critical days. The first buses still bore the livery of the L.G.O.C., but the lower deck windows were soon boarded up, while stowage racks were added and the vehicles painted khaki. A few were turned into ambulances and wireless vehicles, while others were fitted with a roof and cages on each side and serve as mobile pigeon lofts.

Country of Origin: UK
Number Built: 3,000+

SPECIFICATION:
Vehicle Weight: 8,512 lbs (3.8 tons)
Dimensions: Length 22 ft 7 ins,
Width 7 ft 10 ins, Height 12 ft 5 ins
Wheels: Cast steel with solid rubber tyres
Powerplant: 1 x 25 hp 4 cylinder petrol engine
Performance: Maximum speed 16 mph
Payload: 34 troops

Humber FWD Heavy Utility Car

Just before the start of the Second World War in October 1938, Humber had introduced the Super Snipe saloon car. The car had a good performance, having a top speed of 80 mph which was fast for the day. On the outbreak of World War Two in 1939 Humber set about on the design of a range of military vehicles based on the common 4 x 4 chassis and 4 litre engine of the Super Snipe. The front wheels had independent suspension and the four wheel drive provided good off road performance. Most examples were fitted with a steel panelled four door utility body equipped with six seats. These were nicknamed 'The Box' because of the vehicle's appearance, many being used as Staff cars by the army. During 1940-41 a small pick up truck was also produced with a removable body that could be used as a radio tent by folding down telescopic legs. The other major variant was a field ambulance which had a steel panelled body and could carry up to five casualties, with a maximum of two stretcher cases, a total of 1,144 of these vehicles being built. The vehicles remained in production throughout World War Two with a total of 5,199 vehicles of all types being constructed, the majority being the heavy utility vehicle.

Country of Origin: UK
Number Built: about 2,500

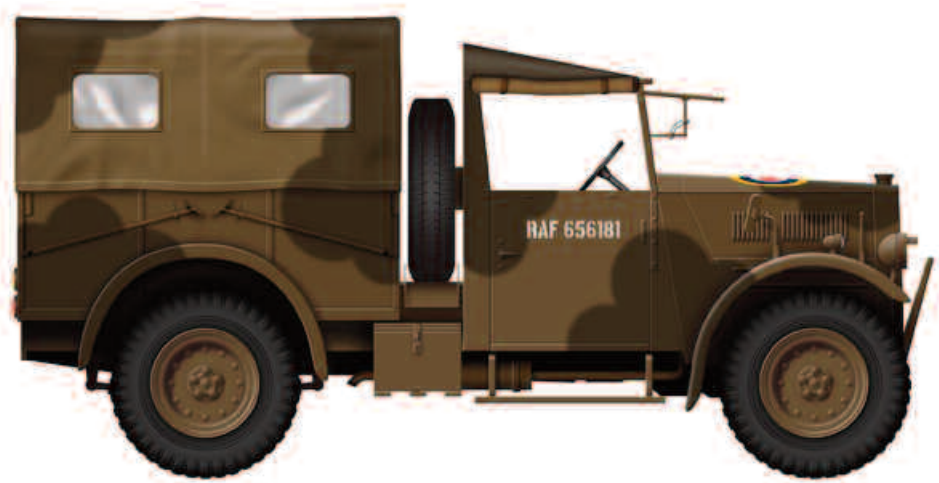
SPECIFICATION:
Vehicle Weight: 2.37 tons
Dimensions: Length 14 ft 1 in,
Width 6 ft 2 ins, Height 6 ft 5 ins
Powerplant: 1 x Humber 85 hp petrol engine
Performance: Maximum speed 50 mph, Range 250 miles
Armour/Armament: None
Crew: 1 + 5 passengers

Humber FWD Field Ambulance

Just before the start of the Second World War in October 1938, Humber had introduced the Super Snipe saloon car. The car had a good performance, having a top speed of 80 mph which was fast for the day. On the outbreak of World War Two in 1939 Humber set about on the design of a range of military vehicles based on the common 4 x 4 chassis and 4 litre engine of the Super Snipe. The front wheels had independent suspension and the four wheel drive provided good off road performance. Most examples were fitted with a steel panelled four door utility body equipped with six seats. These were nicknamed 'The Box' because of the vehicle's appearance, many being used as Staff cars by the army. During 1940-41 a small pick up truck was also produced with a removable body that could be used as a radio tent by folding down telescopic legs. The other major variant was a field ambulance which had a steel panelled body and could carry up to five casualties, with a maximum of two stretcher cases, a total of 1,144 of these vehicles being built. The vehicles remained in production throughout World War Two with a total of 5,199 vehicles of all types being constructed, the majority being the heavy utility vehicle.

Country of Origin: UK
Number Built: 1,144

SPECIFICATION:
Vehicle Weight: 2.37 tons
Dimensions: Length 14 ft 1 in,
Width 6 ft 2 ins, Height 6 ft 5 ins
Powerplant: 1 x Humber 85 hp petrol engine
Performance: Maximum speed 50 mph, Range 250 miles
Crew: 2
Payload: maximum 5 casualties

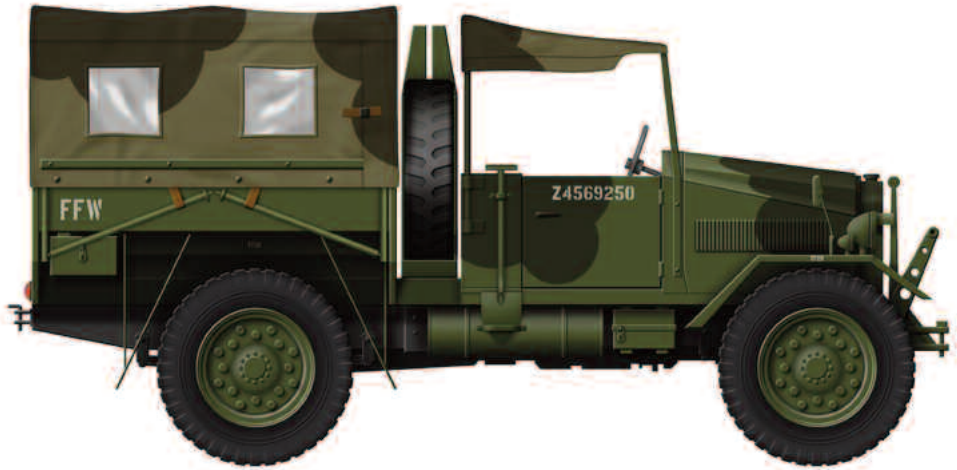


Humber FWD 8 cwt General Service Truck

Just before the start of the Second World War in October 1938, Humber had introduced the Super Snipe saloon car. The car had a good performance, having a top speed of 80 mph which was fast for the day. On the outbreak of World War Two in 1939 Humber set about on the design of a range of military vehicles based on the common 4 x 4 chassis and 4 litre engine of the Super Snipe. The front wheels had independent suspension and the four wheel drive provided good off road performance. Most examples were fitted with a steel panelled four door utility body equipped with six seats. These were nicknamed 'The Box' because of the vehicle's appearance, many being used as Staff cars by the army. During 1940-41 a small pick up truck was also produced with a removable body that could be used as a radio tent by folding down telescopic legs. The other major variant was a field ambulance which had a steel panelled body and could carry up to five casualties, with a maximum of two stretcher cases, a total of 1,144 of these vehicles being built. The vehicles remained in production throughout World War Two with a total of 5,199 vehicles of all types being constructed, the majority being the heavy utility vehicle.

Country of Origin: UK
Number Built: 1,500

SPECIFICATION:
Vehicle Weight: 2.37 tons
Dimensions: Length 14 ft 1 in,
Width 6 ft 2 ins, Height 6 ft 5 ins
Powerplant: 1 x Humber 85 hp petrol engine
Performance: Maximum speed 50 mph, Range 250 miles
Crew: 1 + 1 passenger
Payload: 1,176 lbs

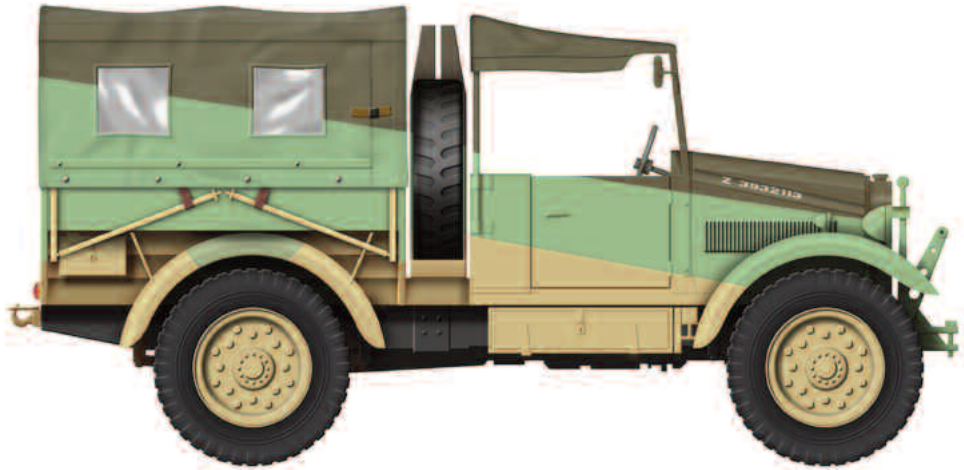


Morris Commercial CS8 General Service Truck

The Morris Commercial CS8 was placed in production in 1934 as a light general service vehicle for the British army, and by 1939 was their most numerous 15 cwt 2 × 4 truck. They were powered by a 60 hp petrol engine which drove the rear wheels, the early vehicles having an open cab that were fitted with aero screens and roll up canvas doors, these being superseded by full windscreens and half doors in later models. Most were bodied as general service vehicles, but other versions included an office, water tanker, petrol bowser, 2 pounder portée, and compressor, while a lengthened CS8 chassis was also used as the basis of the Morris CS9 armoured car. Another version was the PU wireless truck that was fitted with a rear canvas and frame unit which could be removed from the vehicle and supported on folding legs to make a ground wireless station. Many CS8s were lost in France after the withdrawal of the B.E.F. from France in 1940, while many others were used in North Africa where they proved to be reliable under desert conditions, captured examples being highly prized possessions of the Afrika Korps. The CS8 remained in production until 1941, by which time well over 25,000 had been built.

Country of Origin: UK
Number Built: 25,000

SPECIFICATION:
Vehicle Weight: 2 tons
Dimensions: Length 13 ft 10 ins,
Width 6 ft 6 ins, Height 7 ft 5 ins
Powerplant: 1 × Morris 60 hp petrol engine
Performance: Maximum speed 40 mph, Range 220 miles
Crew: 1 + 1 passenger
Payload: 2,200 lbs



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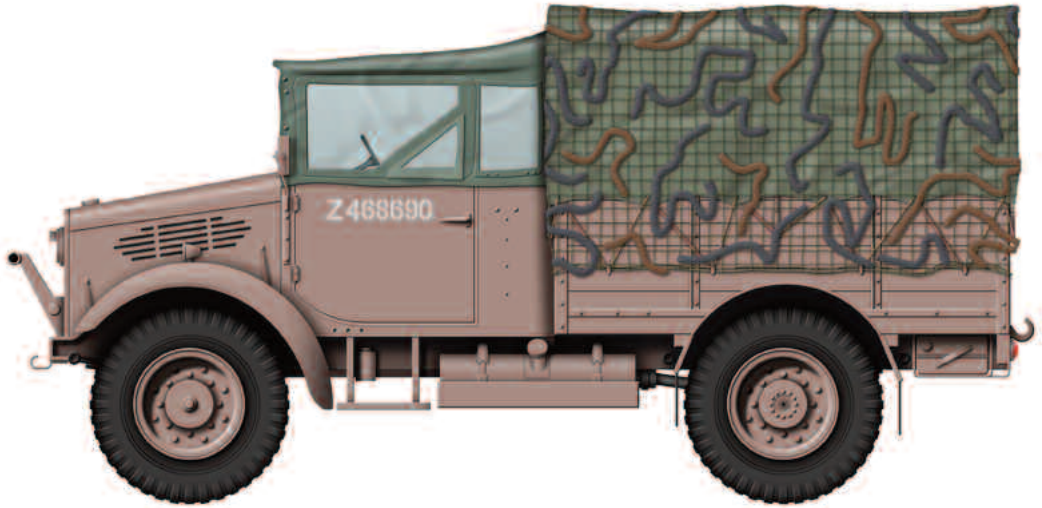
Country of Origin: UK
Number Built: 25,000

SPECIFICATION:
Vehicle Weight: 2 tons
Dimensions: Length 13 ft 10 ins,
Width 6 ft 6 ins, Height 7 ft 5 ins
Powerplant: 1 × Morris 60 hp petrol engine
Performance: Maximum speed 40 mph, Range 220 miles
Crew: 1 + 1 passenger
Payload: 2,200 lbs

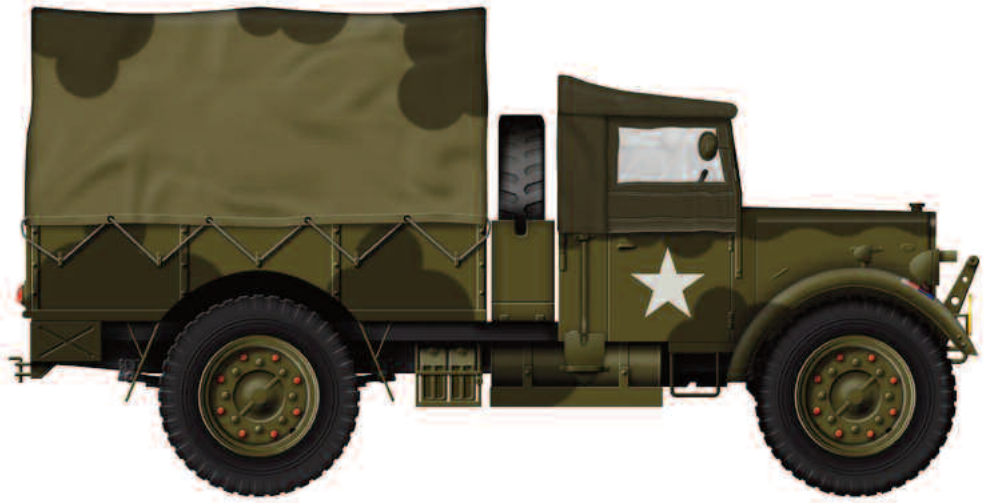


Bedford MW General Service Truck

In 1935 the British Army issued a specification for a 15 cwt 4 x 2 General Service truck and invited manufacturers to supply vehicles to take part in comparative trials. The trials were repeated over the following years, and one of contributions from Bedford was a short, square fronted vehicle which was identified as the WD-1. In 1937 the vehicle performed well during trials and even better the following year when it was fitted with a more powerful 72 hp engine. In this guise it was known as the MW, and although lacking four-wheel drive, the powerful engine, a short wheelbase, low centre of gravity and relatively light weight, gave the vehicle excellent handling. They were always open cabbed, the earliest examples having aero-type windscreens and canvas doors, but later models had full windscreen and steel doors. The British War Office placed an initial order for 2,000 vehicles in August 1939, many being supplied to B.E.F. where most were lost during the Battle of France. In North Africa they became the standard transport for lorried infantry in armoured brigades. During the war over 66,000 vehicles were built for a variety of roles, many remaining in service with the British army well into the 1950s.

Country of Origin: UK
Number Built: 66,000

SPECIFICATION:
Vehicle Weight: 2.1 tons
Dimensions: Length 14 ft 4 ins,
Width 6 ft 6 ins, Height 7 ft 6 ins
Powerplant: 1 x Bedford 72 hp petrol engine
Performance: Maximum speed 50 mph, Range, 267 miles
Crew: 1 + 1 passenger
Payload: Maximum 1,700 lbs or 10 troops



Fordson W.O.T. 2 General Service Truck

On the outbreak of World War Two in September 1939, the British Ministry of Supply specified the design for 15 cwt, 1 ton and 3 ton trucks which were designated W.O.T. (War Office Truck). Fordson was the side of the Ford Motor Company in the United Kingdom that before the war concentrated on tractors and heavy vehicles, and was soon put to work on producing a variety of vehicles for the War Office. The W.O.T. 2 specification was for a 15 cwt vehicle, and for this Fordson based their design on the chassis of their model 61 truck and commenced production in late 1939. The Fordson W.O.T. 2 remained in production throughout the war, and around 60,000 were built at Fords Dagenham plant in Essex, most being built as a small truck with a flatbed and an enclosed cab. The W.O.T.2 series ranged from W.O.T. 2A to W.O.T. 2H, the W.O.T. 2A and C were infantry trucks with open cabs and general service bodies. The W.O.T. 2B and D were the same but had a general service van body.The W.O.T.2 E, F and H had semi-enclosed cabs with full width windscreen and metal half-doors. The W.O.T. 2 remained in service with the British Army well into the 1950s before being withdrawn.

Country of Origin: UK
Number Built: 60,000+

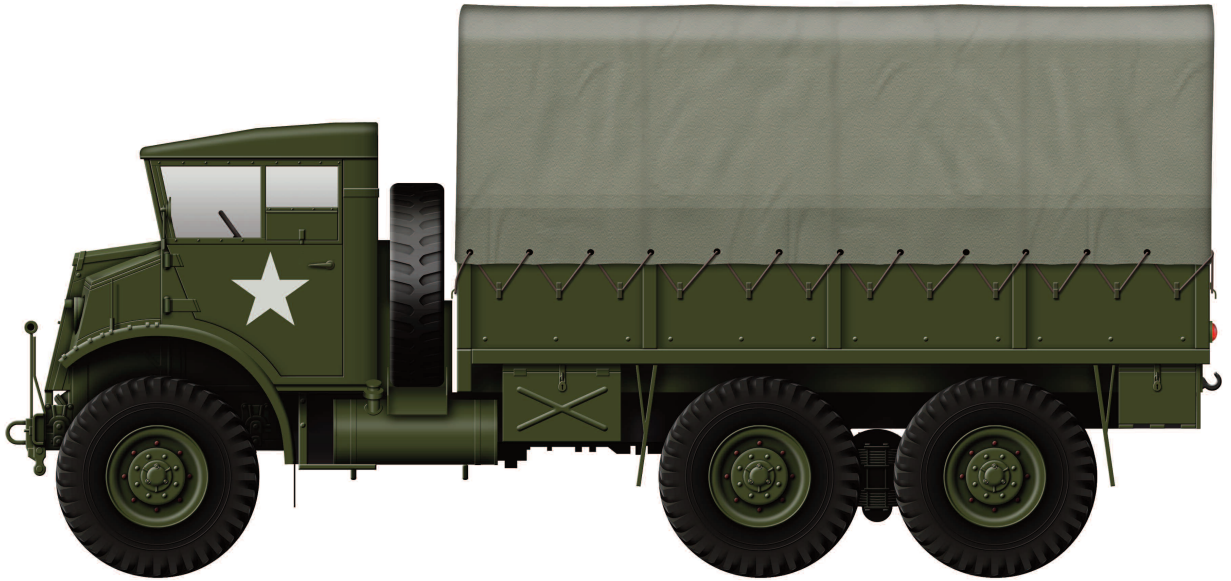
SPECIFICATION:
Vehicle Weight: 2 tons
Dimensions: Length 14 ft 9 ins,
Width 6 ft 7 ins, Height 7 ft 6 ins
Powerplant: 1 x 60 hp Foes petrol engine
Performance: Maximum speed 50 mph, Range 250 miles
Crew: 1 + 1 passenger
Payload: 1,650 lbs

Fordson W.O.T. 8 General Service Truck

The Fordson W.O.T. 8 was a 4 x 4 30 cwt vehicle produced at Dagenham between 1941-42. Over 2,500 were built, with many being used in the British Army as artillery tractors, particularly for the 17 pounder anti-tank gun after they began to enter service in 1943. 868 were supplied to the Soviet Union under Lend-Lease, of these 731 reached their destination of the northern Russian Ports of Murmansk or Archangel, the remainder being lost at sea. In Russian service many vehicles were modified as launching vehicles for Katyusha rockets. In 1942 production of the W.O.T. 8 ceased in preference for the W.O.T. 6, which was a development of the W.O.T. 8 and of similar appearance, but had a far greater payload of 3 tons (60 cwt). These vehicles had an additional reduction gear which improved performance over rough or poor terrain. The W.O.T. 6 was also provided with an cab roof opening for operating a defensive machine gun if necessary. From 1942 until the end of the war nearly 30,000 were built, including special bodied vehicles. Apart from British forces, many W.O.T. 6 vehicles were also supplied to allied forces during and after the war, and in the Danish army they were not fully retired until 1974.

Country of Origin: UK
Number Built: 30,000

SPECIFICATION:
Vehicle Weight: 13.8 tons
Dimensions: Length 16 ft 8½ ins,
Width 7 ft 6 ins, Height 9 ft 1¾ ins
Powerplant: 1 x Ford 80 hp petrol engine
Performance: Maximum speed 45 mph, Range 280 miles
Crew: 1 + 1 passenger
Payload: Maximum 3,360 lbs



CMP Chevrolet C60 4 x 6 General Service Truck

In early 1937, the Canadian branches of General Motors and the Ford Motor Company were invited to produce a prototype of a 15 cwt light infantry truck by the Canadian military, a type of vehicle that had recently been adopted by the British War Office. By 1938 however the Canadian military began to shift their interests to heavier 4 x 4 and 6 x 4 designs. By 1939 plans had been prepared for the mass production in Canada of a wide range of military vehicles that adhered to the strict British specifications. They were initially only intended for Canadian military forces, but after the evacuation of the B.E.F. from France in 1940, the British Army was in urgent need to replace lost equipment. As they were based on British specifications, the Canadian vehicles were an obvious choice, and about this time they soon became known as Canadian Military Pattern (CMP) types and would serve with most Allied nations around the world. Canadian factories produced around 800,000 trucks and light wheeled vehicles during World War Two, by which time Chrysler of Canada had joined Ford and General Motors in their production, and would build more military trucks than the total combined output of Germany, Italy and Japan.

Country of Origin: Canada
Number Built: 400,000 of all types

SPECIFICATION : *(Chevrolet C60 4 x 4)*
Vehicle Weight: 3.5 tons
Dimensions: Length 17 ft, Width 7 ft, Height 9 ft 8 ins
Powerplant: 1 x General Motors 85 hp petrol engine
Performance: Maximum speed 50 mph, Range 160 miles
Payload: Maximum 3 tons of stores or
up to 11 troops and their equipment
Crew: 1

CMP Ford F60 4 x 4 Petrol Tanker

In early 1937, the Canadian branches of General Motors and the Ford Motor Company were invited to produce a prototype of a 15 cwt light infantry truck by the Canadian military, a type of vehicle that had recently been adopted by the British War Office. By 1938 however the Canadian military began to shift their interests to heavier 4 x 4 and 6 x 4 designs. By 1939 plans had been prepared for the mass production in Canada of a wide range of military vehicles that adhered to the strict British specifications. They were initially only intended for Canadian military forces, but after the evacuation of the B.E.F. from France in 1940, the British Army was in urgent need to replace lost equipment. As they were based on British specifications, the Canadian vehicles were an obvious choice, and about this time they soon became known as Canadian Military Pattern (CMP) types and would serve with most Allied nations around the world. Canadian factories produced around 800,000 trucks and light wheeled vehicles during World War Two, by which time Chrysler of Canada had joined Ford and General Motors in their production, and would build more military trucks than the total combined output of Germany, Italy and Japan.

Country of Origin: Canada
Number Built: 400,000 of all types

SPECIFICATION : *(Chevrolet C60 4 x 4)*
Vehicle Weight: 3.5 tons
Dimensions: Length 17 ft, Width 7 ft, Height 9 ft 8 ins
Powerplant: 1 x General Motors 85 hp petrol engine
Performance: Maximum speed 50 mph, Range 160 miles
Payload: Maximum 3 tons of stores or
up to 11 troops and their equipment
Crew: 1

CMP Chevrolet C15L General Service Truck

In early 1937, the Canadian branches of General Motors and the Ford Motor Company were invited to produce a prototype of a 15 cwt light infantry truck by the Canadian military, a type of vehicle that had recently been adopted by the British War Office. By 1938 however the Canadian military began to shift their interests to heavier 4 x 4 and 6 x 4 designs. By 1939 plans had been prepared for the mass production in Canada of a wide range of military vehicles that adhered to the strict British specifications. They were initially only intended for Canadian military forces, but after the evacuation of the B.E.F. from France in 1940, the British Army was in urgent need to replace lost equipment. As they were based on British specifications, the Canadian vehicles were an obvious choice, and about this time they soon became known as Canadian Military Pattern (CMP) types and would serve with most Allied nations around the world. Canadian factories produced around 800,000 trucks and light wheeled vehicles during World War Two, by which time Chrysler of Canada had joined Ford and General Motors in their production, and would build more military trucks than the total combined output of Germany, Italy and Japan.

Country of Origin: Canada
Number Built: 400,000 of all types

SPECIFICATION : *(Chevrolet C60 4 x 4)*
Vehicle Weight: 3.5 tons
Dimensions: Length 17 ft, Width 7 ft, Height 9 ft 8 ins
Powerplant: 1 x General Motors 85 hp petrol engine
Performance: Maximum speed 50 mph, Range 160 miles
Payload: Maximum 3 tons of stores or
up to 11 troops and their equipment
Crew: 1

CMP Chevrolet C15 Ambulance

In early 1937, the Canadian branches of General Motors and the Ford Motor Company were invited to produce a prototype of a 15 cwt light infantry truck by the Canadian military, a type of vehicle that had recently been adopted by the British War Office. By 1938 however the Canadian military began to shift their interests to heavier 4 x 4 and 6 x 4 designs. By 1939 plans had been prepared for the mass production in Canada of a wide range of military vehicles that adhered to the strict British specifications. They were initially only intended for Canadian military forces, but after the evacuation of the B.E.F. from France in 1940, the British Army was in urgent need to replace lost equipment. As they were based on British specifications, the Canadian vehicles were an obvious choice, and about this time they soon became known as Canadian Military Pattern (CMP) types and would serve with most Allied nations around the world. Canadian factories produced around 800,000 trucks and light wheeled vehicles during World War Two, by which time Chrysler of Canada had joined Ford and General Motors in their production, and would build more military trucks than the total combined output of Germany, Italy and Japan.

Country of Origin: Canada
Number Built: 400,000 of all types

SPECIFICATION : *(Chevrolet C60 4 x 4)*
Vehicle Weight: 3.5 tons
Dimensions: Length 17 ft, Width 7 ft, Height 9 ft 8 ins
Powerplant: 1 x General Motors 85 hp petrol engine
Performance: Maximum speed 50 mph, Range 160 miles
Payload: Maximum 3 tons of stores or
up to 11 troops and their equipment
Crew: 1

CMP Chevrolet C15 Personnel Carrier

In early 1937, the Canadian branches of General Motors and the Ford Motor Company were invited to produce a prototype of a 15 cwt light infantry truck by the Canadian military, a type of vehicle that had recently been adopted by the British War Office. By 1938 however the Canadian military began to shift their interests to heavier 4 x 4 and 6 x 4 designs. By 1939 plans had been prepared for the mass production in Canada of a wide range of military vehicles that adhered to the strict British specifications. They were initially only intended for Canadian military forces, but after the evacuation of the B.E.F. from France in 1940, the British Army was in urgent need to replace lost equipment. As they were based on British specifications, the Canadian vehicles were an obvious choice, and about this time they soon became known as Canadian Military Pattern (CMP) types and would serve with most Allied nations around the world. Canadian factories produced around 800,000 trucks and light wheeled vehicles during World War Two, by which time Chrysler of Canada had joined Ford and General Motors in their production, and would build more military trucks than the total combined output of Germany, Italy and Japan.

Country of Origin: Canada
Number Built: 400,000 of all types

SPECIFICATION : *(Chevrolet C60 4 x 4)*
Vehicle Weight: 3.5 tons
Dimensions: Length 17 ft, Width 7 ft, Height 9 ft 8 ins
Powerplant: 1 x General Motors 85 hp petrol engine
Performance: Maximum speed 50 mph, Range 160 miles
Payload: Maximum 3 tons of stores or
up to 11 troops and their equipment
Crew: 1

Austin K2/Y Ambulance

In early 1939 Austin received an order from the government in to turn over all their manufacturing facilities to the production of transport vehicles. The design for a range of vehicles was prepared which consisted of two basic models, the K2 and K3 with a load capacity of two and three tons. Production of the K2 began in 1940, with the best known vehicle being the K2/Y ambulance, of which around half of the 27,800 vehicles built being this type. They were the most widely used ambulance in World War Two, and apart from the British Army, were supplied to Russia, the U.S.A. and other Allied forces. The ambulance bodies were of lightweight construction built over a wooden frame, while Insulation was incorporated into the body walls and a heater provided for cold climates. They were classified as heavy ambulances and designed to carry four stretchers or ten seated casualties and a medical attendant. The same body of the ambulance was also the basis for a mobile office and a loudspeaker van. Most other K2s were supplied as a general service vehicle, although other types included a workshop, a power equipment vehicle, and in 1944, the K2/A variant was produced and equipped as a fire tender for the R.A.F.

Country of Origin: UK
Number Built: 27,800

SPECIFICATION : *(K2/Y)*
Vehicle Weight: 3.1 tons
Dimensions: Length 18 ft, Width 7 ft 5 ins, Height 9 ft 2 ins
Powerplant: 1 x Austin 60 hp petrol engine
Performance: Maximum speed 50 mph, Range: 280 miles
Crew: 1 + 1 passenger
Payload: 4 stretcher cases or
10 sitting casualties

Austin K2 General Service Truck

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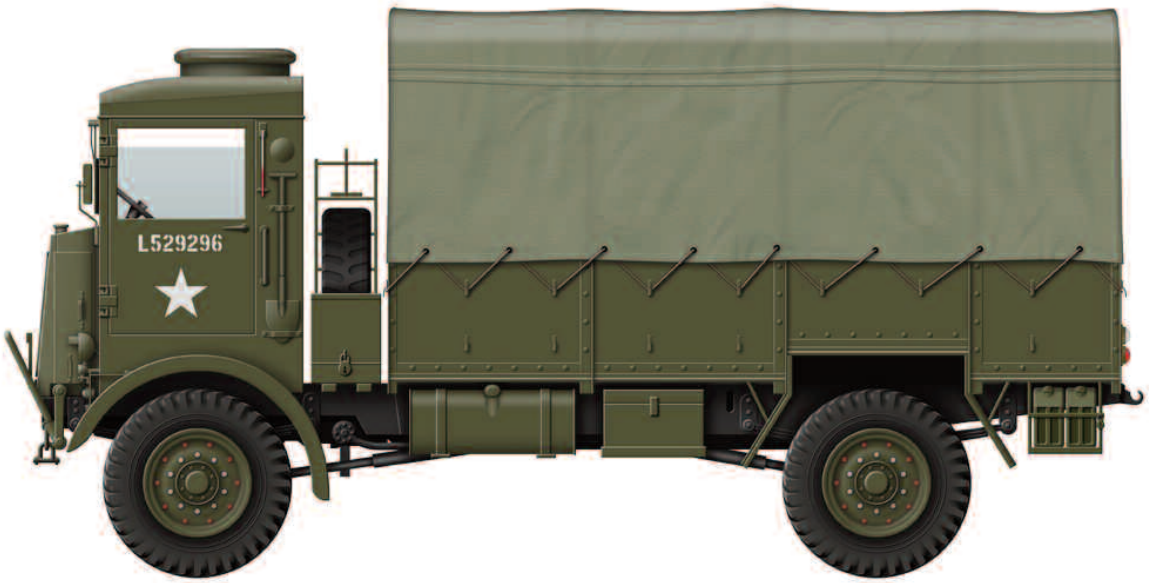
Country of Origin: UK
Number Built: 27,800

SPECIFICATION: *(K2/Y)*
Vehicle Weight: 3.1 tons
Dimensions: Length 18 ft, Width 7 ft 5 ins, Height 9 ft 2 ins
Powerplant: 1 x Austin 60 hp petrol engine
Performance: Maximum speed 50 mph, Range: 280 miles
Crew: 1 + 1 passenger
Payload: 4 stretcher cases or
10 sitting casualties



Austin K5 General Service Truck

The K5 was another vehicle by Austin in the 3 ton payload category and was produced from 1941-45 with over 12,250 being built for the British and allied armies. They proved to be rugged and reliable and were popular with those who used them, during which time they earned the nickname 'The Screamer' due to the noise emitted from the transfer box. Most were fitted with a General Service (GS) body, a few being modified in North Africa with an open cab and body as used as a portée for a 6 pounder anti-tank gun, allowing the gun to be positioned either forward to fire over the cab or to the rear so it fired over the tailgate. As a portée they carried a crew of 4 plus the driver, ammunition and stores, and were mainly used by the New Zealand divisions during that campaign. The vehicle had four wheel drive and was powered by an Austin 4 litre petrol engine rated at 85 hp, with four speed transmission which worked in conjunction with a two speed transfer gearbox. They had a good cross-country capability over rough terrain and served in most of the northern hemisphere campaigns, the type being used for a wide variety of roles, many vehicles being sold on the open market after the war.

Country of Origin: UK
Number Built: 12,250

SPECIFICATION:
Vehicle Weight: 6.7 tons
Dimensions: Length 19 ft 8 ins, Width 7 ft 3 ins, Height 9 ft 11 ins
Powerplant: 1 x Austin 85 hp petrol engine
Performance: Maximum speed 40 mph,
Range: 250 miles
Crew: 1 + 1 passenger
Payload: Maximum 3 tons

Bedford OYD General Service Truck

During World War Two Vauxhall Motors produced well over 250,000 Bedford trucks, with the 3.5 litre engined 4 x 2 Bedford OY being the United Kingdoms most numerous 3 ton military vehicle, with a total of over 72,000 being built. The Bedford OY was based on Bedford's O series commercial vehicles, but had a modified front end and single rear wheels. The OYD was the general service vehicle which could carry a 3 ton payload, while other variants included the OYC which was a tanker version for carrying water or petrol. These could be fitted with a tubular framework that could be covered with a canopy so to disguise the vehicle from its true role. The OY Entered service in early 1940 and were used by all the British Armed forces, while large numbers were supplied to the Soviet Union after they became allies in 1941 through Lend-Lease. The initial 1939 contract included a 30 cwt 4 x 2 version of the vehicle. This was the OX, and was a short wheelbase version of the OY. The OXD was a general service vehicle and the OXC was a tractor for use with a range of 6 ton semi-trailers. Production of the OX was later discontinued in preference of the OY 3 ton vehicle, both types remaining in service before being replaced in the early 1950s.

Country of Origin: UK
Number Built: 72,000

SPECIFICATION : *(OYD)*
Vehicle Weight: 6.45 tons
Dimensions: Length 20 ft 5 ins, Width 7 ft 2 ins, Height 10 ft 2 ins
Powerplant: 1 x Bedford 72 hp petrol engine
Performance: Maximum speed 40 mph,
Range: 280 miles
Crew: 1 + 1 passenger
Payload: Maximum 6,700 lbs

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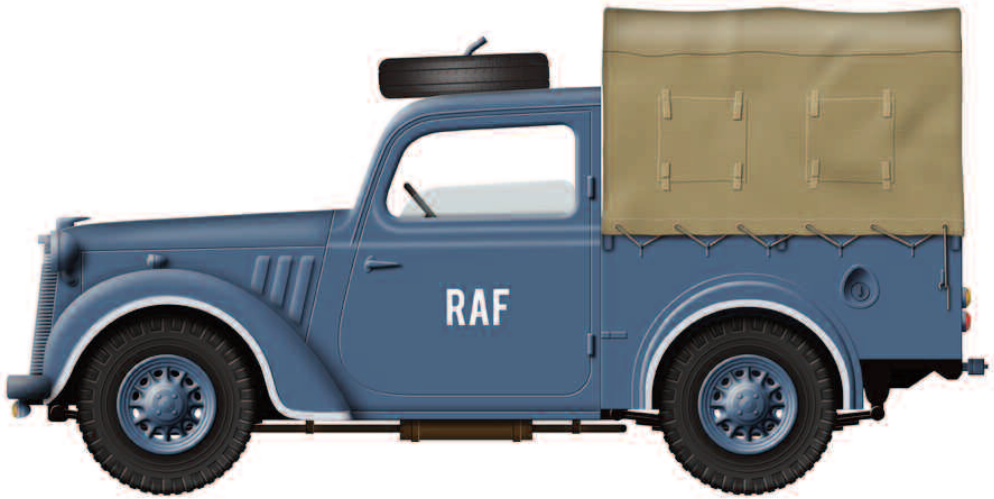
Country of Origin: UK
Number Built: 24,429

SPECIFICATION : *(OYD)*
Vehicle Weight: 6.45 tons
Dimensions: Length 20 ft 5 ins, Width 7 ft 2 ins, Height 10 ft 2 ins
Powerplant: 1 x Bedford 72 hp petrol engine
Performance: Maximum speed 40 mph,
Range: 280 miles
Crew: 1 + 1 passenger
Payload: Maximum 6,700 lbs

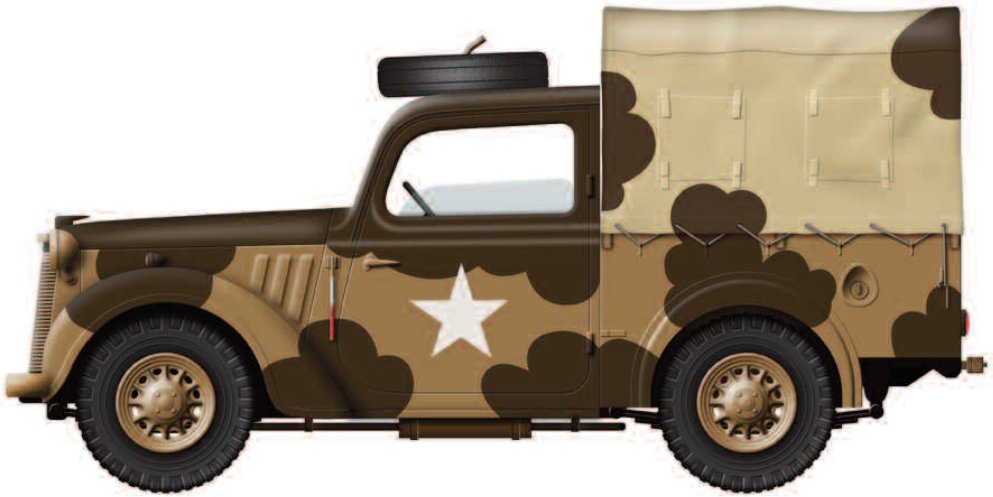


Austin Utility Vehicle

Another Austin product that would see widespread use during World War Two was the Austin 10. On the outbreak of the Second World War there was a shortage of every type of military vehicle, and as a consequence many civilian designs were adapted for service with the armed forces. One of the these was the Austin 10 Utility Truck which was based on the Austin 10 saloon car. Better known as the Austin 'Tilly' their construction differed from the standard Austin 10 by having a welded pressed steel floor to the frame which increased the vehicles strength. Other changes included a more powerful engine, the addition of a water pump, a larger fuel tank and the use of cross country tyres, although cross country performance was relatively poor. Most were produced as cargo carriers with a canvas tilt for protection against the weather, and were used for a variety of roles including carrying personnel, light cargo, and general errand work between bases. In total around 30,000 were built and used by all sections of the armed forces. Other companies that built similar vehicles from their standard saloon cars were Morris, Standard and Hillman, these vehicles also being known as 'tillies'.

Country of Origin: UK
Number Built: 30,000+

SPECIFICATION:
Vehicle Weight: 19¾ cwt
Dimensions: Length 13 ft 9,
Width 5 ft 3 ins, Height 6 ft 2½ ins
Powerplant: 1 x 12 hp Austin petrol engine
Performance: Maximum speed 50 mph, Range 200 miles
Crew: 1 + 1 passenger
Payload: 1,000 lbs



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Number Built: 30,000+

SPECIFICATION:
Vehicle Weight: 19¾ cwt
Dimensions: Length 13 ft 9,
Width 5 ft 3 ins, Height 6 ft 2½ ins
Powerplant: 1 x 12 hp Austin petrol engine
Performance: Maximum speed 50 mph, Range 200 miles
Crew: 1 + 1 passenger
Payload: 1,000 lbs

Bedford QLD General Service Truck

Bedford had begun development of a 15 cwt four wheel drive truck in 1938, but with war with Germany looking probable in 1939 they seeked permission to proceed with this design for the military. After war was declared in September 1939 the War Office issued orders for large numbers of 4 x 2 vehicles and also asked Bedford to proceed with a prototype for a 3 ton 4 x 4 general service vehicle. In October the specification was agreed and the first prototype was completed for trials in February 1940. The trials were a success, and mass production commenced in February 1941. The 4 x 4 Bedford QL was designed for use over rough terrain, but the front wheel drive could be disengaged for use on roads to ease wear on the tyres and gearbox, by moving a lever on the secondary gearbox. The first vehicle was the QLD, a general cargo carrier and would became the most numerous type. Other variants included the QLT troop carrier, the QLR radio vehicle fitted with a housing for signal operators, the housing also being used as a Command Post and a Cipher Office. The QLB was a towing vehicle for the Bofors anti-aircraft gun fitted with ample stowage for crew and ammunition.

Country of Origin: UK
Number Built: 52,000

SPECIFICATION : *(GS version)*
Vehicle Weight: 3.2 tons
Dimensions: Length 19 ft 8 ins,
Width 7 ft 6 ins, Height 9 ft 10 ins
Powerplant: 1 x Bedford 72 hp petrol engine
Performance: Maximum speed 38 mph, Range: 156 miles
Payload: Maximum 3 tons or up to 11 passengers
Crew: 1

Bedford QLR Radio Truck

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Country of Origin: UK
Number Built: 52,000

SPECIFICATION: *(GS version)*
Vehicle Weight: 3.2 tons
Dimensions: Length 19 ft 8 ins,
Width 7 ft 6 ins, Height 9 ft 10 ins
Powerplant: 1 x Bedford 72 hp petrol engine
Performance: Maximum speed 38 mph, Range: 156 miles
Payload: Maximum 3 tons or up to 11 passengers
Crew: 1

Leyland Retriever General Service Truck

During the 1920s the British War Office instigated the design for an articulated rear bogie for six-wheeled vehicles, and once the design had been approved and patented they offered it free of charge to any manufacturer if they produced a vehicle that could easily be adapted for military purposes. Leyland Motors took up the challenge in the 1930s and produced several vehicles based on civilian types such as the 5 ton 6 x 4 Bull Terrier. The 6 x 4 Leyland Retriever appeared in 1939, and was seen by many as an updated version of the Terrier. The Retriever was typical of pre-war military vehicles in having an open cab and folding windscreen, a collapsible canvas roof being provided for inclement weather. The design of the vehicle was gradually refined during the war, and when production ceased in 1945 over 6,500 had been built. The Retriever was produced for a wide range of uses, ranging from general service, searchlight, bridging, wireless, cranes and mobile workshops, while one was modified and was used as Field Marshal Montgomery's mobile Command headquarters during the War. An armoured version was also produced for airfield protection which was known as the 'Beaver Eel'.

Country of Origin: UK
Number Built: 6,500

SPECIFICATION:
Vehicle Weight: 7.6 tons
Dimensions: Length 22 ft 5 ins,
Width 7 ft 5 ins, Height 11 ft 4 ins
Powerplant: 1 x 73 hp L eyland petrol engine
Performance: Maximum speed 30 mph, Range 198 miles
Crew: 1 + 1 passenger
Payload: 5 tons

Leyland Retriever REME Workshop

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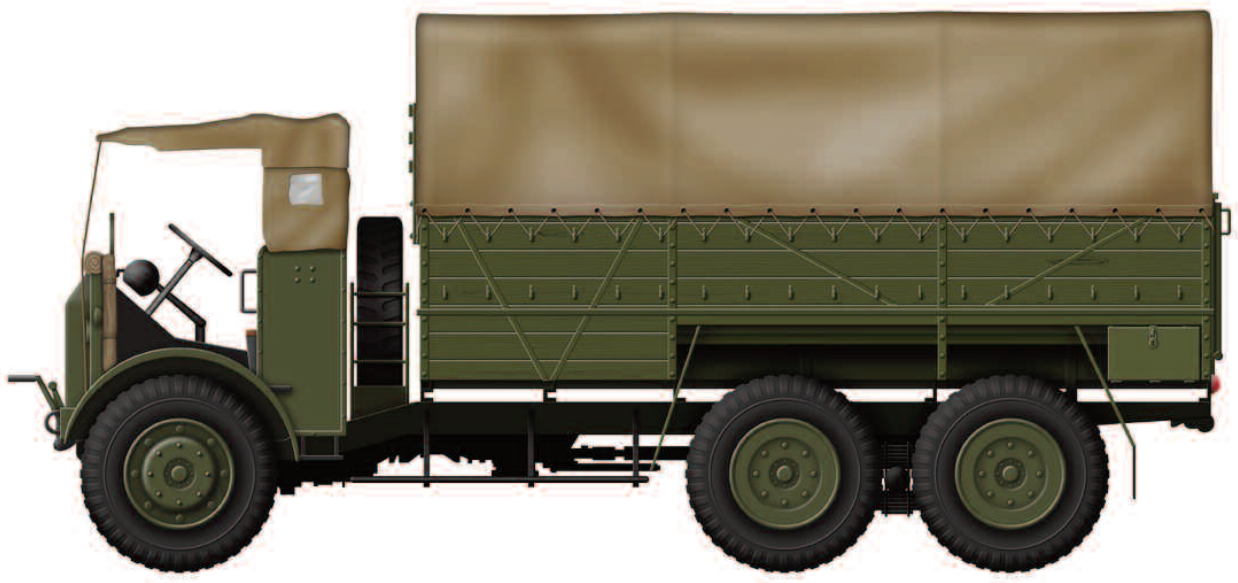
Country of Origin: UK
Number Built: 6,500

SPECIFICATION:
Vehicle Weight: 7.6 tons
Dimensions: Length 22 ft 5 ins,
Width 7 ft 5 ins, Height 11 ft 4 ins
Powerplant: 1 x 73 hp L eyland petrol engine
Performance: Maximum speed 30 mph, Range 198 miles
Crew: 1 + 1 passenger
Payload: 5 tons



Albion BY3N General Service Truck

During the 1920s the British War Office instigated the design for an articulated rear bogie for six-wheeled vehicles, and once the design had been approved and patented they offered it free of charge to any manufacturer if they produced a vehicle that could easily be adapted for military purposes. In the late 1930s Albion designed the BY3N general service vehicle to meet this requirement. and was typical of pre war practice with the standard War Department open cab and canvas folding hood and sidescreens. They were powered by an 80 hp engine and could be equipped with various bodies. The type were produced fom mid 1940 until late 1941 when they were replaced on the production line by the CX23N 10 ton truck. Derived from the CX23N was Albion CX22S Artillet Tractor which appeared in 1943. This vehicle was produced to supplement the Scammell Pioneer heavy artillery tractor but was never available in sufficient numbers. In service the CX22S was used by the British Army to tow the 155mm Long Tom and the 7.2 inch howitzer, with sufficient room for the gun crew and stowage for tools, equipment and ammunition. The CX22S was fitted with an 8 ton vertical spindle winch.

Country of Origin: UK
Number Built: Unknown

SPECIFICATION:
Vehicle Weight: 8.3 tons
Dimensions: Length 27 ft 3 ins,
Width 8 ft 1 in, Height 10 ft 1 in
Powerplant: 1 x Albion 80 hp petrol engine
Performance: Maximum speed 30 mph, Range: 200 miles
Crew: 1 + 1 passenger
Payload: Maximum 5 tons

Scammell Pioneer SV2 Recovery Vehicle

The Scammell Pioneer was a private venture designed for use where good roads were scarce and first appeared in 1927. They lacked all-wheel drive, but the combination of the walking beam suspension, good traction, and a low-revving engine gave it impressive pulling power over rough ground at low speeds. Although they were never designed for military use, the British War Office purchased an example in 1932 and fitted it with a permanently coupled 18 ton semi-trailer for use as a tank transporter. Actual production of the tank transporter began in 1937 and differed by having a longer chassis for an extended cab to accommodate the tank crew as passengers and larger rear wheels. In total 459 were produced for the British Army but were superseded by the American Diamond T tank transporter from 1941 onwards. Scammell sPioneer heavy recovery vehicle entered service in 1936. The first 43 were designated the SV1S and fitted with a 3 ton folding crane and lockers for recovery equipment and towing bars. These were followed in 1938 by the Pioneer SV2S which had a redesigned extending crane that provided greater lifting height, a total of 1,975 being built by 1945.

Country of Origin: UK
Number Built: 1,975

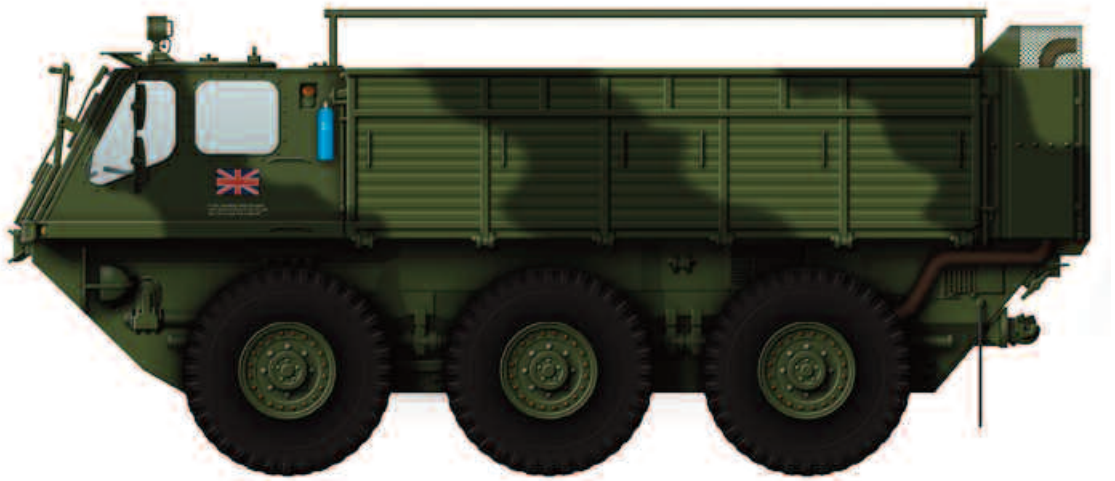
SPECIFICATION:
Vehicle Weight: 9.6 tons
Dimensions: Length 20 ft 3 ins, Width 8 ft 8 ins, Height 9 ft 5 ins
Powerplant: 1 x Gardner 102 hp diesel engine
Performance: Maximum speed 24 mph, Range 430 miles
Lifting Capability: 3 ton Herbert Morris sliding jib
Pulling Capability: 7.5 ton winch
Crew: 3

Leyland Hippo Mk II

During 1939-40 Leyland produced around 330 examples of an truck for the British army which was given the name Hippo. This was based on a pre-war commercial design, but fitted with an open military style cab and a timber general service body. During the planning stages for D-Day, it became clear that large load carrying vehicles offered a considerable logistic advantage over the standard 3 and 5 ton trucks of the time, and as a result Leyland began to design a new vehicle in 1943. This became the Hippo Mk II but incorporated very few components from the original Mk I. The Mk II was powered by a 7,399 cc six cylinder 100 hp diesel engine which drove the rear wheels, and as a load carrier the vehicle was capable of carrying over an 11 ton load. A circular observation hatch was provided in the roof above the passenger seat to allow the use of an anti-aircraft machine gun which could be fitted on a pintle mount. Production began in late 1944, and by the time production ended in 1945 around 1,000 were in service with the armed forces. the Hippo Mk II remained in service with both the Army and the R.A.F. well into the 1950s, during which time many were fitted with various different types of vehicle bodies.

Country of Origin: UK
Number Built: 1,000+

SPECIFICATION:
Vehicle Weight: 8.3 tons
Dimensions: Length 27 ft 3 ins,
Width 8 ft 1 in, Height 10 ft 1 in
Powerplant: 1 x Leyland 100 hp diesel engine
Performance: Maximum speed 30 mph, Range: 230 miles
Crew: 1 + 1 passenger
Payload: Maximum 11 tons

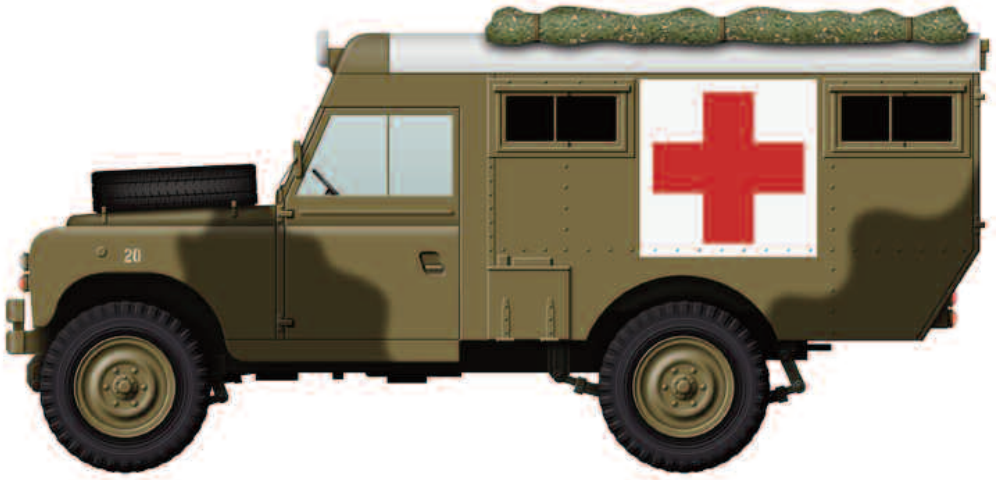


Alvis Stalwart

The Stalwart amphibious cargo vehicle was developed by Alvis as a private venture in the late 1950s as an all-terrain vehicle, and was based on the company's Saracen 6 x 6 armoured personnel carrier chassis. The vehicle was powered by a Rolls-Royce B81 petrol engine that developed 220 hp, drive being provided to all six wheels which gave it an impressive cross-country performance. The Stalwart was fully amphibious with the minimum of preparation, and in water had a speed of over six knots, propulsion in water being provided by two waterjets. The cab was entered through the roof and had seating for the driver and two passengers, the driver being seated in the middle. The Stalwart had a maximum payload of 5 tons (11,000 lbs) which was carried in the cargo area behind the cab, this being fitted with large drop-down panels with waterproof seals on either side and a drop-tailgate that could be covered with a canvas cover fitted on raised supports. The Mk 1 Stalwart could also be used as a troop carrier and could carry thirty fully equipped troops, while the vehicle had a towing capacity of 10 tons and could be used to pull a trailer or an artillery piece within that weight.

Country of Origin: UK
Number Built: 1,275

SPECIFICATION:
Vehicle Weight: 9 tons
Dimensions: Length 20 ft 10 ins,
Width 8 ft 5 ins, Height 7 ft 7 ins
Powerplant: 1 x Rolls-Royce 220 hp petrol engine
Performance: Maximum speed 40 mph,
Maximum 9 knots in water, Range: 510 miles
Crew: 1 • Payload: 5 tons

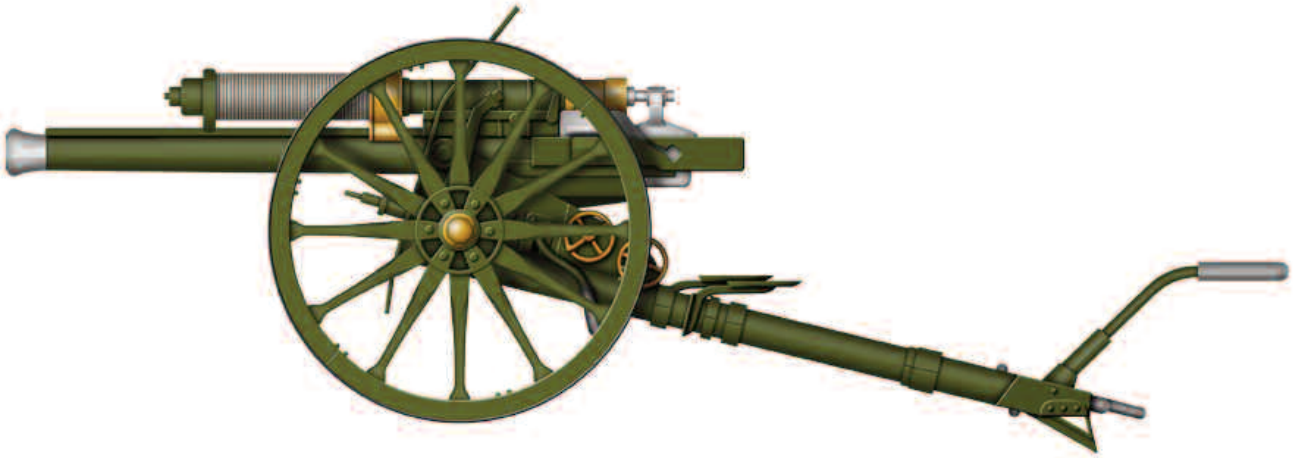


Land Rover 109 Field Ambulance

Maurice Wilks, a director of the Rover car company, purchased a surplus military Jeep in 1946 for use on his farm. He found it very useful on the farm, but as it began to wear out he began to realise there might be a market for a similar vehicle to carry the Rover company through the immediate post-war years. There was never any intention for the Land Rover to be used as a military vehicle, but the British Army soon became interested when they realised it could be a low-cost replacement for their ageing Jeeps, and a cheaper alternative to the Austin 'Champ'. The first military purchases came in 1948, and in the mid 1950s the Series I was superseded by the Series II which were wider and more powerful. In 1957 the 109 inch wheelbase chassis was introduced which provided the basis for larger vehicles such as an ambulance and general service vehicle. In 1961 the Series 2A was launched, which itself was replaced by the Series 3 in 1971, these still being powered by the same 2.25 engine and a body similar to that of 20 years earlier. In March 1983 Land Rover announced the replacement of the Series III by the short wheelbase Defender 90 and and the longer wheelbased Defender 110 which featured four wheel drive.

Country of Origin: UK
Number Built: 500

SPECIFICATION:
Vehicle Weight: 1.67 tons
Dimensions: Length 14 ft 7 ins,
Width 5 ft 6 ins, Height 6 ft 9 ins
Powerplant: 1 x Rover 75 hp petrol engine
Performance: Maximum speed 70 mph, Range 300 miles
Payload: 2 stretchers or 6 seated
Crew: 1 + 1 passenger



Ordnance 18 Pounder Field Gun

Introduced into the British Army in 1905, the 18 pounder field gun was the most powerful field gun of any nation in 1914. The gun was horse drawn along with an ammunition limber, and would see extensive use with British and Empire forces as the backbone of divisional artillery units during the First World War. The gun fired an 18.5 lb high velocity shell to a maximum range of 6,500 yards, and for short bursts could fire up to 20 rounds a minute. The 18 pounder was progressively modernised during World War One, the Mk IV introducing a box tail that allowed 30° elevation which increased the gun's range to over 10,000 yards. After the end of World War One the later marks were retained and progressively updated, most receiving a split-trail and pneumatic tyres so it could be towed by a tractor, and became the basis for the Ordnance QF 25 pounder of World War Two fame. On the outbreak of World War Two in 1939, many of the modernised 18 pounders were taken to France by the British Expeditionary Force, being mainly issued to Territorial units. During the fighting in 1940 many were used in small scale delaying actions, 216 guns being lost during the fighting before the B.E.F. was evacuated from Dunkirk.

Country of Origin: UK
Number Built: 10,500

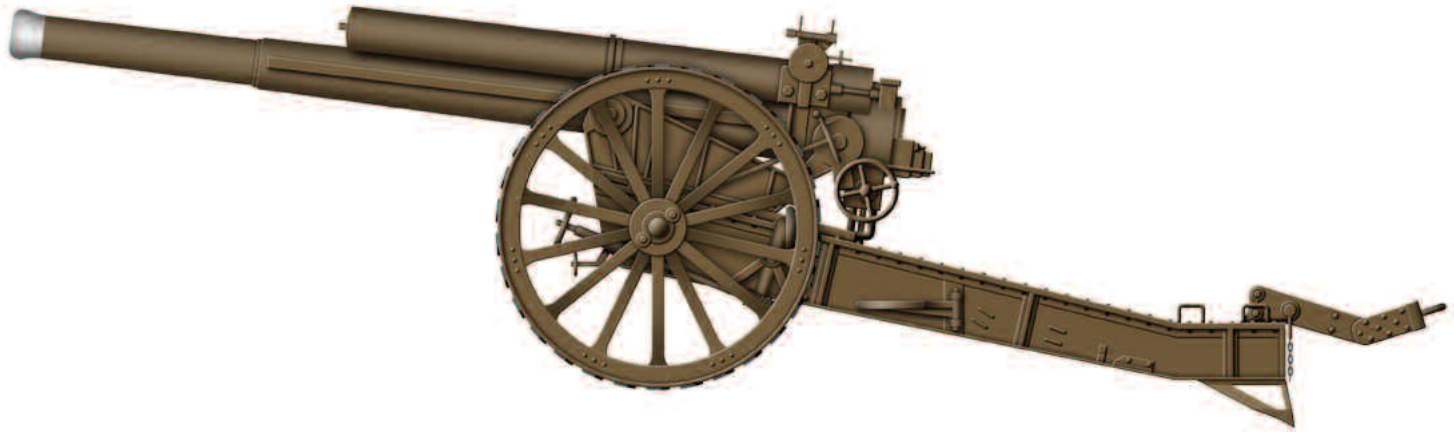
SPECIFICATION: *(Mk IV)*
Calibre: 3.3 inches (84 mm)
Shell Weight: 18.5 lbs (8.4 kg)
Barrel Length: 97 inches (2.5 m)
Muzzle Velocity: 1,625 ft per sec (495 m/sec)
Elevation: -5° to +30° • *Traverse:* 8°
Range: 9,515 yards (8,700 m)
Weight: 1.39 tons (1,412 kg) • *Gun Crew:* 6

Ordnance 13 Pounder Field Gun

The 13 pounder field gun was developed alongside the 18 pounder and was designed for use by the Royal Horse Artillery. It was intended as a rapid firing and highly mobile field gun that would accompany the Cavalry, which in the days before World War One were expected to be engaged in mobile open warfare. The gun was of similar design to the 18 pounder with the same pole trail, and had a short 3 inch calibre barrel that fired a 12.5 lb shell to a range of 5,900 yards. The first British artillery round fired in anger during World War One was fired by a 13 pounder of E Battery of the Royal Horse Artillery on the 22nd August 1914, while the guns most famous action followed soon after at the Battle of Le Cateau, 'L' Battery being awarded three Victoria Crosses following an action at Néry on September 1st during the retreat from Mons. After the fighting on the Western Front had settled down to trench warfare, the 13 pounder was found to be too light a weapon against prepared positions and was replaced by the 18 pounder, many then being modified with a high angle mount and used as an anti-aircraft gun. The 13 pounder is still used today by the King's Troop of the Royal Horse Artillery for ceremonial purposes.

Country of Origin: UK
Number Built: 416

SPECIFICATION: *(Mk I)*
Vehicle Weight: 3 inches (76.2 mm)
Shell Weight: 12.5 lbs (5.7 kg)
Barrel Length: 72 inches (1.73 m)
Muzzle Velocity: 1,675 ft per sec (511 m/sec)
Elevation: -5° to +16° • Traverse: 4°
Range: 5,900 yards (5,400 m)
Weight: 1 tons (1,014 kg) • Gun Crew: 6

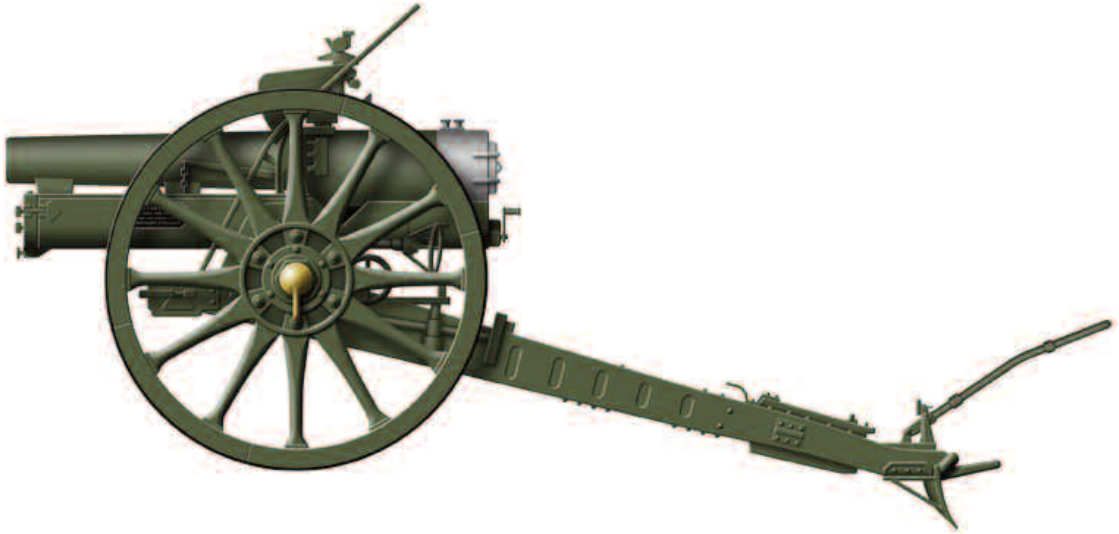


60 Pounder Field Gun

The 60 pounder field gun was a 5 inch heavy field gun designed to be towed by a team of horses or a mechanical vehicle. They began to enter service in 1905, but on the outbreak of war in 1914 only 41 guns had been produced. They proved to be superior to the QF 4.7 inch gun, which was then the standard heavy gun of the British artillery, and large numbers were ordered which gradually replaced the latter weapons in service. Between the wars they were modified with a new carriage and pneumatic tyred wheels and received a new sighting system. In 1940 nineteen guns were with the British Expeditionary Force in France, but had all been lost by the time of the withdrawal from Dunkirk, along with the majority of the rest of the B.E.F.s equipment. They were next used by South African forces in East Africa against the Italians, and then by an Australian battery during the defence of Tobruk. They were last used in the Western Desert, and in late 1941 around 130 were still on the inventory of British forces when they were withdrawn from service and replaced by the new 5.5 inch or 4.5 inch Mk II guns. They were then used for training purposes until 1944 when they were placed in storage before being scrapped.

Country of Origin: UK
Number Built: 1,397

SPECIFICATION:
Calibre: 5 inches (127 mm)
Shell Weight: 60 lbs (27.22 kg)
Barrel Length: 160 ins (4.01 m)
Muzzle Velocity: 2,080 ft per sec (634 m/sec)
Elevation: -5° to +21.5° • *Traverse:* 8°
Maximum Range: 10,300 yards (9,420 m)
Weight: 2.36 tons (1,370 kg) • *Gun Crew:* 10



4.5 inch Field Howitzer

To compliment the 18 and 13 pounder field guns the Royal Artillery issued a specification for a weapon with a heavier punch and a trajectory which was more suited to indirect engagements. The winner was the Coventry Ordnance Works 4.5 inch Field Howitzer which began to enter service in 1909. The gun had a short 13 calibre barrel that could be elevated from -5° to +45°, and fired a 35 lb high explosive or shrapnel shell to a range of 7,300 yards. Recoil was controlled by a hydro-spring mechanism similar to those used on the QF 18 pounder, but this time the springs proved to be more robust.

182 were in service on the outbreak of the First World War in 1914, with a further 3,177 being built by the end of 1918. After World War One they were progressively modernised, receiving pneumatic tyres and other improvements. In World War Two they equipped a few batteries of the B.E.F., 96 being lost during the battle for France in 1940. They were next used by British and Australian forces in the Western Desert in 1940 and 1941, and In the Far East by a few British and Australian batteries against invading Japanese forces. In 1943 they were withdrawn from service declared obsolete in 1944.

Country of Origin: UK
Number Built: 3,259

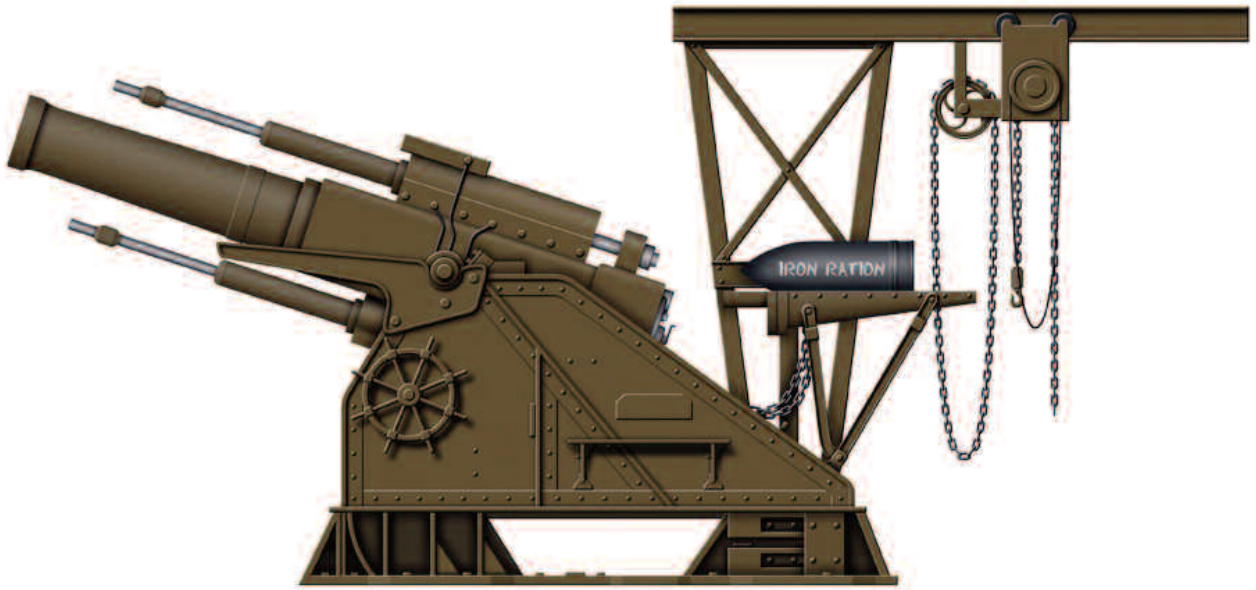
SPECIFICATION:
Calibre: 4.5 inches (114 mm)
Shell Weight: 35 lbs (15.88 kg)
Barrel Length: 64 ins (1.6 m)
Muzzle Velocity: 1,026 ft per sec (313 m/sec)
Elevation: -5° to +45° • Traverse: 6°
Range: 7,300 yards (6,675 m)
Weight: 1.35 tons (1,370 kg) • *Crew:* 10

9.2 inch Siege Howitzer

The 9.2 inch siege howitzer was based on a naval gun and featured a variable recoil mechanism. The prototype weighed 14 tons and broke down into three loads for transportation. Assembly involved burying a holdfast to provide a secure platform for the weapon which was positioned on top. Another box containing 9 tons of earth further anchored the holdfast in position. Trials with the prototype began in 1913 and were successfully completed by mid 1914. On the outbreak of war the weapon was immediately placed into production, while the prototype was sent to France and first used in action on the 31st October. Production guns began to enter service in early 1915, and in action proved to be accurate weapons, and were successfully used to demolish German fortifications. By the end of the First World War they had become the principal counter-battery weapon of British forces, equipping 39 batteries on the Western Front. Between the wars they were placed in storage, being recommissioned on the outbreak of World War Two in 1939. A few accompanied the B.E.F. in France where they were lost, while those in the U.K. were deployed along the South East coast as part of the anti-invasion defences.

Country of Origin: UK
Number Built: 632

SPECIFICATION:
Calibre: 9.3 inches (233 mm)
Shell Weight: 290 lbs (131.5 kg)
Barrel Length: 121½ ins (3.1 m)
Muzzle Velocity: 1,187 ft/sec (362 m/sec)
Elevation: 15° to 55° • *Traverse*: 30°
Range: 10,060 yds (9,199 m)
Weight: 14 tons • *Crew:* 12



15 inch Siege Howitzer

The 15 inch Siege Howitzer was the heaviest gun deployed by the British Artillery during World War One. Design of the gun had begun in early 1914, and was essentially a scaled up version of the 9.2 inch Siege Howitzer. After the outbreak of the First World War, Winston Churchill, the First Lord of the Admiralty, heard of the project, and ordered the prototype to be sent to France for use by the Naval Brigade which was fighting on the Western Front. The gun required a crew of 60 and could fire a hefty 1,450 lb shell, its main drawback was its weight of 94 tons, requiring nine separate loads when being moved. A further eleven were built, of which at least ten were used on the Western Front. In 1916 they were handed over to the Army who were less than enthusiastic about them. Their main problem was they only had a maximum range of just over 6 miles. This could leave them open to counter battery fire, and was often considered a waste of time and labour in emplacing these guns unless they were used as part of a major bombardment. The effect of the shells was devastating, and the guns were used in all the major battles involving British forces on the Western Front firing over 25,000 shells during the war.

Country of Origin: UK
Number Built: 12

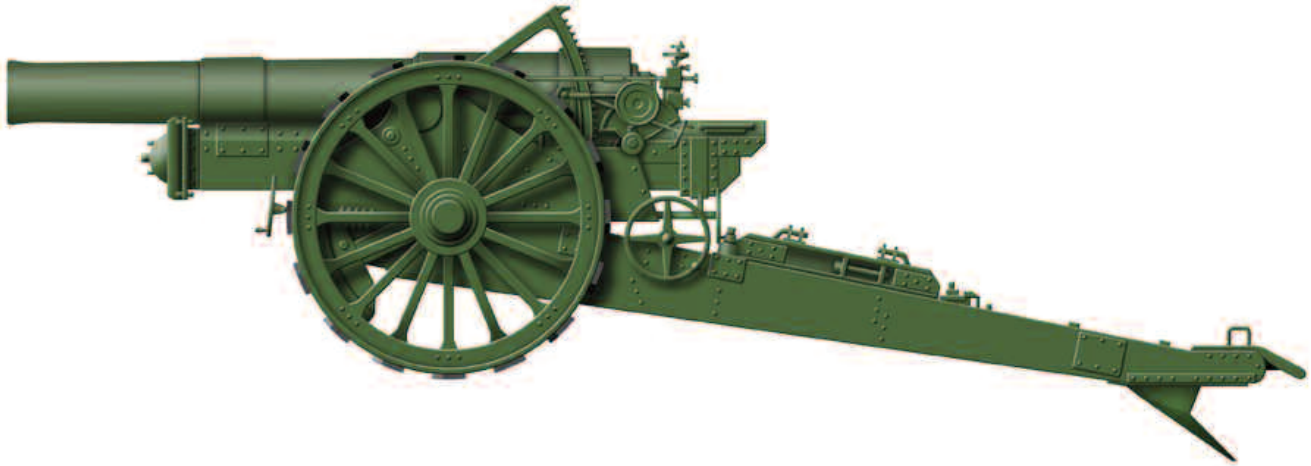
SPECIFICATION:
Calibre: 15 inches (381 mm)
Shell Weight: 1,450 lbs (657.7 kg)
Barrel Length: 121½ ins (3.1 m)
Muzzle Velocity: 1,119 ft/sec (341 m/sec)
Elevation: 15° to 55° • Traverse: 30°
Range: 10,795 yards (9,871 m)
Weight: 94 tons • *Crew:* 60

6 inch Mk VII Field Gun

After World War One descended into trench warfare in late 1914, the British army had such a shortage of field guns that it could barely defend its own lines. Guns were urgently needed, and any consideration for a counter offensive would have to wait for fresh troops and equipment. As an interim solution for a heavy gun, 6 inch naval weapons were converted for land use. These were mainly 6 inch Mk VII guns dating from 1899, these being taken from stores or decommissioned warships. They were converted for land use by mounting them on improvised field carriage, similar to a system used during the Boar War. Being a naval gun there was no recoil system, so an improvised system of ramps were fitted behind the wheels for the gun to run up and absorb the force when the gun was fired, in action this often required the gun to be relaid on target again. The improvised carriage also limited elevation, the maximum range of the gun being restricted to 11,000 yards. They were first sent to France in early 1915, and as the war progressed the carriage was progressively modified, allowing an increase in elevation and range. In total around 350 Mk VII guns were converted and supplied to the British army.

Country of Origin: UK
Number Built: 350

SPECIFICATION:
Calibre: 6 inches (152.4 mm)
Shell Weight: 100 lbs (45.36 kg)
Barrel Length: 269½ inches (6.85 m)
Muzzle Velocity: 2,525 ft per sec (770 m/sec)
Elevation: 0° to +22° • *Traverse:* 0°
Range: 13,700 yards (12,530 m)
Weight: 25 tons (25,401 kg) • *Crew:* 12

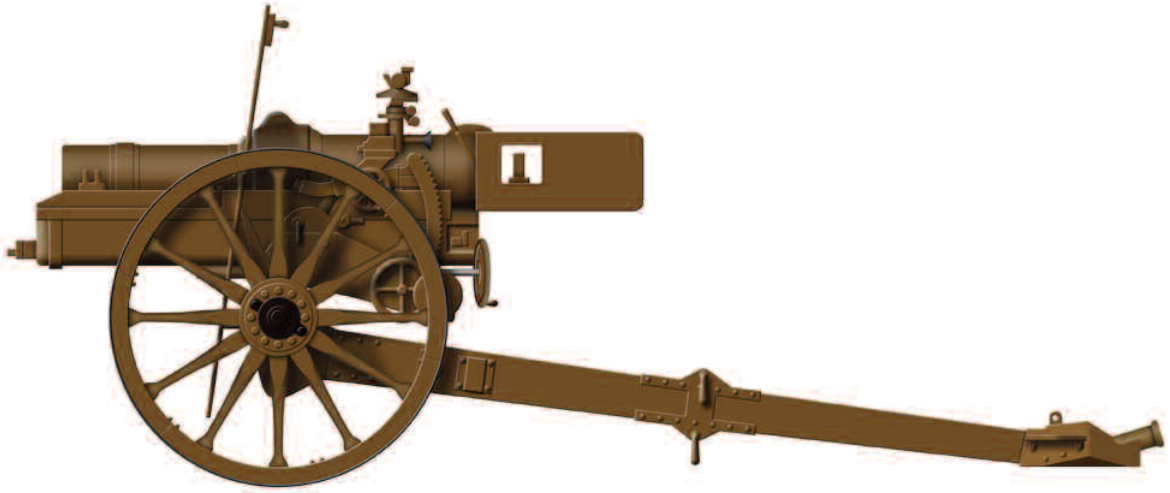


8 inch Howitzer Mk VI

With the lack of heavy calibre guns for the British army in 1914, a design for a heavy howitzer was urgently needed. This resulted in the 8 inch howitzer Mk VI which entered service in March 1916, and although it proved to be a good design and could fire a 200 lb shell nearly seven miles, the recoil system was inadequate which required ramps behind the wheels to take up the excess energy. Further Mks followed which that improved on the range by increasing the elevation to 50°, and by the end of World War One they were widely used in the heavy batteries of the British Army. Between the wars most of the guns were placed in storage, and in 1939 they were the only heavy gun available to the British Army. By then it was recognised that the howitzer had insufficient range, and as a stopgap measure it was decided to reline the barrels to a new calibre of 7.2 inch, and along with new ammunition a range of over 11 miles (19,500 yards)was achieved. The carriage was also modernised, receiving pneumatic wheels and other minor improvements. The modernised guns were first used towards the end of the North African campaign, and continued to serve with the Royal Artillery until the early 1960s.

Country of Origin: UK
Number Built: 650+

SPECIFICATION: *(Mk IV)*
Calibre: 8 inches (203 mm)
Shell Weight: 200 lbs (91 kg)
Barrel Length: 117¾ ins (2.99 m)
Muzzle Velocity: 1,300 ft per sec (440 m/sec)
Elevation: -4° to +50° • *Traverse:* 8°
Range: 10,745 yards (9,825 m)
Weight: 8.74 tons (8,881 kg) • *Gun Crew*: 10

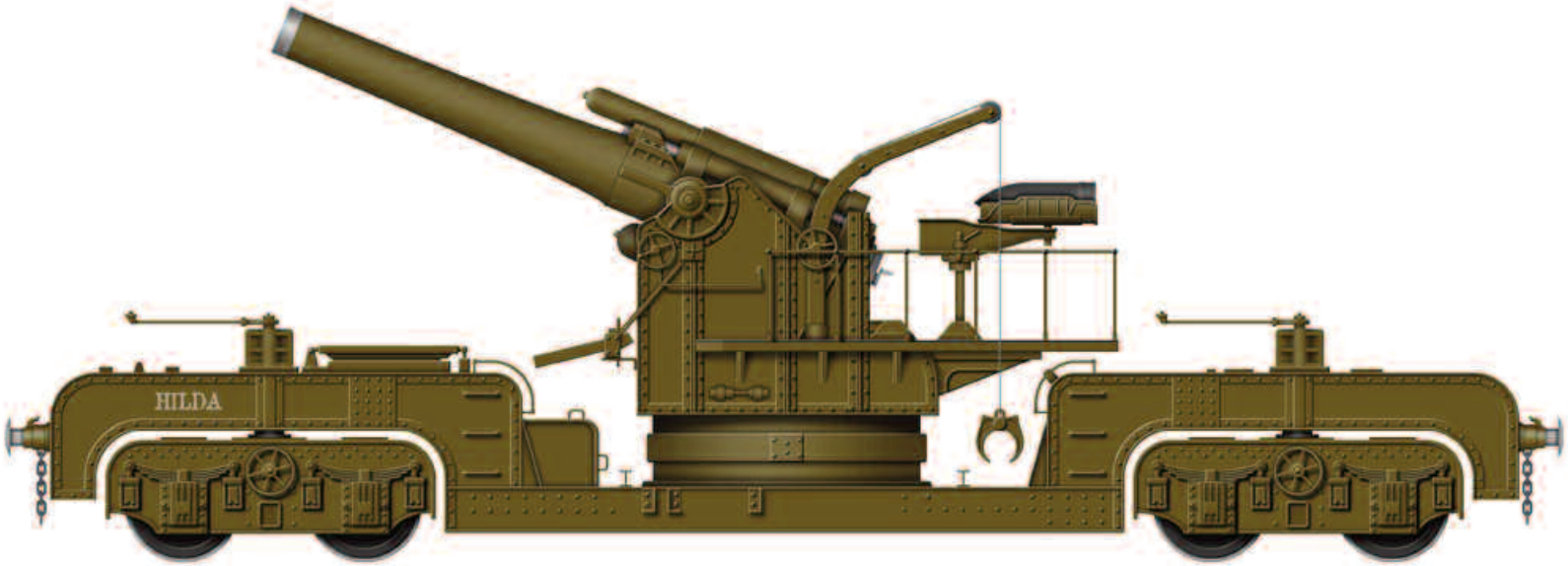


3.7 inch Pack Howitzer

The 3.7 inch Pack Howitzer was designed before World War One as a replacement for the 2.75 inch mountain gun, a stop-gap weapon produced after the Boar War. Designed for use as pack artillery, the barrel was in two pieces that fitted together by a screw jack assembly. When disassembled the gun could be carried by mules in 8 loads and capable of being moved relatively easily in the most inaccessible of places. They did not enter service until 1917, but soon proved to be an effective weapon during the campaigns in Palestine and East Africa. After World War One these guns were used on the rugged North West Frontier of India, where they again proved to be an effective weapon. With the general mechanisation of the British army in the early 1930's, the gun was modernised with a new carriage and pneumatic tyres. During World War Two the gun was to see limited use in Europe, mainly in Italy, but they were more widely used by Indian forces against the Japanese in Burma, and by New Zealand and Australian forces during the Guadalcanal and New Guinea campaigns. After the war the gun was withdrawn from British service, but many remained on strength with Commonwealth forces until at least 1960.

Country of Origin: UK
Number Built: 800+

SPECIFICATION:
Calibre: 3.7 inches (94 mm)
Shell Weight: 20 lbs (9.1 kg)
Barrel Length: 48¾ ins (1.624 m)
Muzzle Velocity: 975 ft per sec (297 m/sec)
Elevation: -5° to +40° • *Traverse:* 130°
Range: 5,900 yards (5,395 m)
Weight: 0.72 tons (730 kg) • *Gun Crew:* 9

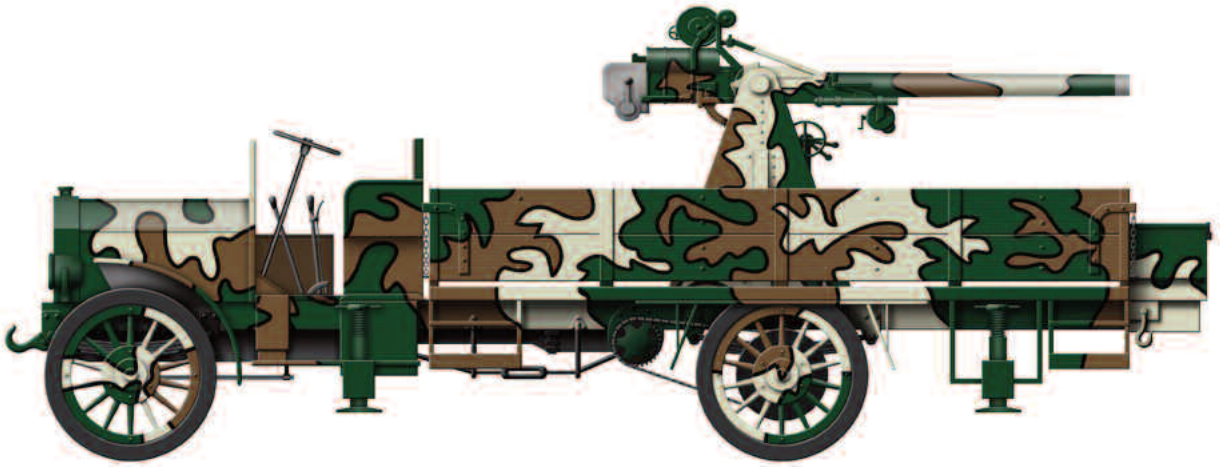


12 inch Railway Howitzer

In 1915 Vickers proposed a 12 inch siege gun to the War Office as a heavy bombardment weapon, and after successful testing was accepted for production. The design and manufacture of the gun was carried out by the Elswick Ordnance Company and was based on their 9.2 inch siege howitzer that was already in service. Apart from the calibre, the only differences in design was the recoil and breech mechanism. The Mk I entered service in March 1916 and was mounted on a railway wagon, allowing it to be moved around on a railway network built behind the front lines. Modifications resulted in the Mk III which had a longer barrel and a heavier breech to balance the gun, while the Mk V had all round traverse capability for the first time, allowing the gun to fire at any angle. The 12 inch Mk II and Mk IV guns were static weapons which were similar but unrelated. The 12 inch Railway Howitzer was used extensively on the Western Front from 1916 onwards, firing over 250,000 rounds by the end of the war. In total 138 12 inch howitzers were built, 81 railway guns and 57 static siege guns. After World War One only the latest Mks were retained by the army and were used again during World War Two for coastal defence.

Country of Origin: UK
Number Built: 81

SPECIFICATION:
Calibre: 12 inches (305 mm)
Shell Weight: 750 lbs (340 kg)
Barrel Length: 207 inches (5.27 m)
Muzzle Velocity: 1,468 ft/sec (447.5 m/sec)
Elevation: 20º to 65º • *Traverse:* 360º
Range: 14,350 yds (13,121 m)
Weight: 76 tons • *Gun Crew:* 24



QF 3 inch 20 cwt Anti-Aircraft Gun

By the end of World War One the QF 3 inch 20 cwt anti-aircraft gun was the standard British weapon used against German airships and bombers in the UK and the Western Front, as well as being common aboard British warships. The gun was based on a prewar Vickers naval 3 inch QF gun with modifications specified by the War Office in 1914. These included a vertical sliding breech block to allow semi-automatic operation. The early 12.5 lb shrapnel shell caused excessive barrel wear and was unstable in flight, but in 1916 a heavier 16 lb shell proved ballistically superior and better suited to a high explosive filling.

The first guns arrived on the Western Front in November 1916, and by the end of World War One 257 were deployed in the UK on static or lorry mountings, with a further 102 operating on the Western Front mounted on heavy lorries, typically the Peerless 4 Ton. By then they had also become the standard Anti-Aircraft weapon in the Royal Navy. From 1930 a new towed 4-wheeled sprung trailer platform was introduced to replace the old lorries still in use, together with new modern barrels and new sights. The guns were gradually superseded by the QF 3.7 inch AA gun from 1938 onwards.

Country of Origin: UK
Number Built: 2,000+

SPECIFICATION:
Calibre: 3 inches (76.2 mm)
Shell Weight: 16 lbs (7.3 kg)
Barrel Length: 136 ins (3.4 m)
Muzzle Velocity: 2,500 ft per sec (760 m/sec)
Elevation: -10° to +90° • *Traverse:* 360°
Range: 22,000 ft (6,700 m)
Weight: 2 tons (2,032 kg) • *Gun Crew:* 8

40 mm Bofors Anti-Aircraft Gun

The 40 mm Bofors gun was one of the most effective anti-aircraft systems deployed during World War Two, and was used by most of the Allied forces as well as the Axis powers. A small number of these weapons still remain in service to this day, and it is believed they were last use in action during the Gulf War. The development of the gun goes back to the 1920s after the Swedish Navy purchased several 2 pounder Pom-Pom anti-aircraft guns from Vickers. In 1928 they approached the Swedish firm of Bofors to develop a replacement, with trials of the prototype commencing in mid November 1931. Similar to the Vickers pom-pom, the 40 mm Bofors fired a two pound shell but had a higher muzzle velocity that made it a better AA weapon. The ammunition was packed in clips of four rounds that were fed by a chute on the top of the gun, production weapons being capable of firing up to 120 rounds a minute. Production commenced in the autumn of 1933 and orders soon came flooding in, while a number of foreign governments negotiated deals to produce the gun and its ammunition under licence. By 1940 the main production centres of the Bofors gun were the United Kingdom and the United States.

Country of Origin: Sweden
Number Built: 60,000+

SPECIFICATION:
Calibre: 40 mm (1.57 ins)
Barrel Length: 88½ ins (2.2 m)
Shellweight: 1.96 lbs
Elevation: -5° to +90° • *Traverse:* 360°
Muzzle velocity: 2,8090 ft per second
Maximum Ceiling: 23,622 ft
Weight: 4,367 lbs (1,981 Kg) • *Gun Crew:* 4

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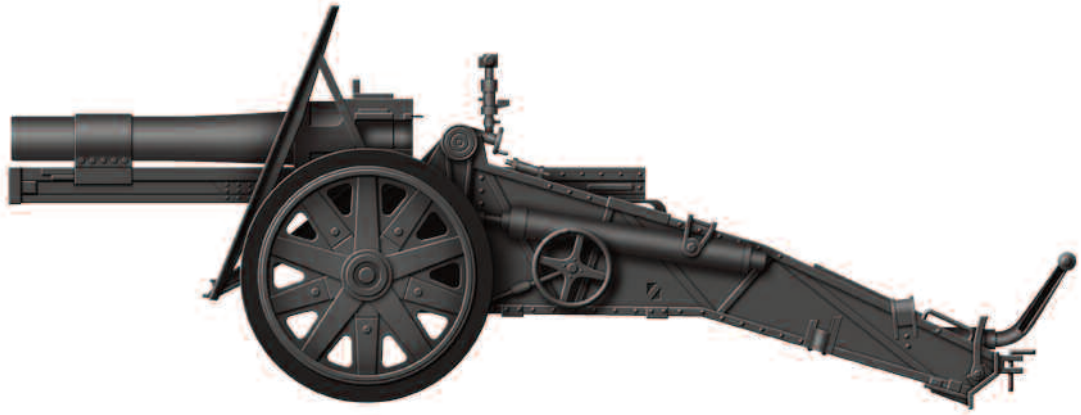
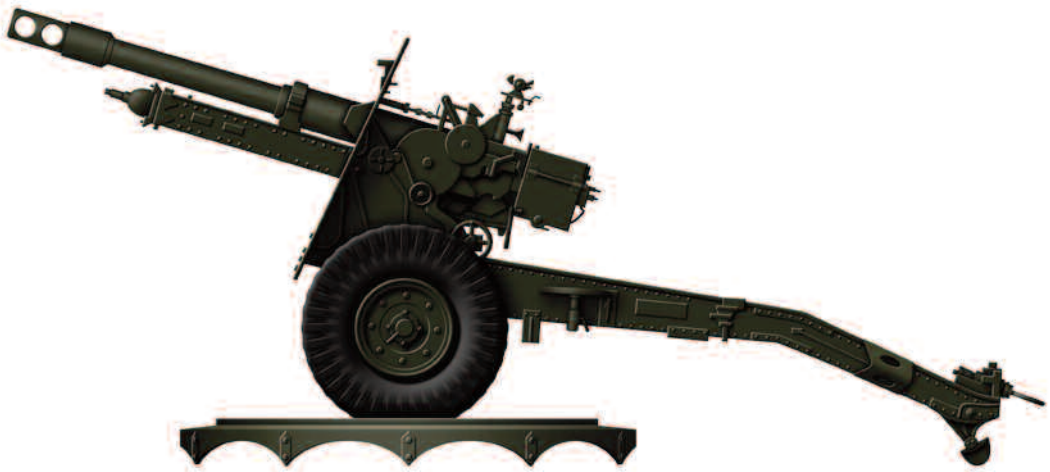


15 cm sIG 33 Heavy Infantry Gun

The 15 cm sIG 33 (schweres Infanterie Geschütz 33) was the standard German heavy infantry gun used during the Second World War, and the largest infantry weapon deployed by any nation during the conflict. Of conventional design, the gun had its roots in the First World War, the early production models being horse drawn with wooden wheels. The wheels were soon replaced with a pressed steel type with solid rubber tyres and air brakes, allowing them to be towed by motor vehicles on metalled roads. In the late 1930s the gun was redesigned incorporating light alloys in an effort to save weight. This saved about 150 kgs (330 lbs), but after the outbreak of war they returned to the original design as the Luftwaffe had a higher priority for light alloys. The gun fired a 29 kg shell to a range of 4,700 m, but during the Blitzkrieg Invasion of Poland it proved difficult keeping the gun up with the leading elements of the tank formations to provide support. To overcome this the easiest solution was to use a spare tank chassis to carry it into battle. They were first mounted on an obsolete Panzer I chassis and given a lightly armoured superstructure, but later used the chassis of more suitable tanks.

Country of Origin: Germany
Number Built: 4,600+

SPECIFICATION:
Calibre: 149.1 mm (5¾ ins)
Barrel Length: 1.65 m (65 ins)
Shell Weight: 29 kg (63 lbs)
Muzzle Velocity: 240 m per sec (790 ft per sec)
Elevation: -4° to +75° • *Traverse:* 11.5°
Range: 4,700 m (5,100 yds)
Weight: 1,800 kg (4,000 lb) • *Crew:* 10



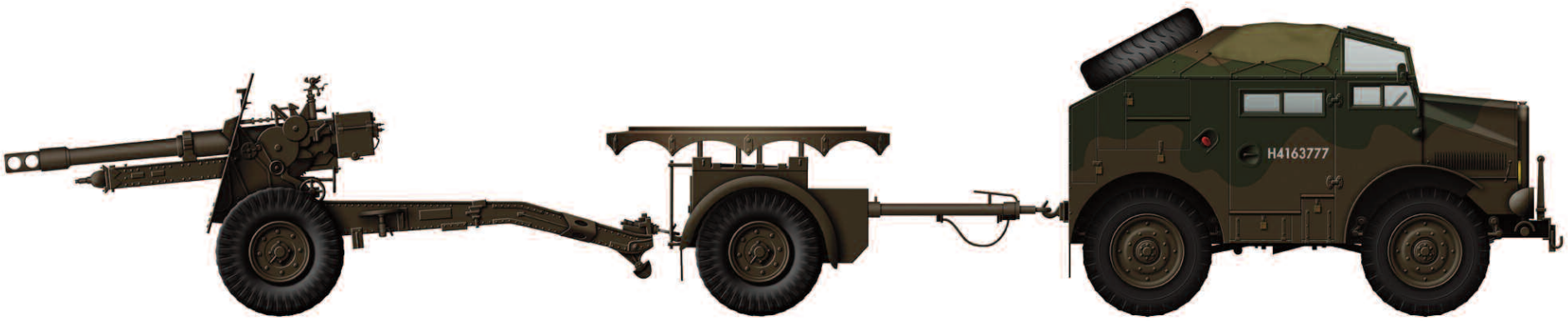
25 Pounder Field Gun

The 25 pounder field gun was one of the most famous of all British artillery pieces, and had its origins in the idea of a field gun that combined the attributes of both a gun and a howitzer. Design work began in the 1920s, but it was in the mid 1930s the go ahead was given to develop the new weapon which would replace the 18 pounder and 4.5 inch howitzer. The Ordnance QF 25 pounder Mk I was the first to enter service, and had the new gun barrel fitted to an updated 18 pounder carriage. The 25 pounder Mk II had a purpose built carriage and was the first true example of the gun-howitzer. The new carriage had a humped box trail which would sit on a circular firing table that enabled one man to make large changes in the direction of fire. The usual mode of transportion was behind a Quad artillery tractor, complete with an ammunition limber. The Mk II was first used in North Africa, and soon pressed into service in the anti-tank role. At first they did not have armour-piercing ammunition, but an AP round was later developed which required the gun to be fitted with a muzzle brake. The 25 pounder became the backbone of the Royal Artillery in providing fire support for the British army in World War Two.

Country of Origin: UK
Number Built: 13,000+

SPECIFICATION:

Calibre: 3.45 inches (87.6 mm)
Barrel Length: 97 ins (2.47 m)
Shell Weight: 25 lbs (11.34 kg)
Elevation: -5º to +45º • *Traverse:* 4º (360º using the platform)
Range: 13,400 yds (12,253 m)
Weight: 1.6 tons • *Crew:* 6



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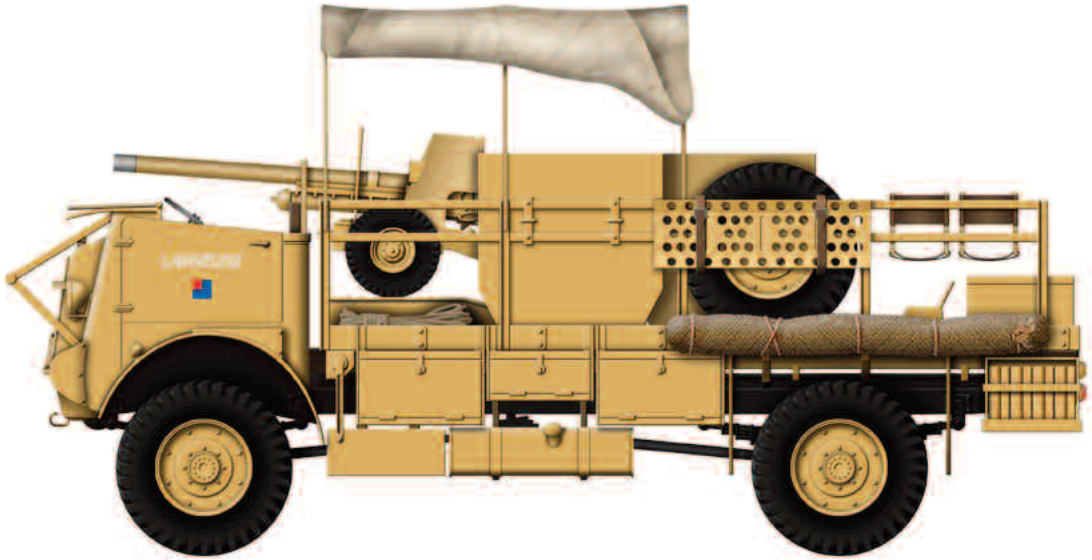
6 Pounder Anti-Tank Gun

Work on a new anti-tank gun to replace the British Army's 2 pounder began in 1938. The gun would be a 57 mm weapon, this size being chosen as the Royal Navy had used this calibre since the 1890s and the manufacturing equipment was still available. The design was finalised in early 1940, but after the withdrawal from Dunkirk the new gun was put on hold while production concentrated on the 2 pounder to quickly replace losses. Production did begin in 1941 and they entered service in early 1942, and were first used in action during the battle of Gazala in North Africa in May. They made an immediate impact as the could penetrate the armour of any enemy tank then in service. An innovation of the North African campaign was the use of the portée anti-tank gun. The vast open spaces allowed fluidity on the battlefield and the chance to outflank the enemy. This required the rapid deployment of troops and weapons, and the portée was a truck that carried a gun on its flatbed which can be fired from that position or unloaded and used in the static role. After the Germans introduced the Tiger and Panther tanks the 6 pounder proved less ineffective and were soon replaced by the 17 pounder as the primary anti-tank gun.

Country of Origin: UK
Number Built: 25,000+

SPECIFICATION:
Calibre: 2.24 inches (57 mm)
Shell Weight: 6 lbs (2.72 kg)
Barrel Length: 100 inches (2.54 m)
Muzzle Velocity: Maximum 2,900 ft/sec (883 m/sec)
Elevation: -5º to +15º • *Traverse:* 90º
Effective Range: 1,650 yards (1,510 m)
Weight: 1.13 tons • *Crew:* 6



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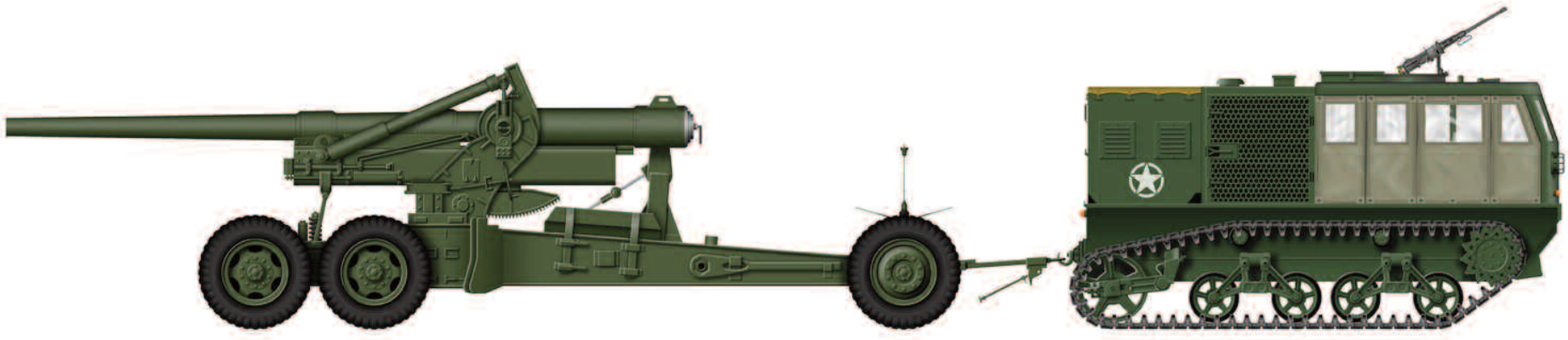
155 mm 'Long Tom' M1 Gun

After the United States became involved in World War One they acquired a number of types of heavy artillery from France and the U.K. One was the French Canon de 155 M1917 Grande Puissance Filloux (G.P.F.) that fired a 95 lb shell to a maximum range of over 17,000 yds. One drawback was its weight of 13 tons which made it difficult to move around the battlefield. Between the wars an American board was convened to assess their artillery experience and the future needs for the U.S. Army, and they decided that the French 155 mm G.P.F. should be adopted as the standard heavy field piece, but developed so to achieve a range of 25,000 yards and fire a shell that did not exceed 100 lbs. Development was slow, and it

Country of Origin: USA
Number Built: 1,880+

SPECIFICATION:
Calibre: 155 mm (6.1 inches)
Shell Weight: 100 lbs (45 kg)
Barrel Length: 22 ft 10 ins (6.97 m)
Muzzle Velocity: Maximum 2,800 ft/sec (853 m/sec)
Elevation: 1° to 63° • *Traverse:* 60°
Range: 25,395 yards (14½ miles) (23,220 m)
Weight: 13.7 tons • *Gun Crew:* 14



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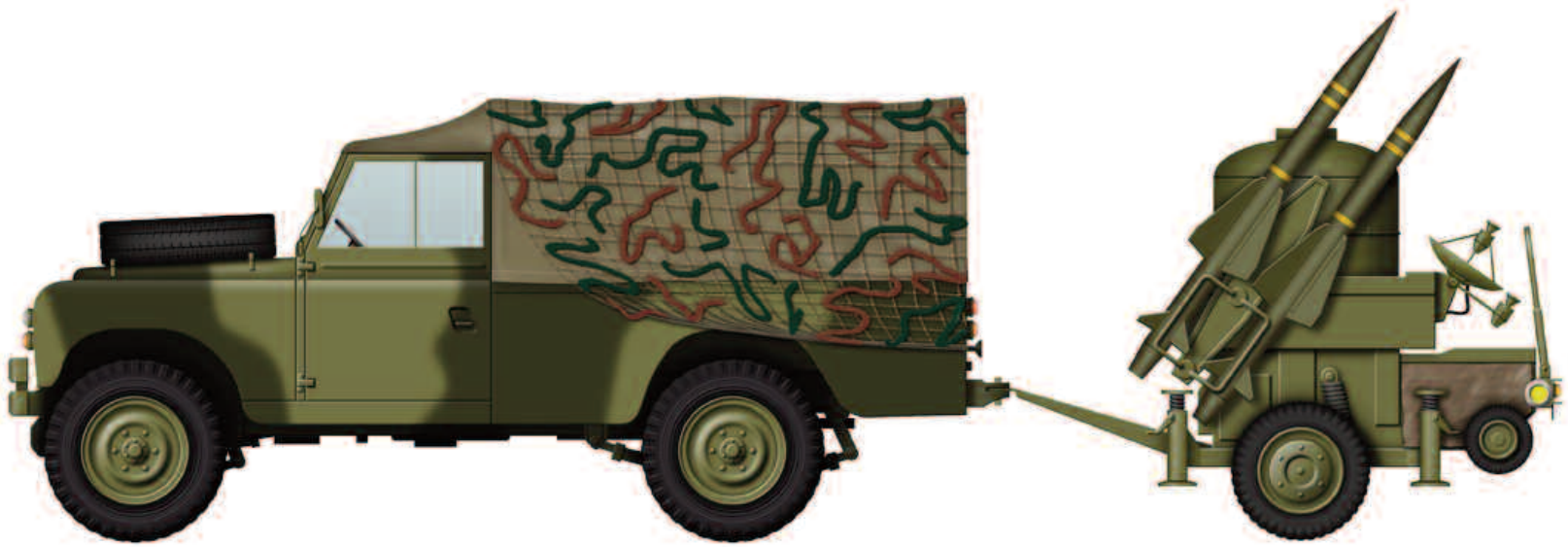
Towed Rapier Missile System

The Rapier surface-to-air missile was developed in the 1960s for the British Army to replace their towed Bofors anti-aircraft guns. The system uses a manual optical guidance system, with guidance commands being sent to the missile while in flight over a radio link. This results in a high level of accuracy, diminishing the need for a large warhead. They entered service in 1972 and eventually replaced the other anti-aircraft weapons in Army service. The original Rapier system took the form of a wheeled launcher with four missiles, an optical tracker unit, a generator and trailer of stores. The launcher consisted of a vertical cylindrical unit carrying two missiles on each side, with the surveillance radar dish and IFF system (Identification Friend or Foe) under a radome on top. The guidance computer and radar electronics were at the bottom, and a parabolic antenna fitted to the front for sending guidance commands to the missiles. They were first used in a major engagement with the British Army during the Falklands conflict in 1982, and since then has been developed and upgraded to suite modern needs.

Country of Origin: UK
Number Built: Unknown

SPECIFICATION:
Launcher Unit: Weight 24 cwt, Length 13 ft 1 in, Width 5 ft 9 ins, Height 7 ft
Armament: 4 x Rapier Missile launchers
Missile Information: Weight 94 lbs, Warhead weight 3 lbs, Warhead type HE semi-armour-piercing, flight speed 2,130 ft per second, missile range, 23,000 ft, maximum altitude 10,000 ft
Crew: 8



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