

APRIL 1974 ★ 7½p

# SOLDIER





## TAKE HOME A 1974 BMW

Something about a BMW makes you want to drive it hard; to enjoy the freedom of high-precision 4 or 6 cylinder engineering through a range of cars that are as economical on fuel as they are big on power.

As a member of N.A.T.O. forces either serving or about to be transferred overseas, you can experience the excitement of owning a new BMW from as little as £1,867\*.

For further information on the BMW range and your tax-free privileges please complete the coupon or telephone direct:

Unbeatable



Take advantage of your position now. Post this coupon off for full details on how you can own a dream car or motorcycle—at a very down-to-earth price.

**GREAT BRITAIN**

BMW Export Division, 56 Park Lane, London W1  
Telephone: 01-499 6881

**W. GERMANY:** David Oakley,  
BFG Information Office,  
405 Monchengladbach - Hardt,  
Hardterwaldstrasse 200.  
Tel: Monchengladbach (02161) 50218

Please send me full details of the BMW range and my tax-free privileges. (Indicate whichever is applicable.)

I am serving overseas ..... I am being posted overseas .....

NAME .....

ADDRESS .....

Tel. No. .... S74/4

\*Prices subject to fluctuation due to exchange rates

## Contents

- 5 See-the-Army Diary
- 9 SOLDIER to Soldier
- 10 Museums: The Cheshire Military Museum
- 13 Northern Ireland 1: Royal Signals
- 16 Back to bicycles
- 18 How Observant Are You?
- 19 Humour
- 20 Army Apprentices College, Arborfield
- 24 Rheindahlen Railway Circle
- SOLDIER News: Four-page pull-out supplement
- 28 Northern Ireland 2: Army Air Corps
- 31 Military models
- 32 Left, Right and Centre
- 35 Sport
- 39 Prize competition
- 40 Royal Hampshire recruiting
- 42 Letters
- 45 Collectors' Corner
- 45 Reunions
- 47 Book reviews
- 51 Record reviews



FRONT COVER



BACK COVER

Apprentice electronic technician Peter Webb practising fusion welding of mild steel. The intense heat at the heart of the torch's flame is over twice that of the melting point of steel.

Picture by Martin Adam.

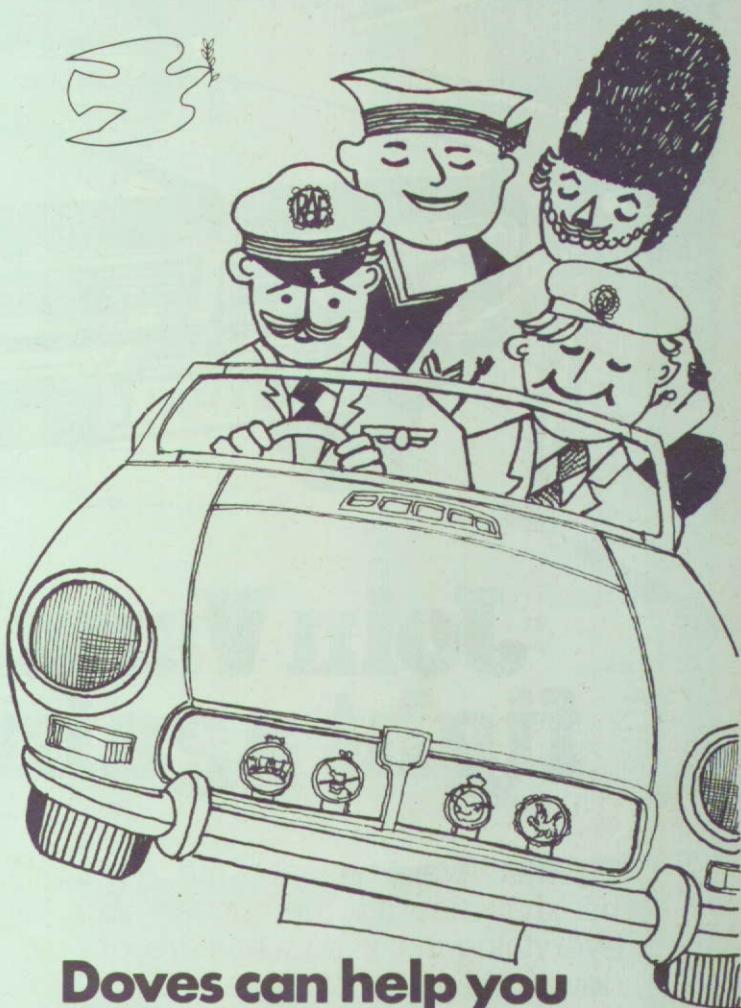
Lieutenant Phillip Davies, 13th/18th Hussars, gets his pass clear before being brought down in the Army versus Cambridge University rugby match. The Army won by 19 points to nil.

Picture by Arthur Blundell.

Editor: PETER N WOOD (Ext 2585)  
Deputy Editor: JOHN WALTON (Ext 2586)  
Feature Writer: MICHAEL STARKE (Ext 2590)  
Art Editor: FRANK R FINCH (Ext 2589)  
Research: JOHN JESSE (Ext 2591)  
Picture Editor: LESLIE A WIGGS (Ext 2584)  
Photographers: ARTHUR BLUNDELL, MARTIN ADAM (Ext 2584)  
Advertisement Manager: K PEMBERTON WOOD (Ext 2583/2587)  
Distribution: Miss D M W DUFFIELD (Ext 2592)  
Accounts: J. ANDERSON (Ext 2593)

Editorial, photographic, advertising and circulation inquiries should be addressed to SOLDIER, Clayton Barracks, Aldershot, Hants, GU11 2BG. (Phone: GPO Aldershot 24431, military network Aldershot Military). SOLDIER, the British Army Magazine, is published for the Ministry of Defence by HMSO and printed by Eden Fisher (Southend) Ltd., 555 Sutton Road, Southend-on-Sea, Essex. Crown copyright 1974.

# Service for the services



## Doves can help you Buy, Sell or Hire a Car

The Dove Service for the Services is efficiently administered by ex-Service men with wide experience of the servicemen's motoring needs.

Most makes of cars can be supplied with credit facilities arranged through us or NAAFI or as required.

Personal needs and requirements can be discussed by post and the chosen car will be ready for you when you arrive.

Cut out the coupon below for the free Brochure or write and tell us your requirements, to Services Liaison Dept. The Dove Group, White Rose Lane, Woking, Surrey. Telephone: 04 862 4515

To: Lieut. Colonel J. H. Walters, O.B.E.,  
Services Liaison Executive,  
The Dove Group, White Rose Lane,  
Woking, Surrey.

Telephone: 04 862 4515

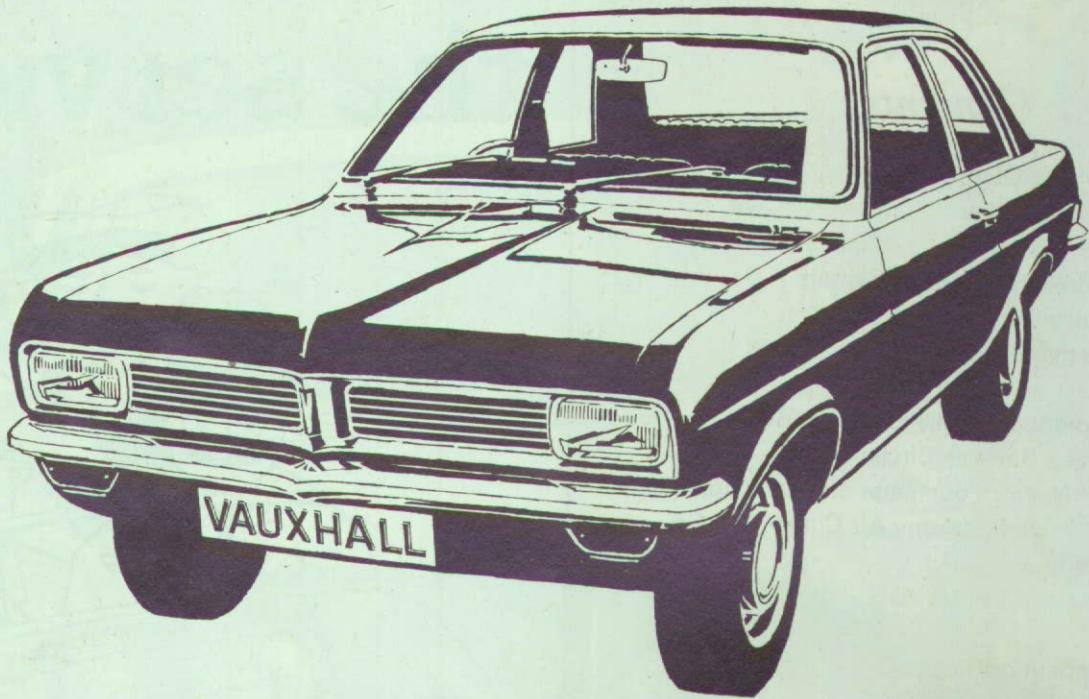
Name \_\_\_\_\_

Address \_\_\_\_\_

S HOME

EXPORT

Doves look forward.... to serving you



# Join Vauxhall in the fight against ugliness.

This Viva is typical of the Vauxhall idea. It is the opposite of everything that is ugly, austere, or downright uncomfortable in a motor car.

It's also the opposite of everything that's expensive, unwieldy or downright ostentatious.

What it is, is a beautiful example of outstanding value for money. Designed to run for hours on end and to resist rust for years on end.

Like all Viva saloons and estates, and the new Magnums.

And each one can be tailored to

make your motoring a pleasure wherever you drive by offering a choice of engines, transmissions, trim appointments, number of doors and lots more.

And because one good idea often leads to another there's also Victor, VX 4/90 and Ventora for larger families.

Another beautiful thing about Vauxhall for the Serviceman is the extra special prices.

For the full details of some beautiful ideas contact Personal Export Dept, Vauxhall Motors Limited, or fill in the coupon.

Please send me details of the following beautiful Vauxhalls:-  
(tick where appropriate)

VIVA  VICTOR  VENTORA  
 VX 4/90  MAGNUM

Name.....

Address.....

.....

.....

TO: Vauxhall Motors Limited, Personal Export Dept, P.O. Box No 3, Luton LU2 0SY, England,  
or telephone Luton (0582) 21122 ext. 4159



# Vauxhall



# SEE - THE - ARMY DIARY

In this regular feature **SOLDIER** keeps you up-to-date on tattoos, open days, exhibitions, at homes, Army displays and similar occasions on which the public is welcome to see the Army's men and equipment. Amendments and additions to previous lists are indicated in bold type.

## MARCH 1974

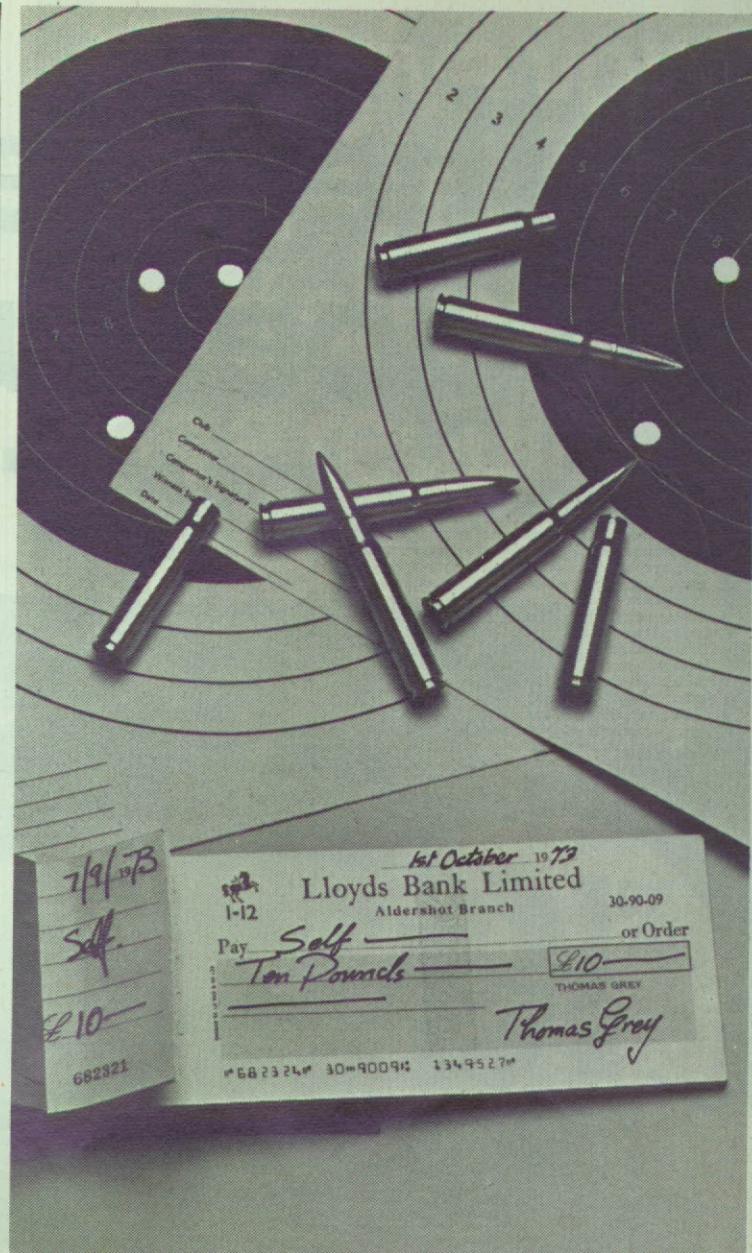
- 27 1st Battalion, The Gloucestershire Regiment, marches through Cirencester.
- 28 1st Battalion, The Gloucestershire Regiment, freedom march, Bristol.
- 29 Royal Army Ordnance Corps, Bramley, Freedom of Basingstoke.
- 30 Freedom of Tewkesbury, The Gloucestershire Regiment.
- 30 1st Royal Tank Regiment marches through Morley.
- 31 1st Battalion, The Prince of Wales's Own Regiment of Yorkshire, Freedom March, Morley.
- 31 Junior Leaders Regiment, Royal Armoured Corps, freedom march, Wareham.
- 31 1st Battalion, The Gloucestershire Regiment, freedom march, Cheltenham.

## APRIL 1974

- 2 1st Battalion, The Gloucestershire Regiment, freedom march, Gloucester.
- 9 Review of King's Troop RHA, Regent's Park, London.
- 16 Royal Regiment of Fusiliers tercentenary celebrations, Northumberland (16-21 April)—2nd Battalion band, drums and company group in Berwick-upon-Tweed and Alnwick, 16 April; Morpeth and Ashington, 17 April; Hexham, 18 April; Wallsend and Walker-on-Tyne, 19 April. Regimental freedom march Newcastle-upon-Tyne, 20 April; parade service St Nicholas Cathedral and City centre march past, 21 April.
- 20 Recruiting display, Kirkcaldy (Blue Arrows motorcycle display team, band, pipe band).
- 21 Watford Gala (Blue Eagles helicopter team, band) (21-22 April).
- 22 King's Troop RHA salute, Hyde Park, London (Queen's birthday).
- 22 Glasgow KAPE Show (Royal Signals motorcycle team White Helmets, Golden Lions freefall team, band) (22-29 April).
- 23 Royal Regiment of Fusiliers tercentenary celebrations, Lancashire (23-28 April)—2nd Battalion band and drums in Bury, 23 April (display and opening of Fusiliers exhibition); in Rochdale, 24 April (display and concert); in Salford, 25 April (display and concert). New freedom deed and regimental march through Bury, 27 April; Gallipoli parade service Bury Parish Church and march past, 28 April.
- 24 Music group/singer contest finals, BBC Playhouse Theatre, London (24-25 April).
- 28 Burna remembrance parade, Horse Guards Parade to Cenotaph, London.
- 30 King's Troop RHA salute, Windsor (State visit, Queen of Denmark).

## MAY 1974

- 1 Ayr Agricultural Show (White Helmets, Golden Lions, two bands, pipe band) (1-2 May).
- 2 1st Battalion, The Prince of Wales's Own Regiment of Yorkshire, tattoo, Dover Castle (2-4 May).
- 3 Newark Agricultural Show (display team, band) (3-4 May).
- 4 Queen Margrethe II of Denmark presents Colours to 1st, 2nd, 3rd and 5th (Volunteer) battalions, The Queen's Regiment, Armoury House, London, followed by privilege march through City of London.
- 4 Freedom of Auchterarder, The Black Watch.
- 5 Combined Cavalry Old Comrades Association 50th anniversary dedication and wreath-laying, cavalry memorial, Hyde Park, London.
- 10 Recruiting display, Edinburgh (Blue Arrows 11, 18-19 May; Golden Lions 11-12, 14-19 May; Junior Para gymnastic team, three bands) (10-20 May).
- 10 Royal Windsor Show (King's Troop RHA) (10-11 May).
- 11 St Albans Grammar School Fête (Junior Para PT team).
- 11 Pontypridd Army Display (Royal Artillery motorcycle team, Red Devils freefall team, two bands) (11-12 May).



## Aim for better money management with Lloyds Bank

Lloyds—Army bankers for generations—helps you make the most of your money, with current accounts, savings, standing orders, insurance and many other services. See your local Lloyds Bank manager, or write to:

Mr Douglas Gardiner, Lloyds Bank Limited,  
6 Pall Mall, London SW1Y 5NH

**Lloyds - where banking comes to life**

# The Beetle 1303: it goes just as well over seas.



If your next posting is overseas then you'll need a car that's very much at home in foreign parts.

Like the Beetle 1303. One of the most refined Beetles available.

More safety. More headroom and visibility. More power. And more mpg.

One thing is the same. Beetle reliability. And servicing facilities abroad that few garage complexes can match.

The Beetle 1303. Take it with you when you go.

You'll get a Forces Discount that makes the 1303 a better buy here than it is in its country of origin.

Please send me details  
of the Beetle range.

Name \_\_\_\_\_

Address \_\_\_\_\_

Tel. No. & Extn. on Camp \_\_\_\_\_

To: **Personal Export Sales**,  
95 Baker St, London W1.  
Tel: 01-935 8706



# DIARY

continued

13 1st Battalion, The Prince of Wales's Own Regiment of Yorkshire, KAPE, Yorkshire (band, drums, company) (13-25 May).  
 15 West Midland Agricultural Show, Shrewsbury (RCT Silver Stars freefall team, band) (15-16 May).  
 15 Kneller Hall band concert.  
 18 Tulip Festival, Birmingham (band).  
 18 Long Eaton Carnival, Derby (display team, band) (18-19 May).  
 18 Swansea Army Display (Red Devils, Blue Eagles, two bands) (18-19 May).  
 18 TAVR massed bands, pipe bands beat Retreat, Stirling Castle.  
 20 General Assembly Church of Scotland, Edinburgh (band, pipe band) (20-29 May).  
 22 Kneller Hall band concert.  
 25 Tidworth Tattoo (25-27 May).  
 25 Otley Show (two bands).  
 25 USAF Bentwaters Open Day (Blue Eagles).  
 25 Congleton Carnival and Tattoo (Red Devils, Royal Military Police tent-pegging, White Helmets, three bands) (25-26 May).  
 25 Watford Carnival (band) (25-27 May).  
 26 Derbyshire County Show (display team, band) (26-27 May).  
 27 Pershore District Carnival, Worcester (RA motorcyclists, band).  
 27 Hertfordshire County Day, Hartnam Common (band).  
 27 Southam Carnival (band).  
 27 Open day and fete, Army Apprentices College, Chepstow.  
 29 Suffolk Show, Ipswich (Red Devils, band) (29-30 May).  
 29 Kneller Hall grand (band) concert.  
 30 Preston Army Display (Red Devils, Blue Eagles, White Helmets, RMP tent-pegging, Royal Army Veterinary Corps, three bands) (30 May-2 June).  
 30 Queen presents new Colours, Royal Military Academy, Sandhurst.

## JUNE 1974

1 First rehearsal, Trooping the Colour, Horse Guards Parade, London.  
 1 Stevenage Day (display team, band).  
 1 Oakengates Carnival (Royal Corps of Transport Junior Leaders gymnastic display, band).  
 1 Portobello Festival (Blue Arrows, band).  
 1 Brechin Round Table Pageant (Blue Arrows, Golden Lions, band, pipe band, all 2 June) (1-2 June).  
 3 King's Troop RHA salute, Hyde Park (Coronation).  
 4 Massed bands, The Household Division, beat Retreat, Horse Guards Parade, London (4-6 June).  
 5 Kneller Hall band concert.  
 7 Army Display, Stafford (Red Devils, Para PT display, RA Junior Leaders PT display, White Helmets, four bands) (7-9 June).  
 7 Prestwick Youth Week (Blue Eagles).  
 8 Longniddry Gala (Blue Arrows).  
 8 Tranent Gala (Blue Arrows).  
 8 Dumfries Gala (Blue Eagles, RMP tent-pegging, band, pipe band).  
 8 Cumnock Carnival, Ayrshire (RA motorcyclists, pipe band).  
 8 Aberdeen Festival (Golden Lions 8 June, RA motorcyclists 9 June, Blue Eagles 16 June, RMP tent-pegging 23 June, band 22 June) (8-23 June).  
 8 Second (dress) rehearsal, Trooping the Colour, Horse Guards Parade, London.  
 8 Prestwick Air Day (Blue Eagles, RA motorcyclists, RMP tent-pegging).  
 8 Old Merchant Taylors Fête, Croxley Green (display team).  
 8 Vauxhall Motors Spectacular, Luton (display team, band).  
 9 Glasgow KAPE Show (Golden Lions, Red Devils, Blue Eagles 10-15, 17 June, RMP tent-pegging, RA motorcyclists 10-16 June, band, pipe band 9-15 June) (9-17 June).  
 9 Open Day, Scottish Infantry Depot, Glencorse (Golden Lions, band).  
 9 Callander Park ACF Tattoo, Falkirk (Blue Arrows, band, pipe bands).  
 10 King's Troop RHA salute, Hyde Park (Prince Philip's birthday).  
 12 Kneller Hall band concert.  
 14 Army Display, Stoke-on-Trent (RA Junior Leaders, two bands) (14-16 June).  
 14 Essex Show, Chelmsford (band) (14-15 June).  
 15 Trooping the Colour, Horse Guards Parade, London.

## Going Overseas?

Take a new Triumph or Rover with you!

We have very special terms for Servicemen so phone now—Ottershaw 2561/2 or fill in this coupon and send for full details to: **TRIDENT GARAGES LTD.**  
**Guildford Road, Ottershaw, Nr. Woking, Surrey.**

NAME ..... ADDRESS .....

MODEL .....

We'll give you  
 interest  
 and security  
 as a regular  
 saver



When you open a Lombard  
 North Central Standard

Deposit Account your savings will earn a really good rate of interest with complete security. We'll give you 9 1/2% interest per annum, and pay it twice yearly without deducting tax. You can have your interest credited to your Account to keep your capital growing.

Why not arrange a regular allotment to your account and you'll be surprised how quickly your savings will grow.

If you should need some money in a hurry you can draw up to £100 on demand in each calendar year—for other withdrawals only six months' notice is required.

Fill in and post the coupon for further details of our Standard Deposit Accounts.

**Lombard**  
**North Central**  
 Bankers

A member of the National Westminster Bank Group  
 Head Office: LOMBARD HOUSE, CURZON ST., LONDON W1A 1EU.  
 Tel: 01-499 4111  
 City Office: 31 LOMBARD ST., LONDON EC3V 9BD. Tel: 01-623 4111

To: The Deposit Accounts Manager, Lombard North Central Limited, Lombard House, Curzon Street, London W1A 1EU

Please send me full details of your Deposit Schemes  
 (BLOCK LETTERS PLEASE)

Name .....

Address .....

# You can save £662 when you first get your Audi. And a fair bit later on.

If you buy an Audi 100LS through us in connection with your overseas tour of duty, you could save £662 on the list price (a considerably better saving than even in Germany).

Which, in itself, is certainly a good reason for considering buying one.

Another is that in the long run, you could save even more.

In a recent survey carried out in England, the resale values of four well known, luxury executive saloons (including an Audi) were compared. And it was shown that an Audi owner stands to lose less in depreciation than those people who put their money on the other three makes.

Which perhaps isn't so surprising when you consider that we put 33lbs of paint on every Audi 100LS (so it keeps its good looks where it shows).

And give each one PVC underbody protection (so it keeps its good looks where it doesn't show).

But above average value for money is far from being the Audi 100LS's only virtue.

Take, for instance, its 1.8 litre engine which lets you cruise effortlessly all day at 106 mph.

The surefootedness of its front wheel drive. And its directional stability at high speed. (Very useful on motorways).

Not to mention the extra space we've created inside the passenger compartment, so that two six-footers can sit one behind the other in comfort.

If you'd like to know more, just send us the coupon.

You've got nothing to lose.  
And a lot to gain.

Please send me details of the Audi 100 range  Audi 80 range  (Please tick applicable box).

Name \_\_\_\_\_

Address \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Tel No. & Extn. on Camp \_\_\_\_\_



To: Personal Export Sales, 95 Baker Street,  
London, W1. Tel: 01-935 8706.

S2



## SOLDIER to soldier

The energy crisis at home and the world paper shortage have forced many newspapers and periodicals either to cut their number of pages or reduce frequency of publication. So far SOLDIER has not been seriously affected although the printers' three-day week and communication difficulties during the rail troubles have caused publication delays.

Some issues have been reduced in size but SOLDIER is still giving its readers more pages, SOLDIER News, sport and colour inside the magazine—and all still for only seven-and-a-half pence. Although the majority of readers indicated two years ago that they were happy to pay ten pence for SOLDIER, the magazine is still not allowed to increase its price. In the meantime overheads are constantly rising and must be offset.

To economise in postal costs, SOLDIER is revising its practice of sending receipts. In future, receipts will not be sent to United Kingdom account holders and will be sent to individuals only when specifically requested or when the service required is not immediately available, eg a regimental history is out of print.

Outside the United Kingdom the same principles will be applied, eg a receipt will not normally be sent to acknowledge a cheque or international money order for renewal of a subscription. But the present practice will continue of acknowledging overseas orders for non-routine items and telling the sender what is happening to his order.

Bills sent out by SOLDIER should be retained as a supporting voucher; to facilitate SOLDIER'S accounting, payment should simply quote the account reference on the bill.



Some confusion over the availability of prints has arisen from the "Gurkhas at the Tower" (SOLDIER, February). This article described Terence T Cuneo's painting of the 7th Duke of Edinburgh's Own Gurkha Rifles on public duties at the Tower of London. No prints have been made of this painting. The reference below the picture was in fact to Mr Cuneo's earlier painting of the battalion taking over guard duties at Buckingham Palace. Prints of this painting, as stated, are available from SOLDIER.

## AWARDS

The following awards have been made for service in Oman:

**Distinguished Conduct Medal:** Captain (then Staff-Sergeant) W T Condie, Special Air Service Regiment.

**Mentioned in Despatches:** Corporal S P Maloney, The Queen's Regiment; Gunner R Podesta, Royal Artillery.

# Naafi HP outright winner and winner on points too



*These are the great advantages that put Naafi HP way out in front*

- Exceptionally low HP charges without strings such as annual subscriptions
- 10% deposit and up to 48 months credit on new cars for export can generally be arranged
- Income tax relief scheme which can cut HP costs even further
- BIG DISCOUNTS on new cars, caravans and motor cycles, with full dealer after sales services and warranties
- Delivery to suit your convenience at the airport when you arrive in UK, to your home town or new UK station or to an overseas port
- No restrictions on taking the vehicle overseas when you are posted and no premature settlement problems for you on posting
- Free personal life insurance during the time the agreement is in force
- First class insurance cover at competitive cost and prompt cover in the UK or if you are posted abroad
- Easy payment plan for premiums if you wish
- Cover against most of your liability to tax and duty in the event of your premature repatriation from overseas
- Naafi will normally finance freight charges and local import duty if you are posted abroad
- Deposit saving to facilitate future purchase and reduce the HP cost
- Private sale HP between members of the Services in UK and Germany

Consult Naafi about your next car, caravan, motor cycle, scooter, boat or insurance. Cash or credit.

Your own organisation gives you a better deal.

*Ask your Naafi manager for leaflet or order forms or complete and post the coupon below*

**Manager, Car Sales Branch, Naafi, London SE11 5QX**

*Please send me details of Naafi HP facilities without obligation. I am interested in*

New car for use in

state country

- New touring caravan
- Used car
- New motor cycle
- Boat

Deposit savings scheme

Insurance

I wish to pay cash

I wish to use Naafi HP

*Please tick whichever applies*

Rank

Name

Address

Tel. No.

*Please use block letters*



# BERKELEY SQUARE GARAGES LIMITED

We believe our many Service customers will readily agree we offer really first class personal assistance in supply of new and used cars at most attractive prices for both Home and Export use.

Officially appointed dealers for leading British manufacturers, we can offer with very competitive availability, all models made by Daimler, Jaguar, Rover, Land Rover, Austin, Morris, M.G., Wolseley, Ford, Vauxhall, Hillman, Humber, and Triumph for whom we are London's main area dealer.

Write or telephone now to our H.M. Forces Sales Division at the address below for quotations of those cars which interest you, stating specification of colour and extras required, delivery dates place if possible and whether for U.K. or Export, Free of Tax.

## BERKELEY SQUARE GARAGES LIMITED

South Side Vauxhall Bridge  
59/61 ALBERT EMBANKMENT  
LONDON, S.E.1.

01-735 5321



## MILITARY MUSEUMS

### 15: The Cheshire Military Museum

THREE regiments—3rd Carabiniers, The Cheshire Yeomanry and The 22nd (Cheshire) Regiment—share the amenities of the Cheshire Military Museum in a wing of Chester Castle. Inter-regimental souvenirs and a notable collection of silver and china greet the visitor in the entrance hall by way of introduction to all three regiments.

To the left, in the Cavalry Room, there is an interesting assembly of relics of the 3rd and 6th Dragoon Guards before their amalgamation between the two world wars to form the 3rd Carabiniers (Prince of Wales's Dragoon Guards). Typical are a well-preserved 1802 tunic belonging to a 6th Dragoon Guards officer; sabretaches of 1851, the year when the 6th became light cavalry; a collection of 3rd Dragoon Guards helmets dating from 1815; saddle cloths, epaulettes and period swords. A case of more modern uniforms and headresses takes the regiment's story up to 1971 when the 3rd Carabiniers merged with The Royal Scots Greys to form The Royal Scots Dragoon Guards, while a Japanese machine-gun and other trophies captured in 1944 recall the part played by the Carabiniers in the Burma campaign.

An officer standing beside his startlingly life-like fibre-glass charger (below) marks the beginning of The Cheshire Yeomanry section. The rich collection of uniforms includes an elegant officer's tunic of Adlington's Lancers dating from the formative years of the Yeomanry when a local landowner, such as Adlington, would raise his own troop, and the complete full-dress uniform worn by the second Duke of Westminster at the coronation of George V. Of special interest is the set of five William IV troop Guidons of The

Cheshire Yeomanry, whose previous titles have included the Earl of Chester's Regiment of Cheshire Yeomanry and, for a short time in the early 1800s, the Earl of Chester's Legion.

Over to the Infantry Rooms to the right of the hall and the scene switches to The Cheshire Regiment. An entire wall is taken up with medals arranged in campaigns and including two Victoria Crosses won in World War One by Second-Lieutenant H Colvin and Private T A Jones. Opposite is a fine collection of badges, buttons and belt plates and a diorama of the death of Wolfe at Quebec. During the battle Wolfe carried a fusil and this, with bayonet fixed, can be seen on the ground beside the dying commander.

In an adjacent room are the Colours carried by the 22nd in the battle of Meeanee on 17 February 1843, celebrated ever since as a regimental day, and a captured dark-red triangular Baluchi standard. A diorama shows the 22nd advancing.

General Sir Charles Napier, the British commander in the battle, has always occupied a special place in the history of the Cheshire and this is evident in the numerous Napier mementos on display. These include the magnificent silver centrepiece used at regimental dinners, his portrait, the dress uniform coatee he wore as colonel of the regiment, and the Emir of Scind's marble chair of state captured at Meeanee and once owned by Sir Charles.

Finally, two smaller rooms—one for Militia, Volunteer and Territorial Army exhibits; the other devoted to 20th century uniforms, equipment and general militaria of The Cheshire Regiment ranging from puttees and woollen gloves of World War One to a much dented and scarred riot shield which has obviously seen stormy service in Northern Ireland.

The museum was opened in March 1972; plans for its expansion are already afoot.

John Jesse



**Curator:** Brigadier B L Rigby (Retd)  
**Address:** Cheshire Military Museum  
The Castle  
Chester  
**Telephone:** Chester 27617  
**Open:** Daily 0930 to 1930, 1 April to 31 October, and 0930 to 1700, 1 November to 31 March. Other times and special parties by prior arrangement with the curator  
**Closed:** Christmas Day, Boxing Day  
**Admission:** Adults 10p, children 5p  
**Amenities:** Car park  
**How to get there:** Bus from Chester railway station to Lower Bridge Street; then short walk up Castle Street

Next month: The Royal Fusiliers (City of London Regiment)

# Widen your view of the world

## as a customer engineer with Univac

Use your Service acquired skills to set yourself up in a really worthwhile civilian career. As one of the largest and most successful computer manufacturers, we place particular importance on the maintenance of a high level of customer service. Our equipment is amongst the most advanced in the world today. Highly sophisticated hardware used by top companies and organisations in commerce, industry, science and government. For instance, over 100 UNIVAC computers were used in the communications network for the Apollo space programme.

Our Customer Service organisation is, therefore, immensely important to us if we are to maintain the high standard we have set ourselves over the years, during which we have pioneered much of the advanced technology in use today throughout the industry.

We're looking for Customer Engineers to carry out, to a high professional standard, all electronic and electro-mechanical work concerned with installation, modification, refurbishing, preventive and remedial maintenance on UNIVAC equipment both in the UK and Europe.

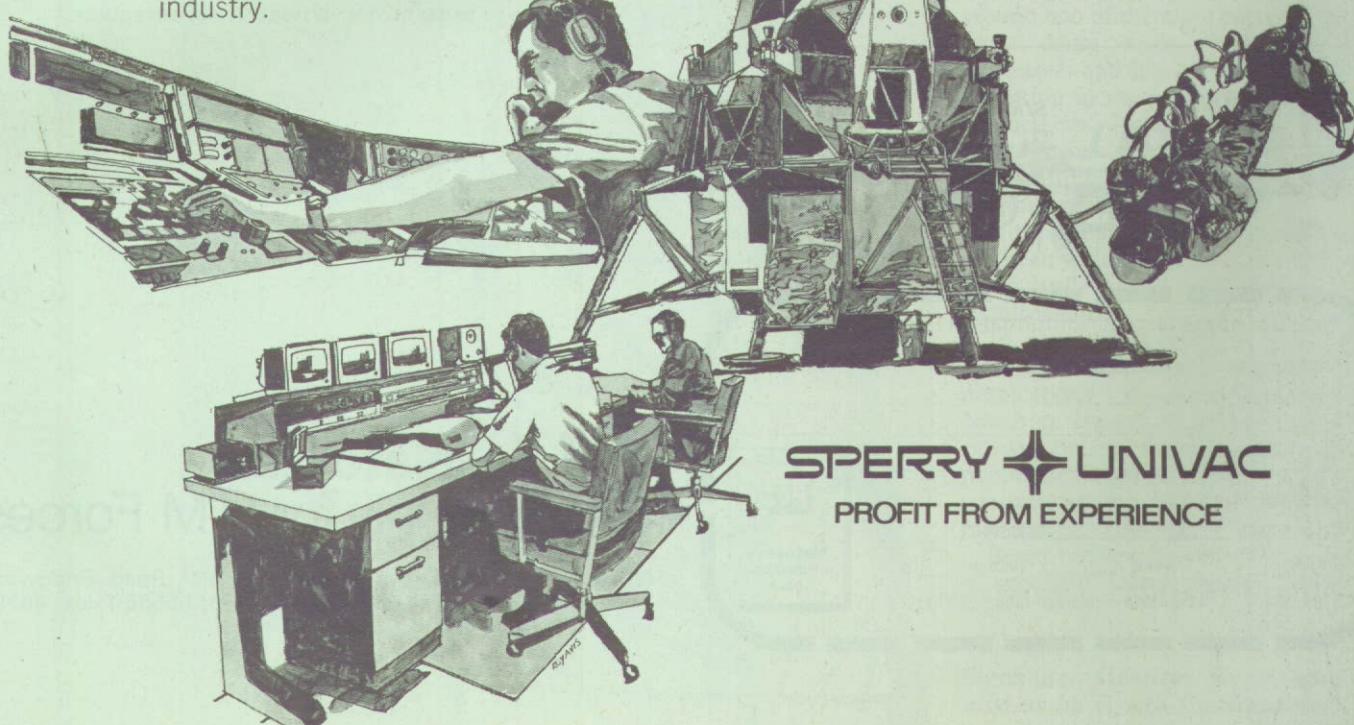
We require men with sound services experience in electronics/radar and preferably computer engineering who have a good knowledge of fault-finding techniques. In addition to technical competence, essential requirements are a pleasant personality and the ability to maintain a good relationship with customers. Full product training will be given.

To Ex-Service Tradesmen looking for the best in

salaries, conditions and fringe benefits that come with joining a company within the International Sperry Rand organisation, we can offer a particularly attractive opportunity. Future career prospects in the computer field are excellent.

Fill in and return the coupon to Personnel Manager, Sperry Univac, Univac House, 160 Euston Road, London NW1. Tel: 01-387-0911.

Name		
Rank		
Address		
Qualifications		
Release date	(SDR)	



**SPERRY  UNIVAC**  
PROFIT FROM EXPERIENCE

# The things people say about Natocars!

"Thank you very much for the excellent job you have done for us. You have no idea what a joy it was to step off an aeroplane and straight into our own car."

"Congratulations on the obvious foresight and consideration that you have for dealing with servicemen. You certainly helped me with my problems."

"I was most impressed by the speed and ease of getting the car through Natocars. I thought I'd be waiting for months."

"Unbelievable service from start to finish!"

"We finally decided on this car and your company with the help of someone from the same unit who bought an Avenger GL from your company and said that he was most impressed with the efficiency of Natocars."

"I arrived at Glasgow airport after a trip half-way round the world to find your representative waiting with the car. He still greeted us with a smile despite having to hang about the airport for nearly ten hours! I may add that I have not regretted my decision to buy an Avenger."

"I was most grateful for the way you handled all the paperwork for me, it saved me a lot of trouble and time."

"I collected the car from France on Saturday. All went well and it is a real joy to drive."

"I have now had my car purchased through Natocars for two years . . . I am particularly pleased with the efficient way in which my insurance renewal notice comes with plenty of time for renewal!"

"I cannot recall buying a car with so little formality and fuss. I shall have no hesitation in recommending your firm to others."

"Your firm never fails to impress me."

"One of the few firms who live-up to their adverts! Well done."

"We can sum-up our opinion in one word - delighted!"

"I never fail to shout 'Natocars' to any potential car purchasers!"

"Thank you very much for the speed with which you moved on my late request. My friends in Hong Kong were most impressed and I have left your brochure with them."

Each of these remarks is an extract from an unsolicited letter written by a satisfied customer. We have withheld names and postings for reasons of security and to avoid any personal embarrassment, but the originals, and dozens of similar tributes, can be inspected at our Bridgwater office. Comments like these explain why, since 1967 thousands of servicemen and women at home and abroad have entrusted their decision to buy a car to Natocars. For every one car you bought then you buy thirty-four today, which speaks for itself in terms of customer satisfaction. One reason why we provide the personal service you like is that Natocars is the only firm in the world totally dependent upon H.M. Forces for the whole of its new and used car business. Each enquiry is assigned to one person who handles that case from coupon to car - a unique system that guarantees you are a name and not a number. We can't afford to be second best, whereas most of our competitors exist mainly on civilian trade. But the biggest reason for our success is a policy of constant improvement. This year we have introduced the *lowest prices in Europe on export Simcas*, greatly increased new car stocks to give even faster turn-round on rush orders and moved our entire firm to brand new purpose-built premises specifically equipped to meet the special demands of exporting cars to the forces.

Natocars offer a wide range of new British and Continental models at Nato Discounts now up to 17½%, on a tax-free or tax-paid basis; terms of 10% deposit with 48 months to pay; part-exchange or trade-in against future purchase; fully guaranteed used cars; total responsibility for preparation and documents; and world-wide delivery anywhere at anytime.

At its simplest we believe that anyone in the services who is thinking of buying a car owes it to himself at least to consider Natocars. You could for example save as much as £454 on a tax-free Humber Sceptre; drive away a tax-free Avenger De Luxe for £89.11 deposit and £23.44 monthly plus income tax savings of up to £109.53; or cash in at home on a tax-paid Viva De Luxe for only £104.66 deposit and £28.37 monthly plus income tax savings of £132.52. The Natocars Information Pack, a 32-page guide to car buying, is free by post on request.



Please send me Natocars Information Pack  S

Name \_\_\_\_\_ Rank \_\_\_\_\_

Present Address \_\_\_\_\_

Car for use in \_\_\_\_\_ (Country)

Delivery date \_\_\_\_\_ (approx)

Chrysler  Simca  Vauxhall  (tick)

Used cars  (tick) Trade-in against future purchase



**Natocars**  
Only for H M Forces

**Natocars Limited**, Wylds Estate Bristol Road Bridgwater Somerset TA6 4BH Tel: Bridgwater (0278) 55555 Telex: 46285

Story by  
John Walton  
Pictures by  
Arthur Blundell



## SIGNALS - the vital link

where to contact me by telephone."

Running the cookhouse for the signals team and their guards is young Private Trevor Ball, fresh from the busy Parachute Regiment Depot at Aldershot. He gets down into the city on his weekly day off but otherwise his entertainment consists of television, cards, table football and reading. "But the kitchen facilities here are very good," he said, "and I am able to vary the dishes and ask the lads what they want. The trouble is that sometimes we have to go over a couple of days with the provisions in hand."

Resupply is a big problem. In fine weather it is by helicopter but once the mist clamps down the men have to act as their own sherpas, humping such things as jerricans of water up the hillside.

The Royal Signals rarely hit the headlines for their work in Northern Ireland but around 600 of them are currently in the province doing work which is vital, often dangerous and has on occasion found them operating in the infantry role.

Northern Ireland is the only theatre of operations where the Royal Signals have been entirely responsible for the day-to-day running of unit networks. It is also the first time that commercial radio equipment has been widely used as being cheaper, more easily available and more adaptable to urban requirements.

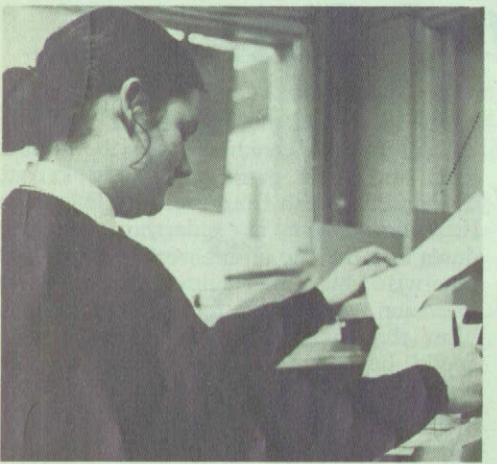
In Belfast, 233 Signal Squadron deals with command communications and communications support for Headquarters Northern Ireland, runs the static communications centre, the Lisburn military telephone exchange and the Northern Ireland tributary of the Services' worldwide communications network.

Based in the city centre is a small group of specialist search teams. They do tech-

Signalman Geoffrey Stork fades into the mist as he climbs the transmitting tower standing at the top of Divis Mountain.



Royal Signals drivers who work Belfast in "civvies" get in some pistol practice.



A WRAC girl checking messages in the Headquarters Northern Ireland Comcen.



Briefing for a radio relay wagon team from Maj B Blackwell, OC 233 Sig Sqn.



Fog is often so thick at Divis that the buildings a few yards away are invisible.

nical assessments of captured radio equipment and keep a watch for any new techniques or for any piece of equipment which has obviously been stolen. One of their prize exhibits is a transmitter believed to be part of Radio Free Derry, which went off the air after the Motorman operation.

The squadron provides signals advice, technical aid and training to the Ulster Defence Regiment and arranges repairs for equipment. It has two mobile talk-through stations ready for deployment in any part of the province to take the place of any station which goes out of action.

Major John Bromley, who commands 39 Signal Squadron, which is responsible for supporting the brigade in Belfast, says that pace of work and hours for his men are directly linked with the amount of "aggo" in the city. They have to manage many unit networks in a close urban area to see that all are able to function efficiently and they provide a communication centre linking all battalions in the city with the brigade headquarters.

The squadron also installs intercoms when units take over temporary sites such as warehouses, and repairs telephone lines, often in danger areas where civilian contractors are not prepared to risk working and when the overworked Post Office cannot attend the fault as quickly as the Army.

A signals despatch service—an armoured Land-Rover with soldiers riding shotgun at the back—tours the worst areas of the city twice a day and is often the target of bottles, stones and even bullets. Says Major Bromley: "It's the nearest thing today to the old Pony Express—instead of Indians you have locals."

The technical expertise of the Royal Signals finds many uses in Northern Ireland. These can be as mundane as installing radios in cars or electronic targets on ranges or as unusual as producing voice disguisers for witnesses giving evidence at special courts at the Maze. Once the gadget is turned on the voice becomes unrecognisable and the hidden-from-view witness can give evidence without fear of intimidation.



Corporal types out a punch tape in the Headquarters Northern Ireland Comcen.



This mobile station could replace Divis "Pony Express" — 39 Signal Squadron signals despatch service on the road.

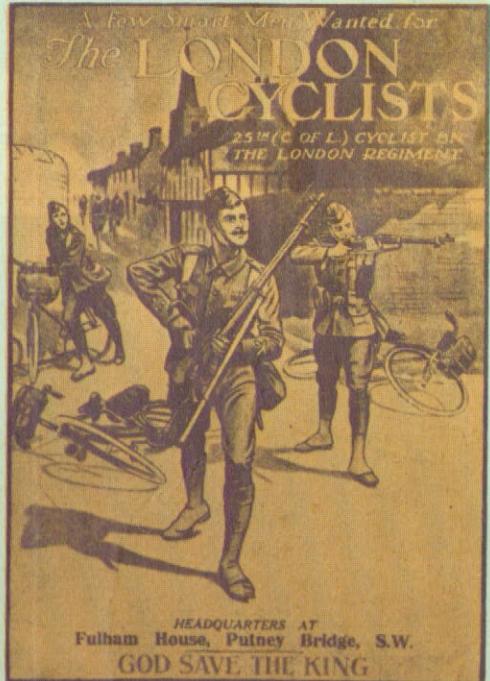


Erecting aerial on the standby station.





## IT'S BACK TO THE BIKE!



The recruiting poster that pulled them in.

Right: Fido is bewildered as World War One troops trudge to and from the trenches.

Top: Sandhurst's bike brigade—1974 style.



"GENTLEMEN, ensure you have your pedals in the ten o'clock position!" roared the Sandhurst instructor as the company of officer cadets prepared to mount bicycles to ride to a nearby training area. For in a bid to beat the energy crisis the Royal Military Academy has resorted to its stock of 650 man-powered machines—relics of a chapter of military glory dating back nearly 90 years.

Normally the bicycles are used only for pottering around the academy's extensive grounds. There are three types. Some 300 sturdy Phillips models finished in olive drab usually suffice for the "freshmen" officer cadets. For officers, senior non-commissioned officers, instructors and student officers—the more advanced trainees—there is the pick of another 300 sleek black Raleigh jobs. Senior company commanders can lay claim to one of the 50 Raleigh sport models—the Rolls-Royces of Army bikes.

Speaking of Phillips, the bicycle storeman at Sandhurst, Mr Ernie Williams, was confident that one of his charges would be among the first items of kit drawn by Captain Mark Phillips when he took up his instructor's job. But discretion did not allow him to speculate on which of the three models this new officer would choose.

In any case, the sudden interest in his bicycle sheds leaves Mr Williams relatively unimpressed. He can remember the times when he issued 650 bikes twice a day. When the morning "shift" returned, he buckled to and cleaned and repaired them to issue them again the same afternoon.

As the 76 officer cadets of Normandy Company prepared to mount to the tune of crisp commands a wistful look glazed the eyes of instructors at hand. "Oh yes, there's a proper bike drill alright. Probably only known to us in the Brigade of Guards," one instructor told SOLDIER. Bicycle drill, it was explained, is simply an adaptation of foot drill. All that can be asked of a man on two feet can be asked of a man on two wheels... Well, almost all—saluting on bicycles is regarded as a hazardous manoeuvre following a pre-World War One incident involving a royal duke.

The distinguished officer was appointed colonel of a new cyclist unit and, being thorough about such things, decided he must master his two-wheeled mount before attending his first parade. On the great day he set out, rather wobbly, from Government House, Aldershot, and on his way passed an orderly cycling in the opposite direction. The orderly saluted—and fell off. The Duke tried to return the salute—and fell off on top of the orderly.

But riding to attention, at ease and turning right or left to order can all be achieved by the experienced military bicyclist with as much precision as any infantryman directing his Shanks's pony. A War Office staff officer with an eye for neatness once suggested that soldier cyclists should all have the same gear ratio on their machines so that they would not only be able to ride at the same speed but "in step" as well.

The order "right dress" produces a response to instil alarm into all but the stoutest observer. The procedure is to turn the handlebars smartly to the right and bounce the front wheel up and down vigorously.



Left: Splendid though it may look, this British Army multicycle never caught on.

Below: Carefree smiles from those who may one day swap humble bikes for staff cars.

cyclists in history at Canterbury in 1887—the year of the pneumatic tyre. They were a motley crowd—soldiers, retired officers and "scorchers" from road racing clubs. Some wore uniform and were armed to the teeth with rifles and bayonets, swords and binoculars. Others sported braces and shirtsleeves and carried nothing more lethal than their trusty spanners.

All were grimly determined to prove that they were not—as press reports had it—"cads on castors."

A cross-country exercise including patrols, map-reading and report-making followed the parade and so impressed was one of the retired officers that within a week he was badgering the War Office for permission to raise a unit of volunteer cyclists to be known as cyclist guides, complete with mounted band. The powers-that-be agreed in principle but frowned on the idea of the band.

The result was the formation in 1888 of the 26th Middlesex (Cyclist) Volunteer Rifle Corps under command of Lieutenant-





D-Day bikes get a dunking before being ridden off to rout the Germans.

Continued from previous page

Colonel Savile. It later became the 25th (County of London) Cyclist Battalion, The London Regiment. These cyclists were divided into troops according to their machines. "Ordinaries" (penny-farthings) and "safeties" were in one troop, tricycles in a second and tandems in the third.

Despite proving their readiness for war with an impressive display at the 1909 Royal Tournament, the Territorial cyclists were not allowed to take their machines into battle overseas in World War One. Most of the units were converted to infantry. The 25th Cyclist Battalion went to India where its badge remains carved in rock on the North-West Frontier.

But bicycles played their part in the global conflict. British, Belgian and French divisions had cyclist companies attached and these acquitted themselves with honour

in battle. Later the British companies were formed into battalions of the Army Cyclist Corps. With their own badges and distinctive uniform of jodhpurs, spats (later boots), and forage caps held on by chin straps, plus the proud motto "Tenax et audax" (Tenacity and daring), Army cyclists developed all the esprit of the old-and-bold line regiments. Their sparkle faded, though, with the last shimmer of star shells over Europe's trenches. For between 1919 and 1920 the brave new units were disbanded. The motor vehicle had literally and metaphorically overtaken the bicycle.

World War Two brought a limited revival of the bicycle. The Germans used them in Norway, the Japanese in Malaya. A special folding, lightweight model for parachutists was developed for several armies including the British. But it was not popular with D-Day troops who found they were sitting—or pedalling—ducks perched on their saddles.

Since the war, the nearest British Army bicycles have been to the battle's roar has been in Cyprus when they were ridden on patrols during the EOKA emergency by men of the Royal Horse Guards. But for the most part more humble tasks have been the lot of the once white hope of military mobility.

And now the threat of fuel shortages for motor-powered vehicles has brought a new lease of life to the old one-man-power war horses, at Sandhurst at least. There was a catch in the voice of an old soldier who watched the officer cadets lay down their spoked steeds in the heather and gorse of the training area. "Don't know what things are coming to. In my young day we had to lean our machines neatly together in pairs and woe betide the lad who put his bike on the ground."

Ah, but those were the days of tenax et audax—and pedals at ten o'clock.

## HOW OBSERVANT ARE YOU?

These two pictures look alike but they differ in ten details. Look at them carefully. If you cannot spot the differences, see page 44.

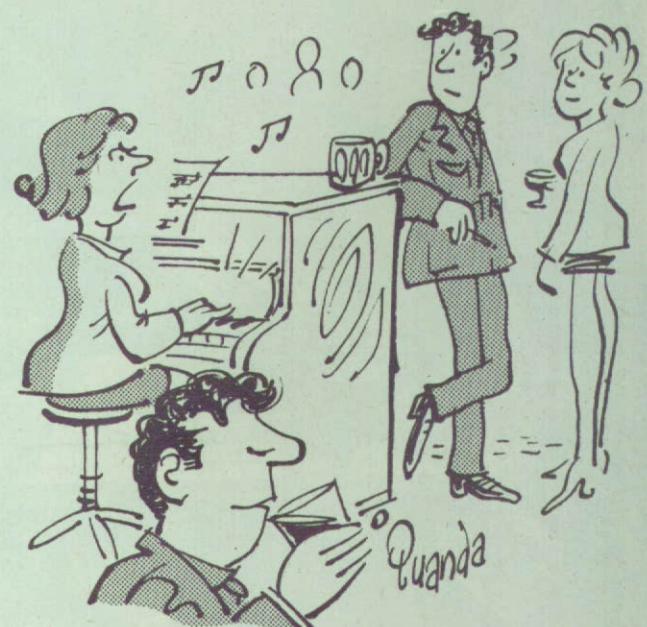


# Distaff notation

by QUANDA

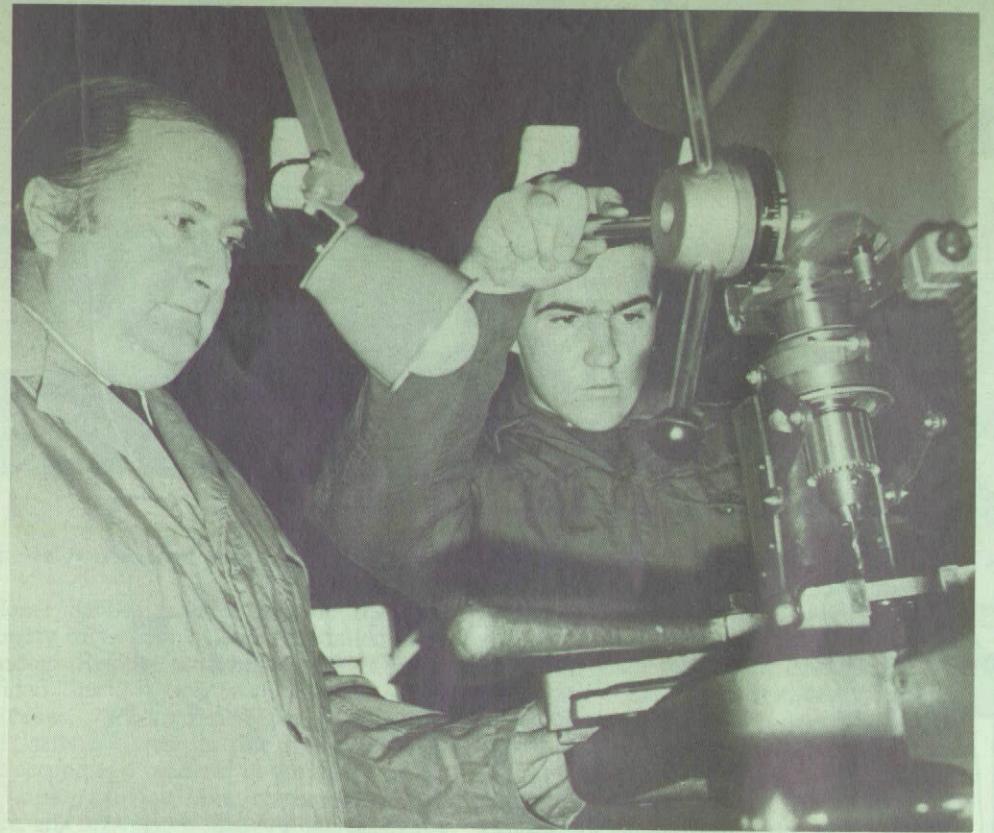


"That was a splendid impersonation of Louis Armstrong, Beryl—now let's hear you play the trumpet . . ."



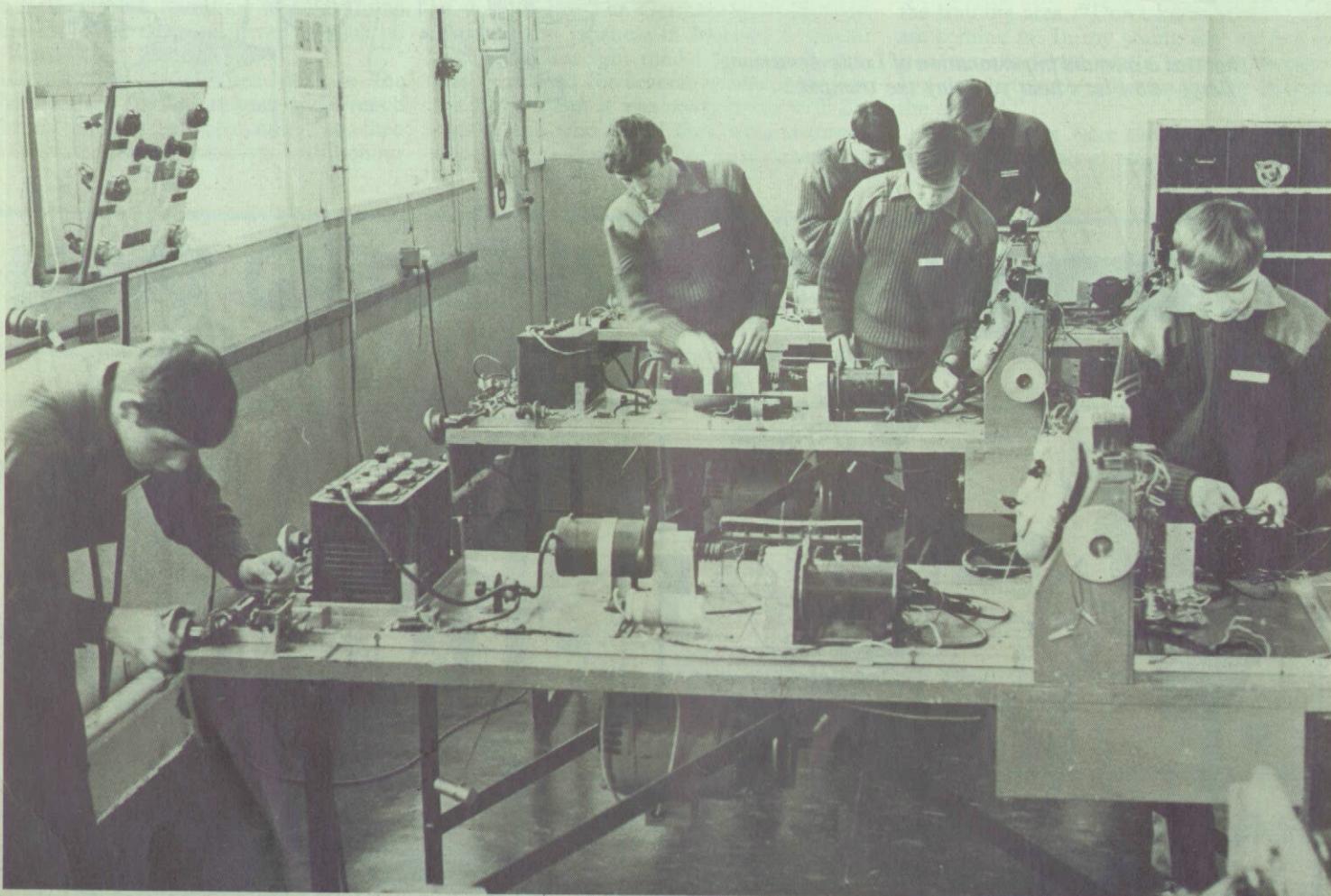
"Is this all I mean to you—  
background music?"

# Craftsmen in the making



Student using an electric drill under the eye of instructor Mr John Courage.

Below: A class of apprentices learning about a vehicle's electric circuits.



THE future of the Army's largest corps is being forged at Arborfield's Army Apprentices College. For it is responsible not only for producing technicians and tradesmen in the Royal Electrical and Mechanical Engineers but for grooming its students to become the corps' senior non-commissioned and warrant officers.

More than half the corps' present senior NCOs and warrant officers plus one-sixth of its officers are graduates from Army apprentices colleges. Among their number are some of the REME officers on the Arborfield staff.

Many civilian instructors at the college were also once apprentices. Mr John Courage teaches basic fitting in the early stages of the training programme at the same bench he learned at himself in 1947. After 22 years in REME he took over from the instructor who had taught him all those years ago.

This shared experience, even though separated by a generation, produces a special relationship between the young apprentices and their teachers. It has led in many cases to a greater understanding not only of the technical but the personal problems facing a lad away from home for the first time.

The Arborfield college opened in May 1939 and there as one of the instructors was Mr Reg Hewitt. He remembers teaching Mr Courage among the 7000 or so apprentices he reckons to have seen at his bench—some 11,000 have been through the college.

Men like Mr Hewitt do not see the college

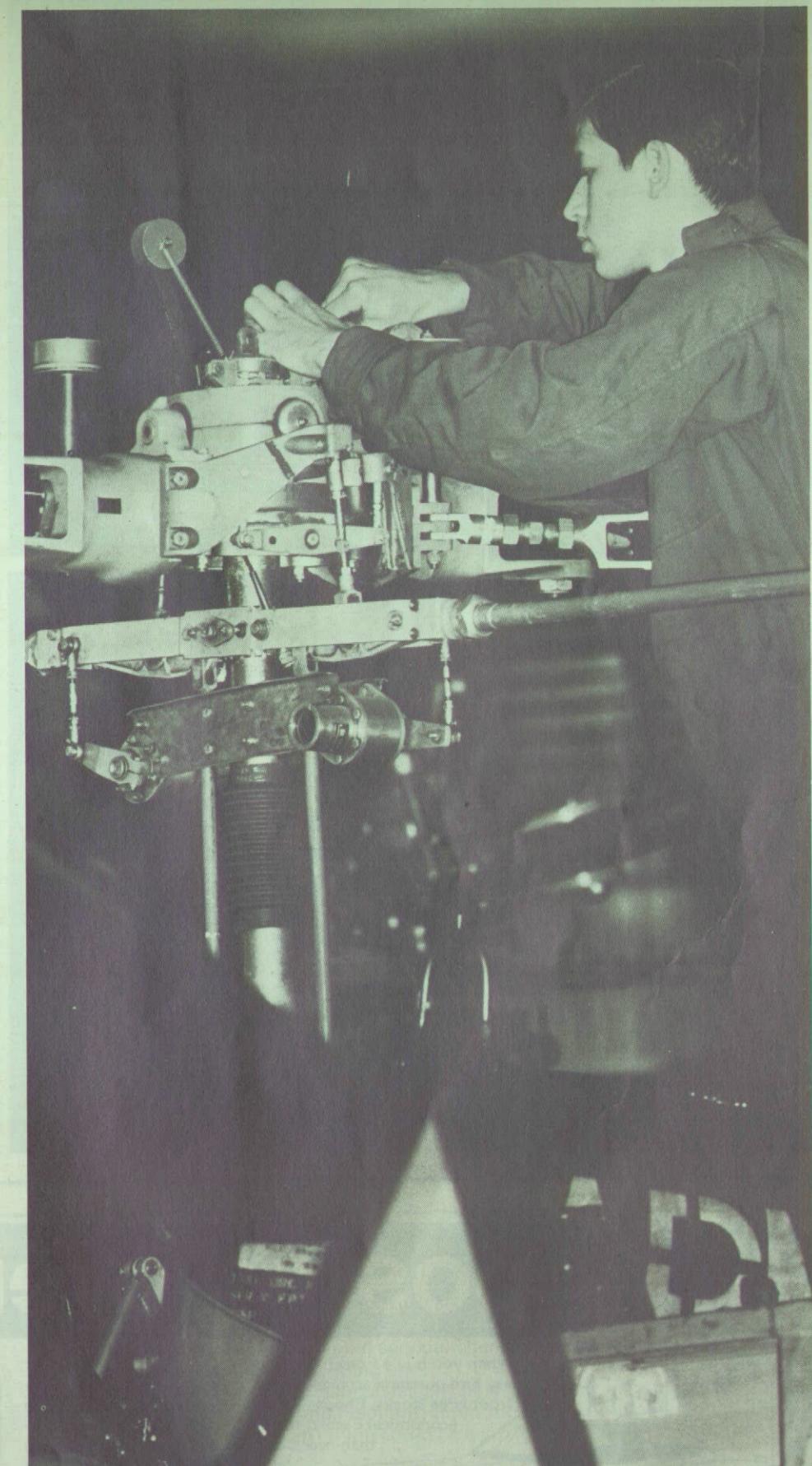
as just a sausage machine churning out ready made soldier/spanner-wielders. He declared: "I'm very happy with my work. You see something for your efforts at the end when a lad passes out qualified." And several come back to see him, including one of the two full colonels in the corps who trace their careers back to humble apprenticeship.

The college can train up to 850 apprentices at a time and turns out anything from 80 to 180 graduates a term to go into adult service. The boys can apply at any time between leaving school at 16 and reaching the age of 17½. They join one of the three annual intakes at the start of 14-week terms in January, May and September.

A technician apprentice can expect to spend three years at Arborfield and a vehicle mechanic craft apprentice, two years. Within the college the length of the course is measured in academic terms or "divisions," as they are called, which run to a maximum of nine. But in practice most apprentices have already gone to their adult training wings before "9 Div."

This makes a busy life for the predominantly civilian staff of instructors. As the commandant, Colonel Keith Tweed, put it: "We are with the boys 24 hours a day, seven days a week and 42 weeks a year." He made it clear this is a standard of dedication his staff accepts, but nonetheless one the job demands.

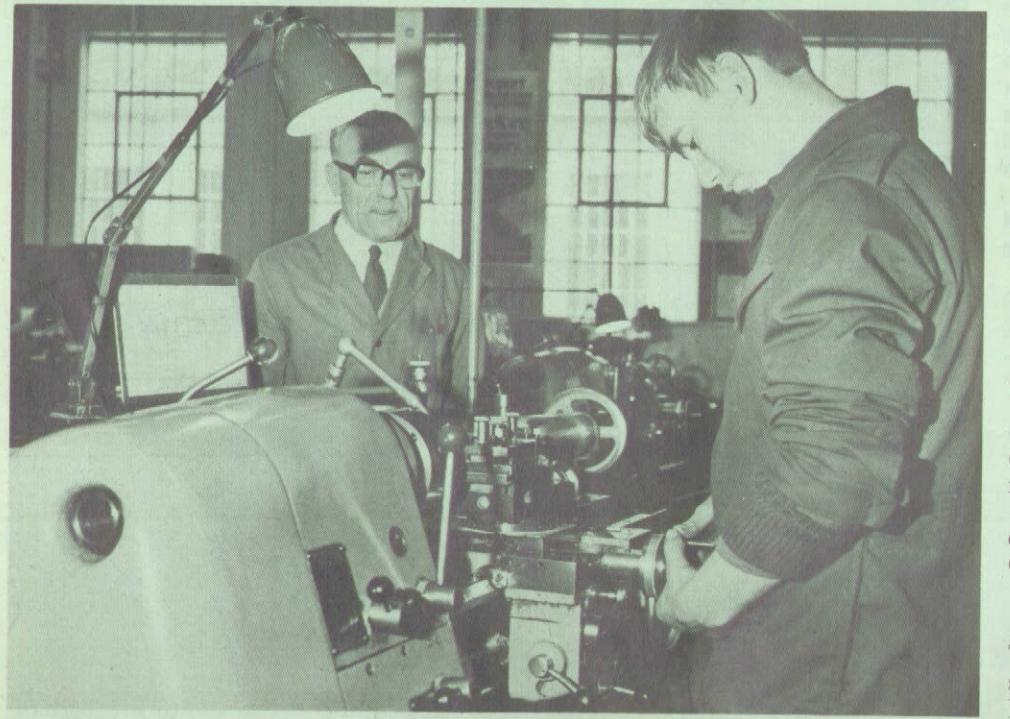
Outside study periods there are sport and hobby pursuits which not only provide



Students learn the essentials of helicopter maintenance in the aircraft wing.

Left: Colonel Keith Tweed, Commandant of the Army Apprentices College.

Story by Mike Starke/Pictures by Martin Adam.



recreation but are designed to contribute to that second aim of the college, of producing senior NCOs, by developing boys' characters and qualities of leadership.

There are no fewer than 29 hobbies actively followed by the apprentices, from the corps of drums to a hovercraft club, from weight training to music and debating. The 19 sports available range from the Ten Tors walk to ten-pin bowling.

But it is for trade training that these soldiers of tomorrow have come to Arborfield and this has its foundation in an education wing divided into three departments dealing with general studies, mathematics and science and workshop processes.

The Workshop Practice Wing is the stepping stone to trade training and here basic engineering skills are taught. The wing also houses facilities for ancillary skills such as smithing, welding, sheet metal work, machining and even moulding metal.

From here apprentices graduate to one of the three specialist wings where they learn about the engineering discipline they have chosen to follow, working with either aircraft, vehicles or electronics. The next step in their career takes them beyond the college to adult training wings. Electricians stay at Arborfield in the School of Electronic Engineering, vehicle mechanics go to the School of Electrical and Mechanical Engineering, Bordon, and aircraft technicians to Middle Wallop, home of Army aviation.

Apprentices emerge as highly skilled workers and get a chance to gain nationally recognised qualifications on the way. But they can never forget that they are soldiers and the third aspect of their education at Arborfield is military training, controlled by an infantry major on the staff.

All this takes care of their careers, but the college cannot lose sight of the fact that it is entrusted with the general welfare of young men still in the process of growing up.

New arrivals, sometimes a little lost and often homesick, spend their first term in J Company where they learn how to look after

themselves in a military environment. They are then put into one of four other companies—A to D—where they stay for the rest of their time at the college. Their company commander plays no part in their trade training and functions like a house master at a public school as half father-substitute, half teacher.

**SOLDIER** eavesdropped on a group of apprentices—with all of a week's service behind them—who were comparing notes on their new lives:

"I'm here because I want a trade and I was keen on the Army too," brought murmurs of agreement all round.

"There's a lot of 'bull' at the moment . . ."

". . . Yes, but I expected that . . ."

". . . And calling you all sorts of, well, names . . ."

"But you'll soon find that slackens off after a couple of weeks," interjected a junior corporal, one of the fellow apprentices serving with J Company to help the newcomers get used to things. "I've found the 'bull' gets less and less as you get into your training proper until it's down to a bare minimum—as long as you stick to the basic rules."

"We can take it!" the boys chorused. And one added: "The Army Careers Office told me the Army was easy now, none of the old 'bull' at all. But I didn't believe it. And I still joined up just the same."

The few who feel they cannot take it can opt out in the first six months of their apprenticeship despite the original undertaking to sign on for nine years from the age of 18.

But the college has gained its high reputation on its stream of successes over the years, spurred on nowadays by the claim of the commandant that "Artificer is the highest grade tradesman in all three Services—a middle management man with extensive responsibilities."

Or, as he put it more simply: "If REME stops—the Army stops." And the college is there to see neither occurs.



Top: Working at a forge in the workshops. Left: Apprentice being taught by Mr. Reg Hewitt how to operate a lathe.

Right: Marcus, the dog who is the college mascot, gives a bit of assistance to an apprentice in an electronics laboratory.

## posted overseas?



When you buy a Ford from Godfrey Davis you can be sure of easy hire purchase arrangements, insurance, and quick delivery from large stocks. Choose from the exciting Ford range—the economical Escort, the family Cortina, the new better-than-ever Capri, the big new Consul, and the 'all extras included' Granada. The Godfrey Davis department offers an excellent service—take advantage of it.



**Godfrey Davis**

GODFREY DAVIS (WEMBLEY) LTD.

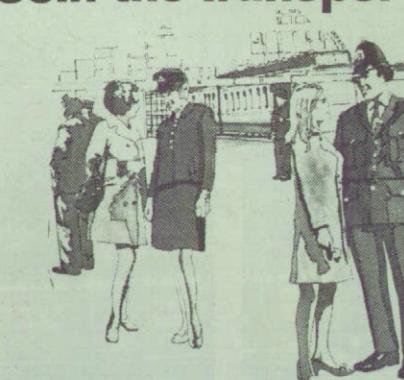
104-106 George Street, London W.1.  
Telephone: 01-486 4865/6/7/8  
Please send further details

NAME .....  
ADDRESS .....

TELE No. .... EXT. ....

S4/74

## Join the Transport Police.... and stay in uniform after leaving the services.



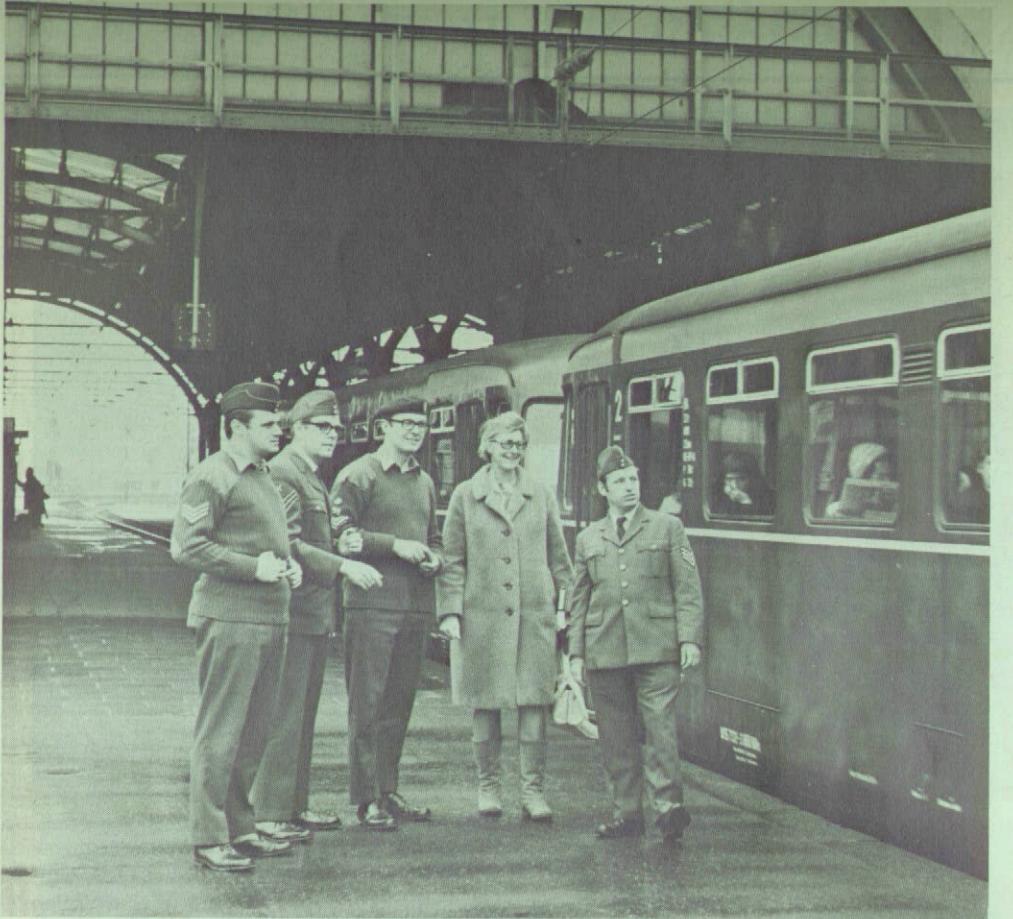
**British Transport Police**

The Transport Police play an important part in the day-to-day life of Britain's main line railway stations, ports and harbours, and London's Underground service. There's never a dull moment—always something going on.

Providing you are physically fit with good eyesight, under 35 years of age and meet the minimum height requirement of 5' 8" (5' 4" for women) there could be a job for you—in London or the provinces.

In return we offer you good pay, a secure future and fringe benefits which include supplementary allowances, generous free and reduced-rate travel facilities on British and Continental railways.

Interested? Then write to: Inspector W. E. Pain, Recruiting Officer, British Transport Police, Room 106, Eastern Section Offices, Victoria Station, London S.W.1.



Railway Circle members admire a sleek German train while spotting. Two members of the circle play blockmen (signalmen) for a model train.



## On the RIGHT LINES

Story by John Walton  
Pictures by Arthur Blundell

**R**OYAL Air Force Sergeant Pete Johnston bought a train set for his young son. But Dad took such an interest in it that the little lad didn't see much of his present . . . Ernie Barrable followed his father into British Rail and later joined the Royal Army Ordnance Corps in which he is now a sergeant. Dave Kaye got his first model train when he was five years old.

All three are among 65 railway enthusiasts ("not fanatics") who have banded together into the Rheindahlen Railway Circle, a group with a membership which now extends beyond Germany and which could prove the catalyst for a Services railway enthusiasts' society.

The Circle is based (where else?) at Mönchengladbach, where 79 Railway Squadron, Royal Corps of Transport (SOLDIER January 1974) is based, but its members—airmen, soldiers and civil servants—are in all parts of Germany and, as time goes on

and they get posted, they are spreading to other parts of the world.

And the Circle is very broadly based as Chief Technician Trevor Wright, of RAF Wildenrath, found when he included a questionnaire in the newsletter he edits. Everything from model railways to train spotting to signals to literature to railway ephemera and history.

Says the secretary, Staff-Sergeant Kaye: "If a man is interested in anything that runs on rails he is welcome to join us." The chairman, Major David Ronald, commanding 79 Railway Squadron, has just had published a book of which he is co-author. It traces the history of the Longmoor Military Railway, which closed a few years ago. "I have a professional interest in railways and my interest goes on whether I am in the job or not," he says.

The group has good relationships with the German railways which still run nearly 1000 of the (in retrospect perhaps) romantic steam locomotives; members spend a lot of time on station platforms spotting trains.

Apparently there is much more to train-spotting than just collecting numbers. By comparing notes, members of the Rheindahlen Railway Circle are able to estimate how many engines of a certain type are still in service—in some cases this has been contrary to what has been officially announced.

Many of the members are model train enthusiasts, some even making their own stock. But for the serviceman this poses problems as he cannot build a really large and complex layout because of frequent postings.



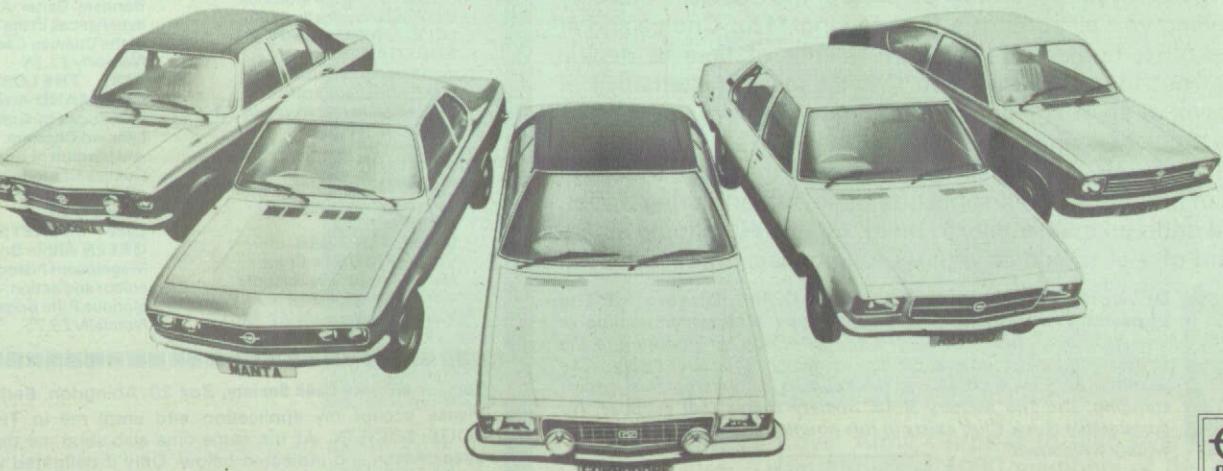
Appropriately enough the Circle's HQ is a railway coach. Left, in white coat, is Maj Ronald.

Dave Kaye thinks railway enthusiasts have a hobby second to none: "You can do as much or as little as you want and you can spend as much or as little as you want."

Soon the Circle will be properly on the

rails. For a railway coach at Mönchengladbach is being converted into a clubhouse. Anyone interested in joining should write to Staff-Sergeant Kaye at 79 Railway Squadron RCT, BFPO 40.

## Get a German car-tax free!



Left to right: Ascona, Manta, Commodore, Rekord, Kadett.

Opel manufacture a unique range of cars—and offer a wide range of models at special tax-free prices to British servicemen being posted abroad.

That means considerable savings on 19 different saloons, coupés and estates: for an idea of just how much you can save, take a look at these prices!

Recommended UK price incl. Car Tax and VAT	UK Forces price	Savings
Kadett 1200 2-door Saloon £1239.34	£1040	£199.34
Ascona 1600 De Luxe £1569.43	£1317	£252.43
Manta 1600 De Luxe Coupé £1687.40	£1416	£271.40
Rekord 1900 De Luxe £1866.15	£1566	£300.15
Commodore De Luxe Saloon £2354.74	£1976	£378.74
Commodore Coupé £2456.03	£2061	£395.03

Cars illustrated (left to right) Ascona 1.9 SR £1422, Manta Berlina £1622, Commodore GS 2/8 Coupé £2350, Rekord De Luxe £1566, Kadett Coupé £1245. (Prices correct as at 1 February, 1974.)

If you are already stationed overseas, ask for details of our delivery scheme for servicemen.

### SEND FOR FULL DETAILS NOW!

Please send me full details of UK Forces export terms for the Opel Kadett/Ascona/Manta/Rekord/Commodore. (Please delete where applicable).

Name \_\_\_\_\_

Rank \_\_\_\_\_

Present address \_\_\_\_\_

(Block Capitals)

Opel Cars, General Motors Limited,  
Vehicle Division, PO Box 63,  
Carlisle Rd, Kingsbury, London NW9 0EH.

**OPEL**  
German engineering at its best.

Take advantage of this remarkable introductory offer—enrol today in

## The Military Book Society

Few periods, since the dawn of time, have been free of war and no field of human activity has played such a major part in man's development. Today there is an enormous demand for books covering every aspect of human conflict and this exciting new Book Society has been specially formed to cater for this demand. If man's military history is your special interest then THE MILITARY BOOK SOCIETY is designed specially for you. Membership brings you the choice of a wide range of titles dealing with war on land, sea and in the air. Famous books, as well as new releases, carefully selected from the lists of leading publishers.

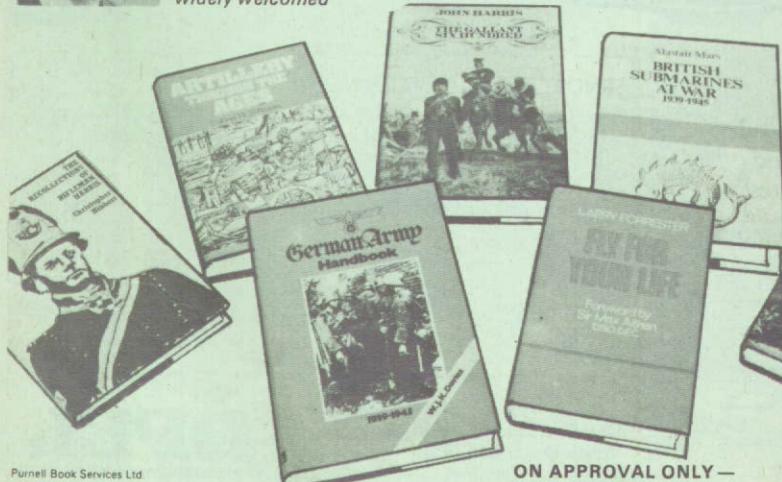
Biographies of military personalities; important works on notable campaigns and special operations, as well as on the tools and dress of war. Superbly produced books, often lavishly illustrated... exactly the same as the publishers' editions except in one respect—the price is much less! Members of THE MILITARY BOOK SOCIETY enjoy a substantial saving on every book—never less than 20%, usually more.

### You decide which books to have

The size of your personal military library is for you alone to decide. As a member of the Society you need take only the books you want. Every month you receive a free copy of the Society's monthly Bulletin telling you all about the forthcoming Main Choice and at least three other books too. You have plenty of time to decide whether or not to accept the Main Choice, take an alternative or have no book at all in any one month. There are no fussy regulations. The Society's simple procedures make it easy for you to please yourself. All that is asked of you is that you accept a minimum of four books from some fifty or so offered during a year. Here is a wonderful opportunity to build a specialised home library to be proud of—or to add to your existing collection at low cost.



**Dr. Noble Frankland, D.F.C., M.A., D.Phil, Director of The Imperial War Museum, London, says:** "The understanding of war, its causes, how it is waged and its effects, is important to the understanding of the societies in which we live today. The purpose of the Imperial War Museum is to enlarge this understanding, and The Military Book Society shares that purpose. No comparable Book Club exists in this country and its facilities will be widely welcomed"



ON APPROVAL ONLY—  
SEND NO MONEY NOW



Could Save you a total of £7.42

### L180 MILITARY BADGE COLLECTING

John Gaylor. Invaluable guide and reference for beginner and experienced collector. Over 600 photographs. Normally £3.25

### L015 ARTILLERY THROUGH THE AGES

Colonel H.C.B. Rogers. From 14th Century to present day. Normally £3.50

### L016 THE LAST BATTLE

Cornelius Ryan. The last three weeks of the battle for Berlin. Normally £3

### L019 GERMAN ARMY UNIFORMS AND INSIGNIA 1933-1945

Brian L. Davis. Sumptuous pictorial work of reference. Lavishly illustrated. Normally £4.25

### L026 THE FIRST DAY ON THE SOMME

Martin Middlebrook. The terrifying reality of the blackest day in British Army history. Normally £3.95

### L027 TANK

Kenneth Macksey/John H. Batchelor. Pictorial history of the Armoured Fighting Vehicle. Lavishly illustrated. (Revised Edition.) Normally £2.50

### S003 THE BATTLESHIP ERA

Peter Padfield. Full fascinating story of the evolution, use and eclipse of the battleship. Normally £2.95

### L184 SURGEON IN THE CRIMEA

The Letters of George Lawson. Enlarged and explained by Victor Bonham-Carter. A doctor's experiences in the "pure hell" of the Crimean Campaign. Normally £1.75

### A187 THE LOST COMMAND

Alastair Revie. Introduced by Group Captain Leonard Cheshire. The terror and triumph of Bomber Command's long and bloody offensive, 1939/45. Normally £3.15

### L029 JACKETS OF GREEN

Arthur Bryant. Magnificent history—full of colour and action—of the glorious Rifle Brigade. Normally £3.75

To: The Military Book Society, Box 20, Abingdon, Berks, OX14 4HE. Please accept my application and enrol me in THE MILITARY BOOK SOCIETY. At the same time also send me the two books I have chosen and indicated below. Only if delighted will I keep the books and pay just 39p each, plus 35p towards postage costs. Otherwise I may return them within 10 days and owe nothing. From at least four titles offered monthly in the Society's free Bulletin—all at 20% or more off publishers' prices—I understand I may accept the Main Choice, choose an alternative or have no book at all in any particular month. As a member I need take no more than four books during the course of one year.

Offer applies to British Mainland ONLY

Print clearly in these boxes the numbers of the books you have chosen.

BLOCK LETTERS

Name \_\_\_\_\_

Address \_\_\_\_\_

Your signature \_\_\_\_\_

(or, if under 18, signature of parent or guardian)  
H.M.F. Overseas send for details of special arrangements

EP16

# SOLDIER

# NEWS

Pull-out supplement SOLDIER April 1974

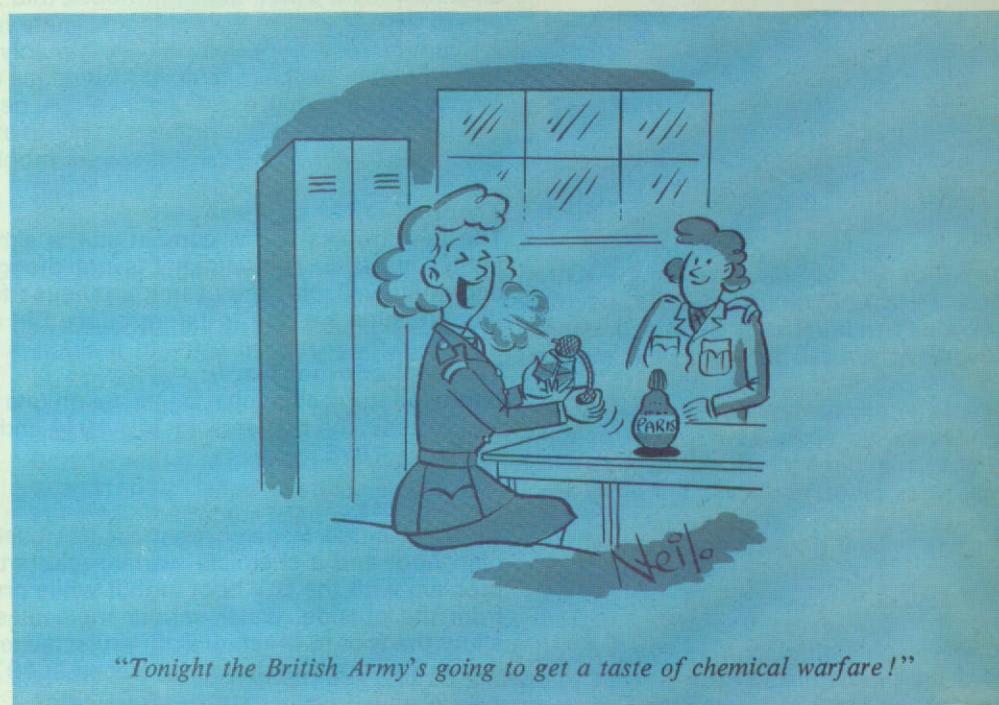
## HAPPY BIRTHDAY, GIRLS!

This spring some 15,000 women in uniform celebrate a 25th birthday. No grand ceremonies are planned but in units worldwide they are putting on "parade best" to mark a quarter of a century as fully integrated members of the nation's forces. The fair sex took, of course, an active part in the Services long before 1949. The nurses of both the Army and Navy received their charters more than 70 years ago. But it was not until after World War Two that women were given recognition as Regulars.

It is widely acknowledged that the integration has been a success, if not a vital move. For in Britain's small, professional and highly technical forces manpower is at a premium and tremendous reliance is placed on women taking over jobs to release men for front line duties.

In all three Services, women have proved their worth in the field of telecommunications. As staff officers they share responsibility with men in headquarters teams. At many levels of rank they have taken on jobs once regarded as being strictly male provinces—the Women's Royal Army Corps has eight subalterns who are assistant adjutants in Royal Artillery regiments.

As they enter their second quarter century, women in uniform are doing well, and look like doing better. By the end of next year they are promised equal pay with men for the



*"Tonight the British Army's going to get a taste of chemical warfare!"*

same jobs. The aim of the Women's Royal Army Corps is to take over as many as possible of the jobs done by men. There are some 4000 members of the corps and between them they cope with more than 30 recognised Army trades.

A sizeable slice of the Army's transport is their responsibility. They also work on intelligence analysis, air traffic control for the Army Air Corps, guided weapons plotting and radar operation. The girls are also backing up the troops in Northern Ireland, working switchboards and teleprinters, doing clerical jobs, cooking, and—in red-topped caps—sharing duties with the Royal Military Police.

The Army's women nurses, about 1500 of them, belong to Queen Alexandra's Royal Army Nursing Corps. In 1950, a year after their integration with the Regulars, the General Nursing Council recognised military hospitals as training schools and members of the QARANC can now qualify, while serving, as state registered and state enrolled nurses. Servicewomen can also become state certified midwives. (PR)

## NEW FORCE FOR FAR EAST

The forerunner of a planned British force in Singapore has been established there by New Zealand. Officially titled the New Zealand Force, South-East Asia, the 1250-strong force is commanded by a brigadier and is New Zealand's first ever overseas tri-Service military force. It will comprise a Royal New Zealand Navy frigate operating from Singapore, the 1st Battalion, Royal New Zealand Infantry Regiment, at Dieppe

**NEW FORCE FOR FAR EAST***continued from previous page*

Barracks, and the Royal New Zealand Air Force's 41 Squadron flying Bristol freighters and Iroquois helicopters from Tenagh air base. Headquarters of the force has been sited at Kangaw near Nee Soon garrison—for years the home of British Army units in Singapore. The idea behind it is to help promote stability in the area, enhance New Zealand's political and diplomatic influence in the region and help the development of armed forces of countries in the area. New Zealand units in Singapore previously operated as part of the tri-nation ANZUK force. The new force will undertake the entire food rationing system for the residual ANZUK and future United Kingdom forces remaining in the theatre. It will also run similar systems on an agency basis in the fields of dental treatment and fire protection services. Under reciprocal arrangements the future United Kingdom force will provide ancillary services for the New Zealand troops such as transport and the military hospital.

**NEW EQUIPMENT****Temperate combat clothing**

Issue of disrupted pattern material combat dress to the Territorial Army Volunteer Reserve has begun. Terriers who have already been issued with OD combat dress will keep both suits. The second suit will not be maintained. Issues of the new dress should be complete by the middle of this year. All Regular units, apart from those in Northern Ireland, should now have DPM combat caps and DPM combat hoods.

**Temperate DPM combat suit—new material**

Troop trials of the in-service design of the DPM combat suit in a new cotton/vincent material will start in Northern Ireland and Rhine Army this month. The aim is to test the durability and shrink resistance of the new material against the in-service all-cotton suit. There are high hopes that the new material will prove a success, in which case it may replace the old. There is evidence that the present suit is too hot for summer use, especially for work involving high physical activity. Sometimes the trouser lining has been removed to reduce weight and improve ventilation and speed of drying. Inevitably, a garment like this, designed to cover a wide temperature range, will be prone to comfort problems at both extremes of temperature. Various alternative proposals for resolving the heat stress problem are now being examined.

**Tropical DPM combat suit**

The new tropical DPM combat suit is similar to the temperate one but is made of lighter material. This material is not thought to be absolutely ideal but is the best currently available; the search continues for a better. Troop trials are complete and the garments are due to be introduced in mid-1975.

**Tropical combat boots**

Improved tropical combat boots are on one year's troop trial in Hong Kong, Singapore and Brunei. The trial ends in July 1974 and, if all goes well, the boots will march into service in 1975.

**High boots**

An extra-mural research contract has been placed for the production of a combat high boot and a chemical warfare resistant high boot. There is a particular material problem with the CW boot in that while preventing the penetration of CW molecules from the outside, water vapour molecules must be transmitted from the inside to allow the foot to breathe. Both projects are being researched in parallel and there are hopes that troop trials will be staged in 1975-76.

**Barrack dress trousers**

The issue of new style dark-green Sarille-whipcord barrack dress trousers is planned for 1975. The aim is to provide each soldier with an initial scale of one pair with a second pair being issued in 1976. Officers will be permitted to buy as an optional item of dress one pair on a repayment basis from unit quartermasters in 1975 and a second pair, if necessary, in 1976.

**Heavy wool jersey**

Troop trials of an improved version of the heavy wool jersey with a tighter knitted weave and incorporating a new shrink resistance treatment were recently completed in the United Kingdom and Rhine Army and the results are now being assessed.

**Cold weather over-garments**

The new over-garment has been accepted for service in the temperate zone as a replacement for the in-service parka. It will enter service on a maintenance basis in due course as stocks of the old parka run out.

**Lightweight parachute helmet**

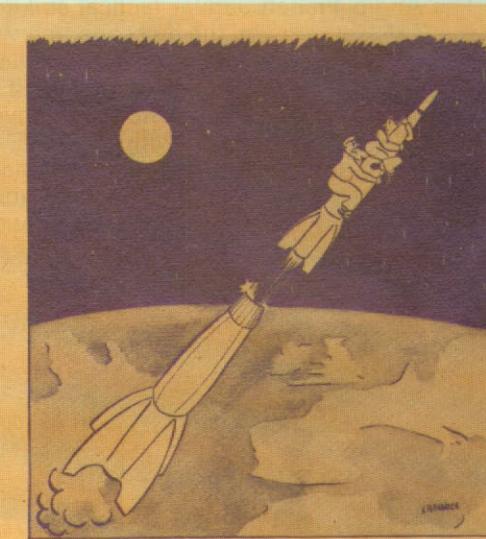
Production problems have held up production of the new parachute helmet and troop trials will not start until the end of this month.

(DCT)

**SKYNET II TO BE REPLACED**

Britain's Skynet II military communications satellite, burned out after an abortive launch, will be replaced later this year. But the setback has delayed the programme several months. Skynet II survived for several days after the American Delta rocket used to punch it into orbit failed. Despite the wild tumble caused by a fault in the second stage firing of the Delta rocket that loaded the spacecraft with forces up to 60 times that of gravity, the Skynet was later found to be functioning well and responding to interrogation and command—a tribute to the construction of this British-built satellite. But Skynet was doomed and its incorrect orbit finally plunged it earthwards where it burned up.

The Delta launcher's first stage worked perfectly but a fault occurred in stage two. The rocket motor jets were jammed hard over, producing the 60g plus forces which were originally thought to have shaken the spacecraft to pieces. Stage three of the



*"You and your 'last finishing touches'!"*

rocket separated from the satellite while both were corkscrewing madly into space. The satellite was lost, and presumed destroyed, until a United States Air Force tracking station in the Pacific picked up signals five days after launch. The signals showed that the satellite's control systems were working well despite overheating due to its very low elliptical orbit.

The data received told experts the satellite could not have survived many hours in this abnormal orbit and a last-minute attempt to save it was made by activating a booster motor to kick Skynet clear of the earth's atmosphere. But the bid failed and the already overloaded systems could not cope with the new electronic commands although the motor itself did fire successfully.

The second Skynet II is nearing completion at Marconi's spacecraft facility at Portsmouth.

**MENTIONED IN PARLIAMENT**

- The country's economic crisis will slow down Services' accommodation improvements but will not affect pay and conditions of service, it was claimed in Parliament. This assurance was given in a written answer by the Minister of State for Defence, Mr George Younger. He added that in his opinion recent cuts in defence spending would not have a significant effect on the complex factors governing recruiting.
- More than half Britain's defence budget is usually spent on arms, equipment and "infrastructure," the Secretary of State for Defence, Mr Ian Gilmour, showed in a written answer to Aldershot's MP, Mr Julian Critchley. The figures quoted represented a percentage of the defence budget over the past six years "other than expenditure on personnel." The current year's figure was 53 per cent. The highest recent sum was in 1968-69 when it was 59 per cent and the lowest in 1971-72 when it ran at 49 per cent.
- North Antrim's MP, the Reverend Ian Paisley, demanded how many times Army units in Northern Ireland had been told not to arrest IRA terrorists using rifles because of the possible escalation of violence and why the Army had been refused permission to arrest armed IRA men on the grounds of political expediency. Writing in reply the Under-Secretary of State for the Army, Mr Dudley Smith, reminded Mr Paisley that the Government's declared intention was to defeat politically motivated violence from whatever source and decisions on arrests were directed to this end. He added: "It is not practicable to ascertain how many times orders on any particular point have been given by Army commanders to their units. But every effort is made to arrest armed terrorists, except where there would be undue risk to innocent lives."
- Strong objections have been made to the Libyan government about the supply to

**MENTIONED IN PARLIAMENT***continued from previous page*

the IRA of Russian-made weapons. Lord Balniel, Minister of State at the Foreign Office and former Minister of State for Defence, said in answer to a question to this trade that ends in the killing and maiming of members of the security forces: "We have made strong objections to the Libyan government on a number of occasions about Colonel Gaddafi's support for the IRA. We have made it clear that the Government regards this as blatant interference with the internal affairs of the United Kingdom." When pressed by another questioner he added: "A close watch is being kept on the supplies which are made available to the IRA. Our ambassador in Tripoli did seek clarification from the Libyan authorities over press reports about Libyan involvement. We did not receive a reply."

**JAGUAR SKY PROWLER**

The Anglo-French Jaguar tactical strike fighter aircraft took its place in the ranks of the RAF last year and the first squadron was formed last month. The Jaguar is designed to undertake four major roles—battlefield operations in support of ground forces, "interdiction" strikes over the battlefield and beyond, reconnaissance over the battlefield and beyond, and advanced or conversion flying training.

As it comes into service with the RAF, the Jaguar will replace the Phantom in the battlefield, interdiction and reconnaissance roles. Production of the aircraft has been shared between France and England and the four versions coming off the assembly lines are divided equally between the two countries' air forces. France has chosen the E and A marks, one a twin-seat advanced trainer and the other a single-seat tactical



fighter. The RAF's B and S versions offer respectively a two-seat operational conversion trainer and a single-seater tactical fighter with different detailed specifications from the French models.

Two 30mm Aden cannon are fitted as standard equipment to the S version. The B version has one Aden cannon. The Jaguar is capable of Mach 1.4—nearly one-and-a-half times the speed of sound—and can carry a maximum weapon load of 10,000 lb on five strong points under the fuselage and wings.

Reliability and ease of maintenance are key features of the Jaguar and the navigation/attack system in the British models is one of the most comprehensive yet fitted to any close-support aircraft.

Designed to provide simplicity of operation for the pilot so that he is free to concentrate on flying the aircraft, the Jaguar has also been chosen to allow full development potential into the 1980s so that it can be used with weapons now only in the project stage and in operational conditions that cannot yet be fully foreseen.

**ARMY HOMES FOR OILMEN**

The Army has handed over 147 homes in Inverness and Fort George to ease the housing shortage for men employed on North Sea oil development. The homes have been let to key workers who have priority on the Inverness Burgh and County Council housing lists. The let is for up to a year after which civilian housing has been promised. The Army homes will then revert to Service use. Of the total, 121 houses have been let unfurnished. The other 26 are mobile homes which are furnished. Families of 1st Battalion, Gordon Highlanders, occupied the homes until they moved to Singapore in November last year. (PR)

**VICTORY SERVICES CLUB**

The Victory Services Club at 63/79 Seymour Street, London W2, is a perfect jumping-off place for sight-seeing or business trips to London for all serving and ex-servicemen and women of all ranks. Membership is just £2.20 a year and the 300 bedrooms—all with running hot water and central heating—cost from 60p to £1.70 a night for singles and £1.20 to £1.70 a night for doubles. Lunch is only 72p and dinner 77p. There is a fully licensed bar, a lounge, billiards, library and colour television. Wives or husbands of members may also join under a special scheme even if they have not served in the forces.

**BEEFEATERS WANTED**

There will be a limited number of vacancies for yeoman warders at the Tower of London in 1974, 1975 and 1976. To qualify, a candidate must be a warrant officer, colour-sergeant, or in exceptional circumstances a sergeant, serving or recently retired from Regular service in the Army, Marines or RAF. A man who has received temporary promotion to commissioned rank in war could also be considered.

# IT CHANGES WITH THE WEATHER



When you buy a Renault to go overseas, we don't just offer you left-hand drive and a change of tyres.

Instead we build you a Renault that will fit the conditions of wherever it is you're going down to the very last detail.

And the details are different for every single country in the world.

The Kenyan Renault, for example, has heavy duty suspension and air filters.

The Moroccan Renault is protected against sand storms.

The Swedish Renault has headlight wipers and washers to cope with slushy conditions.

The Canadian Renault starts first time in the worst of blizzards.

And because it's all done before the car goes, you won't find yourself spending money on special adjustments and emergency repairs the moment you arrive.

Even if you're going nowhere more exotic than Spain or Germany, the least your car will have to do is

satisfy the local police. Which your Renault will. And with front-wheel drive, a sealed cooling system, anti-corrosion treatment and no greasing points to worry about, it will keep you happy too.

As for service, Renault have one of the largest dealer networks in the world. Over 10,000 agents. And there'll be one just about everywhere you're likely to find yourself.

In fact, if there's one thing better than buying a Renault, it's buying one duty free.

To: Renault Personal Export Sales, Western Avenue,  
London W3 0RZ.

Please send me details of the Renault model(s) I have ticked:

4  5  6  12  16  15/17

Name \_\_\_\_\_

Address \_\_\_\_\_

Country of destination \_\_\_\_\_

1S16IC

 **RENAULT**

Main West End Showrooms: 77 St. Martin's Lane, WC2.

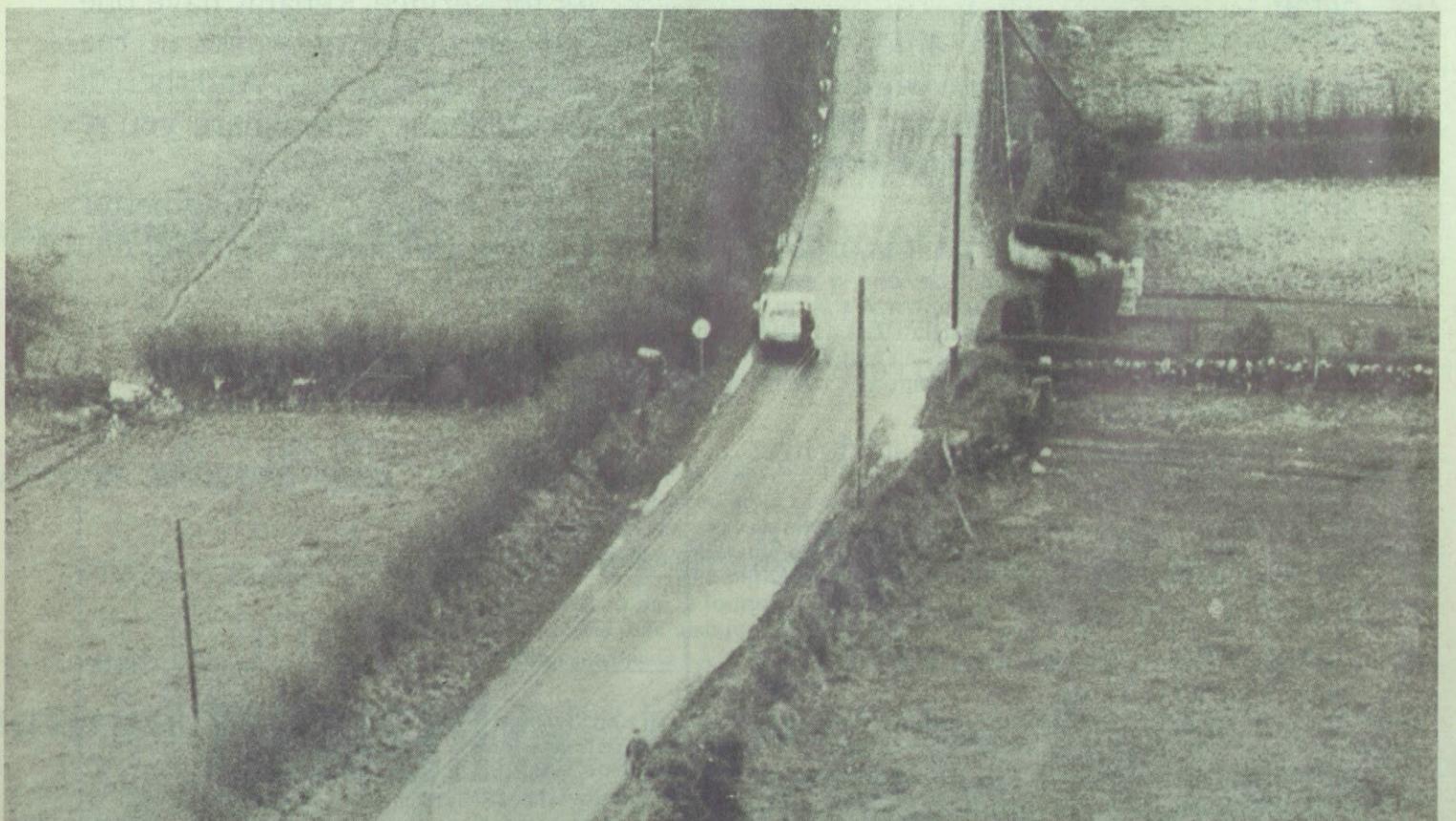


Above: The Scout has barely skidded to a halt before soldiers dodge the down draught from whirring rotors to go into action.

Below: Eagle eyes scanning a stopped car.

## BIRD'S EYE ON THE BORDER

Story by John Walton/Pictures by Arthur Alundell



USH green fields, ribbons of hedge-row and the occasional scattered homestead flash by. There are few roads and little traffic as Army Air Corps pilot Captain Mike Bell takes his Scout helicopter over countryside which would have had Wordsworth in rhapsodies and Constable reaching for his oils.

It is hard to realise that this rural area down on the border between Northern Ireland and the Republic is every bit as dangerous as the grim streets of Belfast and Londonderry and that it is easier and safer to move military equipment, supplies and men by helicopter.

Sioux helicopters of 662 Squadron, Army Air Corps, with Scouts attached from 669 Squadron, spent four months patrolling this wild border area around the flashpoint towns and villages of Forkhill, Crossmaglen, Newtonhamilton and Newry. Their job—observation and reconnaissance, supplies, night and day support for the company of 1st Battalion, Welsh Guards, whose task was to control a hardline Republican district with friendly faces few and far between.

As the Scout skimmed over the ground at less than 200 feet, Captain Bell said it was better to risk the erratic aim of a shotgun-wielding IRA sympathiser than a possible rocket attack. No missile had yet materialised but it was safer to take the Provo blarney at face value. Fortunately there are few overhead lines to present problems to low-flying helicopters.

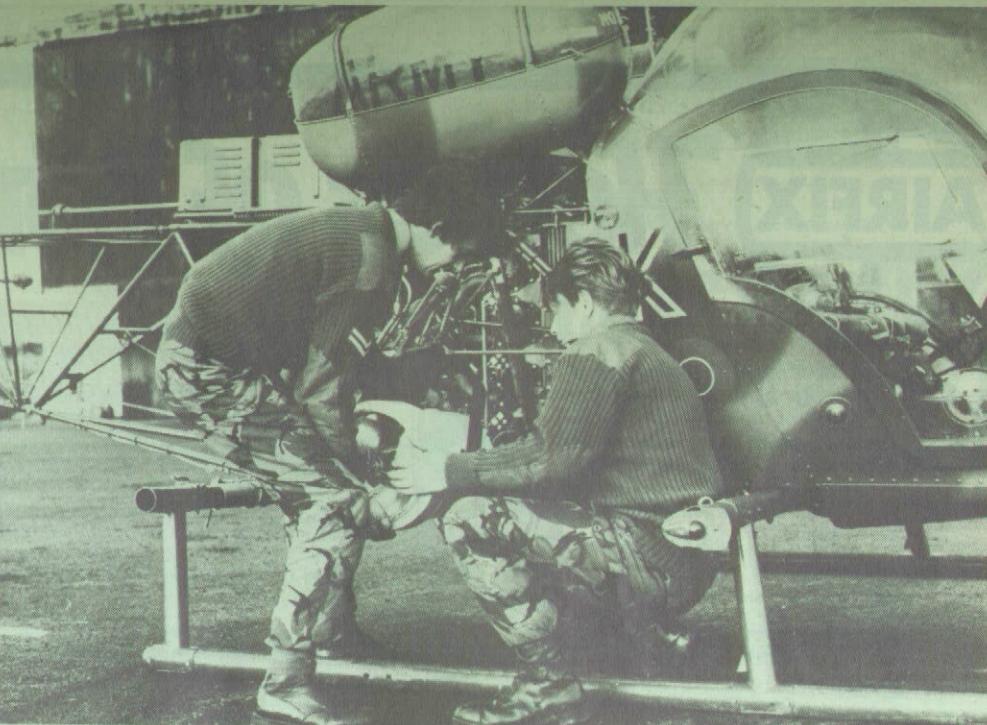
First stop was at the heavily sandbagged Bessbrook Technical School, headquarters of the Prince of Wales Company of the Welsh Guards. Another Scout was about to take some of the Welshmen out on patrol—we were to follow. This border area has been troublesome ever since partition. Gun-running, the blowing of bridges and roads and occasional gun battles with the security forces are interspersed with conventional smuggling. Any car travelling along any road could contain terrorists.

The second Scout spotted a white car travelling south and landed in a field to disgorge its troops. They ran into the road and set up a vehicle checkpoint. Meanwhile the Scout hovered overhead ready to radio back for reinforcements in the event of trouble. We watched as the driver was made to open the boot himself and even the spare wheel was given a thorough check in case it contained ammunition.

All seemed well and before returning to base at Long Kesh we were taken on a guided tour of the area—a country post office robbed 18 times in three months, a derelict farmhouse blown up after a booby trap left for the Army had just been ignored for a week or two, debris on the side of the main railway line blown up last year.

Clearly a hot area... and one which the helicopter pilots of 662 Squadron now know as well as their own gardens. During their four-month tour their flying hours were regularly at two-and-a-half times normal and something like 40 per cent of visits to the border were at night.

For this the Sioux used the "night sun," a brilliant searchlight with a variety of uses. It can illuminate a landing area so that an unlit Scout can land troops, it can be used to pinpoint and dazzle terrorists and its presence can act as a deterrent.



A "night sun" giant spotlight is fitted to a Sioux at Long Kesh.

During the day Sioux helicopters often take an engineer officer to check stretches of road on the border area and see that culverts have not been tampered with. The Scouts are engaged in stores and troop lifts, vehicle checkpoints, "eagle" patrols and a vast amount of reconnaissance work. Helicopters are available 24 hours a day, a tribute to 26 men of the Royal Electrical

and Mechanical Engineers who carry out day-to-day servicing.

The troops who police this dangerous piece of countryside have one other comforting thought. As well as providing them with a bird's eye view a helicopter can get a wounded man to hospital in Belfast within 20 minutes. And that might make all the difference.

## Electronics Engineers Lecture on computer servicing.

ICL, Europe's leading computer manufacturer, is looking for Electronics Engineers to teach the practicalities of computer servicing.

At the largest training centre of its kind in Europe, first of all we will ground you in computer technology and education training. We will then ask you to train Customer Engineers to such a standard that they will be able to maintain computers at optimum operational specification.

You will need to have a thorough competence in electronics and the ability to put across your own first-rate knowledge. Ideally, you will have an HNC or Forces' training in electronic engineering and at least three years' experience, preferably in digital electronics or computers.

Based at the training centre in Letchworth, Herts, your starting salary will commence at £2200. ICL depends on talent and rewards it accordingly. You will be encouraged and expected to progress; your development could be throughout the ICL Group. Relocation expenses will be considered where appropriate.

For an application form, write to A E Turner, quoting reference TS588C, at International Computers Limited, 85/91 Upper Richmond Road, Putney, London SW15 2TE.

International Computers

think computers-think ICL

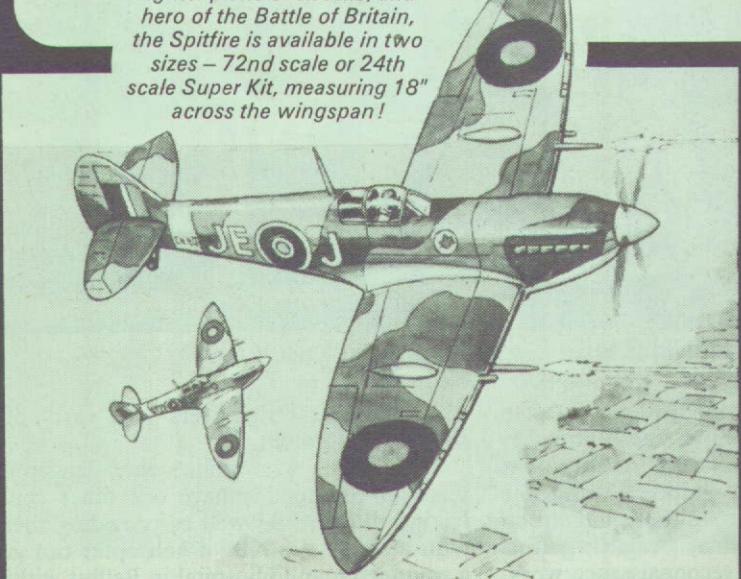
**ICL**



# Heroes of World War II

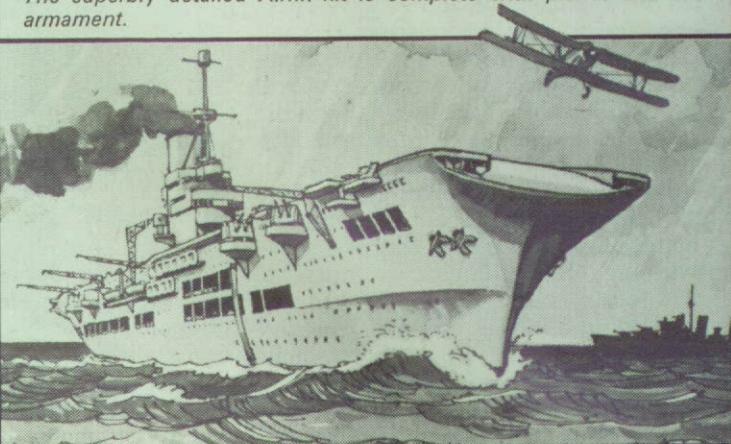
**Spitfire.** The most famous fighter plane of all time, and hero of the Battle of Britain, the Spitfire is available in two sizes - 72nd scale or 24th scale Super Kit, measuring 18" across the wingspan!

These renowned battlers will forever be remembered for their incredible fighting records - bring them all vividly to life with Airfix kits!

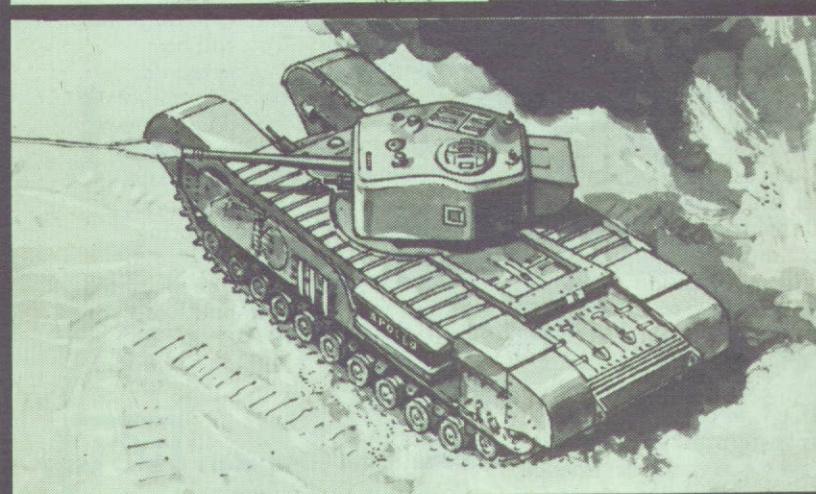
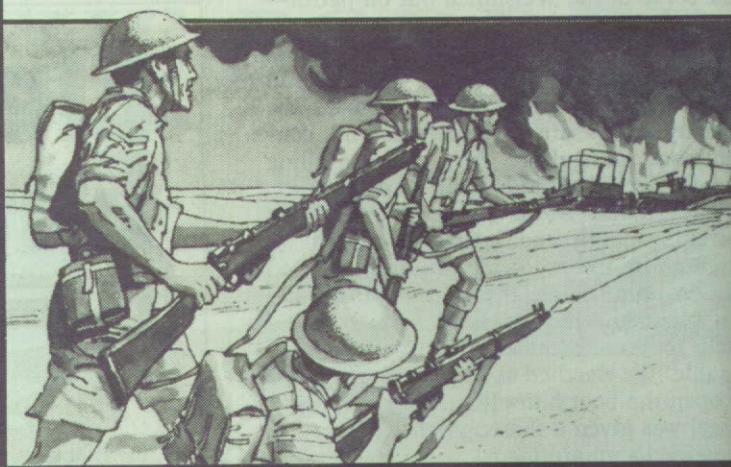


**Lancaster.** This big R.A.F. bomber was the most outstanding of all Allied World War II bombers, and spearheaded countless mass raids over enemy territory. It makes a really magnificent Airfix model with 17 inch wingspan!

**Ark Royal.** Royal Navy hero of so many early wartime battles at sea, and the ship which the enemy claimed so many times to have sunk. The superbly detailed Airfix kit is complete with planes and full armament.



**8th Army figures.** Heroes of the North African campaign against Rommel, the 'Desert Rats' achieved their greatest triumph at El Alamein. A terrific 48-piece set from Airfix.



**Churchill Tank.** A mighty 40 ton warrior, the Churchill tank took part in many actions following the D. Day landings in 1944. Build it with Airfix!

## STOP PRESS



### 1/24th scale HURRICANE Mk. 1.

During the Second World War the Hawker Hurricane, powered by a Rolls Royce Merlin III engine, proved to be one of the toughest and most reliable fighter aircraft in service. Now you can build it with a great new highly detailed 1/24th scale kit from Airfix.



### CONSTRUCTION KITS

Just like the real thing!

Get Airfix kits from toy shops, model shops and F. W. Woolworth - ask for the big new catalogue. Look out, too, for the Airfix Magazine, 15p monthly.

# Military Models



## GAZ ON THE STEPPE

FROM early 1942 to the end of 1943 more than 20,000 United States jeeps were delivered to the Soviet Union under "Lend-Lease." The US Willys jeep was used as the basis for the Russians' own field car, the GAZ (after Gorkovski Avtomobilni Zavod—Gorki Automobile Factory) where it was built. This vehicle had such an influence that even today official Soviet dictionaries give the Russian for military field car as "villis" and "dzhip."

The GAZ 67B lacked acceleration but had good cross-country performance. The addition of fuel tanks under the seat and dashboard was, however, somewhat hazardous—in an ambush they were inclined to incinerate the occupants.

Following earlier models of the US jeep and German Kübelwagen, the Japanese firm of Tamiya has now produced a GAZ 67B (above) in its 1:35th scale military miniatures series. Moulded in dark olive plastic, the kit comes with transfer decals and figures of an officer, driver and soldier pulling a wheeled Sokolov machine-gun. The detail is complete down to leaf-spring suspension and tiny gear lever and steering wheel. Although the supporting frames are provided there is no hood, somewhat surprisingly considering the wintry weather in which the vehicles were used. However, a piece of fine tissue could be adapted to represent the cover. The model can be finished in matt brown or green for active service or gloss green with white-wall tyres and white radiator grille for a parade in Red Square.

This kit, costing 95 pence, is available from model shops or through Tamiya's United Kingdom distributor, Richard Kohnstam (Riko) Ltd of 13 High Street, Hemel Hempstead, Hertfordshire, HP1 3AD.

Riko have also recently released an interesting new series of plastic kits of armoured fighting vehicles and guns in 1:35th scale by the Italian firm of Italaeri. The range comprises a Marder III, Fiat Ansaldo M13/40 and self-propelled M40 gun each at £1.50, Hetzer 38(T) at £1.55, Panzer-kampffahrzeug 38(T) at £1.38 and PAK 40 at 75 pence. Although unmotorised, the tanks have movable tracks made of a flexible plastic.

Modellers who like to build up dioramas round their AFVs are recommended to try the Century Series of World War Two German Army figures from Almark, better known as publishers of military books, of 49 Malden Way, New Malden, Surrey, KT3 6EA. So far there are three packs comprising mortar, light machine-gun and anti-tank rifle crews. Although officially in 1:32 scale they are more or less compatible with the popular 1:35 scale of AFVs. The figures, designed by master modeller Charles Stadden, are moulded in polystyrene; the "hardware" and helmets are cast in white metal. Each pack, costing 60 pence, contains three figures with full equipment.

World War Two modellers will also be interested to note that volume one of Casterman's "L'Uniforme et les Armes des Soldats de la Guerre 1939-1945" is available from Historex Agents at 3 Castle Street, Dover, Kent, for £2.50 plus 25 pence post and packing. Although the AFVs and aircraft are rather crudely hand-drawn, there is a wealth of invaluable detail about uniforms and badges of rank, all in full colour. The authors, Liliane and Fred Funcken, have managed to epitomise national characteristics in such illustrations as a dashing lieutenant of Spahis with a swirling cloak and an arrogant Obertruppführer complete with hairline moustache and dress dagger.

## U.K. ATOMIC ENERGY AUTHORITY CONSTABULARY

We have vacancies for

## CONSTABLES AGED 20 TO 50 YEARS

at various Establishments  
in England and Scotland

- ★ Minimum Height: 5ft 7in
- ★ Pay scale: £1,430-£2,010 p.a.
- ★ Opportunity for overtime
- ★ Good promotion prospects
- ★ Rented housing or hostel accommodation
- ★ 40 hour week, 5 weeks annual leave
- ★ Contributory Pension Scheme

For further information, write to:

The Chief Constable's Office  
UKAEA Constabulary  
Building No. 1  
AERE, Harwell, Didcot,  
Berks OX11 ORA



## TAX-FREE

Export RENAULT sales to  
the Forces.

## charles & bowman

upper college ride,  
camberley,  
surrey

Tel: 63972

To: Charles and Bowman Ltd.,  
Upper College Ride, Camberley, Surrey.

PLEASE SEND ME DETAILS OF THE

R4  R5  R6  R12  R16  R15/17

(please tick)

Name .....

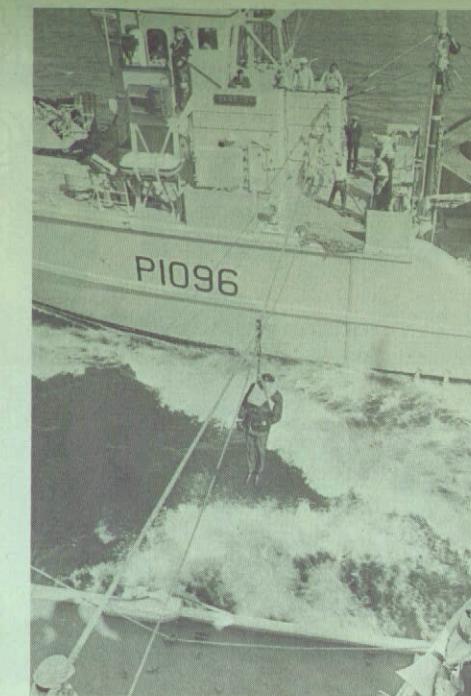
Address .....

Rank .....

# Left, right and centre



The oldest surviving holder of the Victoria Cross, General Dudley Johnson, celebrated his 90th birthday by meeting the Army's youngest and only serving holder of the VC, Sergeant Rambahadur Limbu. The two heroes met at Queen Elizabeth Barracks, Crookham, home of 10th Princess Mary's Royal Gurkha Rifles.



The Commander British Forces Hong Kong, Lieutenant-General Sir Edwin Bramall, had to find his sea legs pretty quickly when he was guest for a day of the Royal Navy's Hong Kong squadron. He had to suffer ship-to-ship transfer dangling from a rope and harness and boarded HMS Chichester via the winch of a helicopter. Then came a choppy trip in the turbulent waters of Mirs Bay. But the general still managed to show his hosts he was no mean marksman when he fired some of HMS Chichester's small arms.

Leg muscles straining under his kilt, Corporal David Dunbar, tosses the caber in the unusual surroundings of Hong Kong. Caber tossing was one of the traditional Scottish sports featured in a highland games by which men of 1st Battalion, The Black Watch, said farewell to Hong Kong after a two-year tour.



The Army Air Corps' 655 Squadron at Detmold, Germany, has said farewell to its flight of Beaver aircraft which have roared from its airstrip for nearly 13 years. The Beavers' departure ends the even longer tradition of 38 years of fixed wing aircraft at Detmold. From there the Beavers flew sorties to Norway, Italy and Spain in support of 1 (BR) Corps throughout Europe. When they took off on their final mission—first flying past the crowd gathered to say goodbye—two went to join 669 Squadron at Wildenrath and the third flew to England for retirement.

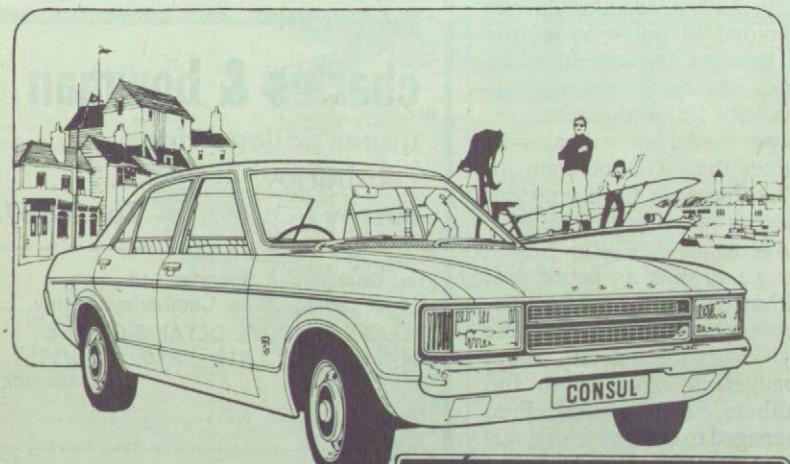


The Burberry Trophy—awarded annually by the clothing firm to the Greater London Territorial Army Volunteer Reserve's "Volunteer of the Year"—has gone to a gunner who signed on only last June. Gunner A D Hayter, of 289 Para Battery, Royal Horse Artillery (Volunteers), received £50 as his prize. In second place was Squadron Sergeant-Major T McQueenie, of 21 Special Air Service Regiment, (Artists Volunteers), and third was Lieutenant B A I Fraser, Honourable Artillery Company. They received £30 and £20 respectively. The Burberry trophy itself is held by the winner's unit.



The new infantry anti-tank weapon, Swingfire, has arrived in Rhine Army. First unit to receive the wire-guided missile was 1st Battalion, The Staffordshire Regiment, based at Osnabrück. The three-man crews of the Swingfire vehicles received special training at Netheravon.

## EXPORTING A FORD—CONSULT WILLMENTS



TELEPHONE:  
01-546 7700

**John Willment**

(Kingston) Ltd. 140 London Road,  
Kingston, Surrey.

For

Quickest Delivery  
Easiest Finance  
Best After Sales Service  
Top Part Exchange Price  
Export—Domestic Purchase  
and Guaranteed Used Cars

Write, phone or call:-



Securicor have just the job  
for you in Civvy Street

Securicor is Britain's largest and fastest growing security organisation with more than 220 branches all over the country.

This means that when you leave the Service, there's a good chance that Securicor can offer you a job that's right up your street. A well-paid job with plenty of activity, variety, security, promotion opportunities, free uniform, sick pay and pension schemes. Start securing your future now. Read Services Re-Settlement Bulletin No. 2/71 and have a chat with your Re-Settlement Officer about the excellent career opportunities with Securicor. Then drop a line, giving your age, service career details and where you plan to live.

To: The Employment Officer, Securicor Ltd., 40, Wilton Road, London, S.W.1.  
Phone: 01-834 5411.

**SECURICOR**

CARES for customers  
co-workers and the common good

# PERSONALISED T-SHIRTS....

*Get your own thing printed on a T-Shirt*

LONG SLEEVES — flared tail shirt £2.10. SIZES: 36"-38"-40".

SHORT SLEEVES — SIZES: 22" to 44".



Please state chest/bust measurement.

COLOURS: Red, yellow, blue, white, orange, navy and black.

Give 3 colour choices when ordering.

Now available — your own design/badge — write for quotation.

**MILLSHORE DESIGNS LTD.**

(Dept. A), 364 High Road, Willesden, London, NW10 2EA.

**Train for a career at sea -and enjoy it!**



Boys, aged 15/15½ of good character may enrol now for entry from September 1974 onwards for an excellent training for a career at sea with the Royal and Merchant Navies.

Classes average not more than 20 boys and the curriculum includes Seamanship, Communications, Engineering, Technical Drawing and Science, plus the basic academic subjects to C.S.E. standards. All boys are encouraged to enter for the Duke of Edinburgh's Award Scheme.

This residential school, which is in beautiful surroundings overlooking the Menai Straits, is recognised as a Direct Grant Nautical School.

Write for Brochure and application form, stating date of birth of applicant, to the Registrar, (Dept. IR3), Indefatigable, Room 22, 14 Water Street, Liverpool L2 8TD. Tel: 051-227 3417.

Under the patronage of H.R.H. The Duke of Edinburgh.

**INDEFATIGABLE**  
EST 1864

PLAS LLANFAIR · LLANFAIR P.G. · ANGLESEY



**ADD MUSCLE NOW!**



Are you underweight and embarrassed with your weak-looking body? Act immediately—

fill in Coupon for FREE 16-page BROCHURE. Read about the body-building products specially created by Sport-Health. **SPORT-HEALTH LTD.**, Dept. SO12SH, 121 Norwood Road, London, S.E.24.

Name \_\_\_\_\_  
Address \_\_\_\_\_

**There are excellent opportunities for ex-Servicemen in the Northern Ireland Prison Service**



Not least of which is the pay. Basic weekly pay for an unestablished officer on joining is at present £24.69 rising to £28.86, but after training many officers find that even in their first year, overtime and the value of allowances make the job worth at least £40 per week.

**Here's what you get on joining**

- \* Training at our officers' training school
- \* Free accommodation or rent allowance
- \* Free uniform or allowance
- \* 18 days annual leave allowance plus 9 public and privilege holidays
- \* Opportunity for those under 44½ to obtain promotion to permanent staff where basic pay is at present £32.84 per week.

Special opportunities exist for people with CLERICAL, NURSING, CATERING, PHYSICAL TRAINING and TRADES experience.

If you are in good health, between 21 and 55, 5' 5" or over, fill in and post the coupon below. We will send you further information on today's opportunities in the Northern Ireland Prison Service.

TO Prison Staffing Officer, Northern Ireland Office,  
Dundonald House, Upper Newtownards Rd, BELFAST BT4 3SU  
Please send me without obligation an application form and further details about life as a Prison Officer

Name \_\_\_\_\_

Address \_\_\_\_\_ (Block Capitals Please)

SOL. \_\_\_\_\_ Age \_\_\_\_\_

**NORTHERN IRELAND PRISON SERVICE**

# Sport

## BOX ON...

ARMY boxers have given a boost to Amateur Boxing Association and provincial association bouts with wins over foreign as well as home competition.

Light-middleweight Lance-Corporal Roger Maxwell, 3rd Battalion, The Royal Anglian Regiment, maintained his ABA championship form by defeating his opponent in a match against Denmark. He was due to box a second Dane but was unmatched.

Lance-Corporal Norman Phillip, 4th/7th Dragoon Guards, boxing at bantamweight, defeated his two Danes in the same tournament.

In the light heavyweight division, Corporal J Matthews, 1st Battalion, The Royal Green Jackets, had no opponent.

When the Army turned out to meet the Southern Counties selection boxers at Eastbourne, Royal Pioneer Corps Private V Northover found himself boxing for the civilians in the lightweight division where he was beaten by Army extra Private Eden Winn. Honours were divided in the other bouts with the Army's Fusilier J Spring, 3rd Battalion, The Royal Regiment of Fusiliers, and Corporal A Dunn, 36 Engineer Regiment, winning their respective bantamweight and lightweight bouts while Lance-Corporal A Hough, The Blues and Royals, at light welterweight, and Private L Lawton, Army Catering Corps, at welterweight, both lost.



Sgt A C Evans (left) and Sigmn T Rocque clash in minor units final. Rocque won.

Dunn and Lawton were also members of the Army team that swept the board against Oxford Amateur Boxing Club. Sharing the glory were Corporal T Case (light welterweight), 2nd Battalion, The Royal Green Jackets; Corporal M Oluban (middleweight), 2nd Battalion, The Parachute Regiment; and heavyweight Corporal A Clayton, Royal Army Ordnance Corps.

There was a shock in store for the Army boxers, meeting the RAF in an inter-Service match at Odiham, when star-performer Maxwell was disqualified for an alleged low blow in his bout against Senior Aircraftsman M Grant from RAF Colerne.

But this had no effect on the final result—an Army victory. Individual winners were Lance-Corporal Phillip (bantamweight); Lance-Corporal G Metcalf (lightweight),

1st Battalion, The King's Regiment; Lance-Bombardier J McIntosh (welterweight), 7th Para Regiment, Royal Horse Artillery; Bombardier C Kelly (middleweight), Junior Leaders Regiment, Royal Artillery; Corporal Matthews (light heavyweight); and Corporal G Yetton (heavyweight), Royal Electrical and Mechanical Engineers. The losers were Fusilier J Spring (flyweight), Private Northover (featherweight), Corporal E Case (light welterweight), 2nd Battalion, The Royal Green Jackets, and Lance-Corporal Maxwell. The Army score was six bouts and 15 points to the RAF's four bouts and 14 points.

United Kingdom unit championships have brought double success to the Welsh. In the Army inter-unit team final (UK), 1st Battalion, The Royal Welch Fusiliers, scored a decisive victory with seven bouts and 19 points against 1st Battalion, The Duke of Edinburgh's Royal Regiment (four bouts and 15 points).

The trophy for the minor units (UK) team championship went to The Prince of Wales's Division Welsh Depot with 12 points against the nine points of 206 Company, Royal Pioneer Corps.

The inter-unit team championship final (United Kingdom versus Rhine Army) was won by 10 Regiment, Royal Corps of Transport, with eight bouts and 19 points to the three bouts and 14 points of 1st Battalion, The Royal Welch Fusiliers. In the minor units final, 12 Mechanised Brigade Headquarters and Signal Squadron beat The Welsh Depot, The Prince of Wales's Division, by five bouts to two.

## TUG-OF-WAR PARAS TRIUMPH

The Royal Corps of Transport's 63 Para Squadron swept the board in the Army's indoor tug-of-war championships at Aldershot in the second staging of an event started last year. All 28 of the "pulls" made by the squadron's team were wins and they retained the lightweight championship as well as gaining the heavyweight crown by beating last year's winners—3rd Battalion, The Parachute Regiment—into second place in the final. Runners up in the lightweight division were 13 Light Battery, Royal Artillery.

The winning team which pulled for both weights was led by Sergeant E Young with Corporals W Hunter, R Taylor, D Almond and R Crowley, Sergeant D Winkle, Lance-Corporal J Hughes and Driver J Chowanski. Reserves were Lance-Corporal G Reynolds and Driver K Johnson.



Digging their heels in for victory—the 63 Para Squadron RCT tug-of-war winners.

## RUGBY SIDE FINDS WINNING FORM

FIFTEEN proud men have confounded their critics and rewarded those who confidently predicted that the Army rugby side would find its form after a shaky start to the season. The team exploded into a winning streak with a 51-12 win over Oxford University.

Warrant Officer 2 P Eastwood (Royal Army Pay Corps) commanded the line-out and every set scrum brought massive



## THREE "GOLDS"

Competing in an invitation canoeing event run in conjunction with the Commonwealth Games in Christchurch, Staff-Sergeant-Instructor Terry Hewett, Army Physical Training Corps, won three gold medals. He and his partner, Jim Sibley, of the Windsor Canoe Club, won the Canadian doubles slalom and Canadian doubles river race and Staff Hewett was also one of the three-man team in the slalom team race.

The 16-man British team, competing against Canada, United States, Australia and New Zealand, won all the gold medals except that for a women's event.

In the Commonwealth Games proper, Women's Royal Army Corps Private "Bernie" Lewis, of 10 Company, Aldershot, was the sole representative of her native Grenada, the newly independent Caribbean state. She carried the flag in the opening ceremony but unfortunately illness affected her training programme and she was un-

advances by the Army. This gave every opportunity to the Army's scrum-half, Corporal D Spawforth (Royal Electrical and Mechanical Engineers), who wove and spun a web of play that snared point after point in a ten-try rout of the university side.

Cambridge University, "The technical college in the Fens," as Oxford dons describe it—fared little better against the Army. Spawforth again shone in a match which

brought a 19-0 victory. And all this just days distant from a previous two-point defeat when the Army lost 11-13 to Bristol Rugby Football Club on its home ground at Horfield.

Another win was to follow the demolition of Oxbridge. Notts scored three points to the Army's nine in a much closer struggle. The win was sure but this was an off-peak performance by the Army.

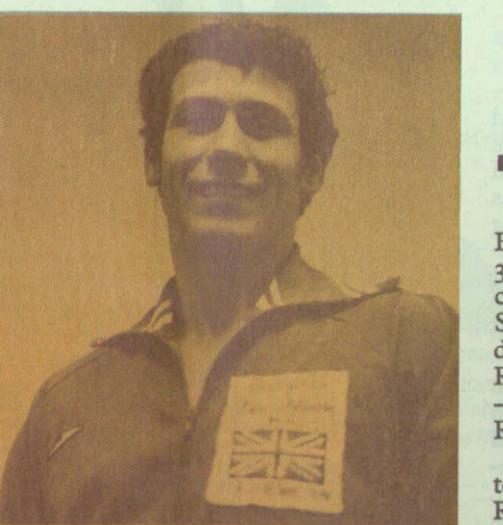
The full Army fifteen suffered a 4-9 defeat at the hands of the RAF. A fixture against Gloucestershire was cancelled because of a waterlogged pitch but in a substitute trial game against Aldershot Services the Army won 39-9.

Meanwhile unit teams have been battling in the Army Rugby Union challenge cup competition.

The major units United Kingdom final was won by 1st Battalion, The Royal Regiment of Wales, scraping to victory over the School of Electronic Engineering, Arborfield, by a single point with a scoreline of 10-9. One try and two penalties gave the winners the edge over the three penalties kicked by their opponents. In the final of the minor units section, the Royal Artillery Junior Leaders' Regiment went down 12-27 to 1 Para Logistic Regiment.

The minor units overall final brought a resounding win for 1 Para Logistic Regiment by 62 points to nil against 31 Armoured Engineer Squadron.

Left: Cpl P Rees (1 RRW) makes a break for the line in the major units rugby final.



SSI Hewett, triple gold medal winner in the Commonwealth invitation canoe events.

placed in the medal order for her event, the women's high jump. Last year Private Lewis smashed the Army women's high jump record by eight inches, taking it to five feet seven inches.

## THE COLONEL RAN TOO

THE Prince of Wales challenge cup for the Army cross-country major unit championship went to 3rd Battalion, The Parachute Regiment, with 300 points. The team was headed by the commanding officer, Lieutenant-Colonel K Spacey, although he crossed the line well down the placings. Second was 21 Signal Regiment—winners for the past two years—with 331 points. Third was 7 Parachute Regiment, Royal Horse Artillery, with 369.

In the minor units championship the team from 16 Para Heavy Drop Company, Royal Army Ordnance Corps, re-established the supremacy it held for three years up to 1971, taking first place with 303 points. Second was 1 Para Logistic Regiment with 485 points and third, 4th Guards Armoured Brigade Headquarters and Signal Squadron with 647 points.

The Lord Horne challenge cup for the senior individual champion went to Second-Lieutenant G A B Grant (20 Medium

Regiment, Royal Artillery). Second was Warrant Officer 2 T Davies (7 Parachute Regiment, Royal Horse Artillery) and third, Lance-Corporal B Molloy (2nd Battalion, The Royal Irish Rangers). The junior individual champion was Signaller P Madden (21 Signal Regiment); second, Rifleman Kharka Bahadur Gurung (10th Princess Mary's Own Gurkha Rifles); third, Private McCash (3rd Battalion, The Parachute Regiment). The first eight seniors home will represent the Army in the forthcoming inter-Services contest.

In a second-lap drama during the Army Athletic Association's cross-country match against the Welsh Cross-Country Association, Second-Lieutenant G Grant, Royal Artillery, lost some 60 yards due to a misdirection—but he fought on to be the individual winner in the senior event.

For the first time in this series of annual matches this became a double event with a youth match added to the usual senior tussle. And in howling gales and driving rain the Army youngsters took the laurels with 63 points against the Welsh 73.

Not so happy was the overall senior result. Despite Lieutenant Grant's magnificent run into first place, the next five positions fell in quick succession to the Welsh, all five clocking in within two minutes of the leader. The next Army man home was Corporal K Jacklin, 3rd Battalion, The Parachute Regiment, in seventh place. But by now the Welsh lead was unassailable and as the rest of the runners slotted into the minor placings the final score favoured Wales with 49 points to 88.

Results of the Army youth championships:

## Sports shorts

### BASKETBALL

The Army junior basketball team put up a gallant fight against a full Yorkshire juniors under-19 side at Harrogate and scored 68 to the Yorkshire 107.

### SHOOTING

Stage one of the inter-district small-bore rifle match brought a win for South West District with a total of 3136 points. The victorious team comprised Sgt W Boxall (RAOC) (School of Infantry) 398 pts, SMI D Cuthbertson (SASC) (School of Infantry) 394 pts, Sgt Minty (DERR) (Wessex Depot) 394 pts, Col R H Gilbertson (School of Signals) 394 pts, Maj R Haywood (School of Signals) 391 pts, Capt Baird (Wessex Depot) 389 pts, Maj Matthews (School of Signals) 389 pts, QMSI D Mills (School of Infantry) 387 pts. In second place was 1st Division with Northern Ireland third. Rhine Area was fourth.

### JUDO

L/Cpl S Travis (RPC) was undefeated in all five of his bouts when an Army judo team toured Scotland. Fellow mat-man Cpl S Browning (Para) missed the same unblemished record only by losing one bout. The match ended at level pegging with two losses and two wins apiece plus one draw.

### HOCKEY

The Army side held Cambridge University to a 2-2 draw but lost 0-2 to Oxford University. The Army also lost to Oxfordshire's county side 1-2 but a match against Leicestershire resulted in a 2-2 scoreline. The under-22 team fared the same as the seniors against Oxfordshire's under-22s, losing 1-2, and lost 1-3 to Warwickshire under-22s.

### RACKETS

A third consecutive win was clocked up by 2/Lieut C Braithwaite (RAC) when he beat JUO M Craggs in straight games in the Army rackets singles championships at Queen's Club, London. Braithwaite followed this success by winning both doubles finals. He was joined in victory by 2/Lieut A Finlayson in the combined Services doubles and the inter-regimental doubles in which the pair beat The Black Watch contenders, Capt R Stopford and Lieut B Osborne.

### SOCER

The Infantry Football Challenge Cup competition in the United Kingdom has reached its final stages. First round results were: 1 DWR 2, 1 RRW 1; 2 RRF 7, 1 Cheshire 5; 1 IG 2, 2 LI 0; 3 Para withdrew against 3 RGJ; 1 Para 2, 1 RS 4; 2 R Irish 0, 2 Para 2; 1 RWF withdrew against 2 Gren Gds. Second round results so far are: 1 DERR 1, 1 RRF 4; 2 SG 2, 3 RRF 1;

Regiment, Royal Artillery). Second was Warrant Officer 2 T Davies (7 Parachute Regiment, Royal Horse Artillery) and third, Lance-Corporal B Molloy (2nd Battalion, The Royal Irish Rangers). The junior individual champion was Signaller P Madden (21 Signal Regiment); second, Rifleman Kharka Bahadur Gurung (10th Princess Mary's Own Gurkha Rifles); third, Private McCash (3rd Battalion, The Parachute Regiment). The first eight seniors home will represent the Army in the forthcoming inter-Services contest.

In a second-lap drama during the Army Athletic Association's cross-country match against the Welsh Cross-Country Association, Second-Lieutenant G Grant, Royal Artillery, lost some 60 yards due to a misdirection—but he fought on to be the individual winner in the senior event.

Results of the Army youth championships:

3 RGJ withdrew against 2 Coldm Gds; 1 IG 1, 1 PWO 0; 10 GR 0, 1 RS 10; 2 Gren Gds 2, 2 Para 5. Rhine Army results: 3 LI 3, 1 LI 0; 3 R Anglian 7, 1 SG 0; 1 Gren Gds 2, 1 R Irish 0; 1 WRF 6, 1 KOSB 1.

### SKIING

The uncrowned kings of Army skiing in the 1973/74 season are undoubtedly the men of 94 Locating Regiment, Royal Artillery, a unit repeatedly listed in the following results of major competitions.

### ARMY ALPINE CHAMPIONSHIPS

Giant slalom (Royal Artillery Cup) team: 1st 94 Loc Regt, 2nd 2 Div Regt RCT; Redhead Cup (individual): 1st WO2 A Roynon (94 Loc Regt); 2nd Lieut J W Davis (94 Loc Regt). Slalom (Sandhurst Cup) team: 1st 94 Loc Regt, 2nd 35 Engr Regt RE; India Sports Board Cup (individual): 1st L/Cpl N Doveton (2 Div HQ and Sig Regt), 2nd L/Cpl D Reynolds (35 Engr Regt). Downhill (Army Sports Control Board Cup) team: 1st 94 Loc Regt, 2nd 2 Div Regt RCT; Joslin Cup (individual): 1st L/Cpl I White (2 Div Regt RCT); 2nd L/Cpl N Doveton. Ski bob race (Rowell Trophy): 17 Trg Regt RA A team (L/Bdr D Clements, Gnr R Winter Smith). Alpine novices champion (Spencer Cup): Pte A Gough (2 R Anglian). Alpine veteran champion (Badgastein Beaker): WO2 B Wyatt (1 Div REME). Alpine unit team championship (Irish Guards and Royal Green Jackers cups): 1st 94 Loc Regt, 2nd 2 Div Regt RCT. Alpine individual championship (Army Ski Association Cup): 1st Lieut J W Davis, 2nd L/Cpl N Doveton who also won newcomers' special prize of skis with slalom bindings. Princess Marina Cup for winning team of Army ski championships: 1st 94 Loc Regt (WO2 A Roynon (captain), Lieut J W Davis, Sgt M Leach, Gnr R Ballantyne), 2nd 2 Div Regt RCT.

**UKLF/BAOR ALPINE SKI CHAMPIONSHIPS** (UKLF prize list). Giant slalom (UKLF Trophy): 1st Guards Depot (Lieut D L Budge, L/Sgt F S Robins, 2/Lieut D M Tilleard, 2/Lieut J E L Sale), 2nd Trg Regt RE; Individuals: 1st Lieut D L Budge, 2nd 2/Lieut P J Horsburgh (16/5 L). Slalom (UKLF Trophy): 1st Guards Depot (Lieut D L Budge, L/Sgt F S Robins, 2/Lieut D M Tilleard), 2nd Trg Regt RE; Individuals: 1st 2/Lieut P J Horsburgh, 2nd Lieut D L Budge. Downhill (UKLF Trophy): 1st Trg Regt RE (Cpl B Savickas, Capt G M K Smith, Lieut S Eskell, L/Cpl T Rose), 2nd Guards Depot; Individuals: 1st 2/Lieut M Kayll (16/5 L), 2nd Cpl B Savickas. Alpine combination, novice: L/Cpl T Rose. Veteran: Maj A W Petrie. Individuals: 1st Lieut D L Budge, 2nd Cpl B Savickas. UKLF Trophy for winning unit: 1st Guards Depot (Lieut D L Budge, 2/Lieut D E L Sale, 2/Lieut D M Tilleard, L/Sgt F S Robins), 2nd Trg Regt RE.

**NORDIC EVENTS**: Patrol race: 1st 94 Loc Regt, 2nd 2 Div Regt RCT, 3rd 1 Div REME. Military combination cup: 1st 2 Div Regt RCT, 2nd 94 Loc Regt, 3rd 1 Div REME. Canadian Land Forces Trophy: 1st 94 Loc Regt, 2nd 2 Div HQ and Sig Regt, 3rd 35 Engr Regt. Princess Marina Cup: 1st 94 Loc Regt, 2nd 2 Div Regt RCT, 3rd 35 Engr Regt.

### MOTOR RALLYING

This month three Army motor clubs will be among 476 organisations competing in a rally without wheels. The National Indoor Rally Championship was dreamed up by the sponsors, Ford, long before the current fuel crisis. But the shortage of petrol and ban on rallies hastened arrangements to stage the first competition. The idea is to test the paperwork skills of drivers and navigators. All that competitors need is an Ordnance Survey map, a Romer map reference plotting aid, a pair of drawing compasses, protractor, pencil and rubber.

The School of Electrical and Mechanical Engineers Motor Sports Club, plus British Army Motoring Association branches from Birmingham and BFPO 15 are among the clubs which have been running off qualifying rounds to choose their own champions. These go forward now to the national area finals to produce the final pair of champions who will get free trips to rally-paradise Finland as prizes. Second prize is a £60 voucher for parts and third prize a voucher for £30.

### BOBSLEIGHING

The Army was beaten into second place by the RAF in the inter-Service team racing event on the Cresta bobsleigh run at St Moritz. With a total time of 698.62 seconds for the three runs of their fastest four riders, the junior Service claimed the Prince Philip trophy. The Army time was 710.21 seconds.

# TELEPRINTER OPERATORS

With Prospects to over £2800

As a Specialist Teleprinter Operator in the Ministry of Defence Communications Centre in Central London you'd be working in the most modern fully automatic switching and distribution system in Europe. You'd be typing messages direct into the system and ensuring the incoming messages were distributed within your area of the Ministry. On promotion you could be handling problems at the heart of the system.

Ideally, we're looking for experienced teleprinter operators with a good knowledge of current service communication procedures. However, if you can type 40 wpm we'll consider you for training on the job. You must be of British nationality.

Starting salary, including Inner London allowance, between £17.85 pw at Age 16 and £28.35 pw at 21 or over increasing to £32.35 pw on completion of training and rising by increments to £37.05 pw. In addition to this there are excellent opportunities for extra allowances when employed on shift work, for Sunday pay and overtime. Promotion can take you on to a scale rising to £2800 or above or you might transfer to the clerical and administration side of the Civil Service. For more details and an application form, please phone Miss Anne Miller on 01-242 0222 ext 650/563 or write to her at Ministry of Defence (SPM4h)

Room 620, Lacon House  
Theobalds Road  
London WC1X 8RY

## YOU'VE JOINED "THE PROFESSIONALS" SO BUY FROM "THE PROFESSIONALS"

### HUNTERS-AVENGERS-SCEPTRES-SIMCAS-RAPIERS

Look at these Savings

	U.K. Price	German Military Price	Saving you
Humber Sceptre	1621.00	1127.00	494.00
Hunter GL Saloon	1315.00	971.00	344.00
Avenger GLS Saloon	1329.00	1009.00	320.00
Hunter D/L Estate	1279.00	971.00	308.00
Avenger 4 Dr Super	1145.00	865.00	280.00
Avenger GT	1156.00	878.00	278.00
Hunter D/L Saloon	1127.00	856.00	271.00
Avenger 4 Dr 1300	1036.00	787.00	249.00
Super Imp	879.00	706.00	173.00

Up to  $17\frac{1}{2}\%$  discount off; Large stocks to draw from;  
Up to 4 years to pay; From 10% deposit; Free delivery in  
U.K.; Car radios and stereos; Part exchange your present  
car.

# EUROCARS

WINKWORTH MOTORS (SOM) LTD.,  
PO Box 16, Bridgwater, Som. Tel. B'water 3486

For full details of how to get your new  
Chrysler car, fill in the coupon below and  
post to us

**TODAY!**

**Try us for PRICE-  
SERVICE**

**with our unchanged  
BACK UP!**

EUROCARS Winkworth Motors (Som) Ltd.

Please send details

Name..... Rank.....

Address.....

I am interested in .....  
for use in ..... Country .....

# Talking point

WITH a little head-scratching and the aid of the arrows and letters given in the diagram you can arrive at a phrase in line two which has a relationship with that in line one.

Can you then say what letters in line two correspond with blanks in line one? Send your answer—just three letters—with the

“Competition 190” label from this page and your name and address, on a postcard or by letter to:

Editor (Comp 190)  
SOLDIER  
Clayton Barracks  
Aldershot  
Hants  
GU11 2BG.

This competition is open to all readers at home and overseas. Closing date is Monday 3 June. The answer and winners' names will appear in the August SOLDIER. More than one entry can be submitted but each must be accompanied by a “Competition 190” label. Winners will be drawn by lots from correct entries.

## Prizes

1	£10
2	£5
3-4	£3
5-6	£2
7-8	Three books
9	SOLDIER free for a year
10	SOLDIER free for six months

Line 1	H	E	I	S	N	O	T	Q	U	I	T	E	L	E	G	A	L
					▲ B B	▼ K I		▼ COMMANDING	▲ E		▼ U E E	▼ F	▼ O		▼ O U I S	▲ U	▼ Y O
Line 2	A		B	A	R	R	A	C	K	R	O	O	M	L	A	W	Y
			R	T		▼ S T Y	▲ C I P	▲ E D D	?	▼ U	▼ T O M		▲ S U	F A W K E S	▼ I O U	▲ A Y O	

## Look what we found in the new Grattan Catalogue right here in West Germany.



This beautiful blue, fawn and natural check coat for me, and a very smart little Trevira coat for Paula.

You won't find it in any other catalogue, and you won't find it in any of the West German shops either!

Only Grattan has it, plus lots of other big names and exclusive Grattan fashions just for you and your family, and, if you want to, for your friends as well.

There's a wide range of other top quality merchandise too, like kitchenware, bedding and toys—700 pages of wonderful things that can bring Britain a little closer.

Easy credit terms on everything, 20, 50 even 100 weeks on some items, or cash purchase if you prefer it, and when you're with Grattan, you get commission on everything!

Fill in the coupon today, and you could bring the very special world of Grattan right into your home, no matter how far away your home may be!

*Grattan*

Please address replies to:  
N.A. Dept. Grattan (Northern) Ltd.,  
Leeds Road, Bradford BD99 9XF England.

Name \_\_\_\_\_

Address \_\_\_\_\_



## TRY A TRISHAW!

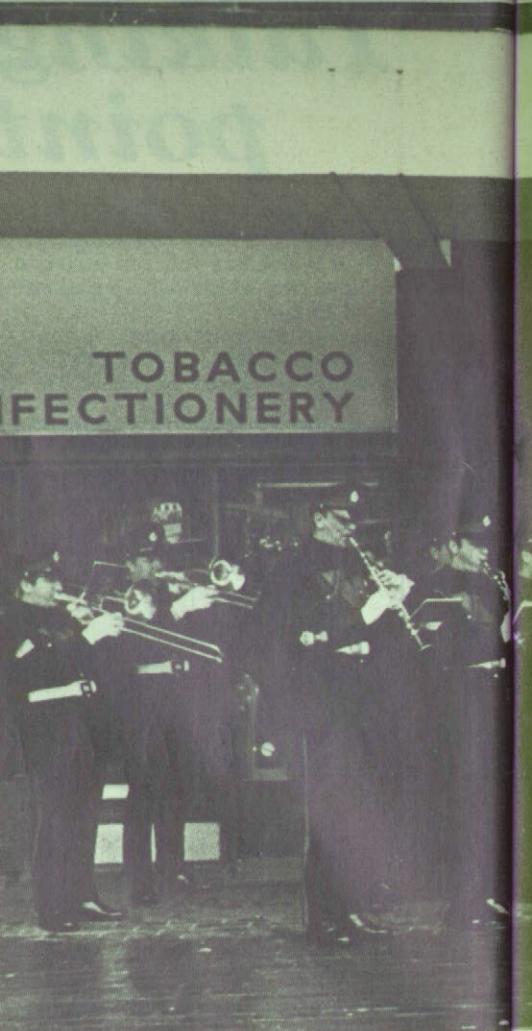


Above: Local lady dashes for cover after a lift from an Army trishaw.

Top right: The Hampshire's band in full swing in Basingstoke's precinct.

Left: Whichever way you look at it, recruits are the target of the day.

Below: Mayor of Basingstoke (left) chats to the organisers of the show.



LONG after the bulk of 1st Battalion, The Royal Hampshire Regiment, sped across the world by jet to take up its new posting in Hong Kong, a handful of Hampshire's is due to arrive after two months and 9000 miles by Land-Rover.

Members of the nine-man expedition, led by Lieutenant Paul Davis, were all new to such exploits. They planned it not only to satisfy their spirit of adventure but to visit the scene of the Gallipoli landings in 1915 when their regiment's 2nd Battalion suffered crippling losses. They hope to produce a thesis on the battlefields and the tactics used by both sides.

One of the two red-and-cream Land-Rovers being used toured Hampshire with a recruiting team just before leaving for Hong Kong. The recruiters were undaunted by the wintry weather and made no secret of the fact that they looked forward to sunnier times in the Far East. And just in case anyone missed the point, oriental trishaws—pedal-powered rickshaws—were used by soldiers to give lifts to shoppers and would-be recruits in the towns visited.

Foot and mobile patrols scoured the areas distributing information about the regiment and schools were given film shows about the Far East. Static displays were set up and the regimental band played to the accompaniment of the clatter of machine-gun bolts being cocked by the hands of the young and enthusiastic. And the prospect looked bright for a boost in recruiting to the county's regiment.

**If you're leaving the Service soon here's a money-making proposition which could set you up in Civvy Street**

**It's worth up to £10,000 p.a.**

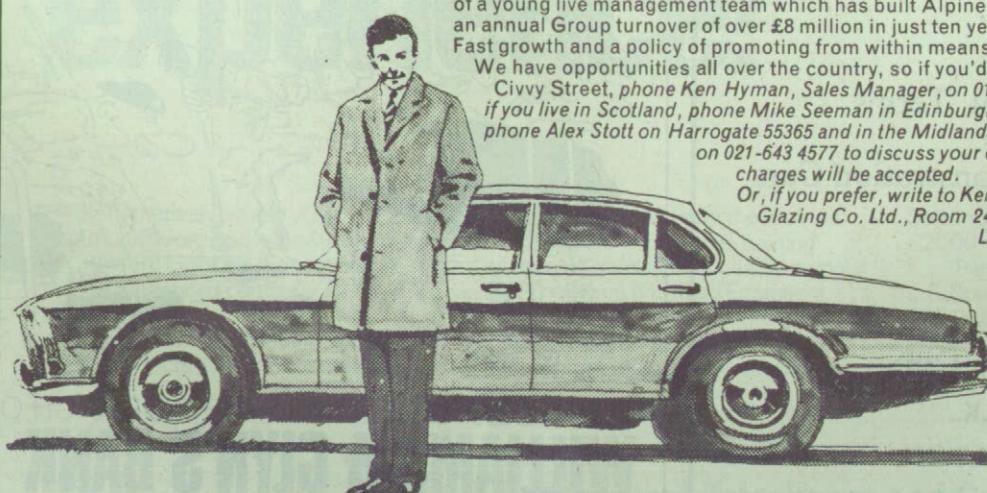
Top salesmen are making up to £200 a week selling Alpine's popular double-glazing system, replacement windows and patio doors to householders—all over the U.K. But they weren't always salesmen. They came from all walks of life, to be trained to sell the Alpine way, and build up better lives for themselves and their families.

You can join them. Whatever your background, Alpine give you the most sophisticated sales training programme in Europe, plus science-based selling aids, and the background of a young live management team which has built Alpine into a Public Company with an annual Group turnover of over £8 million in just ten years.

Fast growth and a policy of promoting from within means real opportunity for progress.

We have opportunities all over the country, so if you'd like to make more money in Civvy Street, phone Ken Hyman, Sales Manager, on 01-204 3393 ext 300. Alternatively, if you live in Scotland, phone Mike Seeman in Edinburgh on 031-336 7750, in the North phone Alex Stott on Harrogate 55365 and in the Midlands phone Tony Bull in Birmingham on 021-643 4577 to discuss your opportunity with Alpine. Reverse charges will be accepted.

Or, if you prefer, write to Ken Hyman at Alpine Double Glazing Co. Ltd., Room 243, Alpine House, Honeypot Lane, London, N.W.9, writing on the envelope 'Free Post Licence no. EDO 2309'.



**alpine**

for a warmer future

# Letters

## Trumpet and bugle calls

I am researching into the origins of British cavalry trumpet and bugle calls, and would be glad to hear from any readers who might have information to offer. We know that our official cavalry calls were first authorised and published in a manual dated 29 December 1798 entitled "The Sounds for Duty and Exercise for the Trumpet and Bugle Horns of His Majesty's Regiments and Corps of Cavalry." Most of the "sounds" therein have remained in use, little altered, to the present day. We also know that the calls in this manual were collated and edited by Trumpet-Major James Hyde, of the London and Westminster Light Horse Volunteers, who received £30 "for the trouble he has had in this business." However, Hyde did not compose the calls. In a letter from the Adjutant-General's office dated 19 December 1798 it is stated that he was merely employed to "revise the Trumpet and Bugle Soundings and to reduce them to an uniformity which is hereafter to be strictly observed, in all Regiments . . ." There is no doubt that the calls, or variations of them, had been in use for some time previously. The interesting query remains: Who actually wrote the original calls, and when? Despite research at the Public Record Office, the Ministry of Defence Library, Kneller Hall and

elsewhere, all attempts to solve this problem have failed utterly.

Of course, there are several theories, not borne out by research. One of the most intriguing is a statement by Sir John Fortescue, author of the monumental "History of the British Army." In an article on military music in Blackwood's Magazine of June 1933, he states categorically: "all of them (were) composed by Josef Haydn" but alas he offers no supporting evidence for this remarkable assertion. It is true that Haydn visited England twice in the early 1790s, and actually wrote a couple of trifling marches, for wind band, for the Derbyshire Yeomanry Cavalry, but there is not a shred of evidence to indicate that he was commissioned to write any trumpet or bugle calls. It is difficult to imagine that this eminent composer (then at the height of his fame) could have been persuaded to bother himself with such "compositions" as reveille, boot-and-saddle, stables, and the like! Fortescue admits he was not musically-minded. Perhaps he misheard the name Hyde and jumped to his startling conclusion.

Another theory suggests that the calls were devised from Continental armies. But with the possible exception of "Royal Salute"—originally known as "Parade March"—none of the European trumpet calls I have examined bear any resemblance to our own.



I shall be delighted to hear from any reader who may be able to solve a problem which seems to have baffled students of military music for at least the past century.—J M Breerton, Wern Newydd, Painscastle, Builth Wells, Breconshire, LD2 3JW.

## Marines and Guards

Reference Letters October 1972 and January, May and December 1973. From the different views expressed one can only assume that this is an endless topic. I can understand

WO2 G Evans, Grenadier Guards, and his obvious bias; we all suffer from the same complaint when talking of our corps or regiment. For me to talk about my corps, the Royal Marines, and its complete history would be more than I dare venture. Since their formation there have been few campaigns in which the Royal Marines have not been heroically and bloodily engaged. In World War One they fought at Jutland, Zeebrugge, Gallipoli and on the Western Front. In World War Two they were in the forefront of battle, in the tragic reverses at Calais, The Hook of Holland and Crete. Royal Marine survivors of HMS Repulse and HMS Prince of Wales, sunk off the Malay Peninsula in 1942, made history when they fought alongside The Argyll and Sutherland Highlanders in a composite unit which bore the proud title, The Plymouth Argylls.

In post-war years they have been engaged in Palestine, Malaya, Cyprus, Suez, Kuwait, Aden and Borneo. Today, much the same as when they were first raised, they are part soldier, part sailor. They are paid by the Navy although they have taken on the role of Britain's commandos brought about after World War Two by the disbandment of Army commandos.

The main role of the Royal Marines, as with other armed forces, is peace-keeping. In their long and arduous training discipline still plays an important part and is a "must" whether in a hot war or on police duties such as in Northern Ireland. —C/Sgt A H Bassett RM, RN & RM Careers Office, Guildford.

Following WO2 G Evans's letter (December) I feel the casual reader may be somewhat confused as to



## Gloucestershire Plate

The fourth in the series of Spode regimental plates features The Gloucestershire Regiment. It illustrates the Regimental Colour and on the border the two badges in use until 1881 with, at the top, the present badge, all linked by laurel motifs with nine inscribed battle honours on a ground of primrose, the regimental colour.

Designed in modelled 24-carat gold and rich enamels, the plate costs £29.85 in the United Kingdom and £30.90 overseas, inclusive of post-

age, packing and insurance. In a limited edition of 500, each individually numbered plate measures 10½ inches in diameter and is obtainable from Mulberry Hall, Stonegate, York, in a satin-lined presentation box, accompanied by a certificate signed by the Colonel of the Regiment, Brigadier A J A Arango-Jones.

The first three plates in this series were for The Green Howards, The 22nd (Cheshire) Regiment and The Duke of Wellington's Regiment.

and 2nd Light Infantry, the first of which had two battalions. There was an incomplete third regiment with only a sharpshooter company. The 1st/1st, 2nd/1st and 1st/2nd all served in the Crimea.

The Italian Legion also recruited just over 3000 of which 1700 came from the allied state of Sardinia. This legion comprised the 1st, 2nd and 3rd (Rifle) regiments.

The Turks formed two infantry and one cavalry divisions, each of two brigades—in all 16 infantry and eight cavalry regiments plus six batteries, engineer and transport units. The Osmani Irregular Cavalry or Bashi Bazouks were raised by an officer of the Bengal Army, William F Beatson, who held the local rank of major-general. In later life he raised two of the foundation units of the Central India Horse. There were eight regiments of 500 men. Those with Arab personnel were equipped as lancers, the Albanians as sharpshooters and the Armours

what my original letter (May) said. Therefore, in an attempt to clarify the position of Guards and Marines, I would like to say I was not suggesting that Marines were the first soldiers to serve aboard one of HM ships. The Marines were raised out of a need to keep a more permanent force of infantry ready to be embarked in a warship at a moment's notice. Hence their being stationed at or near, the principal ports of the day.

Mr Evans draws reference to Grenadier Guardsmen fighting "at sea as late as 1667." There have, in fact, been many regiments who have served as "sea-soldiers" and very much later than this date (indeed, men of the Royal Signals currently serve aboard the two LPDs, Fearless and Intrepid). The reason for infantry of the line being so employed—far from any lengthy process of training by Marines—is more likely to be because the Marines were over-committed and so had

insufficient manpower to serve not only aboard warships but also to bolster up Army positions ashore.—Lieut D J Glossop SCC (Royal Marines Reserve), Kingston and District Sea Cadet Corps, TS Steadfast, Thames Side, Kingston-upon-Thames, KT1 1PX.

## Crimean auxiliaries

With reference to Mr Hamilton's request (October/November) for information about the various foreign legions in British pay during the Crimean period, the following list might be of interest. Approval was given for the recruitment of 10,000 Germans, 5000 Swiss, 5000 Italians and a Turkish contingent of 20,000. The German Legion consisted of two light dragoon regiments, three rifle (Jaeger) and six light infantry battalions. The cavalry were 30 officers and 393 other ranks strong, and the ten company battalions 28 officers and

## NEW PEUGEOT CARS

### N.A.T.O. Discounts

Expert Advice

Part Exchanges

Overseas Delivery

H.M. Forces Credit Terms

Full Range of Demonstration Cars

Write for export file

Paul Burnham, Export Dept.

F. W. KERRIDGE LTD.

Peugeot Distributors in U.K.

1-15 BUTTS ROAD, ALTON, HANTS.

Phone Alton 82222

## Can you afford to do without a Holt's bank account?

Holt's is the Services' branch of Williams & Glyn's Bank. In today's service life, a Holt's cheque book is more than just useful. You can't afford to do without one. We can also help you with an Access card, personal loans, insurance advice, profitable savings schemes, automatic bill paying and many other bank services.



HOLT'S—THE SERVICES' BRANCH OF  
**WILLIAMS & GLYN'S BANK**

Kirkland House, Whitehall,  
London SW1A 2EB. Tel: 01-930 1701.

## How's your weapon experience?

Alternatively, would your communications know-how switch us on?

We are Europe's biggest and most experienced company in computer-based message switching systems. The market potential for these products is enormous—which

is why we are always on the look-out for engineers with Forces training who could quickly adapt as Systems Test Engineers and Field Engineers.

Career prospects are attractive—you could progress to supervisory posts and/or into systems development.

Starting salaries will be in the range £2000-£2500.

Please write with brief details to:  
L.C. Spikesley,  
STC Data Equipment & Systems Division,  
Holbrook House, Cockfosters,  
Barnet, Herts. Tel: 01-440 4141.

Standard Telephones and Cables Limited **ITT**

A British Company of ITT

**SERVICES**  
**JOBFINDER**  
SEE ALSO PAGES:  
**11, 22, 29, 31, 33, 34,  
38, 41, 43, 45, 46, 50.**

**If you require—**  
**GENUINE SURPLUS**  
• Combat Suits • Tiger Suits  
• Para Smocks • Flying Suits  
• Sleeping Bags • '58 Webbing  
or most things in Genuine Government  
Surplus

**Call Phone or write—**  
**SILVERMAN'S**  
2/8 Harford St., London E1 4QD  
Tel. 01-790 5257/8

## BADGES, PLAQUES, TIES & SCARVES

We make only the best BLAZER BADGES in fine wires and silks. Also attractive WALL PLAQUES and CAR BADGES from £2-75p each. Fine quality SAXONY WRAPS in regimental colours (University style 60" x 10") for £2.20p each; REGIMENTAL TIES £1-21p terylene, £1-87p silk repp; striped designs. All prices include VAT.

Write for Services price list—  
**D. J. PARKINSON** H.M. Services Hand Embroiderers  
(Dept. S.) 124, VALLEY DRIVE, BRIGHTON BN1 5FF, SUSSEX  
(Callers:- 15, ALBERT ROAD, BRIGHTON 1)

## BUY YOUR TOURING CARAVAN NOW AND SAVE MONEY!

We will supply service personnel at advantageous terms

1974 MODELS BY FAMOUS  
MANUFACTURERS NOW IN STOCK

MID SURREY CARAVANS Burpham Roundabout, Guildford, Surrey  
and Portsmouth Road, Hindhead, Surrey (Tel 5511) (Tel 65065)

### St. Andrew's School



### MALTON, YORKSHIRE.

Girls' Independent Day and

Boarding School (Recognised)

The School is situated on the outskirts of Malton, within easy reach of the open country, and of Scarborough, York and Leeds. The School is in spacious grounds, with new Laboratory, Domestic Science Department and good sports facilities. Main School 11-18 years, prepares girls for 'O' and 'A' level G.C.E. and University Entrance. Preparatory Department 4-11 years, Day Boys 4-8½ years. Girl Boarders from 7 years of age.

### THORNLOW SCHOOL

Buxton Road, Weymouth, Dorset.

### JUNIOR AND SENIOR SCHOOLS

Recognised by The Department of Education and Science.

An efficient boys' independent school for day and boarding pupils on the Dorset coast. Junior School from 5 (boarding from 7) and Senior School from 11 to 17. Pupils must satisfy entrance requirement standard. Very good results at G.C.E. theory and large gymnasium. There are seven acres of grounds and sportsfields affording good facilities for Soccer, Hockey, Cricket and Athletics. There is a cross-country club; a fencing club with a first class coach and a sailing club owning its own boats. Prospectus from Secretary. (Tel: Weymouth 2977).



★ YOU SAVE MONEY. Apart from the substantial savings of tax-free purchase, you can be sure of keen prices and fair part exchange from Weir Lodge.

★ U.K. EMIGRANT. May purchase a new car at our concessionary prices, with use in U.K. for 6 months when it must then be exported or Tax paid.

★ H.M. FORCES. May obtain an additional saving on Austin, Triumph, V.W., Ford or Morris.

★ BUSINESSMEN. Again six months use in U.K. then a minimum of one year overseas and two years on return to U.K. before you sell the car will escape Tax altogether.

### WEIR LODGE GARAGE LTD

BRIDGE ROAD

CHERTSEY

SURREY

CHERTSEY 64264-62047



PAGE 44

and Bulgarians were carabiniers. Attached to this force were four troops of Osmanli Horse Artillery armed with six- and 12-pounders. Finally, although not part of the British Army, there were about 1000 Sultan's Cossacks recruited from Polish refugees and Cossack fishermen from the area of the Danube mouth whose ancestors had fled from Russia about 80 years earlier. The Poles who joined this force were potential recruits to the still-born British Polish Legion.—**Brian D N Stevens, 20 Priory Avenue, Tollerton, Notts, NG12 4EE.**

### Military roads

I am writing a book on the military roads in Scotland and would be very grateful for any material on this subject (manuscript, printed source etc), covering the period 1725 to 1780, from readers and particularly curators of military museums.—**Dr William Taylor, Principal Lecturer in History, Dundee College of Education, Dundee, Scotland.**

### Sousa marches

In the December SOLDIER you reported on the record "Sousa Marches" by Men o' Brass, and I endorse that this is a welcome addition for enthusiasts. However, a favourite Sousa recording must surely be "Sousa Specials" by the Band of the Scots Guards (Major J H Howe) (reviewed SOLDIER May 69; Fontana LPS 16253), especially "The Pathfinders of Panama." This band's recording on a Fontana label of regimental marches of the British Army (reviewed SOLDIER June 69; Fontana STL 54821) is also extremely good. May I thank those military bands which, by their programmes during the months of May to September, give pleasure to many City of London office workers during the lunch periods of Wednesdays, Thursdays and Fridays at Finsbury Gardens, St Paul's and the Tower of London.

The performance given by the band of the Royal Army Ordnance Corps (Captain D R Beat) one Friday at the Tower of London will long be remembered as well

presented and introduced down to the last note of the corps march, "The Village Blacksmith."—**A J Davis, 43 Woodlands Way, Southwater, Horsham, Sussex.**

### HOW OBSERVANT ARE YOU?

(see page 18)

The two pictures differ in the following respects: 1 Fruiterer's doorway. 2 Offside headlamp of car. 3 Right curtain of top left window. 4 Top brick on right. 5 Stripe at front of soldier's belt. 6 Cat's forelegs. 7 Woman's hat. 8 Width of car seat. 9 Handle of fruiterer's basket. 10 Top of H in Ouch!

### COMPETITION

December's "Spot the Differences" (Competition 186), based on Frank Finch's monthly teaser, attracted the usual large entry. This time there were 18 differences. They were: Leading reindeer's bell clapper, leading reindeer's right hind hoof, second reindeer's tail, second reindeer's antlers, second reindeer's fur below cheek, Santa Claus's ear, Santa Claus's belt, Santa Claus's hat, star second from left, leading wolf's eye, second wolf's tooth, third wolf's front ear, "a" in "chance," curve of sledge's rear runner, machine-gun barrel lines, tree third from right, lower left branch of tree third from left, height of third mountain from left.

### COLLECTORS' CORNER



J C Andrews, 2326 Glenmont Circle, Silver Spring, Maryland 20902, USA. —Requires following to complete World War Two British uniforms: Pair field boots, pair officer's shoes for service dress, shirts, and wartime black beret. Will purchase or exchange various US, UK and other kit and badges. All letters answered.

R Holmes, 1 Whinneys Road, Loudwater, High Wycombe, Bucks.—For sale SOLDIER (unbound) 1966-67-68-69. Offers.

Capt B S du Preez, 12 Artillery Road, Military Area, Pretoria, Transvaal, South Africa.—Will purchase or exchange South African military badges for following items which must be in good condition: Full set British pattern '08 web equipment; British khaki uniform (tunic and trousers); British, German, French steel helmets. All as worn in World War One. Also World War Two German army steel helmet (double decal, rolled rim, inner liner).

M P Conniford, 12 Westdene Crescent, Caversham, Reading, RG4 7HD.—Requires photograph of wartime Guy Quad Ant 15cwt 4x4 general service truck. All letters answered, all photos returned.

R Hinchliffe, 27 Thick Hollins Drive, Meltham, Huddersfield, HD7 3DL.—Wishes purchase British medals and cap badges. Would exchange for metal model 54mm or wargame figures if preferred.

Capt V J T Sharpe (Retd), 31 River-view Street, Tamworth, NSW 2340, Australia.—Requires copy of "The Diary of a Yeomanary Officer" by Maj O Teichman. Please write giving details of price etc; also wishes purchase copy

### Prizewinners:

1 Maj R R Hughes, 3 Sanderstead Close, Atkins Road, London SW12.  
2 Masters Guy and Gary, c/o WO2 Barnett, 51 Bty, 24 Msl Regt, BFPO 20.  
3 Gnr B Cawley, G Tp, HQ Bty, 2 Fd Regt RA, BFPO 24.  
4 L/Cpl R E Jeacock, 1 Queens, Kiwi Barracks, Bulford, Wilts, SP4 9NY.

5 Maj J H Lytle, USASMAS, Mapex Tm (Japan) MKLO-J, APO San Francisco 96343, USA.

6 Sgt C T Hall, 10 Malpass Road, Worthy Down, Winchester, Hants.

7 Rebecca Katcher, 2411 Olive St, Philadelphia PA 19130, USA.

8 Gnr P Barker, 6 Bty, 27 Med Regt RA, BFPO 107.

9 Mrs S Donovan, c/o Cpl D A Donovan, 25 Tpt & Mov Regt RCT, BFPO 39.

10 J/L/Cpl M A Stafford, HQ Sqn, JLR, RAC, Bovington Camp, Wareham, Dorset, BH20 6JB.

11 A. Luke, 1 The Green, Crawley-side, Stanhope, Bishop Auckland, Co Durham.

12 Sig A W Rankin, 28 UK Bde HQ & Sig Sqn, BFPO 5.

13 J Soutar, 18 Gisborne Close, Mickleover, Derby.

14 Mrs P R Rossiter, c/o Offrs Mess, 7 Sig Regt, BFPO 15.

15 R F Chadwick, 28 Marion Avenue, Shepperton, Middx, TW17 8AY.

### REUNIONS

15 Hwy (Coast) Bty RA OCA; all Far East Coast Artillery 1924-49; REME/AER 1950-1963. Reunion at The Drive Hotel, Old Town, Eastbourne, 27 July. Hon Sec: D A Knight, 79 Tyrrell Ave, Welling, Kent, DA16 2BT.

27 April, 7.30 pm. Tickets £1 from RAOC Secretariat, Deepcut, Camberley, Surrey.

Armourers. 20th reunion Saturday 11 May 6.30 pm, Royal Green Jackets Drill Hall, 56 Davies Street, London W1. Open to all who are serving or have served at any time as armourers or artificers weapon in RAOC or REME. Details and application forms from Maj (Retd) M G Chetwry, 52 Copthorne Rise, Warminster, Wilts. Closing date for application 1 May.

Royal Military Police Association. Reunion dinner Saturday 4 May, TAVR Centre, 132 Upper Tulse Hill, Brixton, London SW2 2RP. Tickets £3 (including dance after dinner) from Secretary RHQ/RMP, Roussillon Barracks, Chichester, Sussex. Wives (and husbands of lady members) welcome. Limited single male accommodation in TAVR Centre on written request to RHQ/RMP.

1st The Queen's Dragoon Guards.

Reunion dinner Saturday 4 May at The Surrey Tavern, Kennington Oval, London. Tickets £2 from Maj G Alsop (Retd), Home HQ, 1st The Queen's Dragoon Guards, Territorial House, Sundorne House, Shrewsbury.

The Royal Hussars. All Old Comrades, wives, family friends, invited to fifth annual reunion dinner, Barkers Penthause Restaurant, 7.15 pm, Saturday 4 May. Doors open 6.40 pm. Apply Home HQ, The Royal Hussars (PWO), Lower Barracks, Winchester, Hants.

15th/19th The King's Royal Hussars Regimental Association. Annual dinner and dance Saturday 4 May, Apex Banqueting Suite, Olympia, London W14, 6.30 pm for 7 pm. Tickets from Secretary, Maj (QM) B O Simmonds (Retd), Home HQ, 15th/19th The King's Royal Hussars, Hutton Terrace, Sandysford Road, Newcastle-upon-Tyne, NE2 1SH.

# Join the other professionals!

Civvy street might seem a bit dull after HM Forces. Of course plenty of people are content with a routine day-in-day-out type of job—but with your experience you would know what's missing!

There is one career you can start now, providing you're under 40, which is full of variety, well paid, and which gives you a genuine sense of satisfaction. Not to mention a little excitement occasionally.

Join the Birmingham City Police. The training is first-class (it has to be; a policeman is expected to know what to do in any situation). There are very good

promotion prospects. And on top of your salary, you get a free house or generous rent allowance.

Few careers are as interesting—and important—as the Police Force. Think about it. You can get all the information by sending in the coupon.

To Chief Inspector S. Longcroft BEM, Birmingham City Police, Tally Ho! Centre, Pershore Road, Birmingham B5 7RN. Please send me more details about a career in the Police. I am 5'8" or more, and physically fit.

Name \_\_\_\_\_

Address \_\_\_\_\_

Age \_\_\_\_\_



Birmingham City Police

FIGURES BY: OLIVE-STANDISH  
—LASSET-HINTON HUNT-ROSE  
—LAMMING-HINCHLIFFE-ETC.

### BILLING BOAT KITS



These are very complete and highly detailed models but the fittings are as necessary as the actual boat kit. Full instructions with each.

Kit. No.	Boat and Cost	Fittings
401	Gina	£4.09
403	Mjellem	£3.60
408	Jylland	£7.18
410	Dannebrog	£5.00
412	Lille Dan	£4.30
415	Danmark	£7.27
420	Neptun	£4.55
422	Zwarte Zee	£6.82
424	Marcantic	£7.11
431	Santa Maria	£4.32
437	Norske Love	£9.77
440	Wasa	£5.18
443	Progress	£6.00
448	Dragon	£4.77
450	Dobuslan	£5.18
452	Bluenose	£5.18
454	Sperwar	£5.73
456	Vikingskibat	£4.50
457	Krabbenkutter	£4.55
459	Cutty Sark	£8.41
461	Statem Jacht	£8.41
463	Spanish Galleon	£7.23

**V.A.T.**  
Please add 10% to all orders including cost of postage and packing, except books.

**Post & Packing U.K.**  
Please add 10% to all orders up to £5 (minimum 10p). Over £5 post free. C.O.D. charge 45p.

Overseas Post and Packing extra

### PRICES STATED

Riko Veteran Car Kits  
1/16th 1935 Morgan £2.91  
1/16th 1928 Lincoln £4.54

### CARS

A.M.T. 1/25 Commercial  
Peterbuilt Truck £3.11  
LNT-8000 Ford Truck £2.54  
Fruehauf trailer £3.11  
Kenworth 8-825 Long nose £3.11  
Fruehauf Ext. Bost Van £2.54  
Ford C-900 Tractor £3.11  
Diamond Reo Tractor £3.11  
White Western Star £3.11  
Tralmobile/Allied Moving Van £3.11  
White Freightliner Dual drive £3.11  
Ford Snow Plough £4.36

### 1/43rd Commercial

Peterbuilt 359 Conventional £2.18  
Fruehauf Reefer £1.95  
Kenworth Cabover £2.18  
Fruehauf Exterior Bost van £1.95

**B.M.W. MODELS, 327-329 HAYDONS RD, WIMBLEDON, LONDON, S.W.19 01-540 7333/4**

YOUR INTERNATIONAL  
MODEL MAIL ORDER HOUSE



DECALS BY: A.B.T.—DRI-DEC  
ALMARK—RIKO/YEOMAN—ETC.

### STANDISH 54 mm METAL FIGURES

#### Napoleonic Period, Allied

Duke of Wellington; Duke of York; Earl of Uxbridge; Highland Dress; Officer in Breeches; Officer in Kilt; Private; Royal Fusiliers Sergeant; Private; Drummer; Foot Guards; Sergeant; Private; Rife Brigade Officer; Line Infantry (Peninsular) Officer; Private, Sergeant; Line Infantry Sergeant; Private; Line Dragoon Officer (1806); Hussar Officer in Campaign Dress; Royal Horse Artillery Officer; Household Cavalry Officer; Trooper; Dragoon Guards Officer; Trooper; Foot Guards (1816) Officer; Lord Nelson; Prussian Guard Grenadier Officer; Russian Line Grenadier Officer; Brunswick Black Corps Private; Polish Infantry Private; British Line Infantry Battalion Co. Private; British 17th Light Dragoon 1777; Hessian Grenadier 1777; American in Buckskins 1777; Prussian Line Grenadier, Private.

#### Napoleonic Period, French

Napoleon as 1st Consul; Revolutionary Grenadier; Murat; ADC to Murat; ADC with Busby; Marshall of France; Cuirassier General; Colonel Gouraud (ADC to Napoleon); Hussar Officer in Shako; Empress Dragoon Officer; Trooper Carabinier in Bearskin, Officer, Trooper; Light Infantry Carabinier Officer; Trooper; Imperial Guard Grenadier Officer; Line Infantry Grenadier; Officer, Officer (Campaign Dress), Fusilier, Field Officer in High Boots, Officer, Cocked Hat; Grenadier a Cheval Officer.

#### Other Periods

British Grenadiers; 1700 Private, 1777 Private, 1777 Drummer.

#### Assembled 82p each

### KITS WITH A DIFFERENCE

Leonardo da Vinci Inventions  
Moveable Crane £1.81

Steam Cannon £1.81

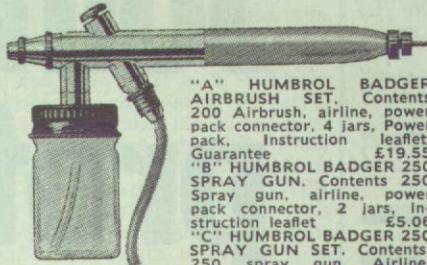
Self propelled boat £1.81

### RIKO

1/3rd Honda C8750 £6.36

1/6th Human Body with transparent parts £1.81

### HUMBROL BADGER AIR BRUSHES



Power pack connector, 5 jars, power pack, Instruction leaflet £6.36

**OTHER AIRBRUSHES**  
1000 XF Super fine line air brush with cup £20.75  
100 IL Super fine line air brush with jar £20.75  
150 IL Poster Air brush £23.00

**BADGER ACCESSORIES**  
20 oz propellant £1.00  
12 oz propellant 65p  
MP 1033 Portable air compressor with adaptor £32.19  
50-029 Tyre adaptor 84p  
50-0052 Spare jar with lid 19p  
50-0241 Jar gaskets (3) 24p

## Instructors Computer Engineering

As one of the largest and most successful computer manufacturers, we place particular importance on the maintenance of a high level of customer service. Our equipment is among the most advanced in the world today. Highly sophisticated hardware used by top companies and organisations in commerce, industry, science and government.

Our Customer Engineering organisation is, therefore, immensely important to us if we are to maintain the high standards we have set ourselves over the years, during which we have pioneered much of the advanced technology in use today throughout the industry.

We are looking for Instructors to join the Headquarters staff of Customer Engineering to give courses on all aspects of UNIVAC hardware and engineering software. We require men with practical electronics experience and the ability to communicate effectively. Full product training will be given at our Education Centre in West London, or in Switzerland.

Competitive salaries, good conditions and fringe benefits are offered. Attractive opportunities exist within the international Sperry Rand organisation. Future career prospects in the computer field are excellent.

Write with personal and career details quoting ref. to: Personnel Manager, Sperry Univac, Univac House, 160 Euston Road, London, N.W.1. Tel: 01-387 0911.

**SPERRY + UNIVAC**  
PROFIT FROM EXPERIENCE

## Leaving the Service?

Why not follow the example of hundreds of ex-Servicemen and join the

## MINISTRY OF DEFENCE POLICE

Vacancies for Constables exist at establishments in various parts of the United Kingdom. Starting pay is £1,332, rising to £1,875 per year. Service pensions are not affected. Opportunities for housing at some establishments. Promotion prospects to the highest ranks. Opportunities to specialise—CID, Dog Handling, Water Police.

## Interested?

Then if you are aged 19 to 49, at least 5' 7" in height and physically fit, fill in the coupon below and send it off today, particularly if you are within six months of leaving the Service.

To: Chief Constable  
Ministry of Defence Police  
Empress State Building  
London SW6 1TR

Name: .....

Address: .....

Please send me full details

SR

Age: .....

# Books

## WORLD WAR ONE

"The Great War 1914-1918" (Marc Ferro)

One Paris library, says M Ferro, has collected 50,000 titles on World War One. In adding to this formidable total, he investigates the pressures on society at the time, the revolutionary tensions of the war years, the social forces and movements at work.

Fifty years later, with the orthodoxies of the time getting into perspective, the mistakes of our grandfathers are becoming clearer. One of the author's striking paragraphs is on the war leaders who did not realise that war had entered an industrial era. "They were medieval knights who had entered a modern age," he writes. "It is significant that, having used motorcars to get about for the whole of the war, they insisted on taking part in victory parades on horseback, and believed that a nation disarmed was a nation conquered."

What will our own grandchildren think of generals who fly around the world in jet aircraft and helicopters yet take part in parades in mere motorcars?

Routledge & Kegan Paul, Broadway House, Carter Lane, London, EC4V 5EL, hardback £3.50, paperback £1.60

RLE

## HORSED SOLDIER

"Soldier On" (Colonel Sir Mike Ansell)

Sir Mike Ansell belonged to one of the last generations of horsed soldiers. In the 5th Royal Inniskilling Dragoon Guards in the 1920s and 1930s, he rode horses for work and sport, so much for sport that one wonders when the serious soldiering was done. In July 1935 he was appointed an instructor at the Weedon equitation school and had scarcely got there when he was invited to America to play polo. The challenge of mechanisation decided him. "Polo might take me away for a year, but Weedon would take me away for three during the vital stages of the cavalry's change-over to mechanisation."

By today's businesslike standards, it was an incredible dilemma to face an officer. Sir Mike, of course, defends the system. It was good for junior people to do his job while he

was away, he says, though he fails to mention if any more senior people contributed to his own education that way.

The author, whose personal "mechanisation" does not get a mention, took command of The Lothian and Border Yeomanry in World War Two and fought their tanks with distinction in France before being wounded and taken prisoner. After the war, though blind, he took up flower-growing on a commercial scale, built British show-jumping to its present eminence as a spectator sport, and became colonel of his regiment. He is undeniably a good advertisement for the old cavalry system, and his book makes good reading, too.

Peter Davies Ltd, 15-16 Queen Street, London W1, £2.75

RLE

## IRA TARGET

"The 'B' Specials: A History of the Ulster Special Constabulary" (Sir Arthur Hezlet)

The USC was disbanded in 1970 and replaced by the Ulster Defence Regiment. The main difference between the two bodies is that the new men are soldiers and not policemen. The USC had been raised 50 years earlier, for service in the North of Ireland as part of a three-tier force—A Specials for full-time service, B Specials for part-time service and C Specials for emergencies.

The B Specials became a Protestant body because Roman Catholic organisations actively discouraged their members from joining. The IRA proclaimed that any Catholic who joined would be treated as a traitor, and tried to murder an early Catholic recruit. For the next half-century, as the B Specials loyally and steadily carried out their duties, says the author, they were the target of IRA lies and abuse.

Finally, in Admiral Hezlet's words, "The force was killed by a vicious and mendacious propaganda campaign which was widely believed in Great Britain. This disbandment solved nothing, the 'troubles' in Ulster escalated and their old enemy the IRA flourished and was greatly encouraged by their departure."

Pan Books Ltd, 33 Tothill Street, London SW1, 75p

RLE

## SUPER-GENERAL

"Generalissimo Churchill" (R W Thompson)

Winston Churchill was a man of parts, of too many parts, and it is dangerous to focus on one of them, says Mr Thompson. But he does just that, making a study of Churchill in one of his least successful roles, the super-general. He was a near-disaster for the nation, saved by his chiefs of staff. Churchill the romantic, the super-general, was responsible for the



Greek adventure in 1941 which ended disastrously and threw away the fruits of Wavell's desert victory.

He was seen at his worst in the sacking of Wavell in 1941, by Sir Desmond Morton, of his personal staff. Churchill prowled his room, muttering, "I wanted to show my power," wrote Sir Desmond to the author, adding that it was the first time he ever deeply disliked Churchill and realised the depths to which he could sink.

The following year the super-general was equally ungrateful and unreasonable when he sacked Auchinleck, but this was his swansong. Not only did the Alexander-Montgomery partnership refuse to allow itself to be harassed but the zest for super-generalship was gone. The heroic days had been replaced by the advance to final victory and Churchill was more heavily involved in his proper role as statesman.

Hodder & Stoughton Ltd, St Paul's House, Warwick Lane, London, EC4P 4AH, £3.50

RLE

## MERCENARIES

"The Wild Geese: The Irish Soldier in Exile" (Maurice N Hennessy)

Although Irish soldiers have served in foreign armies since the beginning of recorded history, the first mass movement into exile came in 1690 when Patrick Sarsfield took 11,000 fighting men to France. Others followed and soon there were 30,000 hovering on the coasts of France awaiting an invasion.

Louis XIV used the Irish as assault troops in the wars of the League of Augsburg and the Spanish Succession. In these and subsequent conflicts they were bled white until 1791 when they were no longer required. Many went into service with

Spain, Austria, Germany and Italy and won great honour for themselves. Peter de Lacy became a field-marshal in the Russian army and Ulysses von Browne achieved the same in the Austrian army.

Three of Washington's best generals—Henry Knox, Anthony Wayne and John Sullivan—were Wild Geese and so popular was the USA with the Irish that some 2,000,000 went there in the years 1840-1860. In the Civil War both sides had purely Irish units such as the 69th of New York and the Louisiana Tigers. In the winning of the West the Irish played a significant part and more than 50 who fell with Custer were Irish-born.

Sidgwick & Jackson, 1 Tavistock Chambers, Bloomsbury Way, London, WC1A 2SG, £3.25

AWH

## IGNORANCE AND BLUNDERS

"The Burma Wars 1824-1886" (George Bruce)

In January 1824, King Bagyidaw of Ava presented, at a rather glittering ceremony, a pair of golden fetters to his senior field commander, Maya Bundula. The king intended that these should be placed round the hands and feet of the British Governor-General of Calcutta whom he had sworn to capture. If the king underestimated the British, the British were equally ignorant of the Burmese; Major-General Sir Archibald Campbell actually thought the Burmese would welcome him as a liberator from their tyrannical king.

Maya Bundula thus began his march on Bengal to launch the first—and longest—of three wars.

In this sparkling book, Mr Bruce presents a well-researched and concise account of those wars, highlighting the ignorance and blunders which marked their progress and the steadfastness and courage displayed on both sides. Of particular interest to students are the Burmese tactics of digging-in. Their strongpoints and use of cover anticipated World War One trench warfare.

Hart-Davis, MacGibbon, 3 Upper James Street, London, W1R 4BP, £3.95

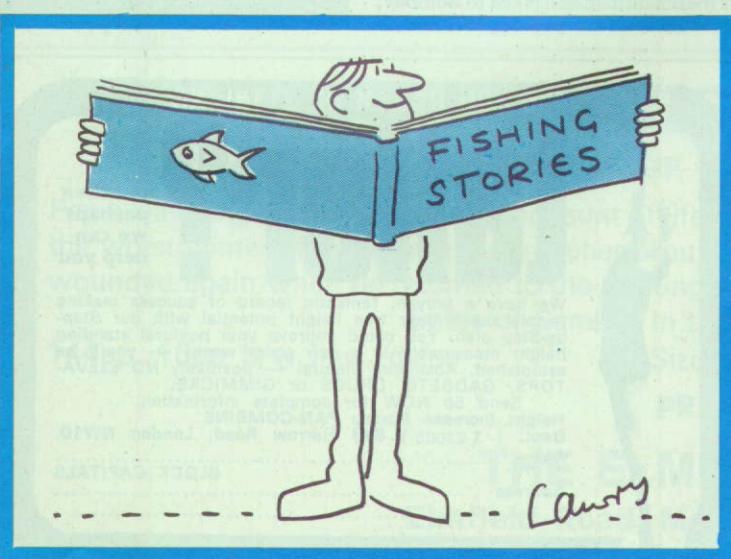
JCW

## DEVELOPING SCIENCE

"Secret Warfare: The Battle of Codes and Ciphers" (Bruce Norman)

Uncrackable codes are vital to the spy and in this engrossing book Mr Norman presents a history of codes and ciphers from the time of the Greeks to the present day. He explains early and basic code techniques and graduates to techniques which have been used in real situations. He covers substitution and transposition ciphers, machine ciphers, open and commercial codes, picture codes, secret inks, microdots and one-time pads. He goes on to describe how codes are cracked—and then tells some of the stories that have happened in consequence.

There is the Zimmerman telegram which, by promising US territory to Mexico in return for helping Germany, brought the United States into World War One; the French code-break which saved Paris and allied defeat in 1918; the cracking of



a code which enabled the Americans to ambush Admiral Yamamoto, the Jap naval genius; the German smashing of the Red Orchestra Soviet spy ring; and the Portland spy ring. There are many more, and always the emphasis is on espionage as a developing science.

*David & Charles Ltd, South Devon House, Newton Abbot, Devon, £2.50*  
JCW

## RED ORCHESTRA

*"Codeword: Direktor" (Heinz Hohne)*  
Herr Hohne tells the fascinating story of the spy-ring which has been described as "one of the most fantastic espionage networks of this century"—the Rote Kapelle (Red Orchestra). Fantastic is hardly a strong enough word to describe the ring. In the early 1940s it had informants in Hitler's high command, in various industries and in the German Foreign Ministry. It had training officers, skilled passport forgers and a host of agents and radio operators. It had centres in Germany, Switzerland and the occupied states of France, Belgium and Holland.

Troop movements, aircraft production figures, military intelligence operations, propaganda ministry and economics conferences were all faithfully monitored and reported to Moscow. But the Red Orchestra had its Achilles heel. When the Gestapo and the Abwehr stumbled on their first secret transmitters, one Soviet spy after another went over to the Germans. In a comparatively short time the whole organisation was secretly rolled up and "turned" to pass false information to Russia. That is why no one heard of the Red Orchestra until after the war.

*Pan Books Ltd, 33 Tothill Street, London SW1, 65p*  
JCW

## SOLIDLY BUILT

*"Architecture of Aggression" (Keith Mallory and Arvid Ottar)*  
This title seems to have been chosen for alliteration rather than aptness since the most important buildings described were for defence rather than offence—the fortresses and pillboxes of World War One, Maginot Line, Atlantic Wall, West Wall and the bomb-proof shelters of World War Two.

You could certainly call mobile Zeppelin sheds, V-weapon sites, sub-

## ENEMY AT THE GATES

### The Battle for Stalingrad

by William Craig



marine pens and even Mulberry harbour tools of aggression, but Nissen huts? Air raid shelters? Postwar prefabricated houses?

The above list gives some indication of the wide scope of this interesting and plentifully illustrated book on a subject which has received scant attention. It will be invaluable to archaeologists of future generations digging up vast lumps of 20th century concrete (is there not an indestructible flak-tower buried under an artificial hill in Berlin?)

*Architectural Press Ltd, 9-13 Queen Anne's Gate, London, SW1H 9BY, £6.50*  
RLE

## MILLION AND A HALF CASUALTIES

*"Enemy at the Gates: The Battle for Stalingrad" (William Craig)*

When the German Sixth Army, irretrievably cut off from all outside aid, surrendered at Stalingrad, it marked a turning point in the war. Germany lost more than 400,000 troops killed or captured; on top of that went 200,000 Rumanians, 130,000 Italians and 120,000 Hungarians. Soviet losses have been calculated at some 750,000 killed and wounded.

The inspired defence of Stalingrad by Yeremenko and Chuikov put new heart into every Russian; the rekindling of the flames of patriotism and resistance were almost as important as the destruction

of Paulus's army. William Craig's superb account of the battle and its aftermath is the result of four years' research.

He tells the story through the eyes of many witnesses—generals and privates, colonels and corporals, infantrymen and gunners, quartermasters and clerks—and presents their evidence in a haunting and unforgettable book.

If the German drive to the Volga was incredible, the Russian counter-attack, the great pincer movement mounted by Zhukov and Vasilievsky, was more so. Even the brilliant Manstein could not pierce the iron ring around Stalingrad. The surrender brought no end to Sixth Army's sufferings.

Thousands of prisoners perished through cold and starvation in the Siberian camps and there were worse horrors ahead. Cannibalism broke out among the prisoners and the Russians were forced to recruit anti-cannibal squads.

The last of the Stalingrad prisoners returned to West Germany in 1955—12 years after their surrender. Of the 107,000 Germans the Russians admitted capturing, fewer than 5000 returned.

*Hodder & Stoughton Ltd, St Paul's House, Warwick Lane, London, EC4P 4AH, £3.95*  
JCW

## PRAHU TO CEYLON

*"Escape From The Rising Sun" (Ian Skidmore)*

"Seven miles up the coast you will find a fully equipped Malay prahu. You will board her and proceed to Ceylon." Simple enough instructions, except that Ceylon lay 1500 miles away across the Indian Ocean, it was the monsoon season and Jap planes and warships could be expected to show up at any time.

Major Geoffrey Rowley-Conwy, a Royal Artillery battery commander, had escaped to Sumatra with the men of his unit as Singapore surrendered. Now he found himself aboard the prahu with other escapees selected by the senior British officer at Padang. It was to be a month-long journey punctuated by more dangers.

First came waterspouts and reefs, then Jap planes day after day. After a fortnight at sea, they were machine-gunned by a Jap bomber. Finally, after drifting off the Ceylon coast for several days, they were picked up by a merchantman and taken to Bombay.

This is an escape story well worth

the telling, a fine example of what determined men can do if they wish to live to fight another day.

*Leo Cooper Ltd, 196 Shaftesbury Avenue, London, WC2H 8JL, £3.25*  
JCW

## VICTORIAN EMPIRE

*"Colonial Small Wars 1837-1901" (Donald Featherstone)*

The 19th century was the great age of British imperialism when the Empire stretched from the towering peaks of the Canadian Rockies to the steaming jungles of the Malayan peninsula. To hold it the Victorians had to fight something like 50 small colonial wars.

British soldiers rode into battle on elephants, camels, bullocks, donkeys, yaks and mules, sweated their way across the dusty plains of India, froze in the snow-covered wastes of Canada, held firm the squares at Tofrik against the fanatical dervishes, were humiliated by the sturdy Boers at Majuba and were annihilated by the bloodthirsty Zulu impis at Isandhlwana. Men of every colour and creed faced their bayonets: French-Canadian trappers in 1837, Tartar horsemen in China in 1840, Australian miners at the Eureka Stockade in 1854, Maori warriors in 1861, archers in Bhutan in 1868 and the unconquerable Afridis of the Khyber Pass.

It is fashionable today to condemn colonialism but it is difficult not to feel a glow of satisfaction in reading of the gallant tales of our forefathers.

A delightful book to read, clear

## Colonial Small Wars 1837-1901

45 Victorian Campaigns Described and Illustrated with 70 Maps

*Donald Featherstone*



## Morcott Hall

### Boarding School for Girls



The School is fully Recognised as Efficient by the Department of Education and Science. Boarders are accepted aged 8 to 18 years. There are four separate Boarding Houses arranged according to age. There is a separate Junior School for girls aged 7 to 11 years, and in the Senior School full courses are available for G.C.E. 'O' Level and 'A' Level Examinations. Fees allied to Forces Grants. Apply—The Secretary Morcott Hall School Nr. Uppingham Rutland.

DO YOU DREAM OF STANDING

# taller?

... then  
perhaps  
we can  
help you

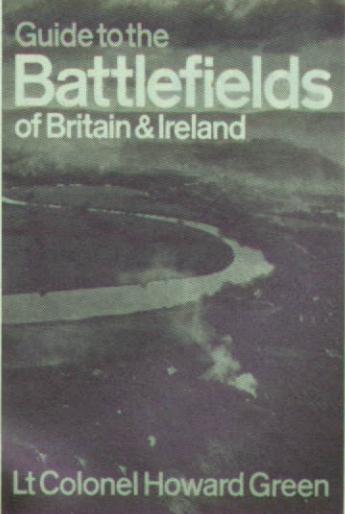
We have a proven, fantastic record of success making people reach their true height potential with our Step-by-Step plan. You could improve your postural standing height measurably in a few short weeks — you'll be astounded. Absolutely natural — positively NO ELEVATORS, GADGETS, DRUGS or GIMMICKS.

Send 5p NOW for complete information.  
Height Increase Bureau PAN-COMBINE 843 Harrow Road, London NW10.

Name .....

Address .....

BLOCK CAPITALS



Lt Colonel Howard Green

and incisive, with a superb collection of maps and diagrams.

David & Charles (Holdings) Ltd, South Devon House, Newton Abbot, Devon, £3.95

AWH

## HUMAN DYNAMO

"Churchill (War Leader Book 9)" (David Mason)

Field-Marshal Montgomery once called Churchill "the greatest living Englishman." He had his faults and he made mistakes but his will drove Britain through her "finest hour." His spirit, communicated to the British people in those stirring speeches, stiffened everyone's backbone and when in 1940 Britain stood alone, it was Churchill who convinced Britain and the world that all was not lost, that victory was still the aim. He was right of course and, though there were to be even darker days, he led Britain to final victory.

Since those days his conduct of the war has been subjected to close analysis and he has been judged to have been mistaken in many of his beliefs, misguided in many of his decisions and headstrong in many of his actions. But he was the human dynamo which thrust power into the British war effort.

Mr Mason presents a compelling account of Churchill's war with Hitler, a war which Churchill began two decades before the actual outbreak of hostilities when he alone recognised the implications of resurgent militarism in Germany. This is a most valuable addition to the Pan/

Ballantine Illustrated History of World War Two.  
Pan Books Ltd, 33 Tothill Street, London SW1, 50p

JCW

## FOR THE MOTORIST

"Guide to the Battlefields of Britain and Ireland" (Lieutenant-Colonel Howard Green)

This is an interesting little guide-book designed for the motorist with time to spare and who prefers to drive in comfort to the scene of a battle. It has the advantage that accounts of the various engagements are extremely short and to the point.

Nearly 50 battles are listed. Some ten are in Scotland and four, mainly sieges, in Ireland. Of the English battlefields, five are on the Scottish border, six are in Yorkshire and at least eight in the Severn Valley.

As one might expect, many of the battles involved the English against the Scots: The Standard, Bannockburn, Halidon Hill, Otterburn, Flodden, Pinkie, Dunbar, Worcester, Killiecrankie, Sheriffmuir, Prestonpans, Falkirk and Culloden. The bulk of those fought in England fall into two distinct periods, the Wars of the Roses and the English Civil Wars.

Some of the scenes of past carnage are marked by the physical efforts of men, such as Hadrian's Wall, while others, like Glencoe, are remarkably served by nature itself.

A handy pocket-guide for the military motorist.

Constable Publishers, 10 Orange Street, London, WC2H 7EG, £2.25

AWH

## CLOAK AND DAGGER

"Spies of the OSS" (Robert Hayden Alcorn)

Mr Alcorn claims to have been the officer responsible for financing the clandestine operations of the Office of Strategic Services in Europe in World War Two, and that the stories he tells are true.

A French officer, pretending to be a deaf-mute, got a job as cleaner in the Gestapo Paris headquarters and raided the files. An Italian woman had so devious a career as a double agent that she can hardly have known which side she was on. A Eurasian lady slept around well-informed circles in occupied Europe to gain information. A Norwegian seaman sabotaged and killed in his own

country until he slept with the wrong woman.

Less conventional is the tale of a young American officer who made clandestine contact with a "Gurkha chieftain" who hated the British. Through this officer, the OSS recruited Gurkhas for sabotage work against the Japanese.

Robert Hale & Co, 63 Old Brompton Road, London, SW7 3JU, £2.50

RLE

## In brief

"El Alamein to the River Sangro"—"Normandy to the Baltic" (Montgomery of Alamein)

These two books, published respectively in 1948 and 1947, are now reissued in one cover. They are well illustrated with photographs and maps. Crisply written, they have weathered their first quarter-century well and rank among the classics of World War Two.

Barrie & Jenkins, 24 Highbury Crescent, London, N5 1RX, £4.95

"Army Uniforms of World War II" (Andrew Mollo)

The uniforms, personal equipment and weapons of the men who fought in the armies of 24 nations in World War Two are described and pictured in this handy reference.

National characteristics are outlined in a series of introductory notes but the outstanding feature of the book is Malcolm McGregor's 208 figure drawings—all in colour and each based on contemporary photographs. Thus, Montgomery, Hitler and many other war leaders can be picked out and, for that matter, any World War Two veteran might recognise himself as he scans the pages of life-like illustrations.

Blandford Press, 167 High Holborn, London WC1, £1.50

"Uniforms of the Napoleonic Wars 1796-1814" (Jack Cassin-Scott)

Eighty colour prints depicting uniforms of armies involved in the Napoleonic wars provide the background to what amounts to a potted history of the period 1796 to 1814. Each plate is accompanied by a well-researched descriptive text tracing the evolution of the uniform concerned and the campaigns in which it saw service.

Britain's 10th Royal Hussars, Sweden's Royal Life Guards, Denmark's King's Life Rifle Corps, France's Corsican Regiment, Rus-

sian Light Infantry, Austrian Grenadiers, Polish Artillery, Portuguese Caçadores, Prussian Landwehr Infantry... and so the list proceeds with regiments and corps seemingly rivalling each other in the picturesqueness of their attire.

Jack Cassin-Scott's illustrations, John Fabb's military research and Philip Haythornthwaite's text all add up to a rewarding little volume.

Blandford Press, 167 High Holborn, London WC1, £1.65

"Battle Honours of the British Army" (C B Norman)

Proof indeed of success, this classic work of reference first published in 1911, reprinted in 1972 (reviewed in SOLDIER February 1973), now makes a welcome reappearance as a paperback. The battle honours of British regiments and how they were won, from Tangier in 1662 to the Boer War, are described in 500 well-indexed pages. A feature of the book is the regimental casualty lists accompanying each battle or action.

David & Charles Ltd, South Devon House, Newton Abbot, Devon, £1.95

"Airfix Magazine Annual 3" (Edited by Bruce Quarrie)

Monty's Humber is a give-away, but could you recognise the mangled remains of a Russian BA10 armoured car or the burnt-out wreck of a Mark IV tank from contemporary photographs? These are illustrations in a photo-quiz, one of the fascinating features of this book for modellers.

Among other items are basic armoured fighting vehicle modelling, making a French trench gun team, converting a basic hussar figure into Lord Cardigan at Balaclava and constructing a replica of the Hougoumont chateau at Waterloo.

This book contains much useful information for military modellers but it suffers from having no coloured illustrations apart from the cover.

Patrick Stephens Ltd, 9 Ely Place, London, EC1N 6SQ, £1.25

"Uniformation 9: French Light Infantry 1812-15" (Keith Over)

"Uniformation 10: British Light Infantry 1812-15" (Keith Over)

The 13 coloured illustrations on each sheet and the well-researched accompanying text are well up to the high standard set by previous issues in this informative series.

Bivouac Books Ltd, 25 Earl Street, London EC2, 75p each

# FROM YPRES TO CAMBRAI

## THE 1914-1919 DIARY OF INFANTRYMAN FRANK HAWKINGS

Frank Hawking's diary is a moving account of life in the trenches during the First World War. He survived the worst winter of the war in the trenches around Ypres, was wounded at the Battle of the Somme, and wounded again when he returned to the fighting as an officer in the Royal Naval Division in the Second

Battle of Cambrai in the closing months of the war.

144pp. 16pp b/w illus. maps

Size 8 $\frac{3}{4}$ " x 5 $\frac{1}{2}$ "

PRICE £3.50

ISBN 0 7057 0010 0

THE ELMFIELD PRESS

Elmfield Road, Morley, Leeds, LS27 0NN.

# Buy British (Leyland) and be glad of it.

**Rankins of Rheydt** AUSTIN/MORRIS/MG/  
TRIUMPH/ROVER/JAGUAR  
4070 Rheydt, Druckerstr. 17, Tel.: 02166/49055  
For Bielefeld, Brüggen, Celle, Detmold,  
Dortmund, Dülmen, Düsseldorf, Fallingbostel,  
Gütersloh, Hameln, Hamm, Hannover,  
Hildesheim, Hohne, Iserlohn, Krefeld, Laar-  
bruch, Lemgo, Lippstadt, Lübbecke,  
Menden, Minden, Mönchengladbach, Münster,  
Münster-Lager, Nienburg, Osnabrück,  
Paderborn, Rheindahlen, Rinteln, Sennelager,  
Soest, Soltau, Unna, Verden, Viersen, Wegberg,  
Werl, Wetter, Wildenrath, Wolfenbüttel.  
Service guaranteed near all major units.

**Willi Kremer**  
AUSTIN/MORRIS/MG/ROVER/JAGUAR  
4050 Mönchengladbach-Rheindahlen,  
Ladenstr. 20, Tel.: 021 61/593 26  
For Brüggen, Krefeld, Laarbruch, Mönchen-  
gladbach, Wildenrath.



**AHG — Autohandels GmbH**  
AUSTIN/MORRIS/MG 4800 Bielefeld,  
Herforder Str. 241, Tel.: 0521/35084  
For Bielefeld, Detmold, Gütersloh, Lemgo,  
Lübbecke, Minden, Paderborn, Sennelager.

**Ing. W. Brandes**  
AUSTIN/MORRIS/MG/ROVER/JAGUAR  
4401 Nienberge, Münsterstr. 32-34,  
Tel.: 0250 33/214  
For Münster, Burgsteinfurt, Warendorf.

**Georg Ciupka**  
AUSTIN/MORRIS/MG/ROVER/JAGUAR  
4500 Osnabrück, Pferdistr. 2, Tel.: 0541/52129  
For Nienburg, Fallingbostel, Osnabrück.

**A. Brüggemann + Co GmbH**  
West-Germany

British Leyland-Importer 4 Düsseldorf, Harffstrasse 53, Postbox 1940, Tel.: 0211/78181

## £2,000 AND AFTER ONE YEAR A COMPANY CAR TOO! Service Station Manager

IN LONDON

This will be yours, plus generous bonuses and a first class training.  
Heron is young. It's growing fast. It's well established  
and already sets the pace other petrol  
retailers must follow.

You're going to hear a lot about us in the  
future - so it makes sense to join us now!

Ring or write to:  
Mr. P. Wheeler,  
Training Manager,  
Heron Service Stations Ltd.,  
Heron House, 19 Marylebone Road,  
London NW1 5JL. Tel: 01-622 2346



### HERON

THE GREATEST NAME IN PETROL RETAILING

# On Record

"The Queen's Birthday Parade (Trooping the Colour)" (Mounted Band of The Blues and Royals and Massed Bands and Corps of Drums of The Guards Division) (Pye Ember 13416)

"Trooping the Colour on Horse Guards Parade in Celebration of the Official Birthday of Her Majesty the Queen 1973" (Massed bands of The Household Division, under the direction of Major J Howe, Scots Guards) (Music for Pleasure SPR 90033)

There have been several mocked-up versions of Trooping the Colour in the past, much to the disgust of some buyers, so I thought I would spend a whole afternoon studying two recently issued albums of the real thing.

In making one of those early mock-ups I well remember the trouble we took to achieve the stereophonic effect of the bands and troops passing from left to right and

sound better, the stereo effect is good and in general it is a more dynamic recording. But on my copy the label gives details of a completely different parade—wrong year, wrong Colour and wrong music. It was made years ago when Colonel Pope was Senior Director of Music. Only three of the five foot regiments march past so you miss the Scots and Welsh regimental marches.

In spite of all this there is much to recommend the Ember version. Better buy both and compare the two parades. Or now that the ice has been broken and recording companies may enter the holy ground, why not wait for a definitive version? This great British occasion deserves, and I'm sure will get, better treatment than either of these.

The regimental slow and quick marches of The Household Division are of course common to both records, as are the slow troop "Les Huguenots," trooping the Colour to "British Grenadiers" and the "Grenadiers March," and the National Anthem. The MFP version also has "Speed Your Journey" (Verdi), "Triple Crown," "Children of the Regiment," "Sospan Fach," "Königsgrasser" slow march, "Hazelmere" by the corps of drums, and "National Emblem," the last a terrible choice since the Queen rides at the head of her Household troops to the American National Anthem.

The Ember version also contains "Northern Melodies," "King William IV" slow march, "The 3rd Battalion" (Egerton), "Birdcage Walk" (Steck), "Old Coldstream March," "Standard of St George" and "To Your Guard" (Hughes). **RB**

**"Sounds of Brass Series Vol 5: Black Dyke Mills Band"** (Conducted by Geoffrey Brand and Roy Newsome) (Decca SB 305) Any Black Dyke record is sure to be brass band playing at its very best. As usual though, some of the music is of doubtful quality and should be beneath the notice of such virtuosi. But I can sympathise. Being at the top, forever coping with fiendishly difficult test pieces and broadcasting the very best of the brass repertory, they need to relax on occasion with less-demanding stuff.

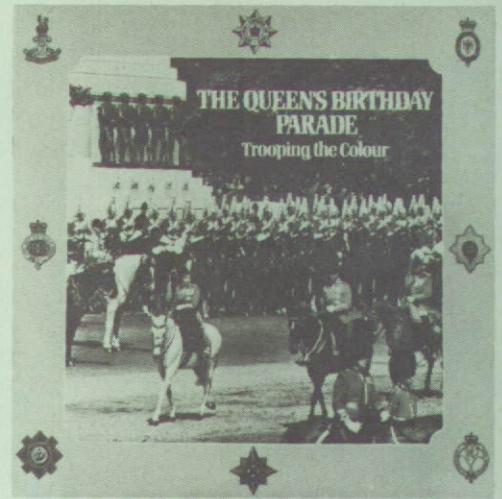
Not that anything on brass band is easy, merely less ferocious. Such items on this disc are a march much influenced by Franz Lehár and Sousa called "Centaur" (by D M



getting softer or louder as necessary. On these live versions the engineers appear to have used more modern techniques for the opposite purpose, to achieve studio effects! No-one ever heard Trooping the Colour as it is heard here, except perhaps a Horse Guards pigeon. Surely the microphones should reproduce what one person would hear from one stand-point? (or if he was lucky, a sit-point?). So here we have the mock-uppers cheating by adding atmospheric effects to a static performance and the genuine article being interfered with so that not a note or word of command is lost. The mock-uppers make cuts in suitable and sensible places; the real thing is cut badly. As ever, you pay your money and you take your choice. Having settled for the real thing (and who can blame you?) we have to decide which of these two is the better buy.

The 1973 troop (MFP) is a Welsh affair with all the music, other than the set pieces, of Welsh origin. The necessary cuts are in odd places, the final Royal Salute is missing, the change of sides is badly managed and on the evidence of this recording it was not a particularly good parade. I swear a horse that neighs several times in just the right place is a product of the sound-effects library. All five Foot Guards are on parade.

The Ember disc is a Coldstream troop, with Geordie tunes predominating; the bands



Broadbent), one of those dreadful sets of variations (a misnomer if ever there was), this time on "The Mountains of Mourne," Strauss's "Tritsch Tratch Polka" and Ronald Hanmer's "March with a Beat."

Masochists that they are, the bandsmen could not resist putting themselves on the rack with two brilliant performances of well-known overtures—Mendelssohn's "Ruy Blas," a real stinker played as though it were no more testing than the scale of B flat, and Humperdinck's gorgeous "Hansel and Gretel." The band demonstrates once and for all its tremendous reserves of skill right down the line, and that innate musicianship which makes it unbeatable when well conducted. Other bands can serve up staggering performances of "Ruy Blas" and the like; not another two or three in the land could add poetry to the crotchetts and quavers of Humperdinck's little masterpiece.

The work which falls between the two stools, being neither too demanding nor too facile, is "Choral and Variations" by Leighton Lucas. Without sight of the score, or the composer's confidences, I take it to be a series of variations in the style of other composers, going sometimes over the precipice to actual quotation. Mendelssohn's Italian Symphony, Delibé's "Coppelia" ballet, Yradier's "La Paloma," and the shades of Chaminade and Tchaikowsky all go to make up a pleasant, if ingenuous, addition to the repertory. **RB**

**"Scottish Splendour"** (The Pipes and Drums and Regimental Band of The Black Watch (Royal Highland Regiment)) (Beltona SBE 147)

Although there is no information on the sleeve I imagine this is a reissue of an old disc made in the days of Bandmaster Baker. No later bandmaster of the regiment would record an extraordinary fanfare of his called "Edinburgh Castle" which rambles on for a couple of minutes to open the proceedings. The remainder of the music is obvious stuff and certainly aimed at the passing tourist trade. If I am right about the re-issue then the sleeve photo is misleading, being quite a recent one.

The marches on band alone are Alford's "Holyrood," Bagley's "National Emblem" and the fine march-medley "Steps of Glory," Monty Ewing's "The Swing of the Kilt," arrangements of "Skye Boat Song," "Scotland the Brave," "Garb of Auld Gaul," "Blue Bonnets" and "Bonnie Dundee" complete the band's contribution.

The pipes and drums play "Highland Cradle Song," "Captain Orr-Ewing," "Culty's Wedding," "The Kilt is My Delight," "Farewell to the Creeks," "My Home" and "Bonnie Strathyre." A lonesome piper ends it all with "Donald Blue."

A non-event if ever I heard one. **RB**

