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# SOLDIER





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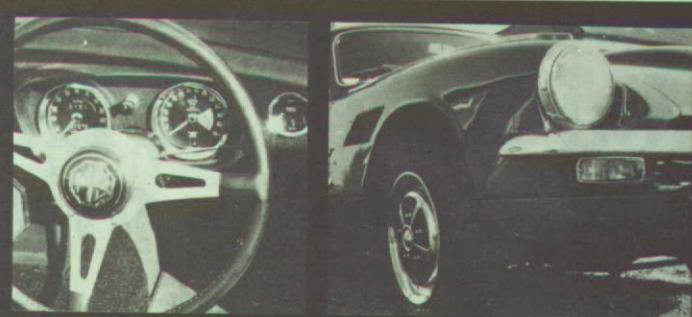


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Editorial, photographic, advertising and circulation (except trade distribution) inquiries should be addressed to:

SOLDIER 433 Holloway Road London N7.  
 (Phone: GPO—01-272 4381 Military network—Holloway Military).

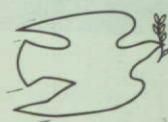
Trade distribution inquiries to PO Box 569, London SE1.  
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See-the-Army

# 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 italics.

## FEBRUARY 1970

14 *1 Squadron, Royal Corps of Transport, centenary: Open Day, 14 February, Roman Way Camp, Colchester; 15 February, squadron drive past, High Street, Colchester.*  
28 *Amalgamation at Kiwi Barracks, Bulford, of The Sherwood Foresters and The Worcestershire Regiment.*

## MARCH 1970

18 *Military Band Festival, Antwerp (pipe band, dancers).*  
23 *25th anniversary of Rhine Crossing—6th Airborne Division pilgrimage (23-25 March).*  
25 *Amalgamation at Dover of The Lancashire Regiment and The Loyal Regiment.*  
27 *Lydd Air Show (Blue Eagles helicopter display) (27-30 March).*

## APRIL 1970

21 *British National Day, Osaka World Expo (or 23 or 25 April).*  
23 *Presentation new Colours to 1st and 5th battalions, The Royal Regiment of Fusiliers, Kirton Lindsey (St George's Day).*  
24 *1st Battalion, The Gloucestershire Regiment, freedom marches through Bristol (24 April); Cheltenham (25 April); Gloucester (26 April).*  
25 *Kneller Hall Band concert, Royal Albert Hall, London (for Army Benevolent Fund).*  
26 *Laying up old Colours 1st and 5th battalions, The Royal Regiment of Fusiliers, Bury Parish Church.*  
29 *Opening, Royal Northumberland Fusiliers Museum, Alnwick Castle (provisional).*

## MAY 1970

2 *Mayflower opening ceremony, Plymouth (band, bugles).*  
3 *Combined Cavalry Old Comrades 46th annual parade and memorial service, Hyde Park, London.*  
3 *Anniversary celebrations, The Hague (band) (3-5 May).*  
4 *Liberation of Brunssum (band, pipe band) (4-8 May).*  
5 *Holland Liberation Tattoo (band, corps of drums) (5-7 May).*  
7 *VE anniversary, Kolding, Denmark (band) (7-10 May).*  
8 *International Military Music Festival, Verviers, France (band, corps of drums) (8-10 May).*  
8 *25th anniversary of VE Day.*  
10 *At Home, Women's Royal Army Corps Centre, Guildford.*  
16 *Presentation new Colours to 3rd Battalion, The Royal Regiment of Fusiliers, Gibraltar (Albuhera Day).*  
22 *10th International Festival of Military Music, Mons (pipe band) (22-26 May).*  
22 *Massed bands display, Münster, Germany (10 military, 2 pipe bands) (22-23 May).*  
23 *Allied Forces Day parade, Berlin.*  
23 *Congleton Carnival (Red Devils freefall team, motorcycle display team, band).*  
23 *Watford Carnival (2 bands, Blue Eagles, arena displays) (23-25).*  
24 *Tidworth Tattoo (24-25 May).*  
25 *New Addington Fair (arena display).*  
25 *Festival of London parade (bands).*  
27 *RUAS show, Balmoral, Northern Ireland (band) (27-30 May).*  
28 *Army recruiting display, Aberdeen (band, pipes and drums, Red Devils freefall, motorcycle display) (28-30 May).*  
29 *Massed bands display, Herford, Germany (10 military, 2 pipe bands) (29-30 May).*  
30 *Burley Carnival (band, motorcycle display).*

## JUNE 1970

4 *Army recruiting display, Glasgow (band, pipes and drums, Red Devils) (4-6 June).*  
5 *Royal Artillery At Home, Woolwich (5-6 June).*

continued on page 43

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## Mercedes-Benz



# SOLDIER to Soldier

Although the strength of the Forces decreased, Naafi's sales in the year ended 3 May 1969 went up by more than £5,168,618 to a total £82,011,526. Rebates and discounts paid to customers totalled £3,276,760, an increase of £205,636 on the previous year, and extra rebates totalling £441,509 have been allocated to the Royal Navy (£15,982), Army (£265,954) and Royal Air Force (£159,573).

In the current year turnover is continuing to rise steadily but wages are increasing rapidly while profit margins are falling. Faced with this trend, Naafi is looking at methods of maintaining sales at lower cost, including the extension of automatic vending and the continued development of computer systems.

Naafi's council of seven members (two from each Service and the chairman of Naafi's board of management) has suggested that the Service departments should seek the views of Servicemen themselves on the requirement to meet their changed circumstances, tastes and needs. Examples of changes already taking place are the further conversions to social clubs and introduction of automated cafeterias.

Other points from Naafi's annual report:

Staff costs, including selective employment tax, increased by more than £575,000—for fewer staff.

Current sales of proprietary quick-frozen foods are likely to be up by 30 per cent on last year's record figures.

Credit sales of refrigerators, washing machines, cameras, tape recorders and other household and gift goods totalled more than £2,250,000.

In the United Kingdom, car sales rose by 17.2 per cent, four new petrol stations were opened and the first car showroom began operating.

Naafi has undertaken the supply function for the royal household canteens at Buckingham Palace, Windsor Castle, Sandringham, Balmoral Castle and Holyrood House.

It was the busiest year for the Royal Army Ordnance Corps Expeditionary Forces Institutes since the Suez operation, with Naafi men in uniform serving on exercises in Norway, Denmark, Holland and Greece, in Normandy for the D-Day anniversary, and in Anguilla.



No apology for reminding everyone again that the Military Musical Pageant in aid of the Army Benevolent Fund will be held at Wembley Stadium on the evening of 27 June.

If you live well outside London, in the Home Counties or even as far as Southampton, you may have a transport problem. Why not inquire if your local coach firm is running a special trip? Most coach operators around London run trips to Wembley and they have all been told about the event on 27 June.

Or why not get up a coach trip yourself and take advantage of the reduced rates for parties of 20 or more?



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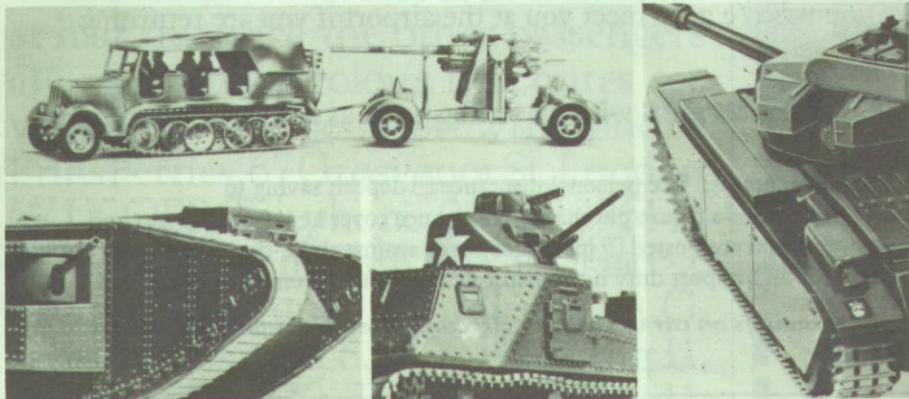


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Bottom left: World War I tank Bottom Centre: Lee/Grant tank Top left: 88mm Gun Right: Centurion

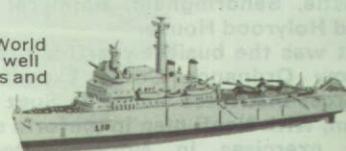


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### Shaggy dog story

**F**IONN is a brawny six-footer in the Irish Guards. He has posed with beauty queens and air hostesses for publicity stunts and appears in films and television.

But that magnificent physique is permanently covered by a coat of grey, shaggy hair. Fionn, you see, is the regiment's Irish wolfhound mascot.

Wolfhound mascots have been with the Irish Guards since 1902, when the first was presented by an Army officer member of the Irish Kennel Club. The dog was named Brian Boru after the Irish king who won several victories against the Danish oppressors in the 10th century. Successors have had names with a romantic ring, like Cruachen and Queen Mor (the only bitch mascot) or

had names from the simple brogue like Pat and Shaun. Fionn has the anglicised pronunciation of "Fin."

Fionn has a champion pedigree and has won awards at Cruft's and other dog shows. He was presented by the Irish Wolfhound Club in 1967. He weighs 156 pounds and stands six feet tall on his hind legs when licking the face of his handler, Lance-Corporal Robert O'Toole. Fionn has been featured in an Aer Lingus poster, a chocolate bar advertisement on television and a film with Stanley Baker.

On parade, Fionn has a collar with a nameplate and regimental badges and wears a blue-grey cape in cold weather. He is well disciplined to commands. At "Shun" he stands, at "Stand at ease" he sits and at "Stand easy" he lies down. Yet despite his obvious talents, he has been refused a war-dog course. Explained Corporal O'Toole: "They told me that any dog over 130 pounds would be too dangerous if taught to be aggressive."

The wolfhound's instinct is to kill attackers. Cruachen disposed of two greyhounds belonging to the Italian ambassador and Shaun dispatched seven alsatians who provoked him. Neither would it be wise to take the micky out of Fionn. "It would take him about ten seconds to kill another dog, catching him by the neck and throwing him over his back," pointed out Corporal O'Toole.

However, the wolfhound has been described as "gentle to stroke, fierce to provoke." Fionn, in fact, is wonderful with youngsters, who love to ride on his back, so he is a very welcome visitor to children's hospitals. He is especially fond of Corporal O'Toole's baby daughter. "He lets her pull his ears and tug his beard," said the corporal. "He has only to toss his head to send her flying through the air, but he never would." Fionn, who lives in the O'Toole married quarters, once saved the baby from suffocating when she slipped and a pillow pressed her face into the sofa. He barked and pulled her clear.

*Pawnote: The name of Corporal O'Toole's daughter is Fionna.*



A dog's life in the Army, yawns Fionn at Horse Guards. Actually, he is well disciplined on parade.

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There is also always a need for ex-Warrant Officers or senior NCO's to act as instructors in the ACF. This could provide you with a really stimulating interest.

Uniform is provided, and Regular Army pay and allowances are given for attendance at camps and training courses. Otherwise the work is entirely voluntary and unpaid—but that doesn't mean it's unrewarding!

If you would like to know more, please contact your local ACF Unit Commander, the Secretary of your local Territorial Association (address in the telephone directory), or write to: The Director, Volunteers, Territorials & Cadets, Dept. 298, Ministry of Defence, London, S.W.1.

**Army Cadet Force**





# A JOB AND A HALF

Story by George Hogan/Pictures by Trevor Jones

**W**E work them flat out while they are here. My idea is that they should not have a spare moment. Everyone wants to get them back as soon as possible—their units, where they are key men, and their families."

Colonel Norman King, commanding the Mechanical Transport Wing, Army School of Transport, Bordon, Hampshire, was discussing the training of Army driving instructors and testing officers who spend two to seven weeks at Bordon and then return to their units to train or test drivers.

Some 2000 passed through the MT Wing in 1969, twice as many as three years earlier, and four battalions converted there to armoured personnel carriers before joining British Army of the Rhine.

A nine-period training day keeps all ranks fully employed until 5 pm after which they have to find time for private study.

The wing trains driving instructors for all arms except the Royal Armoured Corps and maintains nearly 150 vehicles of 15 varieties including Land-Rovers, saloon cars, four-ton and ten-ton trucks, motor cycles, Stalwarts, Ferrets and 32 tracked armoured personnel carriers.

The vehicles are serviced by a 21-strong light aid detachment of Royal Electrical and Mechanical Engineers who find the task more exacting than work within an infantry or gunner unit. The students are already good drivers but the intensive courses keep the vehicles fully employed and the training areas at nearby Longmoor and Broxhead are testing grounds of high calibre.

"Now, you can pass, but would you?" Prospective driving test examiners (the Army's term is Qualified Testing Officers) need to know every answer.



Driving instructors have to be good and need to know all the tricks for getting out of trouble. Sergeant Pittaway, RCT, (above) and Warrant Officer Rhodes, Black Watch, (below) at Broxhead.



The B vehicles alone travel up to 80,000 miles a month and each student covers about 600 miles on a course including, for some, a 100-mile road run to Weymouth where the Stalwarts "wade." Other vehicles "swim" in the Solent.

The MT Wing has a staff of 110 all ranks and a similar number of civilians. Just over 60 are instructors, including seven civilians who teach accounting and driver-testing. Five divisions run 125 courses of 20 different types each year and there are nine or ten courses in progress at any one time.

The students enjoy the courses and few fail to achieve the necessarily high pass standard. The instructors are attached to the Wing for two years—they enjoy it and some return for a second tour. Warrant Officer II John Rhodes, The Black Watch, (see back cover) is there for the third time, now as sergeant-major in the APC Division commanded by Major Peter Chisholm, The Sherwood Foresters.

Warrant Officer Rhodes is a very keen motorist and has been taking part in international rallies for the past 11 years in England, Scotland, Cyprus and Germany. He is also an enthusiastic competitor in the BBC autopoint contests and was Army first reserve for the London-Sydney marathon in 1968. His present ambition is to take part in this year's London-Mexico World Cup rally.

Nearly half the students are infantrymen, a quarter belong to the Royal Corps of Transport and the remainder are from gunner, sapper, signals and other units. The instructors, too, are a cross-section of the Army.

Warrant Officer II Harry Rendall, Royal Artillery, of the Driving Instructors Division commanded by Captain John Bartlett, Royal Artillery, was an instructor at the Royal Armoured Corps Centre, Bovington, before being posted to Bordon. Captain Bartlett is team manager of the Army motorcycle team and as competitions secretary of the Army Motor Cycling Association is a member of the Auto-Cycle Union committee which governs all motorcycle sport in Britain.

He is automatically manager of the Great Britain Vase A team composed of Servicemen—in 1968 and 1969 three soldiers and an airman took part in international events in Scotland, Wales, Sweden and Germany, gaining awards in each, and in the international six-day trials at San Pellegrino, Italy, in 1968 and Garmisch 1969, virtually

All instructors learn how to control a skidding vehicle. Left: The back wheels break away. Far left: The vehicle spins around its centre point.

Right: The trainee-instructor cannot see the pylon but must judge correctly to become expert in parking and garaging. Later he will train others.

Far right: Instructor under instruction. Much practical work during the intensive courses includes driving, maintenance and accounts.



Practising recovery. The rear armoured personnel carrier takes the strain and waits for the signal to pull.

the world championships with 20 countries entering. At Garmisch the team won gold, silver and bronze medals.

The courses at the MT Wing include training for unit MT officers and sergeants and Royal Corps of Transport officers and troop sergeants in the duties of their appointments, and the training of instructors who will be responsible in their units for teaching the driving and maintenance of armoured personnel carriers, Stalwarts, Ferrets, motorcycles, Land-Rovers and heavy vehicles.

There is also a course in the waterproofing of vehicles and there are familiarisation courses for officers who will not necessarily be instructors. Young officers are specially catered for in recently introduced courses intended to familiarise them early in their careers with the maintenance and care of army vehicles.

One of the most important certificates issued by the MT Wing is the award of

qualified testing officer—the equivalent of a Ministry of Transport driving examiner. The Army tests its own drivers and licences for all Servicemen are issued from Eastbourne. It trains its own testers and is able to select men with wide knowledge and experience. The minimum rank for qualified testing officer has just been reduced from staff-sergeant to sergeant.

Of great significance to all British drivers are the new safety procedures introduced by the Government for heavy goods vehicles which from this month are grouped in four classes ranging from heavy articulated vehicles (such as tank transporters) through six-wheelers (Stalwarts, ten-tonners) and four-wheelers with an unladen weight exceeding three tons (Bedford four tonners) to smaller articulated vehicles.

The driving test is very thorough, lasts two hours and costs £15. Civilian drivers must be 21 but the Army is authorised to issue licences to fully efficient

drivers aged from 17½—many Army drivers are necessarily under 21.

The possession of a heavy goods vehicle licence can be a big asset to a man when he leaves the Army—and even while serving. On at least three occasions during the past few months soldiers from the MT Wing have responded to requests from Billy Smart's Circus (featured in the December SOLDIER) to move their heavy outsize wagons on change of location.

Four infantry battalions pass through Bordon each year on conversion to the mechanised role. The MT Wing first trains 20 battalion drivers of all ranks to be instructors in the use and maintenance of tracked armoured personnel carriers. The battalion then trains its drivers at Bordon in two batches of 39 under the supervision of MT Wing instructors while 20 officers attend a familiarisation course.

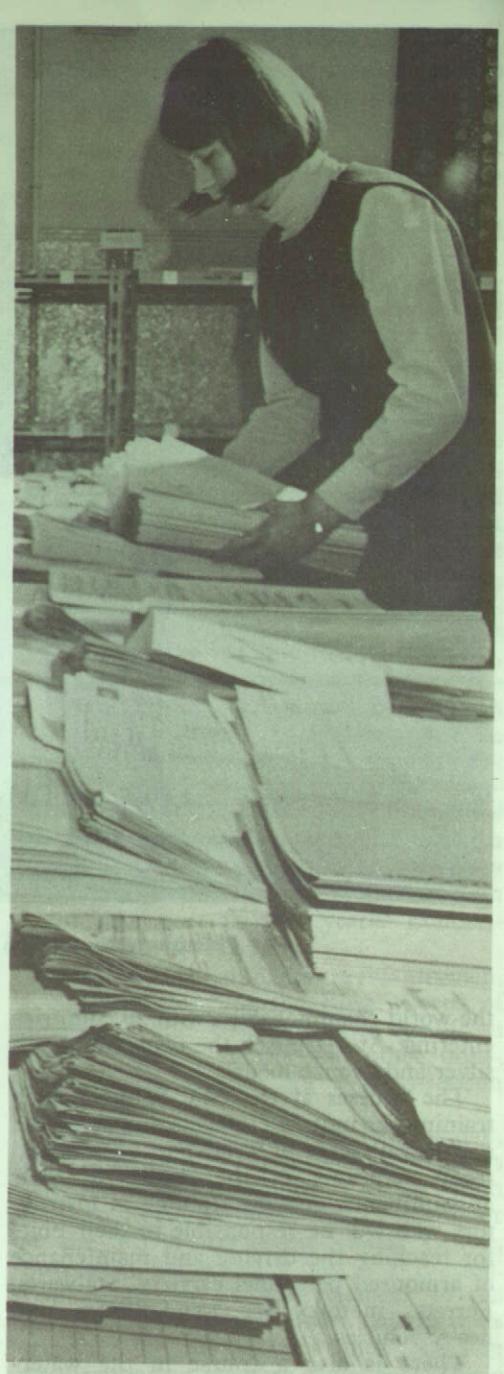
The result is nearly 100 trained drivers and a leadership that knows just what to



## BACK COVER



Warrant Officer John Rhodes, The Black Watch, explains the working of the armoured personnel carrier simulator to permanent staff at the MT Wing, Army School of Transport. This is the first simulator for training APC drivers. They sit in the driving seat of a mock-up (not in picture) where they can see only a television screen view of the road ahead. The instructor at the console feeds them information as they "drive" along a planned route. By this means basic errors of judgement can be determined and rectified before a vehicle is taken on to the road.



Day after day it is forms and more forms. Miss Rosalie Goodliffe thinks the Army is made of paper. She works in the MT Accounts Division.

Top left: The Land-Rover goes right under, you just get wet. The engine still functions. It is waterproofed and can both breathe and blow.

Left: Bren gun carrier in museum—the first infantry armoured vehicle (1920s). It held six men and one Bren gun. Each battalion had three.

Above, right: Getting acquainted with the underside of a Land-Rover. Infantry junior officers course under instructor Sgt Peter Hill (left).

Right: 1st Battalion, Welsh Guards, converting for duty in Germany. Guardsmen take a link out of a track of an armoured personnel carrier.



expect in the new role. The impact of mechanisation on every soldier since World War Two and the increasing importance of the MT Wing may be judged from the fact that 25 years ago an armoured regiment had 50 to 60 tanks while today even the one-time unprotected infantry battalion has 80 or more APCs.

Driving is an outdoor life. Army driving across rough terrain is also adventurous and strenuous but all vehicles have to be accounted for, every new part has to be indented for. There is much paper work and the man who chooses driving finds there are many forms to fill in day by day.

The MT Accounts Division, which runs 35 courses a year, some of them with 30 to a class, knows the instinctive revulsion of the average driver to paper and figures. Computerisation does not seem to have reduced the spate of forms, some of which increase in complexity.

A case in point is the driver's work ticket. A new one being tried out at the MT Wing and other locations increases the number of columns from 10 to 18 and now requires the recording of the weight of cargo, number of passengers, waiting time, loading time, mileage when loaded and unloaded, the work load in passenger miles and ton miles, the running time and the dead time.

Fortunately the head of the Accounts Division, Mr "Sam" Darling, is a humorist of top quality and instils heart into what could well be a very dry subject. He served 40 years in the Royal Army Service Corps before joining the Civil Service five years ago and has spent the last three at the MT Wing. His three civilian instructors were all soldiers and they reflect their leader's attitude to the subject.

Says Sam: "We use 500,000 pieces of paper a year. We start the courses off and get them interested but it is the second week that gets them." One room is filled entirely with forms and stationery. Miss Rosalie Goodliffe spends her time sorting it from big piles into small piles so that each student on arrival gets an inch-thick wad of forms just to start with.

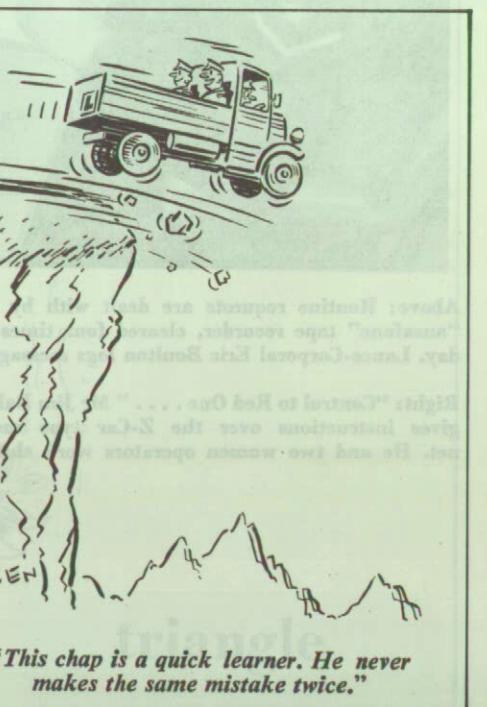
A small trials section at the MT Wing carries out tests for the Royal Corps of Transport and is basically concerned with B vehicles. On the barrack square and in cross-country trials it experiments with loads, fittings and containers and sometimes tries out vehicles of other armies.

Lieutenant-Colonel James Low, who retired in 1955 with 24 years' service, competed in earlier years for the Ulster Tourist Trophy and at Brooklands and Monte Carlo. He is secretary of the British Army Motoring Association and the Army Motor Cycling Association, with an office in the MT Wing.

All soldiers are automatically members and neither entry fees nor subscriptions are payable. The associations support entries in international events and run Army driving and motorcycling championships in alternate years. The BAMA aided two teams in the London-Sydney marathon and co-ordinated details for all five Army entrants. It supports soldiers in international and other rallies at home and overseas and is making some provision for three Army entries in the World Cup rally from Britain to Mexico this year.

The MT Wing sends small advisory teams to the British Army of the Rhine half-yearly and to other commands on request. Units often ask for advice, especially on the use and maintenance of vehicles on exercises in colder and warmer climates. Civilians too sometimes seek training facilities. A close liaison is maintained with the Metropolitan Police Driving School, the Rover Car Company and the Institute of Advanced Motorists. The Institute carries out a large number of tests for Servicemen each year in Britain and Germany and its certificates adorn the office walls of the commanding officer and instructors throughout the Wing.

The standard of driving in the Army is high today and there is real recognition of the need for efficiency and safety. The necessity to maintain fine standards is reflected at the MT Wing in the high quality of the instructors and testing officers being produced there.



"This chap is a quick learner. He never makes the same mistake twice."

THE dulcet tones of a blonde came over the car radio: "Control to Red Three. Report immediately to Army Blood Supply Depot. Urgent blood to catch the next train in five minutes."

This was a typical message going out to one of the Army's new fleet of radio-controlled vehicles in Aldershot.

The fleet is run by the newly formed 41 Squadron, Royal Corps of Transport. It is a new type of unit—a garrison transport squadron. Basically the idea is to take away all the non-combat vehicles from individual units in a large station and pool them under the control of such a squadron.

As well as radio-telephone, the squadron operates a 24-hour "ansafone" service for routine requests and a time and motion analysis by computers.

Not only has efficiency been increased by more than 50 per cent but there has been an estimated saving of £55,000 in the past year.

Similar squadrons have been formed in Catterick and Hounslow and more are expected to follow.

Under the old system it was necessary to give up to 72 hours' notice in writing, vehicles often stood idle in garages for long periods, and drivers waiting to take their passengers home had to resort to reading the sports page of their paper for a third time.

Now clerks in the "Ops" room take urgent calls on a battery of telephones while routine ones are recorded on the "ansa-



# FRONT COVER

Petite Margaret Eadie receives information about a new detail over her staff car's radio telephone. A Women's Royal Army Corps private, she is one of the 20 chauffeuses with 41 Squadron, Royal Corps of Transport, at Aldershot. The squadron runs a taxi service in the garrison similar to London's mini-cabs. Photograph by SOLDIER photographer Trevor Jones.

## MINI-BUS AND MAXI-TAXI

Story by Hugh Howton/Pictures by Leslie Wiggs

fone" tape recorder which is cleared four times a day.

Requests vary from ambulance emergencies to mundane jobs like picking up "70 carnations from Bagshot" and taking

"four WRAC to badminton."

All are recorded, analysed and carefully programmed. About 100 requests come in at a day's notice and a further 100 during the day.

Details are split up among the available 141 vehicles which include tank transporters, lorries, coaches, pantechnicons, staff cars, Land-Rovers, vans and minis.

The one vehicle one driver system is out. A driver could be delivering rations in a lorry in the morning, chauffeur a brigadier in the afternoon and drive a bus in the evening. And the 20 vehicles fitted with radio can be ordered to switch details in an emergency.

An officer can opt to drive himself or be provided with a staff car driven by a blonde chauffeuse.

The unit has soldier and civilian drivers including eight members of the Women's Royal Army Corps and more than ten young women civilian drivers who wear a special bottle-green uniform and "air-hostess" type hat.

Although paper work has been cut drastically, work tickets have become more complex. Not only must drivers fill in times of arrival and departure and mileometer readings, but also give details of how much time is spent waiting and returning empty.

Such data is analysed by computer in the "Stats office" so that tasks can be re-allocated more efficiently. In the past these vehicles were doing an average of fewer than 600 miles a month. Now they do more than 1500.

Everyone benefits from a transport pool. Formerly a unit may have had to use all its vehicles for an exercise and had none left for administrative and recreational purposes. Now it can be provided with these extra vehicles which would have been left idle in another unit's garage. More than 20 "static" units in Aldershot contribute to the pool.

Strategic Reserve units are not in the scheme. The Royal Military Police opted out and signals dispatch vehicles (carrying classified teleprinter messages) had to be excluded.

On the rare occasions that 41 Squadron cannot provide transport, it can call on the transport branch of Headquarters South East District in Aldershot to borrow vehicles from Army units outside the garrison or hire them from civilian firms.

Final comment, from Lieutenant-Colonel John Gray, Commander Royal Corps of Transport, South East District: "The thing I find most gratifying is that the soldiers are happier even though they are working harder."



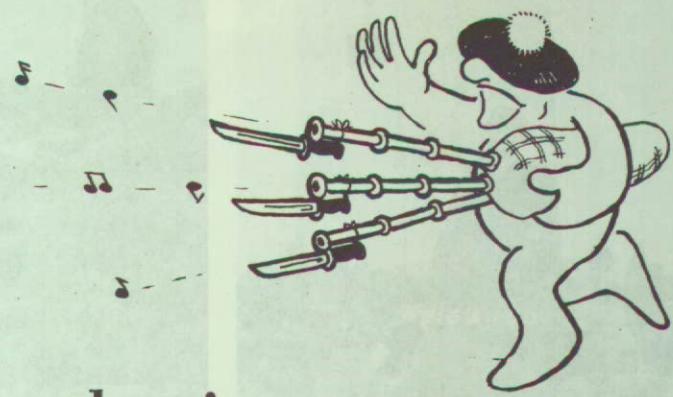
Above: Routine requests are dealt with by an "ansafone" tape recorder, cleared four times a day. Lance-Corporal Eric Boulton logs messages.

Right: "Control to Red One . . ." Mr Jim Baker gives instructions over the Z-Car type radio net. He and two women operators work shifts.



# instruments of war

by DIK



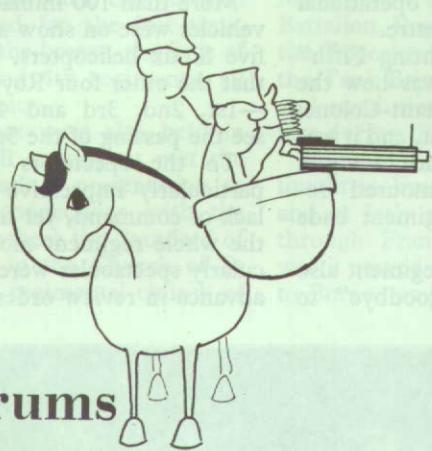
the pipes



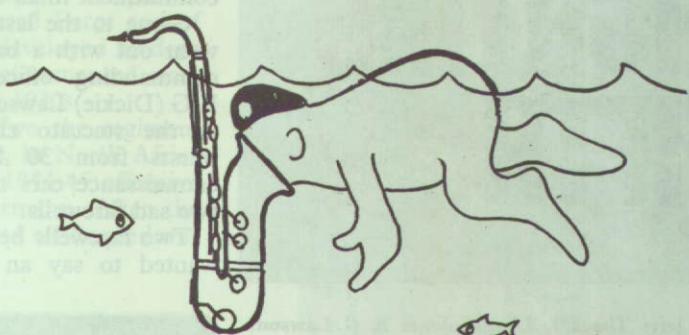
french  
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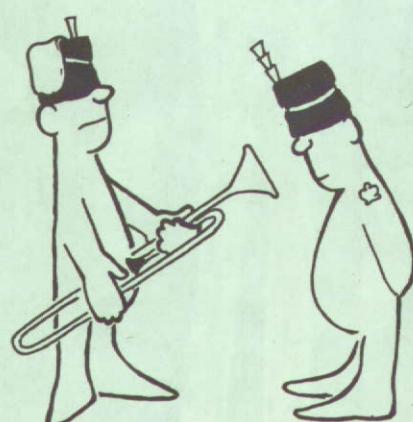
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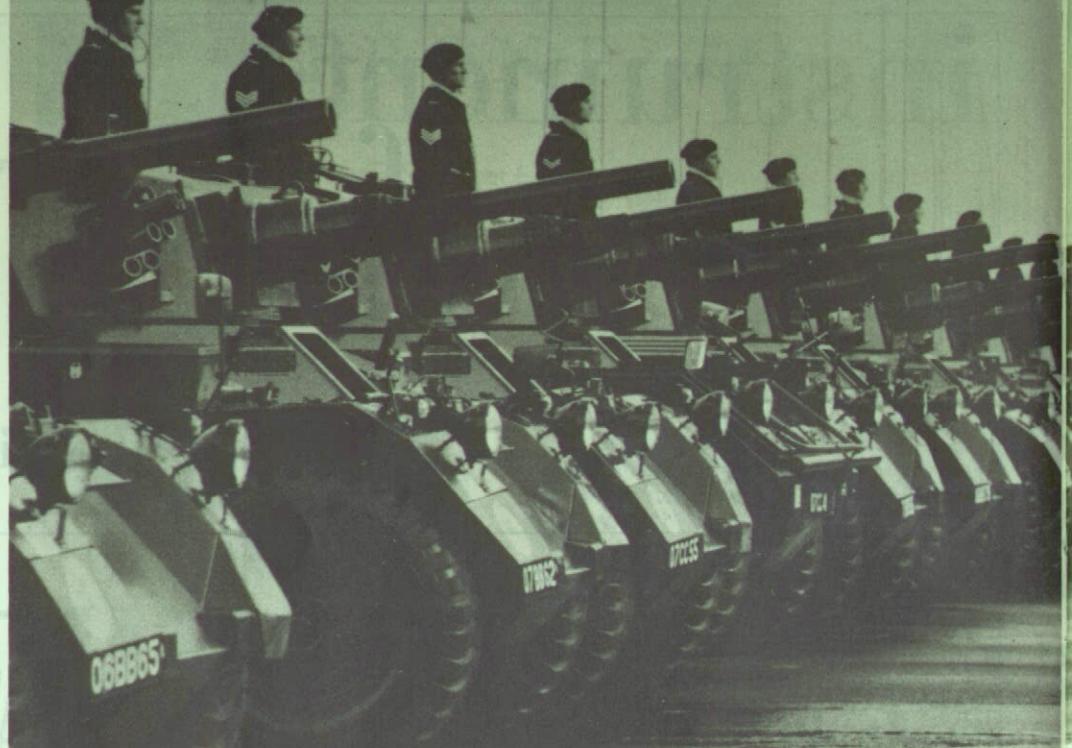
saxophone



trombone



triangle



# Farewell THE FIGHTING FIFTH

**R**IIGHT up to the moment of its disbandment—at 11 am on Sunday, 7 December—5th Royal Tank Regiment remained in a state of complete military readiness in the forward area of the British Army of the Rhine.

Then the regiment handed over to 3rd Royal Tank Regiment and in so doing established a precedent in the British Army in modern times—disbandment and simultaneously handing over an operational commitment in an overseas theatre.

Game to the last, the "Fighting Fifth" went out with a bang. This was how the commanding officer, Lieutenant-Colonel R G (Dickie) Lawson, wanted it, and it was to the staccato chatter of machine-gun bursts from 30 Saladin armoured reconnaissance cars that the regiment bade two sad farewells.

Two farewells because the regiment also wanted to say an official "goodbye" to

Wolfsburg, the German town near Brunswick which made its last two years in Germany such pleasant ones. Identical parades were held, the first sharing the occasion with civic dignitaries and the second, coinciding with the Royal Tank Regiment's own Cambrai celebrations, for a large assembly of military spectators including the Representative Colonel Commandant, Royal Tank Regiment, General Sir Alan Jolly.

More than 100 immaculately turned-out vehicles were on show as well as a flight of five Sioux helicopters. It was fitting, too, that the other four Royal Tank Regiments—1st, 2nd, 3rd and 4th—were there to see the passing of the 5th.

To the spectators the parades were particularly impressive for their apparent lack of command, yet timing was faultless, the whole regiment moving as one. Particularly spectacular were the drive past and advance in review order, but the highlight

was the noisy *feu-de-joie* when a salvo of 6000 rounds was unleashed within seconds from the regiment's Saladins. This was followed by a fly-past by the helicopters, each releasing smoke trails in the regimental colours of blue and red as they swooped low over the square.

But the saddest moment—the lowering of 5 RTR's flag to the strains of "Auld Lang Syne" played by the combined Alamein and Rhine Bands—was reserved for the second parade when the emblem was solemnly lowered for the last time, leaving, fluttering in the breeze, the flags of the 1st, 2nd, 3rd and 4th regiments, all now serving in Germany.

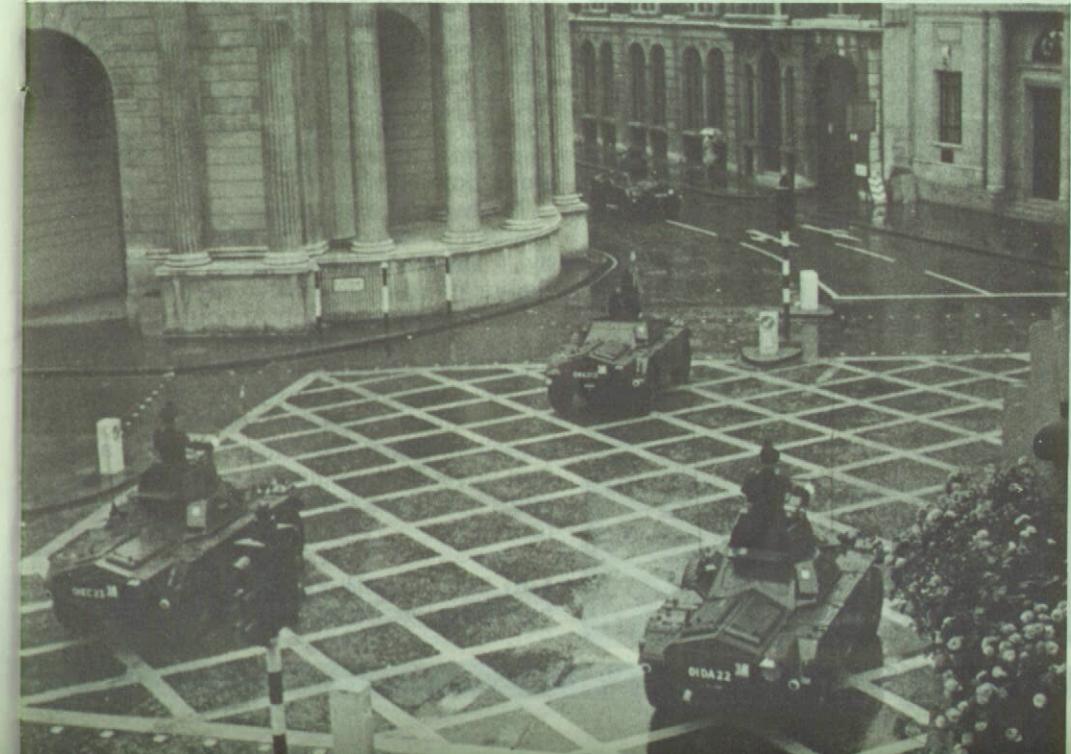
Farewell ceremonies were also held in Leeds, where a small contingent met the Lord Mayor and made a presentation to commemorate past connections with the city, and in London where the Standard of 5 RTR was laid-up in the Church of St Peter-upon-Cornhill, regimental church of

the Royal Tank Regiment, in the presence of the Lord Mayor.

The Standard, presented by the Queen in 1960, was borne to the church through rain-swept streets by an escort of 22 Ferret scout cars.

The 5th Royal Tank Regiment had seen continuous service since it was formed as E Battalion, Heavy Branch, Machine Gun Corps, on 17 November 1916, from E Company, one of the first tank units formed in February 1916. Later, as 5th Battalion, Royal Tank Corps, it was part of the Experimental Armoured Force and of the Tank Brigade which developed modern and revolutionary ideas of armoured warfare during the 1920s and 1930s.

During World War Two the regiment fought in France in 1940, in North Africa and in Italy and in the 1944-45 offensive through France and Germany. After the war it served in Korea and sent squadrons to Borneo and Aden.



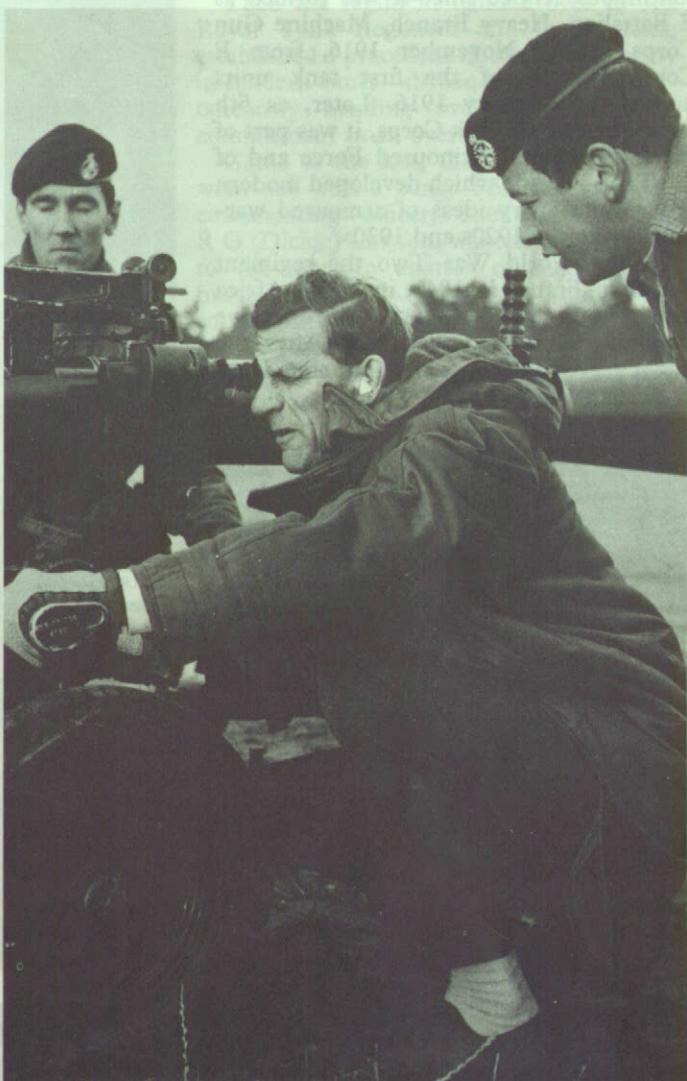
Sad moment. 5 RTR's flag is hauled down for last time. Flags of four other tank regiments remain aloft.

Top left: The CO, Lieutenant-Colonel R G Lawson, offers his regiment for review at the disbandment parade of 5th Royal Tank Regiment.

Top centre: The Representative Colonel Commandant, Royal Tank Regiment, General Sir Alan Jolly, drives past the Saladin armoured cars.

Right: Regimental gift. The Commanding Officer presents a painting to the Lord Mayor of Leeds to mark the regiment's close ties with the city.

Far right: Ferret scout cars escort 5 RTR's Standard through London streets on its way to be laid up at church of St Peter-upon-Cornhill.



## SEEING FOR THEMSELVES

How to drive a Chieftain tank and fire an Abbot self-propelled gun and Wombat anti-tank weapon—these are subjects headmasters of 23 schools in Britain will be able to tell their pupils about from first-hand experience after a recent visit to Rhine Army.

The headmasters exchanged academic gowns for protective parkas before trying out the Army's equipment on the sandy wastes of Höhne ranges. Commented one head: "After all, schoolmasters are schoolboys at heart. To go roaring round the sand dunes like this really does drive home the efficiency that exists in the Army and how competent the soldiers are in doing their job."

The two-day visit to 1 Division included instruction in communication procedure by 1 Division Headquarters and Signal Regiment, bridging by 21 Engineer Regiment, a tour of 7th Armoured Workshops, Royal Electrical and Mechanical Engineers, a firepower demonstration by 26 Field Regiment, Royal Artillery, viewing an infantry and tank exercise of 3rd Battalion, The Royal Green Jackets, and 2nd Royal Tank Regiment, and helicopter "flips" arranged by 651 Aviation Squadron.

Left: With old soldier's cotton wool earplugs, headmaster Mr. Porter tries out the Wombat.



## "PARSONS' PLEASURE"

The long line of combat-jacketed soldiers stood at attention while the inspecting officer checked their kit—wine, wafers, robes, prayer books, altar cross and candlesticks.

It was the start of an annual exercise designed to ascertain the "combat readiness" of 40 Rhine Army padres. They were tested on first aid, vehicle maintenance, map reading, radio operating technique, and respirator drill.

The 48-hour exercise, set by 1 Division Royal Corps of Transport, included a night rally in Land-Rovers with the padres in pairs taking it in turns to drive and navigate. The course, around the rugged Luneberg Heath, included driving through thick fog, sleeping at night in bivouacs and cooking their own meals of Army "compo." And they code-named the exercise "Parsons' Pleasure!"

Left: The Rev Peter Vernon, RACD, practises his radio procedure during "Parsons' Pleasure."

## FREEDOM OF CELLE

To commemorate its 21 years in Lower Saxony, 94 Locating Regiment, Royal Artillery, has been presented with the symbolic keys of the province's city of Celle. A special scroll, signed by city officials, grants "das Recht des freien Zutritts" (the German equivalent of freedom of the city).

Written in illuminated gothic script, the scroll says "the exemplary conduct of the soldiers and the good co-operation of the officers with the various civic authorities has won the unqualified confidence of the local inhabitants." By this, it continues, the regiment has made "a significant contribution to the furtherance of inter-European understanding."

The scroll was presented to the commanding officer by the top-hatted, monocled mayor, Dr Kurt Blanke, in an impressive ceremony before the yellow-walled Celle Castle, once the home of Sophie Dorothea, who was daughter of the Duke of Celle and became mother of George II of England.

Lieutenant-Colonel John Rigby, the commanding officer, presented the mayor with a silver engraved tray.

Of the regiment's 21 years in Lower Saxony, the past 13 have been spent in Taunton Barracks in Celle itself. More than a tenth of the officers and men have German wives, and several ex-members of the regiment have married and settled in the city after leaving the Army.



Above: With drawn swords and fixed bayonets, 94 Locating Regt marches through the streets of Celle. Below: Inspection by monocled mayor, Dr. Kurt Blanke, before the Freedom Ceremony.



## CHANGING BARRELS

A Scammel with a 74-foot trailer, a 22-ton Leyland crane and a 21-ton armoured recovery vehicle—all these were needed just to change a gun barrel.

The barrel was that of the Army's biggest gun, the M 107 175-millimetre. And it was the first time British gunners had ever tried changing one in the field.

The task was written into 1st British Artillery Brigade's Exercise "Ram Rod" held near the village of Helmst in West Germany. The 37-foot barrel had to be steadied by the armoured recovery vehicle while lifted off the trailer and lowered into position by the crane.

The manoeuvre was performed first by 20 Heavy Regiment, Royal Artillery, followed by 32 Heavy Regiment. Records were kept of every move in order to write instructions for future use.



Right: Tense moment for Cpl Alec Sneddon and Sgt Ian Holliday as six-ton barrel is lowered.

# Pikemen pipes and paras

THE beat of drums, shrill whistle of fifes and clatter of stage coach wheels resounded through the narrow City streets. It was London's annual pageant of pomp and circumstance, the Lord Mayor's Show.

Pikemen of the Honourable Artillery Company, Gurkha pipers, Royal Marines in hovercraft and a para-medical team performing an "operation" on a moving float were some of the highlights of the military contribution.

The Army was largely represented by units of the Territorial Army Volunteer Reserve: 44th Parachute Brigade (Volunteers); Royal Yeomanry Regiment (V); The Inns of Court and City Yeomanry; 39 (Greater London) Signal Regiment (V); 5th (V) Battalion, The Royal Regiment of Fusiliers; 4th (V) Battalion, The Royal Green Jackets; 21 Special Air Service (Artists) (V); 217 (Eastern) General Hospital, Royal Army Medical Corps (V) and the University of London Officer Training Corps. Not for many years had the Reserve Forces taken such a prominent part in a public parade in London.

To commemorate the 20th anniversary of the North Atlantic Treaty Organisation, nine NATO nations sent three-man flag parties to take part in the procession. The pipes and drums of the Brigade of Gurkhas flew in from Hong Kong at the special invitation of the Lord Mayor, Sir Ian Bowater, who is president of the London Appeal for Gurkha Ex-Servicemen.

The show's theme, chosen by Sir Ian, was "Come to Britain." The idea was to encourage tourism, now Britain's fourth largest export trade. More than five million overseas visitors—spending £450 million in fares with British air and shipping lines—came to Britain in 1969.



Above: Impressive files of Guardsmen march down Ludgate Hill accompanied by strident martial music. Left: Skirl of pipes from 7th Battalion, Duke of Edinburgh's Own Gurkha Rifles, outside St Paul's.



## Better than their word

"THREE cheers for the Royal Engineers," wrote a reporter in a Norwich newspaper when it became known that 48 Field Squadron of 38 Engineer Regiment, based at Ripon, Yorkshire, was moving south to build a bridge across the Great Ouse river at King's Lynn.

The Eastern Daily Press recalled that some months earlier 20 Field Squadron from Maidstone had erected a retractable footbridge across the harbour at Lowestoft to overcome an emergency when the swing bridge broke down.

Now the Yorkshire sappers had promised to provide a heavy girder bridge to replace for six to nine months the Cut Bridge which needed re-decking and had suffered cracks after 45 years of carrying heavy trunk road traffic between Norfolk, the Midlands and the North.

They said they would complete the task in a month and brought in 350 tons of

material plus cranes, bulldozers, tractors, power-driven hammers and a winch. Some 212 feet of the bridging had been used at Caernarvon Castle at the time of the investiture of the Prince of Wales.

The 100 sappers were better than their word. They completed in a fortnight the longest and largest heavy girder bridge ever built by the Royal Engineers—550 feet and 350 tons. Mr Fred Mulley, Minister of Transport and a former Army Minister, visited the sappers to inspect progress and found them finishing the job. He had a lunch of fish and chips with the sappers in their improvised canteen.

A local firm which had hauled heavy equipment to the area and is re-decking the old bridge, presented the squadron with 22 turkeys for an early Christmas dinner. Norwich County Council provided two barrels of beer.

Mr Mulley said the rapid building of the bridge was "a record performance . . . .

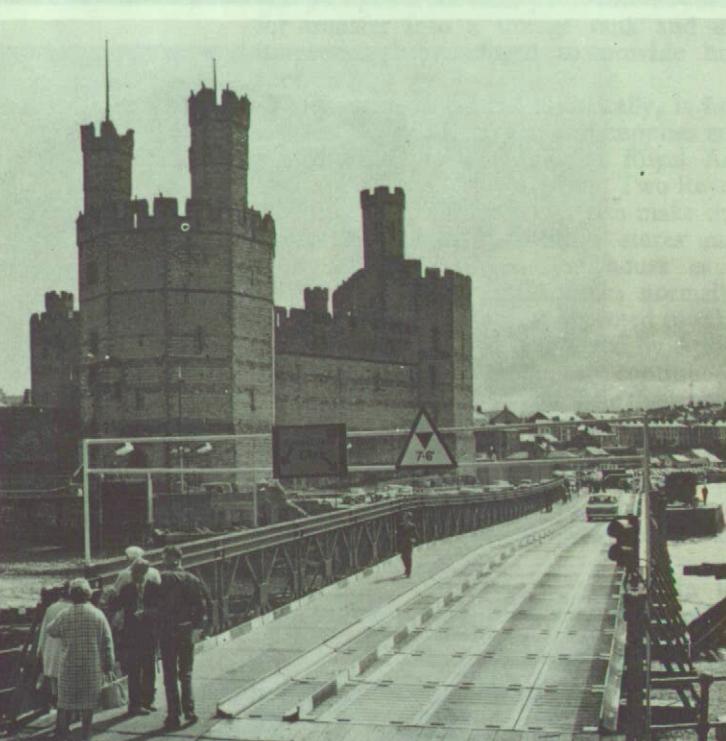
quite an outstanding achievement." It was not only the biggest bridge the Army had built but it had been erected in record time for a bridge of that size. He added: "I express my thanks to the Army and I am extremely grateful for the very many indications that the Army has received of goodwill from the local population."

Snow fell during the first few days of bridge building and the weather was bad enough for the troops to receive a daily ration of rum. Major R. Jukes-Hughes, the squadron commander, commented: "We will work through it. It is good military training."

With the main task completed the Eastern Daily Press published a leader headed "Military operation" which began: "Three cheers for the Royal Engineers . . . . we said a month ago," and continued: "Today three times three cheers for 48 Field Squadron for being better than their word."



Sappers David Morgan and Clive Huntly working on the new bridge shown in top picture set beside the present (arched) bridge. It weighs 350 tons.



Some 212 feet of the bridge were used to span the River Seont during the investiture of the Prince of Wales. The new bridge is over twice as long.

# HIGHWAY TO THROUGH

# THE WADI HAM

**B**RITISH Army sappers have opened up many parts of the world, building roads and making maps from the tropics to the Arctic. The highways they have built have enabled armies to march through jungles and deserts, trade has followed the routes they have carved and their expertise founded the colony of British Columbia.

Today 32 (Gulf) Field Squadron, Royal Engineers, based at Sharjah, is blasting through "impassable" areas in the Persian Gulf hinterland and etching a way through rough rocky terrain in the Trucial States, acting as contractors on sections of a road being constructed by the Trucial States Development Council.

The highway goes through the Wadi Ham, nearly 30 miles of rocky ravines edged by razor-sharp ridges more than 3000 feet in height, a route hitherto unused by motor vehicles. When completed it will link the Persian Gulf ports of Sharjah and Dubai to Fujairah on the Gulf of Oman.

The *wadi* is broken and difficult in dry weather and a raging torrent when the rains come so the sappers are preparing the base of the road along the sides of the mountains well above the flood line. Bridges have to be built and the various engineering techniques employed are mainly a combination of blasting and plant work.

Loose rocks up to several tons in weight have to be freed manually from the high ground above the road lest they are dislodged by shock waves during blasting to crash on the sappers below. The road is being planned to avoid the date gardens which provide a living for the armed Sharqiyan tribesmen.

The first difficulties were the supply and maintenance of heavy road-building plant across 60 miles of some of the world's most rugged terrain. A camp was set up near Bithnah by 1 Troop, commanded by Second-Lieutenant Brian Wilson. Water was pumped from clear pools into bowsers for transfer into a storage tank and an immersion heater fitted to provide hot showers.

The camp is lighted electrically, it has a dining hall and canteen and supplies are brought in twice a week by Royal Air Force helicopters from Sharjah. Two Royal Corps of Transport vehicles also make the bi-weekly journey with heavy stores and non-perishable rations—five hours each way over the very poor tracks normally used by camels. The task, expected to take six months, should be completed by April.

To relieve the strain of continuous strenuous work in the hot climate the troops have been able to spend one weekend a month in Sharjah, though not all have accepted the opportunity. Some prefer to remain on the site, others visit the coast of Fujairah and play football and volleyball against local teams.

When 1 Troop returns to Britain in July the sappers will have the satisfaction of knowing that they have left a permanent memorial in the Trucial States—another Royal Engineers highway that will help to open up an undeveloped corner of the world.

From a report by Joint Public Relations, Headquarters British Force Gulf.

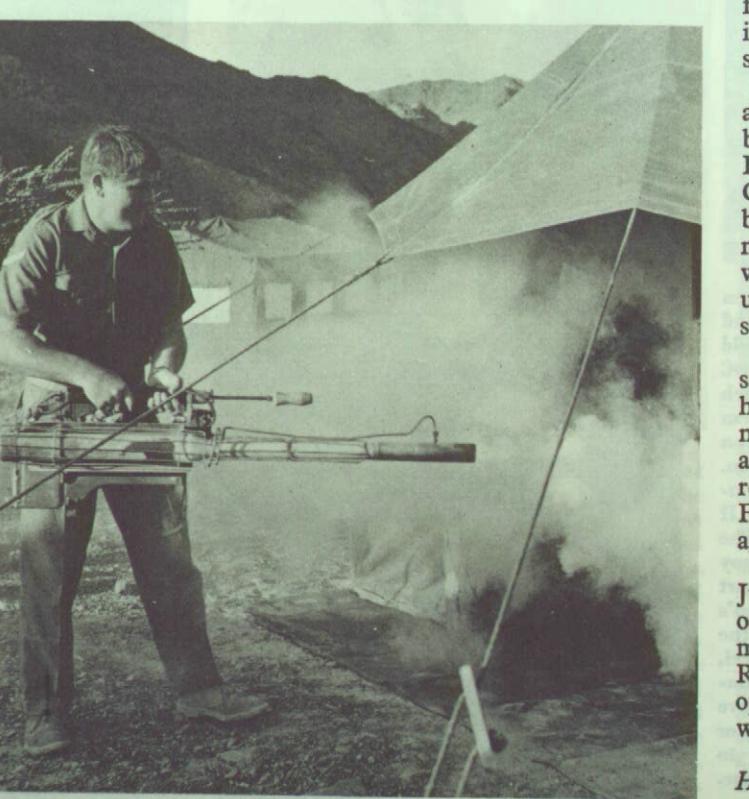


Top left: Spr Robert Rostance takes his bulldozer past an Omani fort still inhabited by tribesmen.

Left: 1 Troop's road camp at the start of the Wadi Ham. Beyond is the future Transpeninsula Highway.

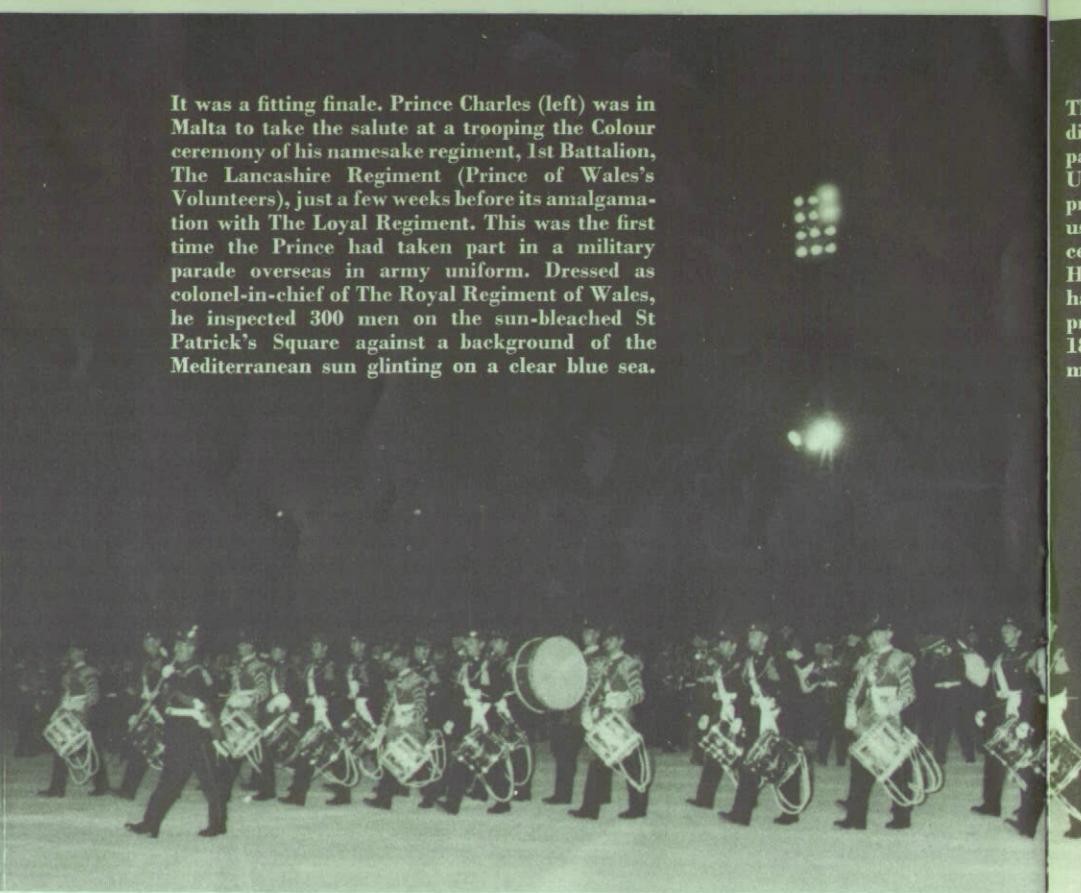
Above: At work on Wilson's Pass. Heavy bulldozers are moving rock down from the mountain to build an embankment.

Right: L/Cpl N Nash, camp medical orderly, operating a fog smoke gun to clear away unwelcome insects.





It was a fitting finale. Prince Charles (left) was in Malta to take the salute at a trooping the Colour ceremony of his namesake regiment, 1st Battalion, The Lancashire Regiment (Prince of Wales's Volunteers), just a few weeks before its amalgamation with The Loyal Regiment. This was the first time the Prince had taken part in a military parade overseas in army uniform. Dressed as colonel-in-chief of The Royal Regiment of Wales, he inspected 300 men on the sun-bleached St Patrick's Square against a background of the Mediterranean sun glinting on a clear blue sea.



The prince also watched a floodlit massed band display in Valetta's Independence Arena and took part in the bicentenary celebrations of the Royal University of Malta. In memory of his visit, he was presented with a silver goblet—a replica of those used in the officers' mess since the seventeenth century—by Major-General The Hon M Fitzalan Howard, Colonel of the Regiment. The regiment has an historical association with Malta, for its predecessors, the 30th Foot, landed on the island in 1800 and helped to defeat the French. The regiment amalgamates with the Loyals this year.



The commander of the Army "tree" platoon was aptly named—Brigadier Henry Woods. Without a word of command the brigadier (left) took a shovel and planted a mini-tree at the Dorset beauty spot of Lulworth Cove. Thirteen of his officers and men and one private of the Women's Royal Army Corps followed suit. This was the Royal Armoured Corps Centre's contribution to the preservation of nature. Recently, nature conservancy societies have become concerned about the number of trees and hundreds of miles of hedgerow that are being destroyed each year. The Automobile Association has rallied members with its "Drive to Plant a Tree." They pay one pound each to plant a tree on one of 70 sites. The Lulworth trees will help to screen a car park.

## Left right and centre



Right: Many military lessons were learned when officers of 3 and 5 Divisions, the Royal Navy and Royal Air Force revisited the Salerno battlefield in Italy. Major-General T D H McMeekin, GOC 3 Division (left with cane), led a party which included 15 veterans of the battle, among them four Germans, including Major-General Bern von Baer, then chief of staff of 16 Panzer Division. Others were Rear-Admiral T W Best (then gunnery officer of Force N), Major-General F A H Ling (second-in-command, 2nd/5th Battalion, The Queen's Regiment), Group-Captain G K Gilroy (commanding a Spitfire wing) and Mr F A C Peart (then a corporal in 2nd/6th Battalion, The Queen's Regiment). One of the many speakers during the six-day exercise was Monseignor Arturo Carucci, wearing jacket, who as chaplain kept the Sanatorium Giovanni da Procida, in background above town, functioning throughout the battle. Brigadier Keith McQueen, CRA, 3 Division, next to Major-General McMeekin, directed the exercise.



From musket to self-loading rifle. Prince Philip, Colonel-in-Chief of REME, saw a special demonstration of the armourer's craft when he visited the School of Electrical and Mechanical Engineering at Bordon, Hampshire. He arrived by helicopter and was welcomed by General Sir Michael Carver, General Officer Commanding-in-Chief Southern Command, Major-General Peter Girling, Director of Electrical and Mechanical Engineering, and the school's commandant, Brigadier John Harris. After lunch in the sergeants' mess His Royal Highness met artificer, adult, recruit and apprentice students. He saw a display representing today's armourer at work on modern small arms side by side with his predecessor of the 19th century repairing muskets. Then he was shown training activities in the Vehicle Wing before flying back to Buckingham Palace by helicopter.



Legend has it that a temptress called Lorelei lured sailors to their death on the rocky banks of the Rhine. So British sappers and soldiers taking part in an amphibious exercise on the Weser rubbed their eyes when they saw a beautiful blonde in a red trouser suit waving to them from the shore! But it was all a publicity stunt—23-year-old Elke Persch, the current "Miss Weser," had come to pose for pictures on the sappers' M2B ferry. The vessel, built by a German firm, was being tried out by 23 Amphibious Engineer Squadron, Royal Engineers, and a detachment of 1st Battalion, The King's Regiment (Manchester and Liverpool), equipped with personnel carriers and scout cars.



It was a waggoner's farewell. Major-General Charles Stainforth, retiring General Officer Commanding South East District, was ceremonially wheeled out of his Aldershot headquarters in an old Army Service Corps wagon towed by his officers and members of the town council. General Stainforth, who served in the Indian Army Cavalry and the old Royal Army Service Corps, was the first former RASC officer to get a GOC's command. During his three and a half years in Aldershot he has been particularly interested in co-operation between the Army and the civil authorities. One of his last jobs before leaving was to open the new £100,000 Provost Barracks in Maida Road which houses 50 Royal Military Police and eight WRAC.

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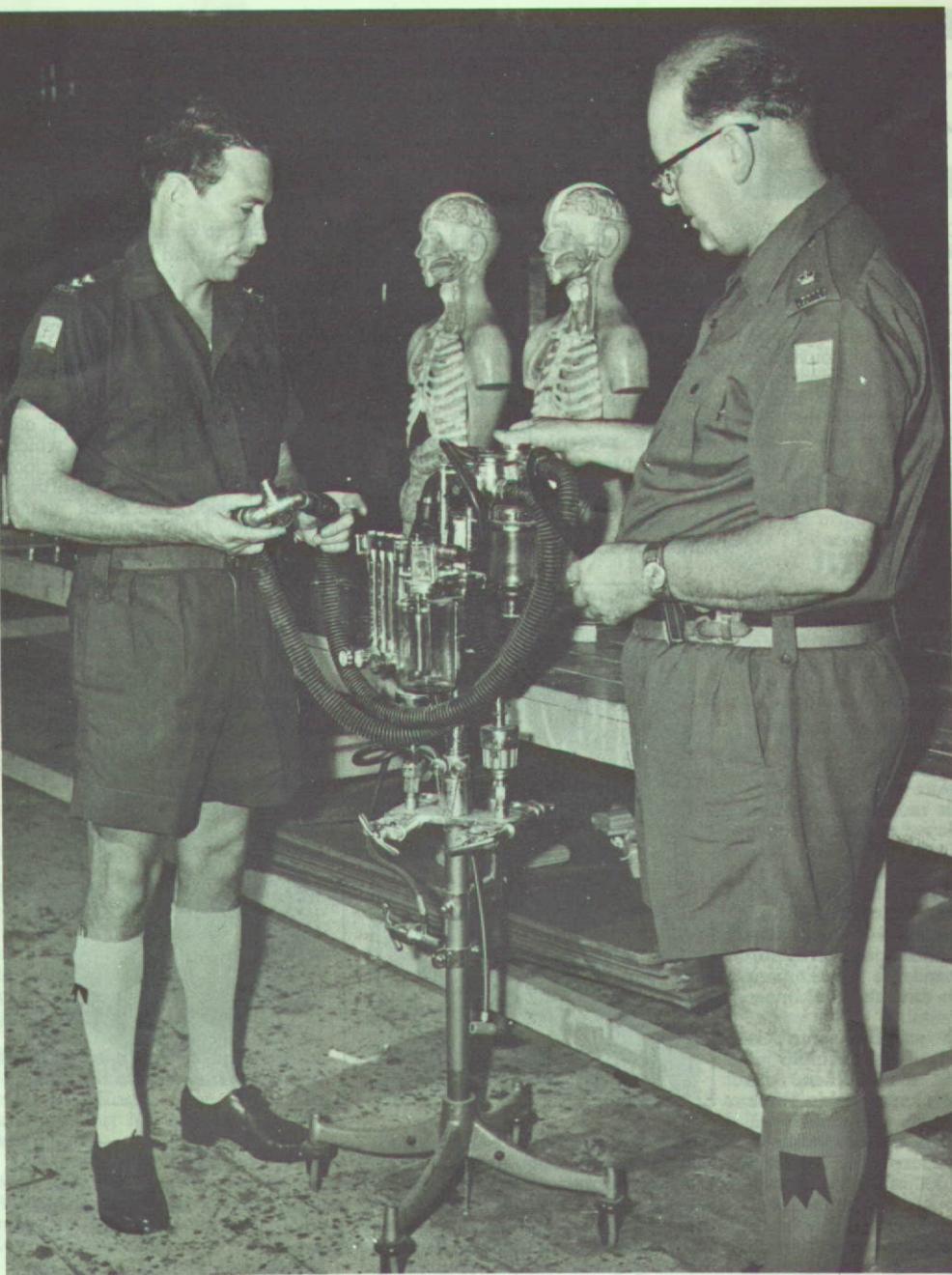
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Major Hugh Bishop and his second-in-command, Captain Peter Farmer, checking complex equipment.

## PACKS, PILLS AND POWDERS

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The depot supplies medical equipment and drugs to British Forces in the Far East, even including Gurkha depots in Nepal, sapper contingents in the Solomon Islands and Thailand and the lonely RAF staging post on the Indian Ocean atoll of Gan.

This Royal Army Medical Corps unit is staffed by three officers, 18 warrant and non-commissioned officers and 30 civilians. They have to cope with a stock of about 17,000 different items from snake serum to first-aid kits for aircraft ejection seats.

Service families account for three-quarters of the demand, which is not surprising since 1600 babies a year are born in Singapore's British Military Hospital alone. Necessities for confinement come in ready

made packs, prepared at the main Army medical equipment depot at Ludgershall in England and sterilised by radiation at one of Britain's nuclear establishments.

Much of the Far East depot's storage space is taken up by disposable items such as paper nappies and one-time plastic syringes which now replace bulky hypodermic syringes. The tropical climate presents problems so they have three giant refrigerators, one of 50-ton capacity and two others each holding ten tons. Most supplies come from Britain but items like X-ray plates and bottles are bought locally in Singapore.

The depot has even done "surgery." Its workshop, run by a Royal Electrical and Mechanical Engineers technician, normally mends things like a portable electrocardiograph and X-ray control panel but was recently called on to repair two damaged demonstration cutaway torsos.

*From a report by Army Public Relations, Far East Land Forces.*

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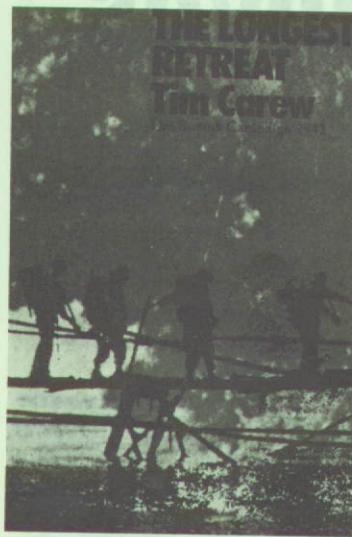
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# BOOKS

## "Nothing but jungle"

"The Longest Retreat" (Tim Carew)

Probably the most terrible retreat in the long history of the British Army was that from Burma early in 1942. The blow-by-blow story of this bloody and disastrous campaign is now told through the eyes of the men who were there—generals, sergeants, lance-corporals, private soldiers and civilians; British, American, Indian, Gurkha and Burmese.



It is a story of great courage, almost superhuman physical endeavour and endurance to the point of utter exhaustion. The Army in Burma faced overwhelming odds in a ruthless and barbarous enemy, well-equipped, experienced and highly trained in jungle warfare.

Root cause of the disaster was the perennial British unpreparedness for war. The peacetime force in Burma comprised the 1st Gloucesters, 2nd King's Own Yorkshire Light Infantry and four battalions of Burma Rifles. Reinforcements were inevitably too little and too late—and had trained assiduously for desert warfare. A senior staff officer's remark at the time, a classic of its kind, was: "Training? It's out of the question—there's nothing but jungle."

At the time of the Japanese invasion Burma was way down on the priority list for arms, equipment and reinforcements. But resistance was fierce throughout the long and agonising withdrawal and the author pays just tribute to the indomitable fighting qualities of the units concerned.

Gallant figures emerge by the dozen, many hitherto unknown and unsung, others among the commanders whose names have since become household words—the incomparable generals Alexander and Slim; the desperately unlucky Jackie Smyth VC, caught on the horns of a ghastly dilemma at the Sittang Bridge and accepting responsibility for decisions in the certain knowledge that whatever he decided would be wrong; "Punch" Cowan, who succeeded to the command of

17th Indian Division; "Mad Mike" Calvert; "Vinegar Joe" Stilwell; Joe Lentaigne and many others.

Tim Carew, a former SOLDIER feature writer, was not himself in the Burma retreat but fought later with the "forgotten" Fourteenth Army in its victorious campaign to drive the Japanese out of Burma and, as a subaltern in the 3rd Gurkhas (now part of the Indian Army), was awarded the Military Cross.

Hamish Hamilton, 42s DHC

## Volunteer spirit

"Citizen Soldiers of the Royal Engineers Transportation and Movements and the Royal Army Service Corps 1859 to 1965" (Colonel G Williams)

Centuries ago home defence was virtually in the hands of local landowners who would call out their tenants in an emergency. As the 17th century wore on these musters gave way to the more efficient train bands which played such an effective part in the Civil War. The 18th century saw a spate of attempts to organise citizen soldiers—the Militia in 1757, the Volunteers in 1782 and the Yeomanry in 1794. Even then British people did not take kindly to compulsion and the Government relied heavily on the volunteer spirit.

The growth of this spirit is demonstrated by the example of Edinburgh in 1859 when the Volunteer Rifle Corps within three months raised ten companies of advocates, bankers and accountants, all at their own expense! By 1860 there were 200,000 in the Volunteers and problems of movement and rationing clearly showed the need for transport specialists. Although there had been a Corps of Waggoners as early as 1794 it was left to Colonel McMurdo, who had commanded the Land Transport Corps in the Crimea, to get things organised.

Things now moved quickly. By 1865 the Engineer and Railway Volunteer Staff Corps had been formed; 1908 saw the creation of the Territorial Army, the much criticised "Saturday night soldiers" who were to play a vital part in the coming conflict. After World War One came the depression and with it apathy. The only two bright periods were the emergence of the Supplementary Reserve in 1914 and the growing trend towards mechanisation after 1927.

World War Two required the movement of vast amounts of supplies. Each major campaign—Africa, Sicily, Italy, Normandy and even the crossing of the Rhine—involved tremendous problems. Warfare in the middle of the 20th century moved into the nuclear age and the Army had to adapt again. Experiments in the early 1960s culminated in establishment of the Royal Corps of Transport in 1965.

This is an interesting study of an undramatic but vitally important side of history. It will be read with interest by all who served with these former formations.

*Institution of the Royal Corps of Transport, Beller Barracks, Aldershot, Hants, 27s 6d*

## Wha dare meddle

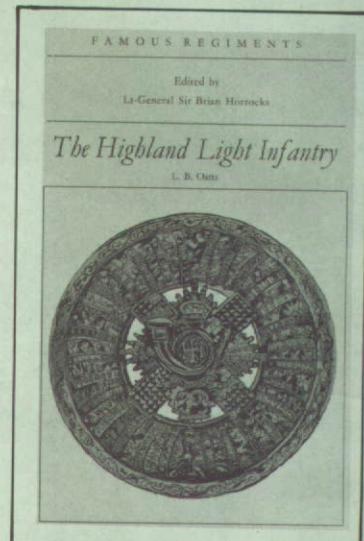
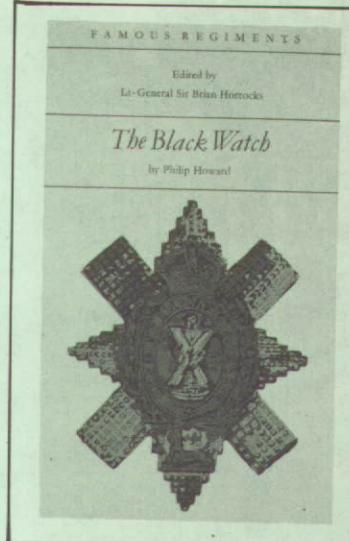
"The Black Watch" (Philip Howard)

George II, the Duke of Cumberland and General Wade had watched the two kilted figures perform military exercises in the gallery of St James's Palace, London. Their appearance so delighted the king that he presented them with a golden guinea apiece. As the two highlanders left the palace they contemptuously tossed the coins to the porter. The Sassenach king had forgotten himself. These were not

battles; first to come and last to go).

A reputation had been established and the long wars against the French gave succeeding generations a chance to enhance it in Egypt, Spain and Belgium. Then came Ireland, Gibraltar, Malta, the Crimea, India and the Gold Coast.

Army reorganisation in 1881 brought a merger with a fine old highland regiment, the 73rd, which had fought in Ceylon, at Waterloo, in Australia and in Africa. Infused with fresh blood The Black Watch opened a new chapter and in World War One earned itself another



common foot-soldiers but highland gentlemen of long pedigree and broad estates, privates in The Black Watch!

Regimented in 1739 at Aberfeldy, but with roots going back to the independent companies of 1624, Am Freiceadan Dubh (Black Watch) had always been an élite. Only men of quality, mainly Campbells, Grants, Frasers and Munros, were allowed to enlist and they brought servants to carry their weapons! Gaelic-speaking to a man, their function was to police the mountains and glens of their native highlands and keep the fighting clans apart. Imagine then their indignation and sense of betrayal when in 1743 they found themselves marched to London where rumour had it they were bound for the fever-ridden West Indies. They had been cheated, so they went home. The authorities panicked, called it a mutiny, shot three of the spokesmen and ordered the regiment abroad to be purged by shot and shell.

This it was in the bloody baptism of fire at Fontenoy, where even the chaplain fought with drawn sword; on the massive ramparts of Fort Ticonderoga, where 600 fell before the survivors obeyed the third order to retire; at Bushy Run where highland dirk and bayonet out-fought Indian tomahawk and lance. The world knew them by their proud red hackles and defiant motto "Nemo me impune lacessit" (Wha dare meddle wi' me), but their own folk knew them best in their own tongue—"Freiceadan Dubh nan cath; toiseach tighinn is deireadh falbh" (Black Watch of the

name—"The Ladies from Hell!" After World War Two the regiment returned to its original role of policemen, this time on an international scale in Berlin, Kenya and Cyprus.

Superlatives abound in the story of The Black Watch. There can be few volumes in the "Famous Regiments" series to match the colour, glamour and excitement of "Freiceadan Dubh nan cath."

Leo Cooper, 25s

AWH

## 71st and 74th

"The Highland Light Infantry" (L B Oatts)

Until a few years ago most regimental histories were filled with masses of minute detail meaningless to the general reader. Then, at the very moment when so many of these very regiments were passing into oblivion, a new series, "Famous Regiments," was launched with Lieutenant-General Sir Brian Horrocks as editor. The result is a collection of eminently readable little books.

Little they may be but they are not easy to write. Consider the task facing Colonel Oatts—reducing a four-volume history of a regiment which took part in every major engagement in which the British Army was involved since 1777 into a mere 113 pages and at the same time recounting it in an interesting manner as well as setting it against the backcloth of our national story. This he has done and done well.

The Highland Light Infantry was born in 1881 from the amalgama-

mation of two very fine units, the 71st and 74th. The former, Lord Macleod's Highlanders, were raised in Mackenzie country and were next senior to The Black Watch. They soon made themselves known as marines with Rodney at Gibraltar, in India with Eyre Coote, by their capture of the Cape of Good Hope and their semi-piratical exploits at Buenos Aires. Before long they were capturing a French general at Vimiera, fighting off typhoid at Walcheren and taking Fuentes d'Onoro for its rum and biscuits. They did battle against Napoleon's Imperial Guard, French-Canadian frontiersmen, Russian cavalrymen, Sepoy mutineers and tough Pathans.

The 74th were raised in 1787 by Campbell of Inverneil. In India they stormed Seringapatam, killed Tippu, the Tiger of Mysore and, at Assaye on 23 September 1803, held the right flank of a small British force against massive attacks by 60,000 Mahratta warriors. Future generations of the regiment kept up the reputation at Badajoz, in Africa and aboard the Birkenhead.

With such a background the Highland Light Infantry of 1881 was bound to be a success. And so it was, at Tel-el-Kebir and the capture of Cairo, at Tanga Pass on the North-West Frontier, in Crete against Turkish irregulars and against the Boers at Spion Kop.

In World War One 17 battalions fought in 64 major engagements at a cost of 598 officers and 9428 men dead. In World War Two ten battalions lost 104 officers and 1287 men killed.

The postwar years saw a return to the kilt in 1947, spells in Tobruk, Malta, Cyprus and the Canal Zone and then amalgamation with The Royal Scots Fusiliers.

Leo Cooper, 25s

AWH

## In invaders' prey

"Objective: Egypt" (Gregory Blaxland)

For the land of Egypt 525 BC was a significant year. It saw the conquest by Cambyses, the Persian, and an end to the brief dynasty of the Saite Pharaohs who had sought to revive some of the glories of

Ancient Egypt which even then were obscured by the dust of some 2000 years of conquest and decay. The Chaldeans, under Nebuchadnezzar, had recently established military ascendancy over Syria and Egypt and, once Cambyses had defeated them, the road to Egypt lay open and its capital, Memphis, fell without apparent opposition.

Mr Blaxland tells the story of that troubled and troublesome land from 525 BC until 13 June 1956 when the last British soldier departed from Port Said. The conquering Persians were followed by Alexander the

the period from 1945 to the final British departure; these chapters will be of particular interest to the thousands of Servicemen who were stationed in Egypt during that time and who remember those days, probably with mixed feelings.

The author describes in detail the guerrilla operations in the Canal Zone in 1951 and the period leading up to the 1956 battle. In this last phase he has drawn on the experiences of men who were there, their trials and frustrations, and in this light his original assessment of the Suez intervention is of added interest.

Gregory Blaxland was a Regular Army officer who served with The Buffs during World War Two. He began writing in 1954 when polio ended his military career.

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## OBJECTIVE: EGYPT

Gregory Blaxland



Great, then the Romans, who ruled Egypt for 670 years, followed by the Moslems, Mamelukes and Ottoman Turks. With the rise of Napoleon Bonaparte the struggle for Egypt between France and England began.

Although primarily a story of war, this book is far from being exclusively a military work; the author studies in depth the interplay between the demands of strategy, practical politics and emotions. Surprisingly, perhaps, he pays tribute to the fortitude of the long-suffering and downtrodden fellahin, perennial victims of succeeding invaders and of their own ruling classes.

More than half the book covers

the period from 1945 to the final British departure; these chapters will be of particular interest to the thousands of Servicemen who were stationed in Egypt during that time and who remember those days, probably with mixed feelings.

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Muller, 37s 6d

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## IN BRIEF

*Bellona Handbook No 2. Semi-Tracked Vehicles of the German Army 1939-45. Part 1: Zugkraftwagen und Selbstfahrlafette (Prime Movers and Self-Propelled Carriages)*

Compiled by P Chamberlain and H Doyle, this handbook covers nine major types of semi-tracked vehicles, giving a brief technical and tactical history of each class followed by every major variation. There are 81 black-and-white illustrations. This publication is in the same format as Handbook No 1, Parts 1 and 2, which cover German wartime self-propelled weapons.

*Bellona Publications, Badger's Mead, Hawthorn Hill, Bracknell, Berkshire, 8s (8s 6d by post in UK)*

### Bellona Military Vehicle Prints

Series Seventeen features the British cruiser tank Mk I (A9) and ICS (A9), American M26 General Pershing and medium tank M2A1 and German Panzerkampfwagen II Ausf F. All are given the familiar treatment of this useful reference series—detailed scale drawings of 4mm to a foot (1:76), history of the vehicle and technical details, plus a photograph of each and a front cover colour painting, here of the A9.

The A9s appeared in August 1937 and saw action with 1st Armoured

Division in France in 1940 and with 7th Armoured Division in the Western Desert until 1941. The M26 Pershing, with its 90mm gun, gave American tankmen a tank to meet the German Panthers and Tigers on equal terms.

Series Eighteen describes and illustrates the Valentine 17-pounder self-propelled Archer (A30), which is also featured on the cover, the United States light tank M2A4 and the German Panzerkampfwagen E100. Archers arrived in North-West Europe in October 1944 and were on active service until the end of the war.

The M2A4, weighing less than 12 tons, was the standard American light tank in September 1939 and the first American tank to be used by the British, though never in action. The Panzerkampfwagen E100, a super-heavy tank of 130-140 tons, was one of a new family of five armoured fighting vehicles and the only one to be almost completed before the end of World War Two.

Series Nineteen features the British infantry tank Mk IV (A22) Churchill Mk I and Vickers main battle tank, United States heavy tank M6 and the French AMD Panhard et Levassor Type 178.

The Churchill Mk I was first used in the Dieppe raid of 19 August 1942. Of the 24 tank landing craft, ten landed 28 Churchills but only six of these got off the beach and by the end of the day all 28 had been knocked out. The Mk I Churchill carried a turreted 2-pounder and a 3-inch howitzer in the hull.

The Vickers main battle tank is being produced to replace India's 20-pounder Centurions and is named Vijayanta (Freedom). It weighs 40 tons and is armed with the British 105mm high-velocity gun. The American heavy M6 had only a short life. The first prototype was handed over on 8 December 1941, the day after Pearl Harbour, and a year later it was decided that because of its tremendous weight and limited tactical use there was no requirement for the heavy tank. *Bellona Publications, Badger's Mead, Hawthorn Hill, Bracknell, Berkshire, 4s each plus overseas postage; subscription scheme and ring binder available*

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Surprisingly realistic, these connoisseur figures are designed by Charles Stadden and claimed by the makers, Norman Newton Ltd, of 188 Piccadilly, London W1, to be the most expensive of their kind in the world.

Unpainted foot soldiers, 54 millimetres high, cost £1 11 2d but a professionally painted wounded lancer falling from his horse during the Charge of the Light Brigade (requiring drastic "surgery" of the original mould) would be £25.

The firm has built up a vast range over the past 20 years. It claims to be able to produce soldiers of every regiment in the British Army as well as a representative selection of the French, German, Austrian, Russian and Prussian armies. Chronologically the range begins with the Roman legions and ends with World War One when khaki became generally established.

Stadden figures capture all the dash and panache, colour and romance of history. There are gallant knights with heraldic

shields at Agincourt, Royal Scots Greys wielding sabres in a charge at Waterloo, and scarlet-jacketed South Wales Borderers with bared bayonets repulsing Zulu warriors. There are even three Russian infantrymen riding on one horse, a negro bandsman with a *schellenbaum*, a foot guard musician playing a serpent and an officer of the Imperial Russian Army twirling his moustache.

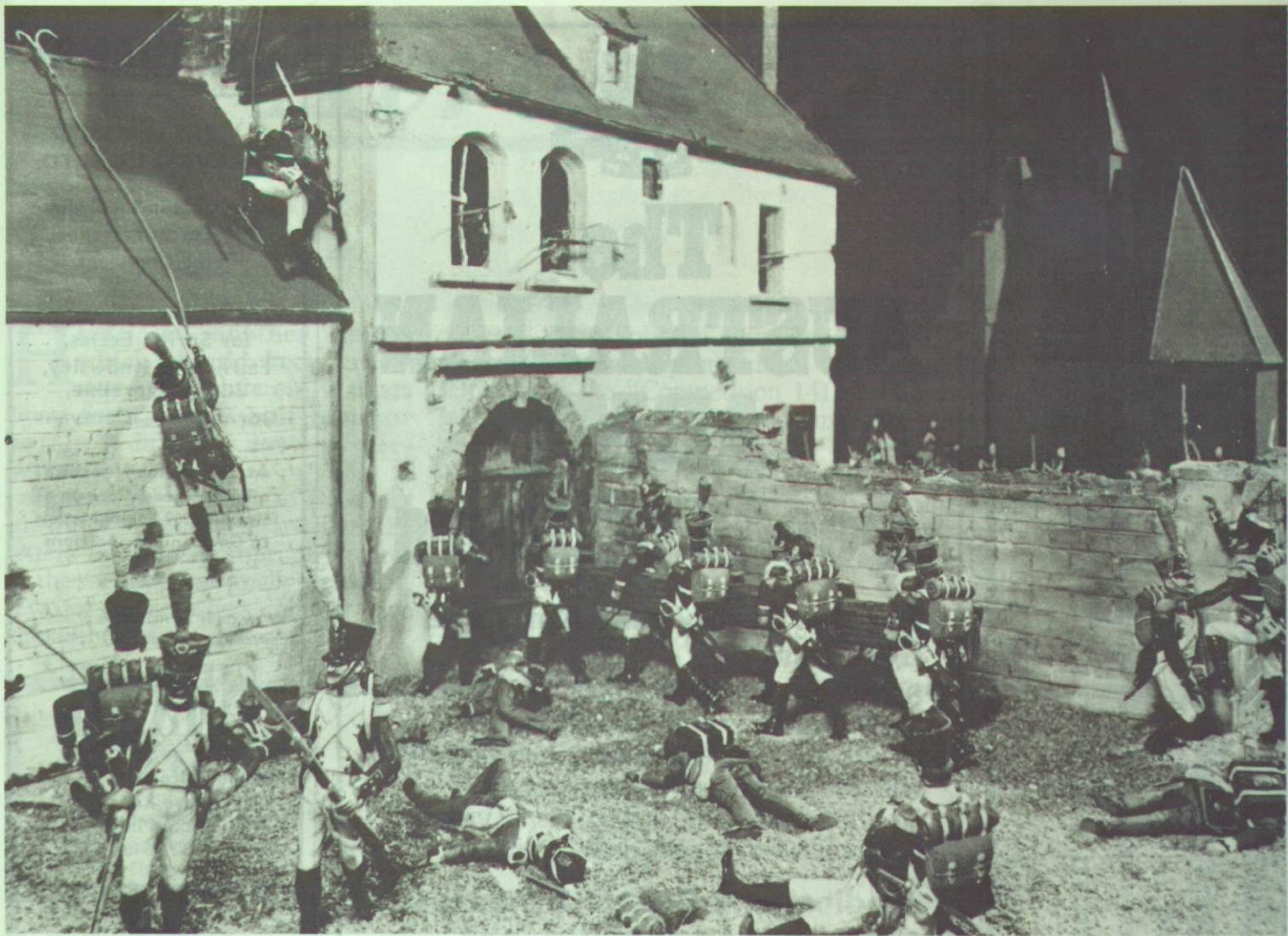
The models are basically of lead and tin, a mixture which is soft enough to allow the limbs to be bent and head tilted. The painting is meticulous with even minute insignia being legible, though the faces have rather grotesque expressions.

As a modelling material, lead makes an interesting comparison with plastic. Lead has a low weight/strength ratio and rearing horses tend to suffer from sagging legs. The French firm of Historex (see *Soldier*, April 1969) uses a technique of plastic injection-moulding which produces exquisite detail—even the veins stand out on the horse's body and all the muscles are in the correct position whether standing, rearing, trotting or galloping. Not only that, their mounted soldiers are in 40 to 50 different parts with aiguillettes and badges, for example, coming separately thus saving inordinately difficult paintwork. Models are, of course, only as good as the painter. But in the hands of an expert, plastic is indubitably superior.

Those interested in this field are recommended to read "How to Go Collecting Model Soldiers" by Henry Harris, a retired major of the Royal Army Ordnance Corps, published by Patrick Stephens Ltd at 35s. This book is particularly useful as it discusses the art of collecting and making model soldiers in an authoritative context of military history and strategy.

Below left: Dash and panache of a Napoleonic Chasseur of the Guard. Master modeller Ray Lamb, a 28-year-old Kent art director, made it from a Historex kit. It won first place in the annual competition of the British Model Soldier Society last year. This figure makes an interesting comparison with a professionally finished 15th Hussar kettledrummer (right) by Norman Newton.





Major Harris says a serious collector must make an "appreciation," decide his "aim" and work out an "order of battle"—terms he defines for the layman.

Having a personal collection exceeding 5000 amassed over 40 years, he writes with authority about researching, casting and converting. He gives invaluable information about such things as the composition

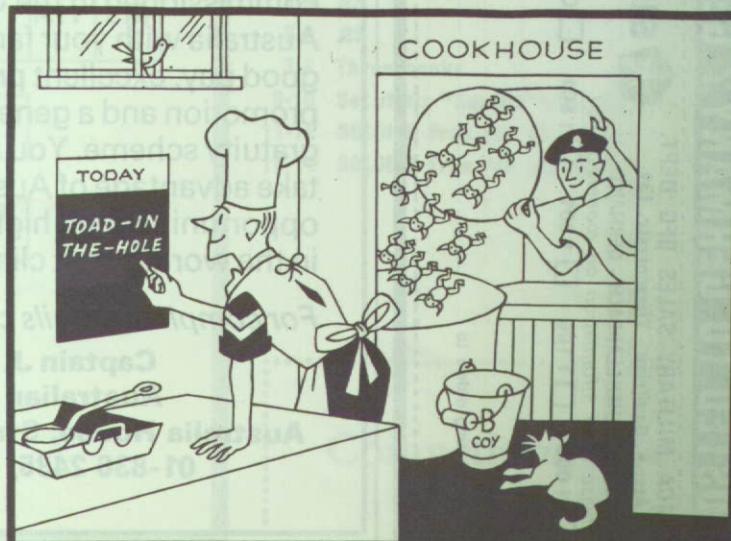
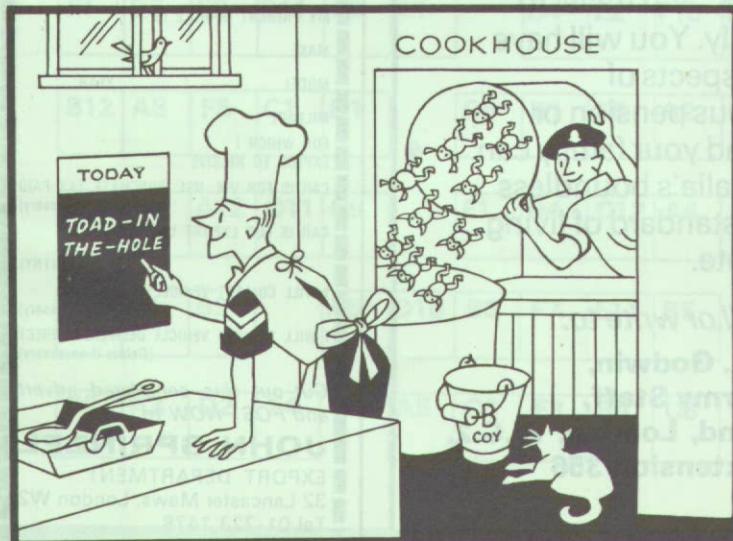
of a Roman legion, variations in riding postures of cavalry through the centuries, the historical role of light infantry and fusiliers, as well as appendices on exhibitions, sources of research and addresses of manufacturers. He also tells how to convert a wigwam into an army bivouac and create Field-Marshal Montgomery from a model race-track official.

HH

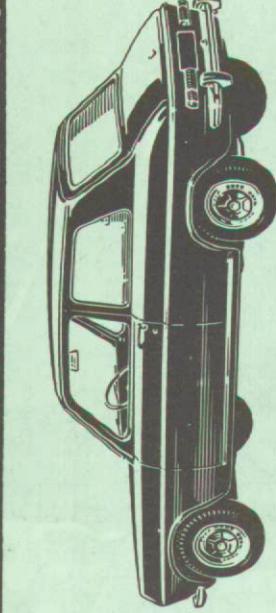
Above: The crackle of musket fire, acrid stench of gunpowder and the thud of a battering ram into a barred gate. All the drama and action of "Holding the Gate at Hougoumont" in the Battle of Waterloo are captured in this static diorama by Norman Newton. It is on permanent exhibition at their shop in London's Piccadilly.

## 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 41.



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# Acrosticode

HERE is another teaser which should keep crossword and code enthusiasts busy for the odd half hour or so... It is fairly easy, so persevere!

Enter your answers to the clues in the acrostic then transfer the letters to their appropriate squares in the message and finally decode it. Two of the acrostic's columns give the author of the message.

Send your solution (quotation and author) on a postcard or by letter, with the "Competition 141" label from this page, and your name and address, to:

**Editor (Comp 141)**  
**SOLDIER**  
**433 Holloway Road**  
**London N7.**

This competition is open to all

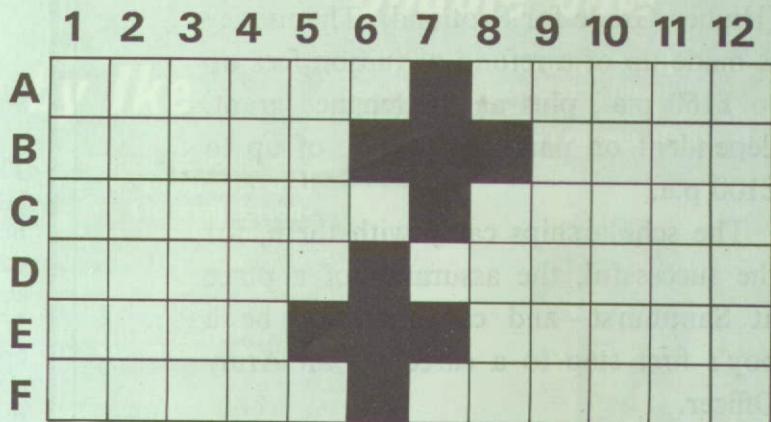
readers at home and overseas and closing date is Monday, 11 May. The answer and winners' names will appear in the July SOLDIER. More than one entry can be submitted but each must be accompanied by a "Competition 141" label.

Entries using OHMS envelopes or official pre-paid labels will be disqualified.

Winners will be drawn from correct solutions.

## Acrostic clues

A (left) Saunter (right) *timble*  
B (left) Firework (right) Change clothes for game  
C (left) Be imminent (right) Was upright  
D (left) Demonstrates old-fashionedly (right) Establishment for fish, children or B (right) School  
E (left) Bloody Gory (right) Vomits Sicks  
F (left) Flower Peony (right) *daisy*  
(right) Close acquaintance



B2 C3 E11

E9 C11 D8 F11 D3 B10 A10 A6 F2

F1 D5 E8 B11 F9 A1

C4 E2 F10 D7 A11 E10

B12 A8 F5 C1 D1

C5 B1 F8 A2 D12

F12 F4 A12 D11 C9

E1 D4 C12 A4 D9

C10 F3 B9

A9 D10 B3 F7 E12 B5

C2 A3 D2 E4

A5 C6 E3 B4 C8

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- 1 £10
- 2 £5
- 3-4 £3
- 5-6 £2
- 7-8 Three books
- 9-10 Set of six "Guards" table mats
- 11-12 SOLDIER free for 12 months
- 13-14 SOLDIER free for six months

Competition 141

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The scholarships carry with them, for the successful, the assurance of a place at Sandhurst—and can therefore be a boy's first step to a career as an Army Officer.

Selection is by written examination and interview. Boys born between 2nd February 1954 and 1st February 1955 are eligible, and application must be made before 15th May 1970. The written examination will be held at schools in early February.

For full details of the scheme, write to:

Major T. W. Tilbrook,  
Army Officer Entry,  
Dept. 372, Lansdowne House,  
Berkeley Square, London, W1X 6AA

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# PURELY PERSONAL

## Proud as Punch

Old age pensioner **Mr Jack Laverick** has just given away his most treasured possessions—some solid silver trophies he won for boxing in the Army in 1917. Mr Laverick, of Hebburn, County Durham, handed them over to **Brigadier J J G Smith**, Deputy Director of Ordnance Services at Northern Command. He asked for them to be used to foster boxing in his old corps, the Royal Army Ordnance Corps. When he was told that they would be called the "Laverick Trophies" and competed for in the corps championships, Mr Laverick said he was "as proud as Punch."



## Rally tally

His was the only correct entry in 44,000. With it **Sergeant Walter Easton**, Royal Electrical and Mechanical Engineers, won a rally car in a competition run by the Daily Mirror.

Entrants had to list the attributes of a rally driver in order of priority: A—sharp reflexes, B—cool head, C—concentration for long periods, D—physical fitness, E—driving flair, F—past experience, G—mechanical knowledge, and H—courage and daring. The judges' choice was E C F B A H D G.

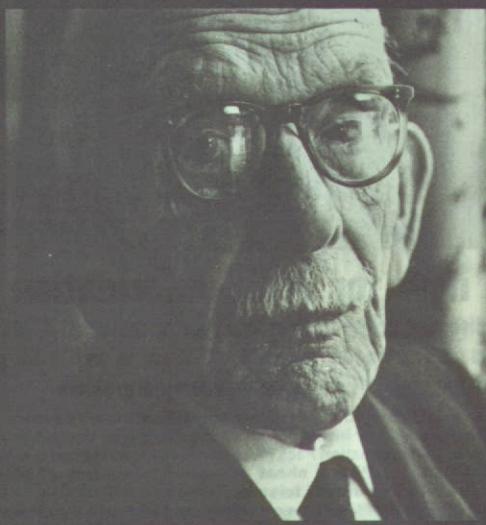
Sergeant Easton's prize, a Ford Escort, was presented to him by **Roger Clarke** (right above) who drove it into sixth place with his co-driver in the Royal Automobile Club's International Rally of Great Britain. Sergeant Easton serviced Army cars in the London to Sydney marathon, and the Monte Carlo and Tulip rallies.

He later drove his new car back to his unit in Germany, 1 (Br) Corps Troops Workshop in Bielefeld.



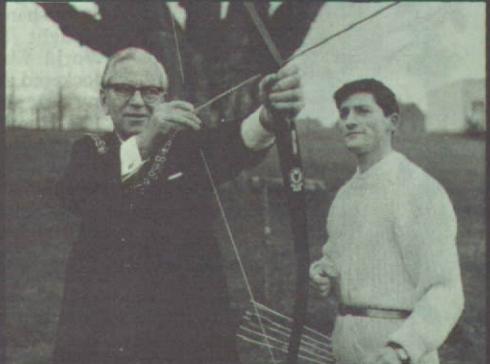
## Monty by Ike

Alert eyes and a determined set of the jaw. Such is the painting of **Field-Marshal Montgomery** by the late **General Eisenhower**. Ike painted it in 1952 before resigning as NATO supreme commander to stand for the American presidency. Monty recently put it up for auction at Sotheby's in London where it was bought for £2800 by the American ambassador, Mr Walter Annenberg.



## Still in step

He is 100 years old and still going great guns. **Lieutenant-Colonel George Fulcher**, Royal Artillery retired, has just celebrated his centenary at the hotel where he lives in Plymouth, Devon. Colonel Fulcher joined the Army 84 years ago, was awarded the OBE in 1917 and retired in 1929. Yet he still gets up at 0700 every day and goes for a brisk walk on Plymouth Hoe.



## Double bow

The **Lord Mayor of Nottingham** gets a lesson in archery during his visit to 17th/21st Lancers in Northern Ireland. His instructor has an apt name—**Trooper Robin Hood**.



## Master at arms

A young soldier has made history in the ancient art of fencing. **Apprentice-Tradesman Steven Graham**, aged 17, is believed to be the first boy soldier to represent the British Army at fencing—at least since the early 19th century. His team beat the Royal Military Academy by seven bouts to two in a competition at Aldershot. A/T Graham, fencing with his favourite weapon, the foil, won all his three bouts decisively by 5-0, 5-0, 5-2.

A/T Graham, who began fencing at the age of 10, is at present training to be a radio technician in the Royal Signals at the Army Apprentices' College, Harrogate. An active member of York Fencing Association, he has been presented with city colours for fencing by the Lord Mayor of York.

His ambition is to represent the Army at the Commonwealth Games, but first he must succeed in the Northern Command Individual Championships to be held next month and he will also have to do well in the Army Championships.

# LETTERS

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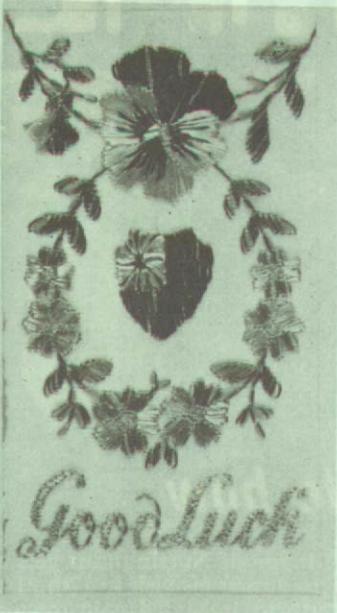
## SILK POSTCARDS

A few years ago my father gave me three hand-embroidered postcards brought back from France after World War One. Two of them are pocketed and embroidered with "To my dear sister/brother" respectively. The third has "Good Luck" on it with flowers surrounding a red shield with the Union flag in the corner.

They are obviously cards sent by soldiers from the Front, but can any reader supply me with any further information about them? They are certainly minor works of art.—Mrs Dorothy M Hughes, Rian House, New Street, off Psaila Street, Birkirkara, Malta GC.

### WO (Rtd) ?

Shortly after the last war the then Minister of Defence, Brigadier Antony Head, was answering questions in the House of Commons regarding the retention of their rank in civilian life by retired officers. In reply to a question to the effect that if officers were permitted to use their rank on retirement why



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should not warrant officers and non-commissioned officers, he said he could "see no reason why they should not do so if they wished."

Does SOLDIER know of any cases where retired warrant officers or NCOs have in fact done so?—"Intrigued."

★ Provided there is no intent to deceive there is nothing to prevent you using any title you fancy. In the case of retired officers some use their Army rank while, for various reasons, others do not. In certain business appointments it may be neither practical nor desirable. Warrant officers and NCOs can do likewise if they so wish but it would look strange for a civilian to refer to himself as "WO II Smith (Retd)." On the other hand there are school physical training instructors who, as often as not, are referred to as "sergeant," and there are sergeants etc in the Corps of Commissionaires, Chelsea Pensioners and similar bodies.

### Gallipoli ribbon

I was surprised to read in C J McKay's "Campaign gongs" letter (September) that his father had received a Gallipoli ribbon. I understand that it was the practice of the British and Commonwealth Governments not to issue a ribbon for an unsuccessful campaign.—R C Lumley-Davies, Gaza, 23 Penrhyn Isaf Road, Penrhyn Bay, Llandudno.

★ The success or otherwise of a campaign has never been a factor in determining the award of a British campaign medal.

It was originally intended to issue a special Gallipoli star and ribbon to members of the 1914 contingents of the Australian Imperial Force and New Zealand Expeditionary Force who had fought in Gallipoli. The award was never issued as it was felt to be somewhat unfair to British, Indian and other troops who had fought in Gallipoli or in other theatres

of war. The eventual result was the issue of the 1914-15 Star to all those of the British, Dominion, Colonial and Indian forces, including naval forces, who had served in any theatre of war up till 31 December 1915 and had not already been awarded the 1914 Star.

The Gallipoli star, according to "Ribbons and Medals" (Captain H Taprell Dorling ("Taffrail") and L F Guille), was to have been a bronze eight-pointed star with a circular centre inscribed "Gallipoli 1914-15" with a crown above. The yellow in the ribbon represented the wattle of Australia; grey, the fern leaf of New Zealand; red, the Army; and blue, the Navy.

### Trucial Oman Scouts

Your short but well illustrated article in the September SOLDIER describing a recruits' passing-out parade in the Trucial Oman Scouts may have caused certain of your readers to wonder whether it is still possible to serve with the Scouts.

The answer is yes. Any officer or soldier who is considering volunteering for a tour on an overseas secondment will find full details of our terms and conditions of service in the Secondment Manual, a copy of which is held by every major unit.—Lieut-Col R C B Chancellor, Gordons, Scouts HQ, Trucial Oman Scouts, Mu'askar Al Murqaab.

### Road-walking

I feel I cannot let the opening remark in your article on the Nijmegen Marches (October) go without comment.

"Road-walking is not really a British sport . . ." Indeed! As a member of that species of athletic animal which competes year after year with scant public recognition, I beg to differ strongly and offer the following evidence which speaks for itself and adds up to the unassailable fact that Britain has won more medals for road-walking in

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## D-Day Fellowship

Membership of the D-Day and Battle of Normandy Fellowship, formed in 1968 in connection with the Portsmouth Cathedral Completion Appeal, has reached its first thousand. Certificate number one is held by Field-Marshal Lord Montgomery and there are nearly 150 members from Canada and the USA and about 200 Greek ex-naval officers and ratings.

Several regiments, RN ships, Service associations and clubs are corporate members and some individuals have joined in memory of relatives or friends killed in the Normandy operations. Two books, one in handwriting and the other in typescript (the latter showing Service details), are being compiled.

Life subscription is £1 (3 dollars) and information leaflets are obtainable from the Hon Secretary, D-Day Fellowship, Flat 2, Cathedral House, St Thomas's Street, Old Portsmouth.

international sport than any other nation.

**European Games:** Harry Forbes and Charlie Megnin took second and third places respectively in the 1946 50-km. Don Thompson won a bronze in the 1962 event. Britain found a gold mine in the 20-km walk with Stan Vickers taking the gold in 1958, a feat repeated by Ken Mathews in 1962 and by Paul Nihill in the recent games.

I myself did the Nijmegen Marches as a member of the British race walking team in 1958 and would certainly not disagree with your further comments regarding the international camaraderie engendered by the "Vierdaagse"—J F Turner, 32 Meden Bank, Stanton Hill, Sutton in Ashfield, Nottinghamshire NG17 3HQ.

★ Mr Turner refers to competitive athletic events. The Nijmegen Marches and the many similar road marches held on the Continent are non-competitive, open to anyone, young or old, and not just restricted to athletes. Does Mr Turner know of anything comparable in England—upwards of 14,000 entrants in an officially sponsored event, dating back 50 years, with medals awarded to all who complete the course?

winning the 50-km walk. In 1964 Britain's Paul Nihill was narrowly beaten into second place for the 50-km title, although Ken Mathews made sure of the 20-km crown.

**Commonwealth Games:** Only one walk has been held in these games, an inaugural 20-mile road event with Britain taking first and second places (Ron Wollwork and Ray Middleton). New Zealand's "Englishman," Norman Read, was third.



*"Er... Brigitte Bardot—now stop mucking about and let me finish this letter!"*

# Royal Scots Dragoon Guards

The new regiment to be formed in 1971 by the amalgamation of 3rd Carabiniers (Prince of Wales's Dragoon Guards) and The Royal Scots Greys (2nd Dragoons) is to be called the Royal Scots Dragoon Guards (Carabiniers and Greys). The Queen will be Colonel-in-Chief of the new regiment.

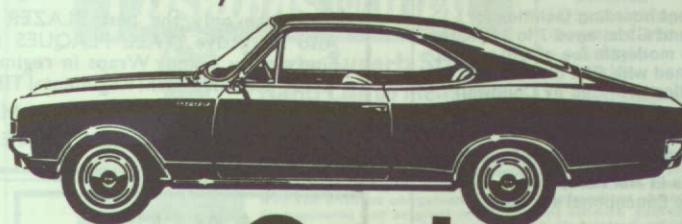
The 1968 Supplementary Statement on Defence policy announced that the Royal Armoured Corps would be reduced by a further regiment; last year's Statement on the Defence Estimates said that this reduction would be achieved by the amalgamation of these two regiments.

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### CHASE THE JACKPOT

As announced in the December Letters, 26 competitors who submitted correct entries for the June and July competitions won a special prize of a six-month subscription to **SOLDIER**.

The August and September competitions have now whittled the 26 down to only three: J Giblin, 14 Oxendene, Warminster, Wilts; Major Val Noble, Welton House, 15 Magdala Road, Mapperley Park, Nottingham; and R Redmile, 39 Greenwich Avenue, Old Basford, Nottingham NG6 0LD.

Each now receives a special prize of £2 for having weathered four successive competitions—and stays in the jackpot.

### TAKE YOUR CHOICE

No one submitted an all-correct solution to Competition 136 (September). Thirteen entries had only one error and the prizes have been awarded to ten of these—the other three were unfortunate in the draw.

The alternative answers to the eight pictures, with the correct answer in bold type, were: 1 (a) **bread** (b) **lunar surface** (c) **coral**; 2 (a) **pepperpot** (b) **button** (c) **film reel**; 3 (a) **torn newsprint** (b) **frayed rope** (c) **glass fibre**; 4 (a) **organ foot pedals** (b) **electric shaver head** (c) **typewriter keys**; 5 (a) **onion** (b) **icicles** (c) **chrysanthemum petals**; 6 (a) **hoar frost** (b) **car windscreens** (c) **bath crystals**; 7 (a) **extruding cable** (b) **pencil sharpener** (c) **dingle sprocket**; 8 (a) **Picasso painting** (b) **polyps** (c) **drop of ink in water**.

### PRIZEWINNERS:

1 Allan D Dare, 23 Hill Crescent, Totteridge, London N20.

2 Miss M. T. Lloyd-Davies, 25 Albert Road, Brighton, Sussex.

3 R Redmile, 39 Greenwich Avenue, Old Basford, Nottingham NG6 0LD.

4 Maj Val Noble, Welton House, 15 Magdala Road, Mapperley Park, Nottingham.

5 J Giblin, 14 Oxendene, Warminster, Wilts.

6 M Field-Johnson, 19 Egerton Gardens, London SW3.

7 Capt S K Khanna, 35 Engr Regt, BFPO 31.

8 Maj E Newman RAEC, 39 AEC, BFPO 23.

9 Sgt R Joyce RCT, 500 Mob Mov Tp, c/o 23 Regt RCT, BFPO 40.

10 L/Cpl J Belk RAO, att WRAC College, Portsmouth Road, Camberley, Surrey.

### Miniature AFV Association

The Miniature AFV Association was formed in 1963 to promote interest in armoured fighting vehicles and associated topics and to provide a central organisation for the collection and dissemination of information. Its scope has since broadened to include items such as trucks, artillery, colour schemes, formation signs and uniforms.

Each issue of the association's bimonthly magazine *Tankette* contains on average five original sets of scale plans, usually to 1:76 but occasionally to 1:87 or 1:32. Recent issues include articles on camouflage, uniforms and formation signs. In 1967 the association provided a display of 200 models for the RAC Tank Museum to mark the 50th anniversary of the Battle of Cambrai.

The annual subscription is 30s (overseas members 35s plus a small amount for currency exchange). This includes six issues of *Tankette* post paid. The subscription from the United States is \$3.75 for surface mail and \$7 for airmail. Postal orders, cheques and money orders should be made payable

\*\*\*\*\*

### Back badge carries on

The Duchess of Gloucester is to be Colonel-in-Chief of The Royal Regiment of Gloucestershire and Hampshire on its formation in September by amalgamation of The Gloucestershire Regiment and The Royal Hampshire Regiment.

Brigadier P C S Heidenstam, present Colonel of The Gloucestershire Regiment, will be Colonel of the new regiment which will wear the distinctive Sphinx back badge at present worn by the Glosers at the back of the hat to commemorate the action in Egypt in 1801 when the 28th Foot repulsed simultaneous attacks by French troops from both front and rear.

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## HOW OBSERVANT ARE YOU?

(see page 33)

The two pictures differ in the following respects: 1 Legs of bird. 2 Right frame of window. 3 Handle of dish. 4 Split in back of cook's overall. 5 Right foot of left toad in first row of three. 6 "Y" in "COY." 7 Cat's tail. 8 Corporal's hair. 9 Base of wall on right of cat. 10 Left end of cook's bow.

## COLLECTORS' CORNER

S/Sgt D Edwards, 35 Coronation Close, Bodelwyddan, Abergele, N Wales—Large selection British and Colonial cap and collar badges for sale. Ideal for badge-collecting beginners. Lists sent on application.

J F Crossland, 16 Carter Road, Great Barr, Birmingham 22A.—Requires from one to four Highland regimental broadswords, basket hilts, preferably non-ceremonial, for historical association. Reasonable price for one; suggest negotiation for bulk. All letters answered.

M Knott, 15 Mansbridge Road, Totnes, Devon.—Urgently requires one first-day cover from Caernarvon bearing investiture stamps and clear impressions BFPO 1000 postmark. State price required (or exchange).

H L King, 3 South Street, Farnham, Surrey.—Collects British and Commonwealth army headress badges and pouch belt plates, especially Volunteer Rifle Corps, also single campaign medals in EF condition. Will purchase or can offer large variety uncommon badges in exchange.

A J Stockdale, 44 Buccleuch Street, Barrow-in-Furness, Lancs.—Requires 26th Hussars cap badge.

S Cracknell, 36 East Court, North Wembley, Middlesex.—Wishes sell or exchange for Nazi insignia etc SOLDIER Magazine March 1958 to March 1968. Good condition. Offers welcomed.

Ignace van Caloen, Berkenbos, 219

Doornstraat, Sint Andries-Brugge, Belgium.—Wishes to buy, or exchange for Belgian military badges, following cap badges with king's crown or World War Two period: Army Air Corps (with letters AAC), Army Physical Training Corps, Reconnaissance Corps, Royal Army Chaplain Department, Worcestershire Yeomanry, Lord Lovat Scouts, Special Air Regiment (not cloth badge).

Robert A Brown, Trafalgar Tourist Hotel and Motel, 46 Trafalgar Street, Nelson, New Zealand.—Wishes start collection British Army cap and collar badges, buttons, cloth and metal shoulder flashes. All correspondence promptly answered.

P B Morrissey, 69 Syon Park Gardens, Osterley, Middlesex.—Collects British Commonwealth campaign medals and Nazi awards. Will purchase or exchange for coins.

L Whittaker, 79 Roundwood Lane, Harpenden, Herts.—Will pay up to £10 for officer's No 2 Commando badge in good condition. Also wants badges of Special Boat Section (enamel), Raiding Support Regt (cloth), 1st Bn Fusiliers Marine Commando, Indian Long Range Squadron, officers' badges Reconnaissance Corps especially Scottish, Yorkshire units; formation signs Special Raiding Squadron, Phantom, R Force, Land Forces Adriatic and all special forces including commandos, independent companies etc; World War One badges wanted City of London Cyclists, Highland Cyclists, West Kent Cyclists, 6th Bn Suffolk, 8th Bn Essex, 1st Armoured Motor Battery, RND and Guards Machine Gun bns. Has items for exchange including rare 11th Bn Border.

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- 11 Army recruiting display, Ayr (band, pipes and drums, Red Devils, motorcycle display) (11-13 June).
- 12 Coventry Army Display (band, corps of drums, Red Devils) (12-13 June).
- 13 Trooping the Colour, Horse Guards Parade, London.
- 13 7th International Festival of Music, Tournai, Belgium (band and pipe band) (13-14 June).
- 13 Massed bands beat Retreat, Catterick.
- 13 School of Infantry Open Day, Warminster.
- 13 Porchester Carnival (2 bands, Red Devils).
- 13 Mayflower 70, Plymouth; Combined Services' Queen's Birthday Parade.
- 18 Queen's Birthday Parade, HQ SHAPE, Belgium.
- 19 Bexley Tattoo (19-21 June).
- 20 Royal Signals 50th anniversary exhibition, School of Signals, Blandford.
- 20 Aldershot Army Display (20-21 June).
- 20 Newham Show, East Ham (band, arena display).
- 21 Royal Signals 50th anniversary cathedral service and march past, Salisbury (am); Open Day and Pageant, School of Signals, Blandford (pm).
- 23 Mayflower 70, Plymouth Tattoo, Royal Citadel (23-27 June).
- 23 Suffolk Tattoo, Ipswich (23-27 June).
- 27 Massed bands display, Minden, Germany (7 bands) (or on 4 July).
- 27 Army recruiting display, Cardiff (band, corps of drums, Red Devils, motorcycle display) (27-28 June).
- 27 Military Musical Pageant, Wembley Stadium (for Army Benevolent Fund).
- 27 39 Engineer Regiment (Airfields) Open Day, Waterbeach.
- 27 Chingford Scouts (3 bands).
- 27 North Wilts Cadets, Swindon (band, gymnastics display).

## JULY 1970

- 3 2nd Division massed bands display, Germany (3-4 July).
- 4 Army recruiting display, Troon (4-5 July).
- 4 Massed bands display, Minden, Germany (if not 27 June).
- 4 Swansea Army Display (band, corps of drums, motorcycle display, infantry display) (4-5 July).

- 4 School of Artillery Open Day, Manorbier.
- 10 Southampton Show (band) (10-11 July).
- 11 Nottingham Military Display (6 bands, Red Devils, gymnastic display, guard dogs demonstration, motorcycle team, Blue Eagles, cliff climbing, RAF display) (11-14 July).
- 11 Woking Carnival (band, motorcycle display).
- 11 Basingstoke Carnival (band).
- 11 Cadet Fête, Frimley (band, motorcycle display, tent-pegging).
- 15 Royal Tournament, Earls Court (15-31 July).
- 16 Commonwealth Games, Edinburgh (bands) (16-25 July).
- 16 Liverpool Army Display (band, drums, pipes, infantry display, tent-pegging, Blue Eagles) (16-18 July).
- 18 Claygate Show (band).
- 18 Stroud Show (band).
- 18 Artillery Day, Larkhill.
- 20 Son et Lumière, Canterbury (massed bands) (20-25 July).
- 22 Gosport Tattoo.
- 22 Dover Tattoo (22-25 July).
- 25 Gloucester Carnival (band).
- 25 Birmingham Army Display (band, corps of drums, Red Devils, Blue Eagles, physical training) (25-26 July).
- 31 Queen's Division Open Day, Bassingbourn.
- 31 Medway teams display, Chatham (3 bands) (31 July-1 August).
- 31 Cheltenham Tattoo.
- Late July: NATO Music Festival, Monchen-Gladbach, Germany (4 bands).

## AUGUST 1970

- 1 Presentation new Colours to 2nd Battalion, The Royal Regiment of Fusiliers, Berlin (Minden Day).
- 4 Tyneside Summer Exhibition (band), Exhibition Park, Newcastle-upon-Tyne (4-8 August).
- 5 Colchester Tattoo (5-8 August).
- 8 Darlington Army Week (8-16 August).
- 16 Royal Army Veterinary Corps Open Day, Melton Mowbray.
- 20 Blackpool Army Display (Armex 70) (20-23 August).
- 21 Edinburgh Tattoo (21 August-12 September).
- 25 Electronics Exhibition, Birmingham (R Sigs, REME displays) (25-29 August).
- 28 Leeds Gala and Army Week (2 bands) (28 August-1 September).
- 29 Farnham Town Show (band) (29-30 August).
- 31 Aylesham Show (band, tent-pegging).
- 31 Edenbridge Show (band).

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## The Colonel

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That his men respect his every wish.

That weekend leave is hardly worth getting.

That he'll never be rich.

That an army travels on its stomach.

That he misses his wife's cook.

That he used to sleep better.

That women like his rank.

That he who would teach men to die should at the same time teach them to live.

That he can take a drink upon occasion.

That he will leave the Army a general some day.

That he writes more letters than he receives.

That he is a born soldier.

## The Sergeant

believes

That the men suspect his every wish.

That weekend leave is hard to get.

That he'll never be rich.

That an army travels on its feet.

That he misses his wife's cooking.

That he used to sleep.

That women like him and his rank.

That he who would teach men to die should at the same time teach them to fight.

That he can take a drink upon occasion and sometimes when he has no occasion.

That he will leave the Army a quartermaster some day.

That he writes more letters than he receives.

That he was a born soldier.

## The Trooper

believes

That men neglect his every wish.

That weekend leave is hard to get over.

That he'll never be rich.

That an army travels on and on and on.

That he misses his wife.

That he could use some sleep.

That women like him in spite of his rank.

That he who would teach men to die should, too, at the same time.

That he can take a drink but has no occasion.

That he will leave the Army some day.

That he writes more letters than he receives.

That he wasn't born to be a soldier.

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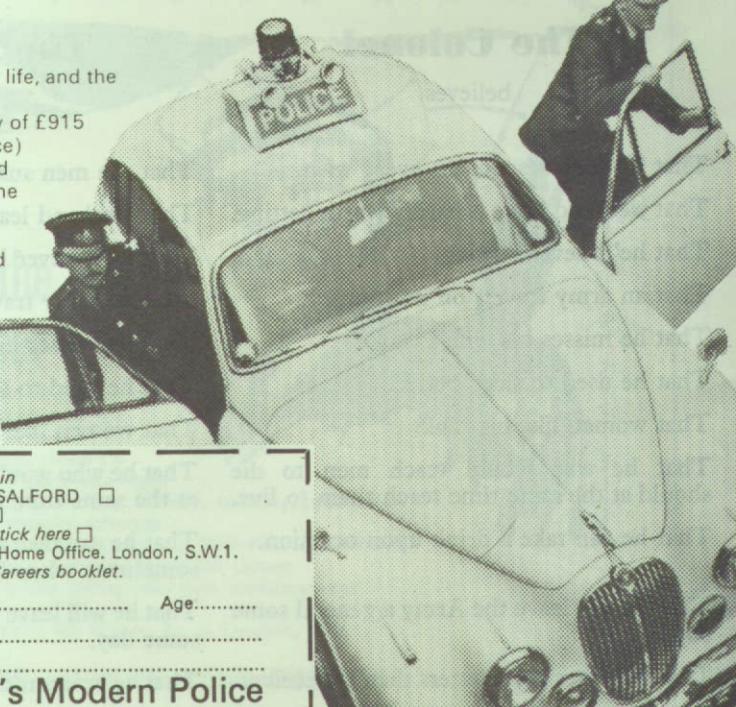
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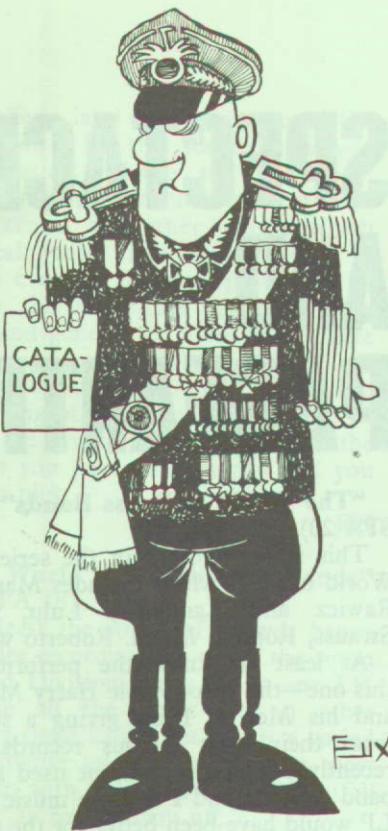
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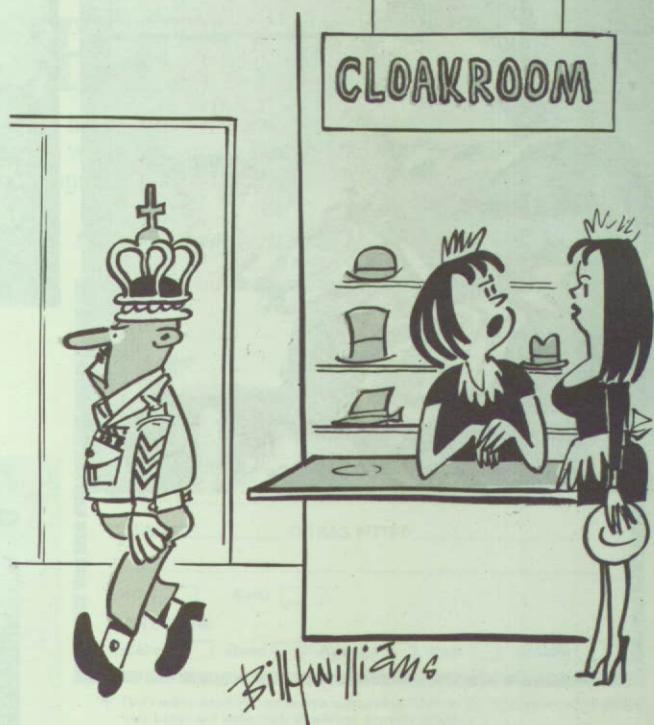
## HUMOUR



... now let's have a look at this new  
soldier boy friend of yours ..."



"Tell me, sergeant, does a field-marshall get more  
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"Another smart Alec trying to tell me  
I don't know my job!"

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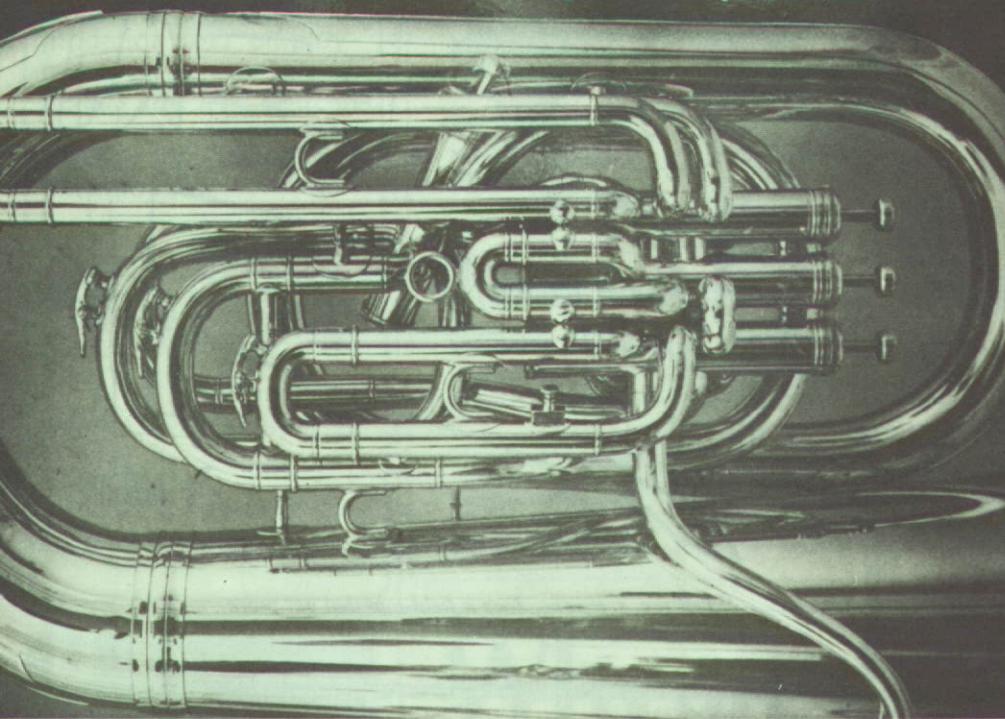
## THE WORLD OF BRASS BANDS

William Tell overture, finale  
three of a kind  
coronation march  
the donkey serenade  
perpetuum mobile  
finlandia

trumpet voluntary  
serenade  
trombones to the fore  
whispering brass  
spanish harlequin  
grand selection, "Merrie England"

massed brass bands  
of Fodens,  
Fairey Aviation and  
Morris Motors  
conducted by  
Harry Mortimer, O.B.E.

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## SPECTACLE AND PAGEANTRY

"The World of Brass Bands" (Decca SPA 20).

This is yet another in the series "The World of . . ." which includes Mantovani, Rawicz and Landauer, Lulu, Johann Strauss, Roberto Mann. Roberto who?

At least we know the performers on this one—the redoubtable Harry Mortimer and his Men o' Brass giving a selection from their most famous records. Until recently percussion was not used at brass band contests and I feel the music on this LP would have been better for the absence of it. The cymbal is used to highly (unintentional) risible effect. But marvellous playing on all the other instruments.

The pomp of "Le Prophète" and feather-lightness of "Whispering Brass" give you the extreme ranges of dynamic such a band is capable of while "Finlandia," "William Tell" and "Three of a Kind" display the individual dexterity of its players. Why, though, is the "Trumpet Voluntary" in such a low key with such virtuosi around? "The Donkey Serenade" and "Perpetuum Mobile" receive rather stodgy treatment but "Trombones to the Fore," "Spanish Harlequin" and "Merrie England" get the full (fire)works.

RB

"Colchester Tattoo" (Drum Major 283).

This album is titled Massed Band Spectacular Volume One. I suggest that the word spectacular, relating as it does to "grand scenic display," is quite the wrong word for something that is merely audible. The announcer on this record speaks but once, saying "now watch carefully for you've never seen anything like this before." I ask you!

And is it audible? Your ears get a fair old battering from the drums, drums and more drums, with a fugitive glockenspiel somewhere in the offing. Most Tattoo records claim to have all the atmosphere of the real thing—and haven't. This one doesn't—and has. Unusually it is a live recording (of the 1968 performance) and you hear it exactly as did one of the audience, in a cheap seat.

It's certainly alive though and has a strange attractiveness once you get used to the din. The front of the sleeve (a SOLDIER picture of the Green Howards' drum-major) is brilliant; the back is a tragedy of misprints, mis-spellings and misinformation.

Question: Do you record the music of a tattoo in the studio and superimpose the

## MASSED BAND SPECTACULAR

Volume One

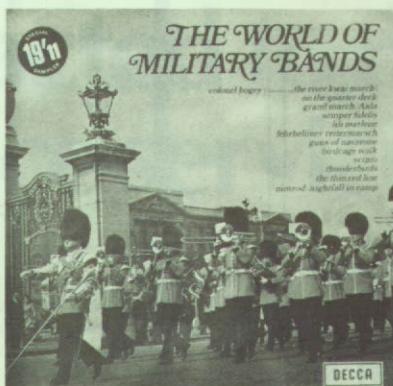
Colchester Tattoo



## THE WORLD OF MILITARY BANDS

collected by  
the river bank march  
on the quayside march  
Aida  
march  
the march  
schubert's remembrance  
gavotte with  
bridegroom  
the third line  
marched eight-all in cance

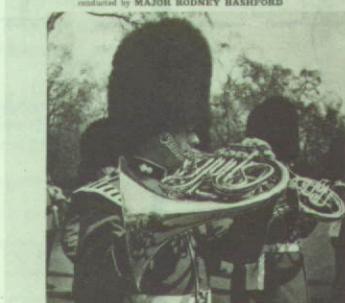
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genuine effects later or do you record the tattoo *in situ*? In the former case you achieve musical balance and good performance and with a modicum of skill can add crowd and other effects which sound real (with modern techniques a band can even be made to pass rank by rank). In the latter case you get a very effective and genuine *al fresco* atmosphere but with many annoying side effects, not least of which are the drums, the drums, the thumping of the drums.

There are several of each type on the market so you pay your money and you take your pick.

RB

**"The World of Military Bands"**  
(Decca SPA 18).

Or at least the world of Guards bands for here are recordings by six of the seven Household Division bands all on one LP. Of course all the items are on other records by these bands but this is a varied and imaginative selection of marches, slow and quick, with "Nimrod" and "Nightfall in Camp" to round them off.

I will not comment on the playing or I would find myself criticising some of my own work but (if you will forgive me) here is evidence of why the massed bands of the Guards Division sound as they do when each individual band can sound like this.

"The River Kwai March," "On the Quarter Deck," Grand march from "Aida,"

"Semper Fidelis," "Lili Marlene," "Fehrbelliner Reitermarsch," "Guns of Navarone," "Birdcage Walk," "Scipio," "Thunderbirds" and "The Thin Red Line," all for 19s 11d. A bargain, even if we say so ourselves.

RB

**"Visit Britain" with the Band of the Grenadier Guards** (conducted by Major Rodney Bashford) (Decca Phase 4 Stereo PFS 4165).

As its title suggests, this record is a musical "Cook's tour" of the British Isles. London gets the lion's share, possibly because in theory most visitors make a point of seeing the capital. The whole of side one is devoted to England, opening with "atmosphere" in the shape of warbling birds heralding the traditional "Sumer is i-cumen in." More atmosphere takes us to Easthope Martin's "Come to the Fair" and to the "Floral Dance" by Katy Moss where the big bass drum and trombone make their separate viewpoints known. The fiddle was absent but the other instruments of the band take up the challenge and a good time is had by all.

London is ushered in by the chimes of Westminster and, after a few childhood musical memories, the Grenadiers embark on what they call "incredible adventures." And some of these are astonishing to say the least. The arrangement is well played and obviously good fun. "Sussex by the

Sea" and "The Eton Boating Song" and a breath of fresh air from sea and river, with appropriate sound effects, vocal and otherwise. Back to London again for some typical old-time music hall hits concluding with "Old Father Thames."

Side two takes the listener in turn to Ireland, Wales and Scotland via the North of England where the horses and hounds are out in full cry to the strains of "John Peel" and "Blaydon Races."

Macnamara, Slattery, Phil the Fluter and company stake out Ireland's claim while in Wales we go out and about in a more serious mood with a Welsh patrol. In this it is good to hear once again "God Bless the Prince of Wales." As might be expected, Scotland has some representative pipe music in "My Home." After a solo start the piper hands over to the band and later both pipes and band combine in effective arrangements of "Atholl Highlanders" and "Scotland the Brave."

To wave farewell to Britain's shore there is a salty selection of sailors' songs and sea shanties. The last word is naturally "Rule Britannia" where the Grenadiers go all nautical vocally.

This is generally a good recording although the superimposed background and atmosphere effects are not always fully successful. The playing, as one would expect, is well up to Grenadier standards and the disc is worthy of inclusion in any band lover's collection.

DAP

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LHD <input type="checkbox"/> RHD <input type="checkbox"/>	
CONDITION _____	
Excellent <input type="checkbox"/> Good <input type="checkbox"/> Average <input type="checkbox"/> Poor <input type="checkbox"/> Ghastly <input type="checkbox"/>	

\* Don't worry about HP settlements outstanding Purchase Tax liabilities or import duties, Weir Lodge will settle them all without any fuss or bother.



**WEIR LODGE GARAGE LTD.,**  
Bridge Road, Chertsey, Surrey  
Tel: Chertsey 4264/2047

**SOLDIER**

