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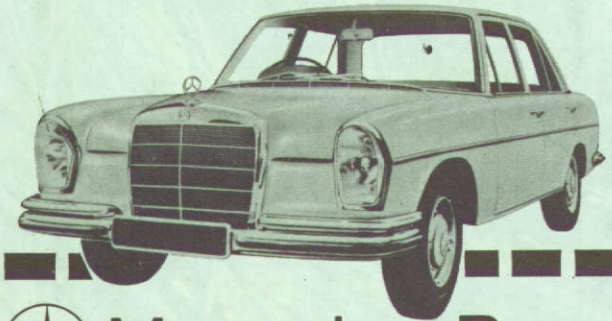

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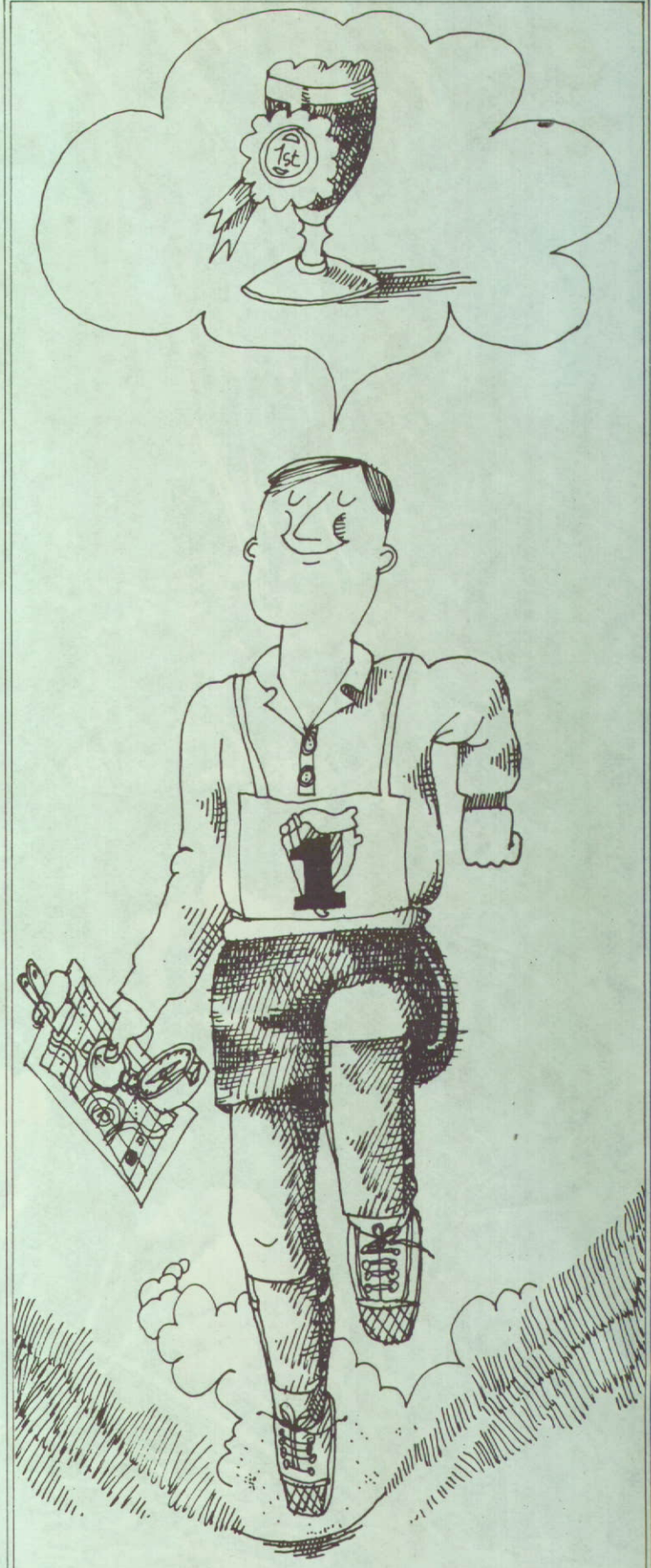

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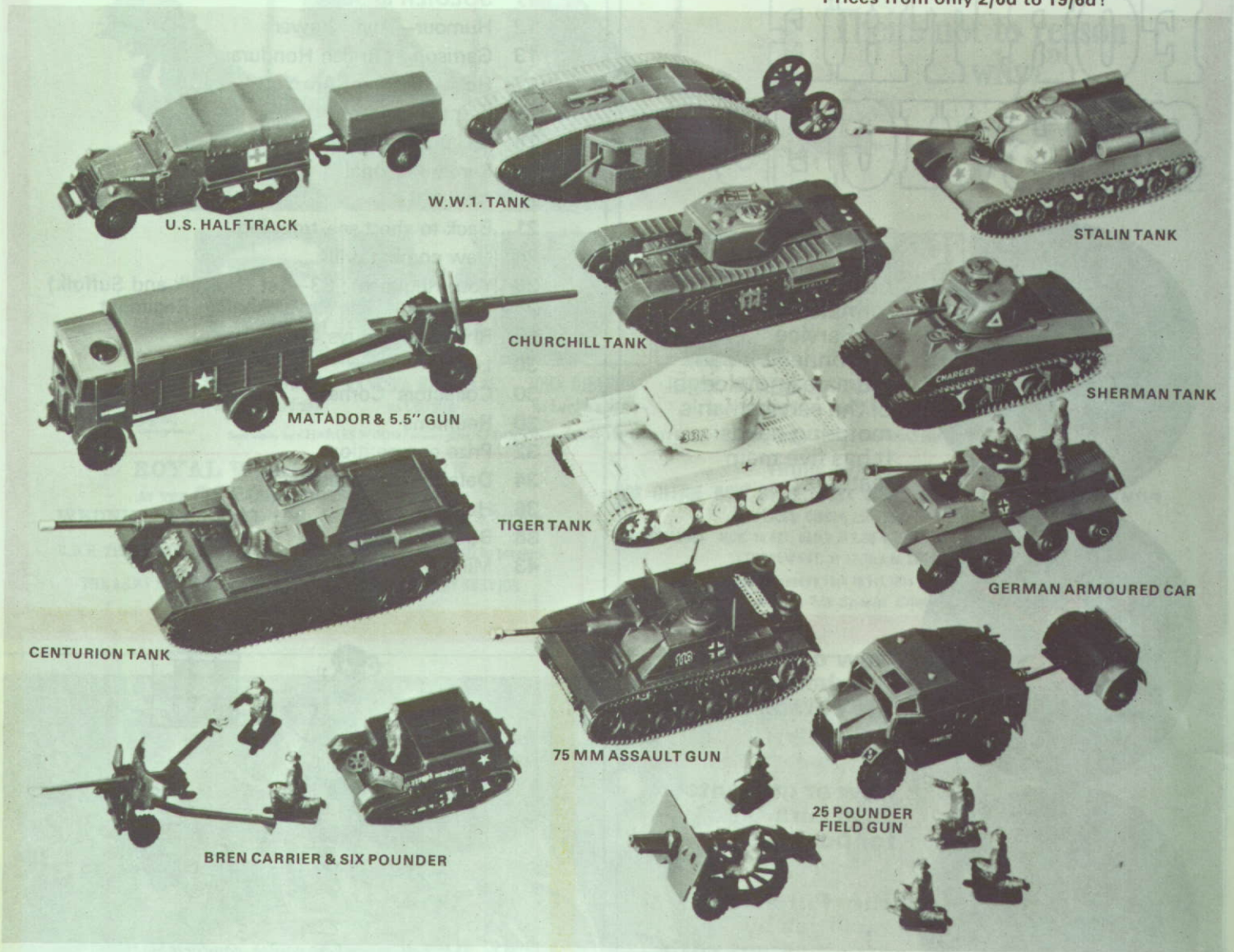

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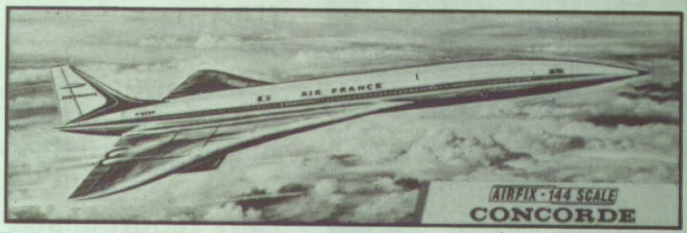

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SOLDIER

APRIL 1968 Volume 24, No. 4

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Picture Editor: LESLIE A WIGGS
Photographers: ARTHUR BLUNDELL
TREVOR JONES
Advertising Manager: K PEMBERTON WOOD
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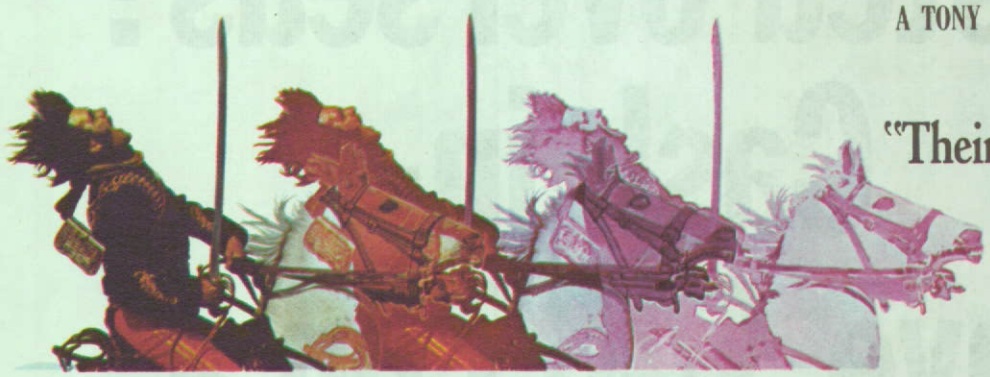

"Theirs not to reason why..."

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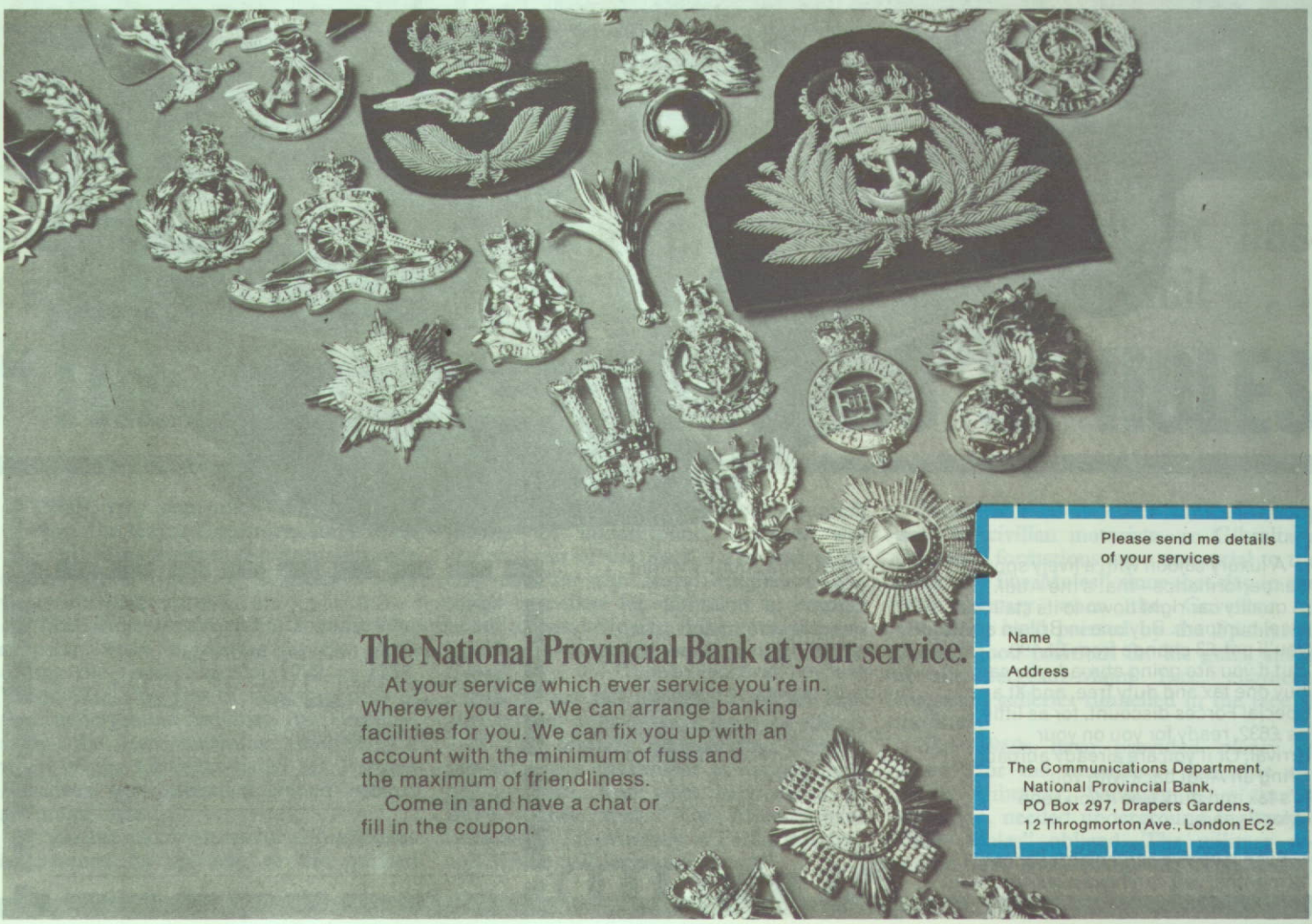

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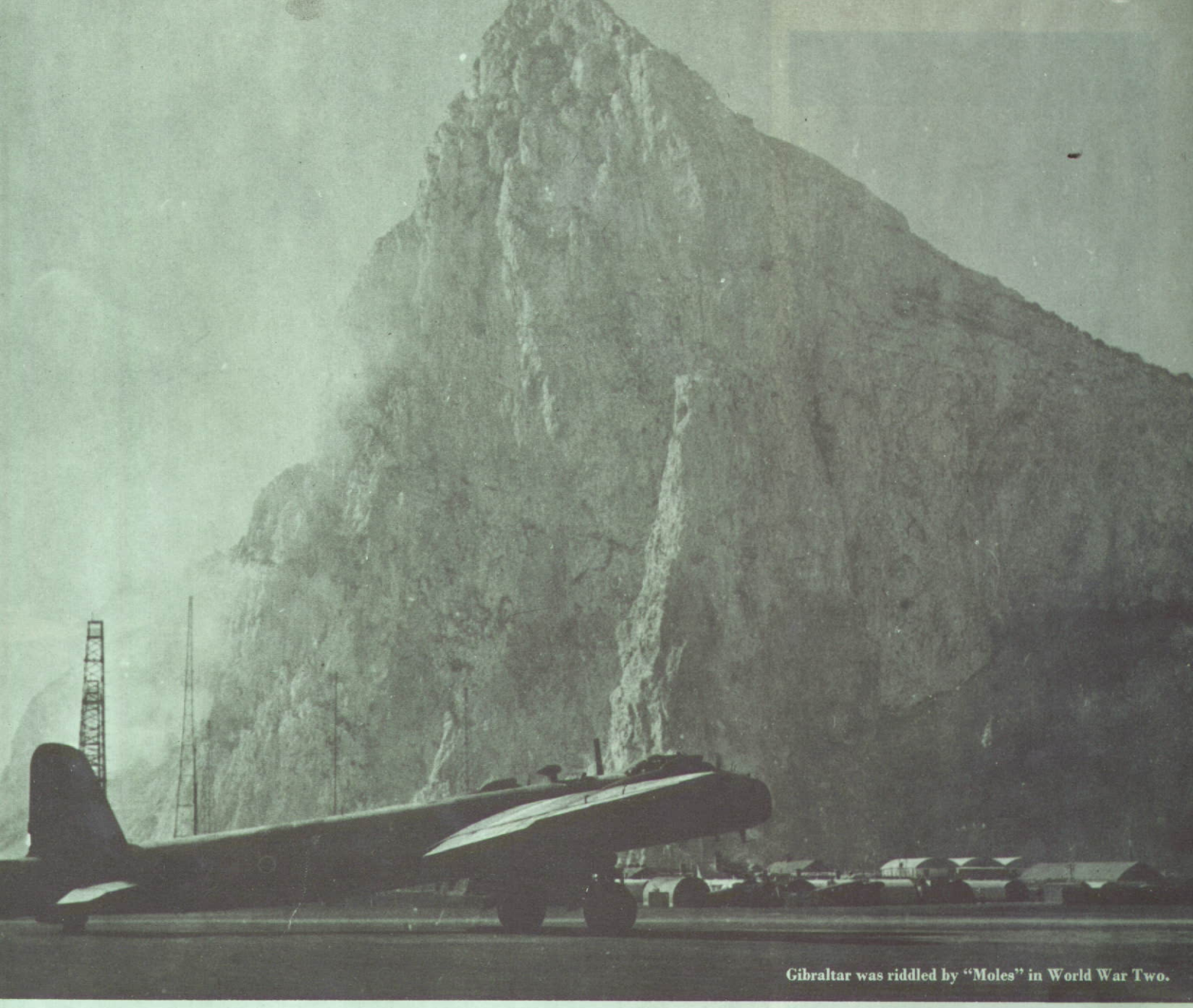


Gibraltar was riddled by "Moles" in World War Two.

Almost unnoticed, tunnelling in the Rock of Gibraltar has ceased. And this spelled the end of an historic Army unit . . .

"THE MOLES"—ENGINEERS OF HOLES

FOR two centuries "The Moles" of the Royal Engineers have been nibbling away at the stony innards of the giant Rock of Gibraltar. Now they nibble no more.

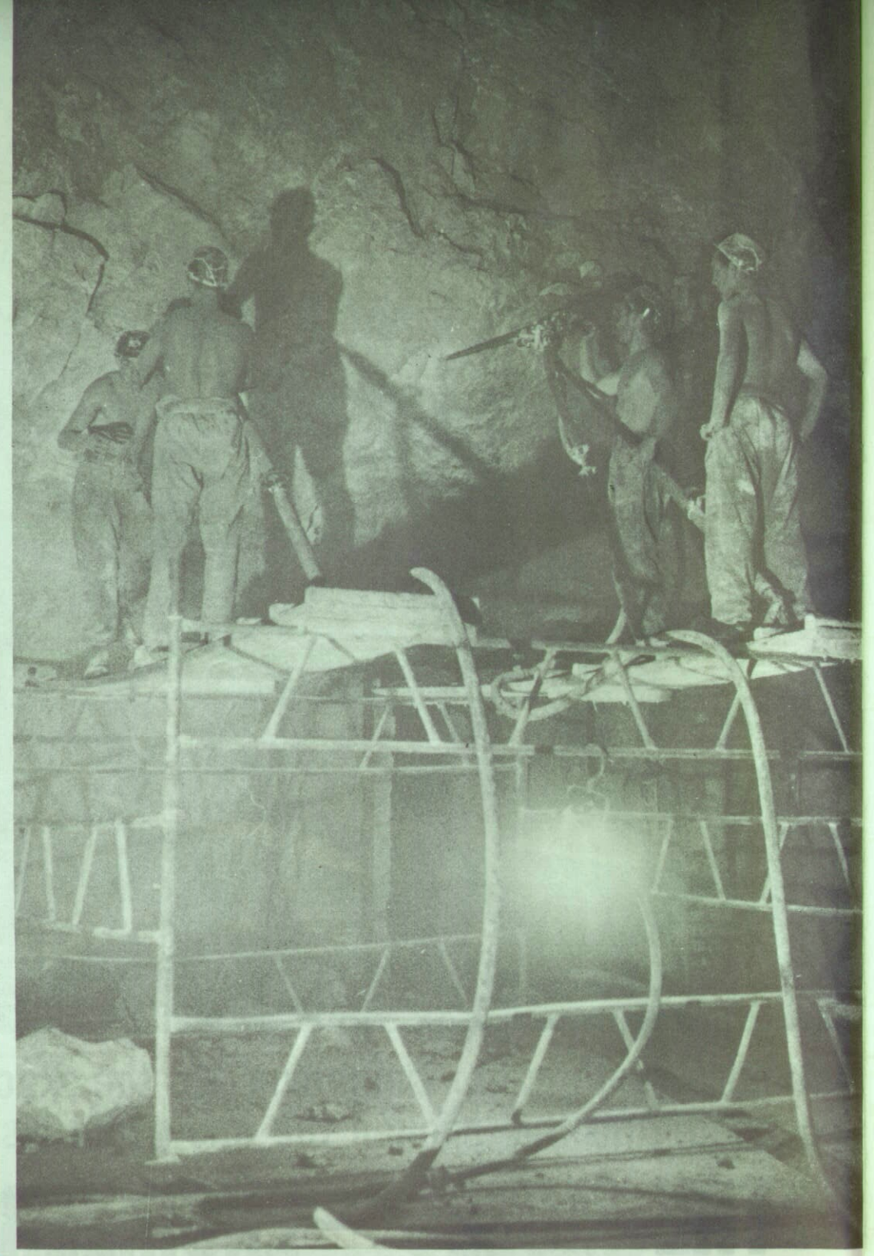
"The Moles," the Army's tunnelling sappers, began burrowing in the Rock during the Great Siege of 1779 to 1783. World War Two saw the vigorous peak of their underground activities. And recently, sadly, the last remaining tunnellers, a troop of the Gibraltar-based 1st Fortress Squadron, were disbanded. Nobody wanted any more holes.

It was the end of an era for Gibraltarians accustomed for so long to the muffled sound of explosions as yet another tunnel, passage or underground chamber was sculpted out of the Rock. The end of an era, too, for the Royal Engineers—the tough tunnellers left Gibraltar to become bomb disposal experts, drivers, carpenters, bricklayers or postal workers within the Corps.

But the art will not die; it will be kept alive by four posts—two of them for officers—in the Military Engineering Services providing for attachment to civilian tunnelling firms. And what happens to all those tunnels that "The Moles" have burrowed? The Ministry of Public Building and Works will look after them.

More than 30 miles of tunnels—many used by civilian motorists—in Gibraltar's limestone formations are a memorial to the work of "The Moles" since that day in the 18th century when the Governor of Gibraltar, hard pressed by the Spaniards, desired good positions for his guns, and a certain Sergeant-Major Ince, engineer, suggested galleries tunnelled in the face of the Rock.

The 1960s have provided plenty of "food" for the tunnellers' insatiable appetite. Gibraltar, booming as a tourist attraction, needed underground highways; "The Moles" obliged. The military required tunnels and chambers; "The Moles"



Above: In 1948 a SOLDIER cameraman took this picture of "Moles" at work in the Rock. Two drillers are making a hole for a charge. In civilian life one had been a miner and other other a steel worker.

Right: Sappers of 1st Fortress Squadron, working with more headroom than on many occasions, drill in a disused chamber in the old Arow Street tunnel by the light of a powerful turbolamp. The year: 1964.

obliged. Their finale was Molesend Way (3690 feet long, 11 feet wide, ten feet high), an aptly-named project for the Royal Navy.

And it was in this tunnel recently that Brigadier S C Chambers, Royal Engineers (retired), a former Deputy Fortress Commander and now a special attache to the Governor on military affairs, unveiled in a simple ceremony a plaque recording the end of tunnelling. Watching was Lieutenant Malcolm Dale, commanding the tunnelling troop, last of a long, long line of King Moles.

The Gibraltar newspaper *Vox* said the debt of gratitude that the Rock owed "The Moles" was incalculable—"To them we say: Goodbye, good luck, and thank you very much."

Two centuries have seen tunnelling techniques in the Rock develop from the sweating, cursing use of hammer, bar and shovel to highly mechanised operations that could produce 2000 feet of 11 feet by 11 feet tunnel, complete with concrete road, in a year. And it all began with Sergeant-Major Thomas Ince . . .

He was a member of the first Company of Military Artificers from which 1st Fortress Squadron (the "Old and Bold") is descended and which was the original company of the Corps of Royal Engineers. For his guns-in-the-Rock suggestion he received money, a farm and a commission. He certainly started something!

The Rock has two types of natural cave —wave-hewn sea caves, beloved of smugglers, and fissures between rock strata. Over the years they were improved by the sappers and used as stores. During the Great Siege the Governor had one fitted out as his apartments.

One cave, Lower St Michael's discovered in 1942 during tunnelling operations to convert the upper cave into a hospital, comprises 12 magnificent chambers. When its lakes were pumped out in 1954 and 1955 to determine the contents they were found

Major-General T H F Foulkes, then Engineer-in-Chief, (wearing spectacles), after inspecting the large Keightley's Way tunnel during 1961.

Above: Another 1964 picture—a sapper staff-sergeant supervises erection of a portal at Keightley's Way south entrance.

Top left: Spoil from Arow Street tunnel is loaded on to a civilian lorry for use on housing sites. Also taken four years ago.

Left: A picture that shows the conditions under which "Moles" worked—often miles from anywhere. Here a dumper is at work.

to hold 100,000 gallons of water and to have a natural replenishment of 200 gallons a day.

The Royal Engineers were not the first to discover the natural caves—in one was found a skull of about the same age as Neanderthal Man. Many of the caves are named after sappers who found them; galleries and chambers bear the names of regiments, former Governors and London landmarks such as Haymarket and Marble Arch.

At the outbreak of World War Two only some four to five miles of tunnel had been hacked from the Rock. Military tunnelling was carried out during World War One but no more was done until the development of aerial bombing techniques underlined the need for a resurgence of the tunnellers' craft.

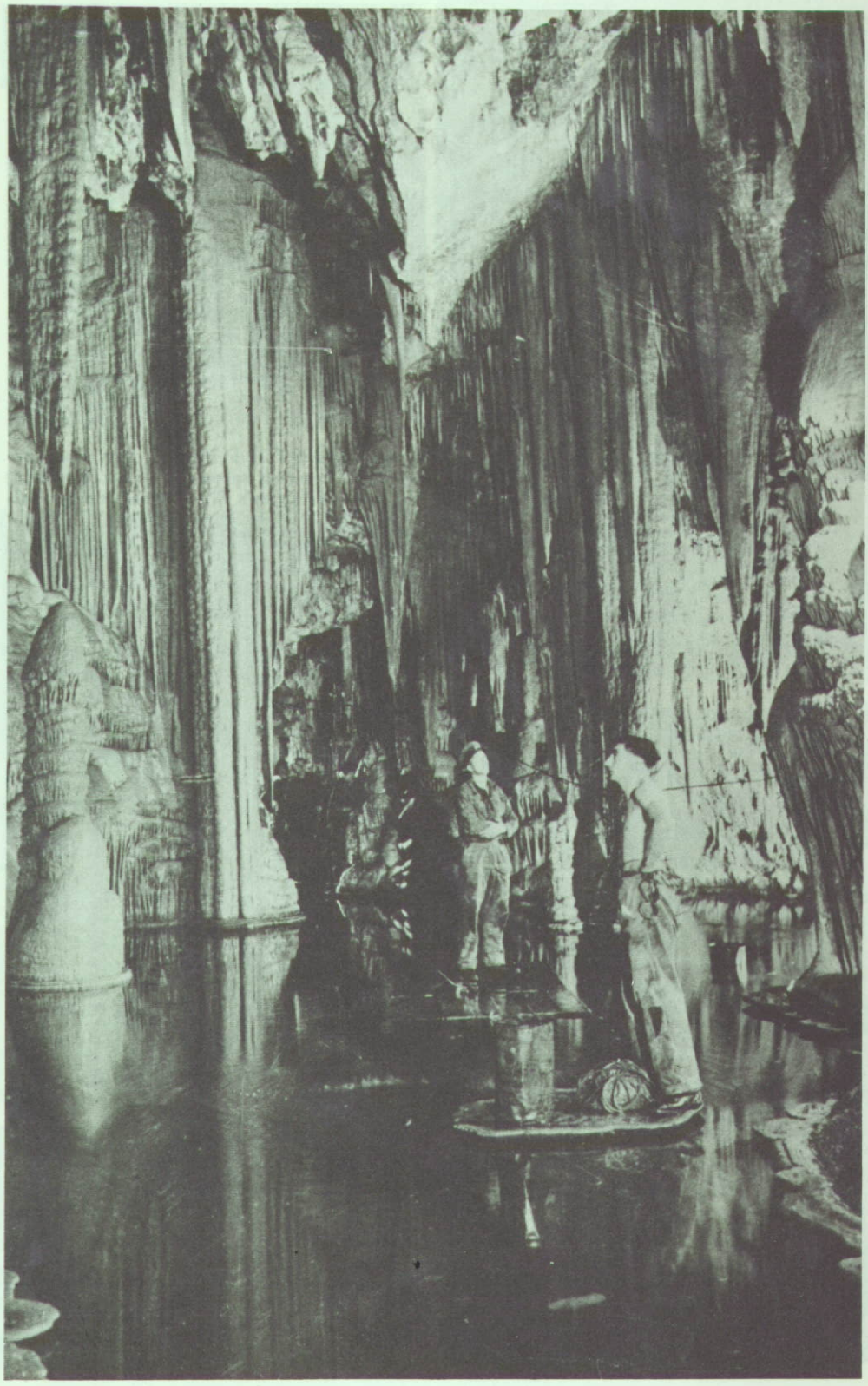
After Dunkirk they began. "The Moles" attacked the Rock with ferocity, their appetite stimulated by the exigencies of war. Fifteen squadrons, including Canadians, went underground. In the five years of war they built 20 miles of tunnels and when they had finished most of the Rock's garrison was able to work and sleep underground. Inside the Rock were a complete hospital, a huge workshop, a two-storey barrack block, store rooms and magazines.

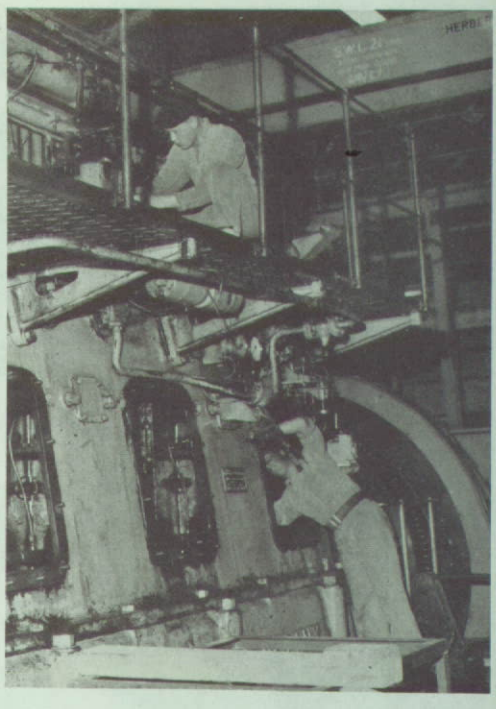
After the war the work continued on a smaller scale for many years. Many of the sappers in those National Service days were tough miners from the Northern and Welsh coalfields.

To them the dark inside of the Rock was not a bad place, for the limestone dust particles did not cause silicosis, the dreaded miner's disease.

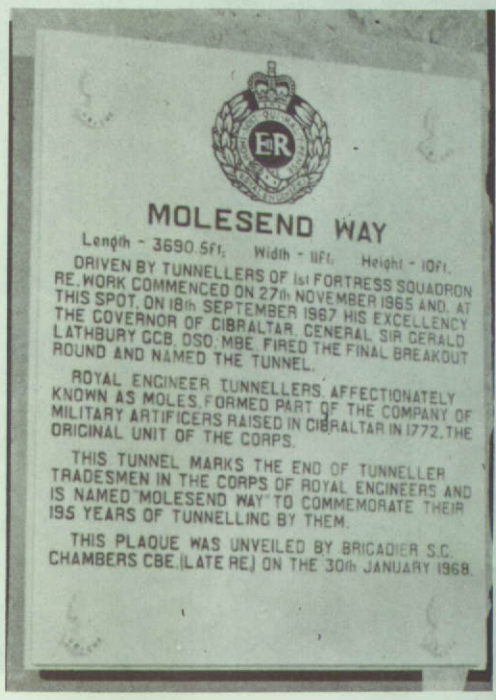
The odd shape of the Rock made surveys difficult. But once when the sappers were building a tunnel right through the Rock, working simultaneously from both sides, the two bores were only six inches out when they met in the middle!

The Fortress Squadron was responsible





Left: Caves discovered by the "Moles" while at work in the Rock in World War Two. Above: 1962—Sappers checking Calpe Hole power station. Below: Plaque that marks the end of it all.



for military tunnelling and maintenance anywhere in the world. Its sappers drove the Happy Valley tunnel leading to the Army's beach in southern Cyprus. It took a year to train a tunneller and the only practical training was in the Rock. This training was sometimes followed by courses with civilian firms.

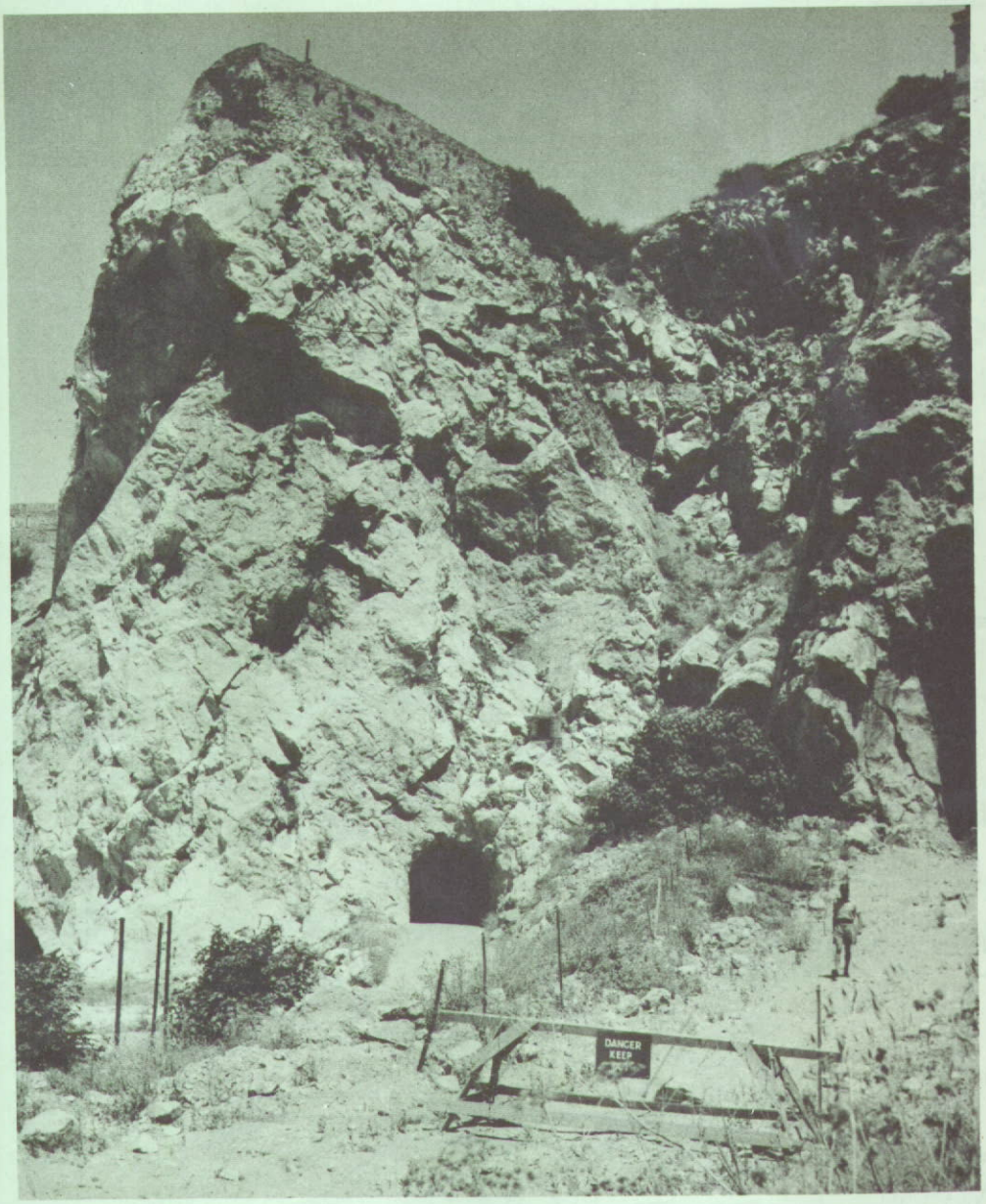
The minor work of the post-war years gave way to a period of hectic tunnelling as Gibraltar entered the 1960s. Keightley's Way was built to give an additional access from the town to the new development of barracks and married quarters in the Europa-Windmill Hill area. Dudley Ward Way is a two-way tunnel, 2300 feet long, inside the sheer east face of the Rock, built to replace the old single-lane Arow Street tunnel, which was too near the surface and became unsafe. The sappers' work has now provided a round-the-Rock route available to the general public as well as the military.

There is even a power station, the Army's only subterranean power station, in the domain of "The Moles"—Calpe Hole, installed in 1955.

And after all this time, all this tunnelling, only one per cent of the Rock's interior has been nibbled away.

So "The Moles," after a proud 200-year history, have surfaced for the last time. Or have they? Huge holes would be needed in nuclear conflict—so huge, in fact, that the job of constructing them would probably be too big for the sappers. But maybe some day, somewhere, somebody will want a military tunnel constructing and "The Moles" will come out of hibernation and start weevilling once more.

Let the final word go to Major R J Little, last commander of the Fortress Squadron while it included a tunnelling troop: "Tunnelling went on 24 hours a day in three eight-hour shifts. It was hard, tough work that produced a tremendous team spirit. Until the end their morale was high."



Above: Two of the Rock's old tunnels and (below) the exit of one of the new vehicular tunnels.

SOLDIER to soldier

Britain's biathlon team—five soldiers and a Royal Marine—did not expect to win a medal in the Winter Olympics. The six men trained hard in Scotland, England and Norway and hoped they would do better than the 1964 Olympics team.

And they did.

In a field of 60 the youngest member, 22-year-old Gunner Roger Bean, made a fine effort, although suffering from a cold, to finish 16th. The best placing in the 1964 Olympics was 29th (Lieutenant Robin Dent, Royal Artillery).

Corporal Alan Notley, 3rd Royal Green Jackets, who was 37th in 1964, incurred seven penalties at the first target. He then found his back-sight was out of alignment, corrected it but, despite faultless subsequent shooting, finished 44th.

Magnar Solberg, of Norway, one of only two competitors free of shooting penalties, won the gold medal in 1 hour, 13 minutes, 45.9 seconds.

Gunner Bean's time was 1 hour 24 minutes, 0.75 seconds.

★

From the beginning of this month the reorganisation of the Army command structure at home becomes effective.

The number of commands has been reduced with a saving of 250 military and some 500 civilian posts.

The newly formed **Strategic Command,** *with headquarters at Wilton, Salisbury, will be responsible for operations and for the training of most of the field force formations and units in the United Kingdom, excepting those units engaged in public duties and in the training role.*

Local administration of Strategic Command units will be under the command in which they are stationed.

Southern Command (headquarters previously at Salisbury) and Eastern Command (Hounslow) have amalgamated to form a new geographical **Southern Command** *with headquarters at Hounslow and covering England south of a line from The Wash to the Bristol Channel.*

The new Southern Command has four districts. **Eastern District** *(headquarters at Colchester), takes over the old East Anglian District and part of Aldershot District;* **South East District** *(headquarters, Aldershot) embraces the former Home Counties District, a small part of London District and part of Aldershot District.*

South West District *(headquarters, Taunton) continues as before with the addition of part of Aldershot District.* **London District** *(headquarters, Horse Guards, London) remains.*

Northern Command *continues, with headquarters at York and comprising* **Northumbrian District** *(headquarters, Catterick),* **Yorkshire District** *(headquarters, Yarm) and* **East Midland District** *(headquarters, Nottingham).*

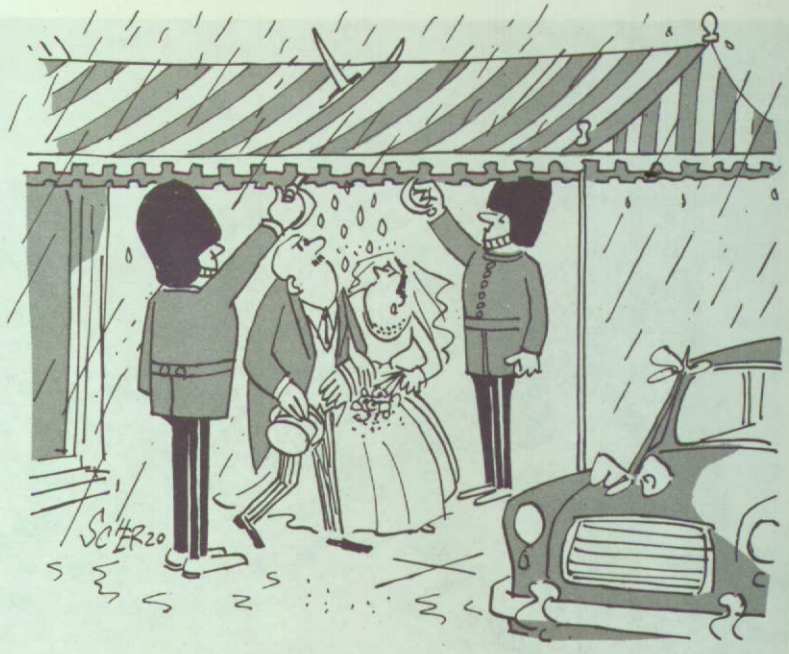
Western Command *(headquarters, Chester) is also unchanged, with* **West Midland District** *(headquarters, Shrewsbury) and* **North West District** *(headquarters, Preston), but Headquarters Wales District is now retitled* **Headquarters Wales.**

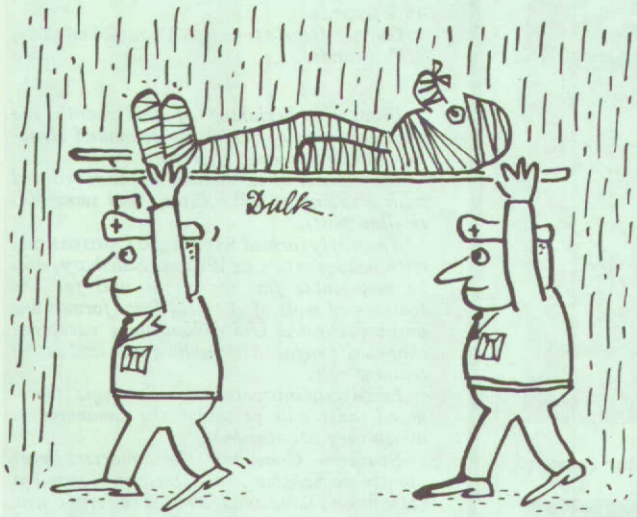
The former Scottish Command and Northern Ireland Command become **Headquarters Scotland** *and* **Headquarters Northern Ireland.** *Instead of Highland District, Lowland District and Edinburgh Area, Scotland now comprises* **Highland Area** *(headquarters, Perth) and* **Lowland Area** *(headquarters, Glasgow).*

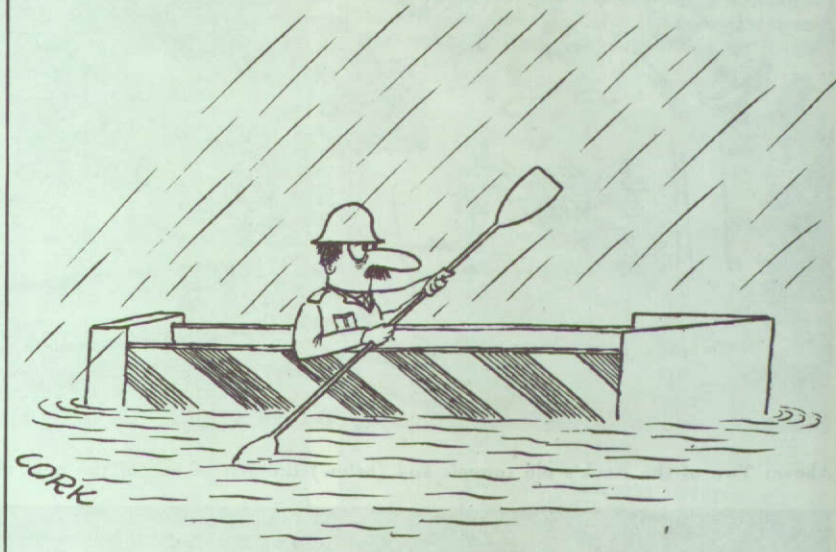
From drawings which have appeared in the magazine down the years, SOLDIER presents this collection of

APRIL SHOWERS

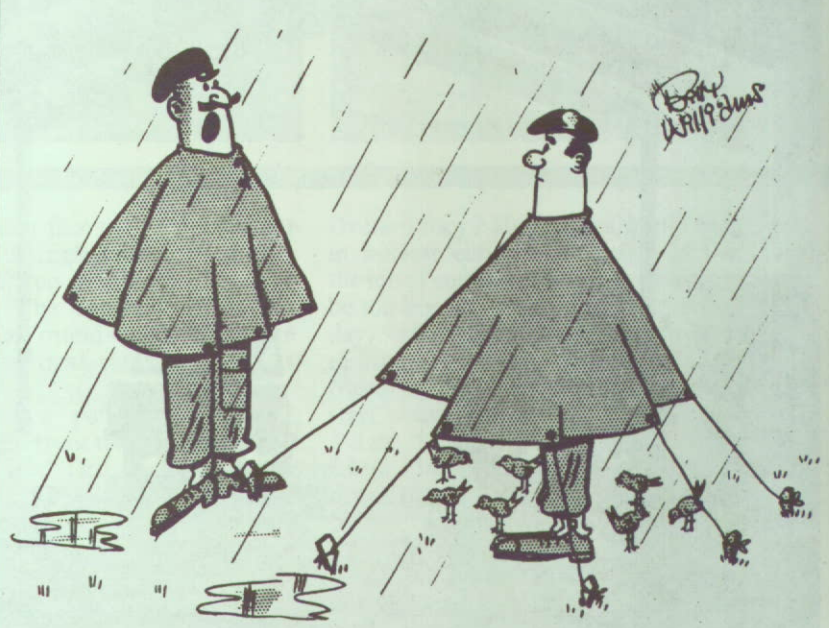
"Now we're not going to let a drop of rain worry us, are we?"







"Can you get a minicab on that thing?"



"You don't have to be all that friendly with the birds, Bennett."

British military presence east of Suez is constantly under discussion, but little is heard of our garrison . . .

NORTH OF PANAMA

AT a certain night club in Belize, coastal capital of British Honduras, the rum is good—but the catfish are magnificent. Whiskered, large and evil-looking, they lurk in their closely-packed thousands in the smelly river a few feet below the bar.

When a scrap of food or even a cigarette end is thrown from the balcony the black fishy mass, illuminated by carefully sited lamps, explodes. You shudder and swallow a little more rum.

The frenetic catfish of British Honduras are certainly remarkable and not least for their "aquabatics" in a country that is a millpond in an area of much turbulence—a country that is approaching independence.

It is in this emerging nation of 115,000 people, already internally self-governing, that Britain has her last garrison in the Americas. How long it remains there depends on the independence agreements and exactly when independence will be is anybody's guess—but it could be anytime.

Recently B Company of 1st Battalion, The Green Howards, made the long journey from Colchester to British Honduras—or Belize as the whole country probably will be called after independence—to replace 2 Company of 1st Battalion, Coldstream Guards, who returned to Chelsea with deep tans and two pet parrots. The Guards had spent six months at Airport Camp, strategically sited next to Belize International Airport and ten miles north-west of the capital.

The Army's prime role here is to protect the country from any threat from its neighbour Guatemala, which has long claimed the colony.

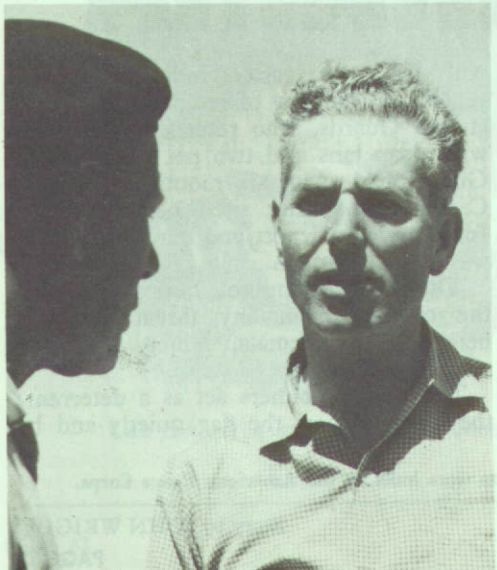
The British soldiers act as a deterrent; they aim to show the flag quietly and by

Above: British Army reconnaissance Land-Rover in the remote west of British Honduras. The huts were built by the American Peace Corps.

Story by JOHN WRIGHT

Roads like this (above) spell slow journeys and frequent repairs to vehicles. Right: Coldstream Guardsmen demonstrate how buildings at Airport Camp are made fast when a hurricane approaches.

Coldstreamers at home and away. Right: A duty vehicle is checked at the Camp—and (above) a patrol moves through jungle near San Antonio in the Toledo District of south British Honduras.



Left: Colonel F W Cook (wearing beret), commanding the British Honduras Garrison, and Lieutenant-Colonel M Atherton of The Green Howards.

mere presence rather than armed strength.

In 1963 the dispute led to ending of diplomatic relations between Britain and Guatemala, and for the last two years a United States lawyer has been mediating. Although independence—British Honduras wants it within the Commonwealth—is not conditional on a satisfactory settlement with Guatemala, a constitutional conference in London is unlikely before the mediator's findings are made public.

The Army is there also to help in any internal security difficulty. This happened last in 1966 when soldiers were out in the streets of Belize helping police to restore order. It was not a serious disturbance and was for this country out of character. The trouble that marked the independence of Guyana—not far away on the north coast of South America—and, more recently, that of Mauritius, is thought unlikely in happy-go-lucky British Honduras.

The colony's people—a colourful mixture of Creoles, American Maya Indians, Caribs and persons of East Indian and Spanish descent—draw most comfort from the fact that British troops are among them to help in a situation that is summed up in one terrible word—HURRICANE.

On 31 October 1961 Hurricane Hattie swept in from the Caribbean Sea at 200 miles per hour to pay a visit of incredible violence to the colony. With her came a tidal wave. Belize City was shattered, devastated. Two hundred and sixty-two

continued on page 16

British Honduras is "a small country bustling with activity and working towards a greater and more prosperous tomorrow in an atmosphere of unique tranquility that sets it apart in a world torn by violent social revolutions of one kind or another." This is the view of an American publication, *Latin American Report*, circulating in the colony.

It adds: "Each day the influence of the British grows dimmer and more and more people refer to their country not as British Honduras but as Belize as it surely will be called some day. When this day comes—and it could be as early as 1970 or as late as 1972—the British Union Jack will be lowered and the blue-and-white banner of Belize will be hoisted to be fanned by the brisk trade winds.

"This attitude of enthusiasm for independence is not because Belizeans are bitter towards the British. Such most definitely is not the case for no one has ever suggested eliminating British traditions of constitutional law and order."

Although the destruction caused by Hurricane Hattie is still evident there are, too, plenty of signs of progress in British Honduras. Near the settlement of Roaring Creek, almost in the centre of the country, a new capital, to replace shattered and patched-up Belize, is taking shape (pictured left). A London firm is the principal contractor.

Work on Belize International Airport, also being undertaken by a British firm, will enable it to accommodate Boeing 727 and DC9 aircraft, which will help to open up the country for business and tourism.

This wicket-keeper (left) is the man responsible, among other things, for defence, external affairs and internal security of British Honduras—the Governor, Sir John Paul. There are ten miles of bumpy road between the cricket pitch at Airport Camp and the Governor's big white house beside the sea at Belize. Here, in his cool office, Sir John told SOLDIER that British troops help considerably to maintain goodwill between local people and the United Kingdom—and that their spending helps the country's economy. Of the departing Coldstreamers he had this to say: "They have done an extremely good job, as might have been expected, and have served to enhance the prestige of the British Army throughout the country." And the cricket match? Sir John was keeping wicket for the Garrison in a match against a team from HMS Falmouth. The Garrison won.

Long air journeys can be boring, but the Army staff at Royal Air Force, Lyneham, stresses the importance of not becoming *too* fidgety. A non-commissioned officer told the departing Green Howards that while another regiment was crossing the Atlantic recently one man wondered what a handle was for—and pulled it. Result: Pressure was let out of the aircraft at 30,000 feet. "We nearly lost 100 men that time," the non-commissioned officer said. "If you feel like pulling something just put your hands in your pockets and go to sleep." Picture on the right shows an Argosy loaded with homegoing Guardsmen leaving Belize International Airport.

people died—and the thousands who escaped faced epidemic, starvation and destitution.

The British Army moved quickly. Within 48 hours the resident company of 1st Battalion, The Royal Hampshire Regiment, which had shared the night of terror with the Hondurans, was reinforced from Jamaica by more men of the Regiment. And within two weeks 1300 troops were on the spot—more than half of them flown the 4700 miles from Britain in the Army's biggest-ever mercy air lift. More horror was averted.

It was a ghastly echo of the 1931 hurricane that caused 2000 deaths.

Unfortunately British Honduras is in the hurricane belt. Janet in 1955, Abby in 1960 and Anna just before Hattie—all caused serious damage. Last year the Coldstreamers waited tensely as Beulah approached. As tracking radio reports came through from Miami in Florida and the United States Coastguard the British garrison went on to Red One alert.

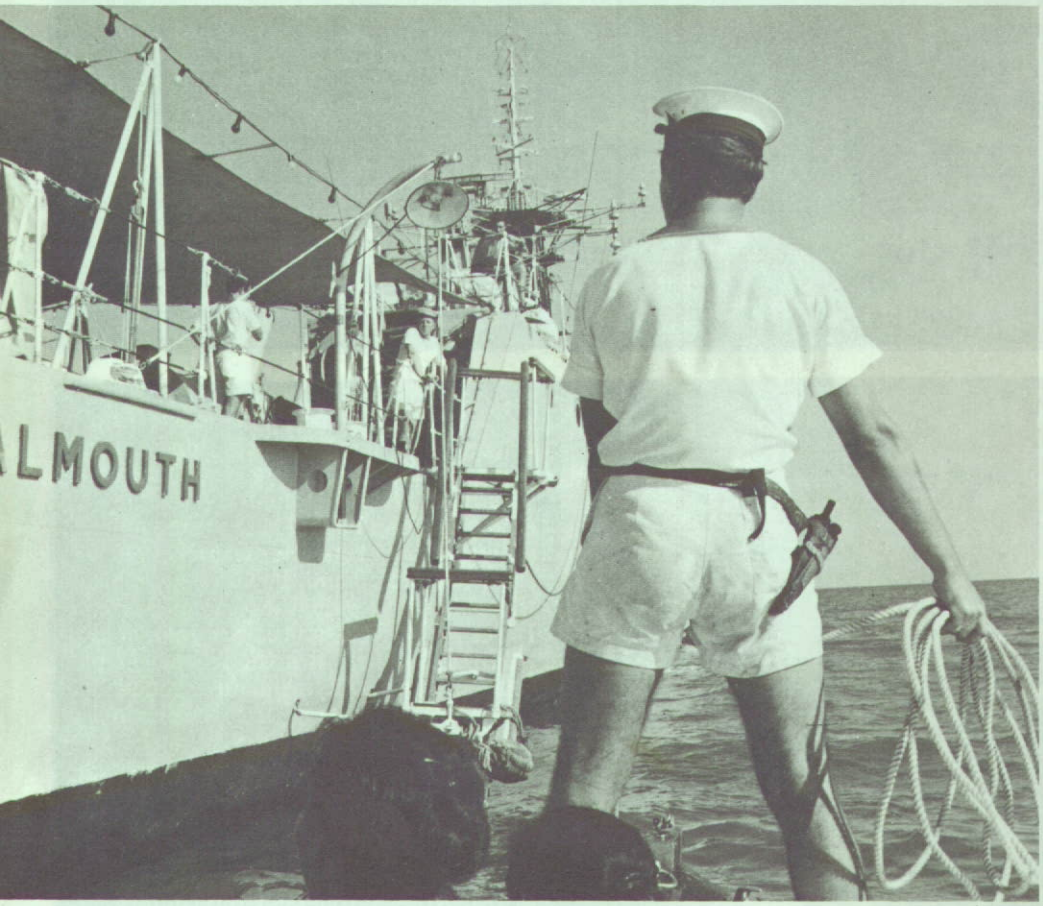
There are three alerts. During the preliminary one, when a hurricane comes into range, everybody is called into camp and equipment and emergency procedures are carefully checked. As the hurricane comes nearer Red One is declared and the standby platoon goes into Belize City and takes up position in a convent, close to the civilian emergency headquarters and ready for on-the-spot relief work.

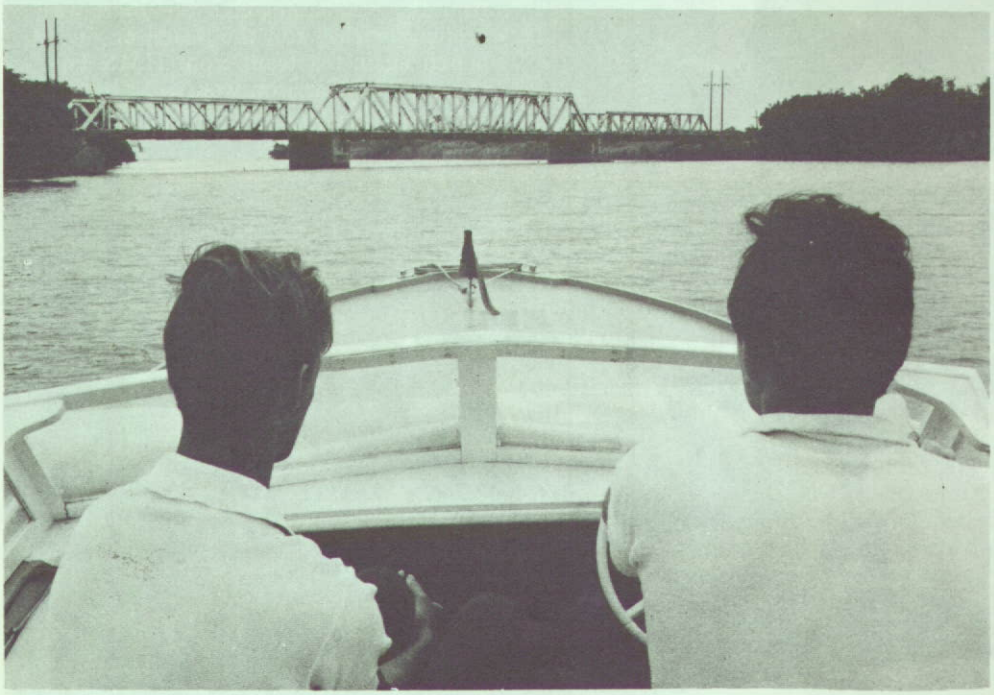
Red Two is when the hurricane is irrevocably committed to Belize City, within six hours of striking. Then everything is battened down at Airport Camp, the garrison gets into hurricane shelters—and the waiting begins.

"Then," said Major A L Hayes Newington, The Cheshire Regiment, a garrison staff officer, "there is absolutely nothing to do until it's all over."

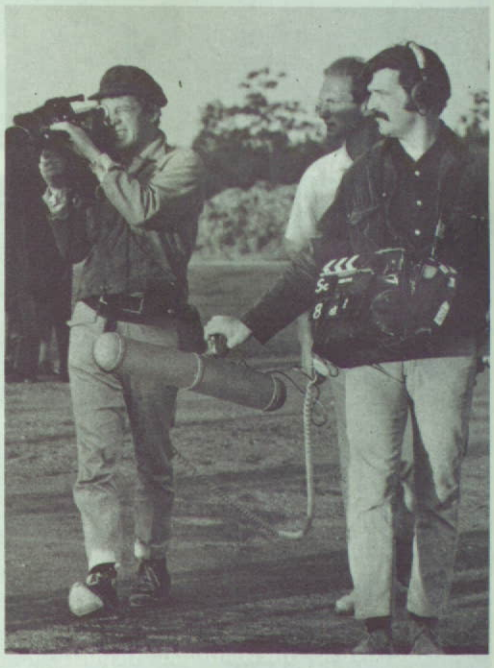
The Guards—and British Honduras—were lucky last year. Beulah was a mere 140 miles away when she struck land,

Sightseers near the ship affiliated to the Coldstream Guards and a lance-sergeant helps them board. Shallows made her anchor a mile off Belize.





If anything happened to this bridge, troops could move from Airport Camp to Belize City by river.



The Green Howards were met by a television team from Manchester making a feature on the colony.

continued on page 18

roaring through Yucatan in Mexico. "It was," added Major Hayes Newington, "a really near miss."

Now The Green Howards are wondering if they will be as lucky. They have not long to wait to find out, for the hurricane season begins in June, lasts until November. Nobody knows when another hurricane will strike British Honduras and all the soldiers can do is to adopt the philosophy of the Hondurans, shrug their shoulders and say: "If it happens, it happens."

Although Belize Airport is labelled "international," the Royal Air Force Britannia that took The Green Howards to Jamaica—and brought back the Guards—could not land there because of construction work. So two Argosy aircraft, which can land on a grass strip, made a long flight, not without hazards (including a burst tyre at Goose Bay in Labrador), to provide a taxi service between Jamaica and British Honduras.

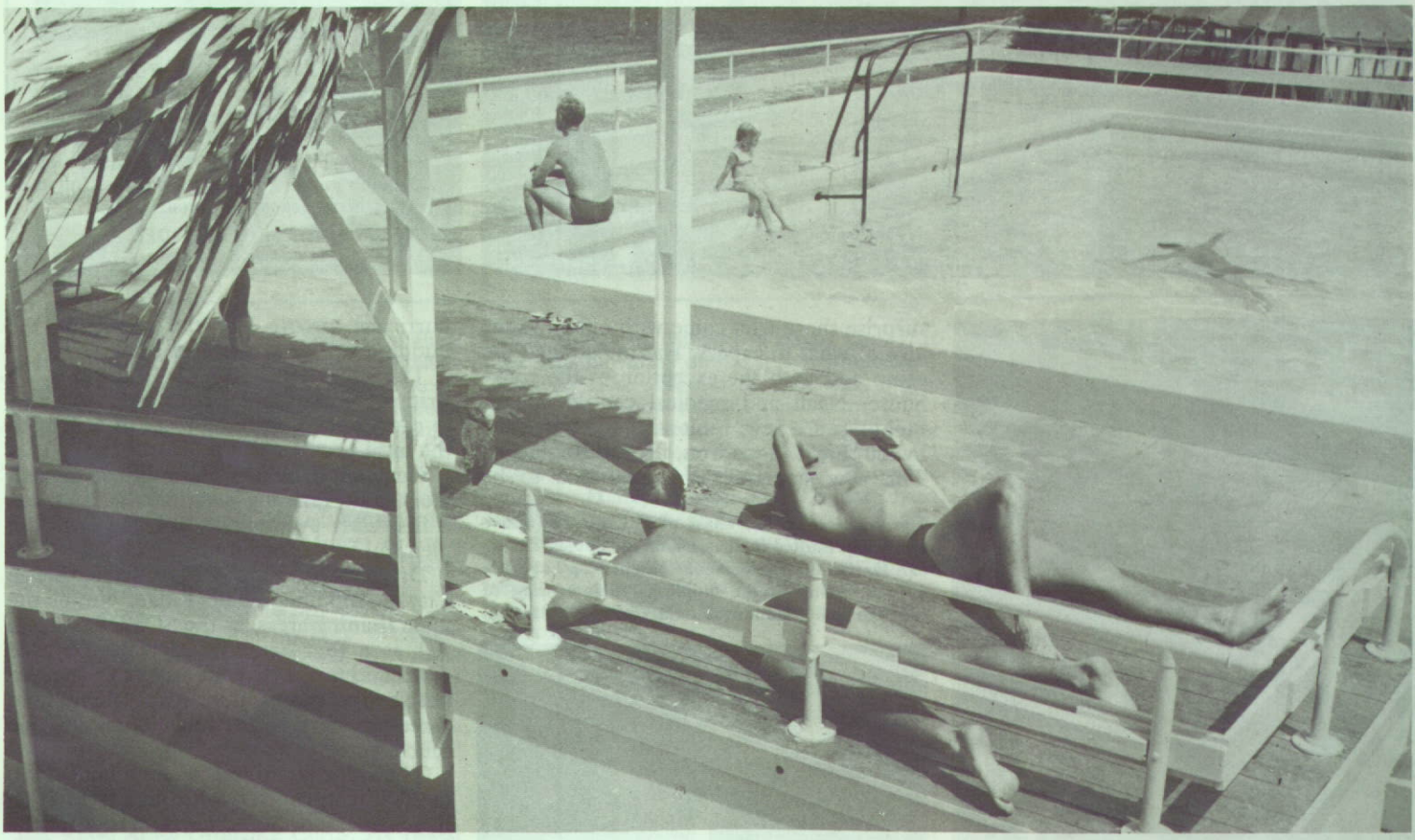
In fact the long line of communication—it took The Green Howards 27 hours to travel from Royal Air Force, Lyneham, to the colony—is one of the big problems facing the British garrison. In the event of a flare-up, first help could come from the Royal Navy.

The Navy, in the shape of HMS Falmouth, a frigate, paid a goodwill visit to Belize City during the last few days of the Coldstream Guards' tour; she is affiliated to the Regiment. The resultant sporting activities included the first game of rugby recorded in the colony since 1945, played between the ship and the garrison. When Falmouth left she took the Guards' luggage back to England.

Colonel F W Cook, The King's Own Yorkshire Light Infantry, commands the British Honduras garrison. The camp has a staff of about 60, who normally stay for two years. Their job is to maintain the resident infantry company and a stockpile of equipment.

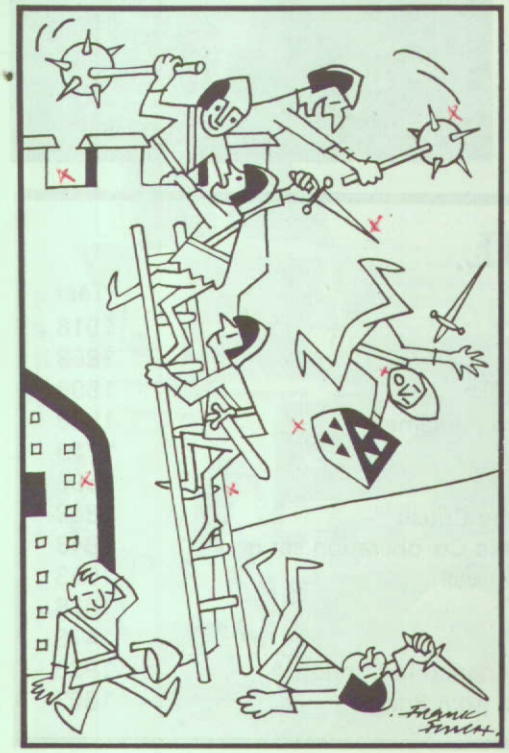
It is a good camp that never fails to

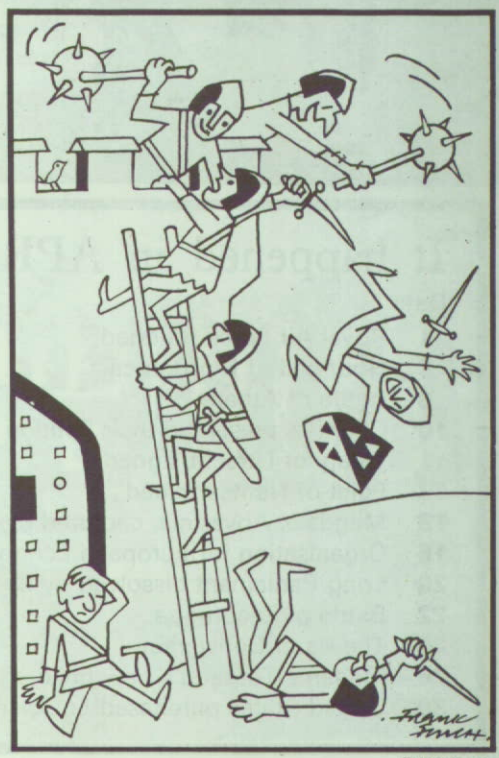
Soldiers sun themselves beside the swimming-pool at Airport Camp.

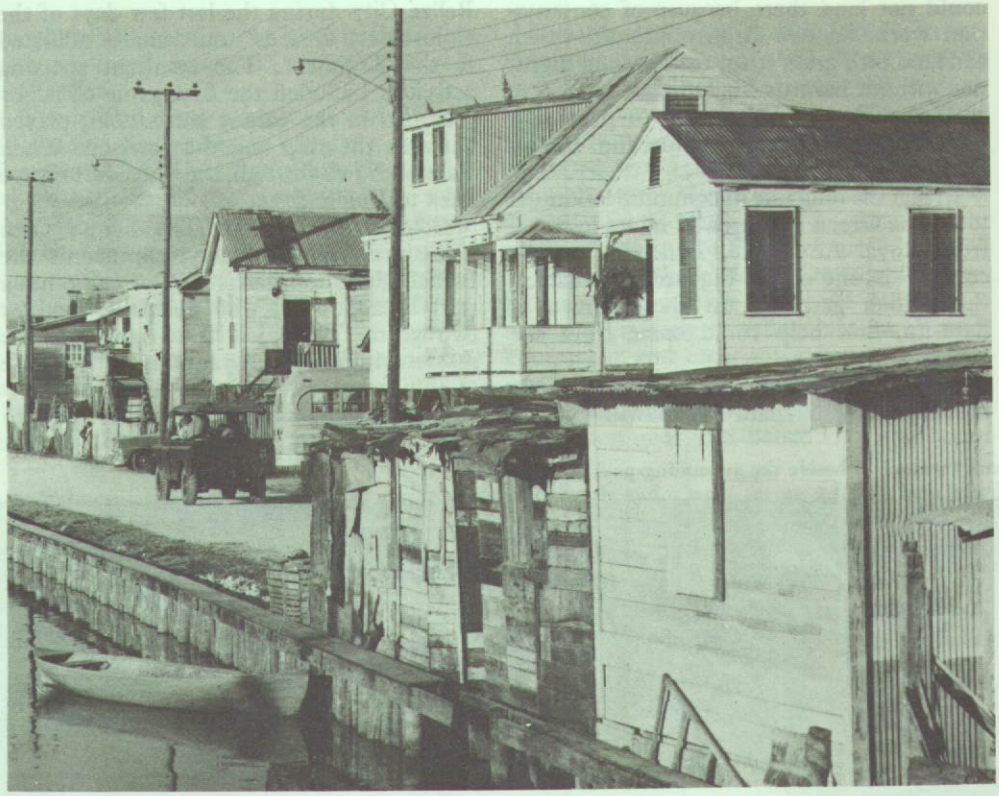


HOW OBSERVANT ARE YOU?

These two pictures look alike but they differ in ten details. Look at them carefully. If you cannot spot the differences see page 30.







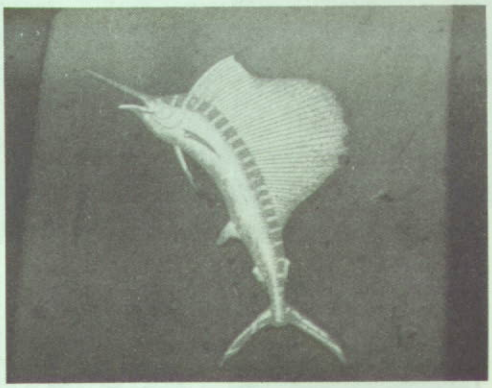
FRONT COVER

Recently, 1st Battalion, The Durham Light Infantry, spent six weeks in Cyprus. The island offers first-class training facilities, as this soldier is discovering. Soon the battalion is returning to Cyprus as Britain's infantry contribution to the United Nations peacekeeping force.

Picture by ARTHUR BLUNDELL.

surprise those who come with only a vague idea of what to expect. Hattie flattened the camp and with the exception of the cookhouse, Naafi and medical centre, all the buildings are new, built after the hurricane by 20 Field Squadron, Royal Engineers. The new structures are supposed to be hurricane proof—but the proof of the pudding will be in the next hurricane!

The position on the coast of Belize City (above and left) resulted in severe damage during Hurrican Hattie and the present "patched-up" appearance of many of the buildings. Below: Sign of the British Honduras Garrison—a sailfish.



The field squadron is returning to British Honduras for three months this year to carry out engineering tasks of benefit to the local people.

Generally, soldiers enjoy life in British Honduras. Training is varied, the camp has a first-class swimming pool and bars are plentiful in Belize City.

Driving by Land-Rover from Belize City to Mountain Pine Ridge, one of the main training areas, as the SOLDIER team did, is a four-hour ordeal along unmade roads and tracks that cut through the green jungle like red wounds. Travelling in a three-ton lorry, as the soldiers do, must be much worse.

The ridge is an area of high land, 1000 to 3000 feet, covered with pine trees It is. like Scotland or Scandinavia, except for the heat and the orchids growing on the hilltops. Vast, varied and utterly remote, it is an excellent training area—as the Coldstream Guards discovered.

Lieutenant-Colonel Maurice Atherton, commanding The Green Howards, who flew to British Honduras with his men and back with the Guards, was flown to the ridge by light aircraft. When B Company is replaced by another company of the Regiment after nine months, the two companies may exercise there.

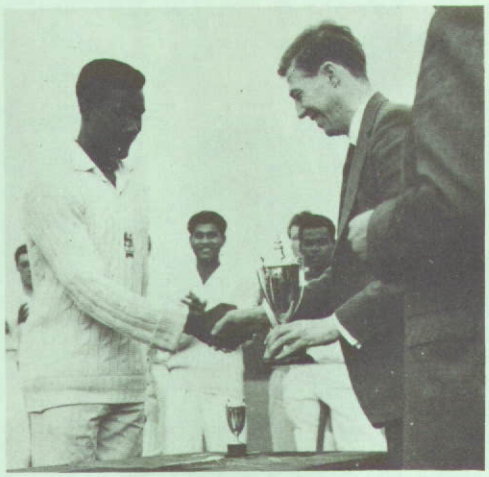
You can be anywhere in the country in an hour by aircraft; there are plenty of airstrips. Many places cannot be reached by road. The Guards used hired light aircraft for reconnaissance and occasional casualty evacuation.

From Mountain Pine Ridge you can see the highest point of the colony, Victoria Peak (3700 feet), to the east and the unsettled land of Guatemala to the west. All around is the country to which British soldiers go by Land-Rover or three-tonner, on foot and even in light boats to help in their own way a country striving to establish an independent place in the world.

It happened in APRIL

Date		Year
1	Royal Air Force founded	1918
8	Hour bell of Big Ben cast	1858
8	Battle of Atbara	1898
10	Chartists presented their Petition to Parliament	1848
11	Treaty of Utrecht signed	1713
13	Edict of Nantes issued	1598
13	Magdala, Abyssinia, captured by the British	1868
16	Organisation for European Economic Co-operation set up	1948
20	Long Parliament dissolved by Cromwell	1653
22	Battle of Zeebrugge	1918
26	The Pazzi Conspiracy	1478
26	Madame Tussaud's new building opened in London	1928
30	United States purchased Louisiana from France	1803

PURELY PERSONAL



CRICKETER OF THE YEAR

He has twice bowled **Rohan Kanhai,** and took eight wickets for 36 runs against Sandhurst. **Corporal Osbournie St Clair Gooding,** The King's Own Yorkshire Light Infantry, has won the Rothmans Cricketer of the Year Award. He is pictured (left) being presented with the trophy by **Mr E V Lacon** of Rothmans. The award is given annually for the best all-round performance by any member of the Rhine Army Service team. Corporal Gooding bowled out Test cricketer Kanhai when playing in a trial in Jamaica and he skittled out Sandhurst last year. But his best performance was in an inter-State match in Malaya when he took ten wickets for 46. Corporal Gooding, who comes from Barbados, is 27 and married with two children.

STICKING WITH IT

Not even a broken leg could keep **Major-General F B Wyldbore-Smith**,GOC Home Counties District, from the passing-out parade of The Queen's Regiment Depot. He broke his leg in a skiing accident and during the inspection (above) he had to hobble along the ranks on crutches.

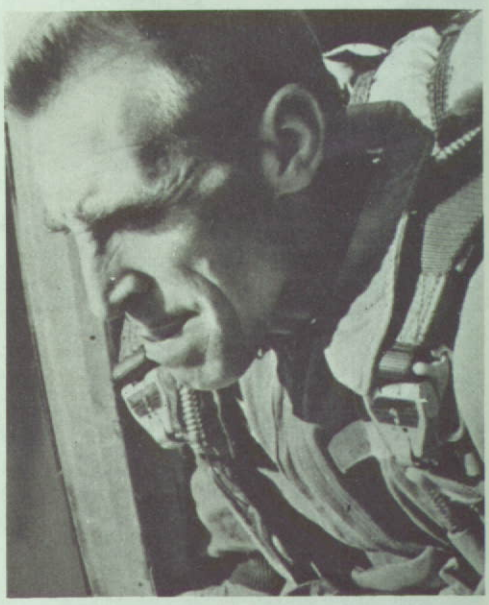
For rescuing a novice parachutist dangling from an aircraft at 2500 feet, **Staff-Sergeant Michael Reeves,** Special Air Service Regiment, has been awarded the George Medal. Staff Reeves (right), a veteran of 530 jumps, was helping the South Staffordshire Sky Diving Club at a demonstration. The man he saved, a civilian aged 20, was making only his third parachute jump. He was left spinning helplessly in the slipstream 16 feet below a de Havilland Rapide biplane after the static line failed to open his parachute.

Staff Reeves climbed down to the man while the pilot struggled to keep the plane stable. He caught hold of the man then signalled for the line to be cut. As they plunged downwards, the Staff-Sergeant tugged open the learner's parachute and then pulled his own rip-cord. They both landed safely.

Another George Medal has been won by bomb disposal expert **Major George Brownlee,** Royal Army Ordnance Corps. He risked his life lowering himself into a dark well in South Arabia to dismantle a booby trap. If it had been blown up on the spot it would have deprived local villagers of their only water supply. He is now stationed in Didcot.

Two other members of the Royal Army Ordnance Corps receive the MBE. They are **Major Henry Mitchell** and **Warrant Officer Henry Vaughan.** To safeguard civilian lives and property on the Pacific island of Guadalcanal, they removed 12000 shells, bombs, grenades and mines—deteriorating and potentially dangerous ammunition left over from World War Two—and dumped them in the sea.

The British Empire Medal goes to **Sergeant Colin Jackson,** The Prince of Wales's Own Regiment of Yorkshire. He climbed back into a blazing vehicle, from which he had just been thrown in a crash in Aden, and rescued the unconscious driver. Ammunition was exploding, petrol was pouring from the tank and Sergeant Jackson was himself severely burned, but he gave the driver first aid until the ambulance arrived.



57 YEARS A MEDIC

His Land-Rover has L plates but the man in the drive-past (right) qualified before World War One. He is **Major-General Francis Mollan** who has just said goodbye to the Army at the age of 74. He joined the medical section of his college Officer Training Corps in 1911, was commissioned in the Royal Army Medical Corps in 1914, won a Military Cross, OBE and six mentions-in-dispatches in both World Wars and on the North-West Frontier, and was Commandant of the Royal Army Medical College before retiring from the active list in 1953. The following year he was back as a retired officer and for the past six years has been Officer Commanding the Medical Reception Station at Taunton and Medical Officer to the Junior Leaders' Regiment, Royal Corps of Transport. He is pictured with Commanding Officer **Lieutenant-Colonel John O'Brien** (left), at the farewell parade staged in his nonour by the Regiment. He was also presented with a television set. The General arrived in a Wessex helicopter piloted by his son, **Lieutenant Brian Mollan,** a Royal Marine.

APRIL 1918

A leaden sky glowers over smoking villages and ravaged countryside in North-Western France. It had become the graveyard of the flower of European youth. But out of the debris of war blooms a human quality—chivalry.

A British Army motorcyclist, with all the gallantry of a knight on a white charger, helps this old lady in distress. She and thousands of other French civilians flee their homes for the second time in the War in the teeth of Germany's spring offensive.

The Germans won back nearly 40 miles of the Somme (where the Allies advanced in 1916 at a cost of 600,000 dead) and Passchendaele (to which the British had clawed their way in 1917 at a loss of a quarter of a million). Again the bill was high—56,639 Germans and 21,128 Allies dead, more than 400,000 wounded and 330,000 missing.

Field-Marshal Sir Douglas Haig, commanding British forces on the Western Front, issued his famous order: "With our backs to the wall and believing in the justice of our cause each one of us must fight to the end."

But there was hope. The Yanks were coming. They began disembarking in French harbours in April. The U-boat menace was nipped—by blockships sunk in the entrance of the major German submarine base at Zeebrugge on 23 April.

BACK TO SHORT SEA TROOPING

CHEERY shouts of "Good old Blighty" and "Tell your sister to watch out" came from the deck rails as Sir Tristram inched her way through the locks.

They came from young soldiers of a new generation taking in their stride the reversion to short sea trooping across the North Sea.

Not for them the quayside band and waving relatives, but inevitably they caught the old excitement of landfall and berthing.

These were soldiers of 1st (Norfolk and Suffolk) Battalion, The Royal Anglian Regiment, one of the units of a Rhine Army brigade being brought home as an economy measure.

Most of the married soldiers and their families flew home, but the single men and

Above: The vehicles are loaded and parked under guard on the parade ground at Trenchard Barracks, Celle, ready to move. The advance party of 3rd Battalion, The Royal Green Jackets, has moved in to take over.

Left: Stalwarts join the autobahn from a lay-by on their way from Celle to Bremerhaven. The ten-tonners made an early start and were followed by other vehicles, in a loading order, and finally troop carriers.

Above: A Movement Control warrant officer of the Royal Corps of Transport calls the vehicles forward from the quayside on to the ship. His officer, on the bridge, controls loading with the help of TV monitors.

Right: A Land-Rover and trailer drive on to Sir Tristram's bow ramp ready to climb the steep gradient on to the vehicle deck.

Right: Captain S Read, Master of the Sir Tristram, on the bridge. Right of him is one of the two closed circuit television sets monitoring bow and stern doors. Far right: Shackling vehicles to deck rings.

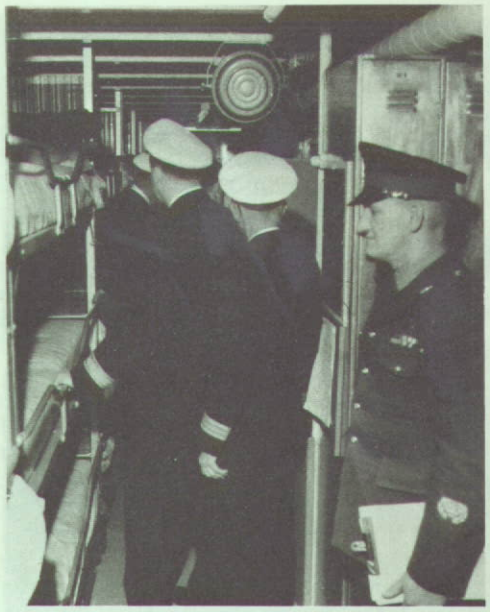
unit vehicles were ferried from Bremerhaven in Sir Tristram, one of the fleet of six logistic ships—fast troop and vehicle carriers—ordered by the Ministry of Transport for the Army.

The 1st Royal Anglians, stationed since October 1965 in Trenchard Barracks, Celle, tackled their move home to Catterick Camp by appointing three officers and a small staff to work out the details.

The Battalion's armoured personnel carriers were left behind for issue to other units, but all other vehicles were loaded on a Thursday and parked under guard on the barrack square. The move out was to begin at 0600 hours on the Monday morning but a signal on Saturday afternoon brought forward the timings and at 0430 hours on the Monday the ten-tonners were on their way to Bremerhaven, followed by other vehicles and finally the soldiers in troop-carrying lorries.

At Bremerhaven, loading of the 6000-ton logistic ship went like clockwork and with

Left: Vehicle deck. Ship's cranes, operated by sappers, transfer some vehicles to pontoons then hoist them back to fill up the raised ramp and other spaces. Above: Soldiers come aboard with their baggage.



Far left: Lifeboat drill. Left: A troop-deck undergoing ship's inspection. Below: Unloading at Hartlepools—a vehicle descends the ramp from vehicle deck to tank deck and out through Sir Tristram's stern.

300 soldiers and 89 vehicles (including five Ferrets, six Stalwarts and nine ten-tonners) aboard, the Sir Tristram sailed on the afternoon tide.

From Celle the remaining families were being taken by bus to the airport, or husbands and wives were driving cars to the Bremerhaven, Ostend and Hook of Holland ferries.

At sea, both old and young soldiers quickly settled down to the age-old trooping routine—lifeboat stations, cleaning troop-deck and recreation areas and, of course, ship's inspection (Master, chief officer, doctor, purser, ship's commandant, ship's regimental sergeant-major, unit officer and sergeant in solemn procession).

Later this year the brigade is due to go back to Rhine Army for the exercise season. This will be an operational move, probably in two logistic ships, and one that the brigade will thoroughly enjoy as a change from the smooth and slick impersonality of air trooping.

Left: Non-military vehicles brought home were this German tractor and trailer used by the Battalion on its Celle farm. Customs demanded £7 10s duty. Above: Journey's end at Catterick, then a spell of leave.

Round the square in diamonds

IT could become all the rage. But it will certainly cause many a waxed military moustache to bristle. They call it "Taking the bash out of square-bashing."

A new "with it" drill—which gets away from parade ground routine and is more interesting and practical—has been developed by C Company of 1st Battalion, The Prince of Wales's Own Regiment of Yorkshire, and demonstrated before television cameras and newspapermen at Colchester.

Company commander Captain Edwin Beckett, who worked out the theory in collaboration with Company Sergeant-Major Austin Seabrook, describes it as field combat drill.

It is related to modern fighting formations, whereas current drill is based on close order marching and tactical hollow squares adopted by Wellington's army 150 years ago.

The men wear combat caps and suits, webbing, packs containing 20lb of kit including spare clothing and a day's rations, boots and gaiters. Gone are close order marching, shouldering arms, and marching past in review order. Instead, they move in arrowhead and diamond formations and carry rifles at the high port, a semi-alert position they used on patrols in Aden. The climax comes with the order "Company will advance in skirmishing order" when they go forward with rifles and fixed bayonets at the out-thrust on-guard position. One section gives simulated covering fire while another marches through it—a movement parallel to "pepper-potting" on the battlefield.

All this was demonstrated at the normal infantry pace of 120 to the minute while the band, fifes and drums played the regimental march.

A disadvantage of the new drill is that there is room only for a company (approximately 75 men) on the 150-yard square. This is because modern infantry uses a very open formation—to present a sparser target—as opposed to the tightly packed foot soldiers of Wellington's time.

This may put back some of the panache lost when the "slap . . . slap . . . click" of the .303 Lee Enfield was superseded by the less stylish drill of the self-loading rifle. But Captain Beckett does not foresee it replacing full ceremonial drill.

"The Guards may pooh-pooh it but others may take it up and work out all sorts of improvements and variations such as attacks and ambushes," said an enthusiastic lieutenant.

"The great thing about it is that the soldier has to think for himself. Drilling has always been the least liked part of training because the soldier moves automatically to a fixed pattern. One thing he hates is being a cog in a machine. Now he has no man directly to his front and left or right by whom to take his dressing. He might, for example, be the right hand corner of the diamond. He feels he is in a key position and of course he is. Each man is in a key position because they are all individuals in a team."

The new drill has the whole-hearted approval of the Commanding Officer, Lieutenant-Colonel W A E Todd. He thinks it will help to produce his ideal of an infantryman—"bright of eye, light of foot, physically fit and who really has some bounce and go about him."

And what of the men? Said Sergeant Norman Wilkin: "It is a novelty and something different from normal routine marching. The majority of the men are fond of it."

Footnote: A working committee is at present examining drill in the Army but this new idea does not come within its brief, said an Infantry Directorate spokesman. "The Committee is looking at basic drill as taught by the Brigade of Guards," he explained. Individual units were at liberty to adopt new forms of drill. "It is like someone setting up a steel band," he said, "but a steel band cannot replace the conventional regimental band."

The combat caps pictured here—a cross between those of the Afrika Korps and Canadian Army—are not new.

They were originally issued in Korea. The Ministry of Defence, which had large stocks, recently decided to re-issue them. They are being given to men in field force units in the United Kingdom and Germany on a once-only basis. They cannot be laundered or dry cleaned and will not be replaced when worn out.

The caps, which have fold-down ear flaps, are intended for use in cold climates.

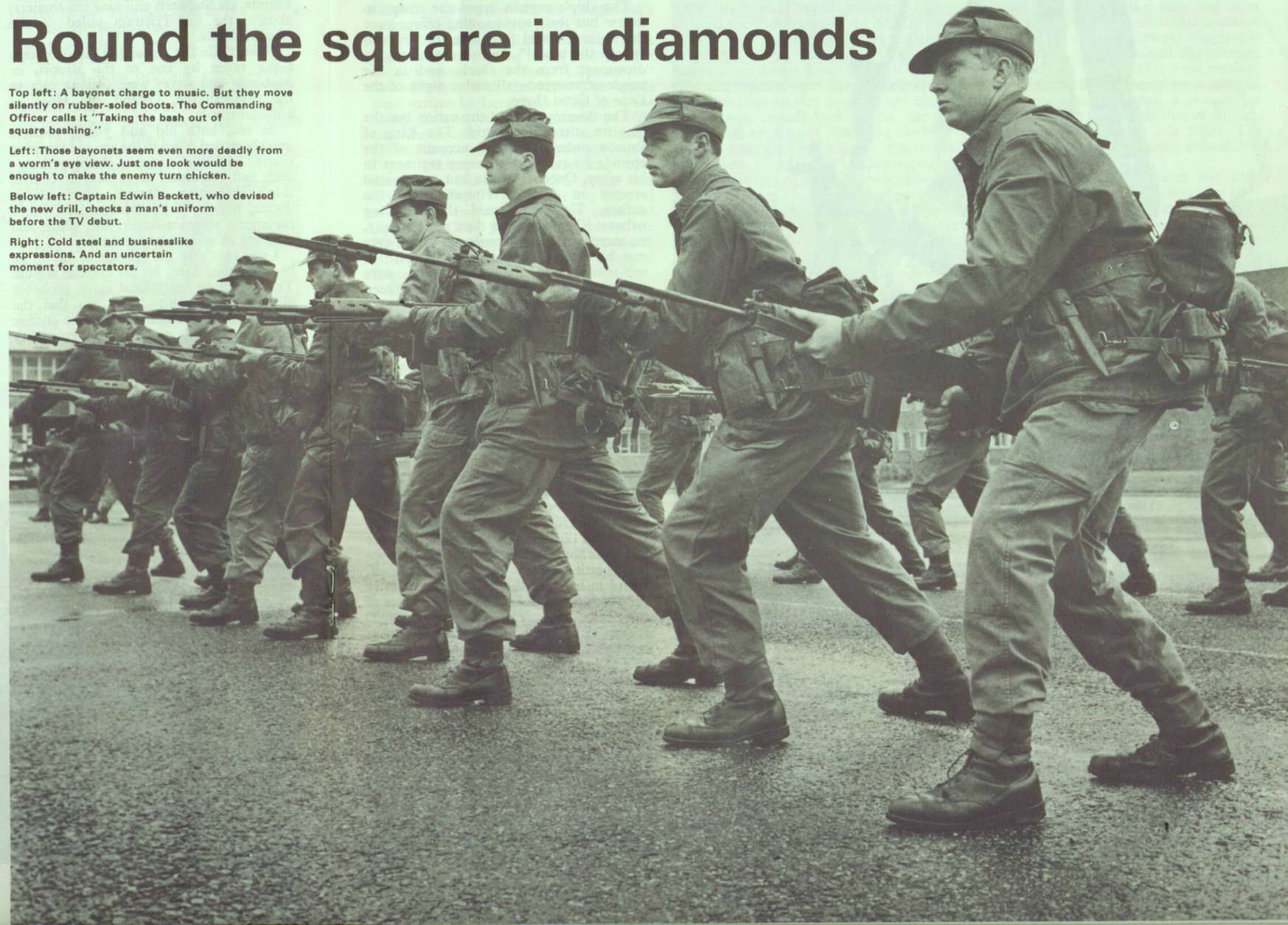
A new combat cap is at present being designed.

Top left: A bayonet charge to music. But they move silently on rubber-soled boots. The Commanding Officer calls it "Taking the bash out of square bashing."

Left: Those bayonets seem even more deadly from a worm's eye view. Just one look would be enough to make the enemy turn chicken.

Below left: Captain Edwin Beckett, who devised the new drill, checks a man's uniform before the TV debut.

Right: Cold steel and businesslike expressions. And an uncertain moment for spectators.



1st (NORFOLK AND SUFFOLK) BATTALION, THE ROYAL ANGLIAN REGIMENT

THEY DIED TO SAVE WOMEN AND CHILDREN

Sea swamps the decks while sailors desperately try to free the lifeboats. The troops, lashed with spray, keep neat ranks. More than two-thirds died, but all women and children survived.

Right: Cap badge of The Royal Anglian Regiment (formed in 1964 with four battalions). The Arms of Gibraltar, a castle and key, used to be the badge of The Suffolk Regiment, disbanded in 1959.

THE soldiers stood silently in neat ranks on the deck, the officers shook hands and a boy drummer beat out a slow tattoo. Moments later they were engulfed by the sea.

Such was the incredible discipline and courage of the 360 troops who went down in HMS Birkenhead on 26 February 1852. This paddle steamer—rigged with sails because its engines were unreliable—hit an uncharted rock which ripped off its bottom plates. The women and children were bundled into the lifeboats.

The ship's captain urged the troops to follow but their commanding officer gave the order: "Stand fast, men, or you will swamp the boats!" And so they died. By drowning, from the sharks and in the tangle of seaweed—all within sight of the Cape of Good Hope.

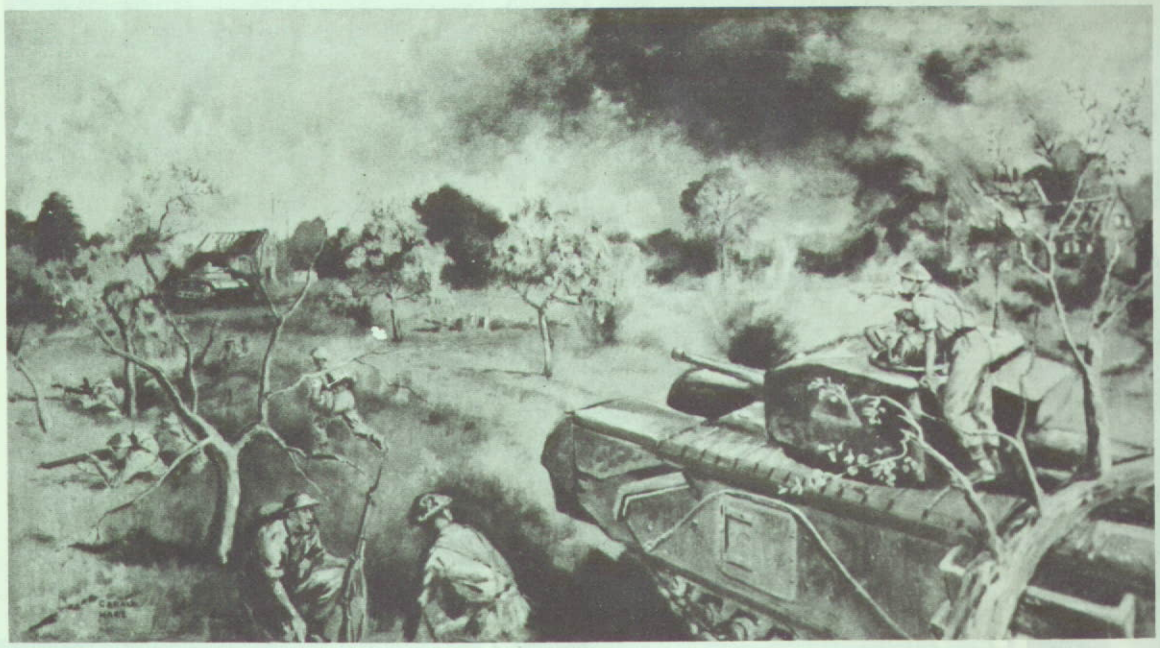
The disaster shocked the nation but the heroism stirred the world. The King of Prussia ordered that an account of the episode be read out to every regiment in his army, Queen Victoria had a memorial erected in Chelsea Hospital and the author, Thackeray, paid the following tribute: "No saint ever died more simply, no martyr more voluntarily, no victim ever met his fate in a more generous spirit of self-renunciation than those who were content to be engulfed so long as the women and children could be saved."

The largest single contingent of soldiers on board—55 men—were in the 12th Foot, later The Suffolk Regiment.

The Regiment was not initially associated with the County of Suffolk. It was raised in Norwich in 1685 by the Duke of Norfolk, its first colonel, as part of the force to meet the Monmouth Rebellion. An odd coincidence, because it was to be amalgamated with The Norfolk Regiment —raised weeks previously for the same purpose—nearly three centuries later.

The victory of Dettingen, over the French in 1743, has historical significance. It was the 12th's first battle honour and the last time an English king led his troops into battle. George II placed himself, sword in hand, at the head of the infantry (in which the 12th held the centre place of the front line). The French lost 4000 against 1500 British. The Suffolk Regiment commemorated the victory by decorating its Colours, drums and headgear with roses on the Sovereign's birthday.

The 9th Foot (later The Norfolk Regiment) also had royal associations. According to tradition, Queen Anne granted it the right to incorporate the figure of Britannia in its cap badge because of its distinguished conduct at the Battle of Alamanza when it lost three-quarters of its men. Later, during the Peninsular War, Spaniards mistook the badge for a representation of the Virgin Mary and crossed themselves whenever they saw it—which



Unable to speak to the tank commander by telephone, he directs its fire in full view of the enemy. Captain David Jamieson, 7th Battalion, The Royal Norfolk Regiment, winning the VC in Normandy in 1944. From a painting by Lieut-Col R G D Hare who was in the Regiment from 1931 to 1957.

allegedly gave rise to the Regiment's nickname of "The Holy Boys."

The 9th adopted "Rule Britannia" as its regimental march. One of the most famous military songs of all time, "Lilliburlero," has its origin with the 12th. The words were written by Lord Henry Wharton, the fourth Colonel of the Regiment, in 1688 and the music is attributed to Purcell. Lilliburlero, which was strongly anti-Papist, became a popular marching tune, played by drums and fifes going into battle. In World War Two it was adopted as a march past by commando units and used by the BBC as a signature tune to the Forces Programme. Today it is the march of the Royal Electrical and Mechanical Engineers.

The Suffolk Regiment's most famous symbol was the Minden rose. Minden, now a Rhine Army garrison town, was the scene of a glorious British victory in 1759. Six British regiments, including the 12th, with two Hanoverian regiments in support, marched through withering cannon fire, broke six charges by the *elite* of the French cavalry and threw the whole of the French Army into confusion. The British path took them through some gardens where they plucked roses and wore them in their hats. The wearing of roses on Minden Day became a famous army custom.

The Regiment, backed by the same Hanoverians who were with them at Minden, defended Gilbraltar against the Spaniards from 1779 to 1783 and was awarded the Colony's arms as a crest.

The men of Norfolk, too, stood firm as a rock against attacks of Afghan, Sikh, Afridi, Ghilzai, Wazir and Mahzud. Those of Suffolk took part in the storming of Seringapatam, the capture of Mauritius, the Kaffir Wars in South Africa and the quelling of the Maori Rebellion. Both served in India and Afganistan. In 1881, when territorial titles were adopted throughout the infantry, they became The Suffolk and Norfolk regiments (The Norfolk Regiment became "Royal" in 1935 on the silver jubilee of King George V and the 250th anniversary of the raising of the Regiment).

Twenty battalions of The Norfolk Regiment were mobilised in World War One. They won 53 battle honours, and lost 5576 dead and 25000 wounded. They covered the withdrawal of the 5th Division in 1914, marching for seven days and nights over 200 miles; advanced 1000 yards across open desert into a hail of Turkish rifle and machine-gun fire at Kurna; and at Shaiba their officers led a bayonet charge with drawn swords (one of the last occasions officers carried swords in battle).

The Norfolk and Suffolk Regiments, both part of the "Old Contemptible" Army, contributed to the bloodbath on the Somme. Men of the Suffolk Regiment took part in the Gallipoli landings, the capture of Jerusalem and the breaching of the Hindenburg Line.

In World War Two, ten Royal Norfolk battalions won five Victoria Crosses—more than any other regiment apart from Gurkhas. The Suffolk Regiment took part in the retreat from Dunkirk, fought in North Africa and Italy, had two battalions captured at Singapore, helped defeat the Japanese in Burma and returned at the D-Day landings.

The Royal Norfolk Regiment was also prominent at Dunkirk and D-Day, had three battalions captured at Singapore and also fought against the Japanese in Burma. They had 90 prisoners-of-war slaughtered by German machine-gunners at Le Paradis, suffered at the hands of the Japanese on the Death Railway, but got their revenge at Kohima and at Caen against SS units.

The 1st Royal Norfolk—many of them National Servicemen—fought hand to hand with the Chinese in Korea, carried out nerve-racking patrols in no man's land and endured bitter winter temperatures and oppressive heat and drenching rain in summer. After a year's campaigning their losses totalled 33 killed, 108 wounded and six missing.

Three years later they were in Cyprus. They were engaged in continuous cordon-and-search operations, dispersed crowds with batons and tear gas, enforced curfews and arrested, guarded and escorted suspects. They captured two EOKA leaders, each with £5000 on his head.

Suffolk soldiers became so adept at jungle fighting in Malaya—they beat the Communist terrorists at their own game of ambushing—that it was said Communist leaders put a price on *their* heads. They inflicted heavier casualties than any other British battalion: 183 Communist terrorists killed and 12 captured. Here, too, nearly three-quarters were National Servicemen. When they left in 1953 they were publicly praised, given 100 garlands by a grateful Indian and presented with a cheque for £1000 raised by the population of British, Indians, Chinese, Tamils and Sikhs. The money went towards homes for old soldiers and their families.

The two historic regiments lost their territorial identity in 1959 when they were amalgamated to form 1st Battalion, The East Anglian Regiment. And in 1964—21 years before their tercentenary—there was yet another renaming: 1st (Norfolk and Suffolk) Battalion, The Royal Anglian Regiment.

James Wolfe, gazetted ensign in the 12th Foot at the age of 15 in 1742. He was told by the adjutant on his first day: "You will find that to be a four- or five-bottle man, a good hand at cards, and a devil with the women will make you more popular in the Army than all the study of military textbooks." James—a major-general at 33—went right against this advice. A year later his brother Edward joined the Regiment. They both fought in the Battle of Dettingen. Later, on the Heights of Abraham at Quebec, he was wounded mortally—and gained immortality.

Backing Britain *in BAOR*

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TO be "in"—to "swing"—nowadays you must say, "I'm backing Britain." Unlike many cults, this one is well worthwhile—and the 140,000 men, women and children of the British Forces in Germany can claim to be trend-setters.

They started a "Buy British" campaign more than a year ago to reduce Deutschmark expenditure and cut down on foreign exchange costs.

Naafi launched a "Buy British" promotion in its 62 family shops and 110 clubs and introduced two United Kingdom mail order services while the Army and Royal Air Force co-operated in a radio, poster and leaflet campaign stressing the vital need to block the Deutschmark drain.

The British Forces Broadcasting Service beamed a three-part "Buy British" competition into nearly every quarter, barrack block and club. First part was a slogan contest that attracted 750 entries. Miss Fiona Vella, of the British Military Hospital, Iserlohn, won with "BUY THE PACK WITH THE UNION JACK."

Second part was to set this to a musical jingle. The best four entries were recorded and put to the vote. Listeners' choice was a jingle written by Warrant Officer Peter Longman of 7 Ordnance Field Park.

The competition's final stage was designing a poster for the slogan. Gütersloh art master John Smith won and hundreds of copies of his poster, a forceful design in hard colours, were printed and distributed by Naafi.

Meanwhile there was a crash building programme of new shops and extensions to existing shops designed to improve Naafi shopping facilities. Ministry of Public Building and Works and Naafi experts toiled long hours to convert blueprints into bricks and mortar; the first entirely new shop of the currency campaign was opened in June in Hamelin.

In August the biggest ever Naafi clothing store was opened at Rheindahlen. It is designed and fitted on the lines of Marks and Spencers stores and offers a wide range of products. Customer response has proved that displaying a wide range of merchandise under ideal shopping conditions provides a real incentive to shop with Naafi.

The new store's success speeded plans for the opening of five similar stores throughout Germany.

Priority has been given to provision of butchery departments at 13 main Naafi shops; they will add to five already run by Naafi. First of the new ones opened at Krefeld in February this year and within the next few months there will be others at Minden, Detmold, Fallingbostel, Düsseldorf and Hohne.

Specially-constructed refrigerated vans are already making from the butcheries at Dortmund and Bielefeld a daily delivery of freshly butchered meat to various Naafi shops provided with cold display units. And as more butcheries are opened this delivery service will be extended to cover the majority of Naafi's shops in Germany.

British beer has been featured in the campaign. The co-operation of United Kingdom breweries was particularly evident at Dortmund where Watneys financed the transformation of a Naafi tavern into a replica of an old English pub (see SOLDIER, October 1967).

Better and bigger shops, vigorous sales promotion, the introduction of a bonus dividend scheme and the extension of the range of British-made sound equipment and domestic appliances put an extra £1 million through Naafi cash registers in the first seven months of the current financial year—and the upward trend is continuing.

Devaluation has given the "Buy British" effort a big boost. The Deutschmark price of British-made products has been reduced by up to 16.6 per cent while Continental goods remain unchanged in price.

And as the "I'm backing Britain" movement at home gathers momentum the Army and Royal Air Force in Germany are engaged on a new publicity drive to give fresh emphasis for the need to reduce further the Deutschmark drain.

5

1 British Forces Broadcasting Service's Jim Luxton exhorts listeners to "Buy British."

2 BAOR's first English-style pub, the Cloud Puncher, Dortmund. More planned this year.

3 An art class at Kent School, Rheindahlen, paints entries for the poster competition.

4 The "Buy British" move is not confined to Germany. It is reflected in nearly every High Street at home. Once the Union Jack fluttered above an Empire. Now it is more likely to envelop a packet of cornflakes.

5 Naafi's Marks and Spencer-type clothing store at Rheindahlen. Others are opening.

6 Women's fashion competition from German chain stores has been faced by Naafi-run mannequin parades. Often the models have been Service wives as here at Rheindahlen.

7 Opening of the Rheindahlen clothing store in August. It offers a powerful challenge to local German chain and fashion stores.

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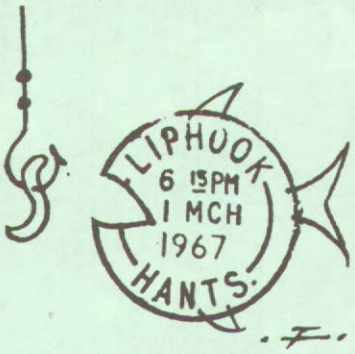
LETTERS



Anyone for Anzio?

I intend to visit the Anzio beachhead in Italy during this summer, and to compile a photograph album showing notable "hot spots" of 1944, viz Bowling Alley, Buonriposo Ridge, Dead End Road, The Embankment, Factory, Flyover Bridge, Fortress, Lateral Road, Wadis and many other places of interest, both as they were and are remembered in 1944 and as they are today.

Perhaps there are some readers of SOLDIER who would be interested in making up a party. Names and addresses only are required at present. I would particularly like to hear from ex-members of the following: 1 DWR, KSLI, 1 London Scottish, 1 R Sussex, 1 Loyals, 2 N Staffs, 2 Sherwood Foresters, 7 Ox and Bucks and all units of 5 British Infantry Division.—**H G Taylor (ex-141 Fd Amb RAMC), 12 Grey Court, Newton Hill, Wakefield, Yorks.**

Disappearing regiments

To this former United States Serviceman and long-time admirer of the British Army regimental system, it is distressing to learn that certain units, such as The York and Lancaster Regiment and The Cameronians, are to be disbanded rather than amalgamated.

In 1968 there would seem to be more justification than ever for preserving in some capacity these fine regiments so that their immortal traditions of heroism and achievement can continue to inspire present conduct in all areas. Cannot these three-century-long records of service be perpetuated through amalgamation or some other useful form of preservation?—**David G Radue, 3406 Quebec Street NW, Washington DC 20016, USA.**

I read with great interest Mr P H Buss's letter on disappearing regiments (February) and, although I have the greatest respect for tradition, I feel that he has his priorities wrong.

Mr Buss suggests that the newer regiments, such as The Parachute Regiment or the Royal Marine Commandos, be disbanded rather than the old. However, the specialist tasks of these units have very great importance in modern warfare, and to disband them would be a great mistake.

It would probably offend many people, but could not the titles of disbanded units such as The Cameronians be given to these newer regiments, which have not yet gathered many traditions? The cavalry regiments have been given new tasks as armoured regiments, so surely regimental titles and traditions could be transferred to new regiments?

Within the Royal Armoured Corps both the Royal Tank Regiment and the Hussar regiments are equipped with tanks, so surely the RTR could take old titles and traditions without too much difficulty? Obviously it would be necessary to take extreme care in the choice of these titles.

The idea of preserving regimental traditions in sub-units is a good one; may I suggest this is done with the Light Infantry reorganisation? I was shocked to learn that regimental silver and trophies were to be distributed among the Light Infantry battalions instead of being kept intact; this is an idiotic way of handling tradition and is bound to make the historian's task four times more difficult.

My suggestions do not involve much time or money. However, the preservation of titles and traditions more than justifies the spending of a little trouble by the Ministry of Defence.—**T H Amsden (Cpl, Berkhamsted School CCF), Wingates, Box Lane, Bovingdon, Herts.**

A chance for anglers

Readers of SOLDIER may be interested in a Services competition to be held at the Eyemouth Sea Angling Festival this year.

The one-day competition will be part of the two-day festival, which is held annually at Eyemouth and this year on 15 and 16 June. The competition is a team event (four anglers per team) competing for the "Batey Trophy," and the rules of the Scottish Federation of Sea Anglers will apply. The club has already had enquiries from Service teams in the Midlands and there is good reason to believe that some American Servicemen will be competing this year. Accommodation is fairly limited so early booking is advisable (some 652 entrants competed in last year's festival).

Information concerning fishing times and limits, application forms and copies of the Federation rules etc are obtainable from me.—**J W Barrie, 21 Gunsgreen Crescent, Eyemouth, Berwickshire.**

I SAW THREE SHIPS...

Competition 115 (December) had most readers foxed and there were many incorrect alternative names offered for the silhouettes of ships. Correct answers were: 1 Great Eastern, 2 Cutty Sark, 3 Mayflower, 4 Canberra, 5 Santa Maria, 6 Victory, 7 Queen Mary.

Prizewinners:

1 D W Gwyther, 7 Lea Road, Sonning Common, Reading, Berks.

2 E Caplin, 66 Barkers Lane, Sprowston, Norwich, Norfolk.

3 Martin Lowe, 14 Kilbrack, Beccles, Suffolk.

4 David Beavis, 40 Clewer New Town, Windsor, Berks.

5 Vincent Satchell, Kuffre, Cobblers Hill, Great Missenden, Bucks.

6 Paul Lewis, 8 Lower Road, Halewood, Liverpool 26.

7 S/Sgt Pinchbeck, 22 Blackwell Road, Worthy Down, Winchester.

8 I D Mansbridge, 1 The Ridgeway, Marlow, Bucks.

9 P J Ryan, Training Ship Mercury, Hamble, Hants.

10 Scott McCracken, 2250 Harcourt Crescent, Cooksville, Ontario, Canada.

11 J Price, 96 Ashbourne Road, Aigburth, Liverpool 17.

12 P Butler, The Bungalow, Watchetts Drive, Camberley, Surrey.

HOW OBSERVANT ARE YOU?

(*see page* 18)

The two pictures vary in the following respects: 1 *Spikes on mace at right.* 2 *Slope of horizon.* 3 *Sword of top man on ladder.* 4 *Nose of second man on ladder.* 5 *Pattern on shield of falling man.* 6 *Number of rungs in ladder.* 7 *Fourth stud from top of door.* 8 *Bird on left battlement.* 9 *Left sleeve of falling man.* 10 *Mouth of falling man.*

COLLECTORS' CORNER

H G Taylor, 12 Grey Court, Newton Hill, Wakefield, Yorks.—*Requires photographs of Anzio beachhead, with details. All letters acknowledged.*

D Wingett, 32 Old Woodlands Road, Crownhill, Plymouth, Devon.—*Requires cap badges and formation signs of British and Commonwealth armies. In exchange offers sets of cards, matchbox labels and covers, beer mats and beer labels.*

Dr R Hughes, PO Box 520, Kanata, Ontario, Canada.—*Requires British campaign medals, especially India GS 1854-95 and Egypt 1882-89 and any medals to RN, also Nazi medals. Offers in exchange CEF badges, medals, nominal rolls, medal rolls etc. All letters answered.*

P Millington, 403 Rugeley Road, Hednesford, Staffs.—*Collects British Army cap badges. Correspondence welcomed.*

A Randon, 23 Rue D'Argens, Msida, Malta.—*Wishes exchange badges Royal Malta Artillery and King's Own Malta Regiment for regimental magazines of The Royal Irish Fusiliers from 1960 to date.*

E P D'Andria, c/o Northern Factoring Inc, 3410 Geary Blvd # 343, San Francisco, California, USA.—*Wishes purchase Britains Ltd lead soldiers, guns, wagons and vehicles. Please send lists.*

8405 Cpl R J Sinnott, A Tp, 1 Sqn, 18 Signal Regiment, c/o GPO Singapore.—*Requires British and Commonwealth cap badges, buttons etc. Will exchange stamps, coins, postcards of Malaysia and Singapore.*

Cpl T Harding, 19 Mathew Circular Road, Tidworth, Hants.—*Collects yeomanry and pre-amalgamation cavalry badges, all ranks. Purchase or exchange.*

J McNish, 38 Victoria Road, Fallings Park, Wolverhampton.—*Offers military and police insignia in exchange for fire brigades insignia and items.*

W H Bloomer, 94 Melbourne Grove, East Dulwich, London SE22.—*Collects Scottish and Commonwealth Scottish cap badges; German military war items, daggers, engraved bayonets etc; fighting knives of all countries; original photos and cuttings of German military and political personnel wearing daggers. Offers many items in exchange, all letters answered.*

G Christian, 200 East 21st Street, New York, 10010, USA.—*Requires metal regimental insignia, headdress, tunics, accoutrements; books relating to British, French, Spanish, Italian and Middle Eastern camel corps units: French, Spanish, Italian and Belgian colonial units; German E African (WWI) forces; International Zone (Shanghai) forces and China Station gunboat units.*

J Chrysanthus Perera, 238 Negombo Road, Wattala, Ceylon.—*Collects picture postcards of aircraft; pictures and details of tanks and armoured cars; cap badges of worldwide air forces and observer's books of aircraft.*

Capt J C Thompson, 34 Heritage Blvd, Winnipeg 22, Manitoba, Canada.—*Requires British medals, purchase or exchange. Can obtain Canadian badges to exchange for medals.*

REUNIONS

10th Royal Hussars Old Comrades Association. Annual dinner, 4 May, Kensington Palace Hotel, London W8, 6.30pm. Parade Hyde Park 11am, 5 May. Apply Capt A Standing, Hon Sec, 1 Westminster Road, Macclesfield, Cheshire.

The York and Lancaster Regiment. Officer's annual luncheon and dinner in London, 17 May. Details from RHQ, Endcliffe Hall, Endcliffe Vale Road, Sheffield S10 3EU.

Royal Army Ordnance Corps Association. Annual reunion dinner, Birmingham Co-operative Restaurant, High Street, Birmingham, 27 April. Tickets 21s from RAOC Secretariat, Deepcut, Camberley, Surrey.

The Gloucestershire Regimental Association. Annual reunion dinner for members, 4 May, Bristol. Details from Secretary, Robinswood Bararcks, Gloucester.

Royal Military Police Association. Reunion and dinner, Saturday, 25 May. Dinner at Victory Ex-Services Club, 65/79 Seymour Street London W2, 7 for 7.30pm. Tickets 26s from Secretary, RHQ/RMP, Roussillon Barracks, Chichester. Reunion at Kensington Palace Barracks, Church Street, London W8. Limited accommodation available on written request.

The Royal Scots Greys Association London Branch annual reunion dinner, Saturday, 4 May, 7pm, Victory Ex-Services Club, 65/79 Seymour Street, London W2. Apply P O'Rourke, Tayside, Elm Grove South, Barnham, Bognor Regis, Sussex.

15th/19th The King's Royal Hussars. Annual reunion dinner and dance, at Derry & Toms Restaurant, Kensington High Street, London W8, Saturday, 4 May, 6.30pm. Tickets and details from Maj J R Laing, Home Headquarters, 15th/19th The King's Royal Hussars, TA Centre, Debdon Gardens, Newcastle-upon-Tyne 6.

MALTESE SERVICEMEN

The Ministry of Defence has announced a 4% increase on basic pay and marriage allowance for all Maltese ratings, soldiers and airmen, effective from 1 April 1967.

The results of a review of officers' pay scales will be notified separately in due course.

As a result of recent successful recruiting the manpower position of the Royal Malta Artillery has improved and current tours are amended as follows:

The tour of duty for regular officers and long service soldiers who proceeded to Rhine Army on or after 1 October 1967 will be as follows:

(a) Married accompanied personnel, three years,
(b) Single and married unacompanied personnel, one year.

The length of tour of personnel posted to Rhine Army before 1 October 1967 remains unaltered, ie:

(a) Married accompanied personnel, three years three months,
(b) Single and married unaccompanied personnel, one year three months.

The length of tour in Malta for all officers and long-service men will remain as at present, ie one year nine months, after which they will be eligible for posting to Rhine Army.

The length of tour of duty in Rhine Army of short service officers and soldiers is not affected by this change.

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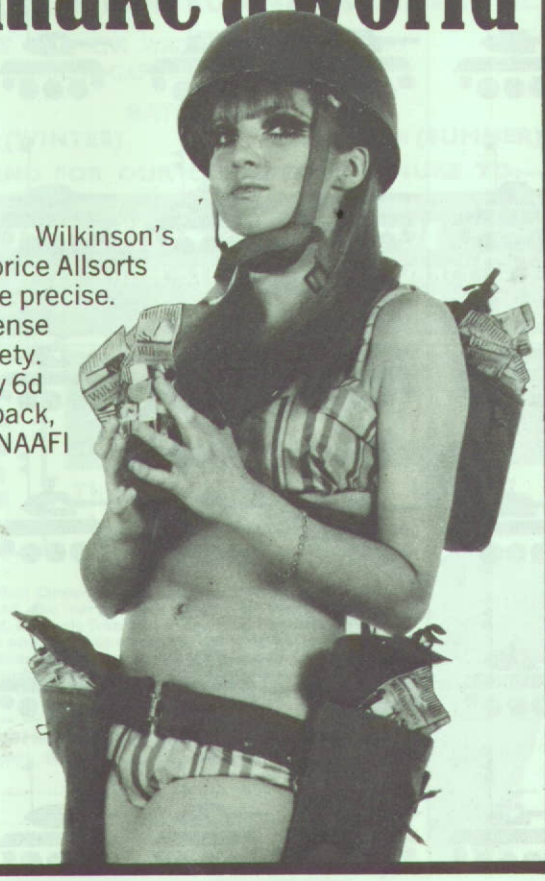

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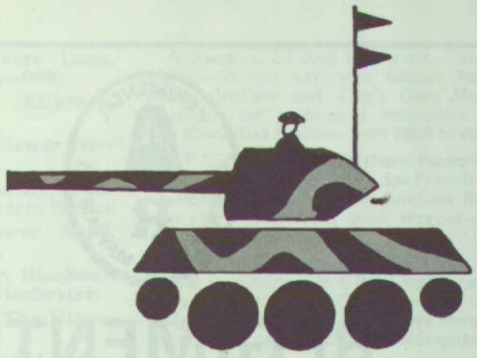
COMPETITION 119

ROGER-AND OUT



NO prizes for AFV recognition—these are the same light tanks of the 5th Finch's Cartooneers as were used in SOLDIER's August 1966 prize competition.

But the letters of the alphabet which they represent have been switched, of course. And this new competition has been made more difficult (too many readers complained that earlier codes were simple) by omitting punctuation and spaces between words.

Send your decoded message—it is one straightforward sentence—in a letter or on a postcard, with the "Competition 119" label from this page, and your name and address, to:

The Editor (Comp 119)
SOLDIER
433 Holloway Road
London N.7

This competition is open to all readers at home and overseas and closing date is Monday, 24 June. The answers and winners' names will appear in the August SOLDIER. More than one entry can be submitted but each must be accompanied by a "Competition 119" label. Winners will be drawn by lots from correct entries.

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3-5	£3 in cash
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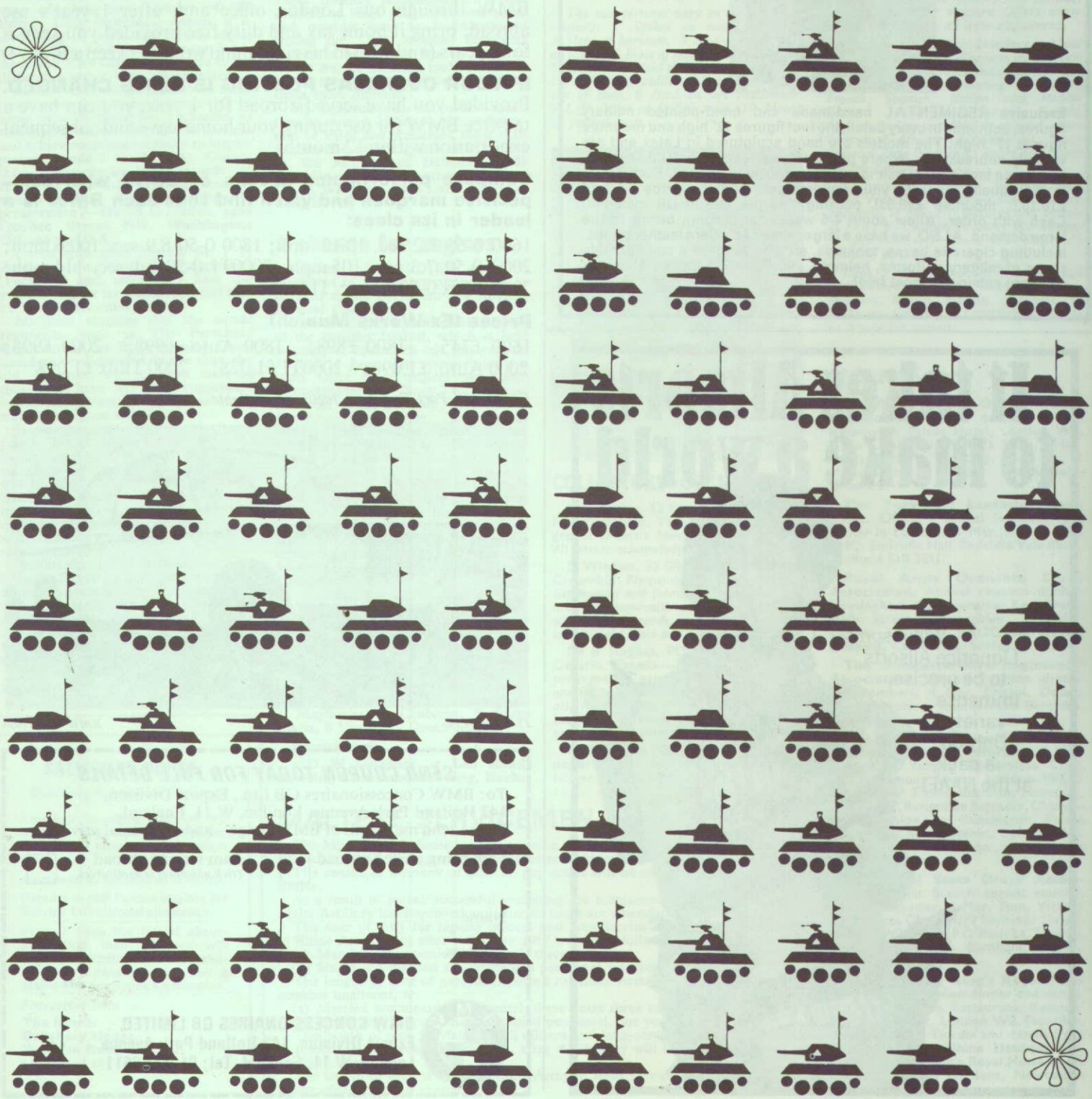

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   Make ..... Year .....

   Delete whichever is NOT required

6. (a) Rank: .....

   Name (Block Letters) .....

   (b) Address for reply (Block Letters) .....

7. Date .....

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DEFENCE ESTIMATES

IN future, Britain's defence effort will be mainly in Europe and the North Atlantic area. Forces in Malaysia, Singapore and the Persian Gulf will be withdrawn by 1971.

Service manpower will be cut by more than the 75,000 forecast last year—and over a shorter period. The Brigade of Gurkhas will be reduced to 6000 by 1971. Support facilities, including headquarters and the Ministry of Defence, will be pruned.

No special capability for use outside Europe will be maintained after we leave the East. But a European-based general capability that can be deployed overseas—and can support United Nations operations—will stay.

These are among major Government decisions outlined in the Defence Estimates.

Public spending must be slashed—and the Services must play their part. More changes are yet to be announced. But the White Paper promises that the Government aims "to reduce individual hardship and to maintain efficiency during the period of transition. Thereafter the Government's intention is to have balanced and effective forces which offer a good career to those who serve in them."

Another pledge is: "We have no intention of allowing a repetition of the situation which existed in 1964 when, because of the lack of balance between military tasks and resources, our Forces were seriously overstretched."

Points from the White Paper:

NATO: "Our contribution will be formidable . . . Our Army is well-trained and superbly equipped, and has more recent and varied fighting experience than any other European Army."

OUTSIDE EUROPE: New understanding with Malaysia about the Anglo-Malaysian Defence Agreement after 1971. SEATO force declarations reduced. Continuing interest in Middle and Far East stability demonstrated by retaining membership of SEATO and CENTO. Garrison maintained in Hong Kong.

DEPLOYMENT: *United Kingdom*—Most field force units and headquarters will come under new Army Strategic Command. *Europe*—A brigade from Germany is now based in England (see pages 21-23). *Mediterranean*—The Army contributes 20 per cent—1000 men—of the UN Force, Cyprus. *Far East*—All Confrontation Forces withdrawn. Hong Kong reinforced by Gurkha battalion from Malaysia. *Caribbean*—Small garrison remains in British Honduras (see pages 13-18).

OPERATIONS: Malaysia quiet and stable. Army survey teams have mapped remote areas. Royal Engineers clearing wartime bombs on Penang. In Hong Kong the resolute behaviour of troops did much to sustain morale and determination of colony during communist intimidation campaign. Royal Army Ordnance Corps and Gurkha Engineers teams cleared bombs and booby traps. Royal Engineers building roads in Thailand and RAOC clearing decomposing ammunition in Guadalcanal.

The withdrawal from Aden is praised—"Our Forces, by their courage, patience, restraint and professional skill, maintained authority against a threat of anarchy . . ." Cost: 135 Servicemen killed and 900

Chieftains on their way to units in Rhine Army Performance has come well up to expectations.

wounded from December 1963 to shortly before pull-out. Infantry company guarding BBC relay station in Botswana withdrawn. Royal Engineers party visited Congo to advise on bridge reconstruction.

AID TO CIVILIANS: Two thousand soldiers, including men of Territorial & Army Volunteer Reserve III, helped in the Torrey Canyon disaster; 600 troops assisted in the fight against foot-and-mouth disease.

EXERCISES: Troops are going to more and more overseas countries for training.

RATIONALISATION: More inter-Service co-operation. Navy Department assuming responsibility for base repair and co-ordination and procurement of spares for hovercraft and some Army water transport. Army will repair nearly all Service vehicles. Army Department becoming responsible for procuring all Service medical stores.

EQUIPMENT: *Europe*—More Chieftain tanks. Re-equipment of field artillery now complete. Semi-automatic, multi-channel trunk system for communications in combat area coming into operation. Further armoured personnel carriers will give infantry full entitlement—some fitted with 81mm mortar, Wombat anti-tank gun or general purpose machine-gun. Sioux helicopters of brigade headquarters in Rhine Army to be replaced by Scouts. *General*—All infantry now equipped with 81mm mortar. Improved heavy anti-tank weapon, Combat, to be issued to some battalions. Limited number of special surveillance devices available. Airportable bridge ready next year. More helicopters. First issues of field artillery computer equipment (FACE).

RESERVE FORCES: Disbandment of T & AVR III proposed. Training in new Reserve Army started encouragingly. Regular Army equipment issued. T & AVR strength: 5600 officer, 50,000 men.

RESEARCH to be carried out on WG 13 utility helicopter, hovercraft, Swingfire anti-tank missile, weapon-locating radars, night vision equipment, lightweight and medium guns for Royal Artillery, improvements for Chieftain including engineer capability, family of airportable tracked armoured vehicles.

TRAINING: Fifty rifle ranges and 16 minor training areas (about 12,000 acres) to be given up. Adequacy of large training areas under investigation.

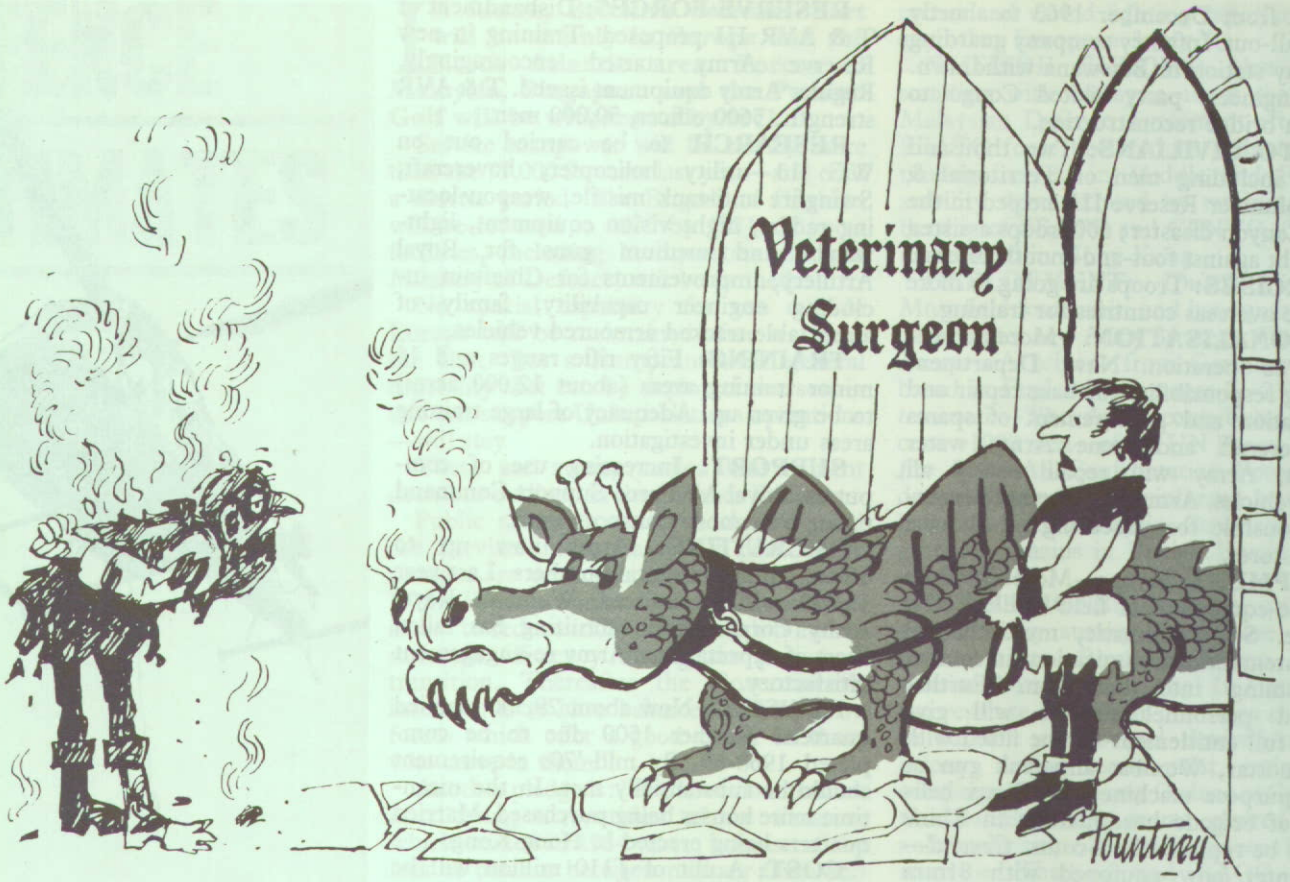
SUPPORT: Increasing use of computers. Royal Air Force Support Command taking over more transport work.

RECRUITING: Army now up to officer strength in total numbers. Last year 15,440 soldiers enlisted. Women's Royal Army Corps officer recruiting has fallen short of expectations. Army re-engagement satisfactory.

HOUSING: Now about 29,500 married quarters. Further 1500 due to be completed 1968-69. By mid-'70s requirement should be substantially met. In the meantime more houses being purchased. Married quarters being erected in Hong Kong.

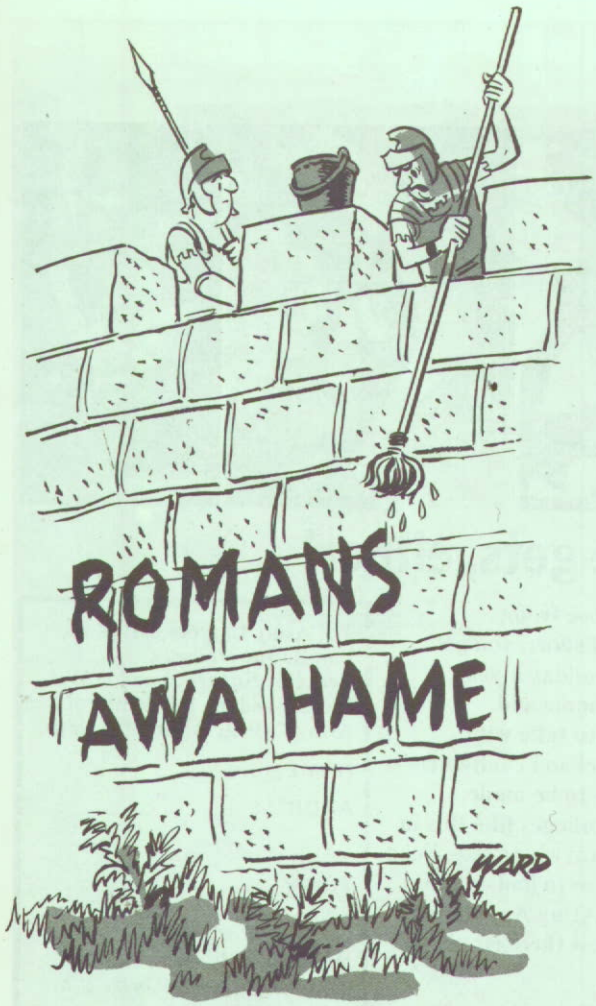
COST: A cut of £110 million will be made in the forecast estimates for 1969-70 and by 1972-73 the defence budget will be reduced by a further £210-260 million. Cost of the Army for 1968-69 is an estimated £603.75 million. Last year it was £590.80 million.

Issue of Scout (above) and Sioux will continue. Further trials of armed helicopters being held.



"Well, you did ask him to say 'Ahh.'"

humour



"I've been washing this off for fifteen years and I still don't know what it means!"

"Good morning, sir. Looks like we're both late again!"

"You'll have to get out of your tank first, sergeant."

"The natives seem restless tonight, Ethel."

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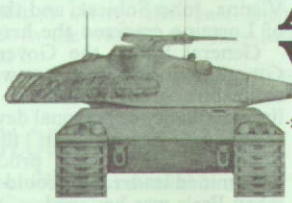

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BOOKS

THE MARK OF MAO

"Defeat in the East" (Michael Elliott-Bateman)

The author's thesis is that there must be a radical reshaping of British and American military thinking if the forces of the West are to stand any chance of success against the huge Communist forces gathering in Asia. His book is sub-titled "The Mark of Mao Tse-Tung on War."

Mr Elliott-Bateman, who recently resigned his commission in the Royal Artillery to continue his military studies, hopes to see a complete revision in the methods of warfare practised by the British, French and Americans in South-East Asia and a reversal of the disastrous trend towards Western defeat in Asia.

He suggests that the Communists have gained their victories because they were able to impose on their adversaries circumstances for which they were not prepared, organised or trained. The Western concepts and doctrines of war, he suggests, became invalid in the circumstances imposed by the victors.

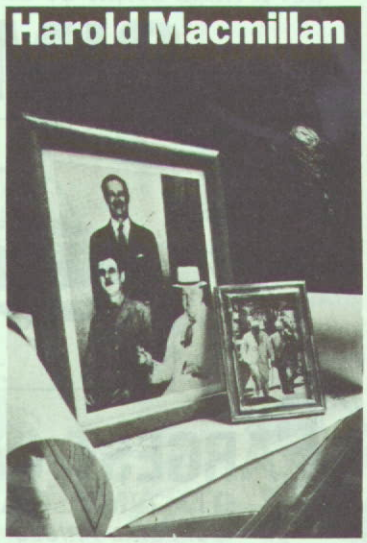
He cites strong evidence—the headlong retreat of United Nations forces from the Yalu River in October 1950 in spite of Chinese inferiority in firepower, air support and armour. In May 1954 the Vietminh struck their final blow at Dien Bien Phu to end a war in which the Communists equalled the French Union forces in number but had less artillery and lacked tanks, paratroops, aircraft and napalm.

The author contends that the failure to understand the significance of Mao's theories brought French defeat in Indo-China and is resulting in American failure in South Vietnam. The same failure, he says, could be suffered by British forces in the east and, in time, by African and Latin American states.

He makes a penetrating study of some of the Western defeats and draws extensively on the writings of Mao and Giap to illustrate his points. He goes on to examine current British military thinking and training and makes some hard-hitting criticism followed up by practical suggestions for correction. Having read them it is easy to understand the cryptic sentence at the end of his dedication. After naming various people he adds: "And to numerous officers, non-commissioned officers and men who do not wish to do pack drill."

This is a thought-provoking book by an obviously dedicated man.

Oxford, 40s **J C W**



MEMOIRS OF A MINISTER

"The Blast of War" (Harold Macmillan)

When World War Two broke out, Harold Macmillan was a back-bench MP and too old to rejoin the regiment in which he had served with distinction in World War One. It looked as if the family business and helping his wife with the evacuees would be his lot.

Before long, however, he was on a committee to help the Finns in their Winter War against Russia. When Churchill came into power, Macmillan joined the Ministry of Supply as a junior minister and then moved to the Colonial Office.

His big chance came at the beginning of 1943 when Churchill sent him to North Africa, as Minister of State at Eisenhower's headquarters, to represent the British Government's views and help the Supreme Commander in the political field. To a large extent this meant trying to bring about some sort of unity between the French who were free of Vichy control, a tragi-comic affair which had its climax in a somewhat premature "shotgun wedding" between Generals Giraud and de Gaulle.

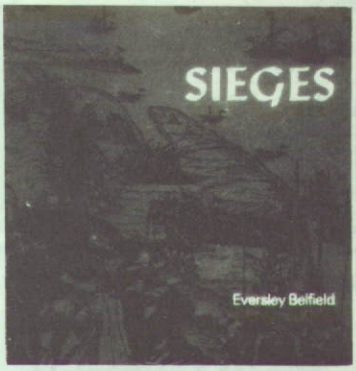
From North Africa the author followed (and once or twice preceded) the armies in Italy, and as the war came to an end the British ambassadors to six governments were responsible to him.

Being a politician in a theatre of war was not without physical, as well as political, danger. Mr Macmillan was injured in an air crash but in a few days continued his journey, his burned face masked in bandages, to persuade the French naval squadron holed up in Alexandria since 1940 to join the Fighting French.

During the Italian surrender negotiations there was a plan to land an airborne division near Rome to help the Italians secure control of their capital from the Germans. The divisional commander agreed to the plan only if Mr Macmillan and his American opposite number, Mr Robert Murphy, went along—they were willing. The plan was dropped but as a consolation the two diplomats "captured" Taranto and Brindisi. Later, Mr Macmillan was to come under rebel fire in Athens during the Greek civil war.

Mr Macmillan's memoirs are admirably written, as might be expected. They not only provide valuable political background to the Mediterranean campaigns; they are eminently interesting and readable in their own right.

Macmillan, 60s **R L E**



THE SLOW INEVITABILITY

"Sieges" (Eversley Belfield)

Sieges are always slogging matches. They have a life-and-death character and, in many cases, a slow inevitability about them which must have a shattering effect on the morale of at least the besieged.

It was possible to forecast with deadly certainty the time which would elapse before defences were breached. The classic method was to sap towards the besieged city with gabion and fascine—and it was relatively simple to work out how long it would take.

Mr Belfield has selected five great sieges—Malta 1565, Vienna 1683, Gibraltar 1779-83, Paris 1870-71 and Malta 1940-42—because each illustrates a different form of siege warfare. Common to all are the determination and endurance displayed by both besieged and besiegers.

To warrant a siege, a place must be of prime importance, either as a capital city or as a centre commanding vital communication routes which the attackers consider sufficiently valuable to risk the time, sacrifices and suffering which inevitably follow. These factors apply to each of Mr Belfield's selections.

Clearly and concisely he captures the atmosphere of the siege from the first moment of sealing off and the usual attractive surrender terms to the cajolery, bribery, threats and brute force which the attackers employ to break the spirit of the defenders.

Another distinctive feature of the siege which the author examines is that it reveals mercilessly the personalities of those in command. La Valette, the hero of Malta's first siege, was an absolute tower of strength and determination. At Vienna, John Sobieski and the Duke of Lorraine emerged the heroes.

General Eliott, the Governor of Gibraltar during its siege, was able to inspire great confidence "with little cordiality or personal devotion"—he was fortunate in that the Spaniards could not produce a determined leader. Nor could France when Paris was besieged.

Malta's heroism during World War Two is legendary. This gallant little island defeated everything the Luftwaffe and the Regia Aeronautica could throw at it—and fought back to become a running sore in the side of the Axis powers.

Mr Belfield has produced a valuable addition to the literature of siege warfare.

Batsford, 18s **J C W**

ARMY AVIATION

"Soldiers in the Air" (Peter Mead)

Brigadier Mead belongs to a generation which saw unprecedented progress in the tools of warfare. He began his Army career in a unit equipped with horses and ended it in helicopters.

He writes entirely, and with gusto, of his experiences in Army aviation. He trained as an air observation post pilot in World War Two and in 1950 he retrained and went to command a squadron in Germany.

After another five-year gap he administered in Whitehall the newly formed Army Air Corps and finally went back to Middle Wallop as Brigadier, Army Air Corps. He writes frankly of the battles that were fought to get the Army Air Corps off the ground and the help and obstruction which it received from the Air Ministry and others.

There was a very difficult period when manpower shortage would not permit the Army Air Corps to fill its order of battle, and the "integration" scheme was introduced as an alternative, with light aircraft integrated into and operated by the arms which needed and wanted them. The scheme was received so enthusiastically in some quarters that it was proposed the Army Air Corps itself should fade out. The author was in the forefront of the fight to retain the Corps and with it a central reservoir of flying knowledge, experience and control.

He comes down solidly on the side of those who want the Army to take over the short-range transport helicopters of the Royal Air Force. He foresees that when the Army gets its family of battlefield aircraft there will be pressure from the Royal Corps of Transport to take over transport helicopters and says firmly that this must be resisted.

Army pilots, he believes, must be trained in "steam navigation." Those electronic gadgets which enable a pilot to fly without maps are no good to pilots whose training should be directed to tactical flying in primitive battlefield flying conditions. The calls on them to ferry passengers must be carefully controlled in peace so that they may be trained in flying for war.

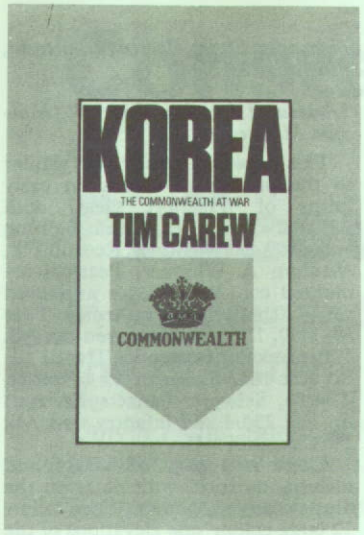
Their aircraft should be kept simple for tactical handling. He agreed with the Canadian representative of the manufacturers who attended the handing-over of the Army's first Beaver. Having looked at its three radios and a variety of navigational aids, this gentleman commented that his firm had sent the British Army the best bush aircraft in the world—and they had spoiled it.

Ian Allan, 42s **RLE**

IDEOLOGICAL CONFLICT

"*Korea: The Commonwealth at War*" (*Tim Carew*)

The Korean War is a well-nigh forgotten phase of the continuing ideological conflict which has been the main feature of the uneasy peace since 1945. This is indeed a tragedy because the Korean incident gave the United Nations the opportunity



of showing what could be done by the forces of peace, the opportunity of showing the free world that one tyranny had not been defeated merely to make way for another.

It was also the last time that the Commonwealth countries acted in concert as they would have done in the days of the British Empire.

Major Carew performs a timely service to forces which fought not for conquest but for a principle. They fought just as well as if their own homes were threatened and though Communism suffered no defeat, theirs was the moral victory as the continued existence of the 38th Parallel shows.

This book does for the postwar soldier, particularly the National Serviceman, what Kipling did for the old sweats of a bygone age. "The British soldier in Korea, as in every other war, spent a fantastic number of hours digging. GIs looked with pitying astonishment at British soldiers carrying picks, shovels and entrenching tools; in their army, they explained indulgently, such impedimenta went on the truck."

Ronald Crooks, Military Medallist, company nuisance in The Royal Northumberland Fusiliers and one of the old school of "hard bargains," could have held his own alongside any of Kipling's Soldiers Three. He came away from the Imjin River battle with a Distinguished Conduct Medal.

The picture of Colonel J P Carne, the Victoria Cross winning commanding officer of the Gloucesters, is especially memorable. A withdrawn and reserved man, he showed super-human bravery in commanding his doomed battalion.

Major Carew has traced and interviewed many hundreds of Servicemen from all over the Commonwealth and tells the story through their eyes.

It is a stirring story, well told, and worthy of a place on any bookshelf devoted to great times and deeds.

Cassell, 42s **JCW**

JOAN OF ARC AND CO

"*Women in Battle*" (*John Laffin*)

This is a scrap-book of what Major Laffin calls, rather inelegantly, she-soldiers.

Some, like Kit Welsh, also known as Mother Ross, dressed as men, served in men's regiments and kept their sex a secret. Others, more numerous, fought on equal terms with men, without disguise, and were accepted for their soldierly qualities—Joan of Arc, Flora Sandes (a sergeant-major in the Serbian Army in World War One) and the women combatants in the Russian armies of World War Two.

Some joined the shadowy warfare behind the lines by design, like Nancy Wake, the New Zealand-born girl who parachuted into France and took command of Maquis troops in action. Others became guerillas through force of circumstances, like Milica, the Jugoslav girl who saw her family wiped out by the Germans and devoted the rest of her short life to killing the invaders.

There have been legions of fighting women, like those of Dahomey whom even British and French troops found formidable opponents.

The nurses and the release-men-for-front-line corps like those of the British Services today, are less exciting to read about than the combatant women but far more practical and produce their heroines too when conditions demand them.

The author does not categorise the women warriors but flits from one to another, giving extended treatment to some who are well documented but elsewhere doing no more than whetting the reader's curiosity.

He thinks women should not go to war, whatever their merits, on this ground: "One of the great inducements to the end of a war is the intense desire of men to return home to women and bed. If a man is to have women at war with him, if he is to think of women as comrades-in-arms rather than mistresses-on-mattress the inducement disappears. In the first place he can have what he wants without going home and in the second he is apt not to feel the need."

He backs this highly disputable opinion with the provable statement that in the women's Services the figures of illegitimate births and abortions are much lower than in civilian life.

Abelard-Schuman, 25s **RLE**

FATE SEALED IN 1936

"1940 *The Fall of France*" (*General André Beaufre*)

The causes of France's downfall in 1940 and the extraordinary collapse of her Army—then considered the greatest in the Western world

with the added reinforcement of the Maginot Line—have been analysed and dissected in countless books for a generation. None deals with the military aspect of the tragedy with greater authority or incisiveness than this newly translated work.

The author commanded the French forces in the 1956 Suez operation, played a prominent part in preparing for the Allied landings in French North Africa in 1942 after escaping from a Vichy prison, and served in the Tunisian and Italian campaigns of 1943-44 and operations in Alsace and South Germany in 1944-45.

As a member of the Allied military mission which went to Moscow in the summer of 1939 in a vain attempt to negotiate a mutual defence agreement with the Russians, as a staff officer in the French War Office and then at GHQ throughout the fateful weeks of May and June 1940, he is able to describe at first hand what happened at the centre of affairs. His day-by-day account of the talks with Marshal Voroshilov in Moscow, the most detailed yet to appear, constitutes an historical document of prime importance.

On the 1940 disaster General Beaufre pulls no punches about the shortcomings of the French Armed Forces. He is particularly hard on the C-in-C, General Gamelin, "who temporised over everything," flays the paralytic inertia among senior officers and pays tribute to the burning sense of purpose of General Weygand, who replaced Gamelin too late to save a lost campaign.

France's fate in 1940 was in fact settled years earlier—before the Russian incident, before Munich, probably in 1936 when Hitler reoccupied the Rhineland. "At that moment we could with the minimum of risk have stopped the German revival in embryo, revised our faulty military ideas and ensured a long period of peace."

General Beaufre concludes: "The modern world, because of the time economic and military plans nowadays take to realise, can no longer afford to think short term. It is only by a constant reappraisal of the situation and an awareness of incipient dangers that decisions can be taken in time to keep these future dangers in check."

Cassell, 42*s* **EPL**

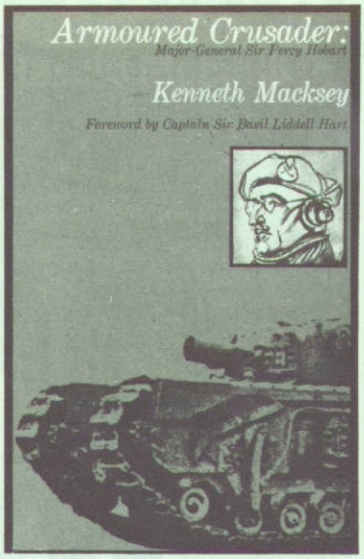
TANK VISIONARY

"*Armoured Crusader*" (*Kenneth Macksey*)

Major-General Sir Percy Hobart was one of that small band of officers who fought to mechanise the British Army and give the tank the place they saw the future held for it. He damaged his career for his visions of armoured formations. Yet he was a late starter in the tank world.

"Hobo" was commissioned into the Royal Engineers in 1906 and at 21 sailed for India where he was on the staff of the Delhi Durbar with special authority to enter Queen Mary's tent and carry her off bodily in the event of fire. In World War One he served on the Western Front and in Mesopotamia.

Transferring to the Royal Tank Corps in 1923 he became second-in-command of a tank battalion four years later and, as a brevet-colonel, embarrassingly senior to his commanding officer. In 1934 he became Inspector of the Tank Corps and commander of its first permanent tank brigade. From then on he was



in the forefront of the battle for the Armoured Idea.

He was no diplomat and his fiery enthusiasm made him enemies. In 1938 he was removed from the War Office and sent to Egypt where he created the formation that was to become famous as 7th Armoured Division. Prickly relations again with his superiors resulted in his being sacked and sent home in disgrace. When the division was beginning to show triumphantly the value of his training, Hobart was a lance-corporal in the Home Guard.

Sir Winston Churchill had him recalled. Hobo built another armoured division, the 11th. But a medical board removed him from command and not even a Churchill minute ("I have been shocked at the persecution to which he has been subjected") could save him.

So Hobo raised and trained his fourth armoured formation, the 79th. It started conventionally but became the one with the "funnies"—the tanks for swimming ashore, bridging, flame - throwing, mine - sweeping, breaching concrete fortifications, lighting up the battlefield at night.

Major Macksey writes of his hero with affection but is not blind to his faults. His description of the inter-war controversy on armour is clear and interesting and the book reaches a fast-moving climax with the story of 79th Division.

Hutchinson, 60*s* **RLE**

REVOLT AND RECONQUEST

"*Prisoners of the Mahdi*" (*Byron Farwell*)

In today's Africa independent states struggle to get on their feet—last century the Sudan, the largest country on the continent, was independent for more than a decade.

The architect was a carpenter's son, Mohammed Ahmed, who called himself El Mahdi—the messiah. He raised a *jihad* or holy war against the infidels, carved himself a million-square-mile chunk of the Ottoman Empire, taking Khartoum and killing General Gordon in the process, made Europeans his slaves, defeated the Egyptian Army, founded a religious cult, and in an age of repeating rifles, machine-guns and artillery his warriors, armed largely with spears and swords, held off the civilised world for 14 years.

Mr Farwell, an American, tells the story of the revolt and the reconquest of the Sudan by weaving it around the experiences of three European prisoners of the Mahdi and his successor, the Khalifa. These three—Rudolf Slatin, Father Ohrwalder and Charles Neufeld—were unwilling witnesses of life in Africa's first independent nation.

Slatin, a former Austrian Army officer, took service under the Khedive of Egypt and became Governor of Darfur, an area two-and-a-half times the size of England, at the age of 24.

When the Mahdist revolt flared up, Slatin proved a useful commander and inspired great loyalty among some of his Arab soldiers, but the odds were against him and he was captured. Slatin witnessed the Mahdist subjugation of other Sudanese tribes and by pretending conversion to Islam became a mulazem, courtier and adviser to the Khalifa.

Ohrwalder, an Austrian priest, courageously clung to his religion and though never actually in prison suffered terrible privations during his captivity.

But the man who suffered most was Neufeld, the merchant. The most stubborn and stout-hearted, he refused even to pretend conversion to Islam and spent almost the whole of his captivity in chains. Slatin and Ohrwalder escaped independently but Neufeld was not released until Kitchener entered Omdurman.

When the Sudan was re-conquered, Slatin was heaped with honours and Ohrwalder went back to the Sudan. But Neufeld was accused of fighting for the Dervishes.

Mr Farwell admits there is little in his book which has not been previously published. He scores in the presentation and in bringing an outsider's viewpoint to the story.

Longmans, 50*s* **JCW**

IN BRIEF

"*Model Soldiers*" (*Edited by Lieutenant-Colonel J B R Nicholson*)

This sumptuously produced volume is first and foremost a book of colour pictures of figures designed by Charles Stadden, all to the same scale of 54mm.

From Henry V, banner bearers and charging knights in all their panoply at Agincourt, down to the French Foreign Legionnaire of 1939, the figures include Marlborough, Wellington, Napoleon and his marshals, Russian tsars, Kaiser Wilhelm II, General Pershing and hundreds of others of all ranks and many nationalities of the intervening periods. Of particular interest are the dioramas such as the Retreat from Moscow in 1812 and Wellington at Waterloo three years later.

The text is in English, French and German.

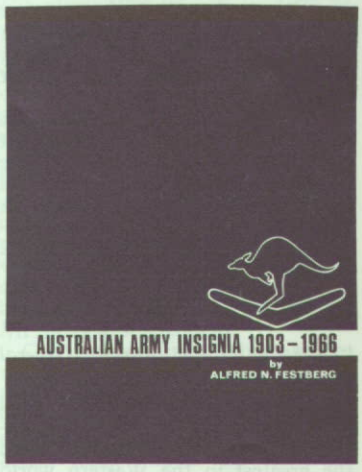
Belmont-Maitland Publishers Ltd, 44 *Dover Street*, *London W*1, 30*s*

"*Australian Army Insignia* 1903–1966" (*Alfred N Festberg*)

This volume is the first in a series of three on past and present badges of the Australian Army and when completed will fill a long-felt want among collectors and enthusiasts.

The present volume, which is copiously illustrated with both line drawings and photographs, deals with contemporary badges and insignia: Parts II and III will cover badges of Australian Army units no longer in existence.

Military Historical Society of Australia, Victorian Branch, 20 *Thomasina Street*, *Bentleigh*, *Victoria*, *Australia*, $*A* 10



"*Armoured Fighting Vehicles*" (*Malcolm McGregor*)

This large and lavish book, similar to the publishers' books on early forms of transport, deals with 12 well-known armoured fighting vehicles—Mk V (Male), Renault FT, Medium A Whippet, Peerless armoured car, Rolls-Royce armoured car 1920 pattern, Carra Armato Tipo M13/40, Daimler armoured car Mk I, Panzerkampfwagen VI Tiger 1 (E) Sd Kfz 181, Sherman Vc (Firefly), T34/85, Schverer Panzerspähwagen Sd Kfz 234/4 and infantry tank Mk IV Churchill VII.

There is a page of background material on each, with notes on the illustrations and source. Then follow 12 large colour side elevations of the armoured fighting vehicles in wartime camouflage, painted by Mr McGregor, a graphic artist in advertising, with meticulous attention to detail.

Plates from the book are available individually at 8s each from the publishers, with the concession of one print at half-price to a purchaser of the book.

Hugh Evelyn, 75*s*

"*Swords and Daggers*" (*Frederick Wilkinson*)

Many Servicemen have as souvenirs of World War Two those fancy Nazi daggers, but few will know their origin. When Hitler came to power in 1933 the steel town of Solingen made him an honorary citizen and presented him with a sword—with the suggestion that daggers be worn by units of the National Socialist Movement.

Hitler approved and a member of the Solingen Trade School created a design based on a mid-15th century Swiss dagger. The SA, SS and even the German Red Cross eventually had their own daggers.

This is just one of the interesting features of Mr Wilkinson's book. In his first section he tells the story of edged weapons, Oriental weapons, techniques of the swordsmith, collectors and collecting, display and care, and finally he lists books and famous collections. His second section is made up of photographs of European and Oriental weapons.

Ward Lock, 35*s*

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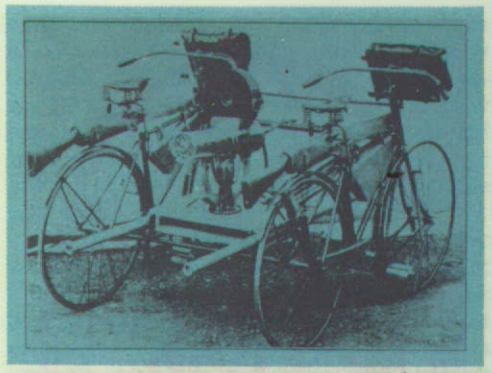


Swift and silent, cheap to buy and maintain—at the turn of the century army commanders had high hopes of the bicycle as a . . .

REVOLUTIONARY WAR MACHINE

TWO-WHEELED, man-powered contraptions had been in existence for nearly a century before their military potential was realised.

The "Hobby Horse," with a frame carved to resemble a horse and propelled by a running motion, appeared in Paris in 1808. Then came the treadle-driven bicycle, the "Boneshaker," and "Penny-Farthing" (with pedals keyed to the front axle). An Englishman, J K Starley, invented the "Safety" (chain-driven) bicycle in 1885 and Dunlop followed up two years later with the pneumatic tyre. Cycling—a fashionable pastime for Victorian ladies in boaters and bustles—had reached its heyday.

Then the French and Austrians developed a folding cycle, weighing only 28 pounds, which could be carried on the back and assembled in 30 seconds. Russian General Plioutsinsky, who saw them on trial in France, foresaw an almost complete transformation of tactics, especially those of the infantry. A SOLDIER forerunner, *Army and Navy Illustrated*, said in 1897 that the folding cycle would "empower infantry alone and by itself to become a most effective fighting unit, and solve by itself many of the problems of war."

It seemed that the dream of a mechanised

Above: The *Zariba*. Sun glinting on the spinning wheels was supposed to scare horses of enemy cavalry. It was also a trap for hooves.

Top right: The first cycle machine-gun produced in 1891. It travelled only six miles before breaking down. Armament: A Maxim, plus two rifles.

Right: Sergeant-Major Tom Cobleigh and all rode this "Flying Sapper." It did not fly, but crashed. The trailer contained engineering tools.

Story by HUGH HOWTON

Above: The French military cycling wheel. Too much momentum and the rider spun round with it.

infantry had come true. A whole range of possibilities was opened up. Cyclists could be used as reconnaissance scouts, dispatch riders, sappers (covering a retreat by blowing bridges and cutting telephone cables), medical orderlies (a stretcher could be slung between four machines), guards for artillery and cavalry (during assembly and bivouacking), guerillas (wheeling ahead of a retreating enemy and forming an ambush) and coast guards at home (as patrols and look-outs warning of an attack from the sea).

Above all, cycles were speedy, secret and silent. Cyclists, with rifles clipped to the crossbar, could come into action in seconds and conceal themselves behind the merest cover. A cycle battalion could cover 50 miles in a day and small parties of selected riders were able to travel 100 miles a day for several consecutive days without fatigue.

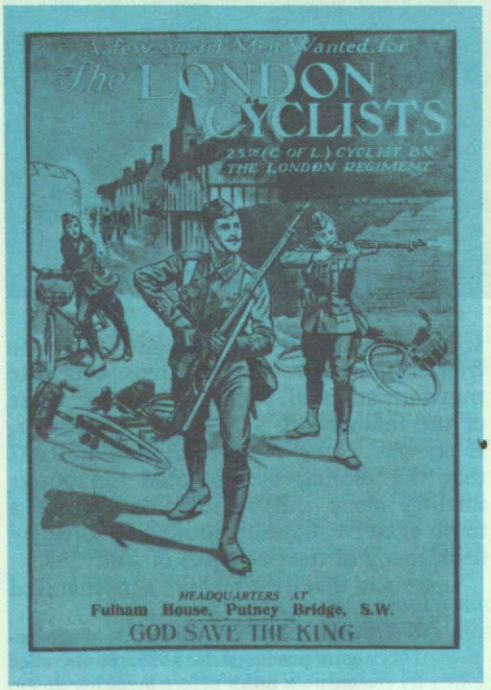
Large bodies of men could travel noiselessly and inconspicuously, especially at night. Cyclists could go 50 per cent faster than cavalry—upwards of 12 miles an hour during the day and seven at night. This was fast for the leisurely Victorians for an Act of Parliament, not repealed until 1896, restricted the speed of cars to four miles an hour on country roads and two miles an hour in towns. Cycles, too, could be more easily transported by boat and train than could horses and they needed neither stables nor grooms.

British military cycling was set in motion by Lieutenant-Colonel A R Savile, Professor of Tactics at the Royal Staff College, Camberley, who was himself a keen cyclist. He mustered the first parade of military cyclists in history in 1887 (the year of the pneumatic tyre) on a cricket ground at St Thomas's College, Canterbury.

They were a motley crowd—soldiers, retired officers and "scorchers" from road racing clubs, some in uniform armed to the teeth with rifles, bayonets, swords and binoculars, and others in shirt sleeves and braces with no more lethal weapon than a spanner. All were enthusiastic and anxious to prove, according to Press reports, that they were not "cads on castors." The exercise, which included map reading, patrols and report-making, fanned out over the picturesque Kent countryside with

Right: Apparently oblivious of exploding shells, these cycle orderlies make improvised repairs to their machines. It was 25 April 1917 at the ruined village of Etreillers in Northern France.

Below: The recruiting poster which pulled them in. Many were champion cyclists. The year, 1912.



Left: A forlorn dog, ruined buildings, rain and mud. The epitome of war on the Western Front. Village of Brie, 1917.

Right: Badges incorporating bicycle wheels. The 25th was probably the premier cyclist battalion in the world, raised in 1888 as 26th Middlesex VRC.

reporters and photographers in its wake.

It was very successful. Within a week one of the retired officers asked the War Office for permission to raise a unit of volunteer cyclists, to be known as Cyclist Guides, complete with band! Five months later the War Office agreed but frowned upon the idea of a cycling band and said that no public money would be available, at least for that year.

The new unit was the 26th Middlesex (Cyclist) Volunteer Rifle Corps and its commanding officer was Colonel Savile. It later became the 25th (County of London) Cyclist Battalion, The London Regiment.

These cyclists were divided into troops according to their machines. "Ordinaries" (penny-farthings) and "Safeties" were in one troop, tricycles in the second and tandems in the third. It took skill to mount a penny-farthing with a rifle slung on one's back.

Tentative experiments were made with multiple cycles. The "Flying Sapper"—a 12-wheeled contraption carrying a dozen men—drew a large trailer of engineering tools. It broke down. So did the Maxim machine-gun mounting, a multicycle ridden by two men.

Special tactics were devised. There was the *Zariba*—a hollow square of men surrounded by a fence of bicycles. The *Zariba* (a Sudanese term for a thorn bush enclosure) was intended as a defence against cavalry. A staff officer at the War Office instructed that Army cycles should all have the same gear ratio so that they could travel at the same speed and keep "in step."

The War Office published a training and drill manual. It listed special signals—two to three movements of the open hand with the palm upwards from waist height to shoulder height meant mount; the same with palm downwards, dismount; and a clenched hand moved up and down between the thigh and shoulders, increase the pace. There were parade-ground commands: "By platoons—number. Detach—arms. Ground—cycles. Three paces forward—march!"

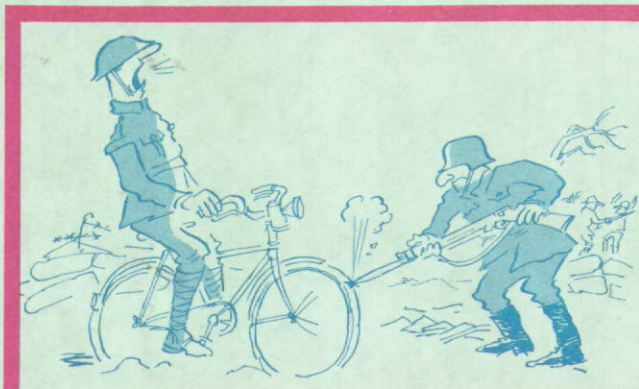
The inspecting officer spun the wheels to see if they were revolving freely, examined the condition of the tyres and spokes, tested the brakes, and checked the saddle, lamp and tool kit. The dangerous practice of saluting while riding was eventually abandoned. There had been an embarrassing incident when a Royal Duke—newly appointed colonel of a cyclist unit—collided with an orderly. The orderly saluted and fell off. The Duke, trying to return the salute, ran into him.

The cyclists proved their readiness for war. They gave an impressive showing at the Royal Tournament in 1909 and took part in surprise mobilisations (one typical company mustered 90 per cent of its strength at night in its London headquarters and reached its location 70 miles away on the Sussex coast within 9½ hours).

Much to the chagrin of the Territorial cyclists they were not to take their machines overseas in World War One. Most of the cyclist units were converted into infantry. The 25th Cyclist Battalion went to India where its badge remains carved in solid rock on the North-West Frontier. Meanwhile, yeomanry cyclists had the role of coast guards.

In the early stages of World War One, British divisions in France and Belgium

Left: Canadians wade ashore from landing craft on D-Day. Above: Folding bicycle for paratroops demonstrated at a Ministry of Supply exhibition in England in 1943.



Famous cartoonist Larry has a humorous look at cycling soldiers of World War One.

had cyclist companies attached. In 1914 one of these companies made a surprise attack on 200 German Guard Schutzen and compelled them to lay down their arms in five minutes. Later, these companies were formed into battalions of the Army Cyclist Corps.

The official history of the campaign in France and Flanders has several references to cyclists being rushed to bolster up some part of the line. There is special mention of the 11th Cyclist Battalion operating with the 1st King Edward's Horse; in one action both were surrounded and lost half their numbers, the cyclists coming out with a lieutenant in command. There is also a record of cyclists helping at a fire in London after a Zeppelin raid.

Within the span of one generation, Army cyclists had developed an *esprit* and traditions proper to a regiment of the line. The 25th and 26th had their own badges, each incorporating a bicycle wheel, and the former had the motto "Tenax et Audax" (tenacity and daring). They had their own peculiar uniform of jodhpurs, dark blue stockings (later replaced by hose tops), lightweight shoes and spats (later stout boots) and a forage cap with a chin strap and ear flaps nicknamed the "Kipper Cap."

The 1st/25th Battalion (the 25th had duplicated with the coming of war) went on to take part in the Third Afghan War in 1919, but without its cycles. Some were seconded to motor transport as lorry drivers and others fought as infantry—on one occasion they were transported by mules, camels and ox-drawn carts and on another they did a 17-mile forced march which was so gruelling many resorted to sitting on the guns and limbers of the accompanying artillery battery.

The fate of the cycle units was sealed. They were disbanded between 1919 and 1920. It had been an interesting experiment but the results were disappointing. Cycle units had been useful but they had caused no tactical breakthrough and achieved no great military distinction. Was military cycling not fully exploited, and was it prematurely doomed because of its limitations? The question is debatable.

Limitations there were. Cyclists were handicapped by bad weather and virtually restricted to good roads. War proved that cycles were worse than useless in the rain, mud and broken streets of Flanders. Cyclists were defenceless when mounted as they had to keep both hands on the handlebars and look where they were going whereas a horseman could keep all-round observation and have at least one hand free to wield a sabre or fire a pistol.

But the tin hat was put on it by the motorcycle. This was much faster and could negotiate rugged terrain. Specially trained American motorcyclists were able to race into position at 35 miles an hour and come into action within three seconds using their machines as cover.

The bicycle was used on a limited scale in World War Two. The Germans had them in Norway and the Japanese in Malaya. Several armies, including the British, equipped paratroops with folding cycles. But they were a failure on D-Day. British and Canadian troops found they were sitting ducks and many abandoned them during the advance into France.

Since then the British Army has occasionally used cycles for special tasks—the Royal Horse Guards rode them on patrols in Cyprus during the EOKA trouble. About their only regular use today is for carrying messages and as transport in large camps. The old heavy duty cycles—there are still 206 on issue—are being replaced by drab-green Raleigh roadsters with 26-inch wheels and roller brakes.

The Women's Royal Army Corps Centre in Guildford has ten ladies' cycles which are used by duty non-commissioned officers. Cycle orderlies make frequent trips from Wellington Barracks to London District Headquarters in Horse Guards.

Bicycles are still used operationally abroad, notably by the Finnish Army. Finnish Jaeger units have them as a means of transport and for carrying arms and equipment such as anti-tank mines and mortar bombs. In winter they have skis strapped to the crossbar. There are also cycle/ski squadrons in the Norwegian Army Reserve. They form part of the cavalry and their main role is long-range reconnaisance.

Britain—who invented the safety cycle and probably had the first bicycle battalions in the world—has now forgotten military cycling. A few memories are preserved in musty tomes and faded photographs in the Imperial War Museum. The *London Evening News* recently reported the activities of the old comrades' association of a county cyclist battalion. They still carried out benevolent work, said the paper, but "the ranks get thinner with each passing year, and at their annual dinner a few more familiar faces were missing . . ."

Christmas 1958. Men of the Royal Horse Guards set off on patrol against EOKA near Famagusta.

Top of page: A Finnish soldier with four anti-tank mines strapped to the frame of his cycle.

Right: Finnish jaegers, rifles slung over their shoulders, must ride separated by equal spaces.

If enemy aircraft approach, cycles can be quickly drawn from the road to the shelter of woods

Finnish cyclists in winter warfare kit. They even carry mortar bombs.

Above: Cycles are used by duty NCOs at the WRAC Centre. Rider is L/Cpl Joy Kermeen. Below: Cycle orderly Guardsman John Light.

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