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The initial welcoming, critics and comments received about this magazine have been a lot more positive than we had ever expected. This makes us keep pushing to maintain and improve the quality and contents of this already reference magazine. This is an unconventional and collectable quarterly magazine with more than 100 pages and a must-have for AFV modellers. With wider content than any other magazine, it is dedicated in this issue to represent dust and grime and also packed with different techniques, tricks, interviews and galleries.

Everyone is familiar with the iconic WWII Jeep, its green paintwork annotated with white letters, numbers and symbols. Unintelligible to the casual observer, these markings were integral to the organization of the U.S. Army on the move in 1944. This uniquely detailed guide covers all the markings used on American tanks and tracked vehicles, lorries and jeeps to denote their unit and classification, plus tactical markings and the debarkation codes used in the Normandy landings. Hundreds of contemporary photographs are paired with precise color diagrams to show exactly how markings appeared on vehicles, including the exact measurements, and explain all the different variations in use. A final chapter covers the variations of camouflage used on vehicles. The perfect reference book for modelers, collectors, and restorers of historic vehicles, and a fascinating guide to anyone wanting to use WWII photographs to aid their research.

The Light Tank M3 and M5, known as the General Stuart, was the first tank used by American forces in armored combat during WWII. Like its predecessor the M2A4, the Stuart was armed with a 37mm M5 main gun. It also carried up to five Browning machine guns and 7500 rounds of ammunition. The M3 version sported radial aero-engines, replaced in the M5 with smoother, cooler twin Cadillac automobile engines. The M5 also featured improved sloped armor and had the driver's hatches moved up top. In the European Theater, where enemy armored vehicles were plentiful, the Stuart's weak main gun meant that it served primarily in cavalry and infantry support roles. In the Pacific, where enemy armor was less of a threat and close support was a necessity, the Stuart's maneuverability proved a valuable asset. Over 25,000 Stuarts and variants were produced during the war, and they eventually served in the armies of over thirty countries including the Soviet Union, India and Republic of China Army. A few continue in active service military today. Intended as a general purpose manual for the platoon leader, tank commander and crew, this 1944 War Department FM 17-68 field manual shows how to achieve efficient execution of mounted and dismounted action, and precision and speed in service of the weapon. Originally restricted, this manual was declassified long ago and is here reprinted in book form. Care has been taken to preserve the integrity of the text.

The end of WW2 and the early Cold War years saw the need for a more powerful tank than the Sherman and Pershing tanks. As this fascinating book reveals Pattons were made into specialist role vehicles, be they anti-aircraft, flame throwers, recovery, combat engineer.

This outstanding history is packed with modern color photography of World War II's best-known tanks. Among the armored fighting vehicles covered are the legendary M4 Sherman, the most famous tank of WWII; the Churchill and Cromwell, which battled their way from Normandy to Hamburg; the Russian T-34, triumphant over the Germans from Stalingrad to the streets of Berlin; and the M60 Patton and Super Sherman, which saw fierce fighting in the Middle East. The collection even includes a rare German Hetzer, a tank-destroyer which took its toll on Allied armor in the last months of the War.

The Mine Resistant Ambush Protected (MRAP) vehicle is the newest land warfare system in the United States Army and Marine Corps inventory. Designed to meet the challenges of operating in a counterinsurgency environment, the MRAP has taken survivability to a new level. MRAPs are currently manufactured by three companies: BAE Systems, Navistar International Military Group, and Force Protection Inc. Each company manufactures an MRAP according to one of three classifications set by the US Department of Defense: Category I, Category II, or Category III. The Category I MRAPs are designed for urban combat. Category II covers the MRAPs designed for convoy security, medical evacuation, and explosive ordnance disposal. The Category III MRAP performs the same function as Category II but is designed to carry more personnel. Since their introduction in 2007, MRAPs have performed remarkably in the asymmetric warfare environment. Their unique design and survivability characteristics have saved the lives hundreds of soldiers who otherwise would have been lost to landmines or IED attacks. As with any combat system, however, the MRAP is not without its drawbacks.

Designed to replace the Matilda II and Valentine, the Churchill tank was renowned for its ability to cross rough terrain and defeat obstacles, and one of the few Allied tanks that could compete with the German Panther and Tiger tanks. The Churchill's design arose from the post-Blitzkrieg chaos of 1940. The fall of France and the defeat at Dunkirk made clear that mobility was to be of paramount importance to the British Army. An existing design was scrapped, and a new design designated A22 was awarded to Vauxhall, with orders that the tank needed to be in production by 1941. Powered by twin-six gasoline engines, the A22 / Mk. 1 Churchill used a new gear box that allowed it to be steered by the relative speed of its tracks. Capable of 15 mph, the tank had a range of 56 miles and armor from .63 to four inches thick, and carried a crew of five and a 2-pdr gun. The Mk I Churchill first saw combat at the Dieppe Raid, where its performance underwhelmed. Subsequent developments led to the introduction of the Mk. III, which featured a welded turret and a 6-pdr gun, and proved their worth at El Alamein. Eventually a Mk. VII would be produced, offering a 75mm gun, wider chassis and thicker armor (up to 6 inches). Heavily used by the British and Russians in WWII, the Churchill also saw service during the Korean conflict. This driver's handbook was originally issued by Vauxhall Motors for the British Army in 1943. It provides information for the Churchill I, II, III and IV models, and includes operation and maintenance information.

From an internationally acclaimed expert in the field comes a detailed, analytical and comprehensive account of the worldwide evolution of tanks, from their inception a century ago to the present day. With new ideas stemming from the latest academic research, this study presents a reappraisal of the development of tanks and their evolution during World War I and how the surge in technological development during World War II and the subsequent Cold War drove developments in armour in Europe and America, transforming tanks into fast, resilient and powerful fighting machines. From the primitive, bizarre-looking Mark V to the Matilda and from the menacing King Tiger to the superlative M1 Abrams, Professor Ogorkiewicz shows how tanks gradually acquired the enhanced capabilities that enabled them to become what they are today the core of combined-arms, mechanized warfare.

Between 1940 and 1945, large numbers of trucks of all categories were delivered to the U.S. Army by the Chevrolet Motor Division of General Motors. Over 160,000 of these trucks were the G-506 light four-wheel-drive trucks!which became the standard 1 1/2-ton, 4x4 truck for both the U.S. Army and Army Air Corps during the war. In addition, many more thousands were delivered to Allied forces as part of the Lend-Lease program, including nearly 50,000 delivered to the Soviet Union. Tough, well-built and more agile than the deuce and a half, the Chevy 1 1/2 ton played a part in every theater of operations during the war. Its durability and mechanical reliability made it ideal for a wide range of missions. Not for nothing did Chevy advertise the trucks during the war as Vehicles of Victory. More than 75 years after it was designed, the small Chevrolet truck is still a favorite with collectors. This fully illustrated book details the different series of trucks and their many uses within the U.S. Army including cargo trucks, panel delivery trucks for the Signal Corps, dump trucks for engineers, telephone trucks, tractors, and bomb service trucks for the air force. It also covers their part in the Lend-Lease program, and their continued use after the war.

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