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For more than half of the 20th Century, the 2-1/2-ton 6x6 truck was the backbone of US

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military tactical transport. The pace-setter for this type of vehicle was the GMC CCKW, which not only served as a transport, but also formed the basis for a myriad of specialized vehicles: air-transportable versions multiple engineering variants, mobile medical facilities, anti-aircraft weapons, and trucks that fulfilled a



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host of other tasks. The CCKW has been the subject of a number of books and articles over the years, but this volume is the first to draw on the archival records of General Motors to trace the truck to its roots in the 1939 ACKWX and then tell its story through its debut in 1941 and the varied services it rendered with US forces in all theaters in the

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ensuing decades. GMC's obvious role is covered, but so too are less-known stories, such as the contribution made by multiple Chevrolet facilities to CCKW production. The book describes the development, production, and US use of the CCKW, ACKW, AFKWX, and CCW in WWII and Korea.

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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

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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.

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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

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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.



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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

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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.

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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

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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

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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

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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

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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.

Between 1940 and 1945, large numbers of trucks of all categories were delivered to the



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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-

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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 11 / 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

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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  
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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.

The end of WW2 and the early Cold War

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years saw the need for a more powerful tank than the Sherman and Pershing tanks. The first Patton tanks (M46) were converted Pershings which saw service in Korea. As the Cold War intensified, the M47 with a more effective 90mm gun and turret went into mass production (9000 built) and countered the Soviet build up. The M48 entered service

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in 1953 and the M47s were sold off to allies whose armies were being rebuilt. The original M48 had serious deficiencies. Nevertheless over 12000 of numerous variants (MY8A1/A2/A2C) came into service. These were followed by the M48A3 which the Marines took to Vietnam. In the late 1950s the Americans overcame their aversion to

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diesel power and the M60 with its British designed 105mm gun came into service. By 1982 over 15000 units had been built in four basic models. Simultaneously 200 of the M48A5 with the 105mm gun went into service with the Army Reserve and National Guard and friendly foreign armies. To complicate matters, countries such as Israel

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made their own modifications to M48s which remained in service until the late 1990s. As this fascinating book reveals Pattons were made into specialist role vehicles, be they anti-aircraft, flame throwers, recovery, combat engineer.



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