

Kubelwagen Schwimmwagen Vw Type 82 Kubelwagen Vw Type 128 166 Schwimmwagen Enthusiasts

In late 1953, the seventh year of France's war against the Viet Minh insurgency in its colony of Vietnam, the C-in-C, General Navarre, was encouraged to plant an 'air-ground base' in the Thai Highlands at Dien Bien Phu, to distract General Giap's Vietnamese People's Army from both Annam and the French northern heartland in the Red River Delta, and to protect the Laotian border. Elite French paratroopers captured Dien Bien Phu, which was reinforced between December 1953 and February 1954 with infantry and artillery, a squadron of tanks and one of fighter-bombers, to a strength of 10,000 men. Giap and the VPA General Staff accepted the challenge of a major positional battle; through a total mobilization of national resources, and with Chinese logistical help, they assembled a siege army of 58,000 regular troops, equipped for the first time with 105mm artillery and 37mm AA guns. Here, author Martin Windrow describes how from their first assaults on 13 March 1954, the battle quickly developed into a dramatic 56-day 'Stalingrad in the jungle' that drew the attention of the world.

The history of the Roman Empire and its technological and military prowess resounds through the ages. At its height, the empire covered five million square kilometres and held sway over 70 million people. How did a small city state in Latium achieve such prominence and carve an empire against which all other empires are measured? The answer is, in part, the Roman Legionary. It was Roman soldiers who carved out a foothold in Italy from warring neighbours. It was the legions who made safe the empire from external menaces - such as the Carthaginians, Greeks and Parthians - and who defeated fierce tribal leaders such as Boudicca in Britain and Vercingetorix in Gaul. It was the Roman legionaries who did much of the early building in these provinces and who policed the new borders. They maintained internal order, crushed rebellions by subjects or slaves, and provided the necessary muscle for imperial governors. Unique in so many ways, the Roman Army was the most feared fighting force of the ancient world, partly because of its outstanding discipline and organisation, but also because the men who made up its legendary legions were well trained, experienced warriors. The Roman Soldier Operations Manual gets to grips with what we know about the men of the legions, and includes fascinating detail on kit, equipment, weapons and insignia, as well as their unique fighting formations and battle tactics.

The Volkswagen Beetle is the most successful car in the history of the automobile and over twenty million examples have been built. Conceived by Adolf Hitler in the spirit of the Model T Ford and designed by Ferdinand Porsche in the 1930s, the Beetle did not enter series production until 1945, after the ending of the Second World War. Its familiar but unconventional lines have since become recognisable throughout the world and, incredibly, it is still being built at VW's Mexican factory. This edition brings the story up to date and charts the arrival and evolution of the New Beetle, visually inspired by the

Online Library Kubelwagen Schwimmwagen Vw Type 82 Kubelwagen Vw Type 128 166 Schwimmwagen Enthusiasts

original, which appeared in 1998. About the author Jonathan Wood is a founder member of the staff of Classic Cars, the magazine which gave its name to the movement. He is the author of some 35 books, which include an acclaimed history of the Volkswagen Beetle. Other titles for Shire by this author are: The Bean Austin Seven The Citroen The Bullnose Morris Classic Cars The Model T Ford The Rolls-Royce The Lady and the President

Kfz 1 'Kübelwagen', Volkswagen Type 82, Including the Schwimmwagen and Trippel

The Life and Loss of the S.S. President Coolidge

Ivan Hirst

Volkswagen Chronicle

WILLYS OVERLAND

A history of the German War Machine 1939-45

A comprehensive guide to all the Volkswagens not built in Germany and the unusual ones that were. Covers type designations, chassis numbers, VW options and much more.

The first comprehensive technical history of air, land, sea, and underwater unmanned systems, by a distinguished U.S. Navy roboticist. Military drones have recently been hailed as a revolutionary new technology that will forever change the conduct of war. And yet the United States and other countries have been deploying such unmanned military systems for more than a century. Written by a renowned authority in the field, this book documents the forgotten legacy of these pioneering efforts, offering the first comprehensive historical and technical accounting of unmanned air, land, sea, and underwater systems. Focusing on examples introduced during the two world wars, H. R. Everett meticulously traces their development from the mid-nineteenth century to the early Cold War. A pioneering Navy roboticist, Everett not only describes these systems in detail but also reverse-engineers the designs in order to explain how they operated in real-world conditions of the time. More than 500 illustrations—photographs, drawings, and plans, many of them never before published—accompany the text. Everett covers the evolution of early wire-guided submersibles, tracing the development of power, propulsion, communication, and control; radio-controlled surface craft, deployed by both Germany and Great Britain in World War I; radio-controlled submersibles; radio-controlled aircraft, including the TDR-1 assault drone project in World War II—which laid the groundwork for subsequent highly classified drone programs; and remote-controlled ground vehicles, including the Wehrmacht's Goliath and Borgward demolition carriers.

Rare photographs from SS sources illustrating the armoured formations which took part in this titanic struggle. Includes rare images of the Panther in action.

Kubelwagen

Ivan's War

A Look at the Wehrmachts Cars

The Volkswagen Kübelwagen Type 82 in World War II

German Trucks & Car in World War II

Dein KdF-Wagen

Volkswagens of the World

Designed in the 1950s, the US Marines' M50 Ontos and the US Army's M56 Scorpion were both intended to be fast, light, air-droppable tank-killers for the War battlefield – an answer to the cumbersome and ineffective World War II-vintage tanks that had taken to the battlefield during the Korean War. Although

they shared the aim of bringing light, mobile and lethal antitank firepower to the infantry the two vehicles varied wildly in design to cater for their unique mission demands. They first saw service in the Lebanon intervention of 1958 but it was the Vietnam War that they made their name, with the M50 Ontos seeing intense combat action in the Battle of Hue in 1968. Detailed illustrations and expert analysis provide the reader with a comprehensive history of these deadly antitank vehicles from early development through to their combat history and the eventual disbandment of the Marine Corps' last antitank battalion with M50A1s in 1971. The German Sturmgeschütz series of assault guns was a successful and cost-effective range of armoured fighting vehicles; of which some 10,000 were built during the Second World War. Based on the chassis of the Panzer III tank; the turret was replaced by an armoured fixed superstructure fitted with a more powerful 7.5cm StuK 40 L/48 gun. Originally intended as a mobile assault weapon for infantry support; the StuG was constantly modified and saw extensive use on all battlefields as an assault gun and tank destroyer. Its fixed superstructure with limited-travel mounting for the main armament was simpler and cheaper to build than the turret of the battle tank; plus its low height meant it was easy to camouflage and conceal. Towards the end of the war; more StuGs were built than tanks. StuGs also saw combat when used by several Axis allies; notably Romania and Finland. They were also exported to Bulgaria, Hungary, Italy, and Spain. The Soviet Union gave some of their captured German vehicles to Syria in the 1950s, which continued to use them up until the War over Water against Israel in the mid-1960s. By the time of the Arab-Israeli Six-Day War in 1967; all of them had been either destroyed, stripped for spare parts, or placed on the Golan Heights as static pillboxes.

Designed by Ferdinand Porsche and built by Volkswagen, the Type 82 Kübelwagen and amphibious cousin 128/166 Schwimmwagen were kind to the Germans that the Jeep was the Allies and were widely used during World War II, the depths of winter on the eastern front in the searing heat of the Libyan desert. Reliability and simplicity were key to their success. This legendary reputation forged during the war persisted thereafter: prized by collectors of military vehicles around the world, it is searched for and restored. The author, Chris McNab, describes the development and detailed design and functionality, including mechanical level. A feedback on driving and operational maintenance describes the behavior of Kübelwagen and Schwimmwagen in combat. The book is illustrated with over 250 period photographs, technical drawings and detailed views restored copies.

M50 Ontos and M56 Scorpion 1956–70

Dien Bien Phu 1954

The French Defeat that Lured America into Vietnam

British Officer and Manager of Volkswagen's Postwar Recovery

The American Axis

The Practical Guide to the Night Sky

This all-color book details the ubiquitous Beetle, from its beginnings in

Germany, through its introduction in the United States in 1949, to the demise of the coupe in 1976 and the convertible in 1979, through the introduction of an all-new Bug. Burt lays out the complete evolution of this unique automotive milestone from "People's Car" to counterculture icon.

VW Kubelwagen/Schwimmwagen (VW Type 82 Kubelwagen (1940-45) / VW Type 128/166 Schwimmwagen (1941-44) Insights into the design, construction and operation of Germany's classic Second World War military utility vehicles Haynes Publishing UK

En biografi om den britiske ingeniør, Roy Fedden, der i en lang periode arbejdede for Bristol flymotorfabrikken og bl.a. udviklede motorer med "Sleeve valves".

Staghound Armored Car 1942-62

The Life of Sir Roy Fedden

Hitler's Normandy Panzer offensive

VW Kubelwagen/Schwimmwagen (VW Type 82 Kubelwagen (1940-45) / VW Type 128/166 Schwimmwagen (1941-44)

Henry Ford, Charles Lindbergh, and the Rise of the Third Reich

VW at War : Kübelwagen, Schwimmwagen & Special Vehicles : The VW Kübelwagen, Type 82

How to Troubleshoot, Remove, Tear Down, Inspect, Assemble & Install Your Bug, Bus, Karmann Ghia, Thing, Type-3, Type-4 & Porsche 914 Engine

This innovative Haynes Manual presents in-depth information about all the practical aspects of astronomy. Written with style and enthusiasm by a dedicated amateur and extensively illustrated, this book applies the Haynes approach to a popular and inspirational hobby that requires plenty of practical information and understanding. Whether novice or keen amateur, everyone with an interest in astronomy will be fascinated by this Haynes Manual.

Kubelwagen are rather unknown vehicle types and often it is thought that it only was the VW Kübelwagen. The Kübelwagen belong to the cross-country vehicle category. The name doesn't sound particularly attractive, but it is the correct name that fits it. The name Kübelwagen or Kübelsitzwagen can be traced back to the beginning of the development of off-road military cars. In order to achieve the lowest possible weight, the doors were omitted on some models. They were replaced by tarpaulins or were omitted entirely. So that the occupants did not fall out of the vehicle while driving, bucket seats were installed to give the driver and front passenger a better seating. These seats were colloquially known as Kübel because of their tub-like shape and the vehicles in which they were installed as Kübelsitzwagen or briefly as Kübelwagen. In the course of time, this name became a synonym for all vehicles of this type, regardless of whether they still had bucket seats or not. Among other things, the VW type 82 is associated with

the designation Kübelwagen, but it is much older and not manufacturer-specific as this book is going to show. Book contains rare picture of these cars Adler 6 Reichswehr armored car Kraftfahrzeug 13 Adler 10N Adler 12N-RW kübelwagen Adler 12N-3G Adler Favorit reichswehr kübelwagen Adler Type 3 Gd Kübelwagen BMW 309 - Kübelwagen BMW-315 Kübelwagen BMW 325 DKW Sonderklasse 1001 Kübelwagen Horch 830 R Horch 901 mittlerer Einheits-PKW Mercedes Benz 290 reichswehr kübel Mercedes Benz kübel 260 Mercedes Benz 170V Mercedes Benz 170VK Mercedes Benz 170VL Mercedes Benz 320WK Mercedes Benz 340 Wehrmacht kübel lang Mercedes Benz G5 Opel P4 Opel Super 6 Opel Admiral Kübelwagen Skoda Superb 3000 Steyr Type 55 Steyr Type 250 Steyr 1500 Stoewer M12 Stoewer Type 40 Tatra 57K Tempo G1200 Trippel SG6/38 Trippel SG6/41 Wanderer W11 2.5L Wanderer W11 3.0L Wanderer W23S VW Type 62 Type 82 Kübelwagen VW Type 128 Schwimmwagen VW Type 166 Schwimmwagen

This huge photo retrospective features hundreds of photographs depicting Volkswagen vehicles of every size and shape, from the very first Beetle in 1945 to the soon-to-released, all-new Microbus.

Photographs culled from company archives and private collections are accompanied by detailed captions that describe the development and production of each vehicle and, in the process, comprise a comprehensive timeline detailing the evolution of Beetles, Buses, Karmann-Ghias, Rabbits, Sciroccos, Golfs, Dashers, Things, Jettas, Kubelwagens, Passats and more.

Handbook on German Military Forces

Unmanned Systems of World Wars I and II

US Tank Destroyers of the Vietnam War

Roman Soldier Operations Manual

How to Rebuild Your Volkswagen Air-Cooled Engine

The Volkswagen Beetle

Porsche

Covers the numerous Volkswagen trucks and cars used by the Wehrmacht during WWII. AUTHOR:

Interesting, in-depth story of Volkswagen's development of military and civilian Kubel types spanning 50 years. In true Brooklands form, this title contains reports on Types 82, 128, 181, country buggy, "The Thing" & Iltis. Following the successful landings in Normandy on D-Day and consolidation during Operation Cobra, the Wehrmacht was ordered to begin a counter-offensive named Operation Lüttich. The plan was to send a large Panzer force across the First US Army sector, cutting off its spearheads, and finally reach Avranches on the coast. Had this succeeded, it not only would have cut off the First US Army spearheads, but also Patton's newly deployed Third US Army

operating in Brittany. However, thanks to an intercepted radio message, the Allies were well-prepared for the offensive and not only repelled the oncoming panzers, but went on a counter-attack that would lead to a whole German army becoming encircled in the Falaise Pocket. Fully illustrated with stunning full-colour artwork, this book tells the story of Operation Lüttich, the failed offensive which ended any prospect of Germany winning the battle of Normandy.

Kübelwagen on All Frontlines

Mortain 1944

Third Reich, 1933-45

A Photo Chronicle

Waffen-SS on the Eastern Front, 1941-1945

Professor Porsche's Wars

*Daily Life * Fighting Tactics * Weapons * Equipment * Kit*

The Staghound was a unique World War II armored vehicle designed and manufactured in the US, but intended solely for the British army. Since its combat debut in Italy in 1943 until the end of the war it had performed particularly valuable service in a reconnaissance role where its speed and armor ensured that it was able to extricate itself from trouble as required without additional support. This book examines the development of this category of armored cars and offers a detailed analysis of the extensive combat use of the Staghound in British service as well as in the service of other Allied countries including Canada, New Zealand and Poland.

Drawing on previously closed military and secret police archives, interviews with veterans, and private letters and diaries, a comprehensive history of the Red Army rank and file follows the soldiers from the shock of the German invasion to their costly triumph in Stalingrad. Reprint. 25,000 first printing.

The famed World War II vehicle - the German equivalent of the American Jeep is presented here in a superb collection of vintage photographs, and detailed text included testing, production, guidebooks, and technical manuals. Included are the many variants that saw use on a variety of war fronts throughout the Second World War with special coverage of its extensive use in North Africa.

SS Panzer Divisions on the Eastern Front

VW Kubelwagen

Kübelwagen and Schwimmwagen

Volkswagen Beetle

Hitler's Armies

Wehrmacht Support Vehicles

Kubelwagen Schwimmwagen

Learn how to rebuild a Volkswagen air-cooled engine! This guide will teach the reader how to troubleshoot, remove, tear down, inspect, assemble, and install Bug, Bus, Karmann Ghia, Thing Type-4, and Porsche 914 engines. All models from 1961 on up are included.

Regarded as one of the great automotive engineers of the twentieth century, Ferdinand Porsche is remembered today for his remarkable automotive designs including the Volkswagen Beetle and Union Grand Prix cars. Yet there is another side to his extraordinary career, for he was an inventive designer of military vehicles and machinery. In this field too he excelled. Indeed the versatility of his contribution is astonishing. Karl Ludvigsen's study is the definitive guide. He tells the complete story, focusing on Porsche's relations with the German armed forces and on the most advanced designs he was responsible for. Included are Austro Daimler's pioneering aero engine

Online Library Kubelwagen Schwimmwagen Vw Type 82 Kubelwagen Vw Type 128 166 Schwimmwagen Enthusiasts

Kübelwagen, Schwimmwagen, Type 100 Leopard tank, Ferdinand or Elefant tank destroyer and an astounding Type 205 Maus tank. He also describes Porsche's creative work on aero engines, engines and even a turbojet for the V-1 flying bomb. Karl Ludvigsen's account confirms the portrait of Ferdinand Porsche as a brilliant and prolific engineer, one of the most remarkable of his generation.

REVIEWS ...hard to put down...The author has given us a eminently readable but learned treatment of a less known aspect of one of the greatest engineers of the twentieth century. The illustrations are well chosen and nicely reproduced, fitting the text and thus adding to the interest...with the added interest of being written by Karl Ludvigsen it is a must have. Buy a copy and spend a day reading it, it is hard to put down. Most enthusiastically recommended. The Bulletin" of the Vintage Sports Car Club "is...crammed with information, original photographs, illustrations and drawings, we reckon it's a essential addition to any military vehicle enthusiast's reference library" Classic Military Vehicle "is a new book, Ludvigsen approaches the legend from a new and surprisingly rich angle - the Professor's contribution to military ordnance, the design and production of which occupied him continuously throughout his long career. Ludvigsen acknowledges that some of the text has appeared in his previous books, but here it is amplified, richly illustrated and arranged in a new context that, stripped of the distraction of Porsche's concurrent motor car endeavours, produces a compelling tale of a profoundly talented engineer dedicated to innovation and perfection stubbornly battling against the often impossible constraints imposed upon him. Even if Porsche had never designed a 'proper' car, he would have still had a remarkable CV. The Automobile (UK) A meticulous and enlightening effort, running to almost 300 pages and being richly illustrated with more than 200 photos and drawings. Read it away with a clear reminder of just what a brilliant and prolific engineer Porsche was, but also with an informed view of the controversial nature of some of his efforts. Professional Engineering ...fascinating book on an unusually fascinating man, who's name is still a household word more than half a century after his death... This book doesn't shy away from what may best be considered the "dark side" of Porsche's life and times; the dealings with the Nazi's, and his relationship with Adolph Hitler, the use of slave labor in the factories manufacturing his products. In-fighting among the "personnel" who ran the various industries and manufacturing plants is well described, as is Porsche's less than ideal relationship with Hitler's Minister of Armaments and War Production; Albert Speer. Kudos to the author for a job well done on such a complex subject! Armor Modeling and Preservation Society "is a Professor Porsche's Wars is illustrated with over 200 images and is an in-depth account of Porsche's little-known career as a military engineer during both World Wars. It features details of Porsche's relations with the armed forces of Austria-Hungary, and later Germany under both the Weimar Republic and Adolf Hitler's Third Reich. Bury Mercury A sobering account of a difficult time. Classic Car "is all familiar with Ferdinand Porsche's automotive design work, but an oft-forgotten side of his life saw him designing many military vehicles. This book is a fascinating look at his work for the military which spanned the first half of the twentieth century through both the First and Second World Wars. It chronicles Porsche's work for Adolf Hitler as one of his most trusted designers, where he was responsible for vehicles such as the Kubelwagen, the Schwimmwagen, and the Type 205 Maus tank. Porsche's work on aero and tank engines, and his involvement with the V-1 flying bomb, are also covered. GT Porsche I must say this book was not what I was expecting. It did not tell the story of the legendary sports car designer and manufacturer that we are all familiar with, but one of an inventive and forward thinking engineer, who was an active and influential part of the German 'War Machine' during both world wars. His design of the VW Beetle was not a surprise but his significant involvement in Aero engines, Marine engines, Tanks and even the V1 flying bomb certainly was. Ferdinand Porsche's relationship with Adolf Hitler, post war arrest and subsequent imprisonment as a suspected war criminal also came as a surprise...this book will appeal to not just those with an interest in engineering but also those with an interest in the history of the first half of the 20th Century. Icenis Magazine "will have come to expect lavishly produced and thoroughly researched books on Porsche from Karl Ludvigsen but this latest work from the Suffolk domiciled authority on all things Porsche takes the reader along a slightly different road in that it describes the talented engineer's work on military

projects rather than motor cars. ... This is a book that is hard to put down, especially for any engineering bent. The author has given us an eminently readable but learned treatise on a less well-known aspect of the work of one of the greatest engineers of the twentieth century. VSCC Magazine subscribers will believe that Karl Ludvigsen has already illuminated all aspects of the Porsche brand and personally designed this book arrives that deals with the less-known military designs. A comprehensive bibliography, a complete index complete a work that is not just intended for those interested in automobiles. Austro-German Kubelwagen are rather unknown vehicle types and often it is thought that it only was the VW Kübelwagen. The Kübelwagen belong to the cross-country vehicle category. The name doesn't sound particularly attractive, but it is the correct name that fits it. The name Kübelwagen or Kübelsitzwagen can be traced back to the beginning of the development of off-road military cars. In order to achieve the lowest possible weight, the doors were omitted on some models. They were replaced by tarpaulins which were omitted entirely. So that the occupants did not fall out of the vehicle while driving, bucket seats were installed to give the driver and front passenger a better seating. These seats were colloquially known as Kübel because of their tub-like shape and the vehicles in which they were installed were called Kübelsitzwagen or briefly as Kübelwagen. In the course of time, this name became a synonym for all vehicles of this type, regardless of whether they still had bucket seats or not. Among other things, the VW type 82 is associated with the designation Kübelwagen, but it is much older and not nearly as specific as this book is going to show. This book contains pictures from the second world war, *Life and Death in the Red Army, 1939-1945*

A Visual History of the German Army's Multi-Purpose Vehicle

StuG III Assault Sturmgeschütz III Ausführung A to E (SdKfz 142) Enthusiasts' Manual

L'Histoire, La Conception, La Mécanique Et L'Engagement Opérationnel Du 4x4 Allemand Durand
Seconde Guerre Mondiale

The 'Leichter Personenkraftwagen K1' VW Typ 82 ; Wartime Service & Production Batches
Military Portfolio 1940-1990

Fedden

"An incredible up close and personal look . . . [at] the men, machines and operational history of the Waffen-SS."—MSC Review Connect This book in the popular Images of War series covers the deeds of the Waffen-SS on the Eastern Front during the Second World War. With extensive text and in-depth captions with many rare and unpublished photographs, it is an absorbing analysis of the part they played on the Eastern Front. It reveals in detail how this elite band of men fought during the opening phase of Barbarossa, the invasion of Russia, how it supported and took part in the victory at Kharkov, Demyansk and other battles in the Soviet Union. The book reveals the Waffen-SS's role at Kursk and how it was forced to withdraw in the face of overwhelming enemy superiority and were rushed from one danger zone to another to plug gaps in the front. Often these troops faced an enemy ten-times their strength, and it was for this reason they were feared and respected by their enemy. Although by early May 1945, the Waffen-SS was all but destroyed, having battled across half Russia and gone on to protect the withdrawals of the rest of the German Army to

the very gates of Berlin. "In addition to the images we get a fairly extensive appendix showing the order of battle of the Waffen-SS on the Eastern Front and details on uniforms, weapons and equipment. The book would be very useful as a visual aid for living history exponents and model makers."—War History Online

Seeks to reveal how Henry Ford and Charles Lindbergh posed a serious threat to democracy throughout the world, charging them with abuses of power that supported the rise of Hitler and undermined the Allied war effort. Reprint. 20,000 first printing.

Few war films made about the 1939-45 period are complete without sight of a boxy little Kübelwagen light utility vehicle being smartly driven by a German officer. Designed by Ferdinand Porsche and built by Volkswagen, the 'Kübel' was to the Germans what the Jeep was to the Allies and was used widely by the Wehrmacht and the Waffen-SS. When production ceased at the end of the war, 50,435 Kübelwagen had been built. Of simple but sturdy construction, the VW Type 82 Kübelwagen (which translates as 'bucket car' because of its similarity to a metal bathtub on wheels) was based closely on the legendary VW Beetle. Its winning design features included air cooled engine (the absence of a radiator meant the engine was less vulnerable to bullet damage), a light-weight, flat and smooth under-body that allowed the car to slide over the surface when its wheels were sinking into sand, mud or snow, independent suspension, portal gear hub reduction and self-locking differential. Because the body was not a load-bearing part of the structure of the vehicle it could easily be modified to special purposes. Several dozen variants of the 'Kübel' were developed and built during the war including its cousin the Schwimmwagen. The VW Type 128 and 166 Schwimmwagen (which means floating or swimming car) were amphibious four-wheel drive off-roaders. Like the Kübel, they were used widely by the Wehrmacht and the Waffen-SS during the Second World War. The Type 166 Schwimm is the most numerous mass-produced amphibious car in history (14,265 between 1942 and 1944). Erwin Komenda, Ferdinand Porsche's first car body designer, developed an all-new unitized body-tub structure for the Schwimmwagen swimming car. When crossing water a screw propeller could be lowered from the rear deck engine cover and coupled to the engine's crankshaft to provide drive. The

'Schwimm' also shared many of the Kübel's mechanicals. The appeal of the Kübel lived on long after the war's end when a derivative version, the Volkswagen Type 181, was manufactured by VW from 1968 to 1983. This was a two-wheel drive, four-door, convertible, off-road military vehicle, which had been developed for the German Army but was also sold to the civilian market as the Kurierwagen in Germany, the Trekker in the UK, the Thing in the US, and the Safari in Mexico. In recent years both the Kübel and Schwimm have acquired something of a cult status among military vehicle collectors worldwide, particularly in Europe (eg, Germany, Poland Czech Republic, Switzerland), the UK and US. There are literally dozens of Kübelwagen and Schwimmwagen enthusiast/owner/interest groups! About 150 original Type 166 Schwimmwagens remain today.

An insight into the development, manufacture and operation of the Second World War German mobile assault gun and tank destroyer

The Essential Facts and Figures for Hitler's Germany

Volkswagens of the Wehrmacht

Astronomy Manual

A Comprehensive International Guide to Volkswagens not built in Germany ... and the unusual ones that were

Excellence was Expected : the Complete History of the Sports and Racing Cars

The Wehrmachts Cars Before and During WW2

The definitive work on Hitler's war machine charting its evolution from the formidable force which won stunning victories during the Blitzkrieg in 1940, to the hard campaigns it fought in the deserts of North Africa and the frozen wastelands of the Soviet Union to the eventual retreat to the Fatherland itself. Drawing upon Osprey Publishing's unique archive, this volume expertly weaves together the story of the development and deployment of Hitler's armies displayed alongside a stunning collection of original artwork and photographs to show the kit and equipment of the various land forces.

Rare Photographs from Wartime Archives

Insights into the design, construction and operation of Germany's classic Second World War military utility vehicles

Volkswagen Cars and Trucks