

North Africa 1940-1943



Sd. Kfz. 222

- Built in 1942. Production ended in 1942 as well. This is one of four known to exist. Three restored models, this one, one in Russia and an A model in England at the Weald Foundation
- The Sd.Kfz. 222 was replaced by the Sd. Kfz,250 which is a half track based on the Sd. Kfz 10 Primer Mover.
- Captured by the British Army May 1943 in North Africa
- Shipped to England for evaluation, which happened in 1944, then placed in storage
- After the war, the partial striped 222 was sold for metal scrap value to a retired British officer. The officer hoped to rent it out for movies
- The Sd.Kfz. 222 did appear in a static role in the 1977 movie "A Bridge To Far" briefing sitting under a tree.
- The vehicle was loaned to the British Imperial War Museum and was on display until 1985
- The Imperial Palace Hotel in Las Vegas purchased the vehicle for their car collection, but never put on public display
- The MVTF acquired the SdKfz 222 in 1999 in incomplete and rusted condition
- Due to the rarity, parts were difficult to come by and many parts were fabricated by the MVTF
- Restoration was mostly finished in August 2001 with the vehicle being painted its original German Army Panzer Gray. Since certain parts like radios and optics can't be fabricated, the vehicle is considered "incomplete"

- Before being on display in October 2001, the 222 was oversprayed in desert sand color to match the paint fragments found on the vehicle during restoration. This is how the vehicle would have appeared at the time of capture
- Vehicle has four wheel steering in which at low speeds the rear wheels will turn in the opposite direction than the front. This greatly reduces the turning radius.



Matilda Mk II

- The Matilda possessed a degree of protection that was unmatched in the North African theaterThe front armor of the Matilda was up to 3.1" in thick;
- The sheer weight of the armor on the vehicle contributed to a very low average speed of about 6 mph on desert terrain and 16 miles per hour on roads.
- The slow speed of the Matilda was further exacerbated by a troublesome suspension
- A comparatively weak power unit, which was created from two AEC 6-cylinder bus engines linked to a single shaft.
- This Matilda was restored in England.



British Ordnance QF 2 pounder

Ordnance QF 2-pounder, also known as the "2 pounder gun." This anti-tank weapon played a significant role during World War II, particularly during the early stages of the conflict. Here's a brief recap of the information you've shared:

Role and Characteristics: The Ordnance QF 2-pounder was a British anti-tank gun with a caliber of 40 mm (1.575 inches). It was characterized by its "quick firing" capability, denoted by "QF." The 2-pounder was primarily used as an anti-tank weapon by artillery units and was mounted on vehicles, tanks, and armored cars.

Battle of France and North African Campaign: The 2-pounder was the main anti-tank weapon used by British artillery units during the Battle of France. It continued to see service during the North African campaign due to the need for quick rearming after the Dunkirk evacuation.

Vehicle-Mounted Variant: The 2-pounder was commonly used as the main gun on early British tanks in the early stages of World War II. It was also a typical armament for armored cars like the Daimler throughout the war.

Effectiveness and Replacement: As Axis tanks improved their armor protection, the 2-pounder's effectiveness against these tanks diminished. Starting in 1942, it was gradually replaced by the more potent 57 mm QF 6-pounder anti-tank gun, which had better armor-penetrating capabilities.

Infantry Battalion Anti-Tank Platoons: The 2-pounder was also utilized in infantry battalion anti-tank platoons, replacing older anti-tank rifles. However, it was eventually replaced by the 6-pounder as well.

Service Duration: Despite losing its frontline role to more powerful anti-tank guns, the 2-pounder continued to see service until the end of World War II.

Overall, the Ordnance QF 2-pounder played a crucial role in the early stages of the war, but its limitations in dealing with improved enemy armor led to its replacement by more powerful anti-tank weapons like the 6-pounder.



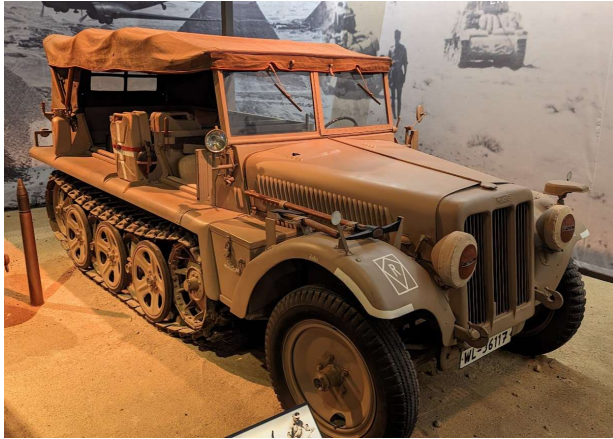
M3 Lee

- The M3 Lee, also known as the Grant in the British Commonwealth and Soviet Union, played a significant role in early stages of the war, especially in North Africa, but it faced limitations that eventually led to its replacement by more advanced tanks like the M4 Sherman. The M3 Lee's unique design, with its hull-mounted main gun and secondary turret, provided it with certain advantages and disadvantages. It had considerable firepower and was effective against enemy tanks and infantry, but its high silhouette and hull-mounted gun hindered its defensive capabilities and limited its tactical options.
- The M3 Lee's contributions during the North African Campaign, where it proved to have superior firepower compared to the German and Italian tanks it encountered, are notable. However, its vulnerabilities, such as its lack of armor against high-velocity anti-tank guns like the German 88 mm Flak gun, became apparent over time. The design flaws and limitations of the M3 Lee led to its eventual phase-out as more advanced and versatile tanks like the M4 Sherman became available.
- One of the design flaws was the use of a riveted hull. A round impacting the hull could cause the rivets to shear off and inside half of the rivet becoming a projectile. This issue was partially fixed by welding the inside rivet heads to the hull.
- The M3 Lee's role in the Soviet Union through the Lend-Lease program is also significant. The Soviets received a substantial number of M3 tanks, although they referred to them as the "Grant" instead of the "Lee" designation used by the United States. The M3's presence declined in Soviet service as they shifted to producing and utilizing their own T-34 tanks.
- In summary, the M3 Lee was an important tank during the early years of World War II, but its design compromises and limitations made it less viable as the war progressed and more advanced tank designs became available. Its contributions to various theaters of the war, including North Africa and the Soviet Union, are a part of its historical significance.



BMW R75

- The BMW R75 motorcycle featured a distinctive integral two-wheel drive design, connecting drive shafts to the rear wheel and the side-car wheel with a locking differential. It also had a transfer case with road and off-road gear ratios, enabling all gears, including forward and reverse, to function.
- There is an extra low gear that allowed the motorcycle to ride at the pace of the walking troops.
- During World War II, both the BMW R75 and the competing Zündapp KS 750 motorcycles were widely utilized by the Wehrmacht in Russia and North Africa. Despite initial use of both models, it was determined that the Zündapp KS 750 was the superior choice.
- In August 1942, prompted by the Army's suggestion, Zündapp and BMW agreed to standardize parts for their motorcycles, aiming to create a hybrid model (BW 43) by combining the BMW 286/1 side-car with the Zündapp KS 750 motorcycle.
- A production agreement was made that once the BMW R75 reached 20,200 units, its manufacturing would halt. Afterward, both BMW and Zündapp would exclusively produce the Zündapp-BMW hybrid at a rate of 20,000 units annually.
- However, the targeted production of 20,200 BMW R75 motorcycles was not achieved. As a result, the production continued until 1944 when the Eisenach factory, where they were manufactured, suffered significant damage from Allied bombing, leading to the cessation of production.



SDK 10

- Its main role was as a prime mover for small towed guns, such as the 2 cm Flak 30, the 7.5 cm IeIG, or the 3.7 cm Pak 36 anti-tank gun.
- It could carry eight troops in addition to towing a gun or trailer
- About 14,000 built between 1938-1945
- The chassis was used to create the fully armored half track SDK 250



Pak40

- The gun was developed in 1939–1941 and entered service in 1942. With 23,303 examples produced, the Pak 40 formed the backbone of German anti-tank guns for the later part of World War II, mostly in towed form,
- Development of the Pak 40 began after reports of new Soviet tank designs began to reach Berlin in 1939. The German army was equipped with the 3.7cm Pak 36 at the time. A replacement 5 cm Pak 38 was still in testing at this point, but it appeared it would not be powerful enough to deal with these newer designs.
- The weapon was effective against almost every Allied tank until the end of the war, only struggling to penetrate heavier vehicles like the Russian IS tanks, the American M4A3E2 Sherman 'Jumbo' assault tank and M26 Pershing, and later variants of the British Churchill tank.

Clash of Steel



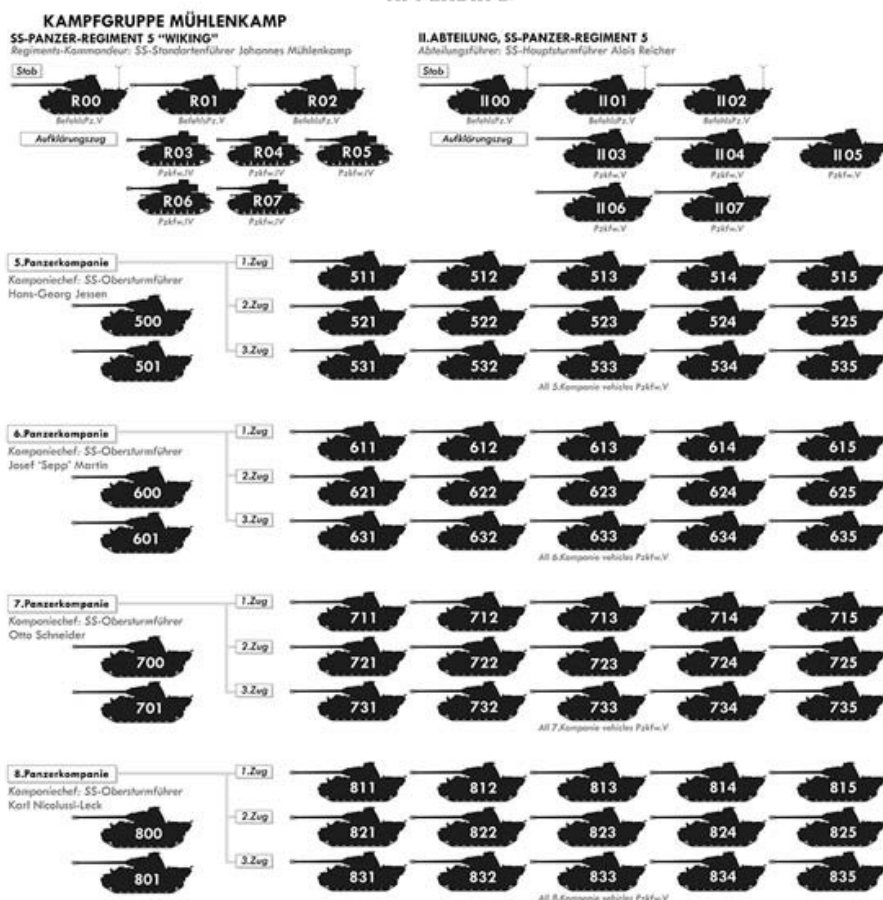
Panther AUSF.A 501 © Tom Cox

- This tank was part of the 5th SS-Panzer-Division "Wiking":
- The 5th SS-Panzer was severely depleted, losing most of their equipment and tanks in the Spring of 1944. They spent May to late June rebuilding and resupplying.
- The 5th SS-PANzer was in Warsaw from Aug 1944 to December 1945 helping to put down the Warsaw uprisings, when they were ordered south to Budapest. Arriving in late January.
- The 501 got stuck in the River Czarna Nida, near Bieleckie Młyny, Poland on January 17th or 18th, 1945 during a Soviet offensive from the Baranowski-Sandomierski bridgehead. The location is about 150km south of Warsaw.
- In Polish, Czarna Nida translates to black, but not the color, but to mean ominous.
- In the 1950s the turret, which could be seen during low water levels, was blown up by sappers of the Polish Army. The tank was forgotten until 1989 when the deputy director of a regional museum in Skarzysko-Kamienna, Henryk Gruszka, organized a search for World War Two wrecks sunk in the River Czarna Nida and the tank's remains were again 'found'.
- The MVTF bought the tank in Jan 2001 and the restoration was completed in 2009
- <https://www.keymilitary.com/article/polands-panther>
- **There are just over a dozen Panthers currently on display in the world.**
- **The Panther at the American Heritage Museum is one of six in working order and the only one in North America.**



Pz. Kpfw. V "Panther" Ausf. A (turret nr. 501). Officers of the 5. SS-Panzer-Division "Wiking": Commander of the 5th SS Panzer Regiment, Hauptsturmführer SS Hans-Georg Jessen confers with company commander 9- SS Panzergrenadier Regiment, mittlerem Schützenpanzer (Sd.Kfz 251?) nr. 401. Germany, Friedrich Hannes in the Polish village of Żerczyce, Poland.
Source: Unknown Date: 22-08-1944.

APPENDIX B





T35/85 Model 44

- The T-34 indeed played a crucial role in World War II, particularly on the Eastern Front, and its design had a lasting impact on tank development. The tank's combination of firepower, sloped armor, and production efficiency made it a formidable opponent for its contemporaries.
- The T-34's 76.2mm high-velocity tank gun and sloped armor gave it a distinct advantage on the battlefield. The sloped armor design increased its effective thickness and deflection capabilities, improving its protection against incoming projectiles. The T-34's design was influential not only for its technical features but also for its manufacturing methods, which were continuously refined to ensure faster and cheaper production.
- The introduction of the T-34/85 variant in 1944, with its upgraded 85mm gun, provided increased firepower against German tanks like the Panzer IV and StuG III. However, as you mentioned, the T-34/85 still faced challenges when dealing with the heavily armored Panther and Tiger tanks employed by the Germans.
- The 3 man turret was a big improvement in the T34/85 over the T34/76 2 man turret
- The T34/85 carried more fuel for extended range, and more armor for more protection

- The T-34's limited visibility from within the tank due to its vision ports and periscopes was a known drawback. Tank crews often faced difficulty seeing their surroundings with the hatches closed, which could impact situational awareness and combat effectiveness.
- The T-34's legacy extended beyond World War II, as it directly influenced subsequent tank designs like the T-44, T-54, T-55, T-62, T-72, and T-90. These tanks have formed the core of many modern armored forces around the world.
- Due to increased in productions methods, the cost of the T34 dropped from 270,000 Rubles in 1941 to 164,000 Rubles in 1943

Italian Campaign



VW Kubelwagen Type 82

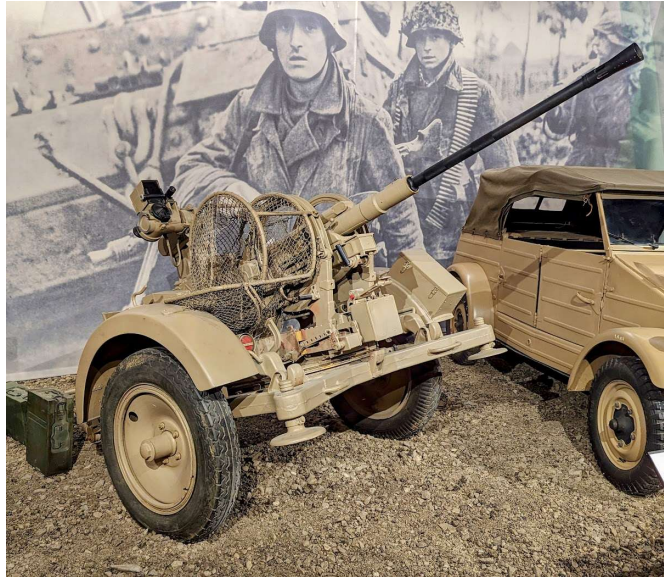
- Designed by Ferdinand Porsche, produced by German manufacturer Volkswagen. Based on the VW Beetle
- In the late 1960's. Volkswagen produced a modernized version of the Kubelwagen, the Type 181 for the West German Army, which led to the civilian version called the Volkswagen "Thing."



Schwimmwagen

- German reconnaissance units saw the need for a vehicle that could combine four-wheel drive and amphibious capability
- There was no reverse, so paddles were standard equipment.
- The front wheels doubled as rudders, so steering was done with the steering wheel both on land and in the water.

- 15,584 Schwimmwagens produced, 1,308 were made by Porsche and the rest by VW, making it the most mass-produced amphibious car in history



FLAK 38 2cm

- Flak 38 were 20 mm anti-aircraft guns used by various German forces throughout World War II. It was not only the primary German light anti-aircraft gun but by far the most numerous produced German artillery piece throughout the war
- Max of 450 RPM, but 180RPM was more practical
- Effective range of 2,200 m , max range of 5,763m
- Uses a 20 round box magazine which limits its sustained rate of fire.



M3A1 Scout Car

- The M3A1 Scout Car, was a lightly armored, open topped, machine gun armed, four wheel drive vehicle designed to be used in the reconnaissance role. The M3A1 Scout

Car was crewed by a driver and commander, while there was seating for six additional occupants in the rear.

- The M3A1 Scout Car was the final development of the series (M1, M2, M2A1, M3). Primary external differences from the M3 were a widening of the body over the fenders, the removal of the rear door of the M3 and the addition of the front roller. Internally, the M3A1 had an improved engine and was fitted with the machine gun skate rail.
- The M3A1 Scout Car was used by cavalry units of the US Army in its intended cavalry role during the North African Campaign and the invasion of Sicily, being employed for reconnaissance, screening and as an armored command vehicle.
- A small number of M3A1s were employed in Normandy. A few M3A1s were used by the US Marine Corps in the Pacific theater, but none saw combat. General George Patton used an M3A1 Scout Car as a command vehicle, modified with additional armor and a raised fighting compartment
- **The was the first Armored vehicle Jacques Littlefield acquired, starting what would become the world's largest private tank collection**

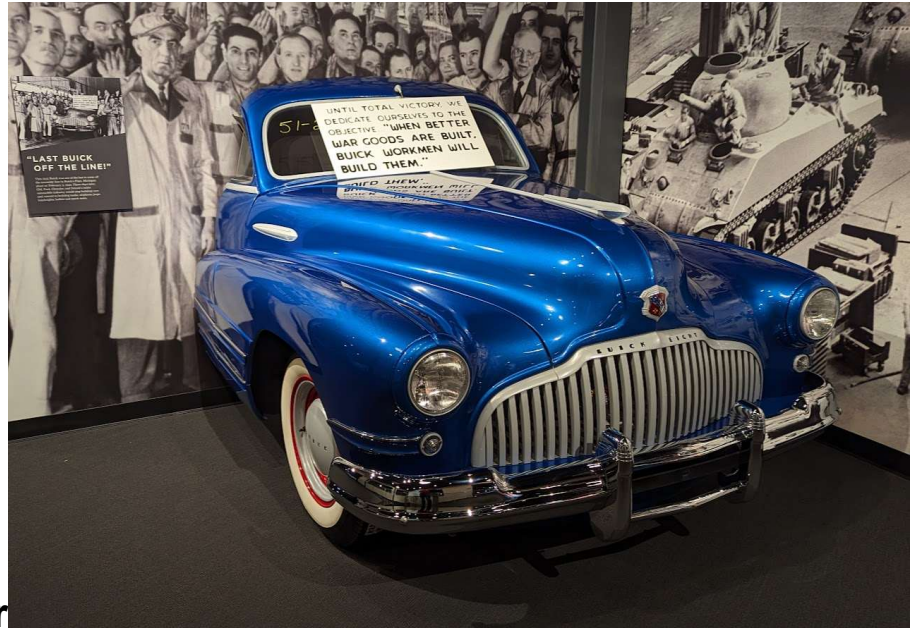


M5A1 Stuart Light Tank

- **This was the first Tank purchased by Jacques Littlefield (serial # 5058 Built October 1943)**
- The M5 Stuart is an extension of the original M3 Stuart line of light tanks used by the United States and its allies during World War II.
- Development and Design: The M5 Stuart was developed as an evolution of the earlier M3 Stuart light tank. It featured a paired set of Cadillac V8 110-horsepower automobile engines, coupled to individual Hydra-Matic transmission systems connected through a 2-speed transfer case. This configuration provided improved reliability and performance.
- Front Hull Design: The M5 Stuart introduced a new front hull design based on the M3A3 variant of the earlier Stuart tank. This design enhancement offered better frontal ballistics protection compared to previous versions. The absence of a vertical front face on the superstructure improved protection, and the driver's hatch was relocated to the roof of the hull.

- **Armament:** The M5 was armed with a 37mm M6 main gun, which proved effective against light-armored vehicles, light fortifications, and enemy infantry when using High-Explosive (HE) projectiles. It also had a coaxial 0.30 Browning machine gun and a bow-mounted machine gun at the front-right. This armament provided the tank with offensive and defensive capabilities.
- **Interior and Crew:** The M5 Stuart offered a more spacious interior compared to its predecessor, the M3. It could accommodate a crew of four: a driver, commander, gunner, and bow machine gunner/radio operator.
- **Service and Theater of Operation:** The M5 Stuart served as the primary American light tank until 1944. It saw significant use in the Pacific and Burmese theaters of operation, where it faced Japanese armor that was comparable in terms of capabilities. However, it was noted that the M5's anti-armor capabilities were not as potent as those of heavier tanks encountered in the European theater.
- **Tactical Limitations and Role:** The 1943 Battle of Kasserine Pass highlighted the tactical limitations of using light tank battalions for the U.S. Army. This realization led to the disbandment of these light tank units, which were then reformed with medium tank companies. The M5 Stuart was subsequently employed primarily in armed scouting and reconnaissance roles due to its mobility and lighter armament.
- **Overall,** the M5 "Stuart" played a significant role in World War II as a light tank that served in various theaters of operation.

Arsenal of Democracy



1942 Buick Super

example of the one of the last cars that came off the assembly line before American industry moved to war production

During the Second World War, “Arsenal of Democracy” was the slogan used by U.S. President Franklin D. Roosevelt, in a radio broadcast delivered on December 29th, 1940 to signal that the then still neutral United States would use all its immense industrial capacity to build the weapons of war needed by the last struggling democracies to save themselves, and the idea of democracy itself, from the threat of conquest by fascism and militarism in Europe and Asia.

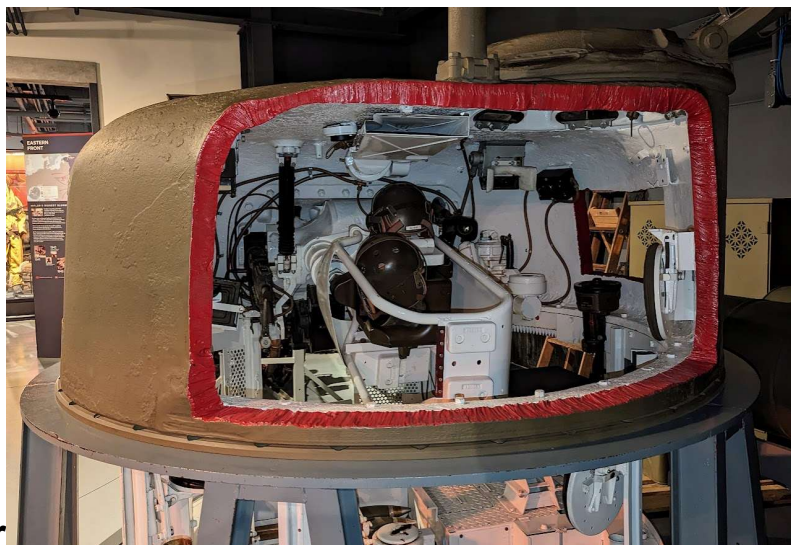
Immediately after the United States entered WWII, our entire industrial infrastructure changed exclusively to support the war effort. All companies, large and small, changed their production. A good example is the automobile industry. Ford focused a lot of their production on aircraft, primarily the B-24 Liberators – that became the most massed produced aircraft in American History. Cadillac made many components and engines for tanks and armored vehicles. Buick stopped all civilian car production and switched to making engines for the Liberators as well as armored vehicles, and tanks. Buick went on to make over 74,000 radial engines for the B-24, 2,000 M18 Hellcat tank destroyers, 600 M-39 tanks, over 19,000 M4, M10 and M26 power trains, over 2 million cartridge cases and more.

By the end of the war, U.S. industry was by itself out producing all the Axis countries combined. American trucks, tanks and aircraft were also supplied to Allied nations, from Canada to Britain

to the Red Army of the Soviet Union. The Arsenal of Democracy exhibit highlights the phenomenal American industrial effort throughout WWII.



M4A1 Sherman Grizzly in process of being built.



Sherman turret trainer

Turrets with large windows cut in the sides allowed crews to be trained with instructors standing outside the turrets to give instructions. These turrets were used in a static display like seen at the museum and were not mounted on tanks.

Eastern Front

Uniforms



Left to Right

Russian Sniper

Specialized light weight camouflage uniform set including face veil used by highly skilled Russian snipers. The weapon the sniper is carrying is a variation of the PPSH submachine gun often carried by Russian troops. A Russian sniper would have used a Mosin-Nagant M1891/30 rifle

German M40 Greatcoat

This is a German WWII M40 style greatcoat from the 1st SS Panzer Division Leibstandarte Adolf Hitler. This unit was tasked with the protection of Adolf Hitler, his office and residences. Initially a regiment sized unit, it grew into an elite Division-sized unit. The unit saw services on both the Eastern and Western fronts during the war and took part in the invasions of Poland, France and the Soviet Union

German Panzer NCO

This is a freshly decorated Panzer Stabsfeldwebel (Staff Sgt) uniform. This is a light weight summer uniform seen on the Eastern Front. The way the 1939 Iron Cross 2nd Class is suspended from the buttonhole indicates he has just received the award, which is given for bravery

Front right German M-40 Helmet

This helmet has an embedded Russian mortar round



T34/76

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Sd.Kfz 251/1 Ausf. D

- The Sd.Kfz 251 was the most produced German armored vehicle of WWII
- **One of just two on display in the US**
- There was at least 23 different models including ambulances, self-propelled guns and mortar carriers
- The front MG is an MG34 and the rear MG is an MG42. This is the only MG42 on display in the museum. The MG42 had the nickname of “Hitlers Buzzsaw” based on it’s high rate of fire of 1,200 RPM



15cm NebelWerfer 41

- Translates to Smoke Thrower
- 15 cm Nebelwerfer 41 (15 cm NbW 41), a German multiple rocket launcher used during World War II by units of the Nebeltruppen, which were responsible for various types of

chemical and smoke weapons. The Nebelwerfer 41 was designed to deliver not only poison gas and smoke but also high-explosive warheads.

- Usage and Purpose: The Nebelwerfer 41 was utilized by the German Nebeltruppen, which were units within the German Chemical Corps responsible for deploying various types of chemical and smoke weapons, as well as high-explosive munitions. The launcher was used to create smoke screens, deliver poison gas, and launch high-explosive projectiles to support German military operations.
- Projectile: The primary ammunition used by the Nebelwerfer 41 was the 15 cm Wurfgranate 41 (15 cm Wgr. 41) projectile. This projectile was designed to be spin-stabilized during flight, which helped to improve accuracy and precision.
- Rocket Motor Configuration: One unique aspect of the 15 cm Wgr. 41 projectile was its rocket motor configuration. Unlike many other rocket-propelled munitions of the time, the rocket motor was positioned in the front of the projectile. This design choice meant that the exhaust venturis (nozzle-like openings for exhaust gases) were located about two-thirds down the body of the projectile from the nose. This configuration was intended to optimize the blast and fragmentation effects of the rocket upon detonation. By having the warhead still above the ground when it detonated, the explosion could potentially have a more effective impact on enemy positions.
- Maximum Range: The Nebelwerfer 41 had a maximum range of around 4.3 miles (approximately 7 kilometers)



Kettenkrad Sd.Kfz 2

- The Kettenkrad started its life as a light tractor for airborne troops. The vehicle was designed to be delivered by Junkers Ju 52 aircraft, though not by parachute.
- The 4 cylinder engine and transmission are from an Opel car
- Could transport 3 men
- Was used in many roles including towing the PAK36 anti tank gun
- Used to tow the ME-262 jet fighter to the end of the runways to save fuel.



Sturmeschutz III Ausf G “Stug”

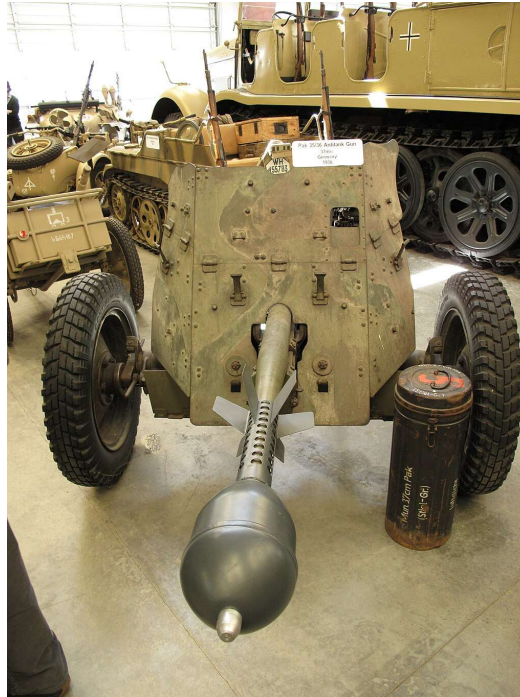
- Entered service in 1936 with large scale production starting in 1939
- Stug's accounted for around 20,000 enemy tanks kills, more than Panther and Tiger tanks combined
- Ausf G models started production in Jan 1943 and ran to May of 1945. The AHM Stug was built between April/May 1943
- It was sold to the Finnish army in Aug 1944. The Finnish Army bought 59 Stug's from Germany. It remained in service until the Sept 1944 cease fire.
- The vehicle sustained some minor damage from small arms during fighting
- Finland rebuilt the Stug in 1955 and it remained in service until the mid 1960's
- It was bought in non operation condition in Dec 1995 and sent to England where it was made operational again and displayed at numerous military collector shows until it was acquired by the MVTF in 1998.
- The MVTF did a ground up restoration to bring the vehicle back to it 1943 German wartime specifications
- Lack of original parts was challenging. Road wheels, track pins, pistons, piston rings, muffler, valves, rod bearings and valve springs all had to be fabricated.
- The level of detail includes trying to find the correct armored glass for the commander's cupola which has proven challenging.



7.5 cm Pak97/38

- The Pak 97/38 (7.5 cm Panzerabwehrkanone 97/38 and 7,5 cm Panzerjägerkanone 97/38) was a German anti-tank gun used by the Wehrmacht in World War II. The gun was a combination of the barrel from the French Canon de 75 modèle 1897 fitted with a

Swiss Solothurn muzzle brake and mounted on the carriage of the German 5 cm Pak 38 and could fire captured French and Polish ammunition.



3.7 cm PAK 36

- The Pak 36 (Panzerabwehrkanone 36) is a 3.7 cm / 37mm caliber German anti-tank gun used during the Second World War. It was the main anti-tank weapon of Wehrmacht Panzerjäger units until 1942.
- Developed by Rheinmetall in 1933, it was first issued to the German Army in 1936, with 9,120 being available by the beginning of the war in September 1939 and a further 5,339 produced during the war. As the predominant anti-tank gun design in the world during the late 1930s, demand was high for the Pak 36, with another 6,000 examples produced for export
- The Pak 36 began to be replaced from late 1940 onward by the 5 cm Pak 38 anti-tank gun and from November 1941 by the 7.5 cm Pak 40. This process was accelerated by the engagements with the modern Soviet tanks, and Pak 36 production ceased entirely in early 1943.
- The introduction in 1942 of the Stielgranate 41 shaped charge gave it the ability to punch through the armor of any Allied tank, but the ammunition's short range made the Pak 36 crews vulnerable to enemy fire and could not solve the gun's basic obsolescence.



M1910 machine gun

- It was adopted in August 1910 and was derived from Hiram Maxim's Maxim gun, chambered for the standard Russian 7.62×54mmR rifle cartridge. The M1910 was mounted on a wheeled mount with a gun shield
- In 1918–1920, the industry of Soviet Russia produced 21 thousand new Maxim 1910 machine guns for the Red Army.
- In 1930, a modernized version 1910/30 was adopted by the Red Army.
- M1910/30 can be equipped with optical sight.
- In 1941, the gun was modernized once again
- During the Russian invasion of Ukraine in 2022, many M1910 were pulled from reserves and museums and put back into action



PTRS 41

- The PTRS-41 was produced and used by the Soviet Union during World War II. In the years between the World Wars, the Soviet Union began experimenting with different types of armor-piercing anti-tank cartridges. Finding the 12.7×108mm insufficient, they began development of what became the 14.5×114mm armor-piercing round.

- The 14.5 mm armor-piercing bullet has a muzzle velocity of 1013 m/s and devastating ballistics. It can penetrate an armor plate up to 40 mm thick at a distance of 100 meters
- This rifle is the reason for German tanks to have the large vertical armor panels known as Schürzen or skirt armor



Borgward IV demolition device

- The Borgward IV, officially designated Schwerer Ladungsträger Borgward B IV (heavy explosive carrier Borgward B IV), was a German remote-controlled demolition vehicle used in World War II.
- During World War II, the Wehrmacht used three remotely operated demolition tanks: the light Goliath (Sd.Kfz. 302/303a/303b), the medium Springer (Sd.Kfz. 304) and the heavy Borgward IV (Sd.Kfz. 301). The Borgward IV was the largest of the vehicles and the only one capable of releasing its explosives before detonating; the two smaller vehicles were destroyed when their explosive charges detonated.
- Borgward originally developed the B IV as an ammunition carrier, but it was found unsuitable.
- The Borgward IV was operated by radio, A driver could drive the vehicle to the front, and then used the radio controller for the attack.
- Carriers a 450kg (990lbs) of explosives
- Borgward IV production was relatively small: only 1,181 were produced
- **Only 5 originals are known to exist today**

D-Day



Higgins LCV

- The Higgins boat on display was discovered in Vierville-sur-Mer, Normandy, which means it was most likely used during the D-Day invasion, and has been expertly restored by the North Carolina Maritime Museum
- Can hold 36 fully armed soldiers. Could carry a fully loaded Jeep, a small truck unit, or 8100 lbs. of ammunition and other supplies.
- Higgins' and other American factories managed to produce over 23,000 LCVP's from 1942 to 1945.
- **It is estimated that 17 LCVPs remain**
- The Higgins LCVP clocks in at 36' 3" in length and 10' 10" in width, with a 3' draft aft and a 2' 2" draft forward. The shallow draft allows the Higgins to effortlessly push up high in the water and up on the shore
- LCVPs were operated by four-man crews: A coxswain, an engineer, a bowman, and a sternman.
- Top speed was 12 knots (14MPH)