

# DOWNLOAD PDF ARMOUR CAMOUFLAGE MARKINGS, NORTH AFRICA, 1940-1943

## Chapter 1 : Missing Links Peter Brown DML Valentine Construction Article

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Peter Brown Some Background Usually any review starts by saying who makes the kit, in this case it is not that easy The model originates from Russia as it says clearly on the sprues. They all contain much the same plastic parts although two styles of tracks can be found, the main difference being packaging, instructions and decals. While the latter seem to be very similar subjects their quality varies. It seems Dragon no longer list the Valentine though many of their kits are reissued or have appeared under the Shanghai Dragon label. So plenty for the kit box collectors to search for. As the plastic is the same apart from some variation in colour, assuming you have access to more than one package you can vote with your money when you decide to buy. My constructed example was from a Dragon box but I built it back-to-back with a Toga Bishop and very soon all track was lost of which parts came from which box. Whichever make you purchase, the vehicle it depicts is the Valentine Infantry Tank. First of all, it was unusual in that it was not an official government design. It was developed by Vickers, then as now active in tank design, as a private venture and aimed to be an alternative to the Matilda with the advantage of being cheaper and easier to build. It was good enough to be taken into British service in , and was in part responsible for a change in naming practice. Whatever the disputed origins of this, it was built in large numbers - at around gun tanks alone, more than any other British wartime tank - by three UK manufacturers and another in Canada. Its main active employment was in its intended role in North Africa, and a large number were sent as aid to the Soviet Union, over from the UK with odd more lost en route, and all but 30 of the Canadian ones being given over. The tank also developed into a series of marks. The main drawback it had was its small size, and the initial design had a cramped turret - I have been inside one so I can vouch for that! To overcome this, a revised design extended the turret at the front and back to allow room for three men - been in one of them too, and it is a little better - then it was realised that the 2pdr was no longer powerful enough and a new turret with a 6pdr was designed and fitted. Initially this lacked a co-axial machine gun, so another type with both gun and machine gun was produced, and finally a 75mm was fitted. When added to different engines - initially petrol but later British or mostly General Motors diesels - and the slightly different Canadian ones which used. Some served as command vehicles in North West Europe in There are enough variations to build a good armour collection with just Valentines alone! Accurate Armour have produced two gun tanks and the 17pdr Archer and there have been smaller scale versions from Fujimi and Esci, but we have had to wait a long time for a plastic kit in a larger scale. Overall it is worth the wait. Allan have produced a good model of the Mk II variant, with two-man turret mounting a 2pdr gun, which is a good choice as this is the type most widely used in North Africa and most Canadian ones were similar to this type. The other variants all used the same basic hull so we may well see other flavours at a later date, and regardless of that the after market manufacturers could find lots of scope for different turrets. The main drawback of release through Dragon is cost, for example I could buy an ex Zvezda SU via Italeri for half the cost of a Dragon Valentine or pay less for a model in a Middle European box, yet the vehicle and resultant model is not that big. But, if you want a Valentine and prefer plastic to resin, at least you have a kit to work from. The Model Whatever the box the kit itself comes on six sprues, with wheels and turret on their own sections, hull on another, suspension and details on the fourth while two more contain individual link tracks. In total, I counted in grey plastic plus another more track links. Two types of these have turned up in different boxes, with the Dragon distributed one being the one which seems more common in photos. There is some choice of options, with both the small front mudguard sections and the desert style sand shields included, and the standard of design and moulding is good enough for someone used to modern kits. Indeed, straight from the box it makes a very pleasing replica, although there have been a few glitches and as usual there is scope for improvement. The plastic itself can be brittle so take a little care when removing parts from the sprues.

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Assembly is best done as per the instructions. The suspension is the first part, and needs a little care. The large finned external brake drums parts E74 should be assembled and left to set, then any join line carefully cut and sanded off before fitting to the drum cover E75 and sprocket E73 as once fitted they would be hard to work on. I chose to fit the final drive housings E79 to the hull and add the sprocket unit later. The four bogie units look more complicated than they really are. Each has a large spring part C40 which will need cleaning up before assembly. Note that the coils of this were square in section so do not attempt to round them off! It may be best to assemble the units and clean up the joins before gently opening up the arms and springing the springs into place, keeping the moulded details facing upwards. On the front of the idler mounting parts C50 and C51 is a small extension, in real life a slot to fit the track tension adjusting tool into. This can be opened up for extra realism. As to the wheels, the real vehicle had tires which had a rounded edge, not the square finish as on the kit. This is soon corrected with a little scraping and filing. Painting is easier if the wheels are not assembled until after they have been painted, so you can soon move on to the hull. This consists of a lower open-topped box, an upper unit with integral mudguards, and some smaller sections. The lower section has a large bulkhead moulded into it so should be good and square, and the parts are well enough designed to match the complex angles of the original tank. Other than that, just add parts in order, taking care to dry-fit them first and you should not go far wrong. While parts A13 and A14 are fine, straight from the box they are not totally accurate. The front visor plate part A11 should be altered to make a small step where the downward slopes meet the vertical outer edges, with a 1mm horizontal being cut and the slope altered to meet it. This is not easy to put into words but is not hard to do. Some filling, either using scrap plastic or your favourite putty, is then needed and you have added some accuracy to your model. A minor point and one you may like to not bother with as it is not too noticeable. The real vehicle had a series of metal strips around and below the large engine compartment doors part A4 which are added from thin card strip. Other details, engine compartment lower sides parts A5 and A6, try not to mix them up and there should be a distinct gap between their upper edges and the main hull. The many handles parts C62 could be left till a later stage and should be treated with care as they are not too robust. Exhaust muffler unit is hardly seen with its cover in place, the fishtail outlet part C53 is improved by opening its outlet out and adding three small supports into the gap, see the model photos and box art for a guide. Stowage box arrangements seem to have varied on Valentines. The large forward box parts A7 and A8 had a plain lid on many tanks and I smoothed the moulded ribs off mine. Canadian built vehicles had a distinctive design of diagonal ribs with a round raised shape in the centre which you may like to duplicate. When the glue has dried thoroughly, make cuts into the rod and remove short lengths to match the kit hinge. Tools on the model are sparse. The shovel and crowbar unit C60 is adequate but I made the shovel blade less pointed in outline. The handle for the pick C69 needs making from scrap or rod, basically a flattened rod 28mm long will suffice, and the distinctive curved track adjuster needs making. L shaped pieces of scrap 4mm long by 2mm high at each end finish the item. See the model pictures for the final appearance. One other item is the wooden blocks for the jack. There were two short, thick pieces of wood on the real vehicle, and appearances are improved by filing part C59 smooth, scribing a line all around the outer edge and then adding the frame for the blocks and a strap from thin plastic sheet. Note also, the strips across the front and rear at the top were not there on the original, so leave them off unlike me! The rear view mirror part C70 I left off, adding the locating brackets on the hull using the kit part as a guide. Headlights come with deep moulded in indentations where the lens was left clear of the paint used to cut down reflections. These I filled and filed smooth, just painting a small area glossy black for the clear space. Some tanks carried their lights reversed and folded with the lens areas laid down onto the hull to protect them. The turret needs some work. First of all, the D shaped pistol port on the left side part 23 is the wrong way round, it needs to be carefully removed and re-fixed with the vertical hinge facing forward. The separate port on the other side part 28 could use a bolt head at each corner. Most parts fit well enough but the joint at the front of parts 23 and 24 may need some filler, and I filed the rear lip on the turret back - which is correct in having an opening under it so no filling is needed to block it off - to thin down its outer edges. Either can appear on Valentines so watch this if

you want to depict a specific vehicle. Sight vane part 36 can be thinned down or replaced with card or maybe an after-market etching if one is available, and some detailing on the inside face of the hatch flaps parts 33 and 34 is of benefit if you want the hatches open as these had padding on them. Hatch stops can be added from scrap sheet. I will leave this to your discretion and refer you to the Museum Ordnance Special or Bellona Print for inspiration. One common extra fitting was the three boxes for magazines for the anti-aircraft Bren gun, made from plastic sheet these are 8mm wide and high by 6mm front to back, with lid slightly oversize and detailed with scrap strip. The distinctive Lakeman mounting can be made from plastic strip with a Bren taken from a Tamiya Universal Carrier kit or one of several figure or weapons sets, but this is not an easy task and also from photos was not widely used. I did fit a short piece of 0. While I agonised for some time over making up the tracks, in the end I finally took the parts off the sprue, cleaned them up and assembled them and found it not too difficult. With the bogie units added and the main painting done, the tracks were made up into two long lengths for the track on the ground and four shorter units for the two sections curving upwards. These were painted black with a heavy dry brushing of pale grey - I prefer this to stagy silver but a dull aluminium shade does just as well. Several individual links were painted up and fitted directly to the sprockets and idlers. Ground runs then upswings were glued into place and finally the sprockets and idlers glued on and adjusted to meet up with the upswings. All it needs is a little care. As I wanted a vehicle with sand skirts the top run of the track was not fitted. Final major item added was the sand skirts A17 and A18 which had the inner faces thinned down for scale effect and the locating lip filed off as with it in place the guards fit too low down, their top edge should align with the top edge of the mudguards. I also had to move the front stiffening rib detail on the left side A18, cutting it off using a thin sharp blade, and repositioning it to line up with the mudguard stay part C57 ahead of the exhaust outlet. In doing this I missed the fact that the sandshields were not vertical, but flared out on the way down Alas by the time I spotted this it was too late and all I can do is advise you not to make this mistake! The real vehicle had rubber or similar sections on the front and rear extremities of the mudguards, the join between these and the sheet metal is depicted on the kit as a zig-zag groove. Many desert vehicles had sheet metal extensions in their place, so I filled and sanded the grooves and added card pieces at the final stage by eye from photos and the kit colour scheme diagrams. Refer to photos of a specific vehicle before you do this as it was not a universal detail.

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### Chapter 2 : Armor camouflage & markings: North Africa, - George Bradford - Google Books

*Armor Camouflage & Markings, Vol. 1: North Africa - [George R. Bradford] on blog.quintoapp.com \*FREE\* shipping on qualifying offers. Contains b&w images and drawings of armor used in the North African campaign during World War II.*

Available from Accurate Armour Limited <http://www.accuratearmour.com>: Each of the various types was usually known by the name of its manufacturer, being built by the same companies who produced cars - automobiles as some call them - in peacetime. Early Cars, Light Reconnaissance used ordinary chassis and were produced in haste at the days when an invasion was expected any time. When the situation stabilised, new designs were produced which had the luxury of time to allow more workmanlike items to be produced. The Morris Light Reconnaissance Car was one of these, and it was in many ways an unusual design. It had a three-man crew who sat side by side by side with the driver in the middle, one crewman manning a small multi-sided turret mounting a Bren light machine gun on his right, and balanced by another with a radio set and able to strike with a Boys. Apart from its unusual layout, the vehicle had a fully enclosed, monocoque hull with a smooth under surface which helped give it some cross-country ability. The initial design had rear-wheel drive only, the unpowered front wheels having independent suspension using large coil springs unlike the conventional leaf springs on the rear axle. Armour protection was light, 14mm or just under a half-inch maximum on the hull, with the turret only 12mm and the roof a mere 8mm. With thin armour and light armament - the Boys rifle gave a nasty kick when fired but was not very effective against other than the lightest of opposition - the Morris does not seem to have had a distinguished career. From what records I have been able to find, just under Mk I vehicles were built in two batches from early to mid , with the second batch being reduced in number before completion. The improved Mk II with four wheel drive superseded it from late onwards, with over being ordered. Records from June list on order, with 30 still to be delivered, which may refer to both marks though they state only Mk II. Also noted is the fact that they would only be issued to Royal Engineer units, and reading between the lines it was not well thought of. Two schemes for increasing the belly armour have been developed, and successful trials of both have been carried out. Some unusual vehicles were also produced by Morris on similar chassis. A prototype LRC had two small turrets and all its wheels enclosed, and there was the one-man Glanville Fighter Car fitted with twin fixed machine guns which would have been of little serious use in the s. Another one-off carried a 6-pdr gun with automatic loader low down in the hull, a sort of assault gun called the Firefly which was no relation to the later Sherman with pdr. At the other end of the scale was a narrow two-seat car looking like an LRC which had been on a very, maybe too, successful diet, made to seem even thinner with the turret fitted on top. Called the Salamander, like the other designs it reached the stage of being built but production did not follow. The Model Despite its unusual shape, this is a simple model. The main part is the hull casting which is in one piece, making it any other way would mean either a fragile end result or problems aligning parts. Moulding of the part is first class, with side doors and panel lines for the engine decks and detachable rear wheel covers as well as rivet head detail and even the single central headlight all included. Very little tidying up of this or any other resin part is needed. The only this I did was to slightly thin the rear wheel covers but this was hardly noticeable on the finished model. The independent front suspension consists of several white metal castings, these need a little cleaning up and are then assembled onto the hull. Some of these parts are small and care is needed to get everything in place without gluing the part to the modeller and not the model. Two vertical rods need to be added, the kit wire is ideal for this but I used plastic rod, drilling over-deep holes in the underside of the mudguards, dry fitted the rod into these, locating the lower end into the suspension parts, and then fixing with a drop of cynocrylate at each end. Main problem with the front suspension is, with the wheels fitted you cannot see the fine detail. The rear wheels are easier, just the axle plus prop shaft. The wheels must be painted before assembly or else you cannot access them for painting. Style of wheels is different front and rear so mixing them up is not easy. Other underside detail consists of an exhaust silencer or muffler, the end pipe is already opened up by design so it is a drop fit. One omission is the

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pipework for the rear brakes, this is a pair of straight rods running from the small heart-shaped item just to the rear of the front suspension assembly to the inside face of the rear wheel drums, and I added this from 0. Several small items need to be added to the hull, but the main work will be the etched brass grill part E1. This is a low pyramid, fitted over a raised X-shaped housing. After painting the recessed area under it flat black, I tried to gently bend the part to shape. In the end I cheated and cut along one of the central stiffening bars and formed the part before fixing using cynocrylate along the central ribs with more run into the edges when that had set. Other than making this part as more than one section I cannot see how it could be made, and as it is not large it is probably best made as in the kit. The small turret is in one piece with a large well moulded in it. Separate, very thin section roof hatches are included and can be fixed open or shut, I made mine folded flat down. Armament for the turret is a superb white metal Bren gun. Finely moulded, it depicts a Mk I gun with tiny dial sight, magazine not fitted and with the sliding cover over the magazine housing. The pistol grip is truncated to fit the turret floor, which is a pity as with it the item would be very useful elsewhere. I added a bipod to mine, taken from an old plastic kit item, although as this was detachable on the original it could be left off. One point to note, Brens mounted on vehicles often mounted the large round drum magazine, as an alternative to the distinctive curved 30 round box, in case you want to add a magazine to your model. Also on the turret is the 4" smoke grenade discharger, which used a cut-down bolt action rifle mechanism to fire it. This was fitted at a steep angle, and needs the flexible firing cable adding stretching from the rifle trigger to the rear turret face using thin wire, rod or stretched sprue. On the opposite side of the hull the large square hatch has a deep well moulded for those who want the hatch open. Hatch flaps are very thin section and the small doors in them are separate and can be fixed open or shut. If shut the fit is very close and after dry fitting a small smear of cynocrylate will keep them in place. The stays holding the hatches open are very fine, almost finer than etched brass. Downside of this is, they are fragile. If fitting the hatch open, make sure you position the stays as per the instructions. Armament for this hatch is the big Boys anti tank rifle. The kit has the second type with long, multi-hole muzzle brake, not the donut style of the early guns. This is another lovely moulding, the rear hand grip is included but not the bipod, this was removed anyway if the gun was mounted. As the car I wanted to depict did not have one mounted, I left mine off and fitted the hatches open with the small doors in them closed. Prominent rear view mirrors were used on this car. AA give you the mirrors as etched brass parts, which are designed to be folded from two linked circles. They show a single stalk fitting, all the photos I have seen show a separate arm - maybe spring loaded - reaching half-way up the main arm. The rod included is ideal for this purpose. Stowage, well, what a lot you got! Two small rolls, three packs, four 2-gallon cans moulded together - these have the carrying handles so finely moulded they do not need separate handles - two sizes of rolled camouflage nets, one large rolled cover and a folded one, plus two Bren magazine boxes are included, as well as a spare wheel. This item was a cam net and cover folded together, the model part even has the carrying rack moulded on so make sure it is at the bottom. The white metal tools - shovel, pick and bar - were added as per kit instructions. Conclusions Not a complicated kit, with clear step by step photo instructions and all parts well moulded so there is little flash to remove, apart from the very unusual subject matter and the number of small and fragile parts, this would make a good starter kit for anyone wanting to try resin models. The only drawback I can see is the lack of decals, which may be due to lack of coverage of the vehicle in service. Markings With references on the vehicle being not common to say the least, I was amazed to find enough to mark the kit comprehensively. Prior to that, their defence had been in the hands of local Army units and RAF ground staff. The more formal organisation allowed the Army to move to training for offensive roles, and the RAF Regiment themselves also had some offensive capability and were able to capture airfields on their own behalf in the later stages of the war. The other is a more distant shot, showing a neatly painted tactical number on the front mudguard and a less well painted - or maybe chalked - number on the hull opposite the bridge disc. Some other lettering appears over the front wheels but the angle of the photo makes it hard to decipher. I emailed him asking after his references, he kindly sought out his original photo he used but it was not fixed properly way back then and has faded to the point of being



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illegible. So I am not a lot better off, but at least am no worse off. However I had enough to be going on with. The whole vehicle was painted dark green, the Happy cartoon was hand painted using an old magazine for the colours - pink face, red tongue, sandy yellow hat and white beard, all outlined black - and was fairly easy to do as it is small enough to be just a few shapes. As this sheet is designed for specific vehicles, it did mean cutting several serials into short blocks and individual characters. Their method of application, whereby they are positioned with backing paper in place, lightly rubbed down and then the backing removed by wetting, worked well as I could position individual numbers more easily than floating conventional decals into place item by item. It seems at this time, armoured vehicles in RAF use had their original Army serial numbers. Alas, British wheeled armour - well, ok any British armour - is not as well documented as I would like it to be. The Tank Museum includes the Morris as one of its Plans Packs, which are a series of extracts from vehicle handbooks. Anyone wanting alternative schemes may find them hard to track down. The photo does not show other markings however, but it is a strong possibility that is it from the same unit I depicted. Acknowledgements I would like to record my thanks to George Bradford for his help in trying to pin down the final markings data. Such efforts on behalf of others shows a generosity of spirit which is sadly rare. Finally can I thank Derek Hansen of Accurate Armour for supplying the review sample, way back in , and being patient enough to wait for the article.

**Chapter 3 : [TMP] "Vallejo Bronze Green - Late Allied and also Italian Vehicles" Topic**

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The British removed the sponson-mounted Browning machine gun to create more crew space. The British named it the "Honey" because of its reliability, speed and ease of handling. It served in the British Army in many roles such as; a cruiser tank; in the reconnaissance role and as an armoured escort. See Chart 1 for the organisation The "formation sign" of the 7th Armoured Division was originally a white circle inside of a red square. The white circle soon acquired a red jerboa desert rat as part of their emblem. Bellman was originally allocated to the 8th Hussars who formed part of the 4th Armored Brigade. During the ensuing battle, tanks were knocked-out, recovered, repaired and supplied to any unit who had the greatest need. Thus in this confused situation it is virtually impossible to pinpoint a tank's true unit. At 15h30 of the second day Bellman was knocked out by the 5th Panzer Regiment about 5 miles north-east of Gabr Saleh and was left behind during the retreat. Basic organisation showing the main units only Basic Colours The current colour offering from Academy seems to be based on colour drawings that were published in Fine Scale Modeler in November. A number of very good looking models are featured all over the Internet with the latest offering on HyperScale titled "Stuart Honey" by Steven Palffy. All offerings seem to have one flaw, to a greater or lesser degree, the colour schemes depicted. Bellman was originally supplied to the British painted in an overall colour of dark green - possibly middle bronze green or an American equivalent - or even possibly in British olive drab. I have my doubts about American olive drab as this was a brownish green colour and should show up as a lighter colour in black and white. This colour can be seen as the green rectangle behind the WD number. The original green colour is also visible on the attachment points of the sandskirts that seem to have been lost, quite recently, before the tank was knocked out. The colour is also visible where shell splinters have knocked off the paint on the left-hand slide. British vehicles at this stage of the war were painted in a "Caunter" type of scheme. This comprised of three basic colours: BSC 61 Light Stone as the basic colour, a sand colour. I think that it would make an interesting subject to try and determine where this dreadful colour came from, anybody interested? I see two colours on this tank - the overall light stone, and possibly slate or silver grey but not both. This seems to be a sub-Caunter scheme of which there are quite a number of variants to be seen. I do not find any evidence of BSC 28 Silver Grey, even after placing the photos under extreme contrast and brightness tests BSC 28 usually shows up when one does this, see photo 3 Picture No. Bellman - the basic colours Photo: Showing the contrast and brightness test. Markings Serial number WD: The serial number on the side of Bellman clearly shows T. Sorry guys you will have to remove the T. The name "Bellman", in white letters 6" high, on the right-hand side of the turret is in a green rectangle similar to the background colour of the WD numbers, although it does not seem to be as dark as the serial numbers background. This gives me the impression that it may be orange or dark yellow, this may not be in line with practice at that stage but what is? What paint was available in the workshop? I also think that the square tactical marking was painted first, then all the rest, even an overpainting of this tac emblem. The close-up reveals that scratch marks on the tactical marking is clearly evident. Armour Recognition Insignia This is the only part that seems to be in line with what we know to be correct. It would also serve as an additional recognition marking and would not compromise the tank in any way as this emblem is usually not seen in a hull-down position. Clearly visible in this view, is the 7th Armored Division's badge on the right track sand guard and nothing on the left - it may have been censored but why only the AoS marking and not both? These were then superimposed onto the original drawing in three different shades. The basic colour, one shade up and one down to allow for weathering, shades, film, etc. This was then converted to grey scale and a visual comparison made. Colours that did not match were deleted. The closest possible match was used for the colour art drawings. I like the results speak for themselves, although it may not be an acid test that can be proved beyond reasonable doubt in a court of

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law. I do think it may be quite accurate and may give a higher degree of accuracy that the horrible blue colours that one finds on many a model.



Chapter 4 : camouflage markings | eBay

*Used - Good, Versandfertig in 1 - 2 Werktagen, Armor Camouflage & Markings, North Africa - Mit Altersspuren. Mit Altersspuren. Versand aus Deutschland.*

Panzer-Division, Introduction Both before and during the Second World War, German armor camouflage went through a series of changes. Some of the colors and patterns used, especially during the late-war years, are still subject to much discussion. The camouflage patterns described below mainly apply to armored vehicles. Still, it is not uncommon to see German soft-skinned vehicles with more or less standardized camouflage patterns. It is important to note that, while the current Bundeswehr color standard uses some of the same color names, the colors are different from the ones used during the war. Pre-war, Between and 19 July , German tanks were painted in the Buntfarbenanstrich colorful paint pattern. The pattern used three colors: The colors were sprayed onto the vehicle in the wavy pattern, with a different pattern for each vehicle. The borders were to be either feathered, or bordered by one to three centimeter wide stripes of RAL Nr. Pz Kpfw I with pre-war Buntfarbenanstrich pattern. Early-war, On 19 July , it was ordered to change the camouflage pattern to Dunkelbraun Nr. Vehicles already painted in the Buntfarbenanstrich were not to be painted in the new pattern, unless they were to be re-painted anyway. On 7 November , it was ordered that all vehicles were to be re-painted by the individual units. At the same time, it was specified that the pattern should be a base coat of Dunkelgrau, with one-third of the vehicle covered in Dunkelbraun. The dark brown color was very dark, making it very difficult to distinguish the colors on black-and-white photographs. Most photographs therefore appear to show the vehicles painted in a monotone pattern. Sd Kfz with a Dunkelgrau and Dunkelbraun camouflage pattern. Mid-war and North Africa, After 12 June , units stopped buying paint directly from the suppliers. Instead, paint was issued directly to the units, with Dunkelgrau being the only issued color. On 31 July , to save paint, it was ordered that armor should only be painted Dunkelgrau. Small items should only be painted in one color. There are examples of vehicles in Europe in and with a two-tone pattern. The most likely explanation is that vehicles intended for North Africa, and painted at the factories, were re-routed to European units. Late-war, On 18 February , all vehicles were ordered to be painted in a base coat of Dunkelgelb RAL dark yellow. Only small pieces of equipment were to retain their previous color. It was then applied by the maintenance section, which allowed the pattern to match the terrain. This also resulted in a wide variety of patterns, from elaborate sprayed camouflage, to patterns that look like they were smeared on with a broom and rag. To standardize and improve camouflage patterns, on 19 August , it was ordered that all vehicles were to be painted at the factory. On top of each color, small dots of the other two were applied. This pattern was created to give the appearance of the sun shining through forest foliage. In mid-September , vehicles started leaving the factories in their red oxide primer, with only sparse camouflage. Furthermore, Dunkelgrau could be used if Dunkelgelb was unavailable. Despite this order, there has never been any evidence that Dunkelgrau was actually used. Sd Kfz on the Western Front, in a carefully painted camouflage pattern. During , it was ordered to start leaving the interior in the red oxide primer. Areas visible from the outside of the vehicle were generally painted in the exterior base color. There are, however plenty of photographs showing interior colors on the inside of doors, etc. Color Variations While the colors were standardized, there were slight variations from manufacturer to manufacturer. Different application methods, especially when the paint was applied in the field, could also affect the result. Determining the original color of preserved equipment can be unreliable. Aside from the risk of the equipment having been re-painted after the war, paint colors can change over time. For example, Dunkelgelb has a tendency to turn darker over time. Museum vehicles are rarely re-painted correctly. While some museums do research the camouflage, such research is often based on articles written for modelers. As such articles may, in part, be based on museum vehicle paint jobs, this practice can likewise lead to wrong conclusions. Using photographs to determine color can be next to impossible. Many factors can change the appearance of a color on a black-and-white photograph. Lighting and angle can make dark colors

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appear light, and light colors dark. Some black-and-white films will make red colors appear darker than green, while other will make green colors darker. Dust can make a vehicle painted Dunkelgrau appear Dunkelgelb. While many Second World War photographs were posed, most were either taken in combat conditions or by soldiers with little, if any, training in taking photographs. In such conditions, it is much more likely that what appears to be an anomaly is in fact some optical illusion, rather than a factory worker disobeying orders to paint a single vehicle in an unauthorized color. Whitewash During the first winter on the Eastern Front, it became apparent that Dunkelgrau vehicles became very easy targets in the snow. To solve this, white paint was issued. The paint was water soluble, so that it could be easily removed in the spring, or run off when it started to rain. Unit markings, Balkenkreuze, and other markings were usually left in their original base color, to avoid having to repaint the markings. As there was not enough white paint available to paint all vehicles, non-combat vehicles were generally not whitewashed. Some vehicles also received only partial whitewashes, such as in stripes or only on the front. Some even used chalk, white sheets or stacked snow, when no paint was available. Sd Kfz in the snow, in its original Dunkelgrau base color. Whitewashed Sd Kfz 2. Field Camouflage Germany had camouflage nettings and camouflage tarps, but did not generally use them for vehicle camouflage. Instead, small rings were welded to the sides, to which foliage could be attached using wire. During the late-war years, large piles of pre-cut branches were sometimes left at roadsides, to allow retreating units to quickly camouflage their vehicles. Nashorn camouflaged with branches. Camouflage of the German Panzer Forces The Quest for Combat Supremacy. Schiffer Military History, Last updated

### Chapter 5 : Blitzkrieg: Armour, Camouflage and Markings | eBay

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