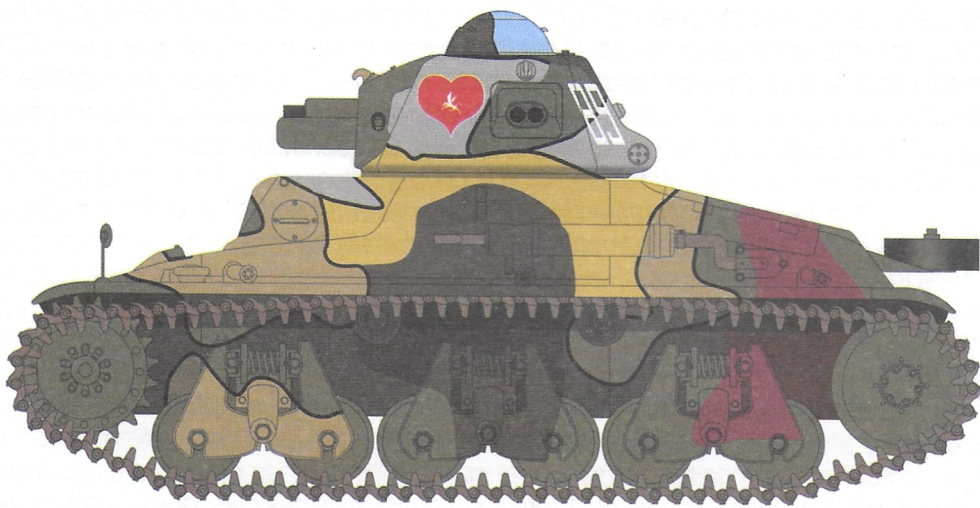


# HOTCHKISS H 35



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At the start of the 1930s, the French army still had not found a replacement for the FT tank, which had become obsolete. The arms budget rose steeply as the international situation started to deteriorate. While the military authorities delayed publishing the specifications for a new tank, the director of HOTCHKISS took the initiative to meet with members of the High Command, using a plaster model to show them what they could expect from existing military technology. It is from these discussions that the light tank programme was born. That, in turn, meant he was able to present his draft proposal six weeks before the official programme was published, pipping all his competitors to the post. The army's wishes shifted towards a small, lightweight tank with a weight limit of five or six tons. It also envisaged a casemate tank without a turret, to lighten it. The light tank programme was published on 2 August 1933, although HOTCHKISS had already received an order for three prototypes several weeks earlier. The first two were presented to the Vincennes Commission on 18 January 1935. These were casemate tanks with bodies made of cast steel, which was rather innovative for the time. But they no longer met the new specifications, as the new 25 mm gun was now in mass production, and its munition easily pierced the 30 mm armour that had appeared quite sufficient a year earlier. The armour thickness requirement was therefore increased to 40 mm. Taking the Commission's opinion into account, the manufacturer completely redesigned his tank and presented prototype number three on 19 August 1935. The machine he presented was now equipped with the brand new APX R turret armed with a 37 mm SA 18 gun. This gun was recovered from reformed FT tanks because there were still significant stocks of ammunition for this weapon. That way the manufacturer saved time and money on developing a new weapon that was still tricky to produce. During testing the tank revealed major defects that led to it being dismissed by the Infantry, which had already ordered mass production of the RENAULT tank. The career of the HOTCHKISS tank would have stopped right there were it not for the intrusion of politics in military affairs. It was the new War Minister, Jean Fabry, who saved the tank from the oblivion facing it. Eager not to displease the Minister, General Gamelin decided to give them to the Cavalry to complete its battle regiments at low cost, as the SOMUA tanks were expensive. So, on 10 May 1940, 300 HOTCHKISS tanks were assigned to the Cavalry. A first contract for 200 tanks was accepted on 6 November 1935, enough to equip eight combat squadrons. It was followed by a second contract for 100 additional machines on 7 September 1936. Meanwhile, the Infantry, who had just noticed that the RENAULT R 35 tank production rates were much too slow to equip its battalions, went back on its decision and in turn ordered 100 tanks on 23 January 1937 to equip two of its battalions. Given the name "light tank model 1935 H", the 400 machines were received between July 1936 and September 1938. This first version of the tank is recognisable by its backward-sloping engine hood housing a 75 horsepower engine. The viewing equipment, the Chrétien diasscopes, were considered dangerous because the optical glass shattered under impact and risked injury to the crew. They were to be replaced by much safer episcopes over the course of 1939. Other defects were observed and manufacture was stopped at the 400th tank.

The camouflages patterns suggested in the box pertain to both tanks that belonged to the first DLM (Light Mechanical Division). The one belonging to the 18th Dragons, with its Chrétien diasscopes, represents the tank as it was in 1937. The 4th Cuirassier Regiment had a tank that took part in the fighting from May to June 1940. It belonged to the Aussel platoon and was likely destroyed during the fighting on the afternoon of 19 May in the Louvignies-Quesnois area of northern France.

#### **SPECIFICATIONS:**

Overall length	: 4.22 m
Overall width	: 1.956 m
Overall height	: 2.15 m
Wheelbase	: 3.50 m
Caterpillar track	: 1.545 m
Ground clearance	: 0.40 m
Total weight in running order	: 11370 kg
Hotchkiss engine, 6 cylinders in-line	: 86 x 100
Power	: 75 hp
Maximum rating used	: 2700 rpm
Gearbox	: 5 speed
Maximum slope	: 70 %
Sharp edged snag	: 1.8 m
Vertical obstacle clearable	: 0.7 m
Clearable for depth	: 0.85 m



3  
Vert Brunswick brillant  
Gloss Brunswick green  
Glänzend-Dunkelgrün



24  
Jaune mat  
Matt yellow  
Matt Gelb



33  
Noir mat  
Matt black  
Matt-Schwarz



34  
Blanc mat  
Matt white  
Matt-Weiss



53  
Gris métallique  
Gunmetal  
Metallgrau



60  
Ecarlate mat  
Matt scarlet  
Matt-Scharlachrot



61  
Chair mate  
Matt flesh  
Matt-Hautfarbe



64  
Gris clair mat  
Matt light grey  
Matt-Hellgrau



71  
Chêne satiné  
Satin oak  
Satin-Eichgrün



73  
Lie de vin mat  
Matt wine  
Matt-Wein



89  
Bleu moyen mat  
Matt middle blue  
Matt-Mittelblau



96  
Bleu RAF mat  
Matt RAF blue  
Matt-Luftwaffenblau



99  
Jaune citron mat  
Matt lemon  
Matt-Zitrogelb



102  
Vert armée mat  
Matt army green  
Matt-Armeegrün



110  
Bois naturel mat  
Matt natural wood  
Matt-Naturholz



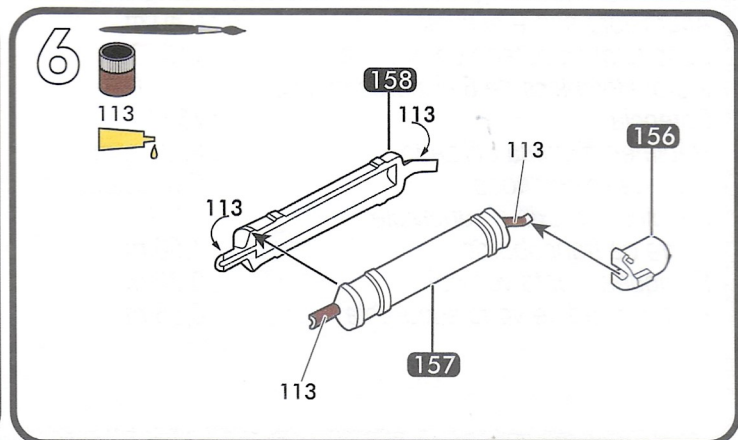
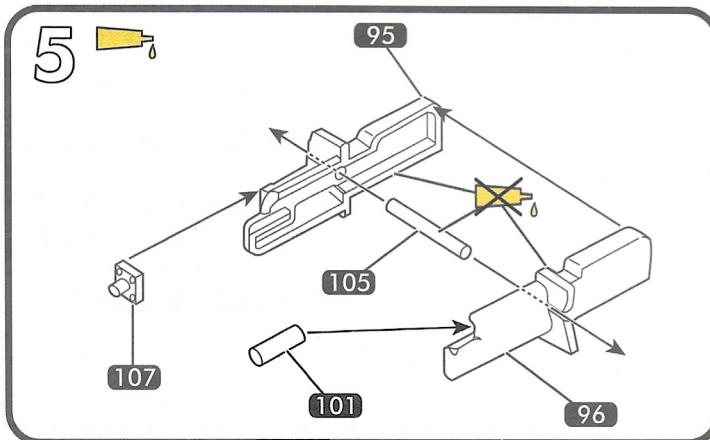
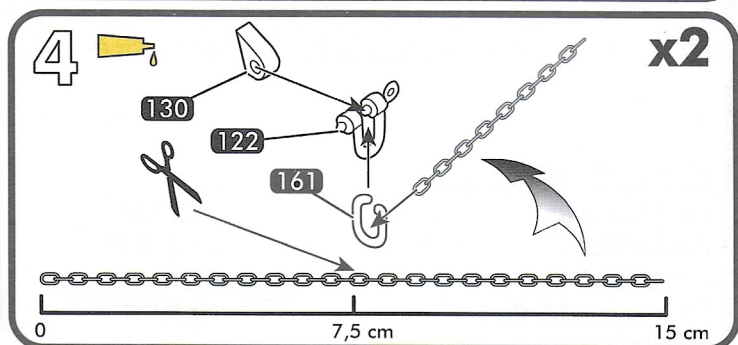
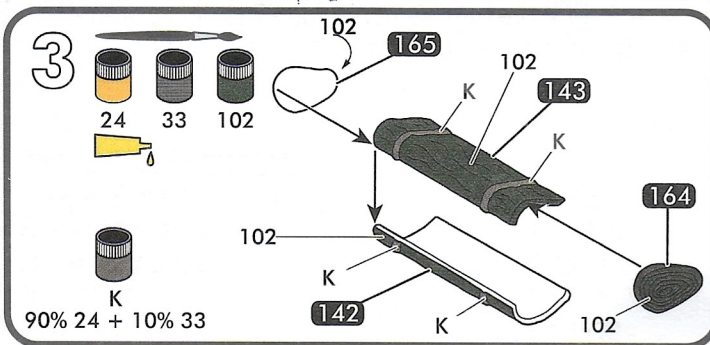
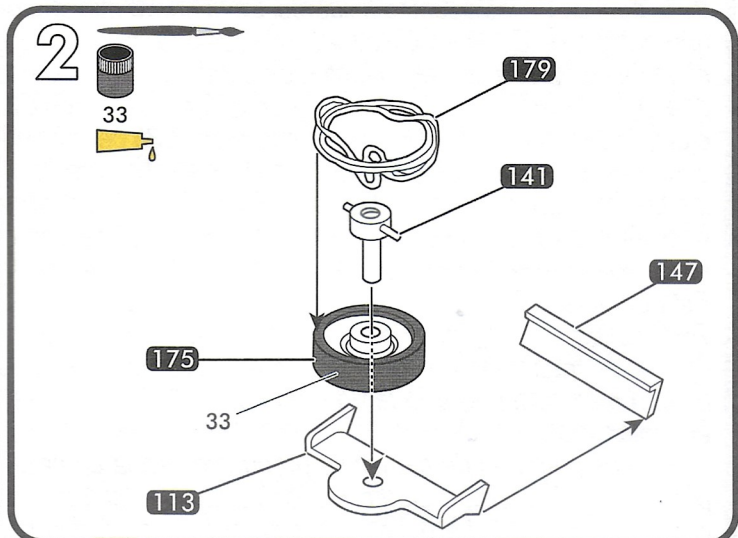
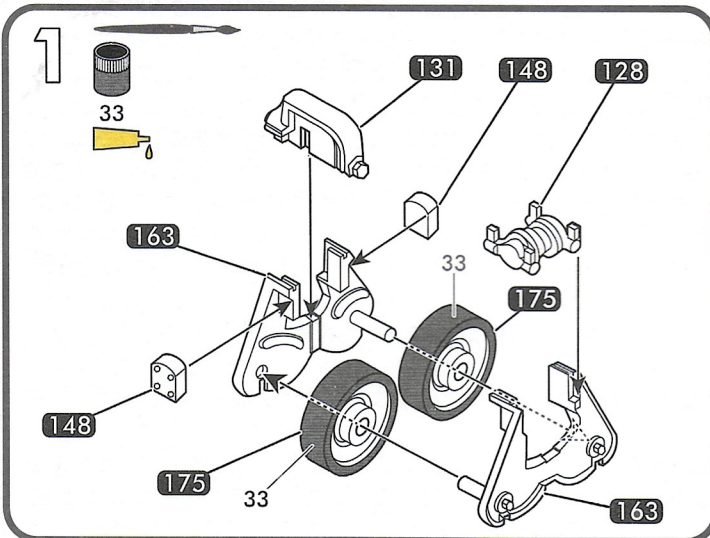
113  
Rouille mat  
Matt rust  
Matt-Rost

- Si aucune teinte n'est spécifiée, peindre dans les couleurs de la version choisie. Se reporter aux pages 13 & 14 pour le détail du schéma de peinture.
- When no color is specified, paint the item with colors of chosen version. Refer to pages 13 & 14 for painting pattern.
- Wenn keine Farbe angegeben ist, Teile mit den Farben des gewählten Version. Beachten Sie die Seiten 13 & 14 für die Lackierung und Markierung.
- Cuando ningún color es especificado, pintarle con los colores del tema de la versión elegida. Vea las páginas 13 & 14 para obtener detalles de pintura.

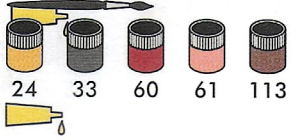
a • HOTCHKISS H 35, 18ème Dragons, 1937.



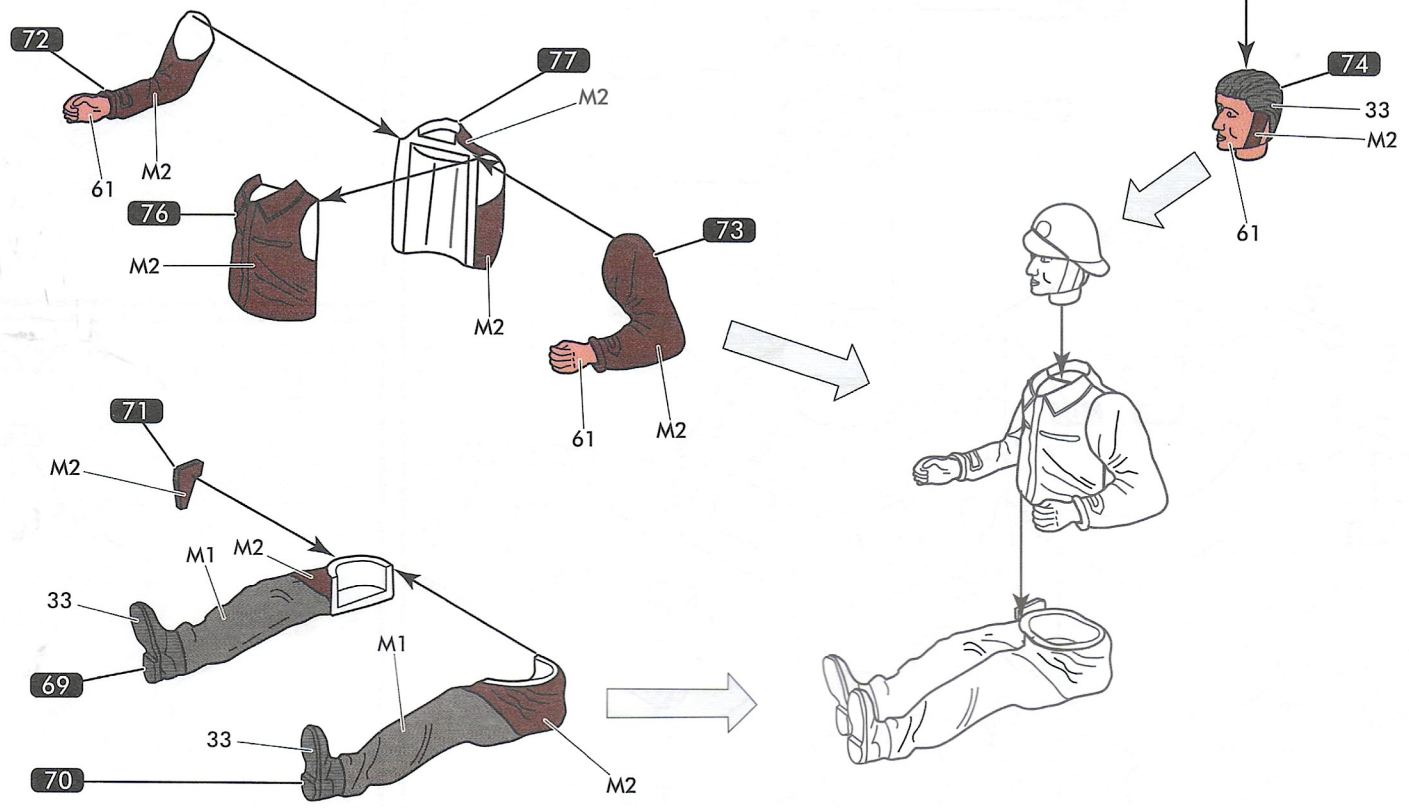
b • HOTCHKISS H 35, 4ème Cuirassiers, 1940.



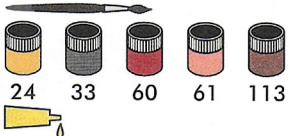
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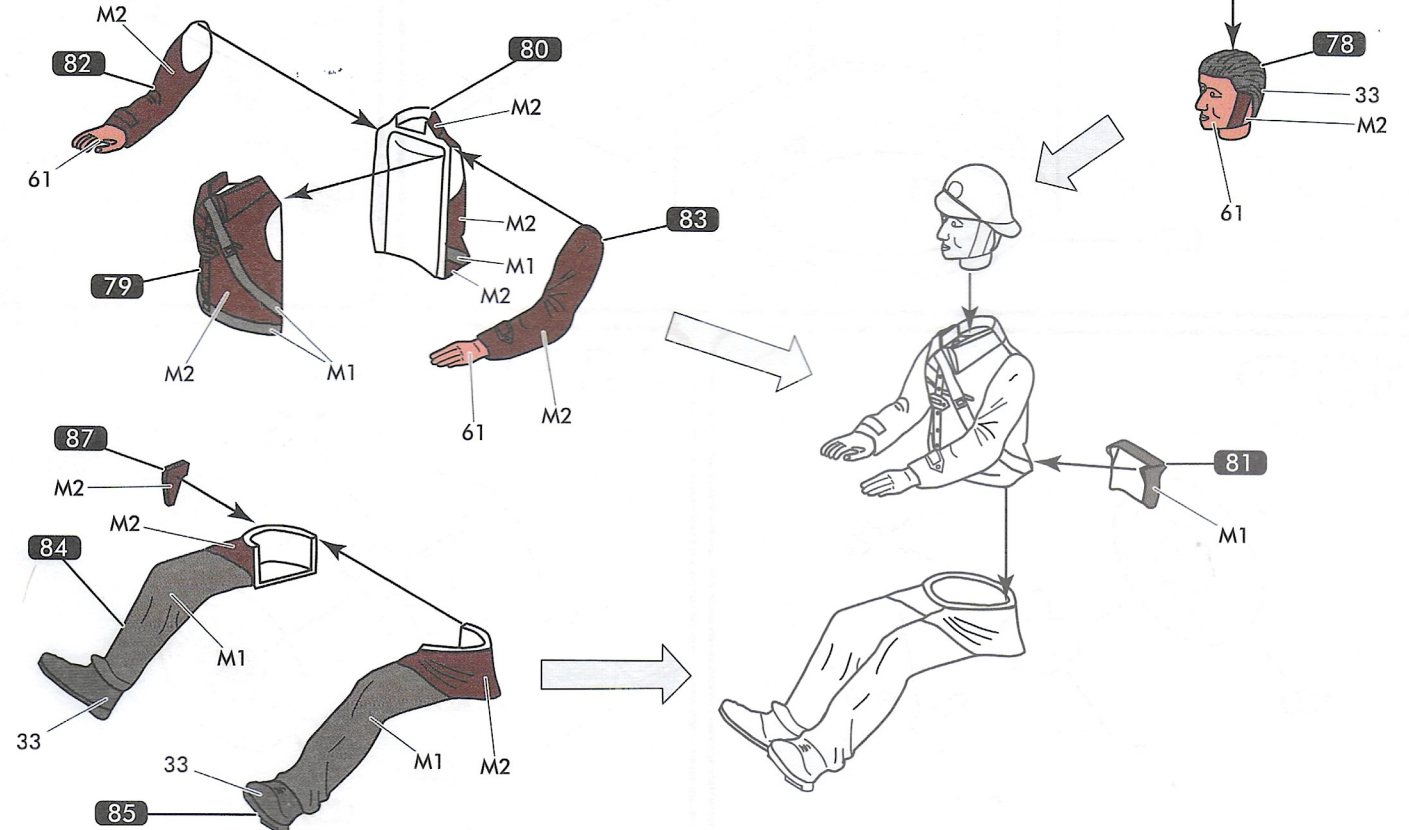
M1 M2  
90% 24 + 10% 33    10% 33 + 10% 60 + 80% 113



8

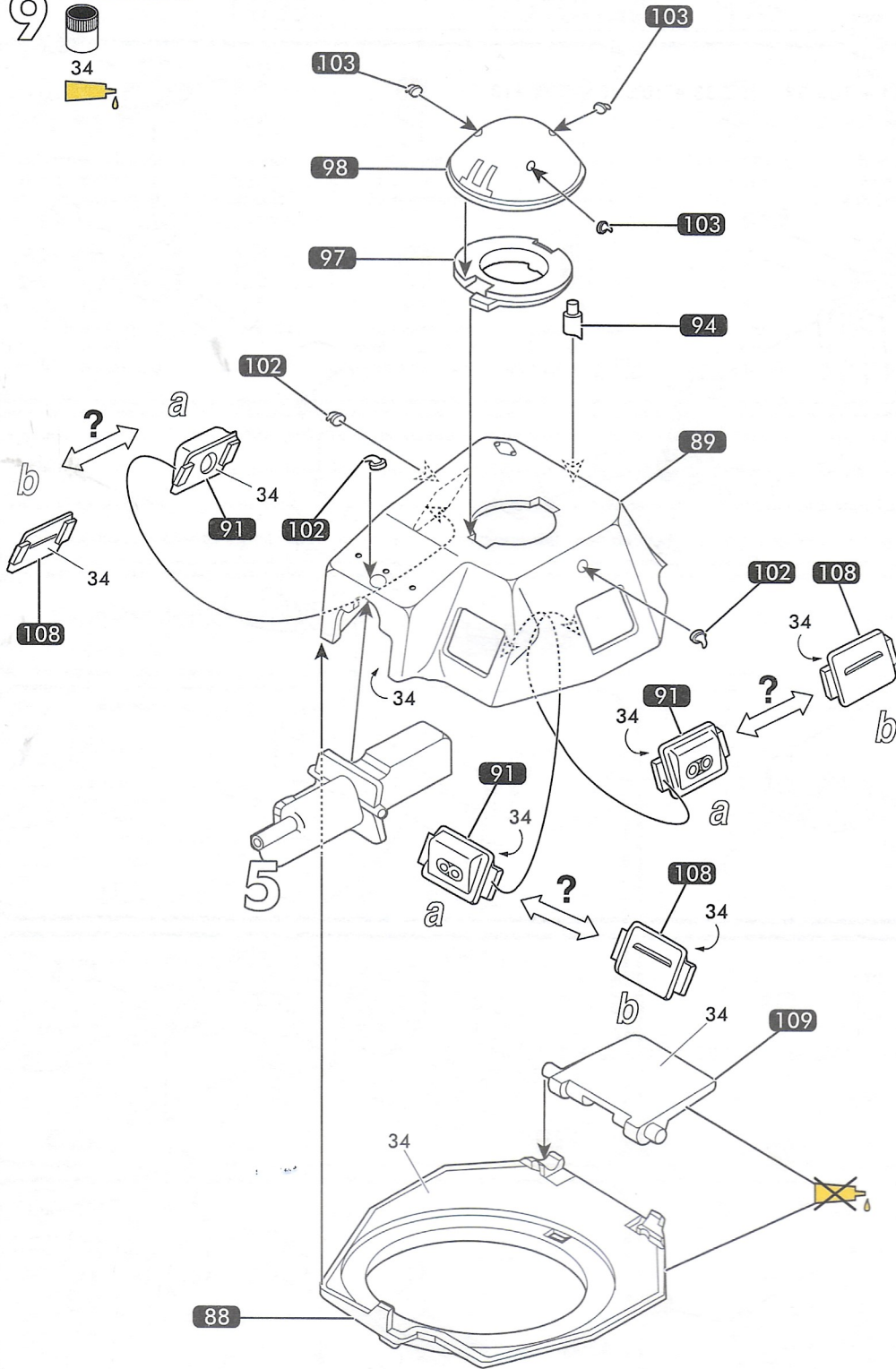


M1 M2  
90% 24 + 10% 33    10% 33 + 10% 60 + 80% 113

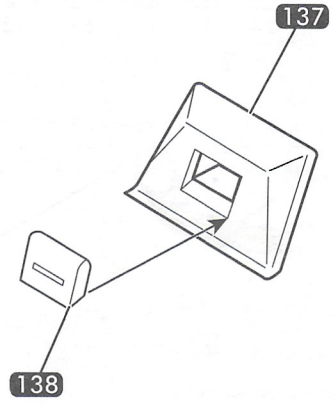


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9



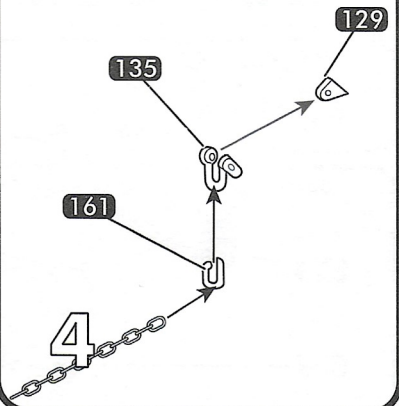
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11



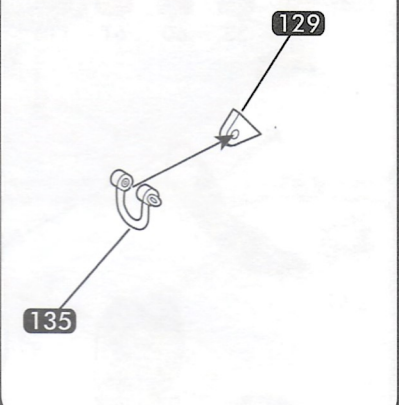
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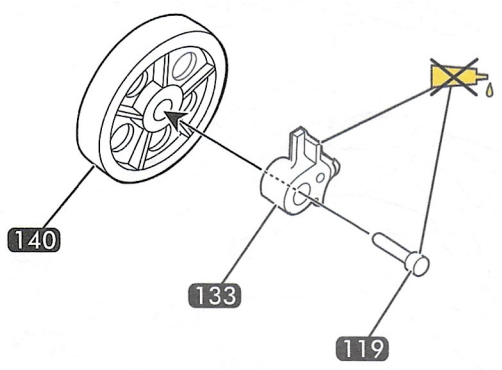
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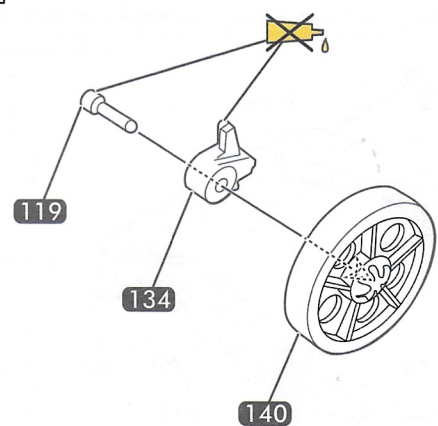
x2



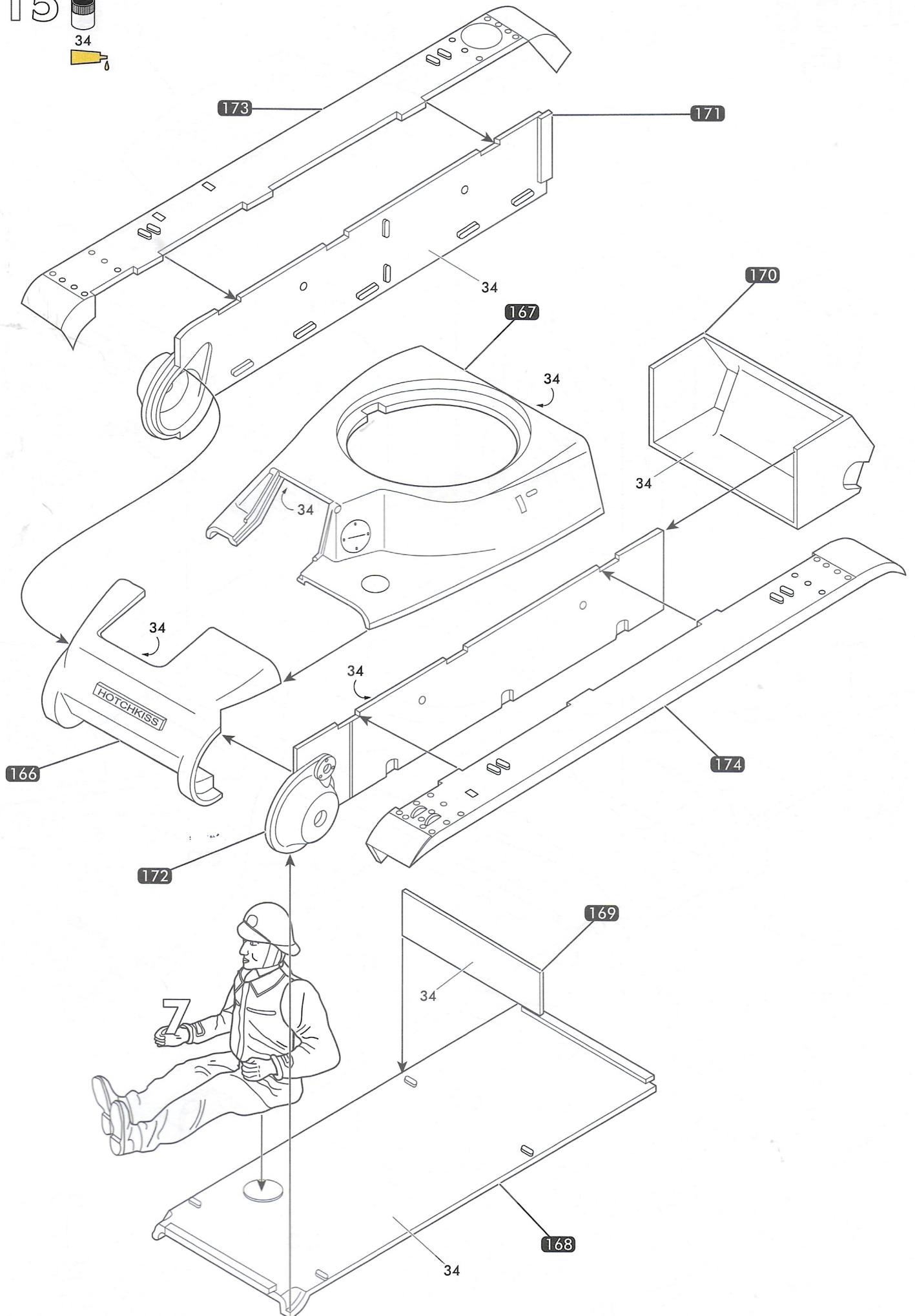
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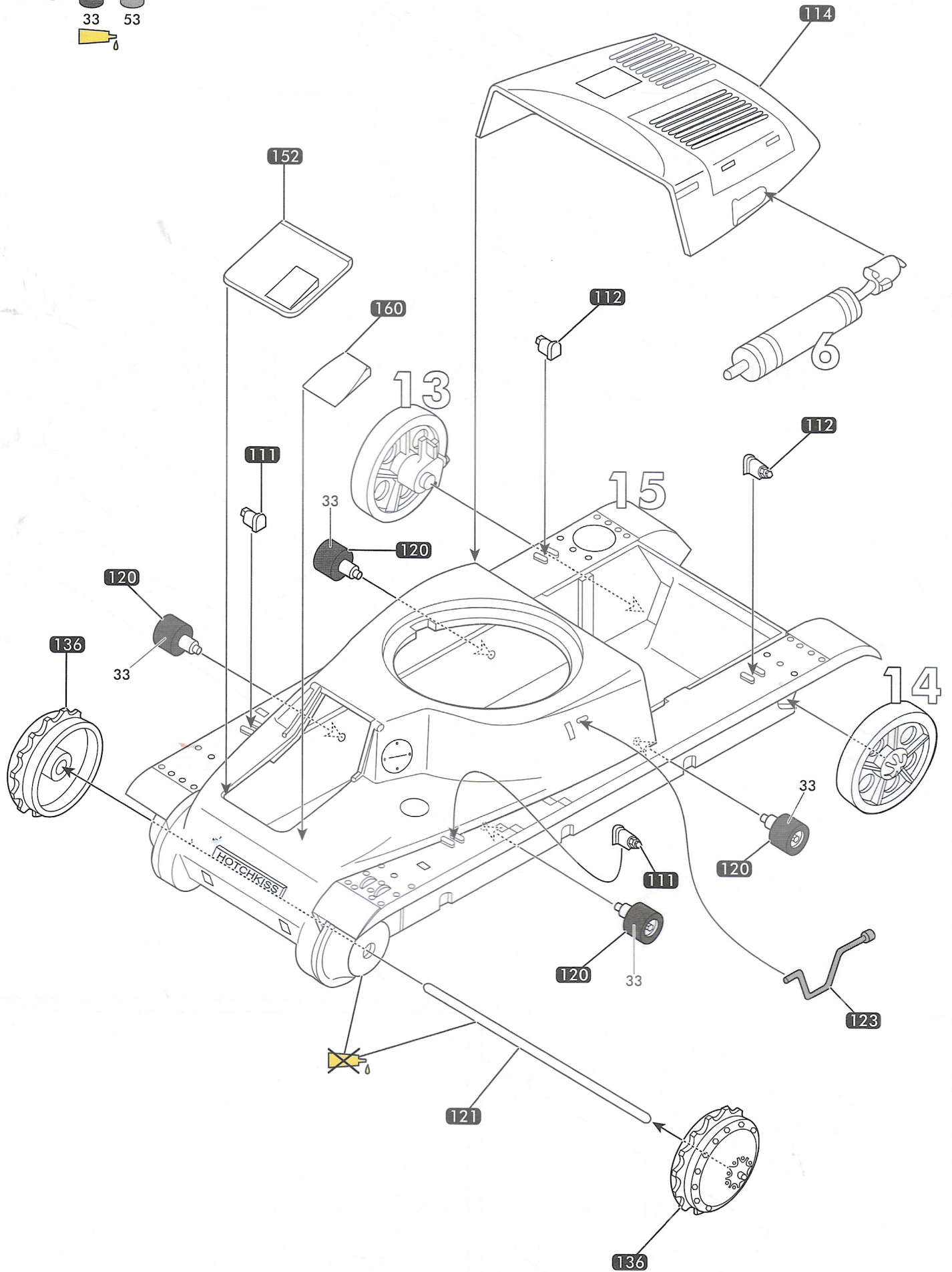
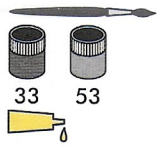
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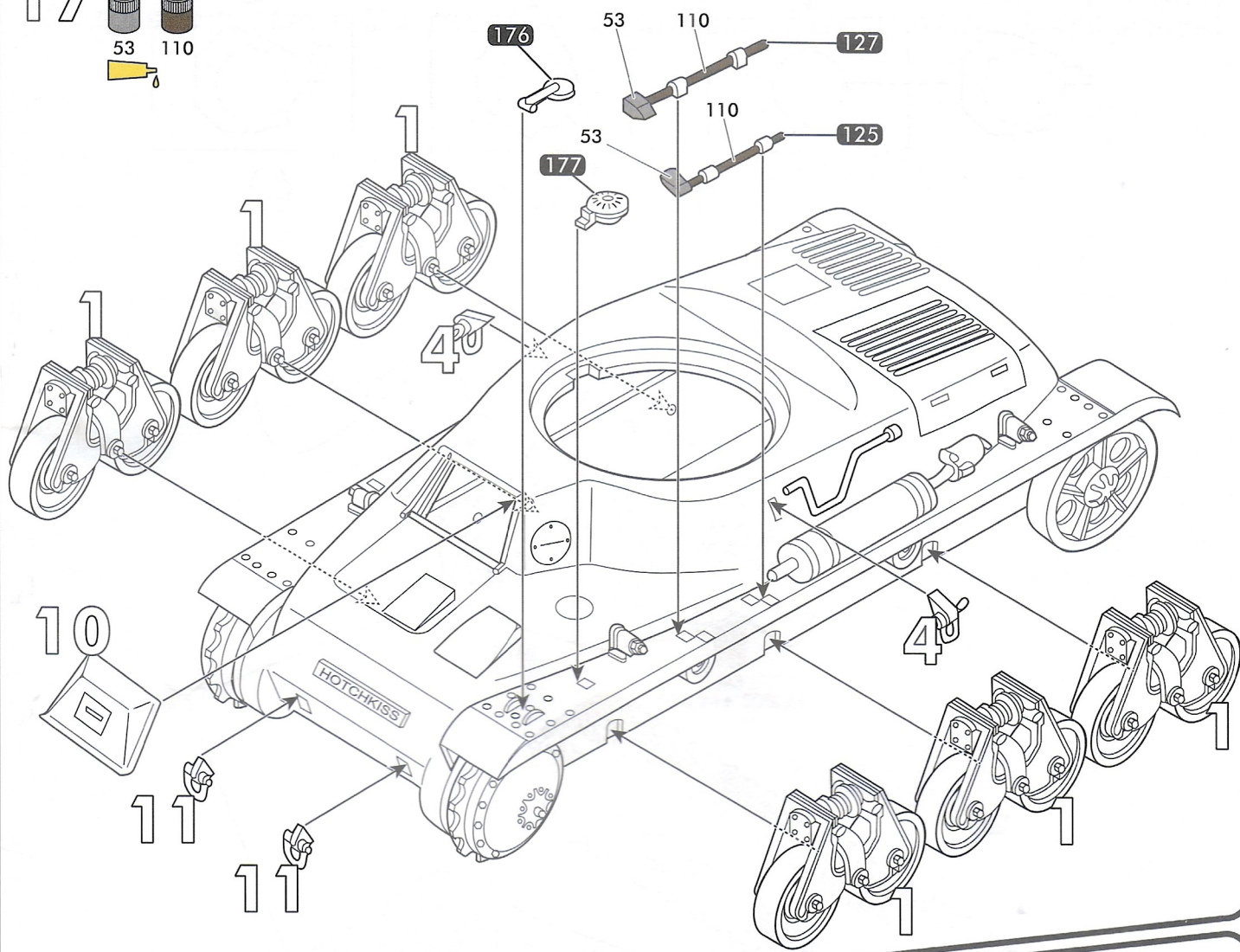
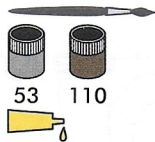
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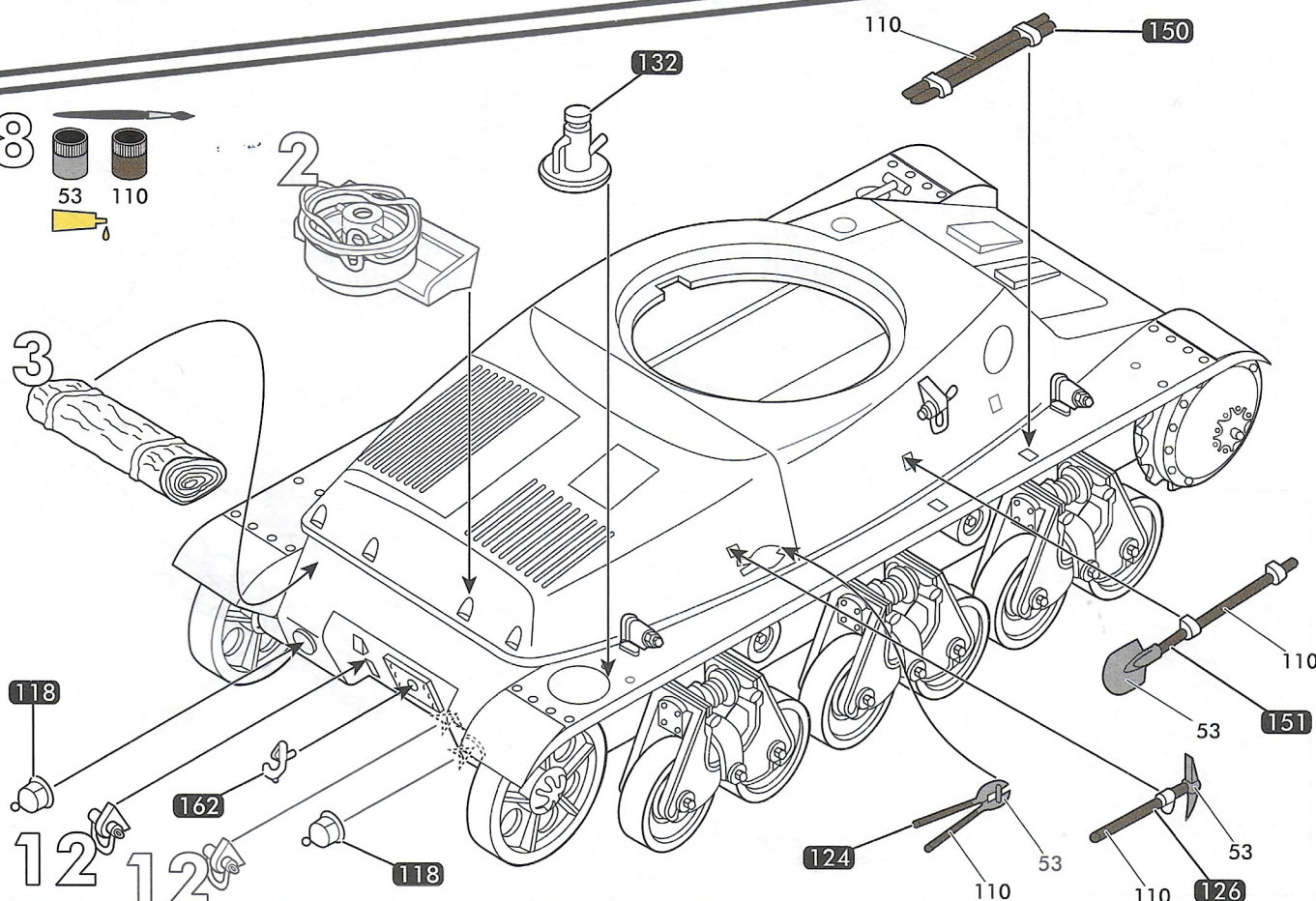
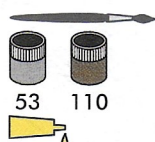
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# 17



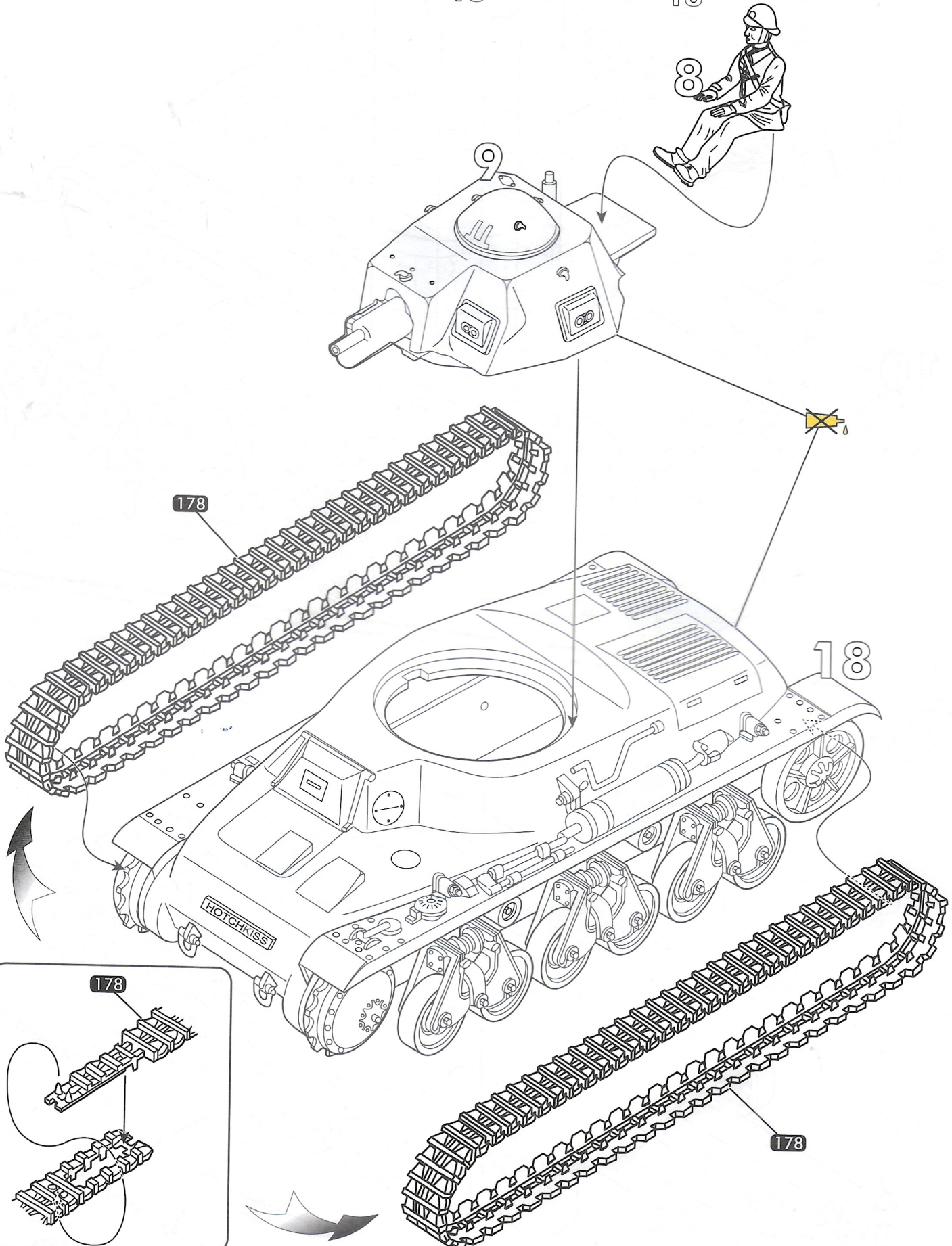
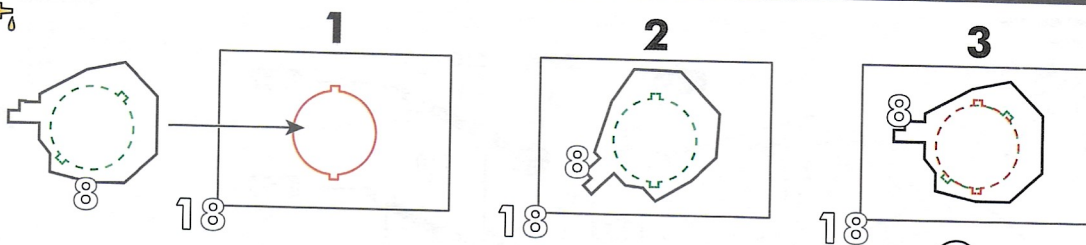
# 18



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19 





**Sépia**



M1

20% 60 + 80% 113

**Gris clair neutre**



M2

70% 34 + 30% 64

**Jaune d'ocre**



M3

50% 24 + 50% 71

**Pierre**



71

**Gris bleu clair**



M4

70% 34 + 30% 89

**Réséda**



M5

35% 3 + 50% 64 + 15% 99

**Violacé**



M6

60% 60 + 40% 96

**Vert foncé**



M7

15% 24 + 15% 33 + 70% 102

**Vert olive**

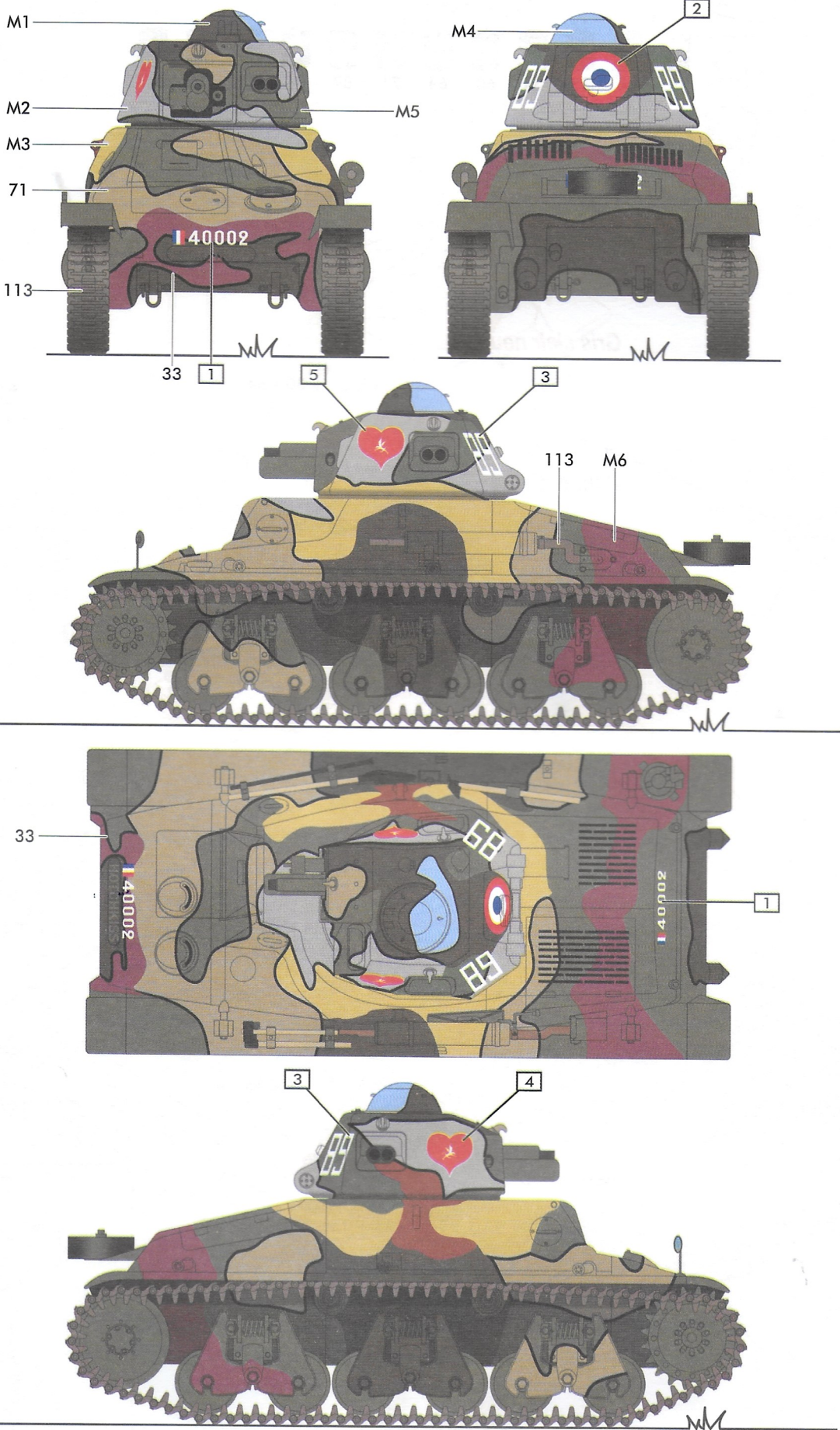


M8

20% 24 + 80% 102



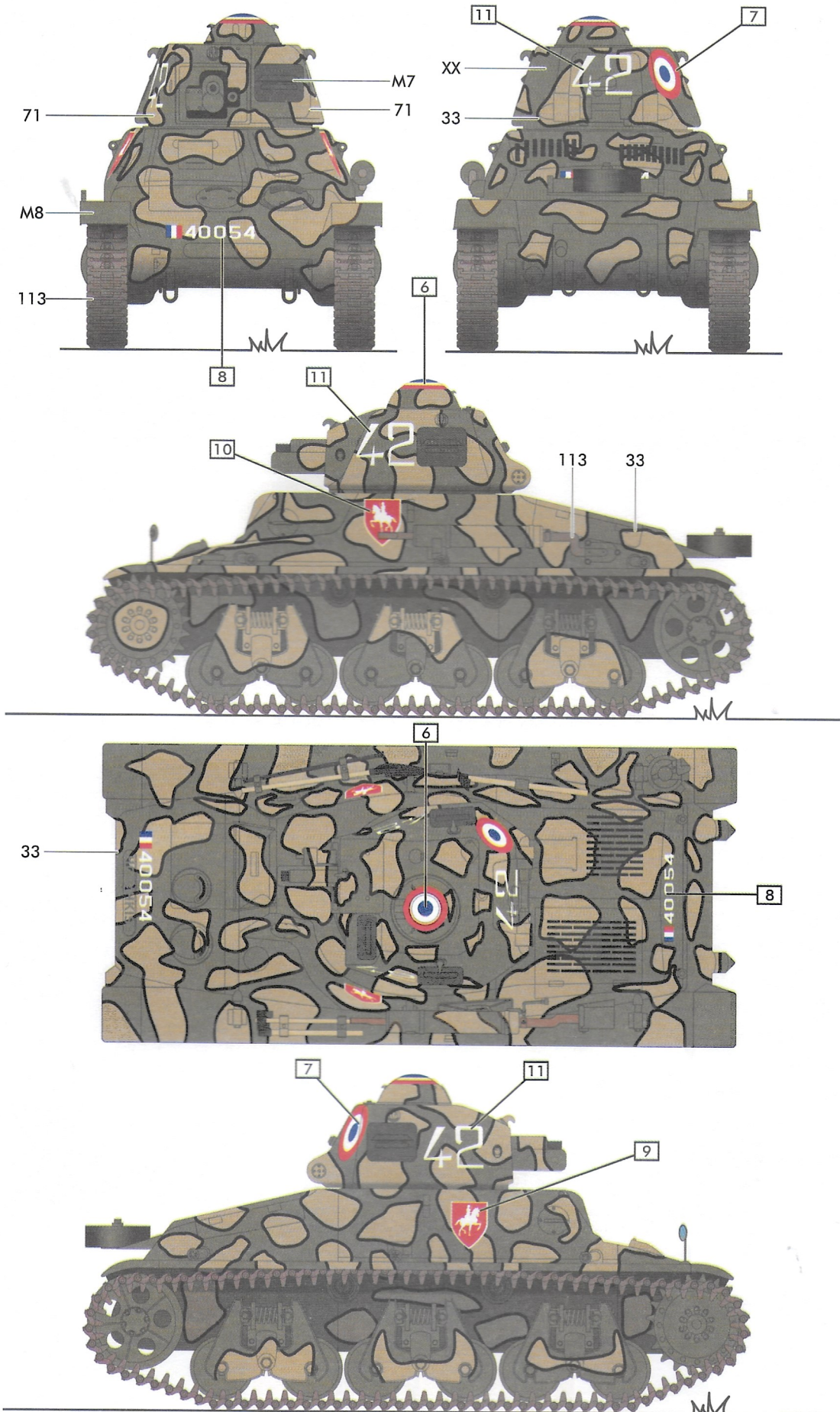
18ème Dragons, 3ème peloton, 4ème escadron, 1ère DLM, 1937



21



*4ème Cuirassiers, 3ème peloton, 2ème escadron, 1ère DLM, 1940*



**2** Numéro de phase  
Step number  
Schrittnummer  
Número de fase

**37** Numéro de pièce  
Part number  
Teilenummer  
Número de pieza

**56** Référence de couleur  
Colour reference no  
Farbangabe  
Referencia de color

**6** Numéro de decal  
Decal number  
Nummer von Abziehbild  
Número de calcomanía

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