

BRONCO

Bronco Models

BRITISH CRUISER TANK A34 'COMET' 英國A34彗星巡航坦克



The A34 'COMET' was the last British tank type to enter service before the World War II ended. In essence the 'COMET' was a re-design of the cruiser tank 'Cromwell' equipped the famous 17pdr (77mm) Mk.2 OQF gun. Although the 'COMET' were the first British tank to come near matching the German 'Tiger' & 'Panther' in general performance but it appeared too late to play any major British tank combat in W.W.II. The first unit issued with the 'COMET' tank was the 23rd Hussars, 11th Armored Division at Belgium theatre in January 1945. After the W.W.II, the A34 'COMET' tank continue served in British Army and take action to their former colony in North Africa, Middle East Asia & South East Asia until end of 20th century 60's. During the Korean War, the British Army sent a unit of A34 'COMET' tank to Hong Kong for defense purpose. Up till now the 'Hong Kong Coastal Defense Museum' still can found one of this A34 cruiser tank 'COMET' is displaying there with good condition.

A34「彗星」坦克乃英國最最後一款巡航坦克參與二次大戰戰事。雖然A34「彗星」坦克是一輛全新設計的坦克，但仍可看出其有「克倫威爾」坦克之影子。其配備了一門改良過極具威力之17磅(77毫米)Mk.2速射火砲，而且其新設計之輪組及履帶越野能力，綜合性能乃當時英製坦克中最強，並能與德軍「虎型」及「豹型」坦克相抗衡。但可惜由於其參戰較遲，只能參與大戰後期之戰役。大戰後A34「彗星」坦克仍然服役於英國駐德國西柏林部隊與東德之蘇聯紅軍進行冷戰。其後更追隨英軍參與北非、中東、及東南亞各地之大小戰事及前英殖民地香港之防務。至今香港之「海防博物館」尚有一輛此型坦克展示供遊人參觀。

ILLUSTRATION 圖示說明：

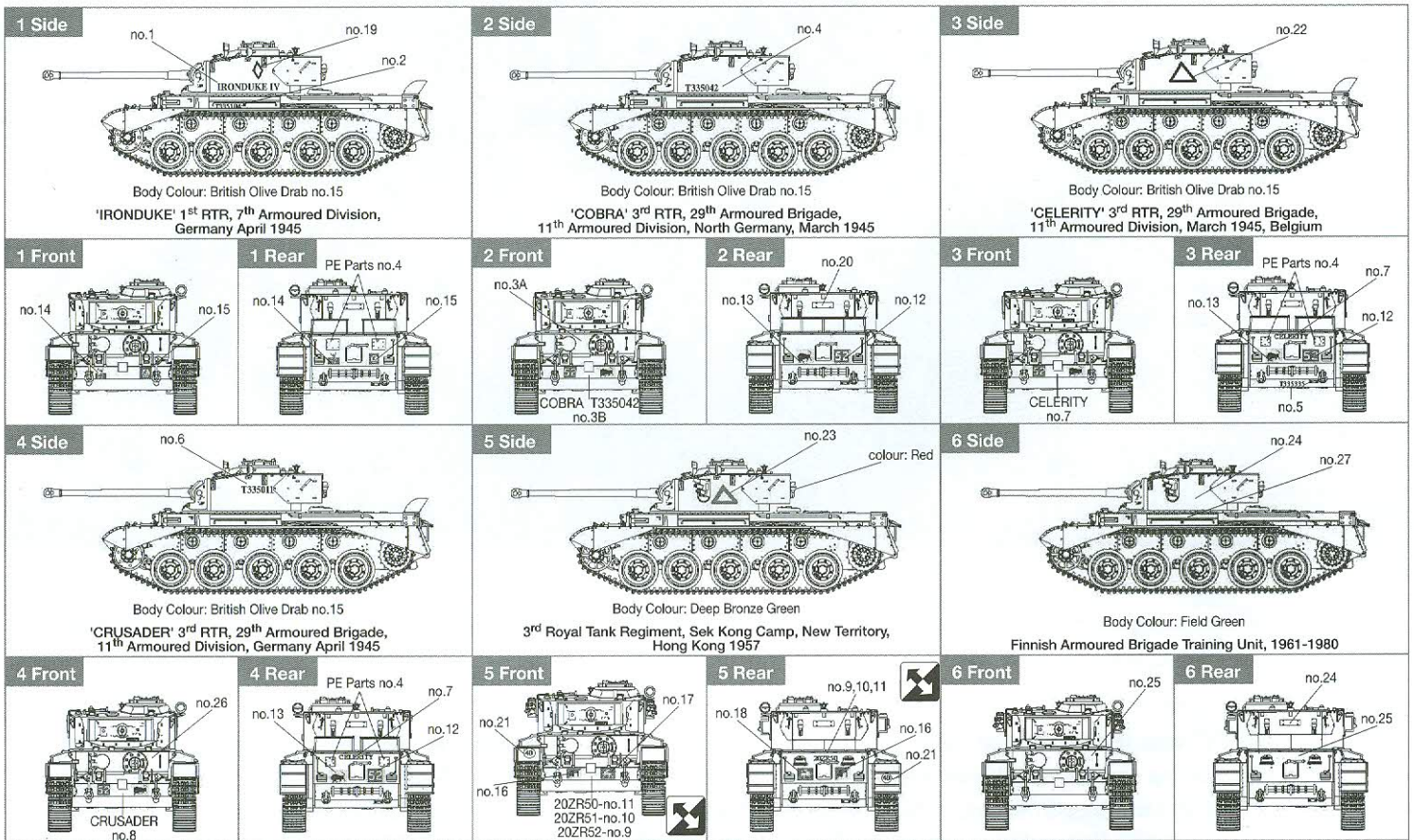
CORRECT METHOD FOR APPLYING DECALS 正確使用水貼紙方法：

1. Clean model parts surface with wet cloth.
將需要貼上水貼之部位表面擦乾淨。
2. Cut out the decal parts and dip them in cold water for 15 ~20 seconds.
將所需之貼紙剪下泡在清水裏約15至20秒。
3. Place it on correct position of the model kit.
將濕透之貼紙取出置放於正確之位置旁。
4. Slide off the decal from the base paper on to the model kit surface with a cotton stick.
用棉花棒輕推貼紙表面使其從底紙滑出至模型表面之正確位置。
5. When decal get dry then complete.
待其自然乾透後即完成。

ICON INSTRUCTION 圖標說明：



Decal Guide :



COLOR SUGGESTION 塗裝指引：

Gunze Sangyo	Hobby Color	Gunze Sangyo	Hobby Color	Humbrol	Tamiya
Red	紅色	H-3	C-3	19	X-7
Bronze Green	青銅綠	/	/	75	/
Silver	銀	H-8	J-8	11	X-11
Flat White	消光白	H-11	C-62	34	XF-2
British Olive Drab No.15	英式橄欖褐	H-52	C-12	163	XF-58
Khaki Green	卡其綠	H-80	C-54	/	/
Tire Black	車軌黑	H-77	C-137	85	XF-1
Steel	黑鐵	H-18	C-28	53	X10
Burnt Iron	燒鐵色	H-76	C-61	/	XF-56
Wood Brown	木啡色	H-37	C-43	160	XF-64
Field Green	田野綠	/	/	69 70%+ 33 30%	/

READ BEFORE ASSEMBLING

- Carefully Study instruction before assembling. 組裝前請閱讀清楚製作指引。
- Keep plastic model glue and tools away from children. 膠水、油漆及工具勿讓小孩接觸。
- Do not use cement or paint near open flame or sparks. 膠水及油漆勿接觸火種。
- Do not work in closed room. 勿在密封地方製作模型。

PARTS LIST 零件展示表：

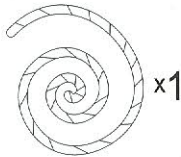
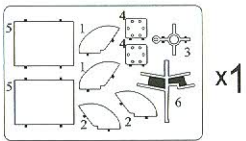
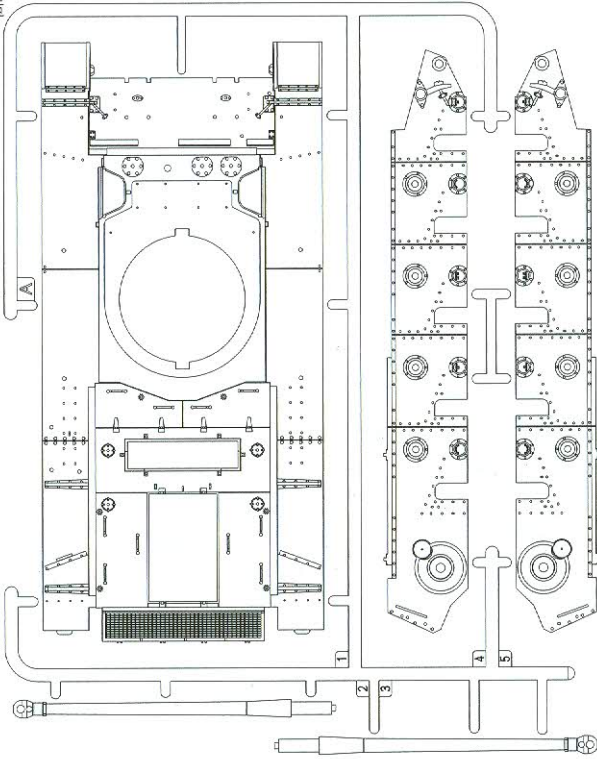


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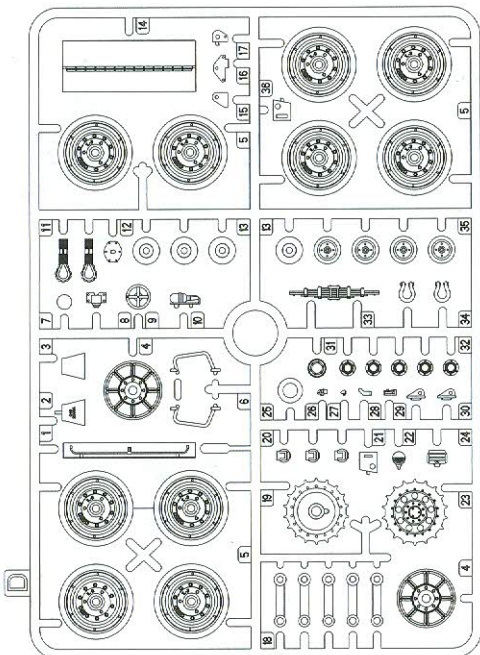
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Made in China
中國製造

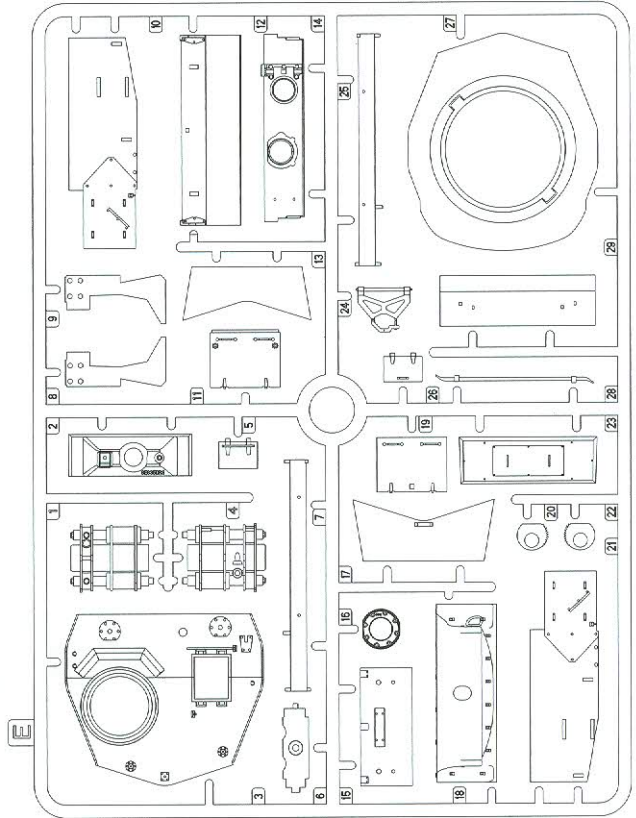
A x1



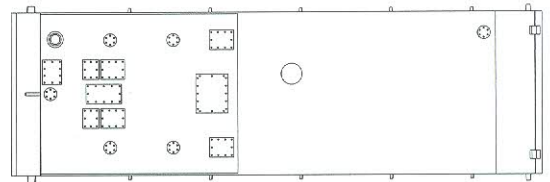
D x2



E x1



x1



F x1

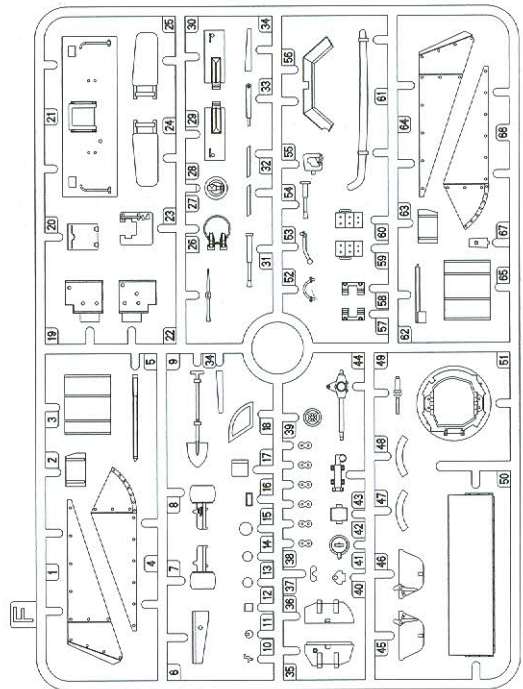
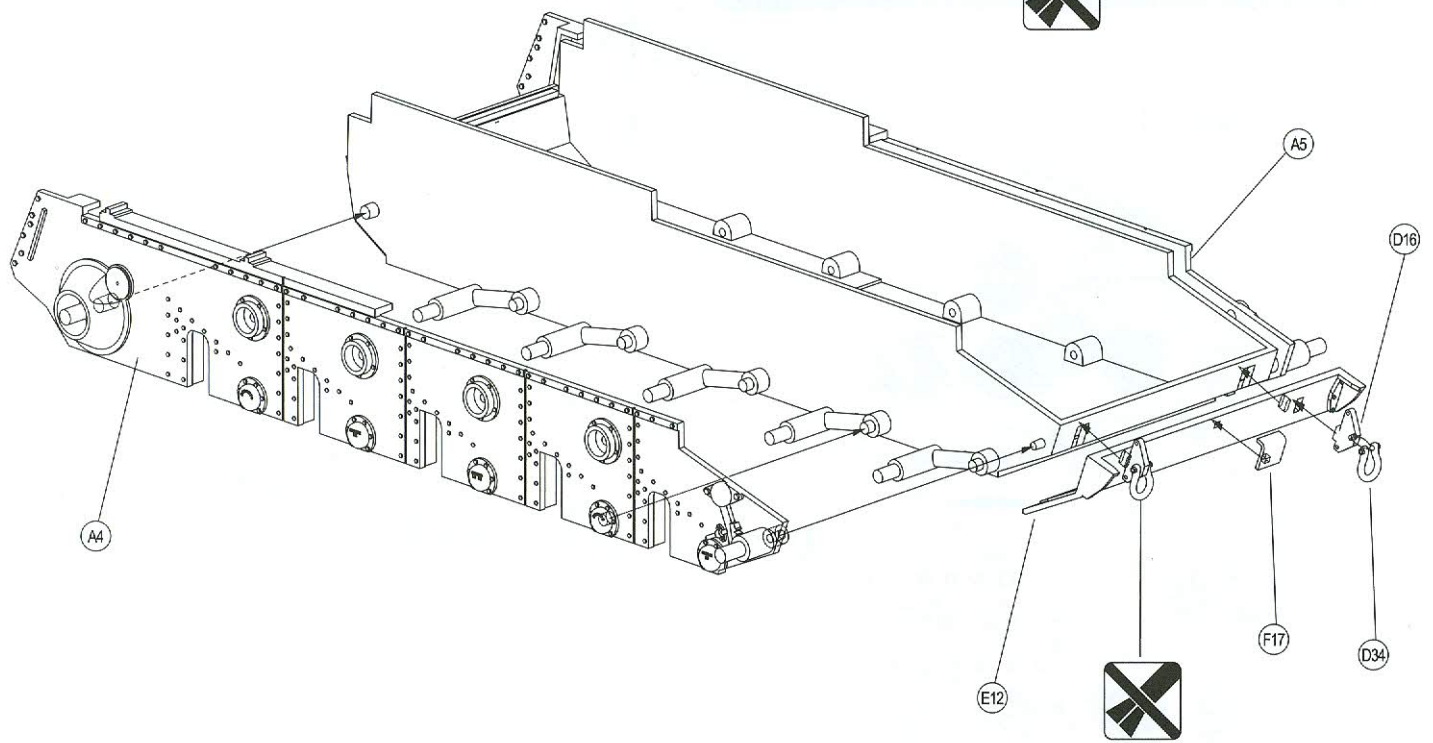
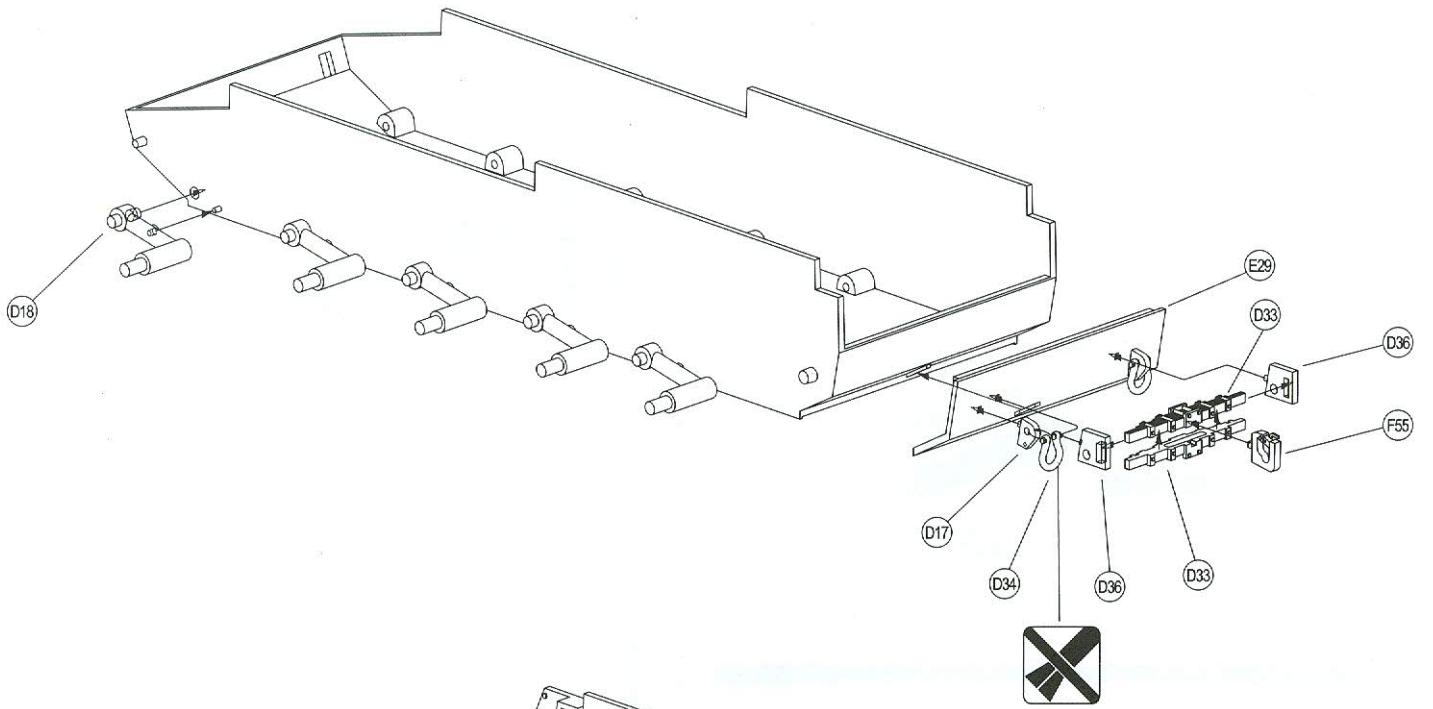


ILLUSTRATION 圖示說明：

1



2

W.W.II version please use the Resin Idler Wheel.
 製作早期型坦克請使用此組樹脂回轉輪，製作中後
 期型坦克請使用D4。

Tire Black
 車軟黑色

x2

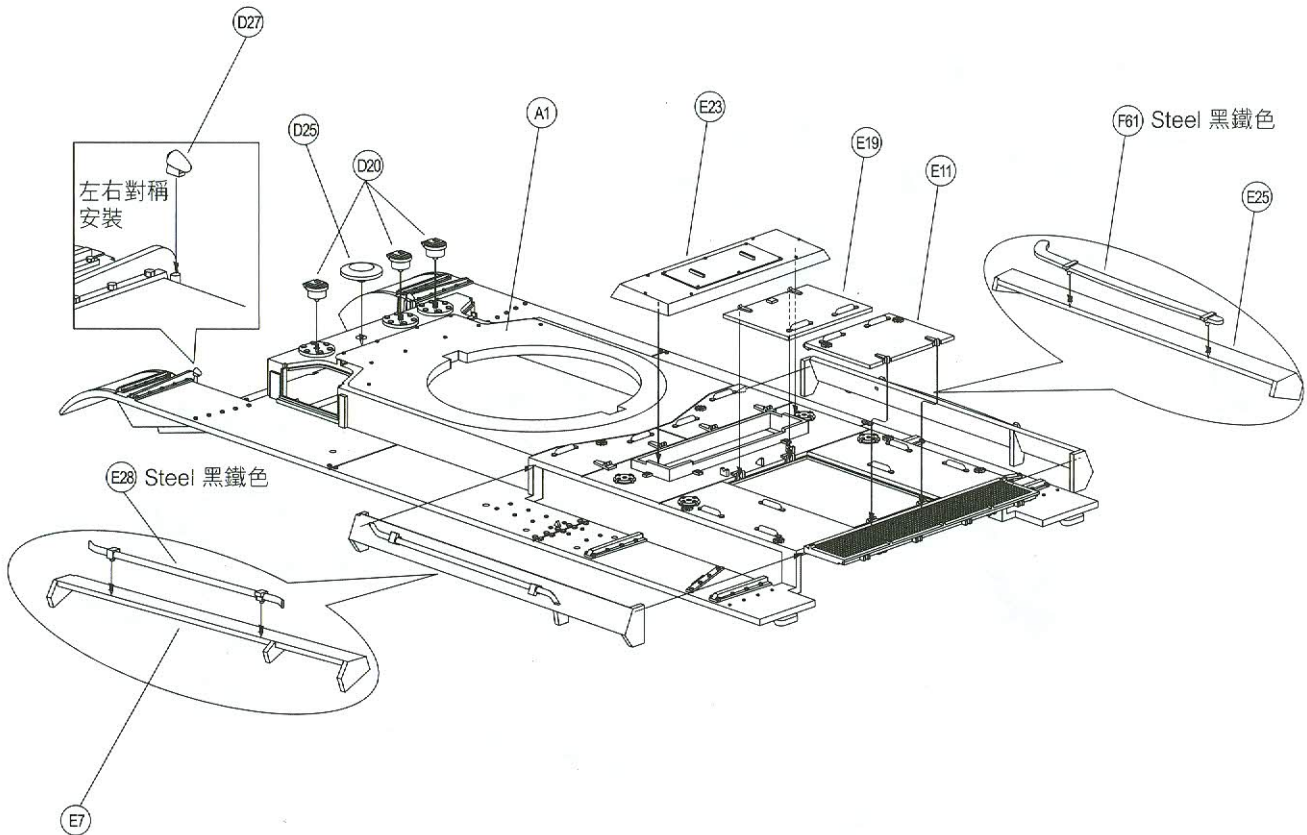
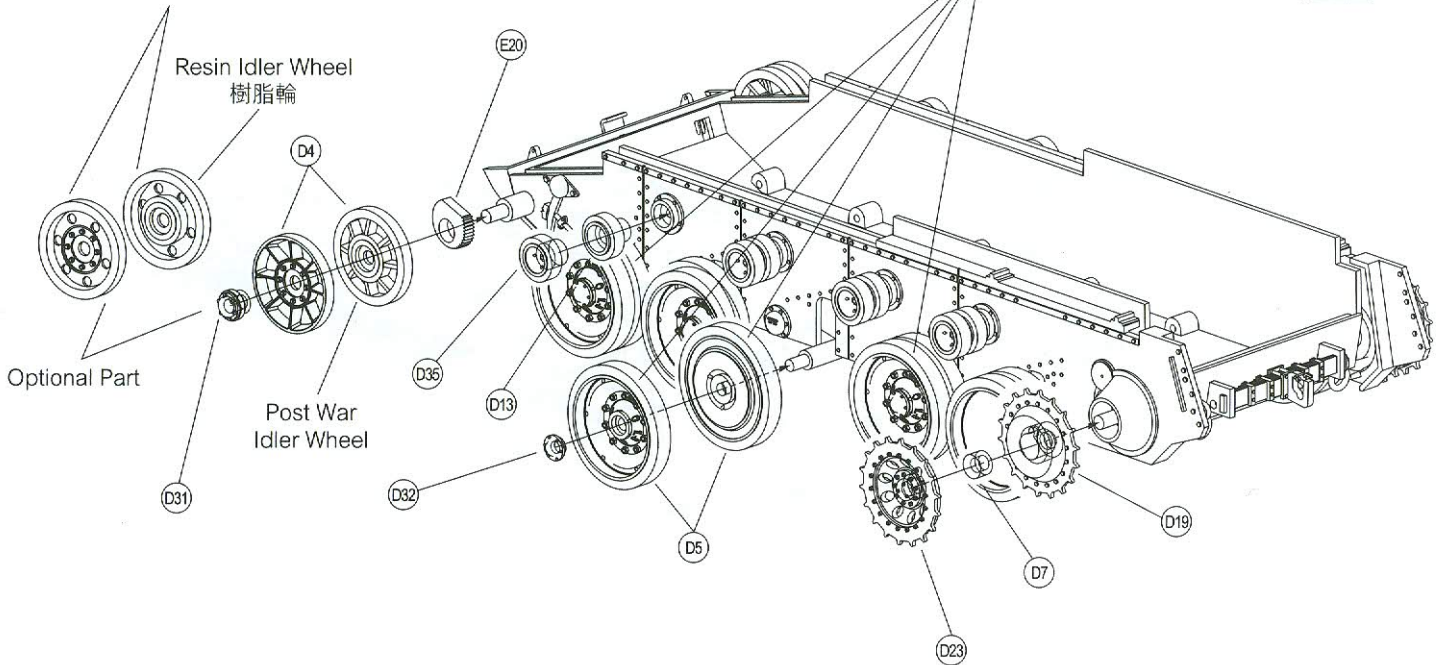
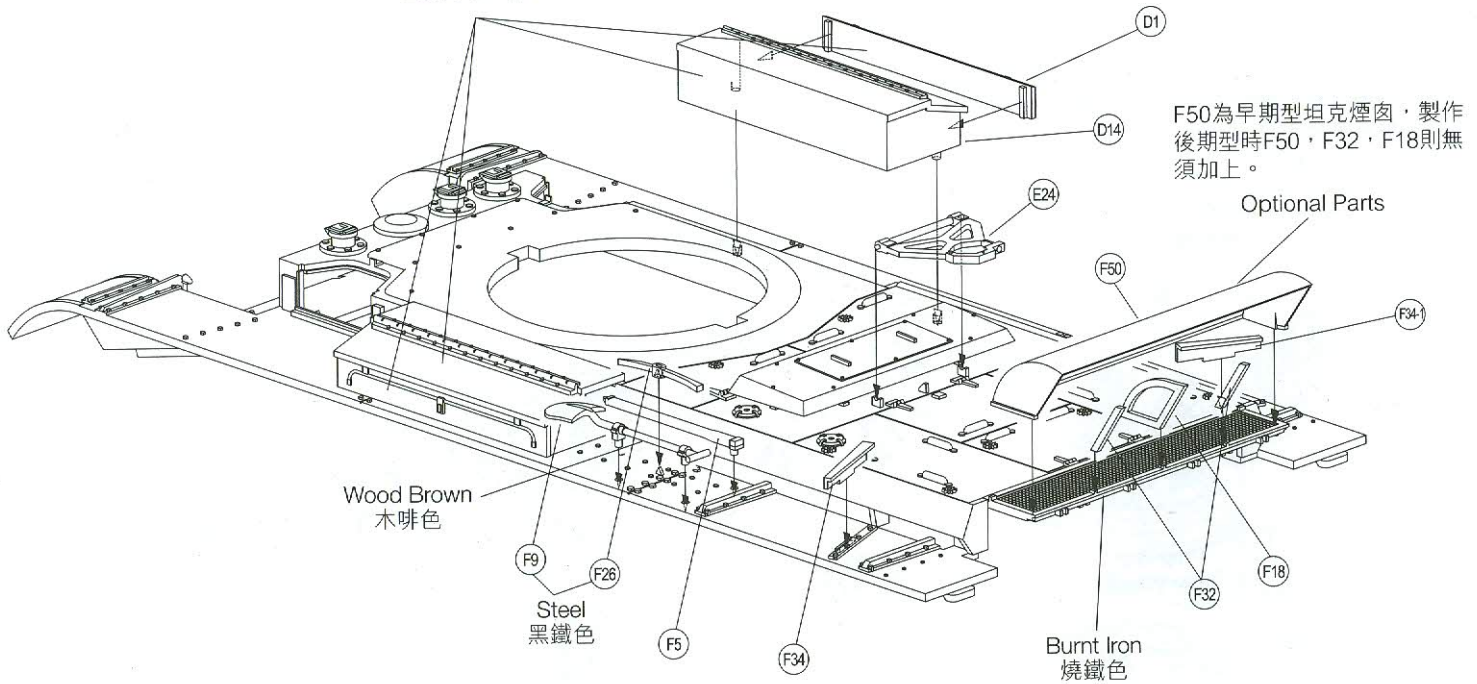


ILLUSTRATION 圖示說明：

3

左右對稱裝配



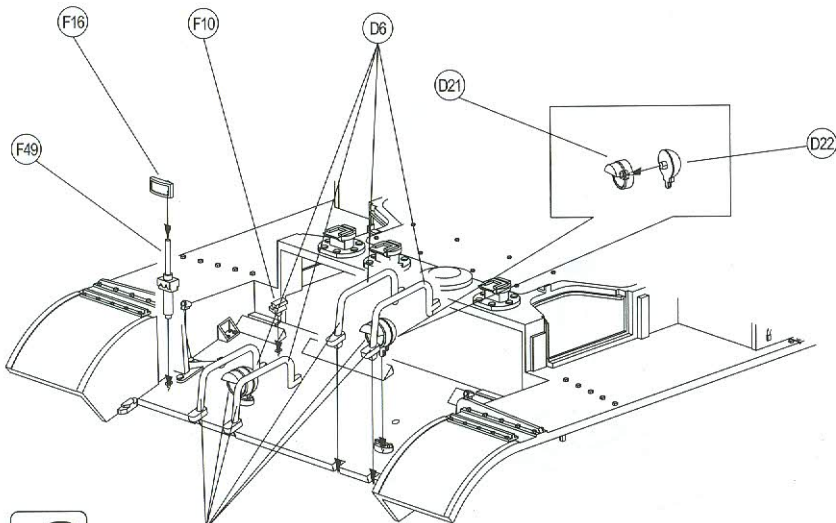
F50為早期型坦克煙囪，製作後期型時F50，F32，F18則無須加上。

Optional Parts

Wood Brown
木啡色

Steel
黑鐵色

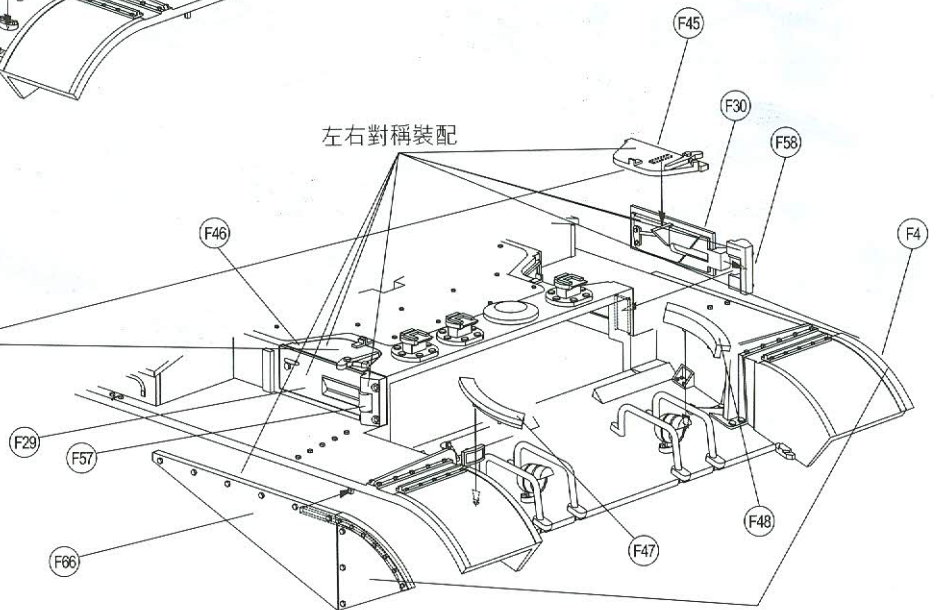
Burnt Iron
燒鐵色



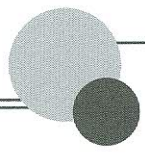
x2

裝配方法一樣

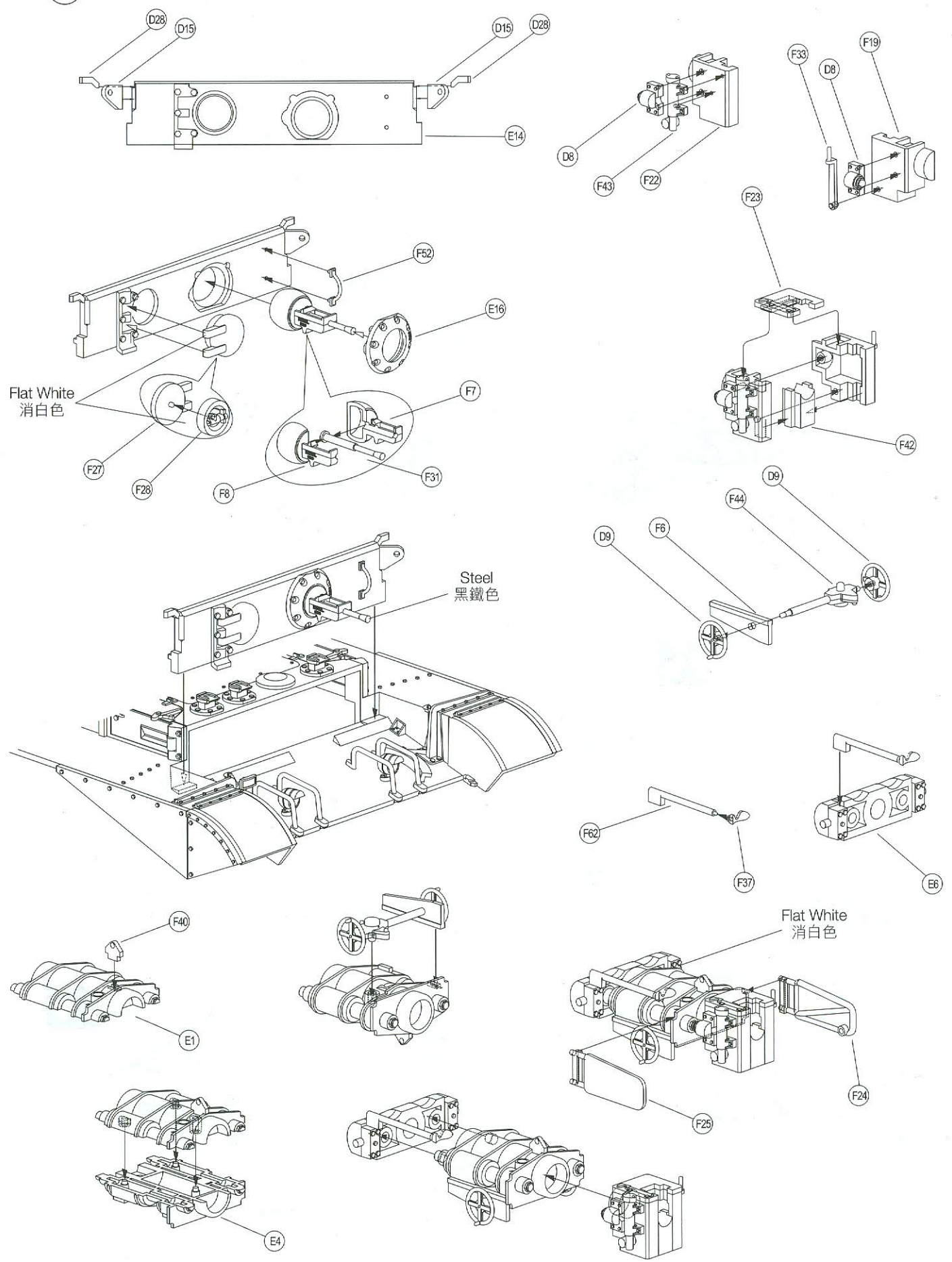
左右對稱裝配



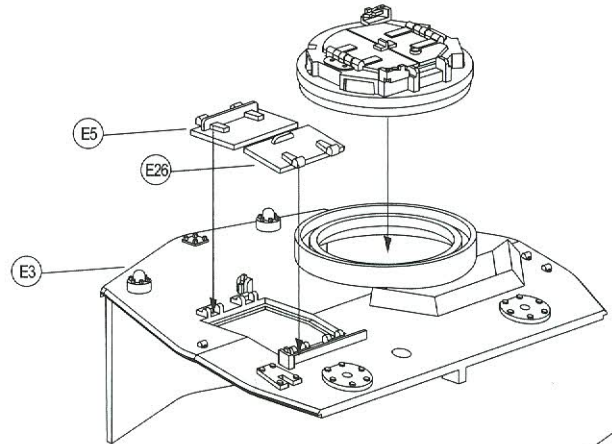
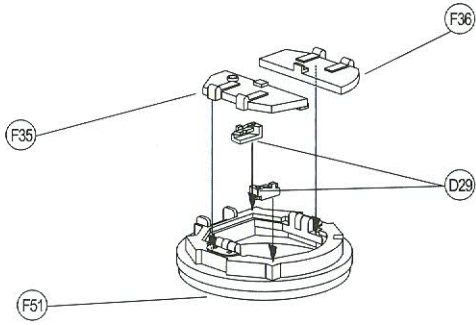
左右對稱裝配



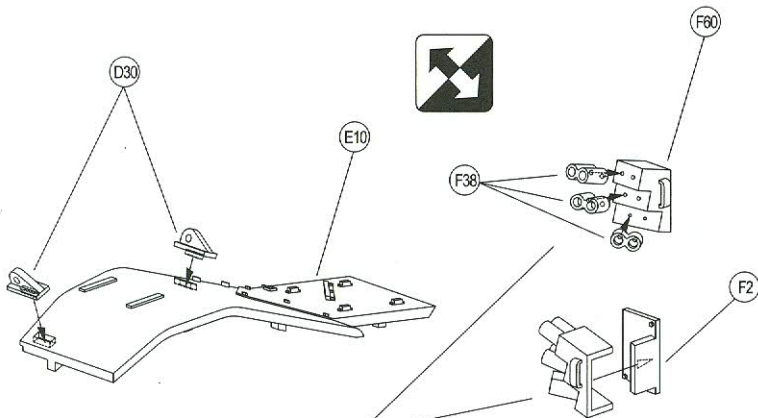
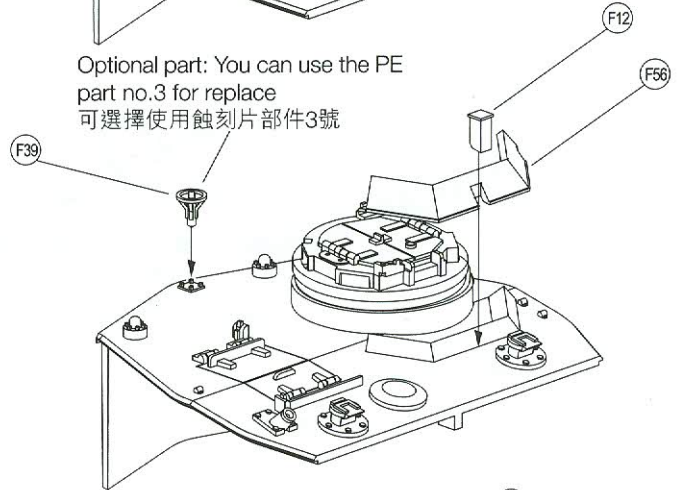
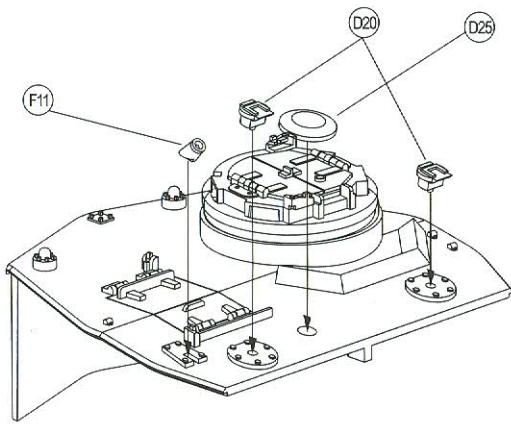
4



5



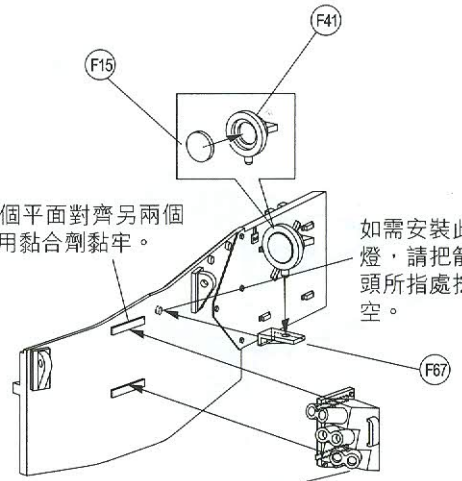
Optional part: You can use the PE part no.3 for replace
可選擇使用蝕刻片部件3號



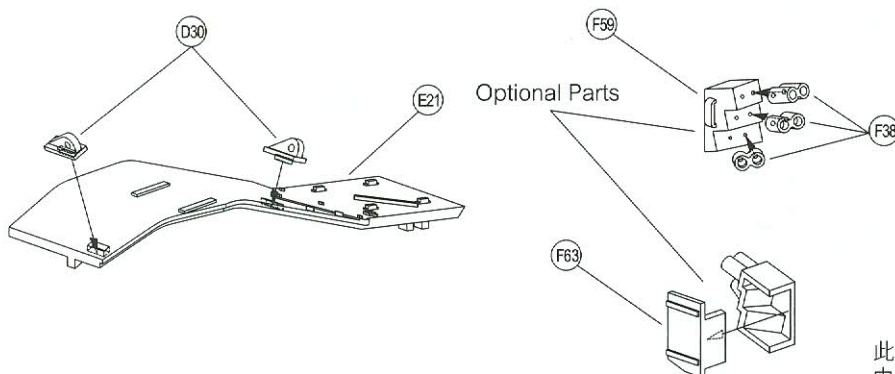
Hong Kong version only.
製作駐港部隊才需使用。

安裝時這兩個平面對齊另兩個
平面貼合後用黏合劑黏牢。

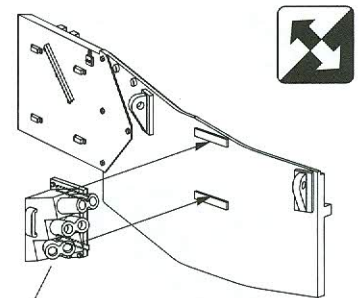
如需安裝此
燈，請把箭
頭所指處挖
空。



此組煙霧器為後期型坦克才配備，如組裝前期或中期坦克則
無須添加。

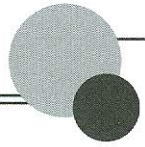


Optional Parts

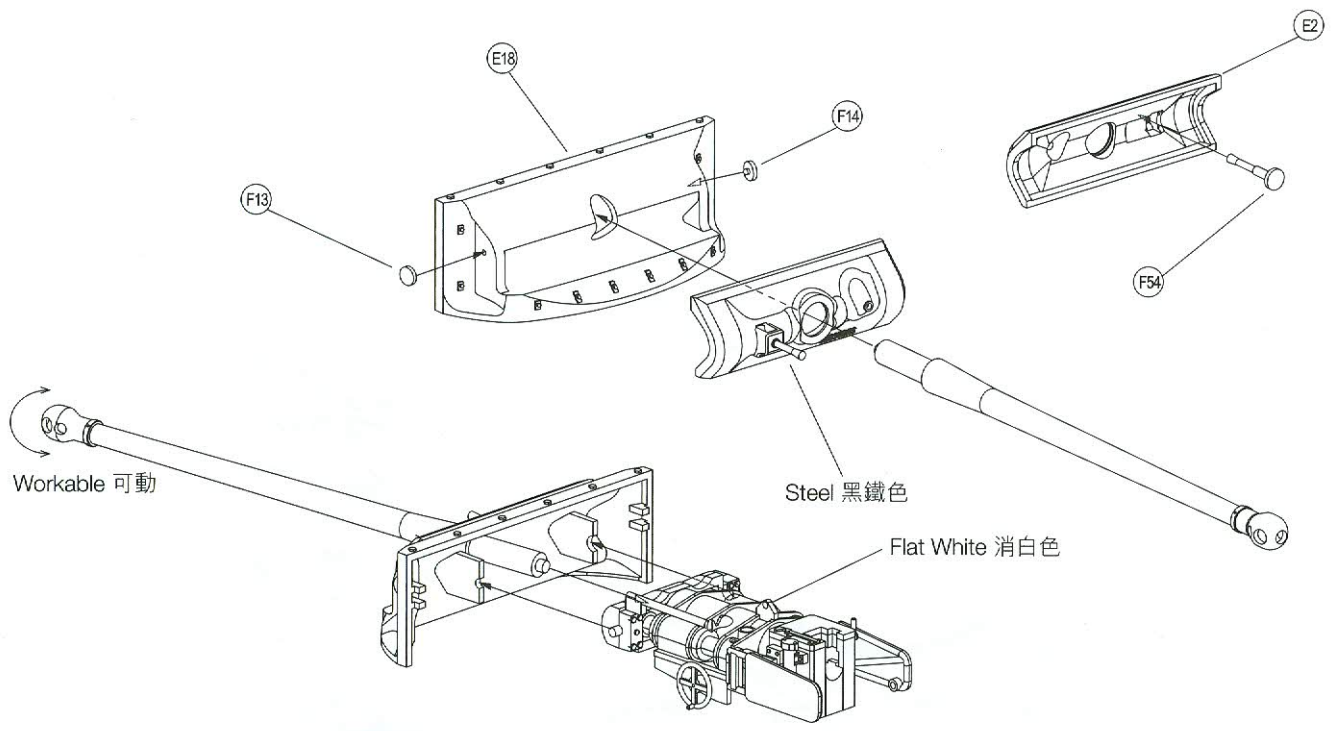


此組煙霧器為後期型坦克才配備，如組裝前期或
中期坦克則無須添加。

(Not available for make W.W.II version.)



6



7

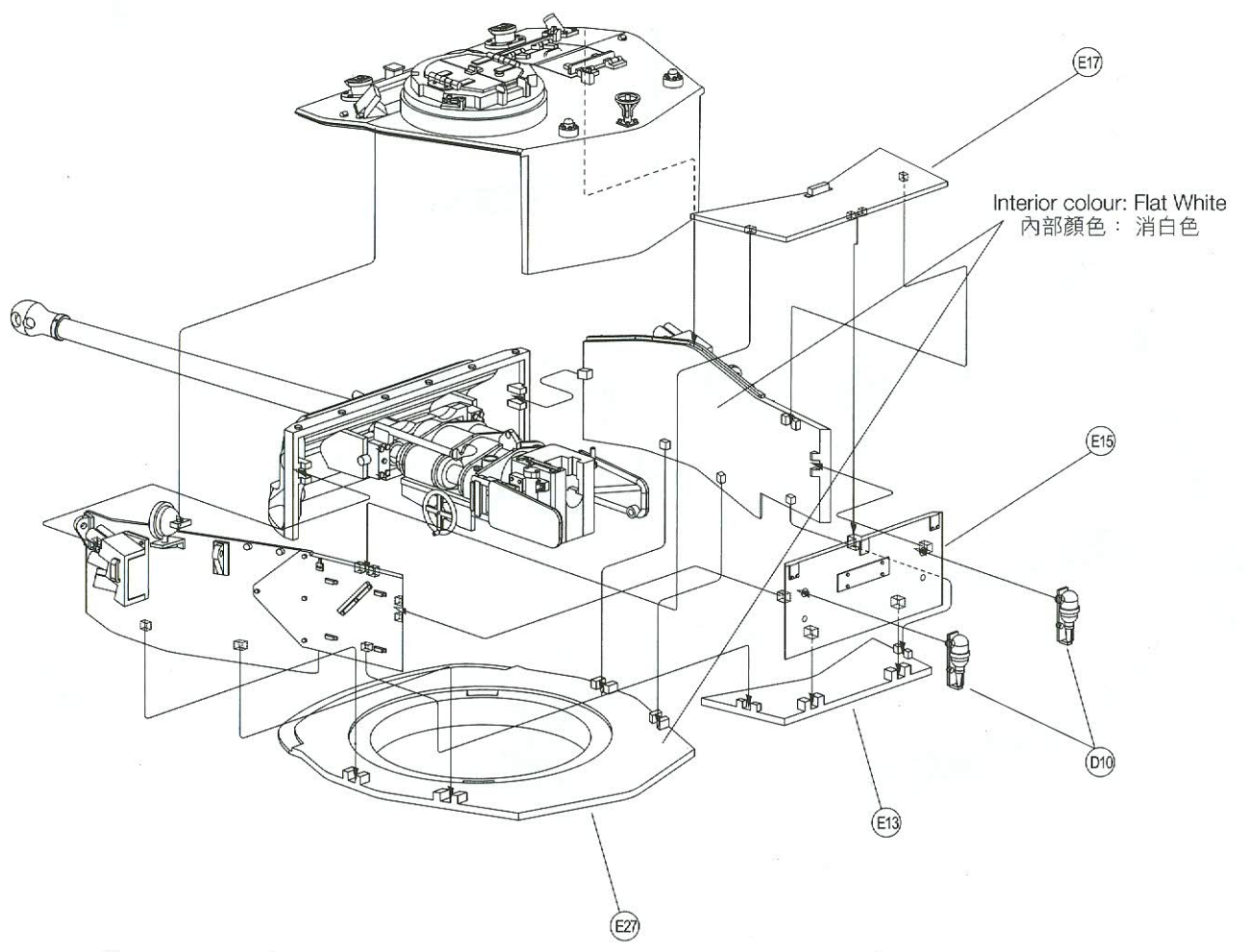
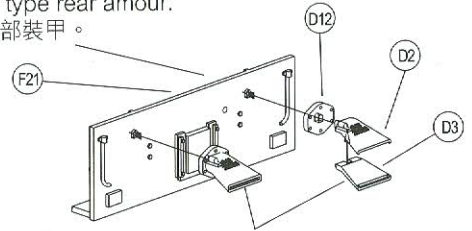


ILLUSTRATION 圖示說明：

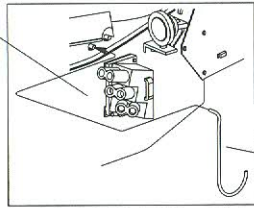
8

Post War type rear amour.
戰後型後部裝甲。



此兩組排氣管為後期型坦克才配備，安裝時請把箭頭所指處挖空。如組裝前期或中期型坦克時則無須安裝此兩組排氣管。

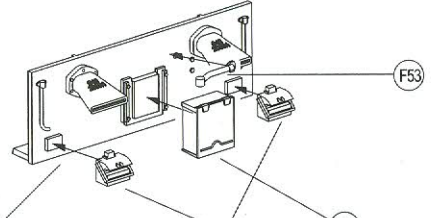
Hong Kong version Smoke discharger not available for W.W.II version. 1951-1959 駐港部隊煙霧器 (不適用於二戰型)。



用細電線代替

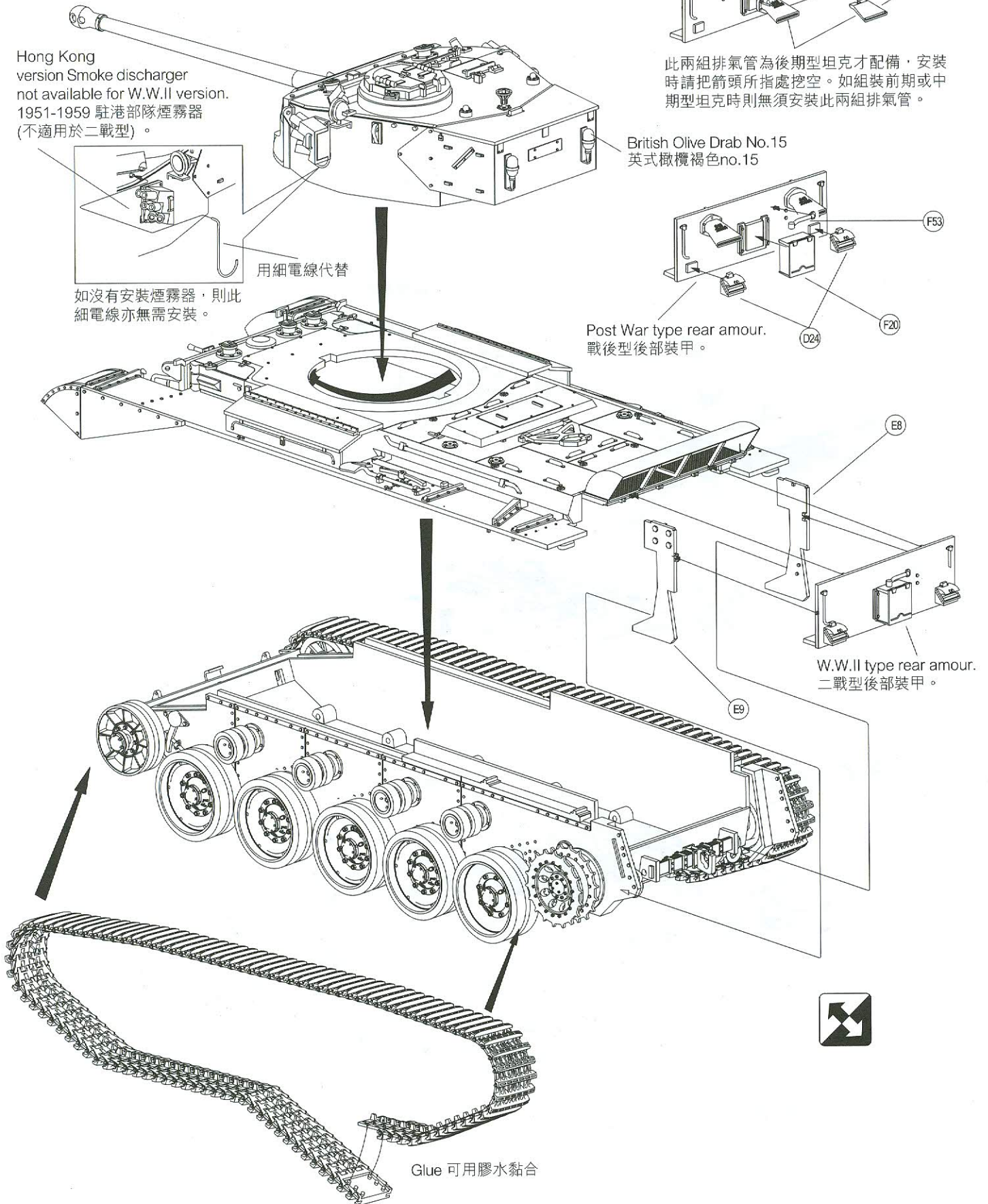
如沒有安裝煙霧器，則此細電線亦無需安裝。

British Olive Drab No.15
英式橄欖褐色no.15



Post War type rear amour.
戰後型後部裝甲。

W.W.II type rear amour.
二戰型後部裝甲。



Glue 可用膠水黏合



9 W.W.II early version 二戰早期型1944-45
Comet MkIA early 彗星MkIA早期型

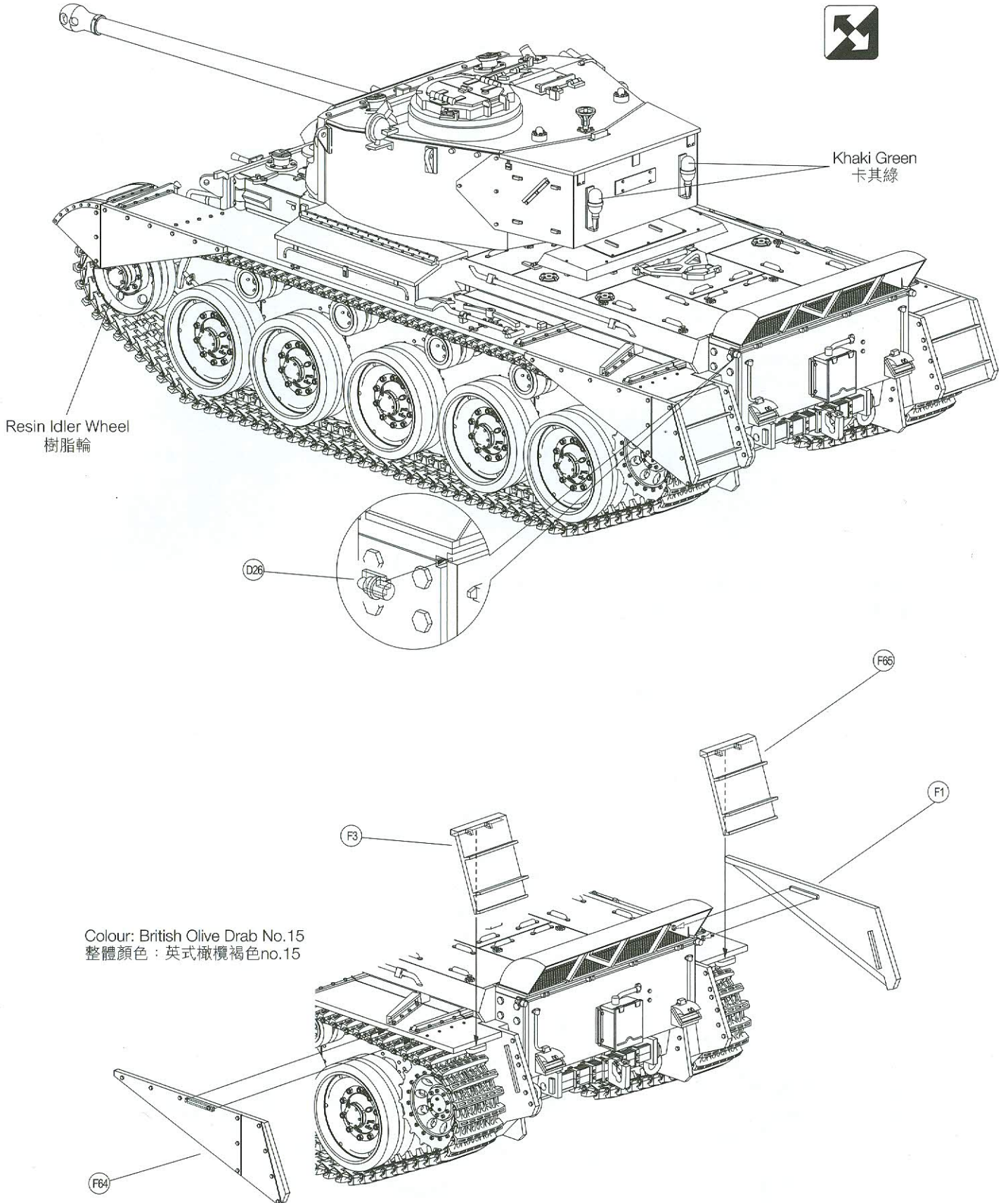
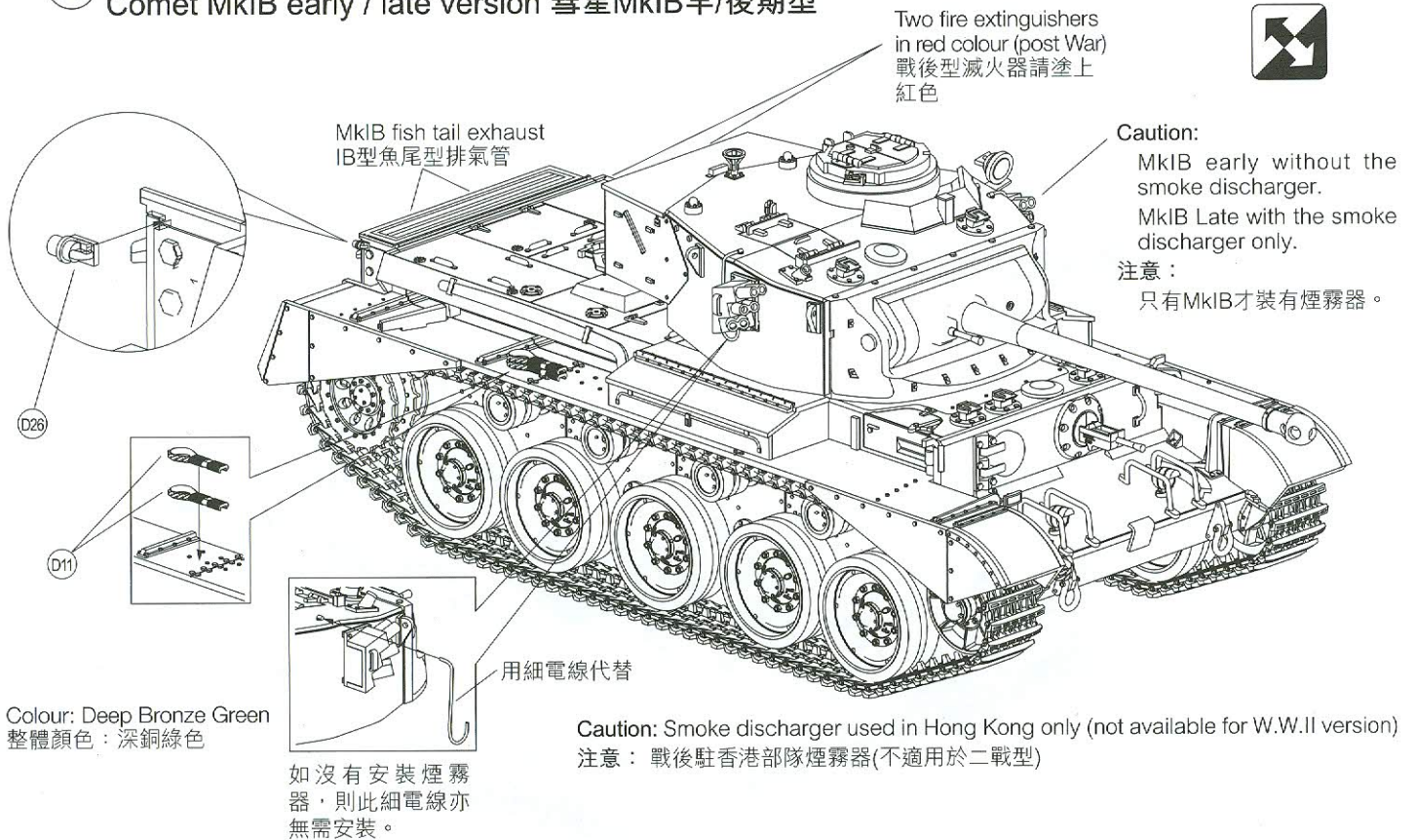


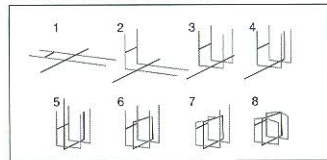
ILLUSTRATION 圖示說明：

10 Post War late-production 1950-1959 戰後生產型1950-1959 Comet MkIB early / late version 彗星MkIB早/後期型



11 Late war production 1945 二戰末期生產型1945 Comet MkIA early / late version 彗星MkIA早/後期型

Commander's Bird Cage Gun
Sight PE Parts Assemble Guide
雀籠式測距器組合指引



'Bird Cage' gun
sight use Photo
etch part no.6
照準器用蝕刻片
部件6號



*W.W.II late version
two piece type
exhaust cover
*二戰後期型兩片
式排氣蓋

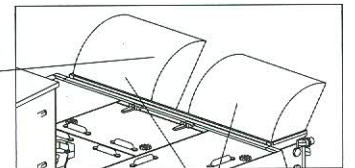
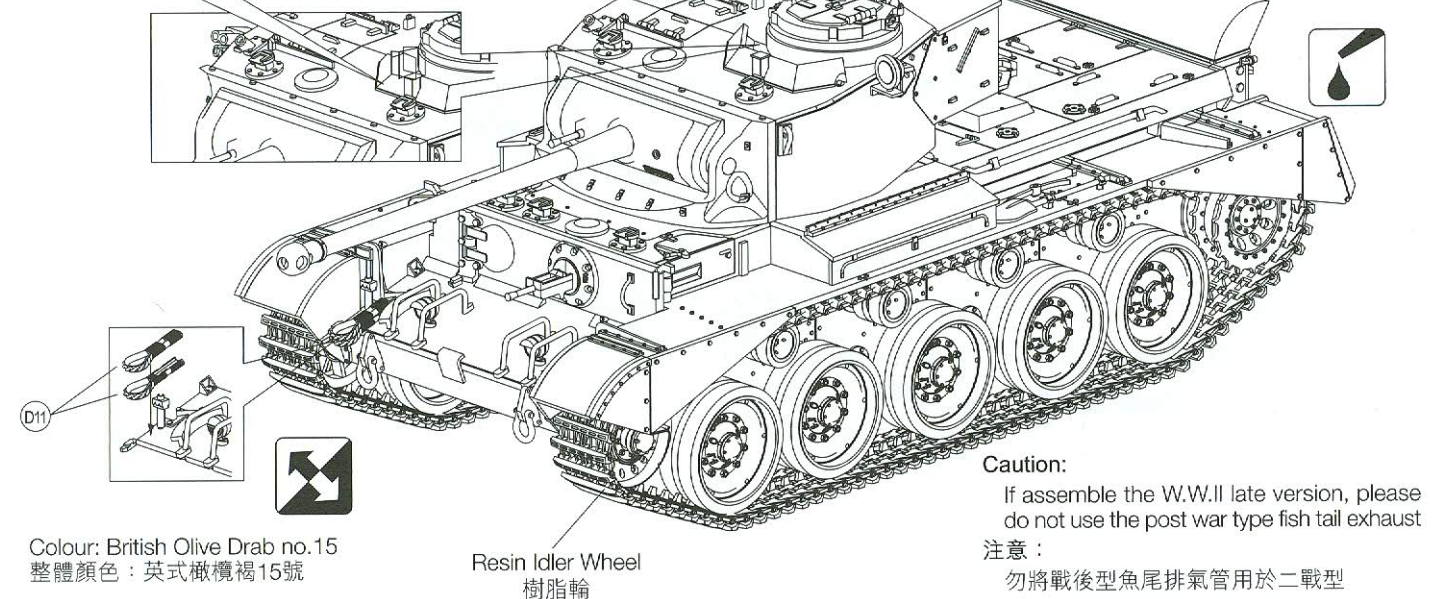
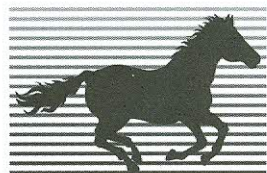


Photo etch part no.3
蝕刻片部件3號

Photo etch part no.1, 2, 5
蝕刻片部件1, 2, 5號



Colour: British Olive Drab no.15
整體顏色：英式橄欖褐15號


BRONCO

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*A BRIEF HISTORY ABOUT OUR BOX ART A34 COMET T335335 CELERITY AND HER CREW.



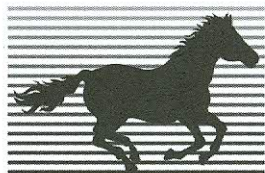
CELERITY was built as a Comet Mk.1A and issued to 'A' Squadron 3rd Battalion Royal Tank Regiment (3RTR) in late 1944 or early 1945. 3RTR was one of the three Regiments that made up the 29th Armoured Brigade in 11th Armoured Division, itself considered to be the finest British Armoured Division in the North-West European campaign.

Initial training with the new Comet tanks was conducted near Poperinge and Ypres in Belgium. 3RTR then moved to Aarschot (also in Belgium) and, towards the end of March 1945, moved into the Weser bridgehead over the River Rhine. For the next few weeks, 3RTR advanced rapidly across the north German plain, passing Osnabruck, Hannover and Bergen-Belsen, and finally finished World War II in the Luneburg Heath area near Hamburg.

During early occupation duties, 3RTR were based in northern Germany between Hamburg and the Danish border, **CELERITY** herself was in the town of Erfde.

CELERITY arrived in Erfde a little battered. How the damage was inflicted on **CELERITY** can not be confirmed, however, Dennis Pannell, who was the driver of **CELERITY**, did say that, on one occasion, he stalled the tank and managed to get it moving again just as a shell exploded to the rear of the tank where he had just been 'parked' (that may possibly account for the damaged rear fenders and missing nearside rear side guard). On another occasion he was instructed to drive straight through a house in order to get the gun into a good firing position (pointing out of the front of the house) and that may possibly account for the field-replaced off-side front fender.

According to Bovington Tank Museum records, at some stage post World War II, **CELERITY** was converted to a Control Tank Mk1A (extra radios fitted) and became part of Regimental Headquarters (RHQ). She was also renamed CALAIS. In the 1949 registration system she was given the number 20ZR65. Her record card shows her as going to Hong Kong, possibly in 1950, and it seems that she stayed in Hong Kong until 30th September 1959, when she was disposed of locally; her final fate is unknown and there is a slight chance she may even still exist.



Bronco Models

*A BRIEF HISTORY ABOUT OUR BOX ART A34 COMET T335335 CELERITY AND HER CREW.



The driver of CELERITY was Trooper Dennis Pannell, and he can be seen standing by CELERITY in the photographs. Dennis was conscripted into the Army in 1942 for the 'duration of the War' and his initial combat experience was as a Sherman tank driver with the 24th Lancers, which landed as part of 8th Independent Armoured Brigade on D-Day 6th June 1944. Along with others, he was transferred to 3RTR when the 24th Lancers were disbanded in late July 1944. He then took part in the 'Great Swan' up to Antwerp, the 'Battle of the Bulge' and the final advance into Germany. Dennis survived all this, including the vicious tank battles against the 12th SS Hitler Youth Panzer Division and the Panzer Lehr in the Tilly-sur-Seulles, Tessel Wood and Rauray areas in Normandy, without injury. Two months after the War was over, he fell out of the back of a lorry whilst returning from a concert and broke his arm. He was hospitalised and unfortunately his arm did not heal perfectly; this caused him occasional problems for the rest of his life!

Special thanks to Dick Taylor, Stephen Pannell, the son of the discussed driver Dennis Pannell of 'Celerity'. Who provided many helps for our information collection.