

Pkw.K1 (type 82) KÜBELWAGEN

1/35 MILITARY MINIATURE SERIES

GERMAN VOLKSWAGEN JEEP

KIT. NO. MM106



During the World War II, the warring nations employed various military vehicles. The most famous one of them was the U.S. "Jeep", which since became a synonym for a light military vehicle. But the German Kübelwagen, produced by the Volkswagen was just as famous. Volkswagen with a nickname of "a beetle" is quite familiar to all the people of the world. Originally, however, the car was designed as a people's car at the command of Hitler in 1938 by Dr. Ferdinand Porsche, who later produced the Porsche cars. As a result, Volkswagen was credited with matchless durability and economic utility. The German Army planned development of military vehicles based on this sturdy and economical small car, and developed various vehicles including the amphibious Schwimmwagen. The Kübelwagen was one of these and called "Volkswagen Jeep" by the Allied Forces.

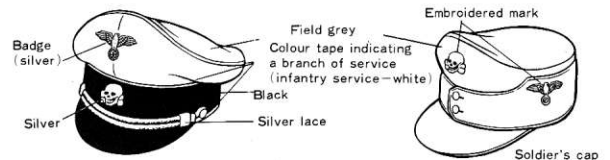
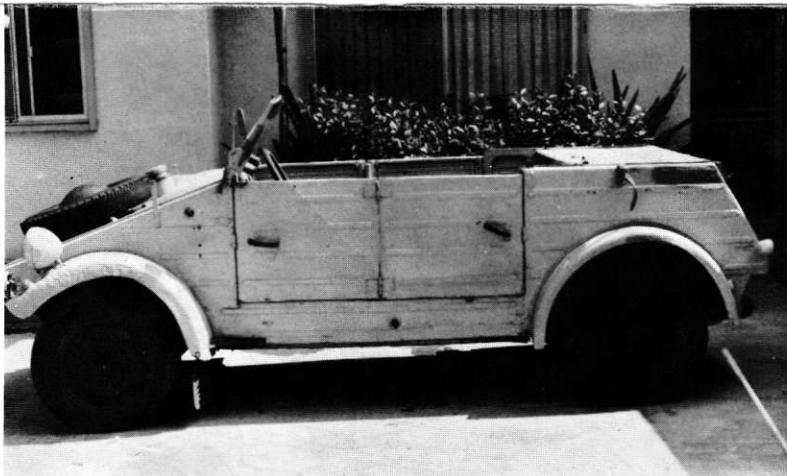
The make-up of the Kübelwagen was very simple as it looked as though it was constructed with steel plate just fastened together. Needless to say, this simple construction aimed at increasing the number of production. The basic structure of its chassis was a single-piece central tube fixed with respective suspensions in front and at the rear. Further, the floor plate of the body was in the form of rib in order to reinforce strength of the central tube. The body was basically made of steel-pipes covered with light-weight steel plates. These pipes also served as hand-rails for the crew to support them when running on bad road.

Suspension was an all-wheel independent suspension, employing torsion-rod instead of the customary half-circle leaf spring. Each wheel was fixed with an shock-absorber. Brake was a mechanical type using wires. Engine was a level opposite 4-cylinder 1131c.c. one, the same as the Volkswagen's. It was mounted on the chassis en bloc with 4-speed transmission and differential gear fixed with a limited slip device. Special feature of this engine was that it lacked both counter-balance of crankshaft and oil filter to filtrate lubricating oil, which were deemed essential equipments when judged by common sense. Also, by means of a limited slip device, the car could move around freely even in mud or the sands.

Number of the Kübelwagen produced during the War reached several thousands. These many Kübelwagens were greatly active in reconnaissance and liaison. These energetic work in the background by means of the Kübelwagens led many operations to success.

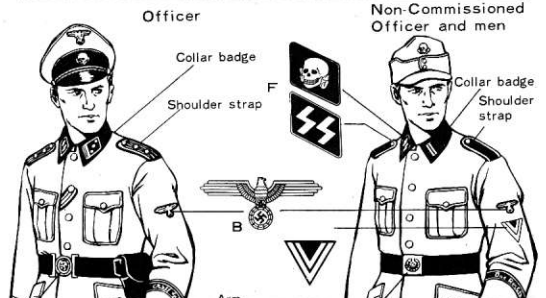
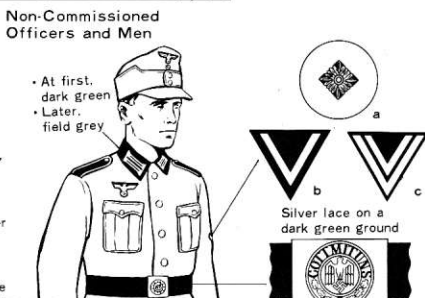
Essential Specifications

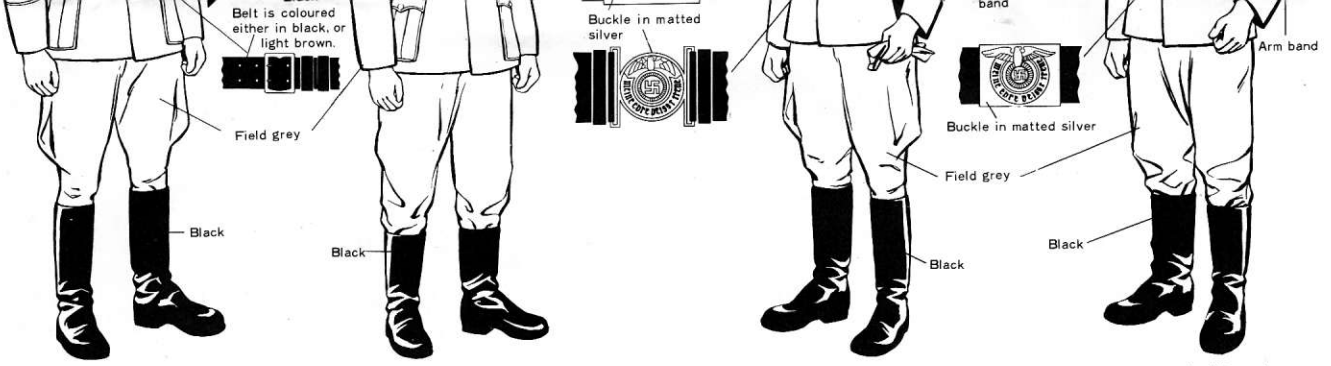
- Overall length: 3.73 m
- Overall width: 1.60 m
- Overall height: 1.65 m
- Weight: 725.7 kg
- Least gap between chassis and ground: 29.2 cm
- Engine: Air-cooled level opposite 4-cylinder 4-cycle 1131c.c. engine
- Maximum power: 24.5 HP/3300 rpm.
- Speed change gear: Forward, 4-step; backward, one step
- Maximum speed: 85 km/h
- Cruising range: About 400 km



Wehrmacht **WH**

SS **Schutzstaffel**





SS Arm Band

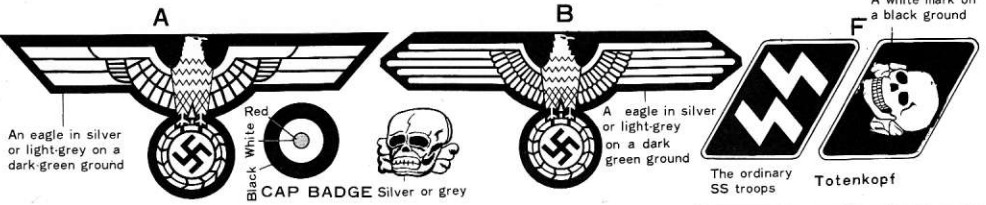


Table 1

Class	Shoulder Strap	Left collar badge (The Waffen SS)	Right & left collar badge (The Nat'l Defence Force)
Private	Colour differentiation indicating the particular service a wearer belongs to		Colour differentiation indicating the particular service a wearer belongs to (White)
Private first class			
Lance-corporal			
Corporal			
Corporal			
		a	b
		c	Light-grey

Class	Shoulder strap	Left collar badge (The Waffen SS)	Right & left collar badge (The Nat'l Defence Force)
Sergeant			Colour differentiation indicating the particular service a wearer belongs to (white)
Staff sergeant			
Technical sergeant			
Sergeant first class			
Master sergeant			
			White
			Light-grey

Class	Shoulder Strap	Left collar badge (The Waffen SS)	Right & left collar badges (The Nat'l Defence Force)
Second lieutenant			Collar differentiation indicating the particular service a wearer belongs to (white)
Lieutenant			
Captain			
Major			
Major			
			Silver lace

D. Mark attached to the right side of the helmet



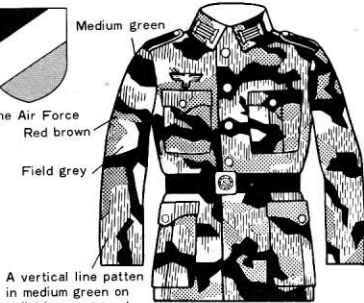
E. Marks attached to the left side of the helmet



The German Army is composed of the two forces – the National Defence Force and the Waffen SS troops. Each has its own mark and collar badge totally different from the others. We will try to explain below some particulars about the uniform, cap, etc., mainly of the National Defence Force, giving the painting instructions at the end. We will give only cursory remarks on those of the Waffen SS, leaving the rest to be referred to figures above.

Uniform:

Uniform including a pair of cloth glove is all made of field-grey (green-grey) stuff and is supplied by the Army. At first, its collar is done in dark blue green but later, in field-grey as all the other portions. Five buttons in front of upper garment and every one on each pocket are all matted silver buttons. Also, all the men wore the national crest mark of an eagle, (A) (in case of those of the SS troops – (B)), on their caps and right breasts (in case of the SS – left sleeve).



C. The Camouflaged Uniform (upper garment)

Cap and Helmet:

Every officer was provided with an officer's formal cap and expected to wear it even in time of combat. Ordinary men wore helmets when fighting but otherwise, preferred to put on field-caps (see the parcel-box picture of the German Tank Crew Set), or mountain-caps.

Mountain-caps were at first worn exclusively by men of the mountain infantry troops but since 1943, men of all the other forces, wore them, too.

Camouflaged Uniform (upper garment):

In 1943, Camouflaged Upper Garment, (C), was officially adopted and provided to all the men and officers. Sometimes, the helmet, too, was

covered by a camouflage-patterned cloth. (See the parcel-box picture of the German Infantry Set).

At first, Marks, (D) and (E), in wappen form were attached onto respective sides of the helmet but later, especially after the middle of the World War II, these marks were apparently almost dispensed with. Collar badge and shoulder strap were different according to class and the force the wearer belonged. See Table 1 for particulars.

PAINTING

Painting is the most important work for construction of dummies. Have ready utensils and paints specified below as many as possible. And paint each dummy with utmost care. A slender hairpen (meant for design work); a pincette; matted or bright paints for plastics (white, flesh tint, yellow, red, brown, green, blue, black and silver).

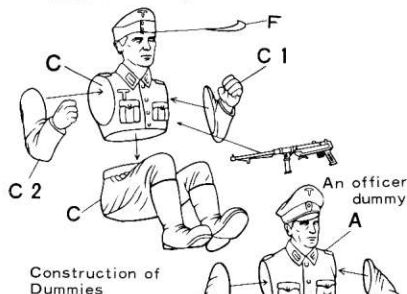
Making of Field-grey Paints

Firstly, mix white, black, green and yellowish brown paints in the ratio of 6:3:6:4. Then, finish it in matted colouring.

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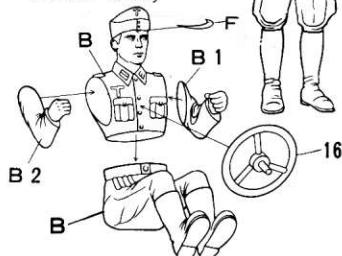


A soldier dummy



Construction of Dummies

A driver dummy



Note: When using Arms, C3 and C4, for Soldier Dummy, let them hold Automatic Rifle, 2, as shown in the figure, ②.

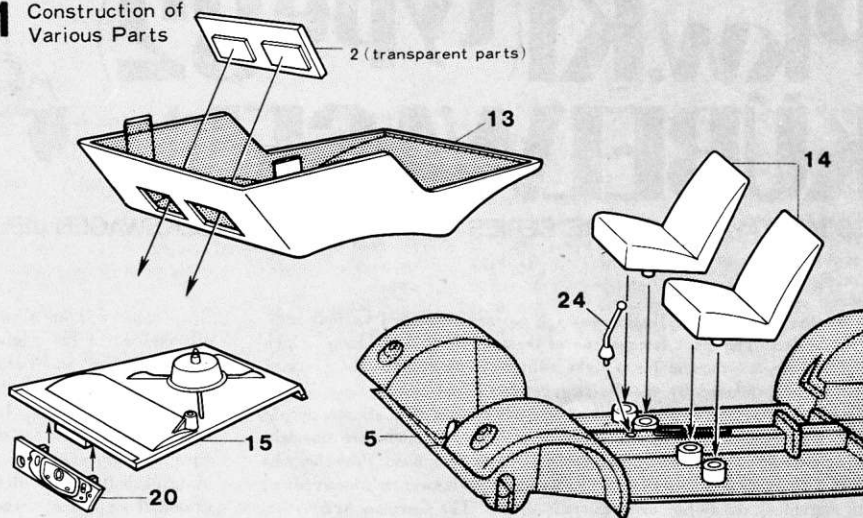
Reference Picture, 1
Gas mask case
Glue this onto Rear Seat



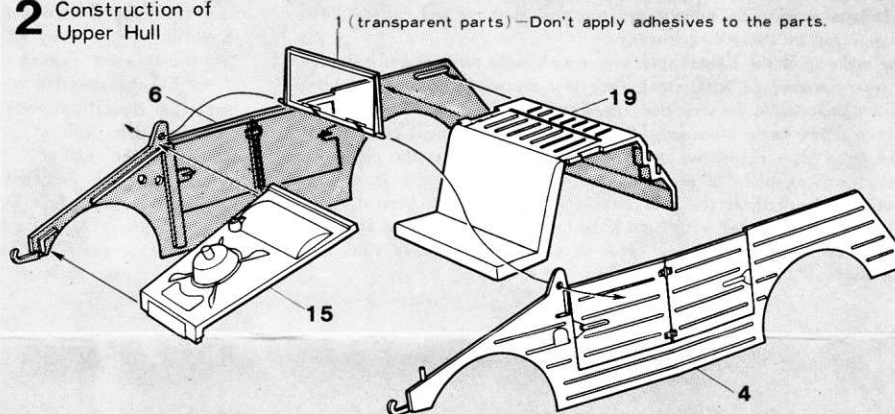
Reference Picture, 2



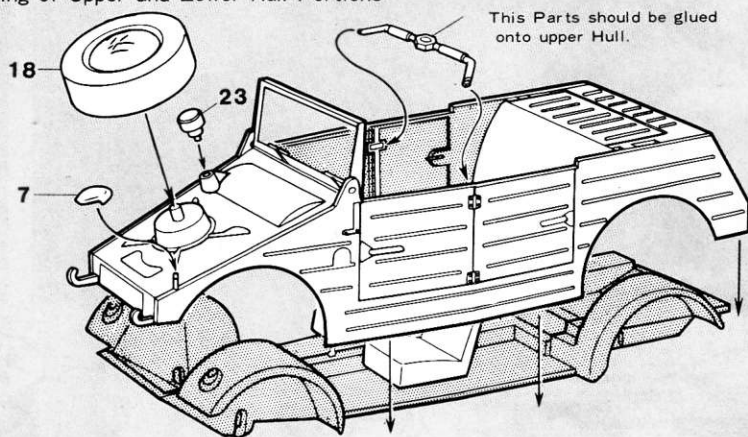
1 Construction of Various Parts



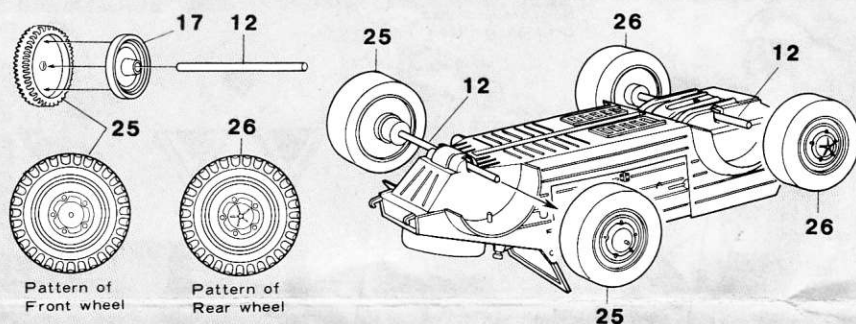
2 Construction of Upper Hull

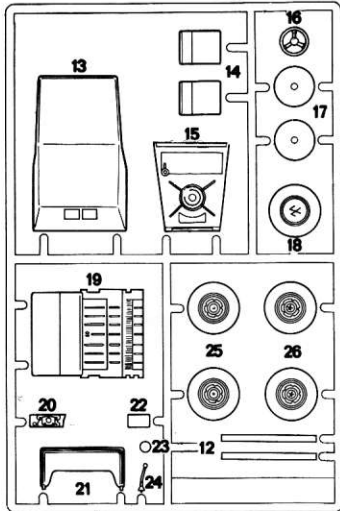
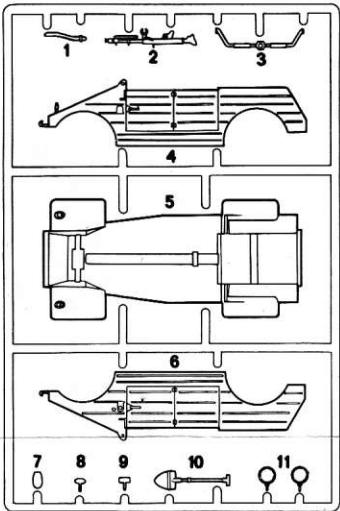
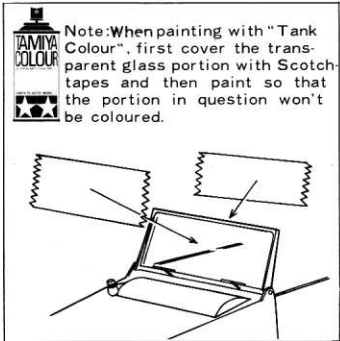


3 Gluing of Upper and Lower Hull Portions



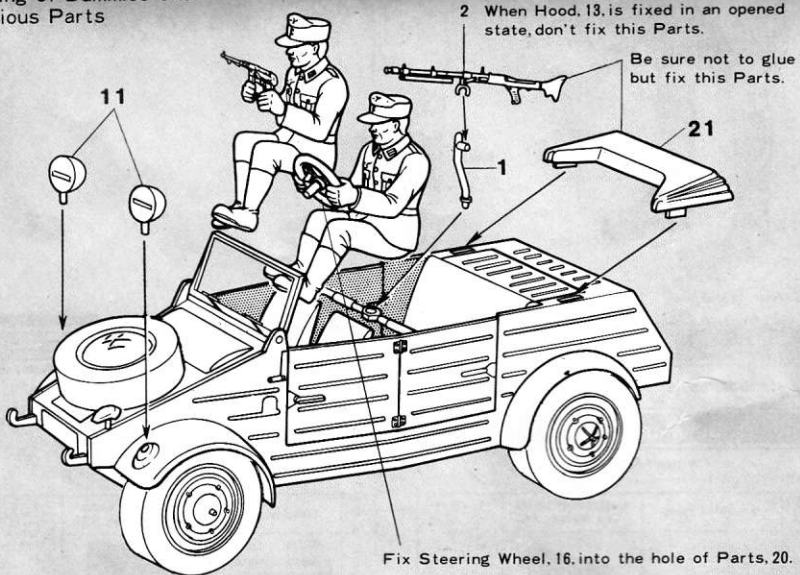
4 Fixing of Wheels



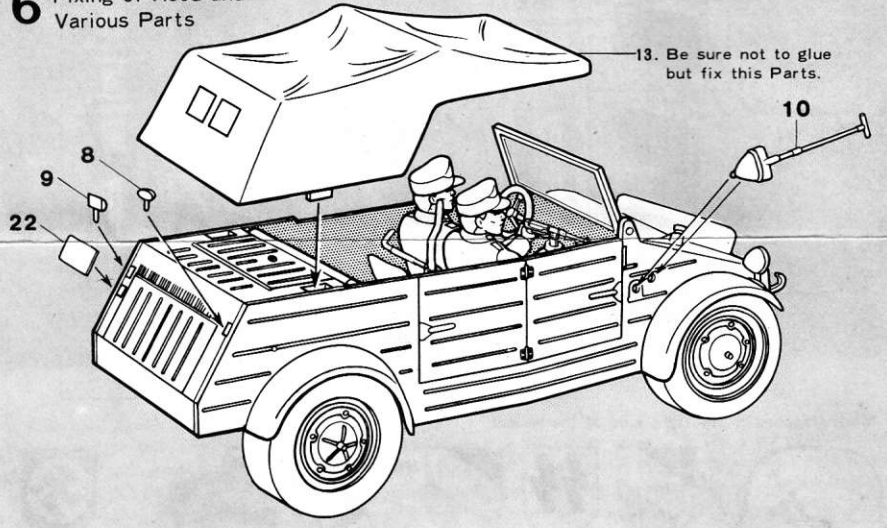


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 German Army Tank Crew MM-101
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 U.S. Army Tank Crew MM-104
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5 Fixing of Dummies and Various Parts



6 Fixing of Hood and Various Parts



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