

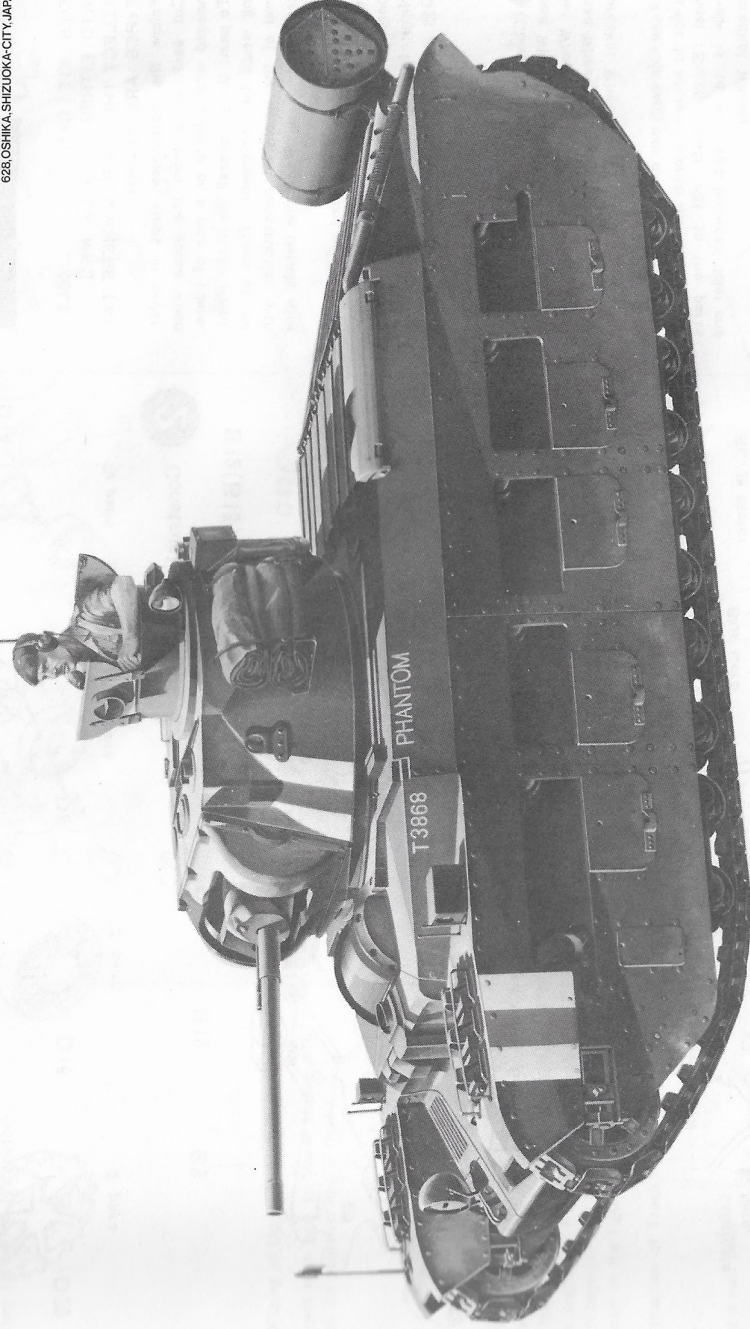
# INFANTRY TANK MK II MATILDA

1/35 IDENTICAL SCALE SERIES NO.40

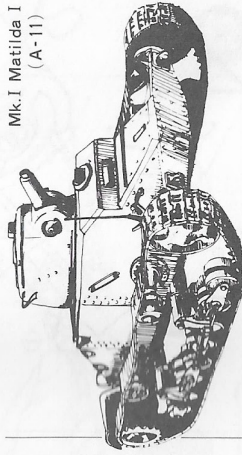


TAMIYA

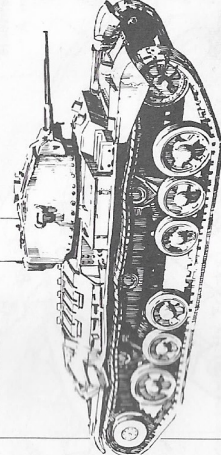
TAMIYA PLASTIC MODEL CO.  
628, OSHIKA, SHIZUOKA-CITY, JAPAN.



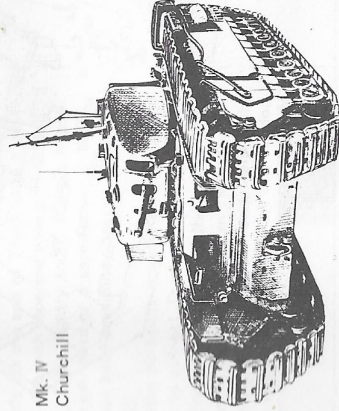
Mk. I Matilda I  
(A-11)



Mk. III  
Valentine



Mk. IV  
Churchill



The A-12 Infantry Tank was a further development of the earlier A-11 (the original Matilda, or Infantry Tank Mk I) with improved armour arrangement and suspension, and having the machine-gun armament complemented by an anti-tank gun. These improvements were made under the assumption that the vehicle would be called upon to defend itself against enemy tanks.

The A-12 was a Woolwich Arsenal design evolved under the direction of Col. Hudson of the War Mechanization Board, and based on the experimental A-7E3 model and built to a specification for a tank which combined the armament and general layout of the A-10 Cruiser with even thicker armour. The tank was the first diesel-engined model to enter service.

In November 1936 Vulcan Foundry was given the task of preparing drawings of the A-12 tank. The final pilot model was not completed for 18 months and consequently production could not begin until 1939. The first pilot, A-12E1, was built during 1937-38 and was a 24-ton experimental infantry tank with 70mm armour. This was followed in 1938 by the A-12E2 which became the final pilot model for the Infantry Tank Mk II, Matilda. Both vehicles had the Vickers Japanese type of suspension system and the only visual difference between the A-12E2 and production models was in the number of mudchutes along the track guards.

The first order for 65 Matilda tanks was placed with Vulcan Foundry in December 1937. This was subsequently increased to 165, and prior to the beginning of the war, orders for a further 80 were issued. Other firms which took part in Matilda production were the London, Midland and Scottish Railway Co., Ruston and Hornsby, J. Fowler and Co., Harland and Wolff, and finally North British Locomotive. A total of 2987 machines of all types were produced until production ceased in August 1943.

Up until 1941 this tank was the most heavily armoured vehicle in service anywhere (with the exception of the Soviet KV tank), but its general effectiveness was limited by its low mobility and its main armament of only a 2 pdr (40mm) gun, which fired solid shot only, while its immunity proved to be temporary. Matildas were used by the BEF during the actions just prior to the Dunkirk evacuation. The Arras counter-attack of 21st May 1940, was one of the actions in which the Matilda played an important part. Matildas were completely immune to the normal 37mm anti-tank shell then used by the Germans as well as to field guns, a state of affairs which remained until the 88mm Flak gun was first used as an anti-tank weapon in mid-1941.

It was the North-African Desert that saw the maximum use of the Matilda, where it took part in most of the major actions. Just prior to Alamein, the Matilda was withdrawn from service completely, except for about 30 Baron flail-tank conversions. Further Matildas (Mks II and V) were converted to Canal Defence Lights (CDL), carrying armoured searchlights to illuminate night actions, or blind enemy positions. A further mine-clearing vehicle, the Matilda Scorpion I, was developed in the Middle East, and some Matildas were fitted with the AMRA (Anti-Mine Roller Attachment). These latter could also carry the Carrot demolition device.

The Australians developed a flame-throwing device for their Matilda tanks, called the Frog. This was used in New Guinea. They were also working on a further model, the Murry flame-thrower, when the war ended. Another Australian device was the Matilda dozer tank which had a box-shaped blade that could be raised and lowered from the vehicle turret.

To aid in crossing obstacles, the Matilda was fitted with the huge Inglis bridge which, mounted on a carrier chassis, could be pushed





Please read this before commencing assembly.

● THIS KIT CAN BE ASSEMBLED INTO EITHER MK I OR MK II. SELECT THE VERSION WHERE TWO TYPES ARE SHOWN.

- Follow the instruction steps in order. Cut each part from the sprue when needed with a knife or a pair of pliers.
- To paint the kit overall Air-Spray Painting would be convenient. Paint at the end of the whole kit construction with tracks removed. Paint the details with a paint brush.
- Apply decals after the paint on the body is completely dry. Cut extra transparent parts of decals.
- Note: B 6, B 14, B 16, twelve D15's, and D25 are unnecessary.

### 1 (Construction of Wheels)

Road Wheel (Small) .....	20 pairs
Idler Wheel .....	2 pairs
Road Wheel (Big) .....	2 pairs
Sprocket Wheel .....	2 pairs

★ Assemble each pair of wheels. Be careful not to apply glue onto the end of Road Wheel (Small) Shaft, not to the parts which is to be fixed between Idler and Sprocket Wheels.

★ "Poly Cap" is polyethylene spacer which is contained in the bag of Gear Box.

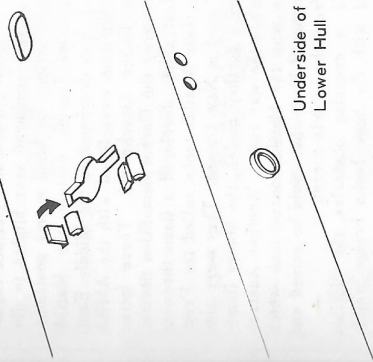
### 2 (Construction of Suspension)

★ After the adhesive on Wheels constructed in Fig. 1 has dried, fix Wheels and Parts together and construct Suspension. Road Wheels (Small), and Road Wheels (Big) must revolve freely. Be careful not to apply too much adhesive.

★ Suspension Parts look alike in shape. Do not confuse the right side left. First, put them together without using adhesive to make sure the fit and then glue them in place.

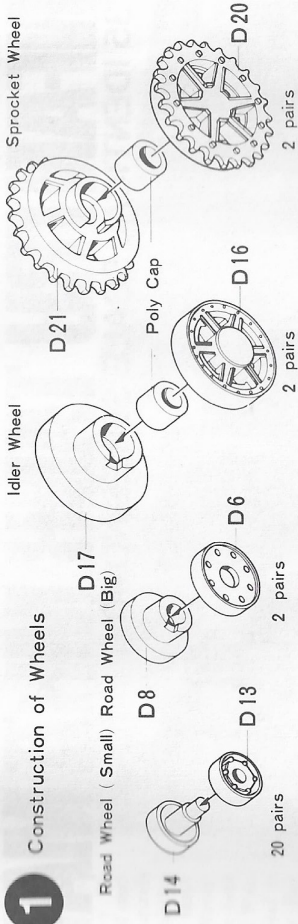
### 5 (Fixing of Switch & Battery Receptacle Metal)

When you fix Battery Receptacle Metal A to Lower Hull, see the figure below. Bend claws with a screwdriver and fix.

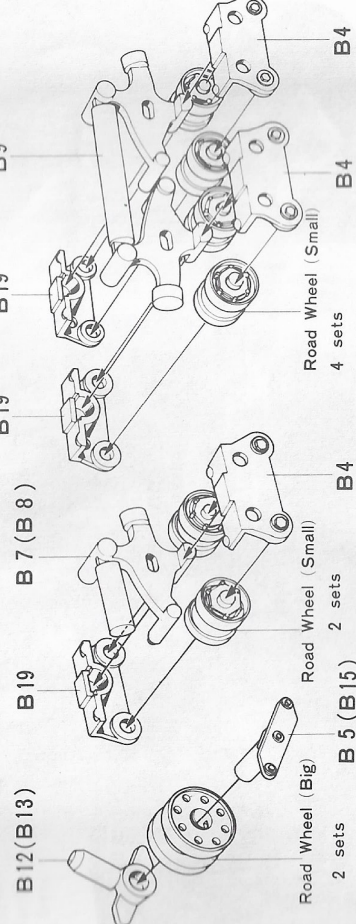


Underside of Lower Hull

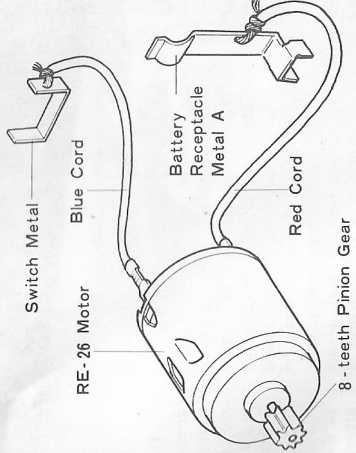
### 1 Construction of Wheels



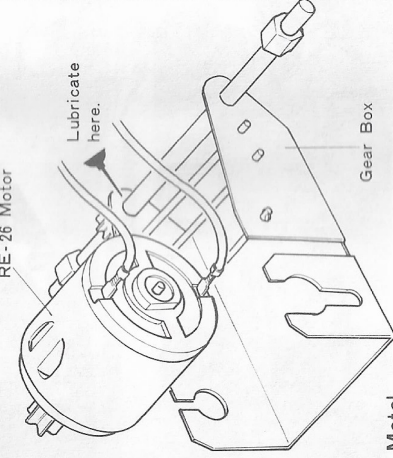
### 2 Construction of Suspension



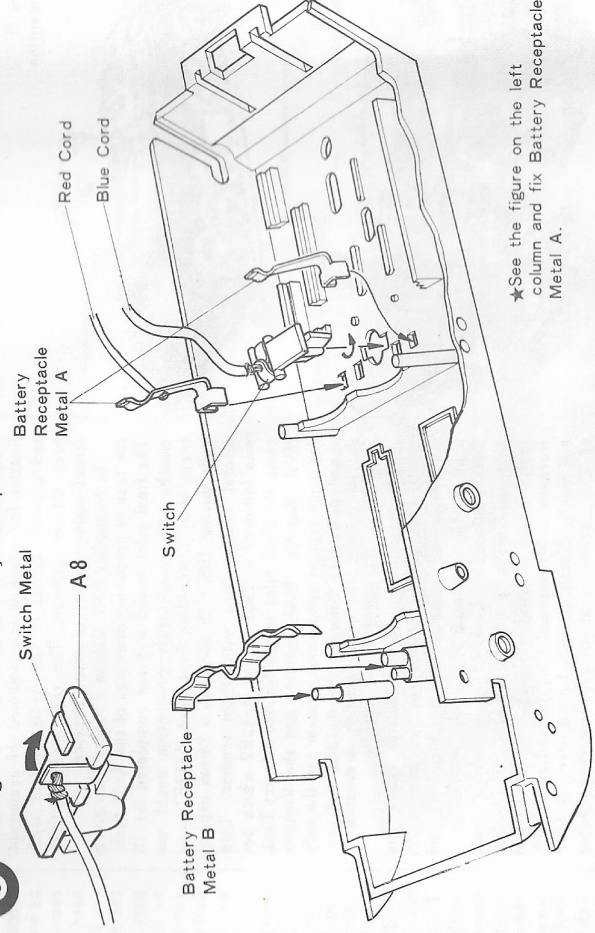
### 3 Wiring of Motor Cords



### 4 Construction of Gear Box



### 5 Fixing of Switch & Battery Receptacle Metal



★ See the figure on the left column and fix Battery Receptacle Metal A.

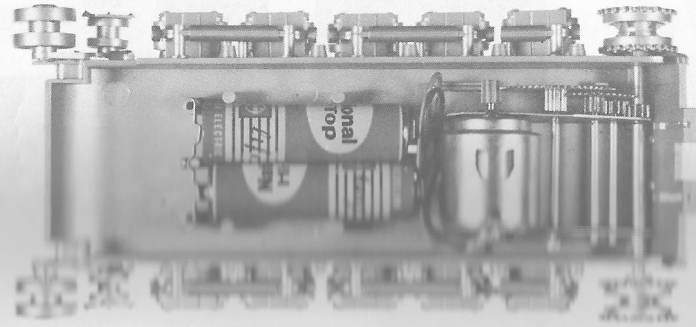


**6** Fix Gear Box by screwing Gear Stopper Screw. It is required to adjust the track tension for smooth running, loosen this screw and slide Gear Box to the proper position. And again fasten the Screw.

★ After you load Gear Box, check the running of the motor, switch, and gear engagement along batteries in position. For smoother running, it is helpful to lubricate gear surfaces and shafts.

**7** Fixing of Suspension

★ Suspension is symmetrical, right and left. Make sure of parts shape, and fix in position.



**8** Fixing of Suspension Cover

★ First, fix Suspension Cover D12 to Lower Hub.

★ Suspension Roller D15 does not revolve and should be fixed with adhesive.

— Make sure these parts run smoothly —

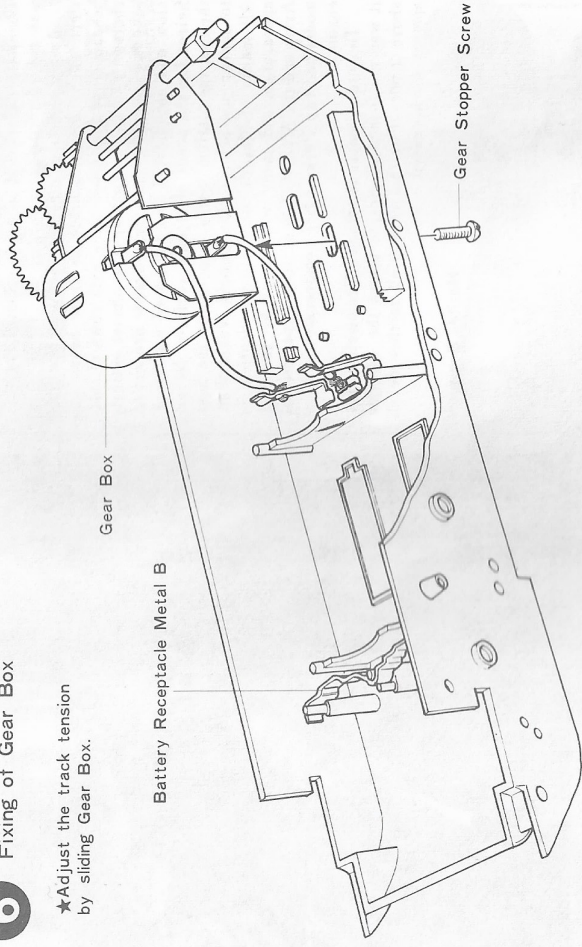
★ Put oil or grease on each wheel shaft

★ Oil all moving parts lightly but thoroughly.

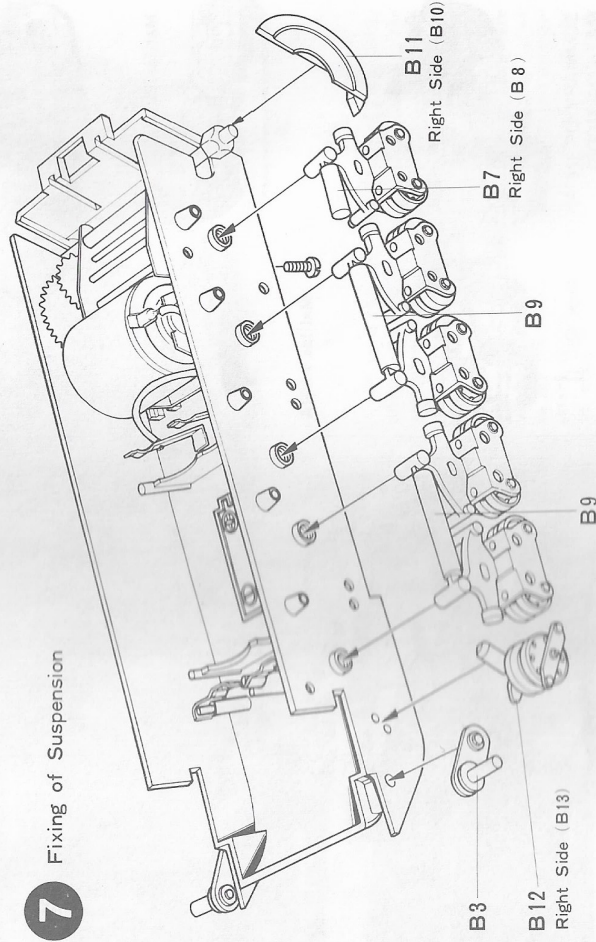
★ Plastic moving parts, like wheels, must be lubricated with a vegetable oil which does not affect or corrode the plastic.

**6** Fixing of Gear Box

★ Adjust the track tension by sliding Gear Box.

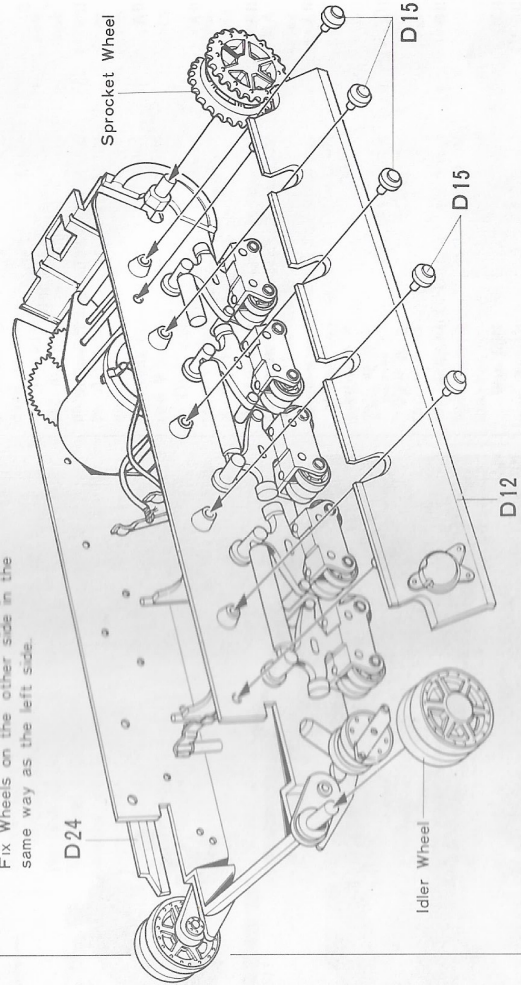


**7** Fixing of Suspension



**8** Fixing of Suspension Cover

Fix Wheels on the other side in the same way as the left side.





This kit includes the parts which can be assembled into two different gun shields, one for Mk I and the other for Mk II. Before fixing C34, select the version you prefer.

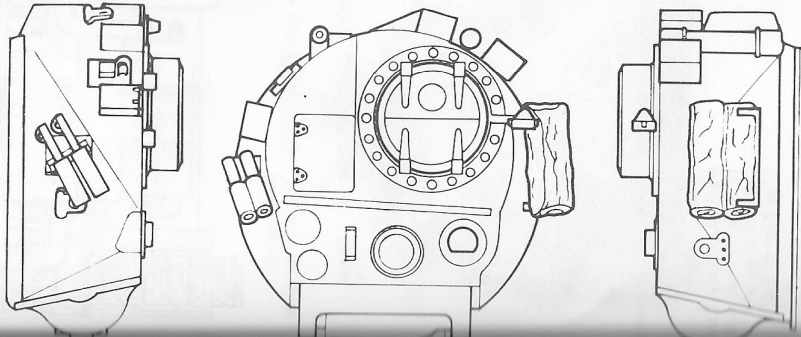
Cupola C8 should be constructed to receive. Do not glue C7 to C8 when fixing them onto Gun Turret.

Also choose either open or closed position of Hatch C17, C5, and C6.

**WHEN FIXING SMALL PARTS ON GUN TURRET** See the three sides plan below and make sure of their position.

For antenna, make one from heat-treated spruce.

**THREE SIDES PLAN OF GUN TURRET)**

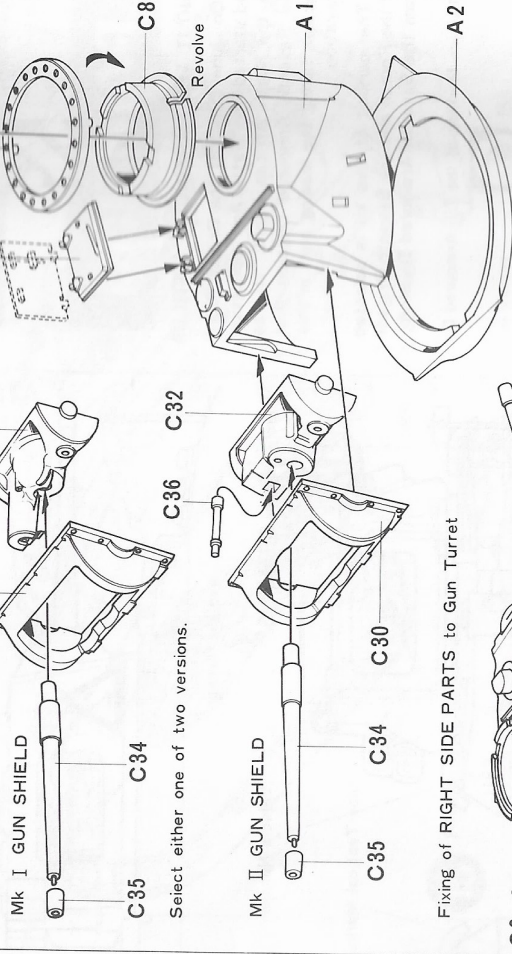


**Fixing of Inside Parts for Upper Hull)**

These parts receive force after they have been glued. Apply adhesive sufficiently.

Insert Driver's Hatch C42 after the glue has dried. Assemble other parts to the hull of Fig. 12 first, and then insert C42 into Upper Hull.

**9** Construction of Gun Turret

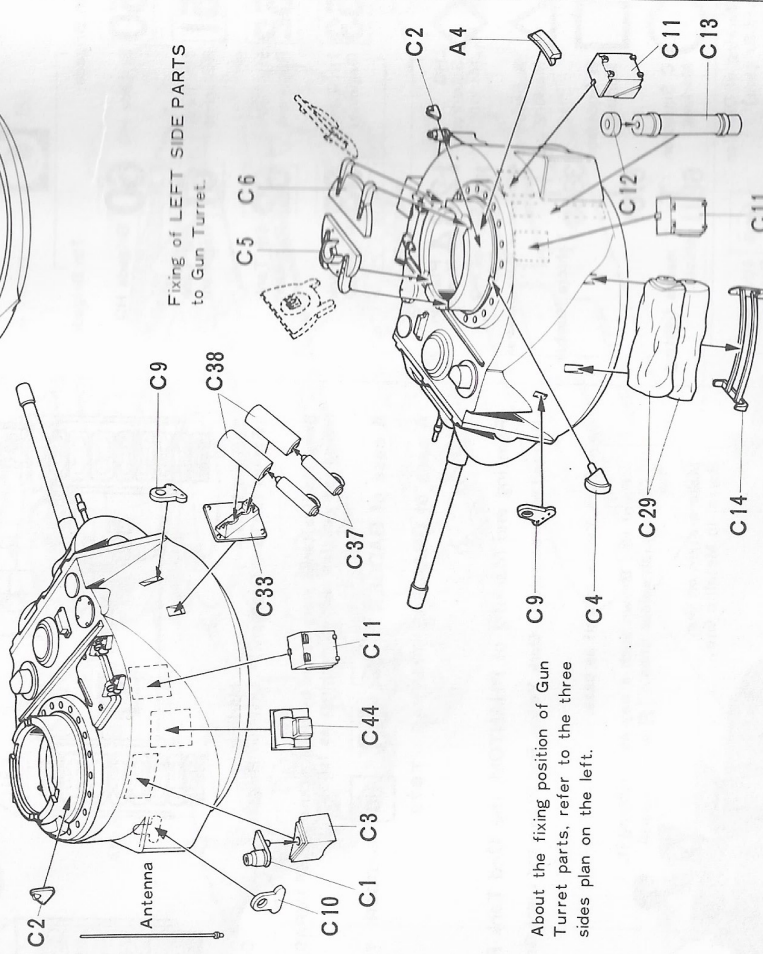


Mk I GUN SHIELD

Mk II GUN SHIELD

Select either one of two versions.

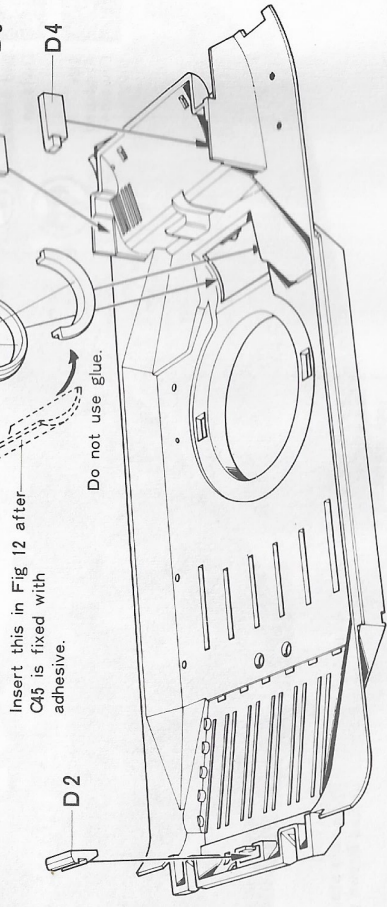
Fixing of RIGHT SIDE PARTS to Gun Turret



Fixing of LEFT SIDE PARTS to Gun Turret.

About the fixing position of Gun Turret parts, refer to the three sides plan on the left.

**10** Fixing of Inside Parts for Upper Hull

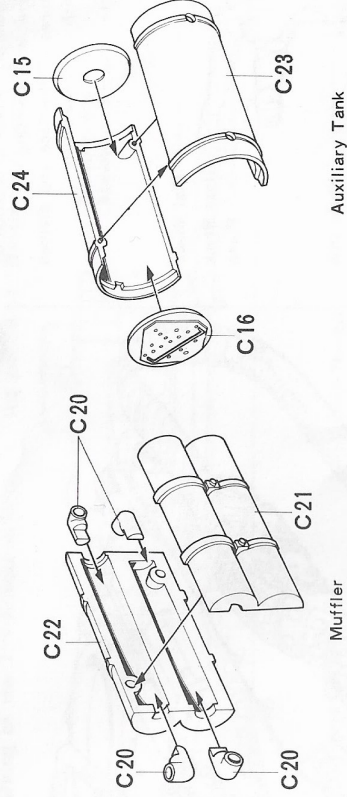


Insert this in Fig 12 after C45 is fixed with adhesive.

Do not use glue.



# 11 Construction of Muffler and Auxiliary Tank

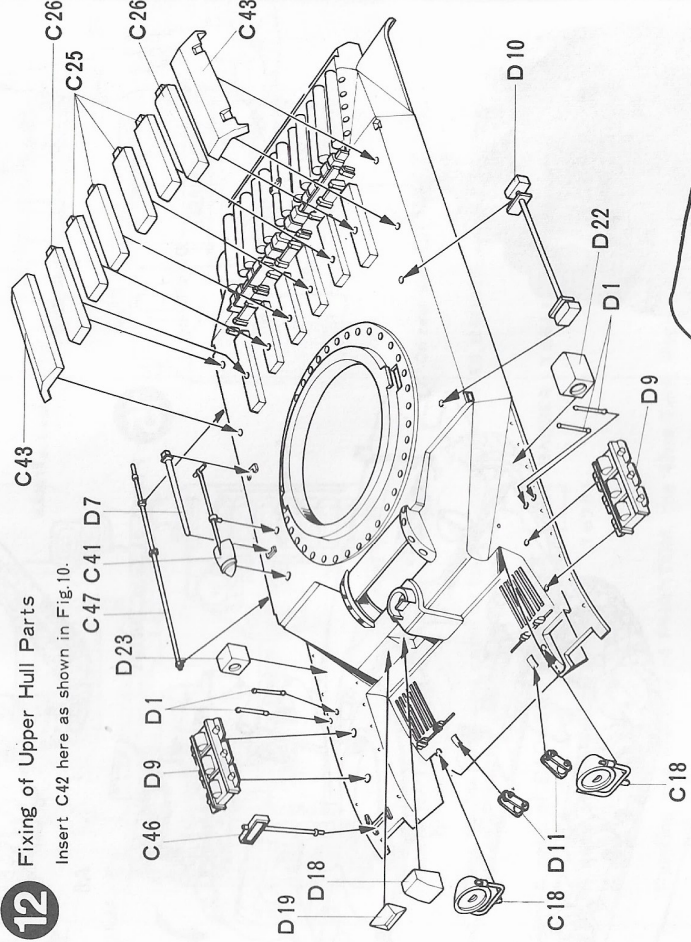


Muffler

Auxiliary Tank

## 12 <Fixing of Upper Hull Parts>

★Cement each part to Upper Hull making sure of its position in the figure.



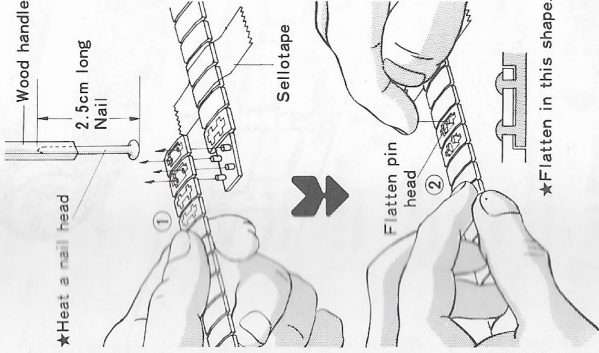
Fixing of Upper Hull Parts

Insert C42 here as shown in Fig.10.

## 13 <Fixing of Upper and Lower Hull Halves>

★Fix the completed Upper and Lower Hull halves together. First fit the front part of each together, and then fit in rear Hook as shown in the figure.

<Construction of Track>



★Heat a nail head

2.5cm long

Nail

Wood handle

Sellotape

Flatten pin head

★Flatten in this shape.

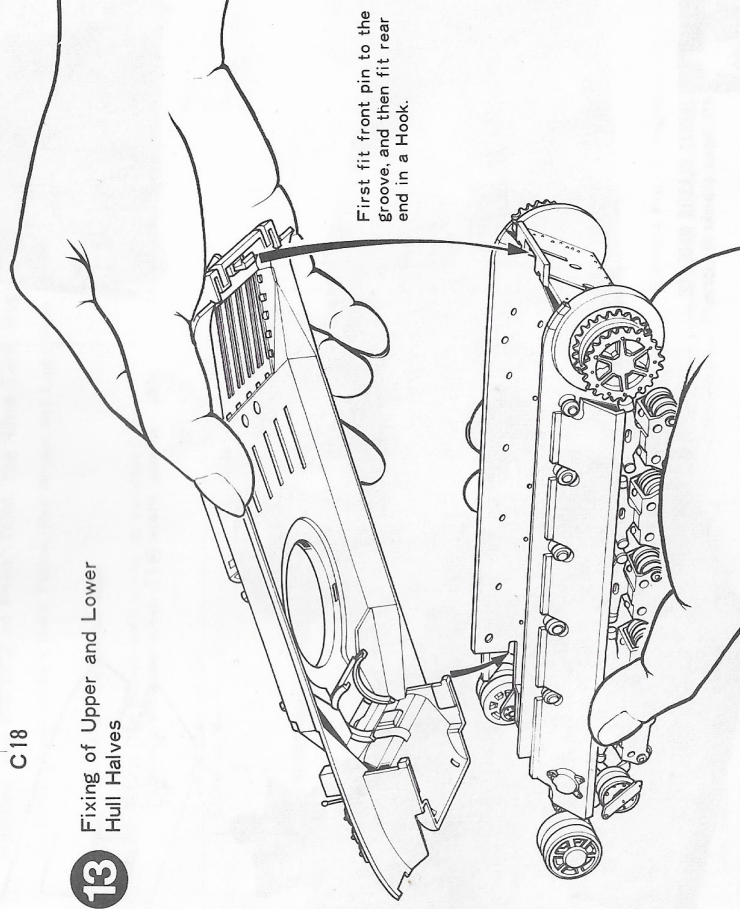
<How to Heat-fix Tracks>

★Firmly fix one end of Track onto a desk or the like with tape and pass pins through holes. Then, lightly touch the pin heads with a nail head or a screwdriver's blade that has been previously heated.

★Flatten pin heads immediately with your finger to connect Track.  
★If Track is broken or the connecting portion is too weak, you can reinforce it with a black thread or a stapler as shown in the figure.



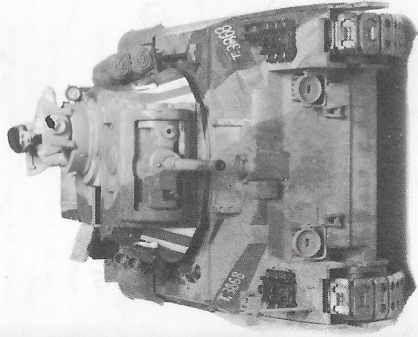
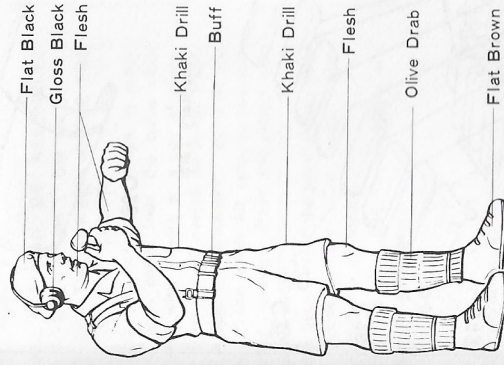
## 13 Fixing of Upper and Lower Hull Halves



First fit front pin to the groove, and then fit rear end in a Hook.

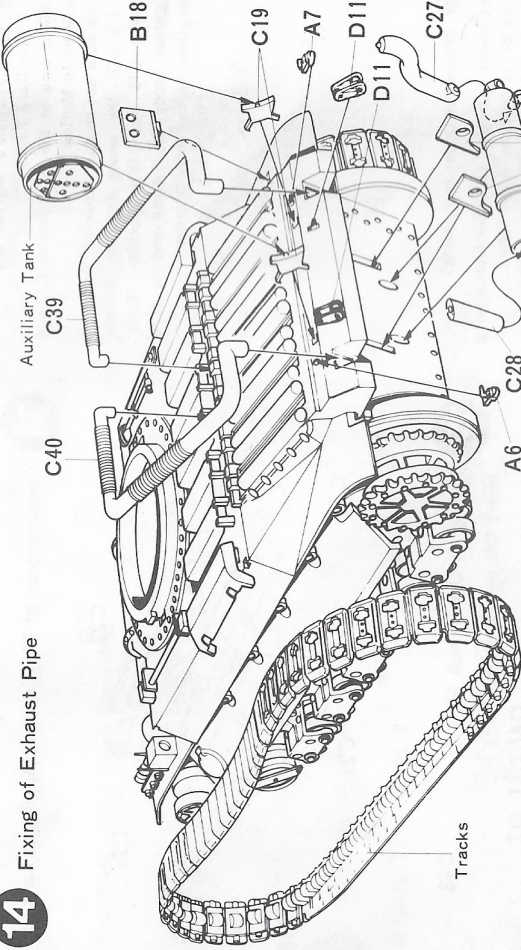


Assemble figure with right and left hands, and Microphone B1. Place in position on the gun turret after painting.  
Apply features of the face and clothes wrinkles with a pointed brush.

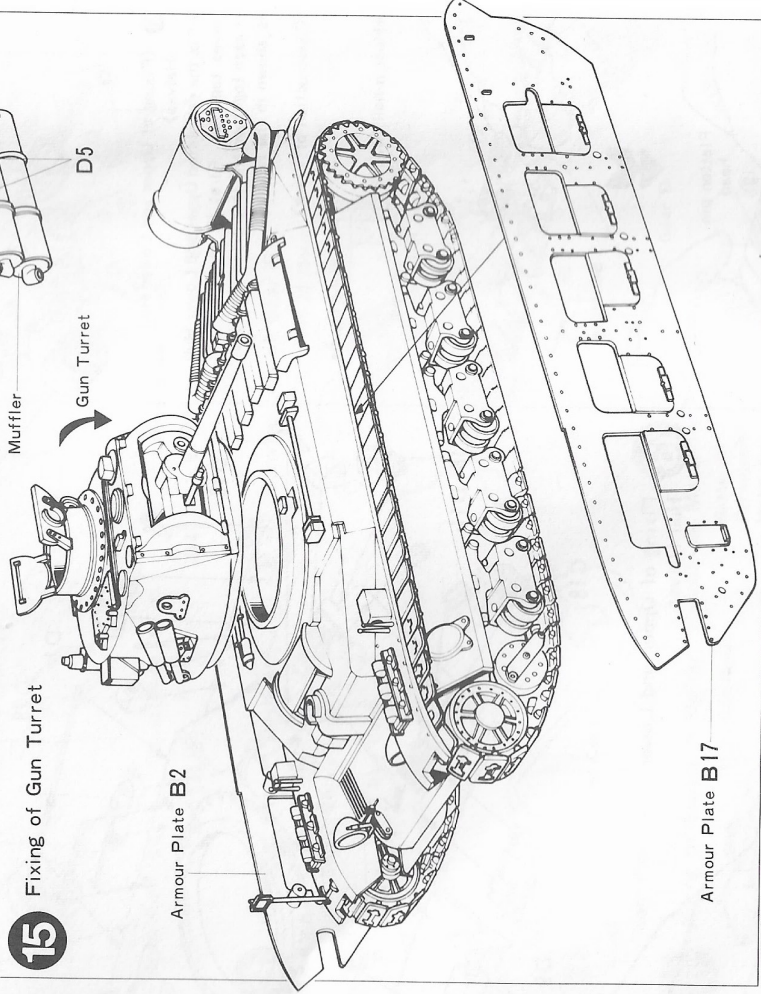


Front view of completed model

**14** Fixing of Exhaust Pipe



**15** Fixing of Gun Turret



Completed Model

TAMIYA PLASTIC MODEL CO.  
628, Oshica, Shizuoka-City, Japan.





# APPLYING DECALS



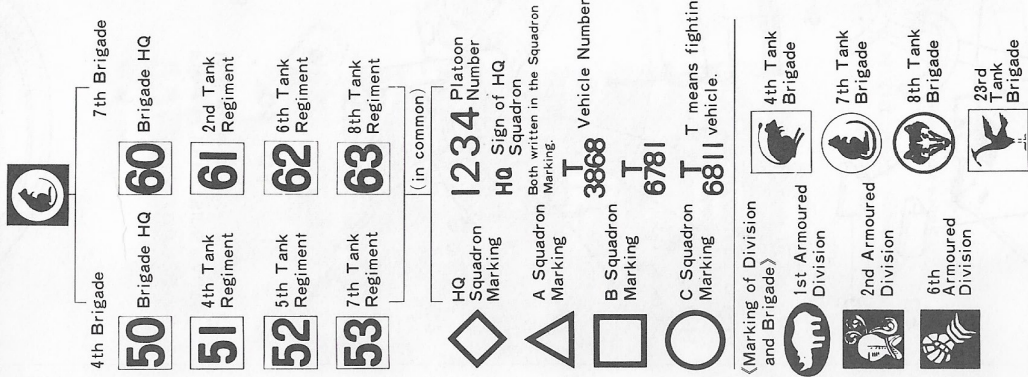
# PAINTING

## ABOUT THE MARKING OF MATILDA

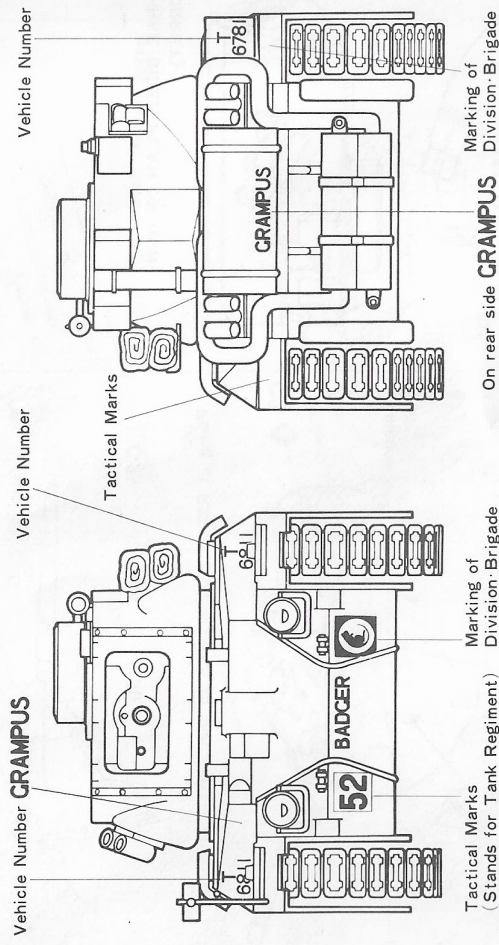
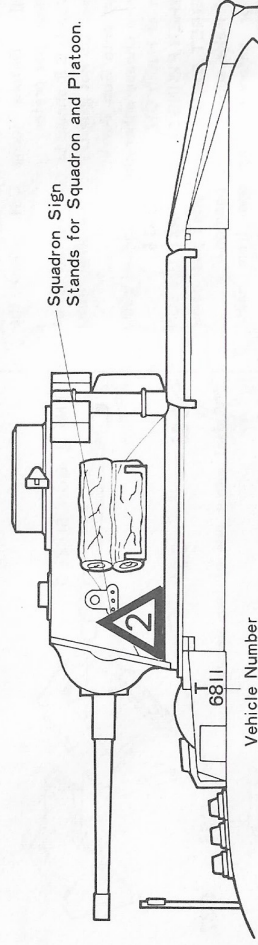
On June 15th 1941, the British Army had started the "Battle Axe" operation on the North African Front. It was the Seventh Armoured Division that became taking the leading part in this operation.

The marking of this kit is selected of the Fourth and the Seventh Brigade from the Seventh Armoured Division.

(Division Marking of the 7th Armoured Div.)



THE MARKING OF MATILDA Apply each marking in position as below.  
Marking of the 7th Armoured Division (the period of "Battle Axe"; June 1941)



Tactical Marks  
(Stands for Tank Regiment)

On rear side **GRAMPUS**  
Marking of  
Division: Brigade

Some Matilda tanks were called by their nicknames, GRAMPAS, BADGER, and PHANTOM etc. These nicknamed vehicles carried markings as follow:

A case of **BADGER** **53** **HQ** **BADGER** **T6811**

A case of **GRAMPAS** **GRAMPAS** **T6781**

Painting and Marking of **PHANTOM**, the 42nd Tank Regiment

Painted in three colours, Dark Yellow, Red Brown, and Light Grey.

Paint Dark Yellow overall as base.

Paint Red Brown such a way as scrubbing it.  
Distinguish colour lines.

Light Grey should be tinted blue by mixing  
a small amount of Flat Insignia Blue.  
Distinguish colour lines.

Make a stain on Gun  
Barrel in Metallic Grey.

Paint Auxiliary Tank  
to look stained with  
German Grey and  
Flat Earth etc.



Paint the surface where Idler Wheels  
touch Tracks in Chrome Silver as if they  
look metal.

Paint mud stains poured out of Suspension Covers smearily  
in Red Brown plus Flat Earth with a brush.

Exhaust Pipe is stained in Red Brown.

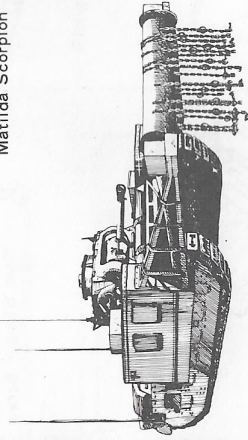


forward by the tank. There was also an experimental Matilda with a trench-crossing device to assist the passage of wheeled vehicles, but this was not adopted.

Among the best tanks of the War, Matildas were easily distinguishable by their heavy appearance and the plated sides with rows of mud-chutes. The superstructure was almost entirely cast (as also the turret), which made production slow and complicated, and the speed was insufficient for the needs of mobile warfare. Nevertheless, the Matilda design was about the best to appear just prior to the Second World War. All marks of Matilda were almost identical in appearance, and many were used by the Red Army and the ANZAC forces. One experimental model had two Perkins S-6 compression-ignition engines.

Despite attempts to attach a Cromwell turret, it was not found practical to up-gun the Matilda above 2 pdr. For this reason all further development work ceased.

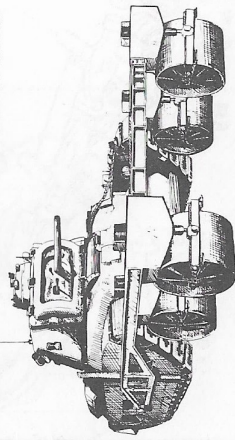
Matilda Scorpion



Matilda Baron



Matilda AMRA



#### SUMMARY OF INFANTRY TANK MK II MATILDA MODELS

Infantry Tank Mark	Matilda Mark	Armament	Engine	Remarks
II	I	2pdr & .303 MG (coax)	2×AEC A.183/184	
II*	I*	2pdr & .303 MG (coax)	2×Leyland	Re-engined Mk I.
IIA	II	2pdr & 7.92 MG (coax)	2×AEC A.183/184	
IIA*	III	2pdr & 7.92 MG (coax)	2×Leyland E.148/149 or E.164/165	
IIA • CS	IIICS	3" How & 7.92 MG (coax)	2×Leyland CS version E.148/149 or E.164/165	
IIA**	IV	2pdr & 7.92 MG (coax)	2×Leyland E.170/171	Increased fuel capacity & modified steering gear
IIA •• CS	IVCS	3" How & 7.92 MG (coax)	2×Leyland CS version E.170/171	of Mk IIA •
II B •	V	2pdr & 7.92 MG (coax)	2×Leyland E.170/171	Modified gear-box
II(M)				Mild steel
IIA(M)				training
II B(M)				tanks

