

U.S. Amphibian 1/4ton 4x4 Truck **FORD G.P.A. JEEP**

1/35 MILITARY MINIATURE SERIES NO.43

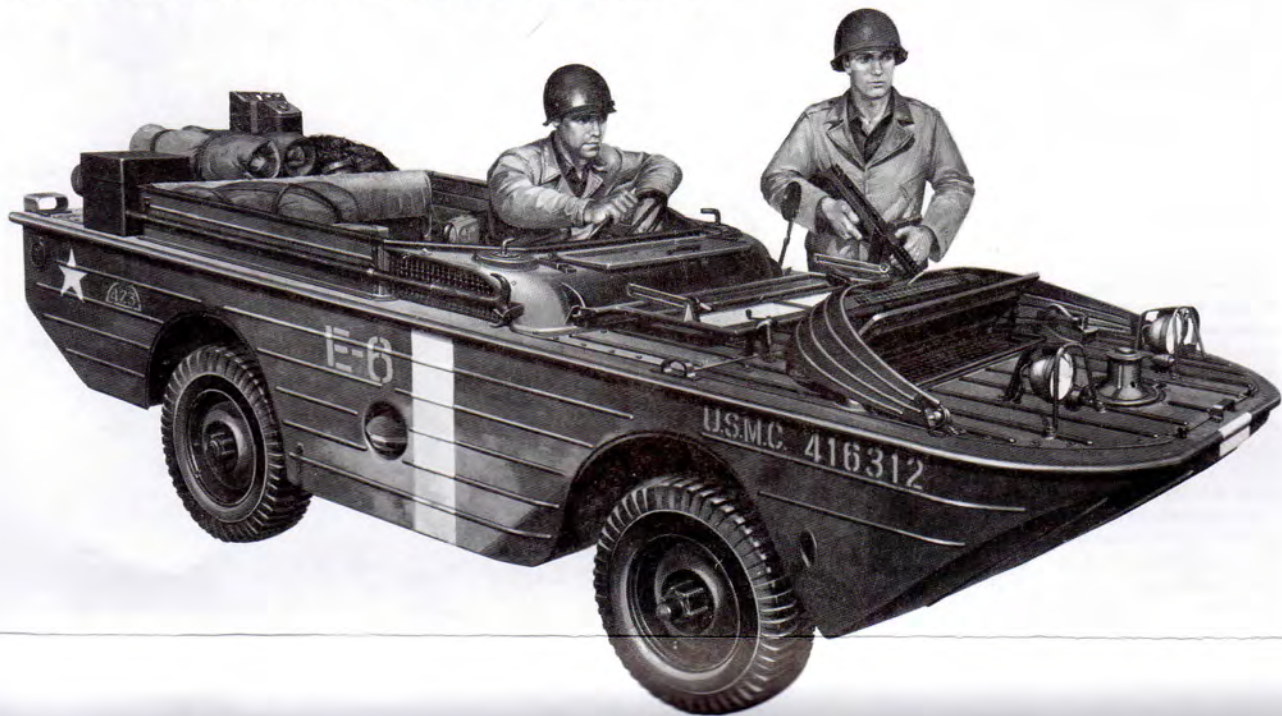
ITEM 35043



TAMIYA

TAMIYA, INC.

3-7, ONDWARA, SHIZUOKA-CITY, JAPAN.



Among various military vehicles that were active in World War II, the U.S. Ford G.P.A. amphibious jeep as well as the German Schwimmwagen were classed as "unique" and ranked as the pioneers of military amphibious vehicles which are now widely used as a matter of course. As early as June 1940 when Bantam delivered their first jeep to the U.S. Army, the Supply Division cherished the idea of developing an amphibious version of the jeep. In view of the production capacity and war situation of those days, however, the production of the regular jeep was the first priority. It was not until the beginning of 1941 that the idea was put into practice. The Supply Division set out strict requirements as follows: the amphibious version of the jeep should be a four-wheel drive car with unladen weight of under 2,600 pounds, it must travel on land in the same way as the regular jeep, carry three fully armed soldiers, one light machine gun and 2,000 rounds, and have a maximum speed on water of more than five miles per hour. Because the regular jeep actually put into production had been forced to overstep the weight limit imposed by the Supply Division to obtain required performance and durability, it was considered difficult from the very beginning to meet all the requirements of the Supply Division. It was Marmon-Herrington who were making wheeled armoured cars and Ford who had been producing the GPW jeep that consented to make a pilot model. As the small manufacturer of Bantam had gained the honour of successfully designing the first pilot model of the regular jeep, Marmon-Herrington beat Ford and completed a pilot model named QM-4 which met most of the Supply Division's requirements. The pilot model QM-4 was almost the same as the later G.P.A. the body itself was designed first by Sparkman Stephens, a boat building company in New York, and then the running gear was designed by Marmon-Herrington. Judging from the design work, the QM-4 would have been something like a boat equipped with wheels and naturally much importance would have been attached to its stability on water. Against the Supply Division's expectations, however, the weight was far beyond the limit and the body was as long as 1623 metres which meant that the vehicle was much larger than the regular jeep. Marmon-Herrington were unfortunate in losing the production order because their production capacity was limited, and Ford was ordered to manufacture vehicles based on the Marmon-Herrington pilot model. Thus the small manufacturer suffered the same misfortune as Bantam experienced concerning the regular jeep. The first pilot model of Ford was delivered to the U.S. Army in February 1942 and immediately subjected to tests. Although it exceeded the weight limit by 1,000 pounds, the Ford pilot model was able to travel on land at a speed of 60 mph and on water at 7 mph.

The Ford pilot model compared quite well in such performance with Marmon-Herrington's.

On 10th April 1942, the first production order for 5,000 G.P.A. jeeps was placed with Ford on condition that it should be filled as soon as possible. On 17th April 1942, the G.P.A. was recognised as a regular Army vehicle. Ford manufactured 3,000 units during the one month period from 10th April to 9th May of that year. Although confronted with various production problems, Ford managed to produce a total of 12,778 units by the end of World War II. 12,775 out of them were registered on the book of the Supply Division in three groups with serial numbers 702104—709999, 7010000—7012103 and 7012105—7014882. Most of these G.P.A. jeeps were sent to U.S. forces on the western front, while some were used in the Pacific theatre of war. The G.P.A. rendered the most distinguished service in the forced crossing of the Dnieper by the Russians which started on 19th March 1944, where a great number of G.P.A. jeeps lend-leased to the Soviet Union were the spearhead of the advance. The Russians not only kept using the G.P.A. until they dashed into Berlin but also manufactured after the war their own amphibious jeep named GAZ-46 which combined the GAZ-68 chassis with the body similar to that of the G.P.A. At the end of the war, the U.S. Army decided to stop manufacturing the G.P.A. The U.S. Army Information and Research Bureau reported in 1971 that the German Schwimmwagen had been better suited for military purposes than the G.P.A. particularly in running ability, weight and overall length. But the unique design and stability on water of the G.P.A. were publicly acclaimed since Australian engineer Ben Carlin and his wife in a G.P.A. successfully travelled across the Atlantic Ocean and the Sahara Desert in Europe all by themselves in 1950. Some G.P.A. jeeps have been well preserved until today by G.P.A. collectors in the United States and other parts of the world. The G.P.A., which stands for "General Purpose Amphibian", was so named after the Ford GPW. Soldiers often called it "Seep" (Sea going Jeep) or "Be's Invasion Taxi".

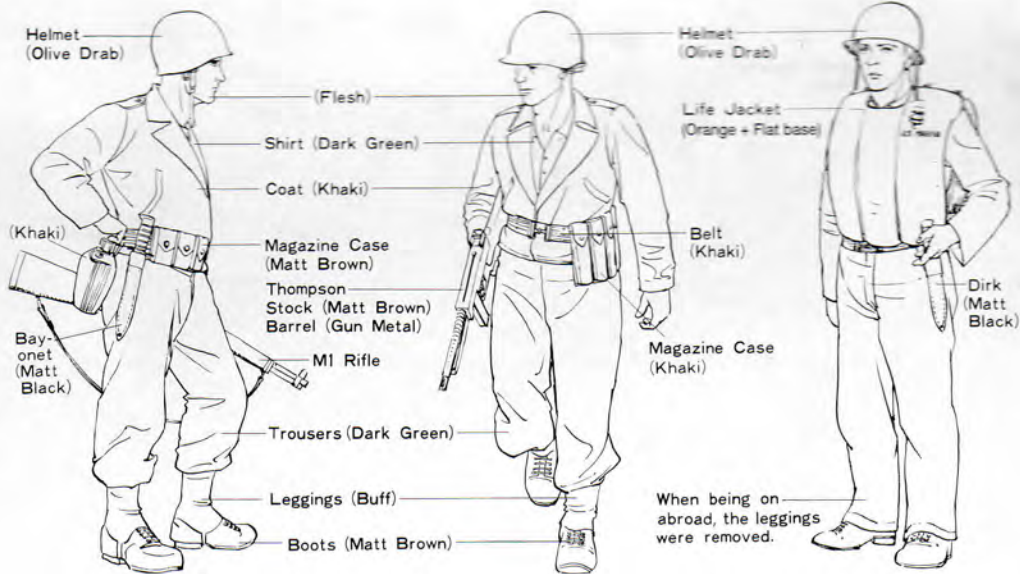
(Essential Specification of the G.P.A.)

Overall length: 4.623 m Overall width: 1.626 m

Overall height: 1.753 m Weight: 1.647 kg

Power plant: Water-cooled straight-type 4-cylinder 2,199 cc engine offering 54 hp at 4,000 rpm

Maximum speed: 96 km/h (on land), 11.2 km/h (on water)



(Clothing Worn by Marines)
 The G.P.A. jeep was used not only by the Army but also by the Marine Corps. Marines used the same clothing and equipment as army soldiers did with the exception that marines carried a dirk at all times and wore a life jacket when they were embarked amphibious landings. These characterized marine equipment. For converting your model figure into a marine, see the illustration at left.

(Painting of U.S. Military Vehicles)

Generally the vehicles used by the U.S. Armed Forces were painted in single olive drab colour. And we may safely say that this olive drab colour varied slightly in different shades from dark green through olive drab, and the one between dark greenish and olive drab. Seats on the G.P.A. jeeps were covered with khaki or dark green canvas. The interior was painted in the same colour as the outside.

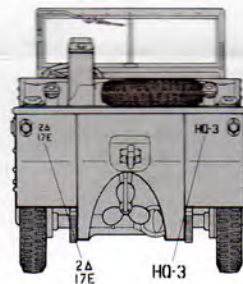
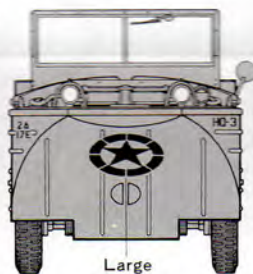
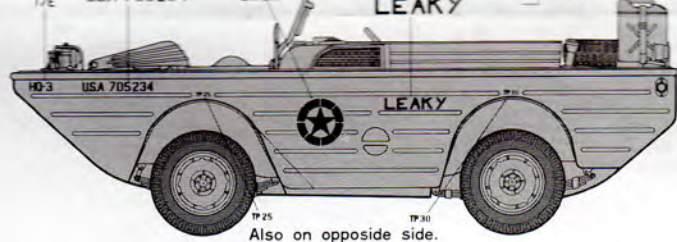
(Paint to be used)

Use enamel paint recommend for plastic models. Colours to paint each part are also indicated in construction of these figures.

- | | | |
|------------|------------|-----------|
| Matt Black | Dark Green | Gloss Red |
| Gun Metal | Olive Drab | Flesh |
| Buff | Matt Brown | Khaki |
| | | Orange |
| | | Flat base |

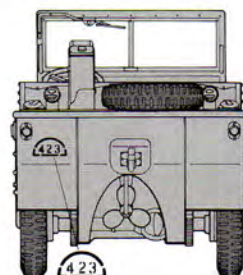
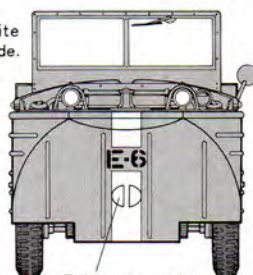
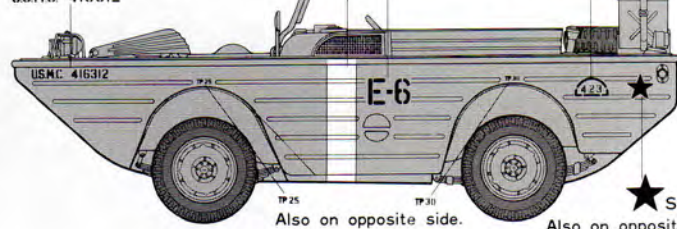
Marking of U.S. Army (1)

Also on opposite side.
 2A 17E USA 705234 Small *His American Tax* LEAKY Some vehicles carried these markings.



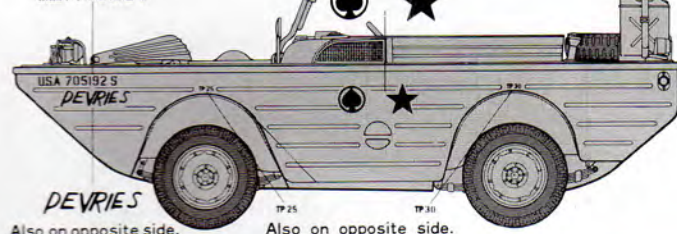
Marking of U.S. Marine Corps

Also on opposite side.
 USMC 416312 Also on opposite side. 423 Also on opposite side.

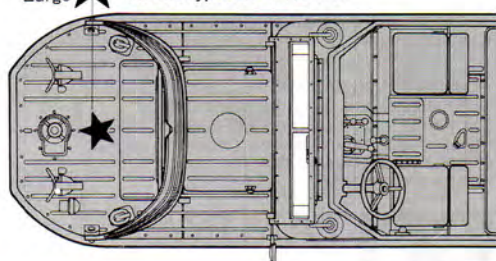


Marking of U.S. Army (2)

Also on opposite side.
 USA 705192 S Also on opposite side.



★ This star mark is applied to the two types shown above.





Please read this before commencing assembly.

★Study the instructions and photographs before commencing assembly.

★You will need a sharp knife, a screwdriver, a pair of tweezers, a file, and a pair of pliers.

★Do not break parts away from sprue, but cut off carefully with a pair of pliers.

★Before finally cementing each part together, be sure that parts fit correctly together. And that you are aware of the next sequence to be followed.

★Use glue sparingly. Use only enough to make a good bond. Apply cement to both parts to be joined.

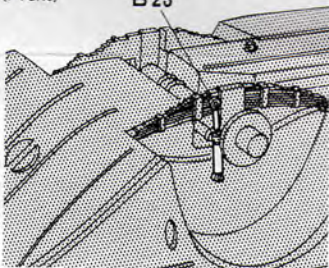
★Painting Your Model

As well as improving the look of your completed model, painting will give you a more pleasing result. Moreover, paint ensures a better base for decals. good application of decals.

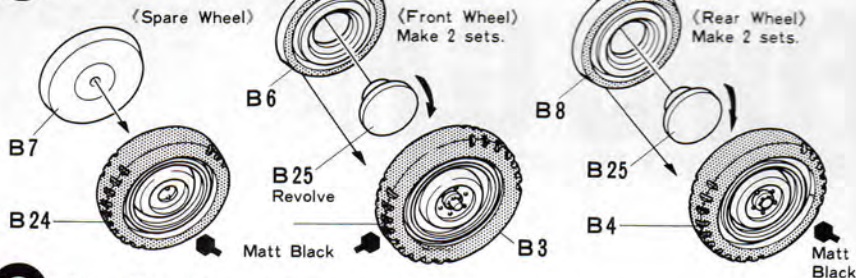
(Construction of Your G.P.A. Model)

Follow each construction step and assemble in the order of the wheels, the lower hull, the upper hull, and the figure. Paint each assembly when it completed, but small parts and internal parts should be painted while still on the sprue. Exact positioning of accessory parts is necessary. It is interesting to locate them according to your preference.

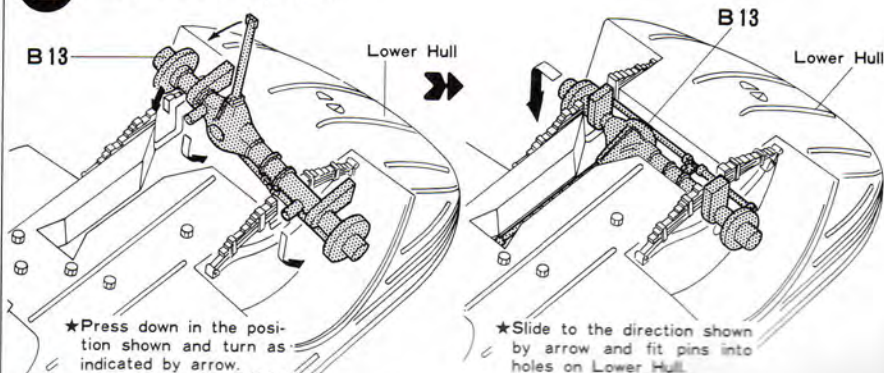
(Reference Figure for Fixing B23 & B22)
(Front)



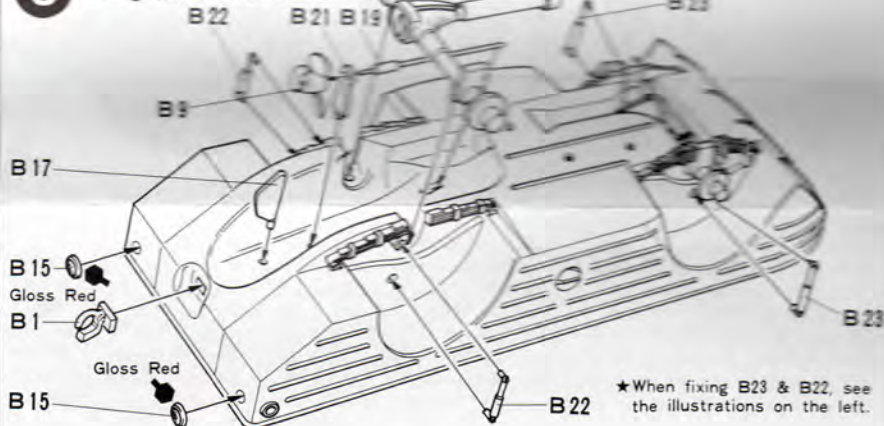
1 Construction of Wheels



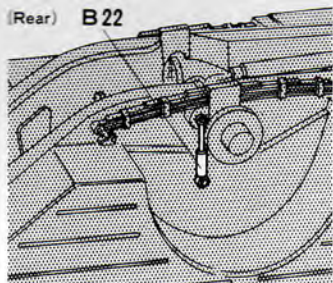
2 Fixing Front Suspension



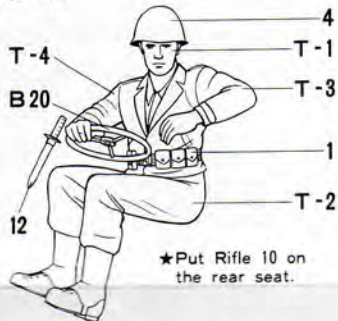
3 Fixing Lower Hull Parts



★When fixing B23 & B22, see the illustrations on the left.



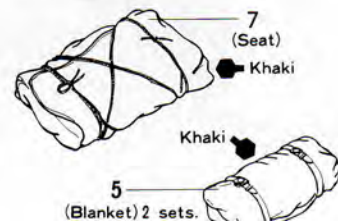
(Construction of Figure)
(Driver)



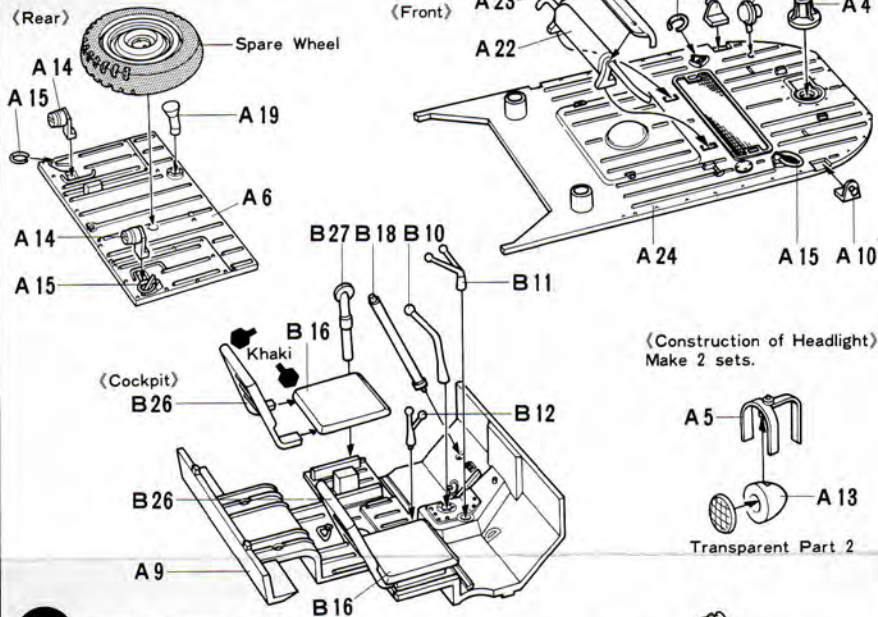
(Infantryman)



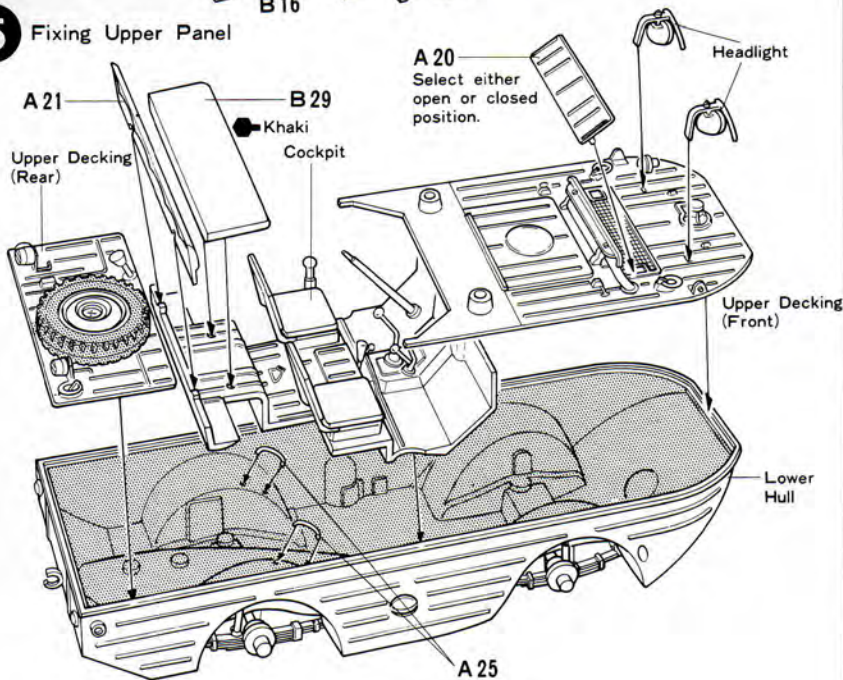
(Accessory Parts)

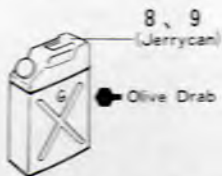
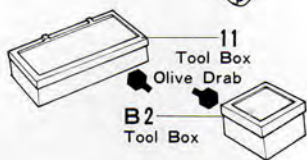


4 Construction of Upper Decking & Cockpit



5 Fixing Upper Panel





★Place parts referring to 7 Fixing Accessory Parts.

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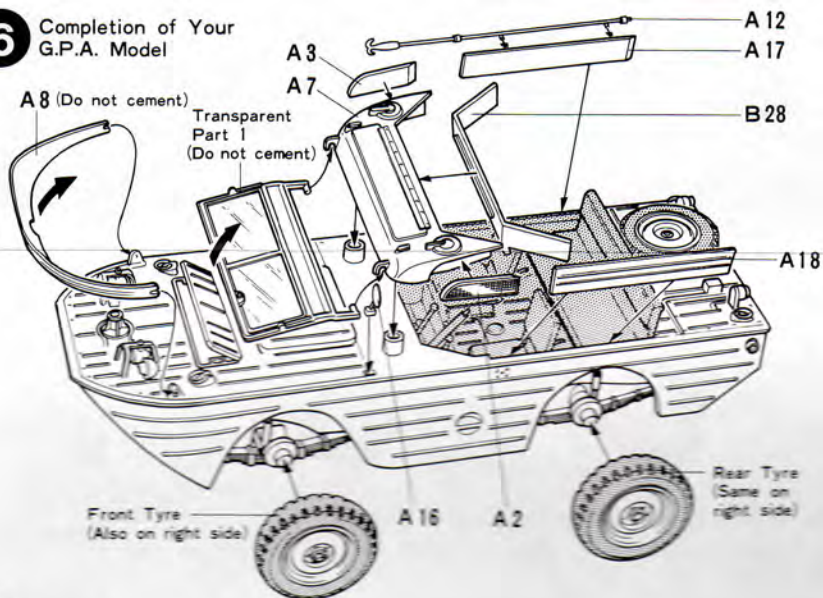
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6 Completion of Your G.P.A. Model



7 Fixing Accessory Parts

