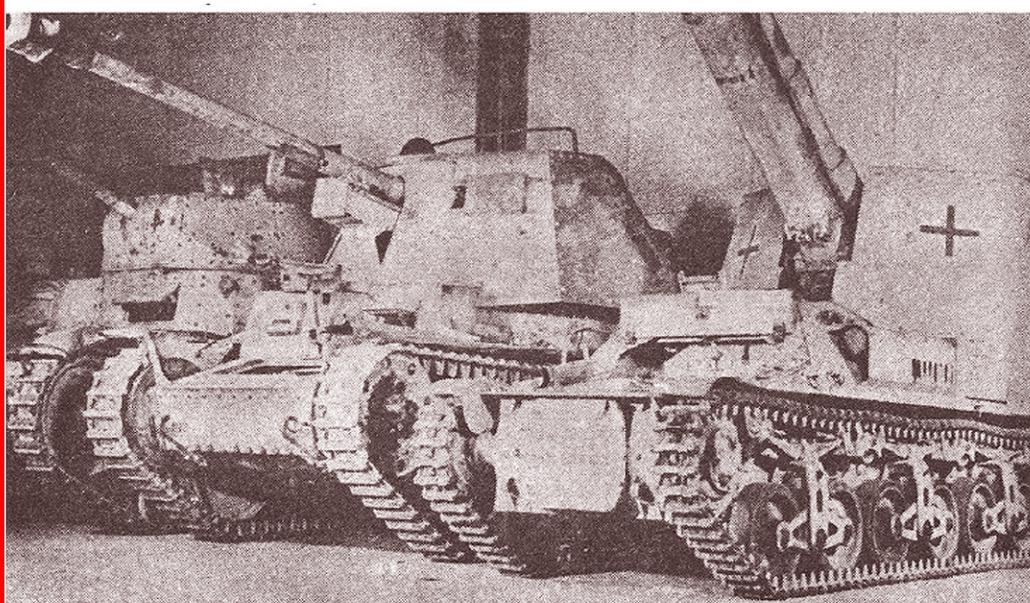
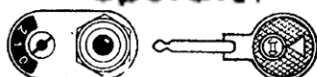
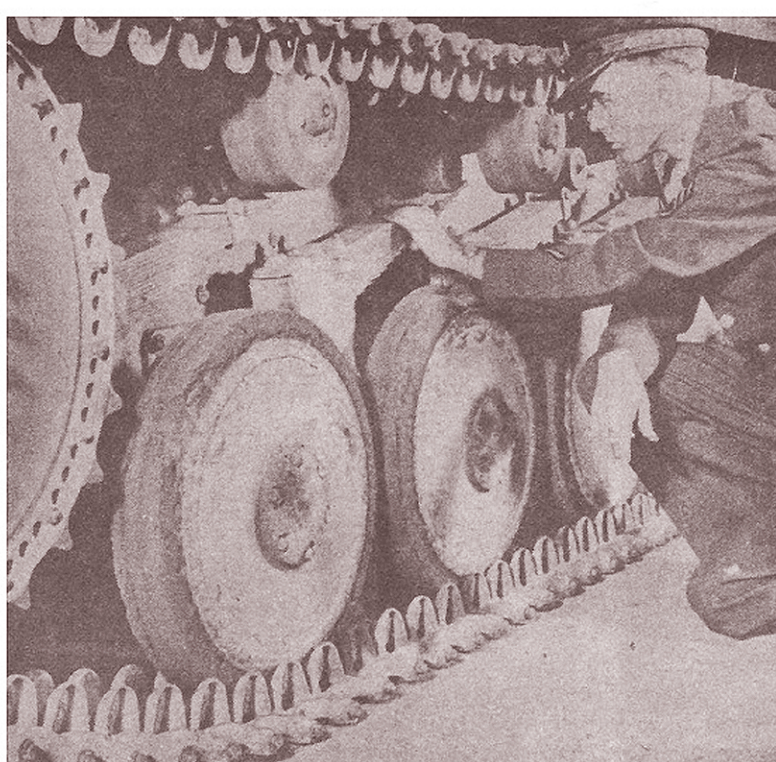


HOW TO DRIVE AN AXIS VEHICLE

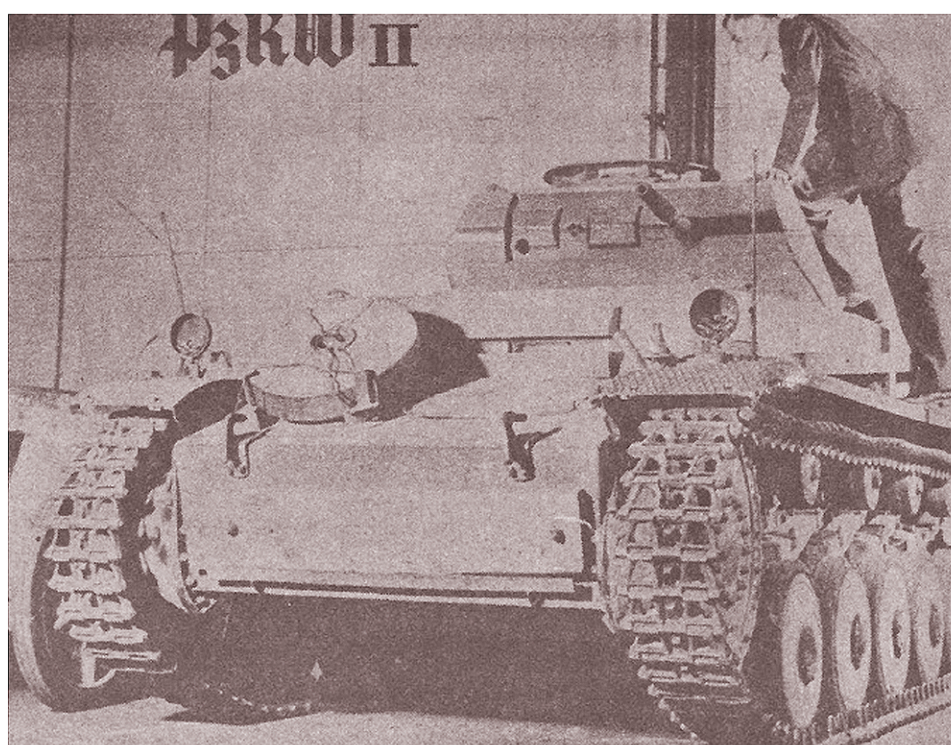
GERMAN, Czech, Italian and some Jap vehicles have Bosch ignition systems, many of which can be operated by the key pictured at left. Note that the key is notched. Under the key is shown the ignition switch and the ignition light. On the switch, which is turned by the key, are positions numbered 0, 1 and 2, which control the lights. The key acts as a master switch. If key is inserted to its first notch, lights can be operated but ignition is off. If key is pushed in further, lights, ignition, starter all can be operated. In this position of the key, the red ignition light glows; and when this light, which is also the starter button, is pushed the starter will operate.



Germans frequently use captured material intact or convert it to suit their own purposes. In the foreground above is a German 15-cm howitzer mounted on a French Lorraine medium tank chassis. To its right is a German 75-mm gun on a Czech medium tank chassis.



The PzKW II is an obsolete type of tank now primarily used by the Germans for observation and reconnaissance. Although it is comparatively low powered, having a six-cylinder 135-horsepower engine, its maximum speed is 35 miles per hour, making it the fastest German tank in use today.



It is armed with a 20-mm auto-cannon and one 7.92-mm machine gun. In the close-up at left is shown the quarter-elliptic springing of bogies which has been replaced in newer German models by a torsional-suspension system. This PzKW II came into Aberdeen painted a bright red, with "Snafu" lettered on the side.