



# War and Peace Displays

## WW1

### War and Peace Great War Trench Experience

A superb professionally built above ground trench system in a 40 foot exhibition trailer. Visitors and guests can enter the trench and be met with the sights and sounds of a trench during the Great War. Also includes a re-enactor/educator to talk to your visitors about this incredible period of history – the experience concludes with a simulated gas attack.

Included are six 8x4 foot professionally written information boards charting the course of the conflict from 1914-1918, housed in a 6x3m branded gazebo. Also available is a 1915 General Service wagon, complete with two full-sized replica horses.

### War and Peace Displays SE5a - NEW!

A highly detailed, full-sized, replica of the fast and deadly British SE5a, a scout aircraft that saw the expert pilots of the Royal Flying Corps finally win mastery of the skies in late 1917.

### War and Peace Displays Renault FT tank

During WW1 the FT was not only operated by the French. Two battalions of the Renault FT were used by the Americans in France, one of which was commanded by George Patton, who became more famous during WW2.

## WW2

### The War and Peace Battle of Britain Experience

Two full-sized replica Battle of Britain Mk I/II Supermarine Spitfires and a Hawker Hurricane, these striking aircraft will bring life to your Battle of Britain or WW2 events and educational activities. The Battle of Britain exhibition trailer, contains memorabilia, information and artefacts, while an re-enactor/educator can provide talks the Battle of Britain, the Blitz, general WW2 or provide school/educational talks and activities in line with the curriculum..

### The War and Peace Flying Flea

A unique full-sized replica WW2 aircraft, the little Flying Flea was an important part of the secret world of wartime activities. The Flying Flea or Pou Marquis was specially altered from a pre-war civilian version of the same aircraft. Small and lightweight, with the addition of folding wings it was perfect to be hidden in barns and the depths of forest undergrowth in occupied territory for use by Special Operations Executives and French resistance for spying, sending messages or even sabotage.

### The War and Peace WW2 Anderson Shelter

A pair of genuine restored WW2 Anderson shelters on a small trailer, one for visitors to enter the second to view from outside. Fully furnished and kitted out as if ready for a sheltering family, these shelters always prompt reminiscences from the older generation, or tales from youngsters who learn about them at school.

### War and Peace Collection

A large collection of historic running WW2 military vehicles including Jeeps, tanks, a rare Sherman BARV, an M10 Achilles, a Staghound armoured car, a Citroen P45 wartime lorry, military motorbikes and more - for commemorations, parades, displays, re-enactments and educational events.

### War and Peace Weapon Supplies – Armoury

A fully licenced comprehensive armoury of weapons encompassing conflicts from WW2 to the Cold War - complete with experienced and professional armourers, War and Peace Weapon Supplies can provide a full service from advice on appropriate weapons through to the training and hire for displays, film and media work, re-enactments and training and education.

### War and Peace Displays Team - official parades and commemorations

Experienced in providing appropriate vehicles for official commemorations and parades, we work with organisers to ensure an event is respectful, historically accurate – and fun where appropriate!

For more information or to book, contact:

War and Peace Displays

The Old Rectory 45 Sandwich Road, Ash, Canterbury, Kent, CT3 2AF

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# The Great War Trench Experience

Transport yourself back to winter on the Western Front during WW1 with the War and Peace Great War Trench Experience.

Set in a 40 foot by 8 foot mobile exhibition trailer, the trench was built by professional set-designer, Michael Whiteley, and with input from a theatrical lighting company and an historian, this above- ground trench evokes the sights and sounds of life on the Western Front. Part of the educational team is experienced re- enactor/educator, Bradley Cooper, who helps bring the trench to life for visitors and students alike with story-telling and drills.



Enter the trench and look in on the Officers' Dugout, where the commanders are discussing strategies over a glass of the local tippale! Creep along the trench or hop-up and look over the top – but don't disturb the sleeping soldier hidden away in his bunk. Handle a replica WW1 weapon, and for students, try on battledress to get a feel for how itchy it all was!

With a surprise or two instore (which we can't spoil!) – the Great War Trench Experience is an educational and entertaining way to learn more about life on the front line.



Also included are six 8x4 foot professionally written information boards charting the course of the conflict from 1914-1918, housed in a 6x3m branded gazebo.



We also have a 1915 General Service Wagon, restored in 2016 available for hire.



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## WW1 Royal Aircraft Factory SE5a

Designed by H.P. Folland at the Royal Aircraft Factory at Farnborough, the SE5a was developed mid WWI in response to a call from the Royal Flying Corps for the British aircraft industry to develop a fighter, superior to the enemy's machines, that could help win the war.

The War and Peace Displays SE5a is a highly detailed, full-size, replica of the fast and deadly British SE5a, a scout aircraft that saw the expert pilots of the Royal Flying Corps finally win mastery of the skies in late 1917. With its 180hp water-cooled Wolsley Viper engine and a top speed of over 130 mph, it could out-dive any German machine above the shell-torn fields of Flanders, intercepting 'the Hun', (as the Germans were known), with its wing mounted Lewis and Vickers machine guns, synchronised to fire through the propeller arc.



SE5a

It was a dangerous game of cat and mouse in these early dogfights. Wind seared your face, cold penetrated your bones and with no radio communications between the British squadron, a wave of the hand by the flight leader would be all the signal a pilot received before he was engaged in a twisting turning battle to get on the enemy tail and bring him down. The spruce structure offered no place for armour plating, and, more tragically, no room for a parachute. The leather flying clothing offered some protection against fire, but the risks were still dangerously high.



The War and Peace Displays SE5a with its builder and historical presenter, Stephen Abs Wisdom.

In aircraft like this, pilots like Edward 'Mick' Mannock, Albert Ball and James McCudden made their names, using the speed and agility of the SE5a to pounce on the enemy from high altitude in very much the same way as the famous Spitfire would do just two decades later.

Our SE5a replica accurately reflects this famous aircraft and is painted in the colours of No. 24 Squadron, flying from Conteville, near Abbeville in France just before the Royal Flying Corps became the Royal Air Force in 1918.

<b>Power plant:</b>	180 hp water-cooled Wolesely Viper engine
<b>Wingspan:</b>	26ft 7"
<b>Length</b>	20ft 11"
<b>Height:</b>	9ft 6"
<b>Max speed</b>	120mph @15,000 ft
<b>Armament:</b>	1 x Vickers .303 (port side of fuselage) plus 1 x Lewis .303 gun (mounted on upper wing)

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## WW1 Renault FT tank French Light Tank

The concept for the Renault FT tank was created by French tank pioneer Colonel Jean-Baptiste Estienne. He believed the best way to overwhelm the enemy was for hundreds of little tanks to swarm across the battlefield like mosquitoes.

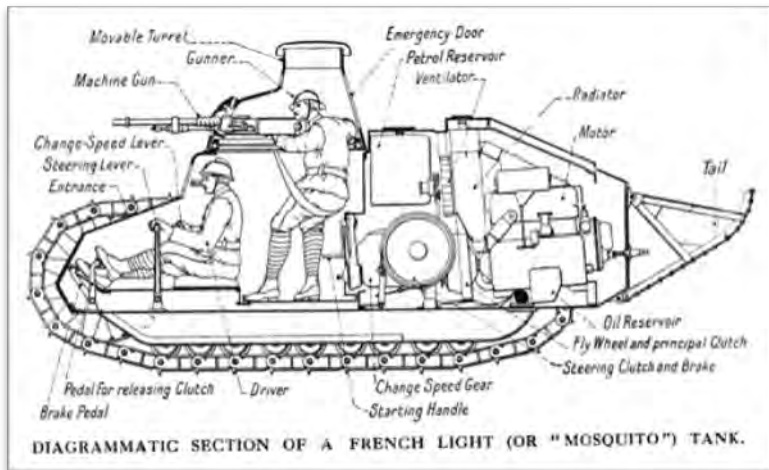
In 1916, Louis Renault improved on the designs, resulting in the Renault FT, which was produced by the *Société des Automobiles Renault* (Renault Automobile Company) in early 1917. Commonly known as the Renault FT 17, the "17" was not applied to it until after WW1.

The rear of the tank features a "tail", which was used to move the FT across trenches, shell holes and rough ground.



Renault FT light tank

During WW1 the FT was not only operated by the French. Two battalions of the Renault FT were used by the Americans in France, one of which was commanded by George Patton, who became more famous during WW2.



The Renault FT was also used by Infantry Regiments of the British Army for liaison around the battlefields by the Brigadier in charge.

As so many Renault FTs were produced, by the start of WW2 there were still a great many available for operation. The FT was once again put to use fighting against the Germans. Some fell into German hands, who used them in security duties during WW2.

Due to its configuration of crew at the front, engine at the back and armament inside a 360° rotating turret, some historians have called the Renault FT the world's first modern tank.

**This tank is provided in the rear of the Citroen P45 lorry.**

<b>Main gun:</b>	8mm Hotchkiss Machine Gun
<b>Armour:</b>	8-16mm
<b>Weight</b>	7.2 tons
<b>Speed</b>	4.8 mph
<b>Engine:</b>	Renault 4-cyl, 4.5 litre
<b>Crew:</b>	2 (1 driver, 1 commander/gunner)

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## Supermarine Spitfire

In 1930 the Air Ministry issued a specification for a new day and night fighter armed with four machine guns. This led Supermarine's star designer and Chief Engineer, R J Mitchell, to start a design process that would ultimately create one of the most important aircraft in history.



The prototype was initially just known as K5054; however it also needed to be named. The Air Ministry suggested Shrew or Shrike; but Sir Robert McLean, a Director of Supermarine parent company Vickers, suggested Spitfire as he often referred to his daughter Ann as being "*a little spitfire*".

The first flight of K5054 took place at Eastleigh, now Southampton Airport, on 5 March 1936; subsequent tests took the Spitfire up to 349mph with results proving this was going to be an outstanding aircraft. On 3 June 1936 the Air Ministry placed an order for 310 aircraft – even before testing was complete.

Following the declaration of war on 3 September 1939, the Spitfire was ready for her baptism of fire. Orders had been placed for a total of 2,143 Mark 1 aircraft with the Merlin II 1,030 hp engine, carrying eight Browning 0.303in machine guns or four machine guns and two 20mm cannons. Deliveries of the Mark II, with the more powerful Merlin XII 1,175hp engine began in June 1940. Few had any idea of the importance of the aircraft, both in military terms and the uplifting effect on the morale of the British nation in the dark days of war.

During its service life, the weight of the Spitfire increased by more than half, its engine power more than doubled and its top speed rose by between 25-30%. Overall there were 24 distinct Marks of Spitfire and many sub-variants, which were largely defined by engine (Merlin or Griffon) and propellers ranging from the fixed-pitch two bladed version of the prototype and early production versions, to the contra-rotating, six-bladed installation of the Seafire 47. Wing and armament types also provided further sub variants denoted by letters A to E. Other variants were given PR for photo reconnaissance and FR for fighter reconnaissance.

For an idea of how the aircraft are assembled, watch this short video of the Spitfire's assembly:  
<http://www.youtube.com/watch?v=pl4Hx8mb9Gg>



<b>Power plant:</b>	One 1,030 hp Rolls-Royce Merlin III twelve-cylinder liquid-cooled engine		
<b>Span:</b>	36ft 11 in (11.25m)	<b>Length:</b>	29ft. 11 in (9.12m)
<b>Max Speed:</b>	362 mph (584km/h) at 19,000 ft ,790m)		
<b>Armament:</b>	Eight .303 in Browning machine guns mounted in wings		

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## The Hawker Hurricane

Designed and built for the RAF by the Hawker Aircraft Company in 1934, the Hawker Hurricane is a British single-seater fighter aircraft, designed following discussions with the Air Ministry towards the end of 1933.

Led by Hawker's chief designer, Sydney Camm, the first prototype Hurricane flew on 6 November 1935. Exceeding all demands, the Air Ministry ordered 600 Hurricanes on 3 June 1936 giving the RAF its first fighter monoplane and first combat aircraft capable of exceeding 300 mph in level flight - 100mph faster than any aircraft then in service. Entering operation in 1937, it also provided the RAF with increased fire power of eight machine guns.



Fighter Command Squadron No 111 was the first to receive Hurricanes at Christmas 1937 and its Squadron Leader John Gillan flew one from Edinburgh to London at an average ground speed of 408.75 mph (659.27km/h). When war was declared on 3 September 1939, 497 Hurricanes had been completed from an order book totalling no less than 3,500, equipping 19 RAF squadrons. Flying a Hurricane, RAF Pilot Officer Mould was the first to shoot down a Luftwaffe plane when he destroyed a Dornier Do-17 over France in October 1939 and Fighter Command's only Victoria Cross was awarded to Hurricane pilot Flight Lieutenant J B Nicholson of No 249 Squadron.

It was in the Battle of Britain that the Hurricane made its mark. As the fighting raged in the skies overhead, aircraft production increased so that by September 1940 the number of Hurricane squadrons had risen to 32. It became renowned for its achievements, reputedly accounting for 60% of the RAF's air victories and shouldering the lion's share of Britain's defence during the Battle of Britain. Largely overshadowed by the Supermarine Spitfire, the Hurricane served in all the major theatres of World War Two.

A total of 1,715 Hurricanes flew with Fighter Command during the period of the Battle, far in excess of all other British fighters combined. A robust, manoeuvrable aircraft capable of sustaining fearsome combat damage, it shot down more planes during World War Two than any other aircraft.

For an idea of how the aircraft are assembled, watch this short video of the Spitfire's assembly:  
<http://www.youtube.com/watch?v=pl4Hx8mb9Gg>



<b>Power plant:</b>	One 1,030 hp Rolls-Royce Merlin III twelve-cylinder liquid-cooled engine		
<b>Span:</b>	40ft (12.19m)	<b>Length:</b>	31ft 4in (9.55m)
<b>Max Speed:</b>	328 mph (529km/h) at 20,000 ft (6,095m)		
<b>Armament:</b>	Eight .303 in Browning machine guns mounted in wings		

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## The Battle of Britain Exhibition Trailer Remembering The Few, Honouring the Many

The Battle of Britain began with the British withdrawal from France via Dunkerque and the preparation by the Germans to mount Operation Sea Lion, Hitler's invasion project for Britain. But before the Germans could cross the 22-mile strip of the English Channel, the Royal Air Force, had to be destroyed.

The Battle of Britain Experience exhibition trailer commemorates the iconic 16- weeks of one of the greatest battles of World War II. It introduces you to three great pilots: RAF Robert Stanford Tuck and Adolph "Sailor" Malan and Luftwaffe Adolf Galland and the important aircraft they flew in the battle for freedom.

But of equal importance were the brave women of the Air Transport Auxiliary (ATA) – the Ferry Pilots. The ATA comprised both men and women, but in a time when few women knew how to drive cars, or even had an opportunity to learn, a group of eight young women broke into the all-male world of military flying. This is the story of an important chapter in aviation – and women's equal rights.

The Battle of Britain Experience exhibition trailer tells the tale of these "first eight". The story starts when Pauline Gower, Commissioner for Civil Air Defence, approached the Director General of Civil Aviation with the proposal that women were included in the newly formed ATA. After much bureaucratic wrangling, on 16 December 1939 12 women pilots gathered at Whitchurch and flight tested in a Gypsy Moth. Eight, including Pauline Gower, were selected and officially appointed as Second Officers in the ATA with a salary of £26 a year on 1 January 1940.

These first female ferry pilots came from a wide range of backgrounds: Rosemary Rees was a former ballet dancer; Mona Friedlander, an international ice hockey player; and Winifred Crossley, the daughter of a doctor. Marian Wilberforce was a pilot with her own Gipsy Moth. Joan Hughes had been Britain's youngest pilot who started flying at 15, before age restrictions were established. Margaret Cunnison and Gabrielle Patterson were both flight instructors.

Also contained within the 21' exhibition trailer are memorabilia and artefacts, guiding you through RAF life during WW2.



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## The Flying Flea

New to the War and Peace Display's collection of full-sized replica World War Two aircraft is the Flying Flea, an important part of the secret world of wartime activities.

The Flying Flea or Pou Marquis was specially altered from a pre-war civilian version of the same aircraft. Small and lightweight, with the addition of folding wings it was perfect to be hidden in barns and the depths of forest undergrowth in occupied territory for use by Special Operations Executives and French resistance for spying, sending messages or even sabotage.



**WW2 Flying Flea**



**WW2 airman beside a Flying Flea with folded wings**



**War and Peace Displays replica Flying Flea at event**

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## WW2 Home Front Anderson Shelter

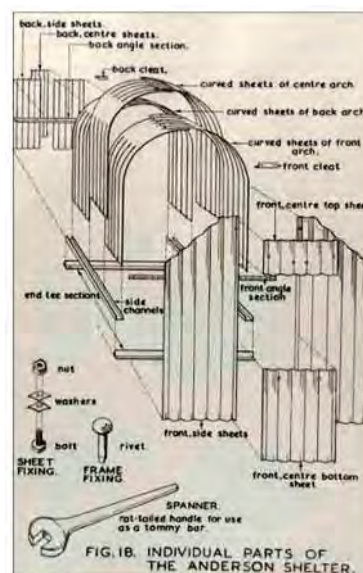


September 1940 Hitler postponed indefinitely the invasion of Britain, though the night time raids - the Blitz – continued.

Anderson shelters were issued free to all householders who earned less than £250 a year, while those with a higher income were charged £7. Accommodating 6 people, they were made from six curved sheets bolted together at the top, with steel plates at either end. The shelters were very strong - especially against a compressive force such as from a nearby bomb - because of their corrugation.

The shelters were 6ft (1.8m) high, 4.5ft (1.4m) wide and 6.5ft (2m) long and were either buried 4ft (1.2m) deep in the soil and then covered with a minimum of 15 inches (38 cm) of soil above the roof, or in some cases installed inside people's houses and covered with sandbags. During the war a further 2.1 million were erected.

Many families tried to brighten their shelters in various ways, and they often grew flowers and vegetables on the roof. One person wrote that: "there is more danger of being hit by a vegetable marrow falling off the roof than of being hit by a bomb!"



The War and Peace Displays Anderson Shelters features two shelters especially built onto an exhibition trailer.

One shelter has been created as if a family has just left, following the "all clear", while the second can be entered to gain a real feel for the small size that families lived in.

Complete with an educator/re-enactor, the Anderson Shelter exhibition is 21' in length x 6 foot wide.

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# War and Peace Collection

## 1944 Sherman BARV

### Beach Armoured Recovery Vehicle

Designed and developed especially for the 1944 Normandy landings Operation Overlord, the War and Peace Collection's Sherman BARV is one of only five left in the world and the only running one

The Sherman BARV was developed and operated by the Royal Electrical and Mechanical Engineers (REME), specifically to remove vehicles that had broken-down or been swamped in the surf and were blocking access to the beaches. With wooden bumpers on the front they were also able to re-float small landing craft that had become stuck on the beach, pushing them back out into deep water



**Sherman BARV tows a disabled truck and its load off the beach at Normandy, 14 June 1944**

Based on a Sherman M4A2 tank, the turret was replaced with a tall armoured superstructure, which enabled it to operate in water depths of up to 9-foot (2.7 metres) with an 18inch surge. There was a minimum of five crew members, which included a bilge operator and a diver, whose job was to attach towing chains to stranded vehicles

It's not known exactly how many Sherman BARVs were deployed during the Battle of Normandy; however it is estimated that there were around 50 on the flat invasion beaches during Operation Overlord.

A few Sherman BARVs continued to be used until 1963, when they were replaced by a vehicle based on the Centurion tank



Contrary to popular misconception, the Sherman BARV is not a Hobart Funny.

Rex and Rod Cadman's War and Peace Collection Sherman BARV is the only one left in private hands. It was discovered in Pound's of Portsmouth scrapyards in the late 1980s. One of three there, the other two went to the D-Day Museum in Portsmouth and to the REME Museum, originally in Hampshire. Our BARV underwent a ground up restoration by War and Peace Collection's Steve Cobb in our workshops some 10-years later.

Our Sherman BARV returned to the Normandy beaches in 2014 for the 70th anniversary where it waded in up to 9 foot of water for the first time since 1944 - and even rescued two swamped Dodges, performing the job it was built for!

<b>Engines:</b>	General Motors 6046 Twin diesel 6-71, 375 hp and 276 kW
<b>Max depth:</b>	9 foot
<b>Weight:</b>	31 tonnes
<b>Speed out of water:</b>	30mph

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## War and Peace Collection

### 1944 M10 Achilles

### 17 pounder self-propelled gun

The M10 Achilles is a British variant of the American M10 tank destroyer and is one of only two tanks that could genuinely knock-out a German Tiger I tank.

The American M10 3" was lacking in firepower so during the war the British converted a total of 1,100 M10s with the powerful British 17 pounder (pdr) anti-tank gun – so called due to the weight of the huge shells it fired. Counter weights were installed on the turret to stabilise the large gun.

The extra benefit of the M10 Achilles was its speed. Lightly-armoured it was fast and manoeuvrable, able to move at 20 miles an hour over rough ground and using just a gallon of diesel per mile.

The hull and running gear were taken from the Sherman tank design, while the power came from two Chrysler two-stroke diesel engines, each weighing over a tonne.

Due to a delay in receiving the M10s for conversion, only around 124 Achilles poured onto the Normandy coast on D-Day. They were fitted with two very large temporary rectangular exhausts to stop the seawater pouring into the engine. This wading gear was removed once on dry land by the gunner swinging the turret 360 degrees to knock them off.

The extended wading exhaust ducts were only designed to get the tank destroyer on to the beach. If they stayed on any longer they would have caused the engines to overheat. MG, the car maker, was used to produce tank wading gear. It produced 3,000 units in just a few weeks.



**M10 Achilles in Normandy 1944**

**The War and Peace Collection's M10 Achilles on The Mall in London for VE Day commemorations.**

The outside of the tank was painted olive drab but the inside of the tank destroyer's chassis was painted bright white to maximise the light inside.

The restoration of Rex and Rod Cadman's War and Peace Collection M10 Achilles, by our own Steve Cobb, featured in S3 Episode 10 of television's Salvage Squad with Claire Barratt and Suggs in 2004.

<b>Engine:</b>	General Motors 6046 Twin diesel 6-71, 375 hp and 276 kW
<b>Main gun:</b>	76.2 mm gun - 17 Pounder
<b>Secondary armament:</b>	a 12.7 mm Browning M2 HB machine gun and a 7.7mm Bren
<b>Crew:</b>	5: commander, pilot, gunner, radio and loader



## War and Peace Collection Staghound Armoured Car T17E1 Mk I

In July 1941, as the British were seeking a medium armoured car for the North African Campaign, Chevrolet was already developing a 4x4 vehicle for the American Army. Working with the Chevrolet engineer, the British influenced the design to ensure it met its specifications, naming the model the Staghound.

Production started in October 1942, but the Staghound was delivered too late for North Africa. However it saw action with the British, Free Polish, Canadian, New Zealand, Indian, and Belgian armies in Italy, Greece and Northwest Europe. After WWII, the Staghound saw further action in Cuba, Nicaragua, Lebanon and Rhodesia.



Armed with a 37 mm M6 gun, a coaxial .30 cal Browning 1919A4 machine gun and a 2-inch smoke mortar in a rotating turret, the Staghound has a second .30 cal Browning 1919A4 machine gun in the hull. Some T17E1 had an additional .30 Browning 1919A4 cal machine gun for anti-aircraft defence.

The Staghound was an innovative design that incorporated some advanced features. It had two rear-facing 6-cylinder engines with automatic transmissions (4 forward and 1 reverse gears) feeding through a transfer case to drive both axles. Either two or four-wheel drive could be selected and either engine could be shut down while in

motion and taken out of the drive train. The Staghound was often referred to as the Rolls Royce of armoured cars.

Rex and Rod Cadman's War and Peace Collection Staghound came back to England from Australia in the 1990s and was fully restored ten years later by Steve Cobb in the War and Peace workshops.

Following this ground-up restoration, it was then exhibited at the NEC Classic Car Show.



<b>Engine:</b>	2 x General Motors 6 cyl petrol engines
<b>Weapons:</b>	37mm M6 gun, two .30cal Browning machine guns and a 2-inch smoke mortar.
<b>Crew:</b>	5: commander, loader, gunner, driver and hull machine gunner
<b>Speed:</b>	55mph

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## War and Peace Collection 1944 Panzer IV AUSF-J

The Panzerkampfwagen IV (PzKpfw IV), or Panzer IV, is a German medium tank developed in the late 1930s and used extensively during the Second World War.



The most profuse German tank and second most numerous German armoured fighting vehicle of the Second World War, some 8,500 were built. The Panzer IV chassis was used as the base for many other fighting vehicles, including the Sturmgeschütz IV assault gun, Jagdpanzer IV tank destroyer, the Wirbelwind self-propelled anti-aircraft gun and the Brummbär self-propelled gun.

The Panzer IV saw service in all German combat theatres and was the only German tank to remain in continuous production throughout the war, thanks to various upgrades and design modifications intended to

counter new threats. These involved increasing the Panzer IV's armour protection or upgrading its weapons.

During the last months of the war, with Germany's pressing need for rapid replacement of losses, simplified design changes were made to the final production model, the Ausf J, to speed up the manufacturing process.

Rex and Rod Cadman's War and Peace Collection Panzer IV was built around June 1944 by Nibelungenwerke in Austria. We have no further details about it, therefore given its complete date it is most likely it was sent to Normandy as a replacement.

Originally part of the French National Collection's reserve collection, our Panzer IV arrived in the UK in the 1990s following a negotiated exchange.



<b>Engine:</b>	Maybach HL120
<b>Weapons:</b>	KwK 40 L/48 main gun (87 rounds)
<b>Secondary armament:</b>	2 x MG34 machine guns (3,150 rounds)
<b>Crew:</b>	5: commander, gunner, loader, driver, radio operator/bow machine-gunner
<b>Speed:</b>	42 km/h (26 mph) max speed

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## War and Peace Collection 1944 Dodge Command WC56



The three-quarter ton 4x4 WC56 was a command and reconnaissance vehicle similar to a large Willys Jeep. It wasn't popular as it was heavier than and not as manoeuvrable as the Jeep, while its distinctive profile made it a target to the enemy who swiftly realised that the Command Car carried significant or important people. After this the vehicle was changed simply to a radio car.

The Dodge Command Car was used extensively

from Normandy onwards – most notably by General Patton.

Our Dodge Command Car was subject to a ground up restoration by Steve Cobb in the War and Peace workshops. It has travelled regularly to Normandy to take part in official commemorations since then.



## War and Peace Collection 1943 Jeep

The Willys Jeep went into production in late 1941, having successfully tendered for the contract to build a new vehicle for the American military. The new vehicle needed to be small enough to get through heavily wooded areas and fit inside variable aircraft fuselages for transportation.

With an increasing and urgent demand for a greater production, in early 1942 Ford became a co-producer and by 1945 nearly 630,000 Jeeps had been built by the two companies.

Jeeps were used widely throughout World War Two by the allies.



Our Jeep has had a ground up restoration by Steve Cobb in the War and Peace workshops. It has travelled regularly to Normandy to take part in official commemorations.



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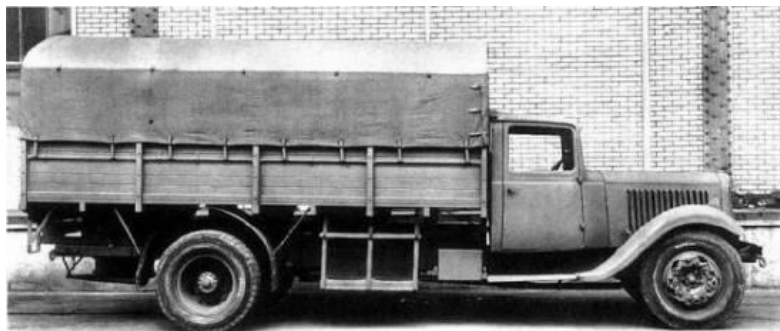
## 1940s Citroen P45 (T45) 4-tonne lorry

## Military use

Built from 1934 by Citroen, by 1940 there were over 4,000 P45 lorries in use by the French Army – primarily in the Field Artillery.

When the Germans occupied France in 1940, they started sweeping the large factories, shutting down those that couldn't be useful, while forcing the rest to build equipment for them.

Pierre-Jules Boulanger, chairman of Citroën at the time, hatched a simple plan to cause problems for the Nazis. He instructed workers building the lorries to set the oil level indicator a little higher than it should be, so it would show more oil than it actually contained. This meant that the truck would come to an unexpected stop, engines seized, the Germans would be stranded, their mechanics unaware of the cause.



Due to the fuel shortage during the German occupation, versions were built that could be powered by alternative fuels such as wood, coal or charcoal.

## History of this vehicle

Very little is known about this Citroen P45, which was bought from the Aubyland Museum in the Dordogne in 2015 by the War and Peace Collection. At some point in its history it worked in Haute Vienne for R Fanton Transports and also has a vineyard plate in the cab from the same region.

Our Citroen P45 underwent a restoration for display at Dunkerque 2020 by Steve Cobb and Remi Lagarde in The War and Peace Collection workshops.



For more information or to book, contact:  
War and Peace Displays

The Old Rectory 45 Sandwich Road, Ash, Canterbury, Kent, CT3 2AF  
Tel: 01304 813337—[displays@warandpeace.uk.com](mailto:displays@warandpeace.uk.com)

# War and Peace Weapon Supplies

War and Peace Weapon Supplies is a fully licenced and secure armoury of weapons encompassing conflicts ranging from WW2 to the Cold War.

Employed for a wide variety of demonstrations and events including film and media work, re-enactments, training and education, we are able to offer advice on appropriate weapons to meet your requirements, providing a comprehensive approach to weapons hire.



With two experienced armourers in our team, you can be assured of professional, friendly and reliable support. Where required, we can deploy a wider team of experienced MoD trained personnel to support an event or filming.

## Licensed

We continuously work with Kent Police to meet and exceed the Home Office Guidelines to ensure our

processes and paperwork are fully compliant. We hold Section 1 and Section 5 certification and are also an RFD.

## Safety

Safety is paramount to our business, so all hires automatically include familiarisation training and a safety briefing prior to any use.

## Security checks

For re-enactment events, before any weapons are issued to hirers, photographic ID is required in the form of a UK Driving Licence or a Passport. These are retained and returned when the weapon is safely signed back into our event armoury.



## About us

War and Peace Weapon Supplies was founded in 2010, initially to supply the realistic re-enactment battles at The War and Peace Show – subsequently The War and Peace Revival, previously part of The War and Peace Group.

Due to our professionalism and vast network of contacts, we rapidly expanded into hiring to re-enactors, the media and theatre groups as well as other event organisers.

For more information or to book, contact us on:

Tel: 01304 813337

Email: [weapons@warandpeace.uk.com](mailto:weapons@warandpeace.uk.com)

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