

КРАТКОЕ ОПИСАНИЕ

Броневого Пушечно-Пулеметного
Автомобиля



ОБОРУДОВАННАГО ПУТИЛОВСКИМЪ
ЗАВОДОМЪ.

Масштабъ 1 к 35

ПЕТРОГРАДЪ.
Типографія „Двигатель“. Казначейская, 6
1915

GARFORD-PUTILOV ARMoured CAR

The Garford-Putilov armored car was a unique design among World War I armored cars with its 76.2mm cannon mounted in a rear turret and machine guns providing supplemental armament.

At the beginning of World War I, the Russian Empire had one of the most mechanized militaries in the world. However, domestic trucks weren't available in the necessary numbers, and companies capable of building them were busy with other vehicles, such as the Russo-Balt armored car, so American truck chassis built by Garford were imported. The Putilov Works – one of the largest metallurgical and machine-building companies in Europe – constructed the armored superstructure and mounted the weapons once the 3- and 4-ton Garford trucks were transported to Petrograd from Ohio via Arkhangelsk.

On Nov. 25, 1914, the order was placed for 30 Garford trucks to be mounted with a 76.2mm cannon and three machine guns. Development and construction delays meant the first Garford to see combat did so on June 24, 1915, but the full order for 30 wasn't completed until October of that year.

The cannon was mounted on a pedestal at the rear of the vehicle, and had a 280-degree field of fire. It couldn't fire straight ahead, and a rear driver position was included in the design to aid with movement and sighting.

During the Garford's first combat action, it helped repel a German assault on Russian lines by driving along a road and using its cannon as mobile artillery to surprise the attacking enemies. The weight of the Garford was one of its drawbacks compared with its contemporaries, but when it could travel on a road or hard ground, it delivered superior firepower that was found to be decisive again and again.

A naval version of the Garford armored car was also developed, used in the Peter the Great Fortress. The inspiration was to provide coastal defense that would be mobile as well as significantly cheaper than fixed coastal defense turrets in "disappearing" installations.

Eighteen were built, bringing the total number of Garford-Putilov armored cars built to 48. There were some differences between the naval and army variants, with some naval versions being built on 5-ton chassis and having a longer wheelbase and reinforced wheels. Naval Garfords arrived in July 1916, and while records are unclear, it's known that some saw action near Riga in August 1917.

During the Russian Civil War, Garford armored cars were used by many of the warring factions, seeing service on all sides, and later being absorbed into other military formations. It's known that Garfords served under the following flags: Russian Empire, Soviet Union, Ukraine, Latvia, Freikorps, Poland, Estonia, Romania and even the German Empire, which operated captured vehicles.

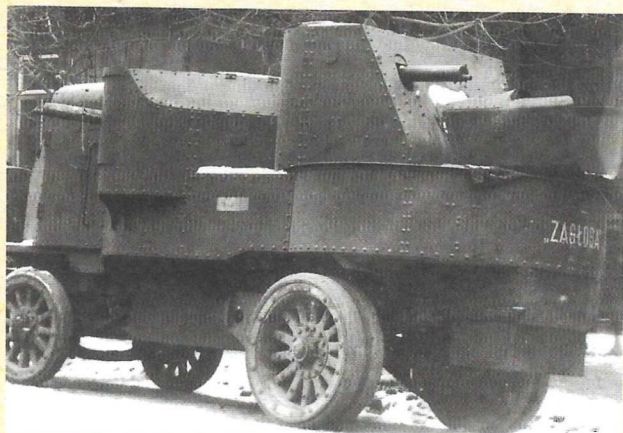
Text by Stanislav Kirilets, images from the author's personal archive.



"Dobrynia" - the first Garford to receive its baptism of fire.



A Garford from the 3rd platoon of the KoKampf department, numbered 109. The abbreviation K.d.P. probably meant "Command of the armoured car" (Kommando des Panzerwagens), and the abbreviation Abt. Stands for Abteilung (Detachment). The registration number MKIII 02452 indicates the 3rd Platoon Military Vehicle (Militär-Kraftfahrzeug III). Berlin, 1919.



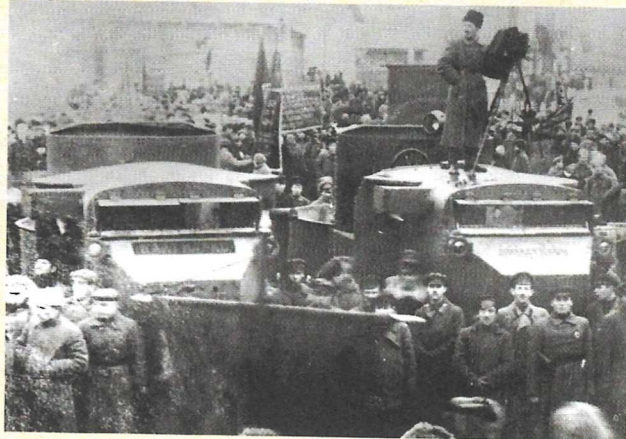
The Zagloba, Garford in Polish service, captured from the Red Army. 1920



Garford from the 35th Machine Gun Car Platoon in Tehran. Skulls with bones are painted on the sides and the hood of the car. 1916.



Kurzemnieks was the first Garford belonging to the Latvian Armed Forces. The vehicle has the name and identification marks in the colours of the Latvian flag. Riga, 1919.



A festive demonstration on the occasion of the anniversary of the October Revolution. The names of "Karl Marx" and "Proletarian" are applied on the Garford armoured vehicles. Perm, November 1918.

Important Notes

- Read the instructions carefully before starting the assembly.
- Use glue intended for plastic models.
- Choking hazard. Keep small parts and plastic bags away from children.
- Always wear protective eyewear when cutting and a protective mask when painting, glueing and sanding.
- Use paints designed and suitable for plastic model kits.

Symbols Reference

	No Glue		Apply Decal
	Other Side		Option
	Cut/Remove		Drill

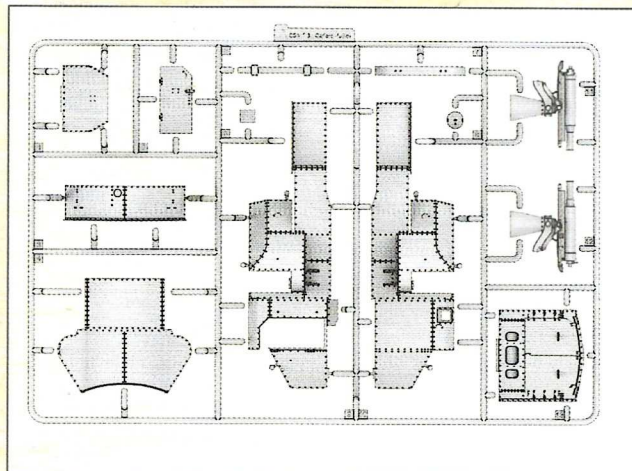


Fig. 1. Runner A

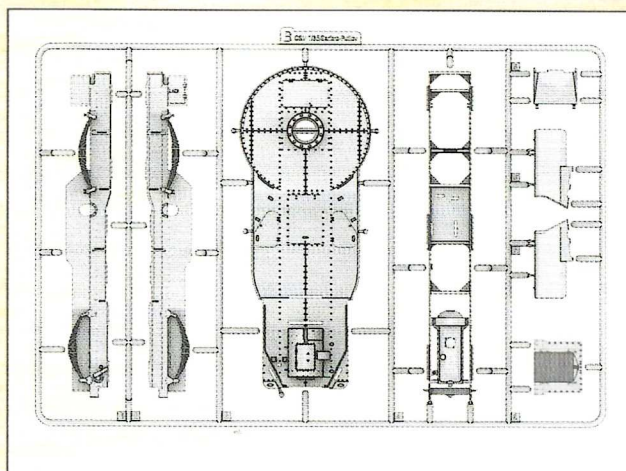


Fig. 2. Runner B

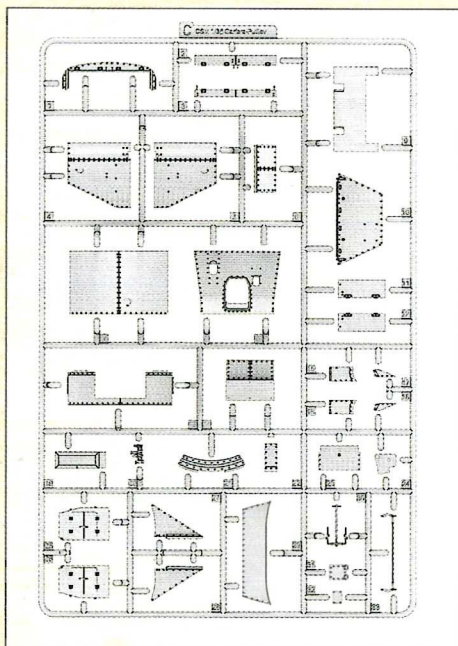


Fig. 3. Runner C

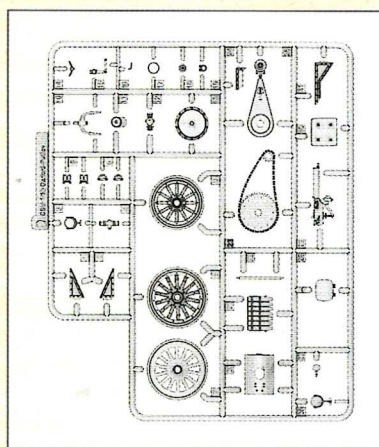


Fig. 4. Runner D, x2

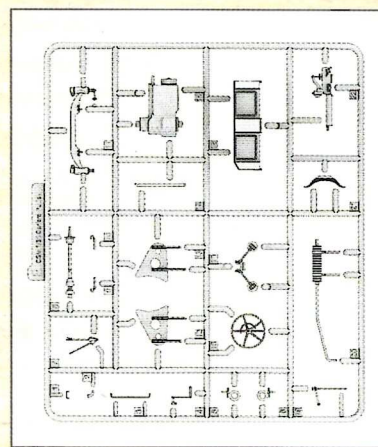


Fig. 5. Runner E

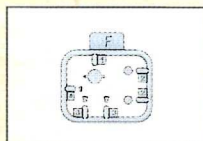


Fig. 6. Runner F

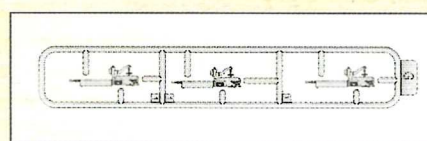
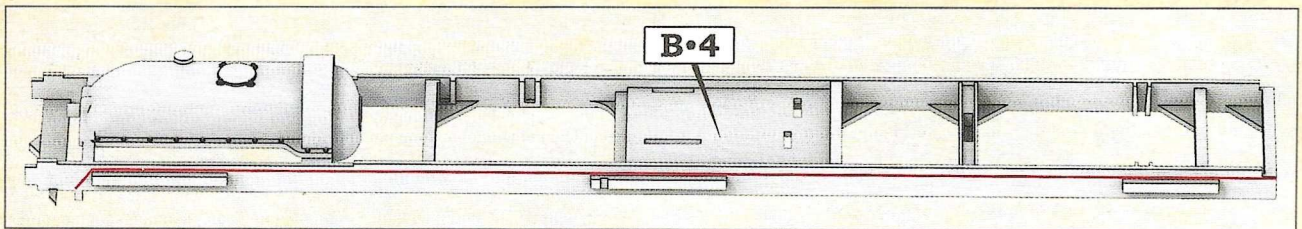
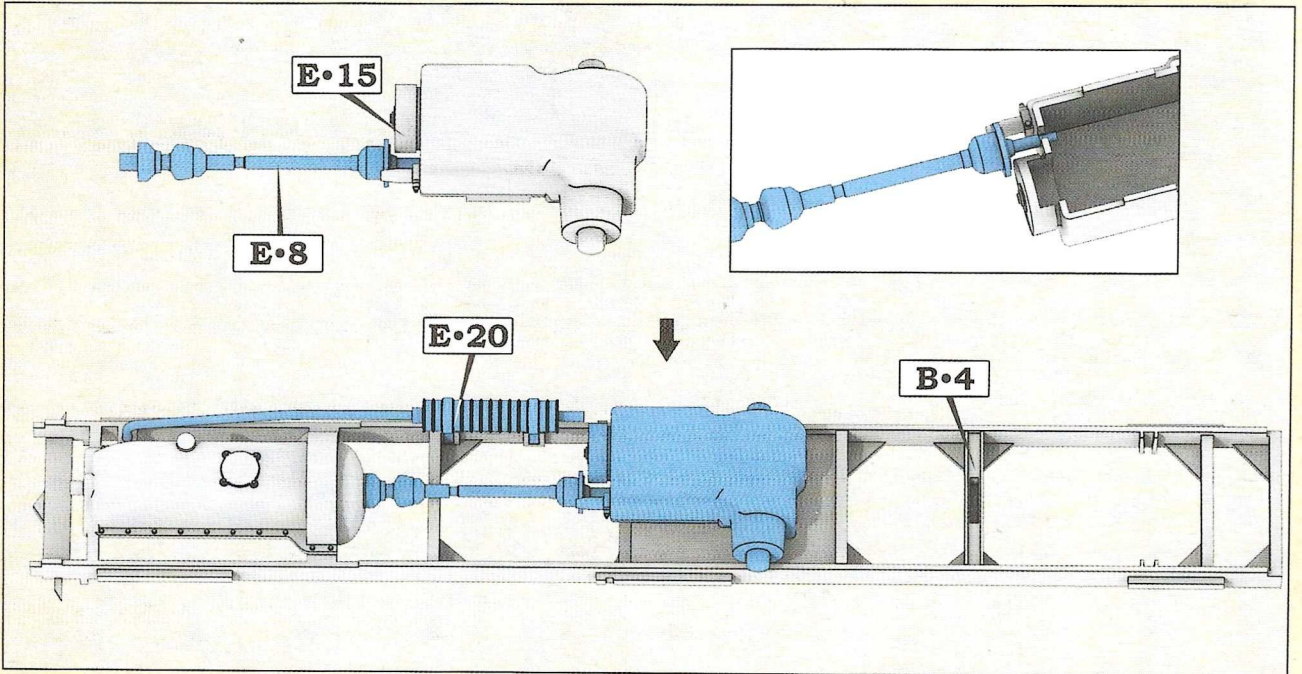


Fig. 7. Runner G, only for Freikorps version, kit number 350014

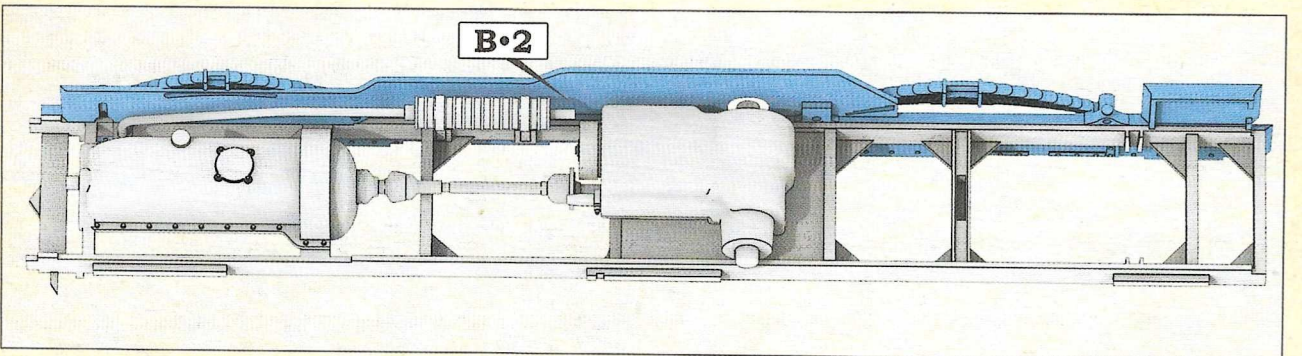
Decals are included with the kit, see additional markings instruction



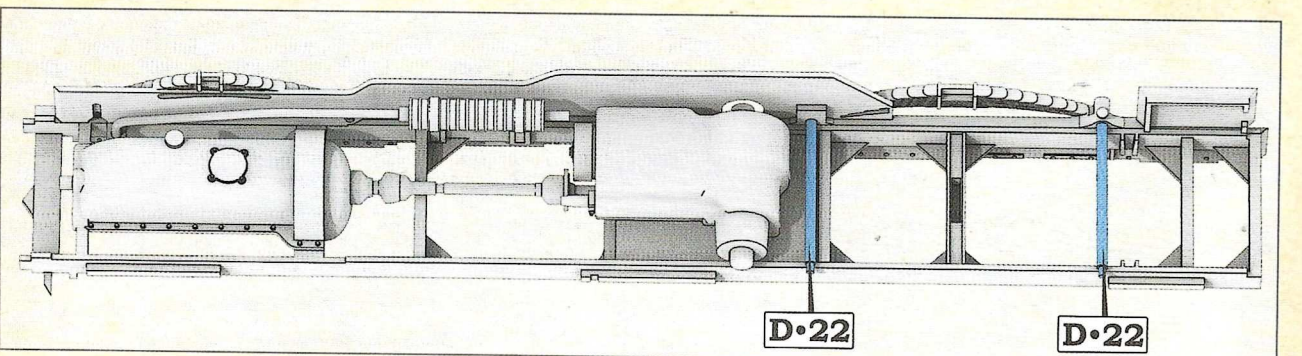
Step 1. Sand down the mould line for better fitting of the side armour plates



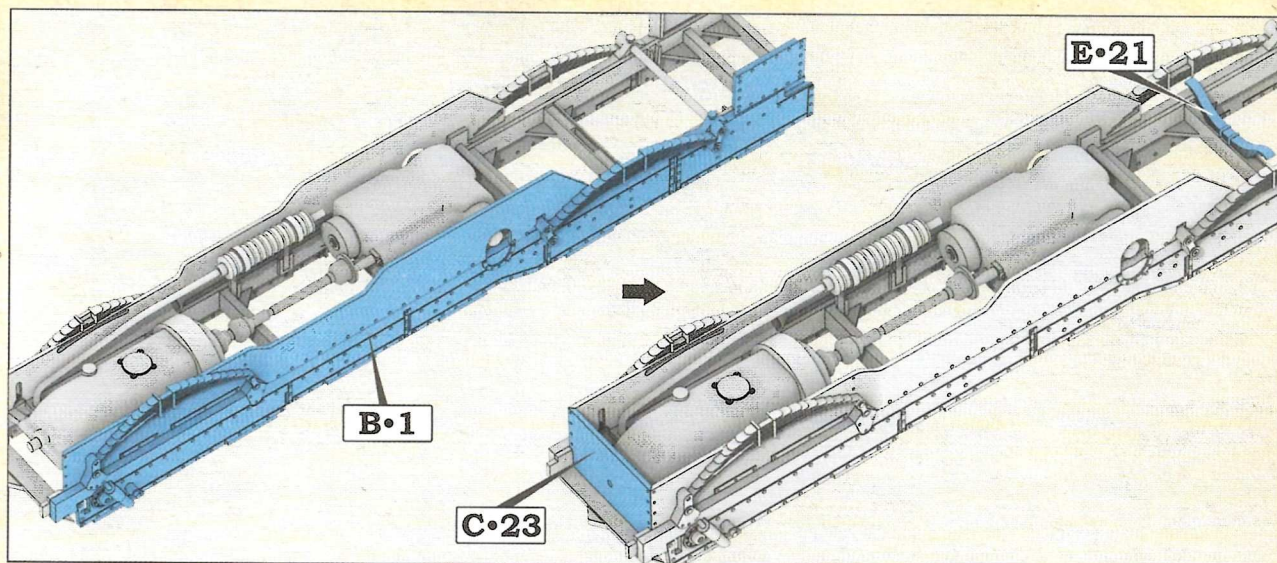
Step 2. Assembling and installing the gearbox and the muffler



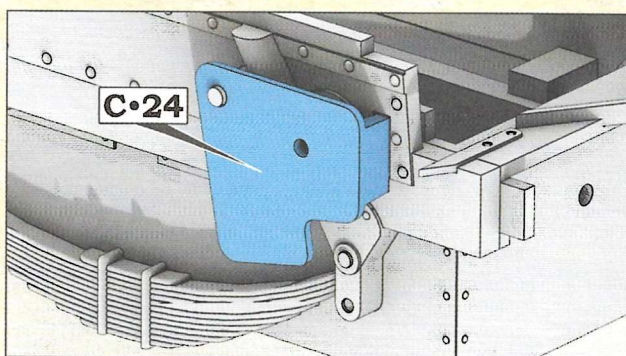
Step 3. Installing the side rails with side armour protection



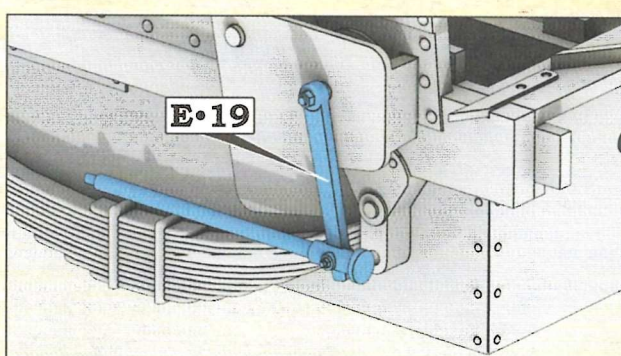
Step 4. Installation of the cross tubes



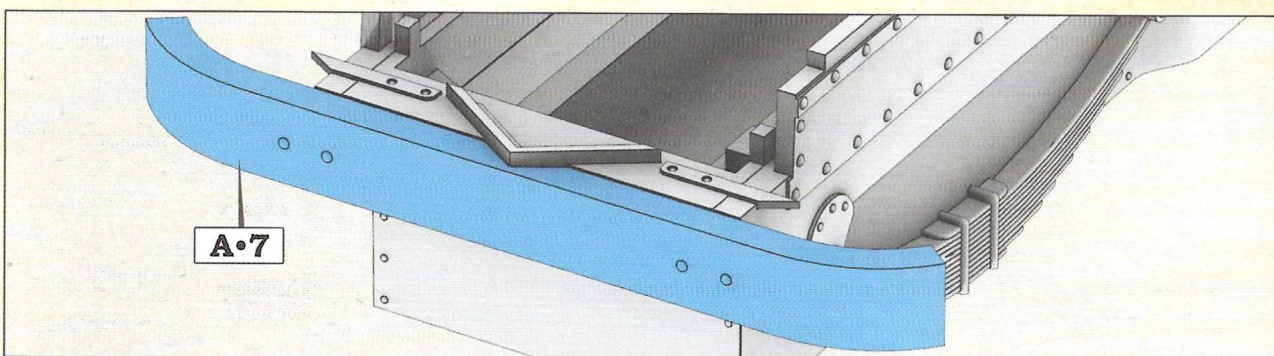
Step 5. Installing the front, side armour protection and the transverse leaf spring



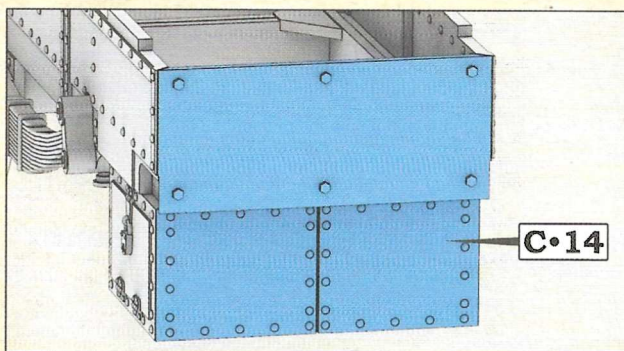
Step 6. Installing the steering box protection



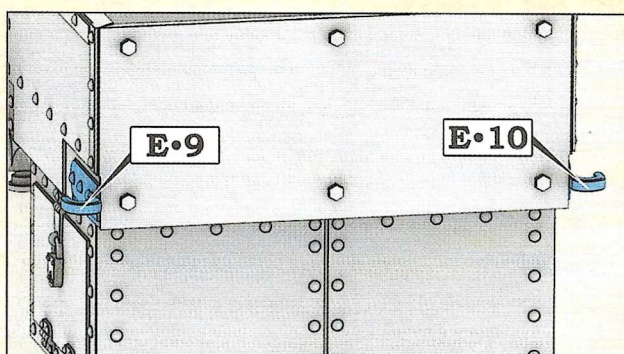
Step 7. Installing the steering drop arm. Check step 19



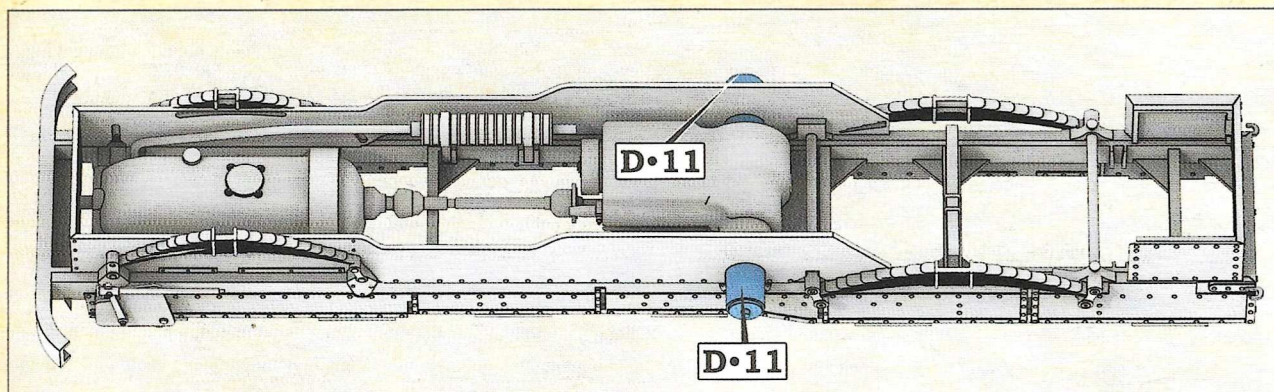
Step 8. Installing the front bumper



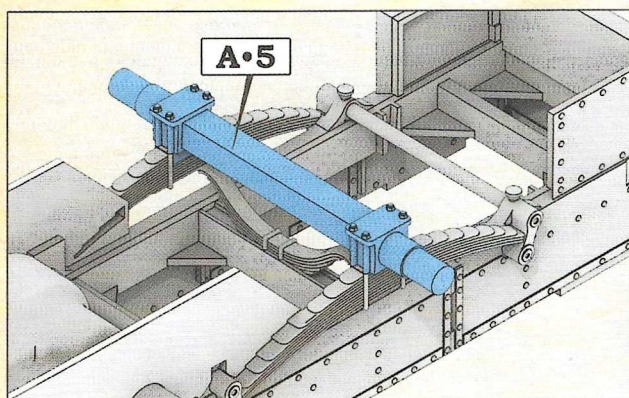
Step 9. Installing the rear armour protection



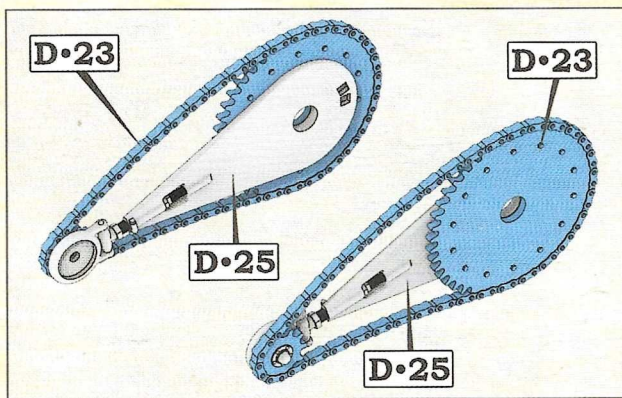
Step 10. Installing the rear tow hooks



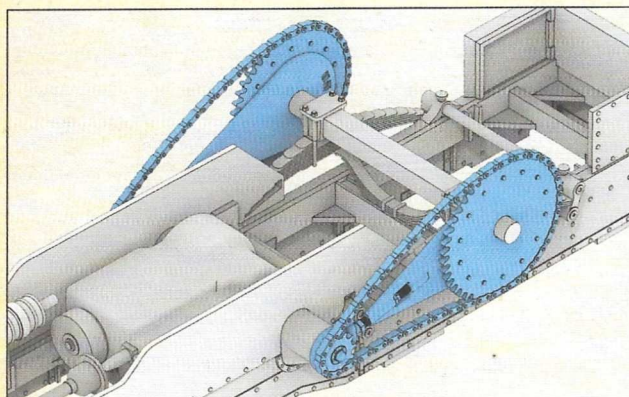
Step 11. Installing the chain drive mounts



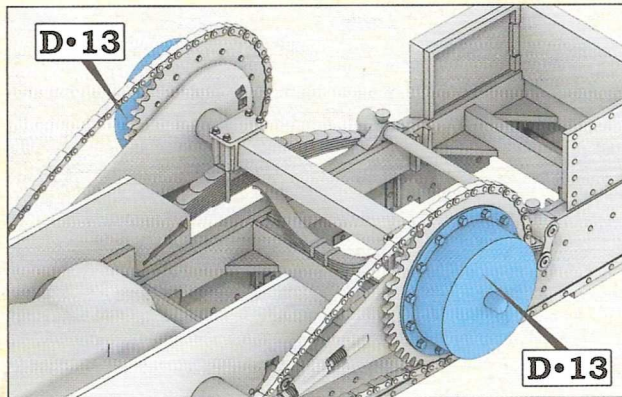
Step 12. assembling rear axle



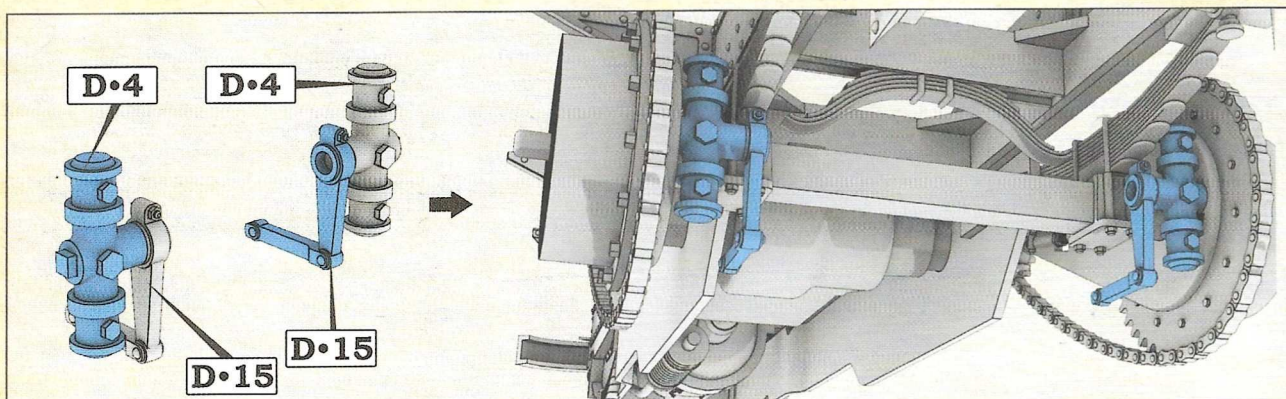
Step 13. Assembling the chain drive



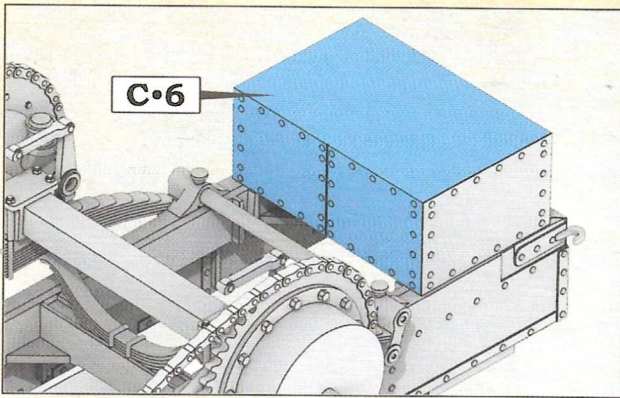
Step 14. Installing the chain drive



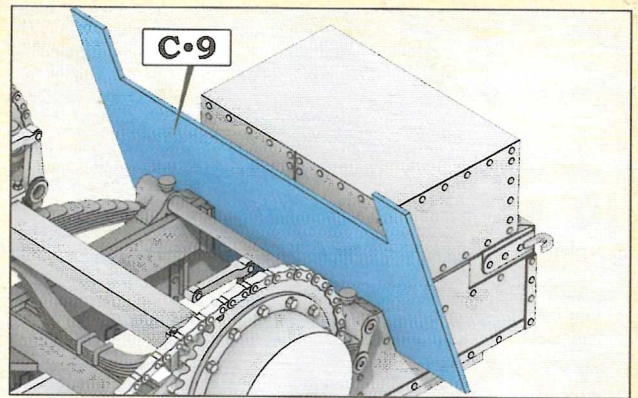
Step 15. Installation of the brake drums



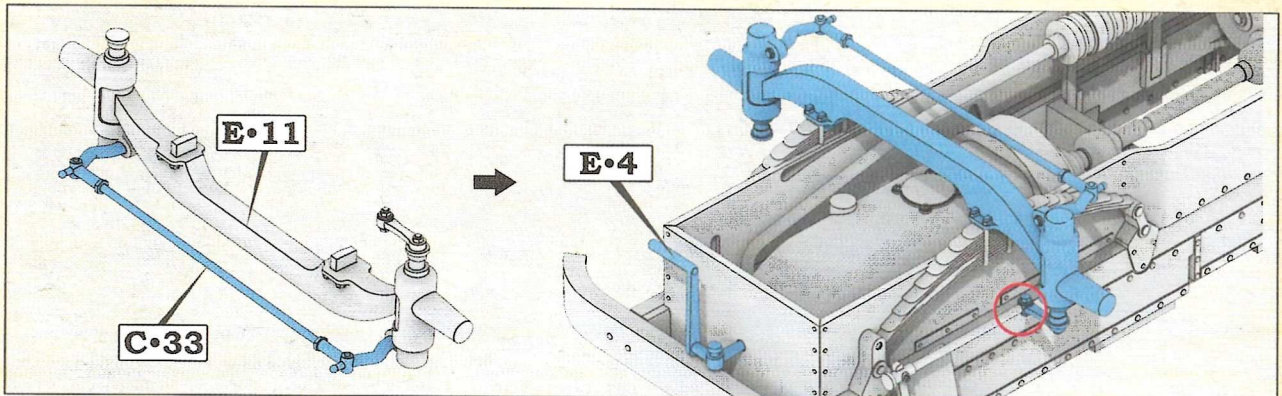
Step 16. Assembling and installing the foot brake actuators.



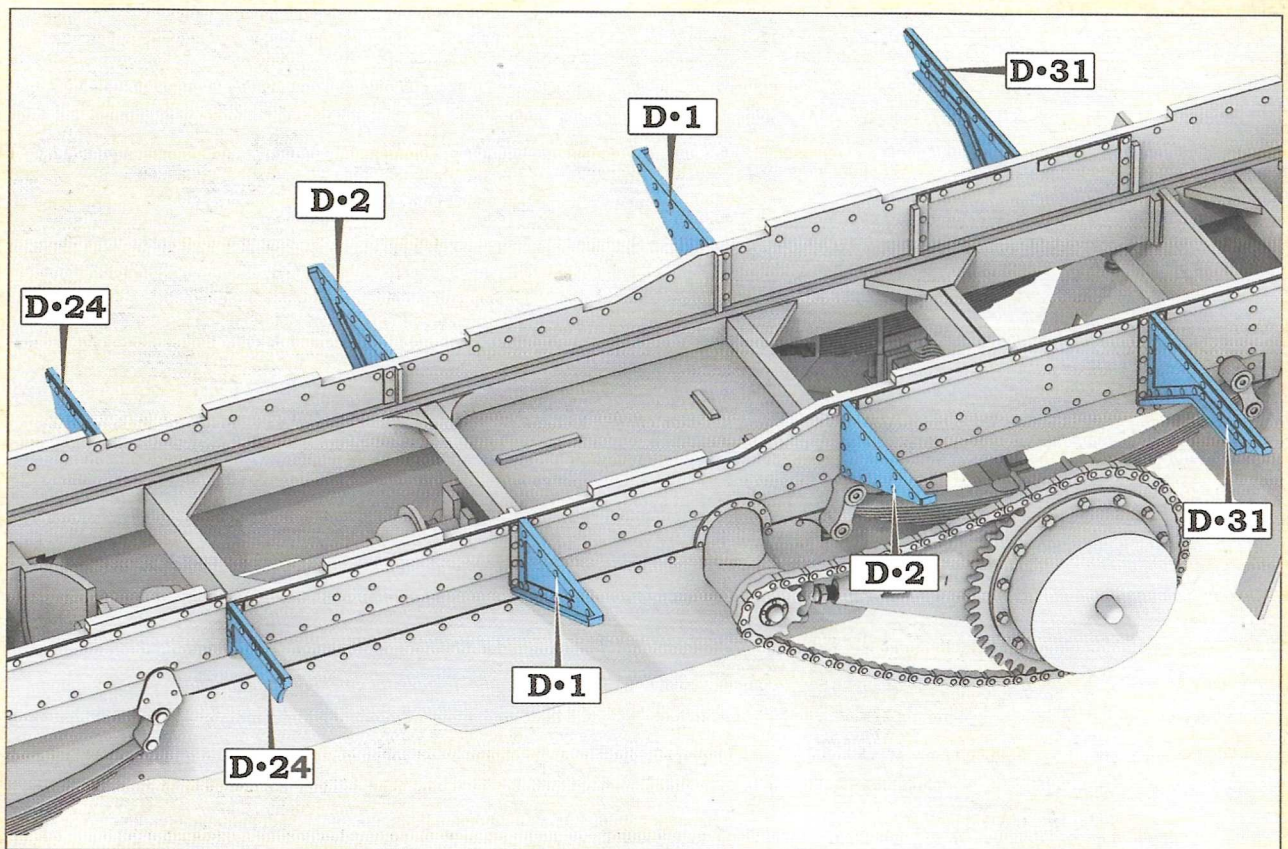
Step 17. Closing the rear stowage box



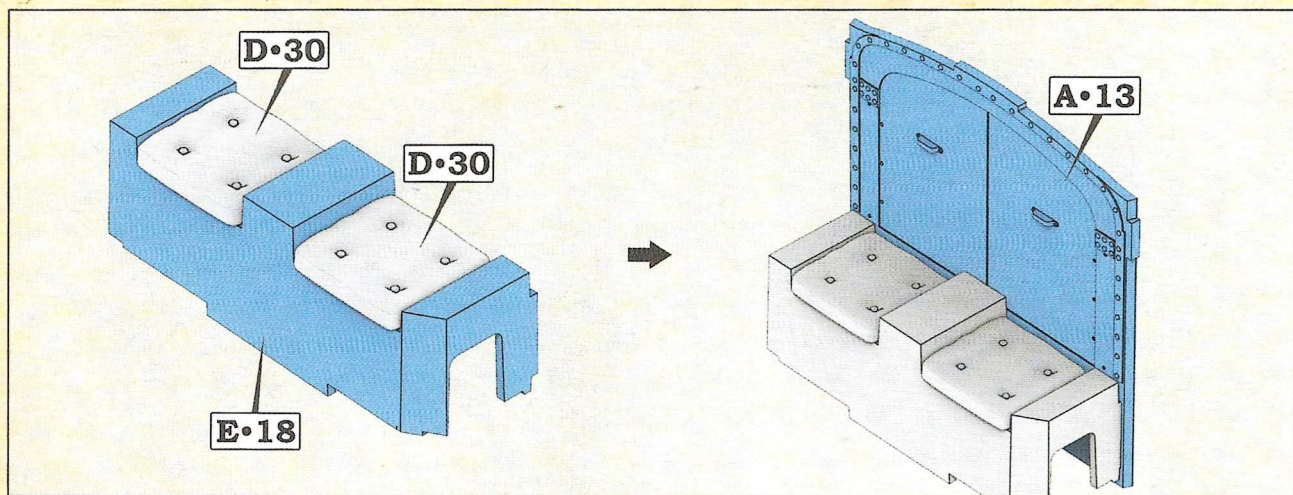
Step 18. Installing the chain drive protection



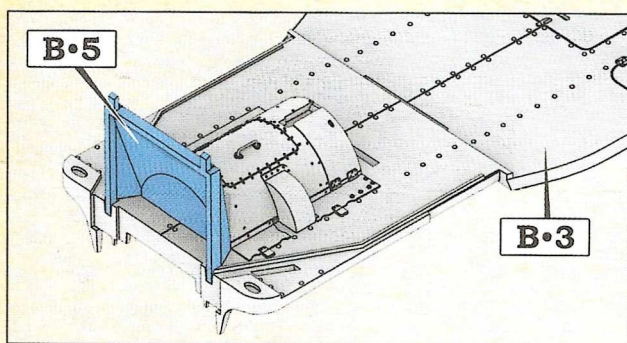
Step 19. Assembling and installation of the front axle and hand crank



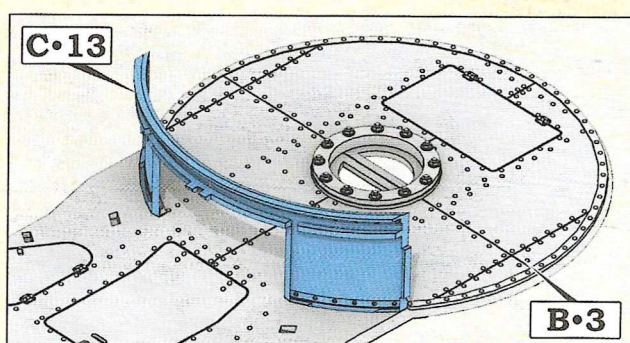
Step 20. Installation of the armoured body supports



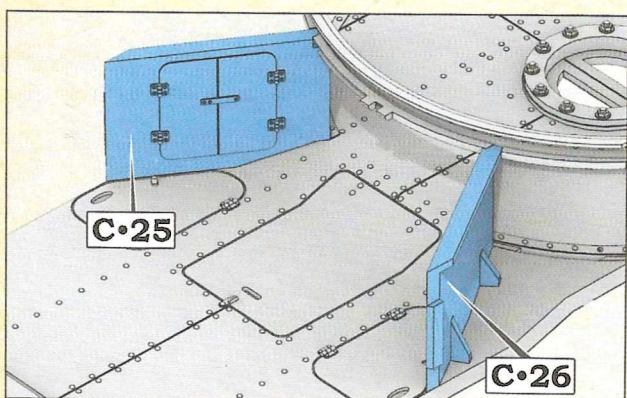
Step 21. Assembling the driver seats and the rear cab access door



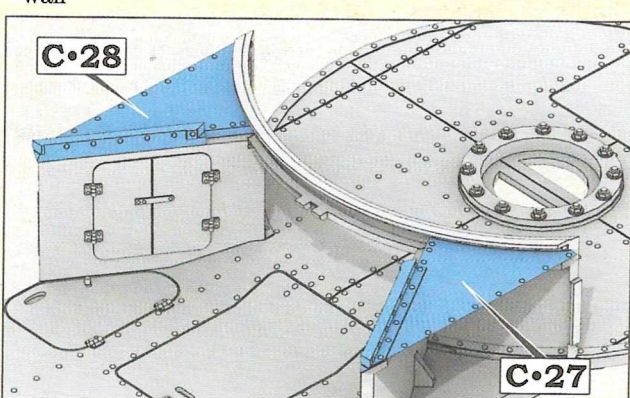
Step 22. Installation of the radiator rear cover



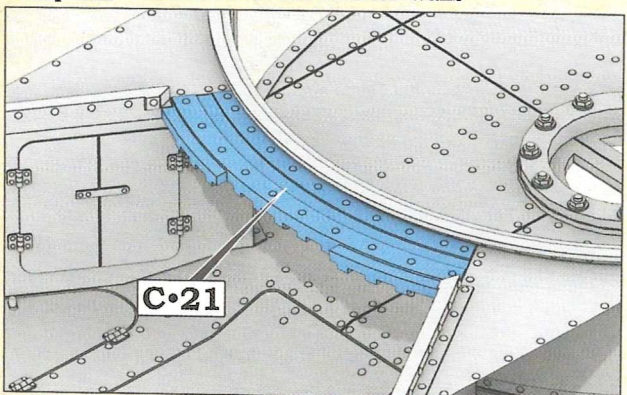
Step 23. Installation of main gun compartment's front wall



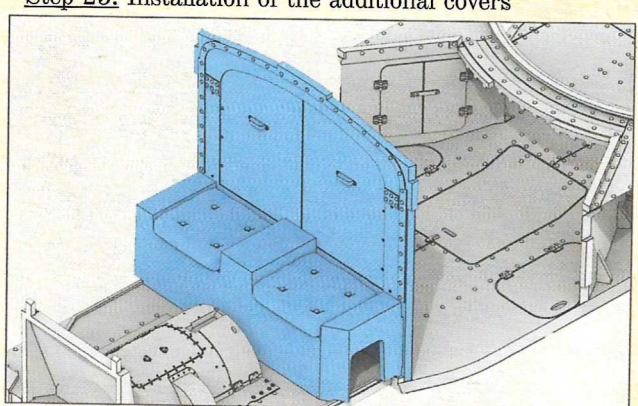
Step 24. Installation of the interior walls



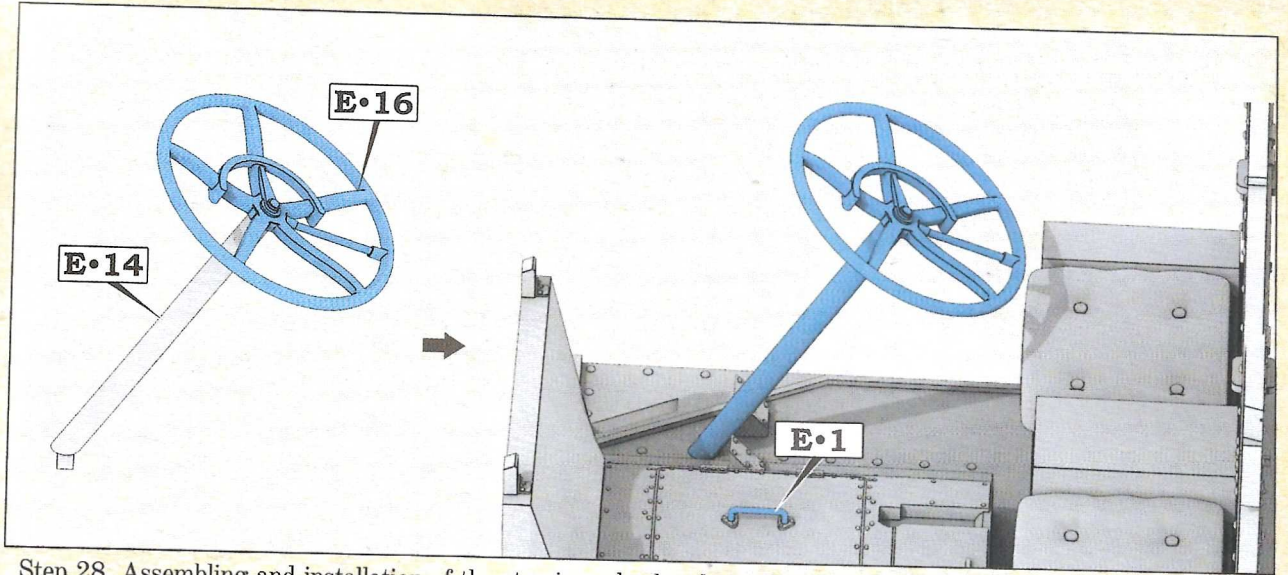
Step 25. Installation of the additional covers



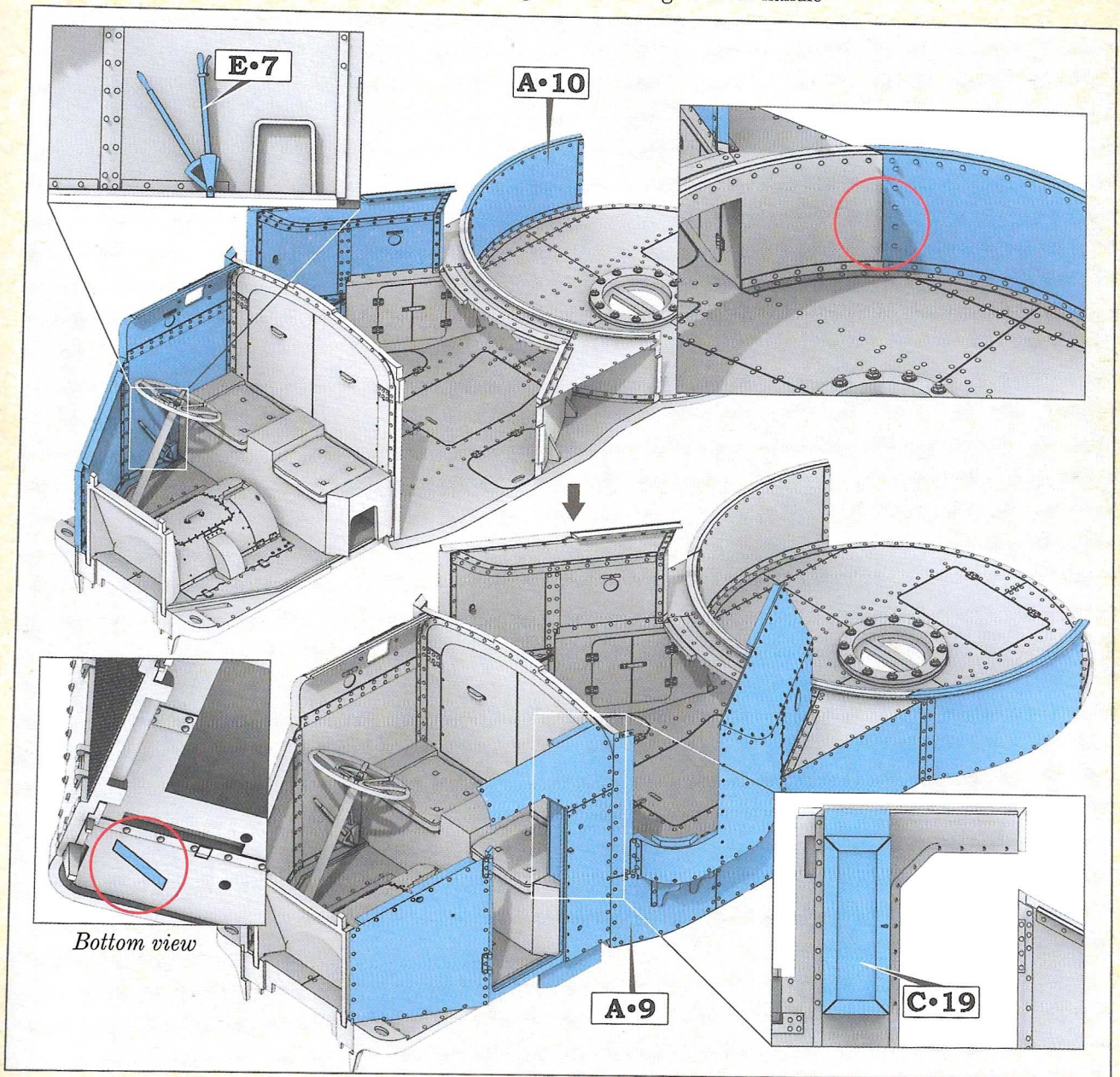
Step 26. Installation of the additional round section



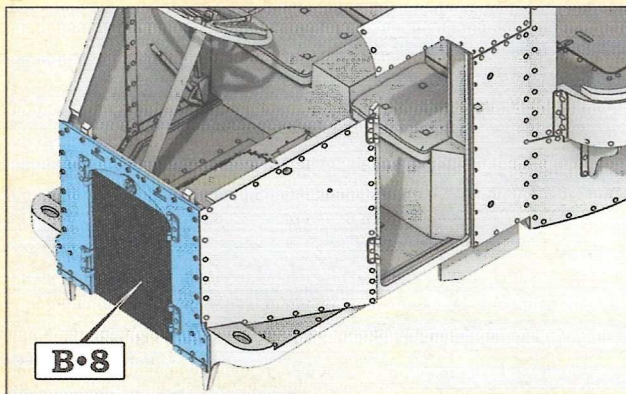
Step 27. Installation of the driver's seat and wall



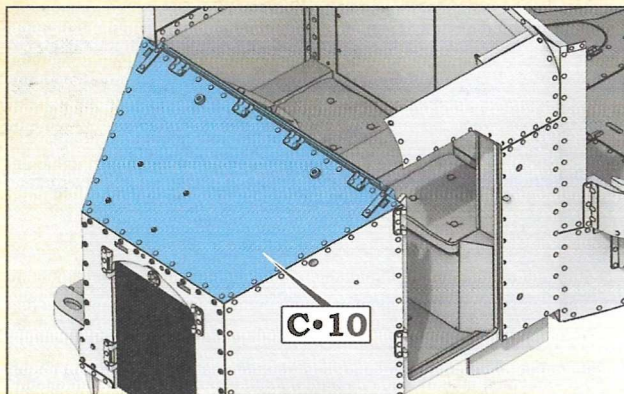
Step 28. Assembling and installation of the steering wheel and engine cover handle



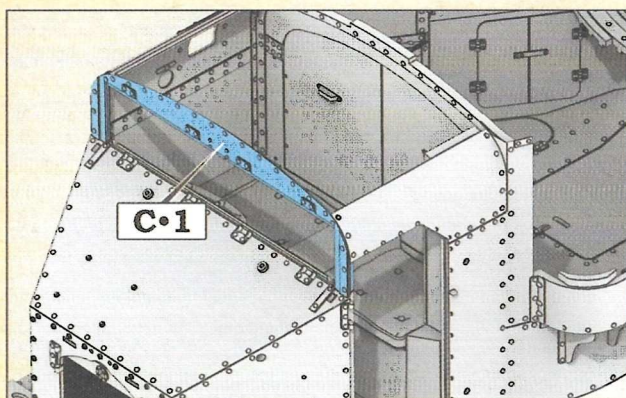
Step 29. Installation of the armoured superstructure walls



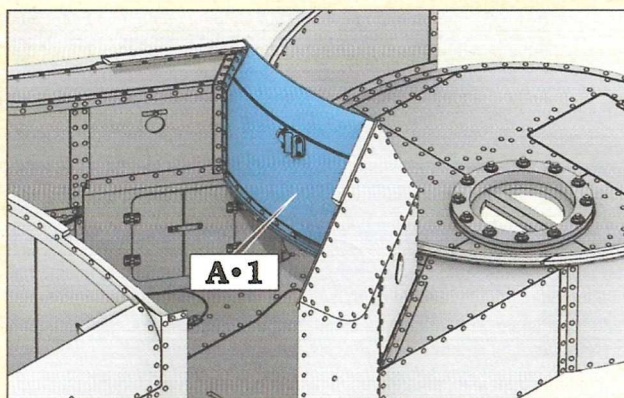
Step 30. Installation of the radiator front armoured wall



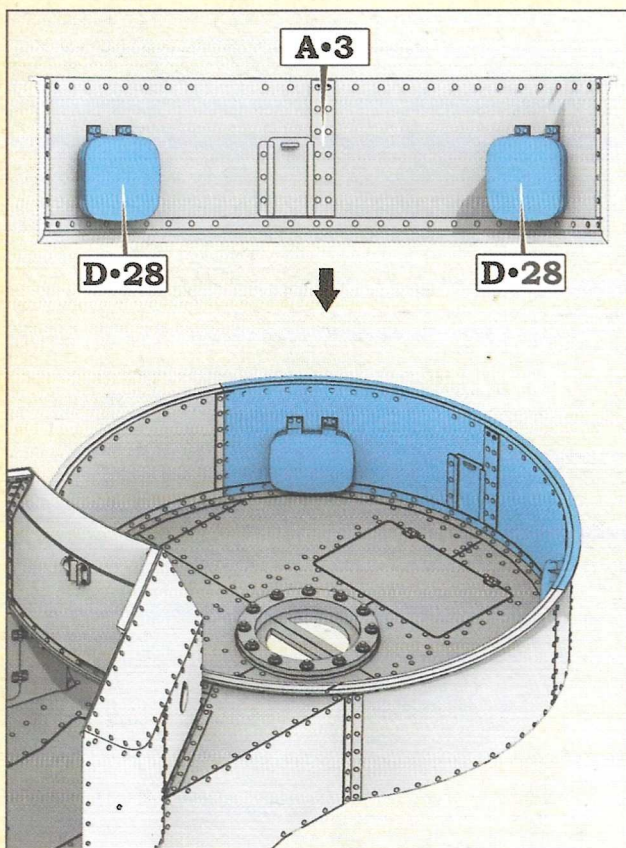
Step 31. Installation of the armoured hood



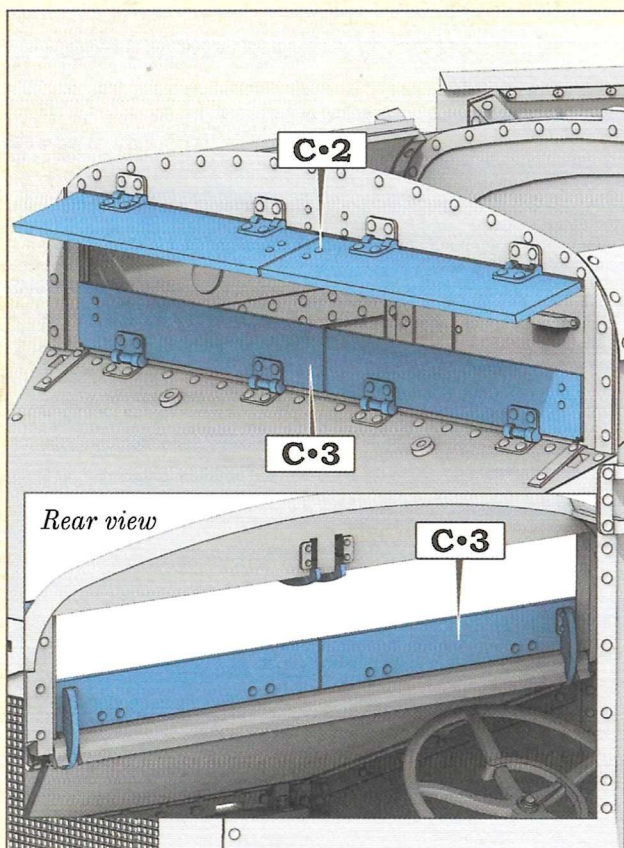
Step 32. Installation of the front driver's armoured plate at the front of the cab



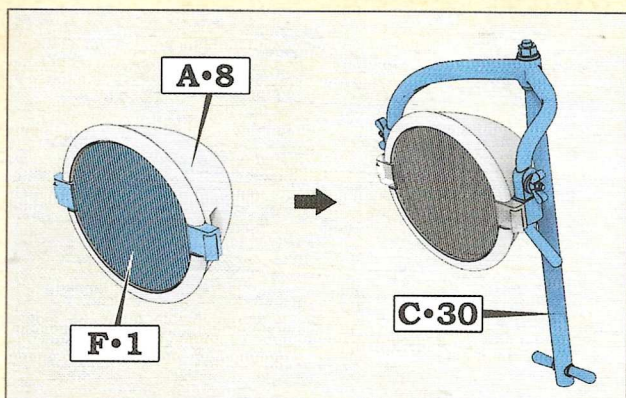
Step 33. Installation of the MG compartment rear wall



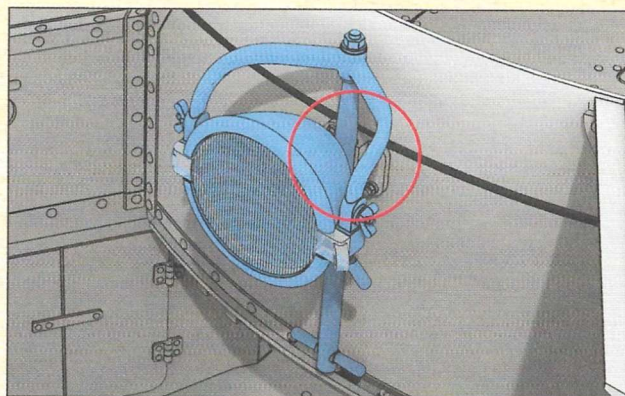
Step 34. Assembling and installation of the main gun compartment's rear wall



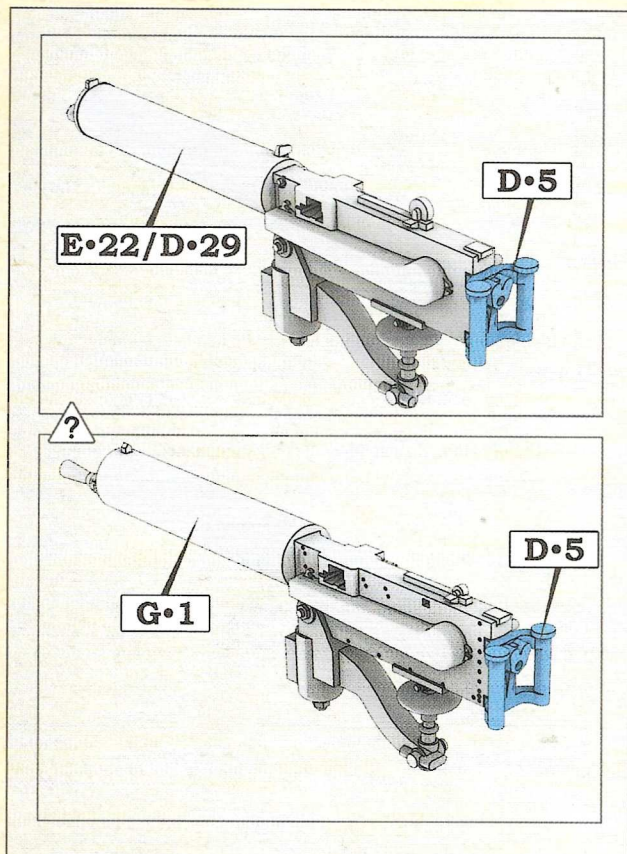
Step 35. Installation of the driver's shutters



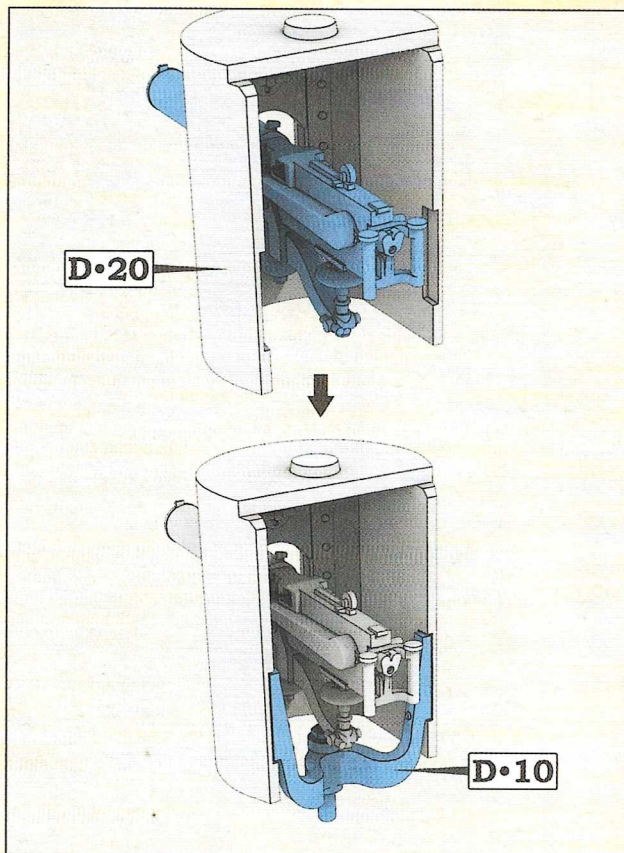
Step 36. Assembling the searchlight



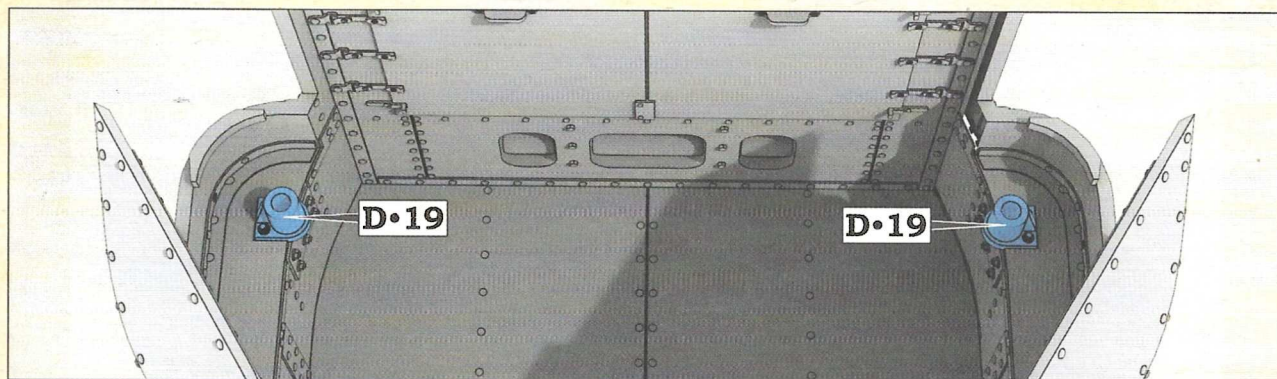
Step 37. Installation of the searchlight



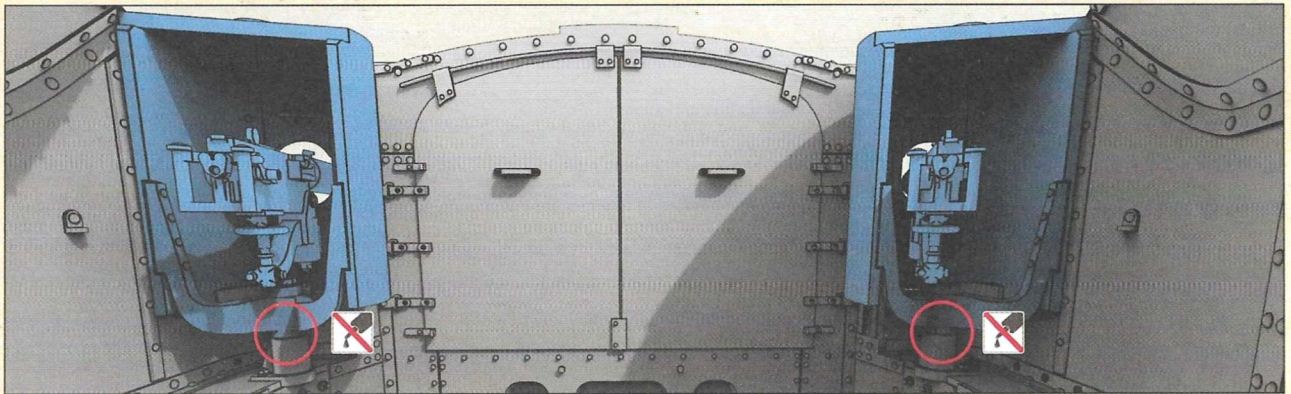
Step 38. Assembling the MG. Make 3. MG 08 (part G1) only for Freikorps version, kit number 350014



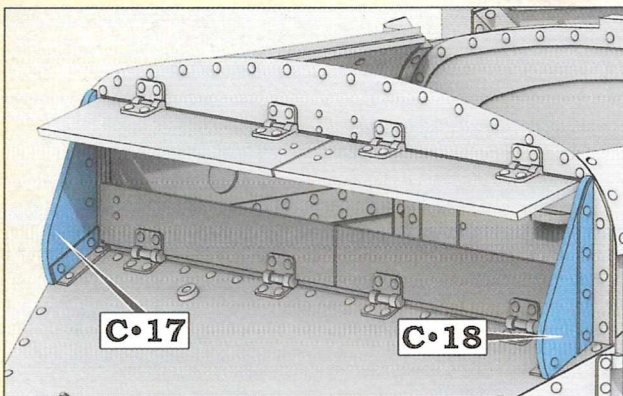
Step 39. Assembling the sponsons. Make two



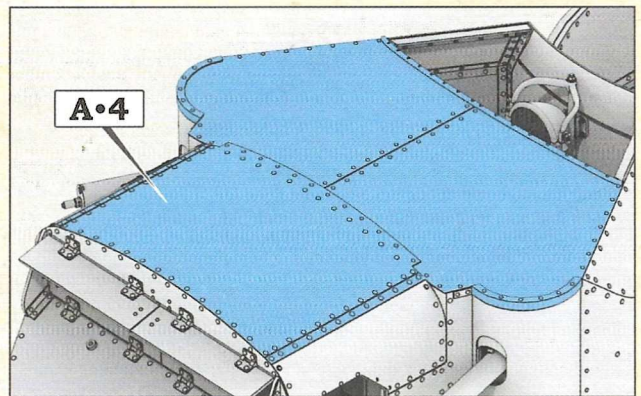
Step 40. Installing the sponsons' base plates



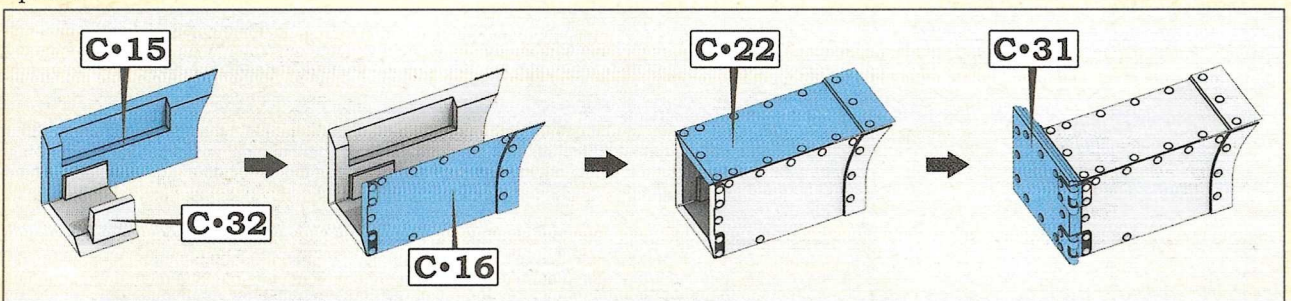
Step 41. Installing the sponsons. Do not use glue.



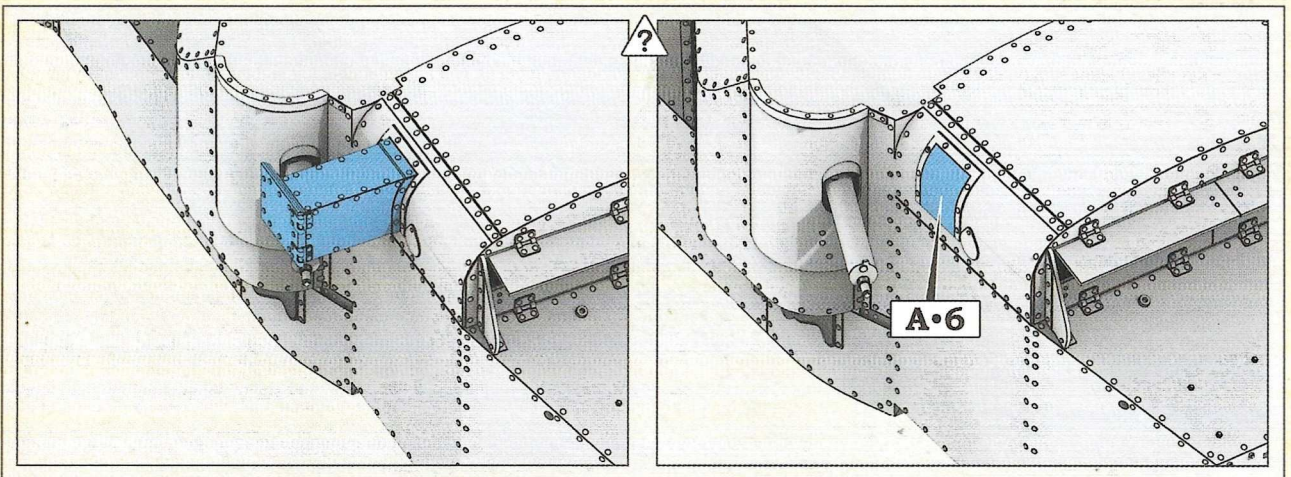
Step 42. Installing the driver side protective armoured plates



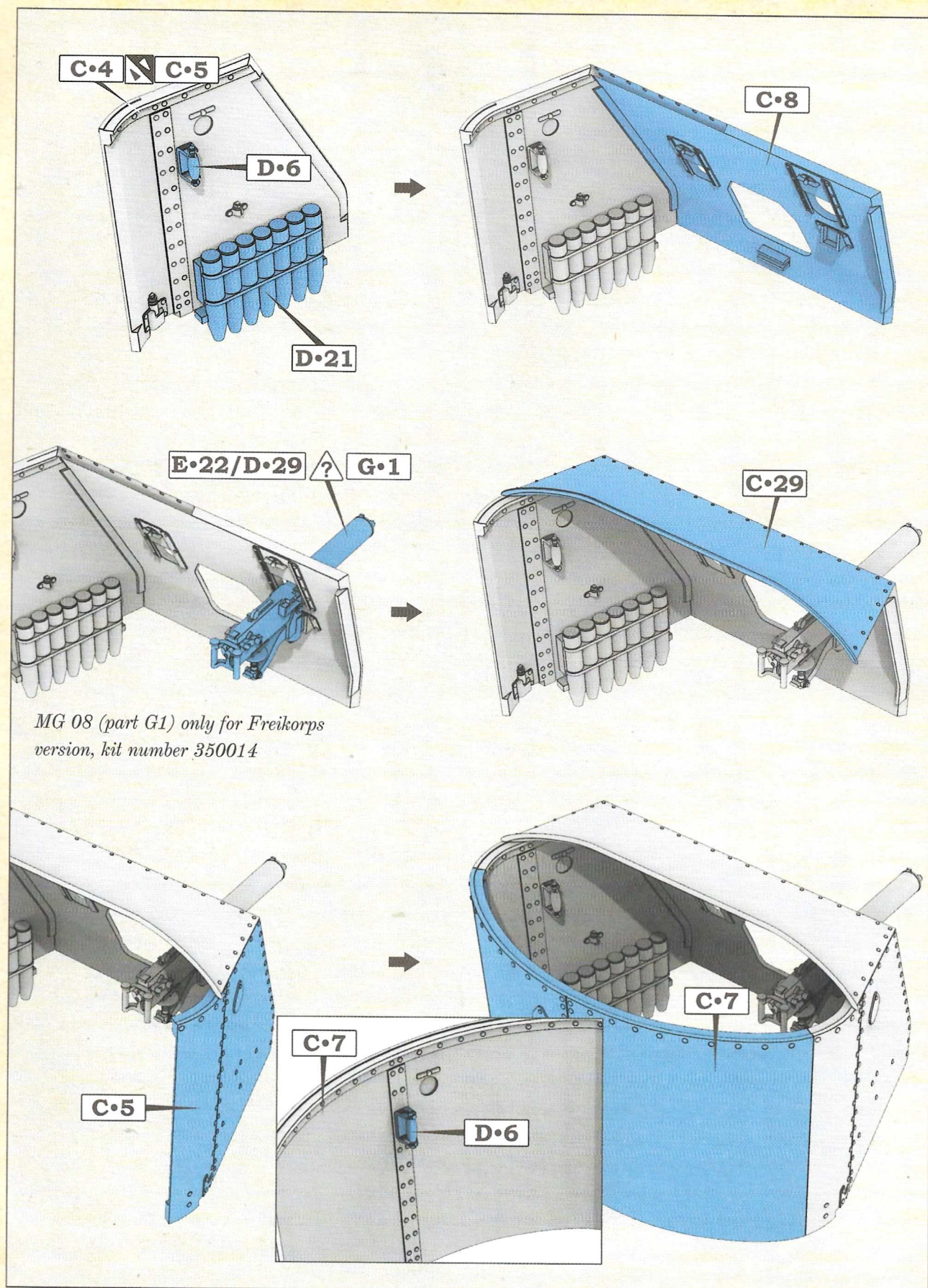
Step 43. Installation of the roof



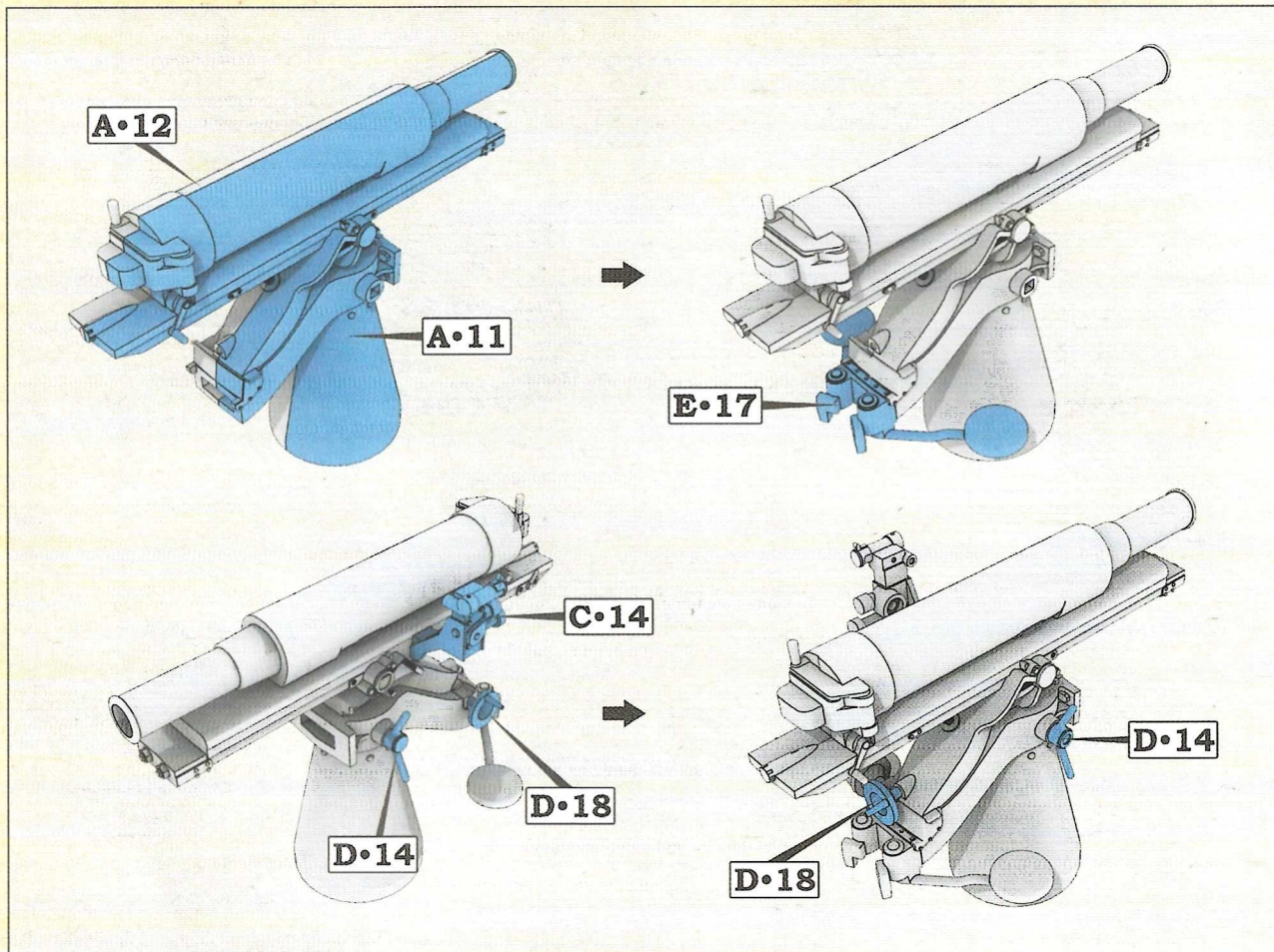
Step 44. Assembling the mirror reflector



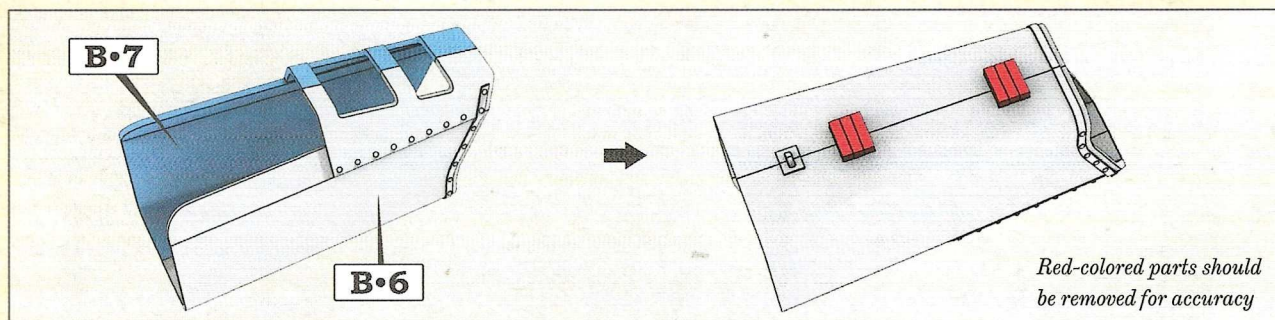
Step 45. Installation of the mirror reflector (for kit number 35009, 350015) or patch (only for Freikorps version, kit number 350014)



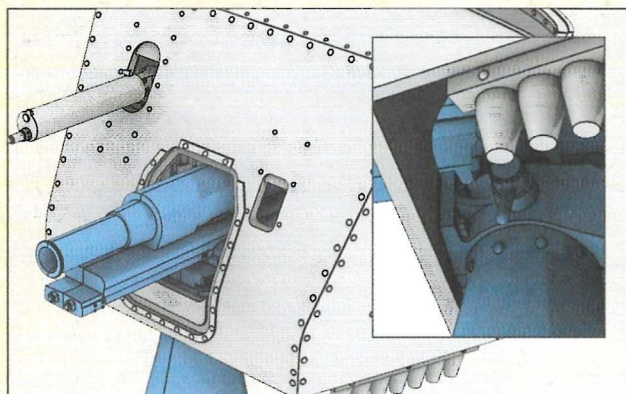
Step 46. Assembling the turret



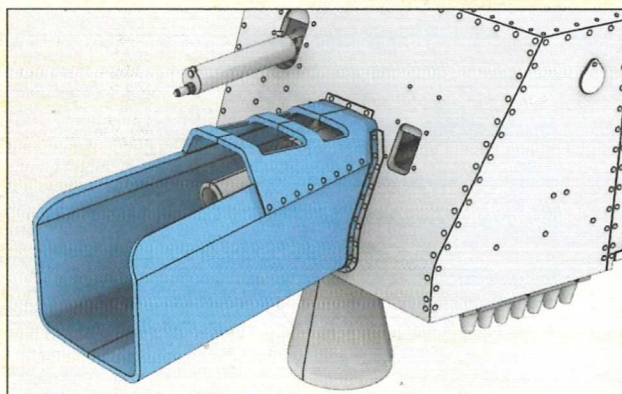
Step 47. Assembling the 76mm Model 1910 "anti-assault" gun



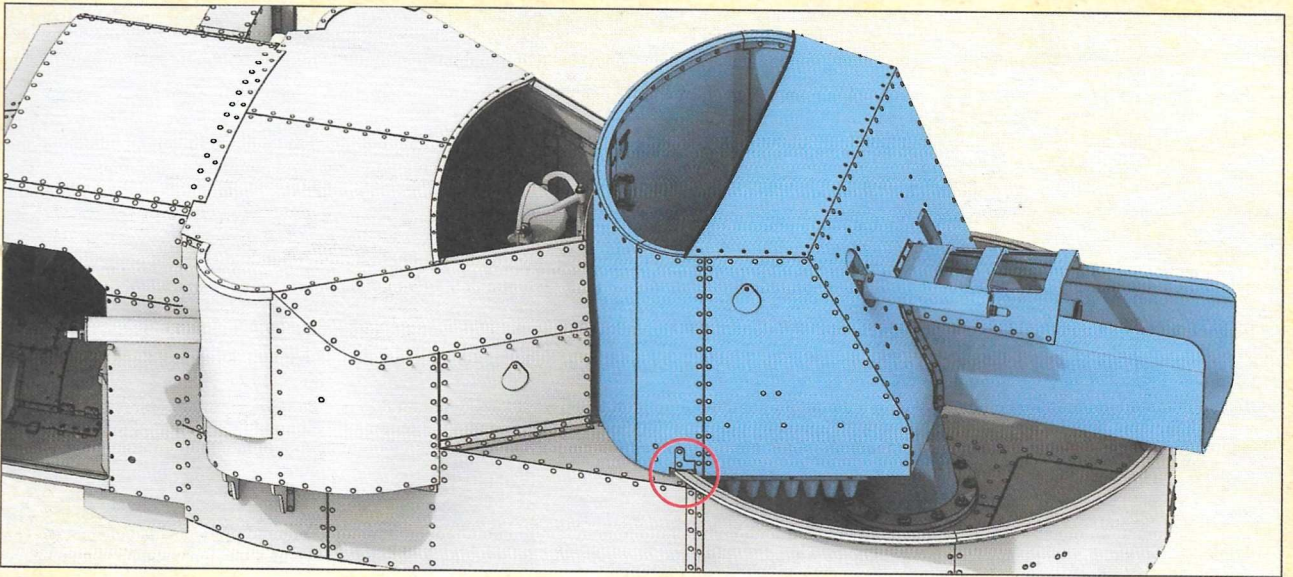
Step 48. Assembling the gun's armoured cowl



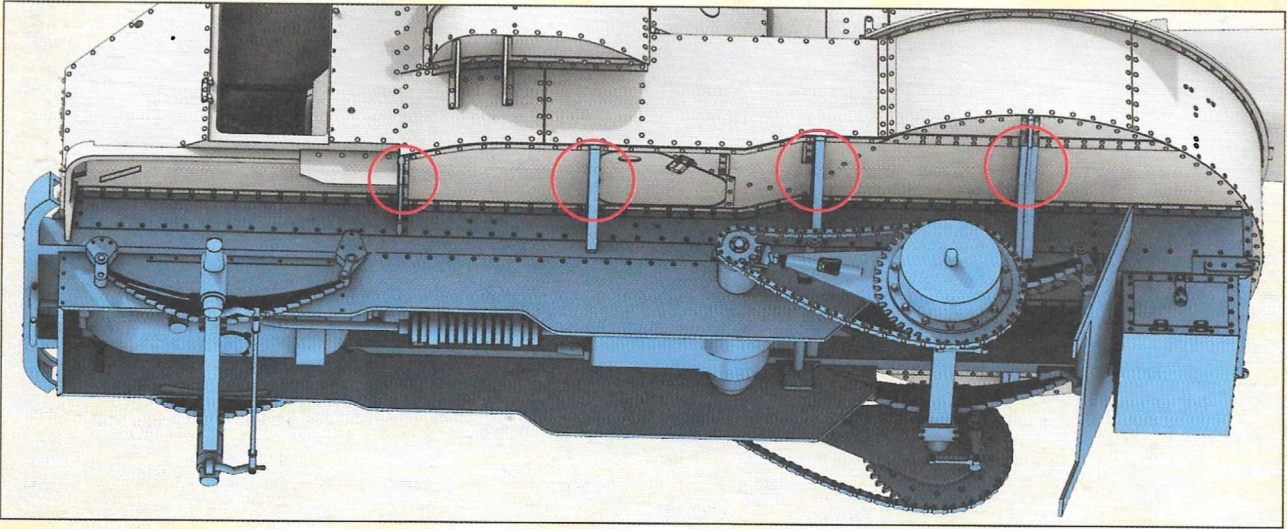
Step 49. Assembling the gun and the turret



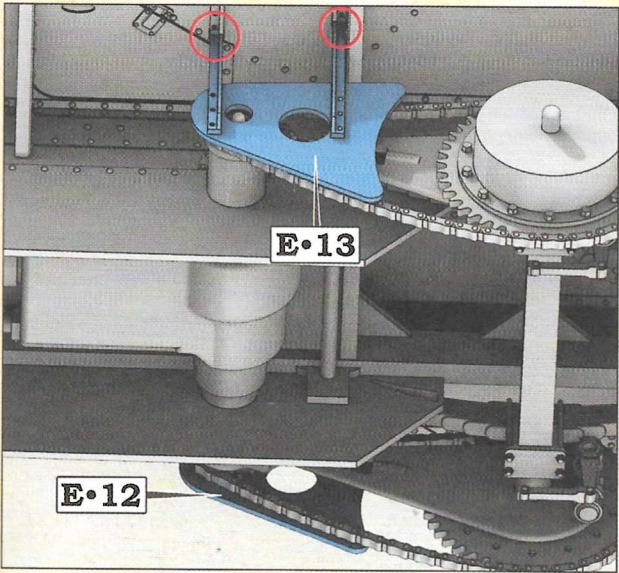
Step 50. Installation of the armoured cowl



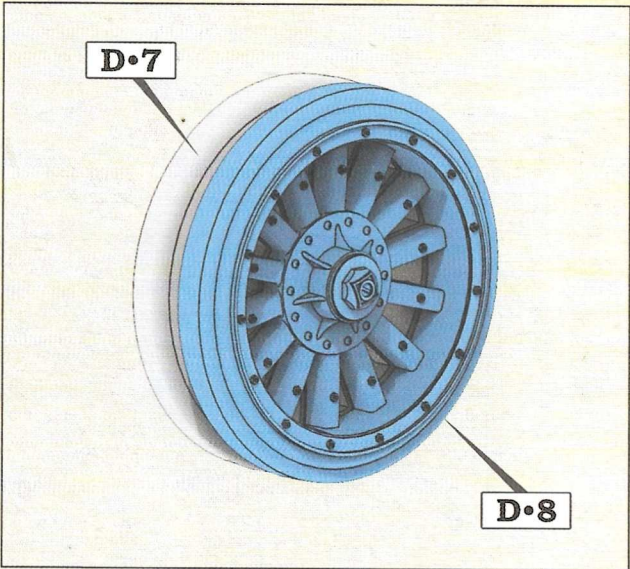
Step 51. Installing the gun assembly



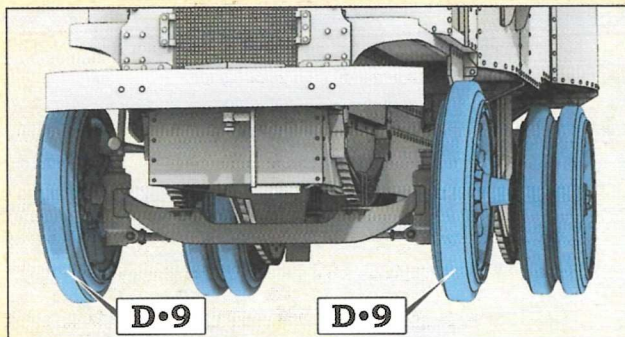
Step 52. Assembling the upper armored body on the chassis



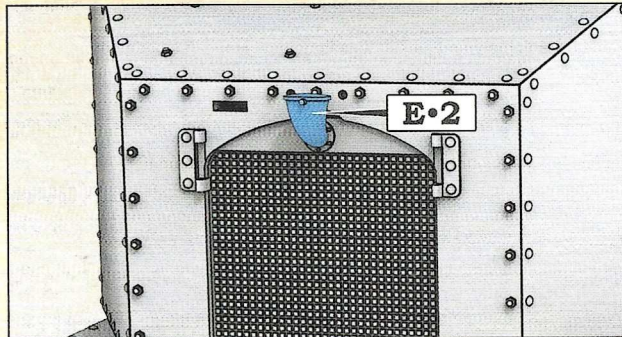
Step 53. Installation of the drive chain cover



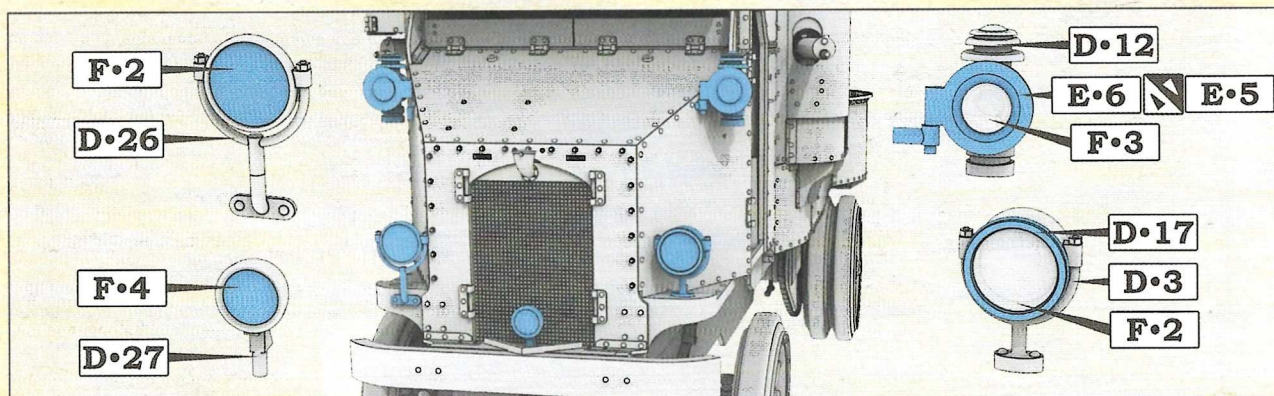
Step 54. Assembling the rear wheels. Make two



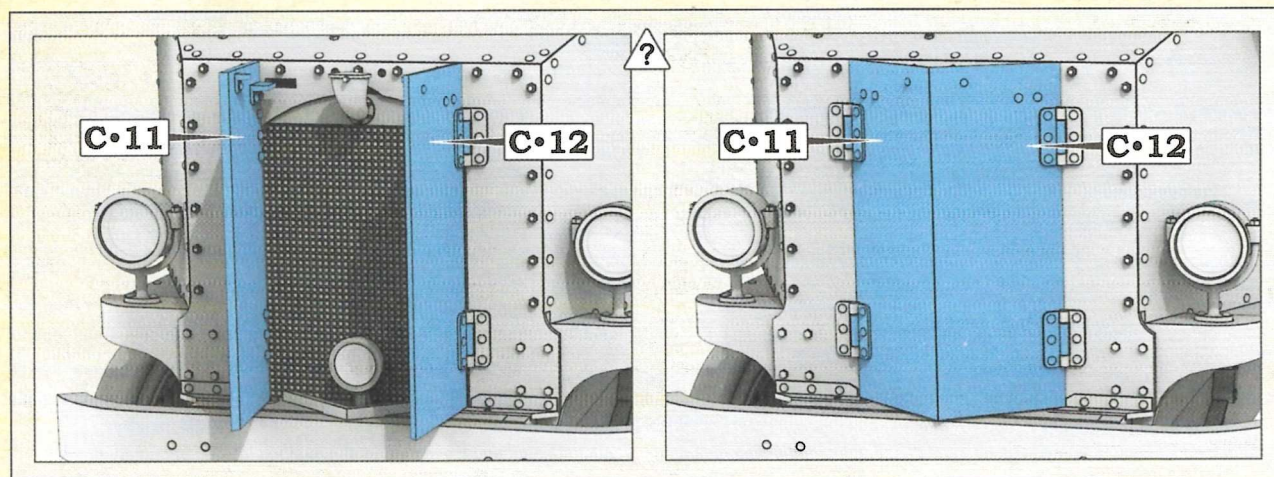
Step 55. Installing the wheels



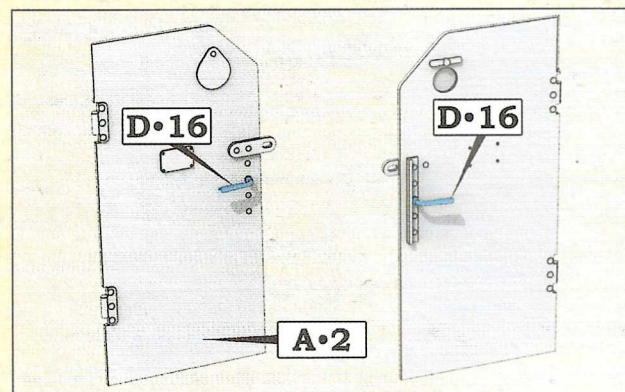
Step 56. Installation of the radiator filler neck



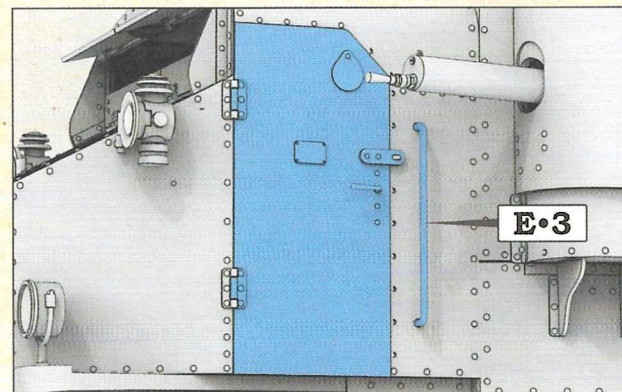
Step 57. Installing the headlamps. D26 only for Freikorps version (kit number 350014). Check picked markings



Step 58. Installation of the radiator shutters



Step 59. Assembling the driver's door



Step 60. Installing the door and the handle

CSM team would like to thank:

Stanislav Kiriletz - Germany

Brandon Darnell - USA

Tim Gosling - United Kingdom

for all your help in this project

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2023