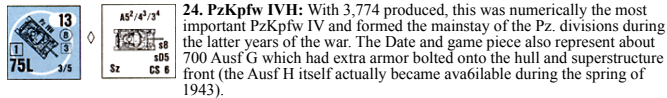


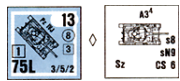
KGP German Vehicle Compilation



24. PzKpfw IVH: With 3,774 produced, this was numerically the most important PzKpfw IV and formed the mainstay of the Pz. divisions during the latter years of the war. The Date and game piece also represent about 700 Ausf G which had extra armor bolted onto the hull and superstructure front (the Ausf H itself actually became available during the spring of 1943).

An interesting gunnery aid found on the Pz IV, Panther D and Tiger E, was a rotating ring around the inside circumference of the commander's cupola. This cupola was marked from 1 to 12 like a clock, with further subdivisions also indicated. When the turret was traversed, the ring rotated at the same speed but in the opposite direction, thus allowing the commander to tell at a glance the turret's position relative to the vehicle's axis (something easily forgotten in the heat of battle). In addition, he used it to quickly bring the gun to bear on a target; for this purpose the gunner had a clock scale indicator which he had only to align according to the bearing given by the commander and the target would appear in his gunsight.

A full strength Pz IV platoon was officially comprised of five such AFV, but the ever-present tank shortage in reality reduced this to four in all but certain favored Pz. divisions. † RF is as follows: 1.5: 8/42-12/42; 1.3: 1/43-6/43; 9: 7/43 on. See also German Vehicle Notes B, S.



25. PzKpfw IVJ: The Ausf J was the final production model of the Pz IV, with the turret traverse motor removed to allow more fuel to be carried and with a Nahverteidigungswaffe added for increased close-defense capability. 1,758 were built. See also German Vehicle Note S.



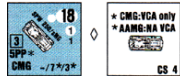
27. PzKpfw VG: Most of the Panther D's flaws were eventually rectified (although the later model's engine remained capricious), and in the Ausf G (and earlier A, which the game piece also represents) the panzer force had one of the best tanks of World War II. Its combination of firepower, mobility and armor made it an extremely formidable opponent. The U.S. Army judged that it generally took five Shermans to destroy a Panther.

Although over 5,000 were built (2,000 As and 3,126 Gs) and the 1944 Pz. Regiment establishment called for one battalion each of Panthers and PzKpfw IV (with the Panthers generally equipping the 1st Battalion), there were—fortunately for the Allies—never enough to go around. Like the PzKpfw IV, the Panther—in other than favored Pz. divisions—was used in four-vehicle platoons rather than the five called for in the official establishment. † 1943 RF is 1.3. See also German Vehicle Note H.



32. PzKpfw VI B: As the successor to the Tiger E, the Koenigstiger or Tiger II (also known to the Allies as the Royal or King Tiger) was used in the same manner, but its even greater weight reduced its mobility and reliability to the point where it was effective only on the defense. Its use in the Ardennes offensive was not impressive; its ponderousness impeded the speed of advance across the hilly countryside, and even a minor breakdown could cause its loss through the inability of the recovery vehicles to tow it. 489 were built. The first Tiger II unit to see action against the Western Allies (the British to be specific) was the 1st Company of Schwere Panzerabteilung 503.

† Availability begins 6/44 vs the Russians and 7/44 vs the Western Allies. See also German Vehicle Note K.



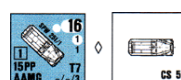
58. SPW 250/sMG & 251/sMG: The HMG carriers of the armored infantry. Two 250/sMG were included in the 4th (Heavy Weapons) platoon of each Pz. Aufklaerungs company; two 251/sMG were included in the 4th (Heavy Weapons) platoon of each armored infantry company.

† The half-track carries a 7 FP CMG which can be Removed (D6.631) only as a LMG; it also carries a 3 FP AAMG which can be Removed from the vehicle (by crew or passenger) as a dm HMG. Both MG may be Scrounged, but only as LMG. The CMG has a range of 16 (like its infantry SW counterpart) but cannot fire outside the VCA (as signified by "CMG: VCA only" being printed on the counter); otherwise it is treated as a normal CMG. † The half-track starts each scenario with an inherent crew, and also a 2-4-7 (or otherwise specified by SSR) HS as passenger. PP capacity is not affected by the AAMG/dm HMG, but is affected normally (D6.1) by the passenger HS. See also German Vehicle Notes C (251/sMG only), J, N.



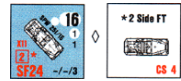
59. SPW 250/7 & 251/2: Treat as a normal OT SP gun for To Hit purposes. The mortar's range is 2-60, and is removed dm (A9.8), leaving the vehicle with an inherent driver. Two 250/7 were included in the 4th (Heavy Weapons) platoon of each Pz. Aufklaerungs company; two 251/2 were included in the 4th (Heavy Weapons) platoon of each armored infantry company.

† Errata: The SPW 250/7, and SPW 251/2 start each scenario manned by an Inherent Infantry (i.e., 2-2-8) crew as signified by "Inf Crew" on the back of the counter. When such a crew exists their vehicle their ID should be recorded since it differs from a normal Infantry crew by having vehicular crew capabilities. See also German Vehicle Notes J, N.



63. SPW 251/1: This half-track was designed to carry the Armored Infantry of the Pz. divisions. However, it should be realized that generally one about one-fourth—i.e., one battalion—of the infantry in a Pz. division were thusly equipped (usually two battalions in elite and SS Pz. divisions) and even this level of usage was not reached until 1942.

The "standard" allotment of Armored Infantry during the Invasion of France was only one company per Pz. division. Over 15,000 of all models were built. First use was with the 1st Pz. Division in Poland. See also German Vehicle Notes C, N.

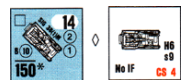


66. SPW 251/16: A platoon of six was officially allotted to the HQ company of each Armored Infantry regiment, and another platoon was assigned to the same unit's Panzerpioneer company. † This actually had two FT with limited traverse—one on each side (as denoted by "SF" (side FT) rather than "BF" on the counter). Therefore, the vehicle's "SF" may fire twice in a Fire Phase; the port-side FT can fire once within the red area in the diagram, and the starboard-side FT can fire once into the blue area. If in Bypass, each FT can fire only within its respective Bypass Side Target Facing. An Original Effects DR of ≥ 11 for either attack eliminates both FT.



66.1. SPW 251/21: When the Luftwaffe began uparming its aircraft with 30mm machine-cannons, numbers of now-surplus MG 151 15mm and 20mm rapid-fire aircraft guns were made available to the Heer. Some of these weapons were installed in specially built half-tracks for use in both ground and AA roles. Designated the 251/21, this half-track carried in its passenger compartment a modified Kriegsmarine pedestal mount with three such guns of the same caliber. Production of the 251/21 began in late summer of 1944, but relatively few were produced. It was apparently intended that three such vehicles would equip the AA section of the 4th (Heavy Weapons) platoon in each panzerregiment company. Two SPW251/21 were left behind in La Gleizie by Kampfgruppe Peiper.

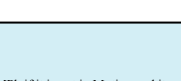
† Make three To Kill DR when using the AP To Kill Table; only one DR (firer's choice) is used. This counter is found in HASL Module 2 Kampfgruppe Peiper 1.



75. PSW 234/2: *The Puma* was the original design for the PSW 234 series, and retained most of the earlier PSW 231 (8 rad's) virtues while having better armor and a 12 cylinder air-cooled diesel engine. 101 were built, 25 formed the complement of the Panzerspahwagen Kompanie Type A. It was issued to four Pz. divisions and saw action on both the Eastern and Western Fronts.

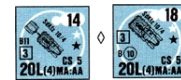


80. siG 38(t)M: *The Cricket (Grille) or Bison* as it was also known, used a specially designed chassis (the same as later utilized for the Marder III M) to effect a more permanent solution to the need for efficient mobility in the SP Heavy Infantry Gun Companies of Armored and Motorized Infantry regiments. Its chief drawback was that it carried only 15-18 rounds of ammo. 282 Ausf M were built, plus 90 of the earlier Ausf H.

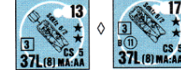


86. FlaK Pz IV/20: *The Whirlwind* was a PzKpfw IV chassis carrying the 2cm Flakvierling gun. 105 were constructed. They were issued to Pz. divisions. Four were combat-tested by the Panzer Lehr Division in Normandy.

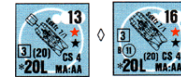
† Make four To Kill DR when using the 20L column of the AP To Kill Table; only one DR (firer's choice) is used. See also German Vehicle Note A.



88. Sdkfz 10/4: The first German SP AA gun. 610 were built. They were used by both Army and Luftwaffe AA units. Some armored infantry and motorized infantry regiments were issued a FlaK company of 12 AA half-tracks (three per platoon). A Pz. divisions FlaK battalion also contained four platoons of Sdkfz 10/4. See also German Vehicle Notes A, D, N.



89. Sdkfz 6/2: 339 were built. They were used by Army and Luftwaffe units. The Heavy Weapons companies of Armored Infantry and Pz. Aufklaerungs battalions also theoretically included AA half-tracks. See also German Vehicle Notes A, D, N.



90. Sdkfz 7/1: 319 were built. A platoon of three was usually allotted to the HQ company AA platoon of each Pz. and Panzerjaeger battalion, but often other AA half-tracks were substituted. A platoon was sometimes also present in the Pz. division's FlaK battery, replacing one of the Sdkfz 10/4 platoons. † Make four To Kill DR on the 20L column when using the AP To Kill Table; only one DR (firer's choice) is used. See also German Vehicle Notes A, D, N.



92. 2cm & 3.7cm FlaK LKW: The Germans mounted light AA guns on many different types of trucks and heavy cars. There was little standardization since many of them were actually local field modifications; so in the game they are represented generically. Two were often allotted to the division HQ company of the Pz. division.

Errata: The MA of the German 2cm FlaK LKW truck should be "20L"—not "20". See also German Vehicle Note A.



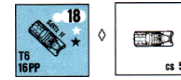
94. Kfz 1: *The Kuebelwagen* was the military version of the VW and had its troop trials during the invasion of Poland and was thereafter put into mass production with 52,018 eventually being built. It was an extremely popular vehicle, but not as versatile as the Jeep. Optional AAMG RF is 1.2. † RF is 1.6 in 1939-40; 1.4 in 1941; 1.2 in 1942, 9 thereafter. † The vehicle, if armed, has an inherent crew and thus a CS# rather than a cs# (D5.6). See also German Vehicle Notes L, N.



95. Kfz 1/20: *The Schwimmwagen* was an amphibious version of the Kuebelwagen. It was primarily used as a recon vehicle and by HQ units. Over 14,000 were built. † RF is 1.5 in 1942; 1.2 in 1943; and 1.0 from 1944. † The Target Size TH DRM is +3 (and also HD) if in a Water Obstacle or deep/flooded stream hex. See also German Vehicle Note L.



97. Sdkfz 2: *The Kettenkrad* was a small tracked vehicle steered by the front-wheel assembly of a motorcycle. Used mostly on the eastern front for liaison and for towing light guns in parachute units. First used during the fighting in Crete. 8,345 were built. † May also carry a crew or HS as riders. A Kettenkrad may not be pushed, and is treated as a vehicle (i.e., not as a motorcycle) for all purposes. † Vehicle is immune to hidden Anti-Tank mine attacks, and Anti-Personnel mine attacks against it are halved as Area Fire. † RF is 1.4 when used vs other than Russians. See also German Vehicle Notes L, N.



99. Sdkfz 11: Another standard half-track prime movers designed for the German Army. About 25,000 chassis of this type were built, of which some 16,000 were completed with SPW 251 bodies. See also German Vehicle Note N.

GERMAN MULTI-APPLICABLE VEHICLE NOTES	
A MA and CMG (if so equipped) have AA capability—signified by "MA:AA" being printed on the counter.	
B Optional AAMG is available 1944-45 with RF of 1.3.	
D This vehicle is assumed to be towing an ammo trailer which, by its owner's announcement, can be unhooked at the start of its MP if it is not in Motion and its crew is CE. Unhooking is accomplished by simply flipping the counter over to the side showing no trailer. Its MP allotment is thus increased (although the act of unhooking the trailer costs the vehicle one fourth of this new MP allotment), and its B# becomes 11. [EXC. 10 for Sdkfz 10/4]. The trailer is always assumed to be hooked up at the start of the scenario and an unhooked trailer cannot be hooked up again. A hooked-up trailer is otherwise treated as per C10.4-41.	
E As signified by the "(t)" in the piece name, this AFV used the extremely reliable and durable chassis of the PzKpfw 38(t); therefore it receives a zero Nationality DRM when risking ESB (D2.5).	
H Each time a Panther G or Jagdpanther expends one MP to start, its owner must make a DR; if a 12 is rolled, the AFV has stalled and has not actually begun to move. The owner must then immediately make another DR, which equals the total number of Delay MP (including the one MP to stall, but excluding the MP expended to start) that the FV has used in the unsuccessful attempt to move. It can again attempt to move, but must expend another MP to start—and must undergo another Stall DR as it does so. If the owning player forgets to make his Stall DR, the opposing player can thereafter call for it to be made at any time during that same MP as the AFV expends any MP. An AFV that stalls is subject to Defensive First Fire (since it has expended a MP to start), but not as a moving target unless it had already entered a new hex during the same MP. Should a Stall result in more Delay MP being expended than the AFV has available, the AFV is considered to have expended its entire MP allotment in Delay.	
K A Tiger crew was the creme de la creme of the Panzer force. Therefore, as an inherent crew its morale is 9 (signified by "ML:9" on the counter) and the Tiger's printed APCR number (if one is present on the counter) is one higher than normal.	
L Vehicle has Low Ground Pressure (D1.41)—signified by its identity letter being inside a square. Moreover, when this vehicle is bogged, one (only) CX squad (even a Prisoner, but not a Guard) on foot expending ≥ four MF in the vehicle's hex Location (and declared to be assisting its unblocking) thereby allows the owning player to subtract 2 (1 per crew/HS) from its immediately subsequent unblocking DR.	
N This vehicle was used in North Africa at some time from 3/41 to 5/43 (within the limits of the given date). If the superscript "F" appears, the vehicle was used in small numbers only (RF = 1.5; if normal RF is ≥ 1.5; North Africa RF = 1.6). If the superscript "T" appears, the vehicle's use in NA was limited to Tunisia, 11/42-5/43 (within the limits of the given date).	
S This AFV can have Schuerzen (D11.2).	