

On Danish cavalry 1932-1940, Part 3

Armored vehicles

In the 1930s, a number of trials with armored vehicles were also carried out in Denmark. The trials included both types and their tactical use. The army regulations of 1932 and 1937 provided the organizational framework for the two tank companies, which from 1937 were called tank squadrons.

The Army's Technical Corps, which supervised the trials, initially worked from the theory that the units should consist of a number of standard vehicles which, in the event of mobilization, were supplemented by a number of (temporary) armored vehicles. The latter was to be provided by means of loose superstructures which could be mounted on ordinary truck chassis.

The period was characterized by fluctuating interest from the political and military side as well as by a severely limited economy. However, a number of experimental armored vehicles (FP) were built and/or purchased:

| Designation | Type |
|-----------------|--|
| FP 1 and 2 | Armored Ford AA truck (2-axle) |
| FP 3 | Armored Harley-Davidson motorcycle |
| FP 4 and 5 | Light tank (<i>tankette</i>) |
| FP 6 | Landsverk 185 (2-axle armored car, with traction on both axles) |
| FP 7 and 8 | Landsverk 181 (3-axle armored car, with traction on two axles) |
| FP 9, 10 and 11 | Landsverk Lynx (2-axle armored car, with traction on both axles) |

In addition, there were a number of so-called practice armored vehicles - armored vehicle dummies - built from plywood and mounted on truck chassis.

Experimental armored car 1 and 2 were built on a 2-axle Ford AA chassis, with twin wheels on the rear axles. The superstructure consisted of sheet iron so that it could be easily changed. The armored vehicles were also - almost constantly - rebuilt and thus existed in a number of different versions.



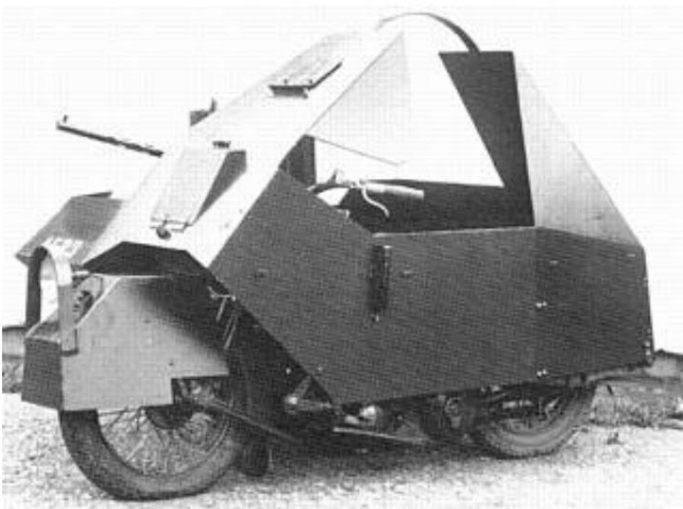
FP 2, 1932 edition.
From Source 1.



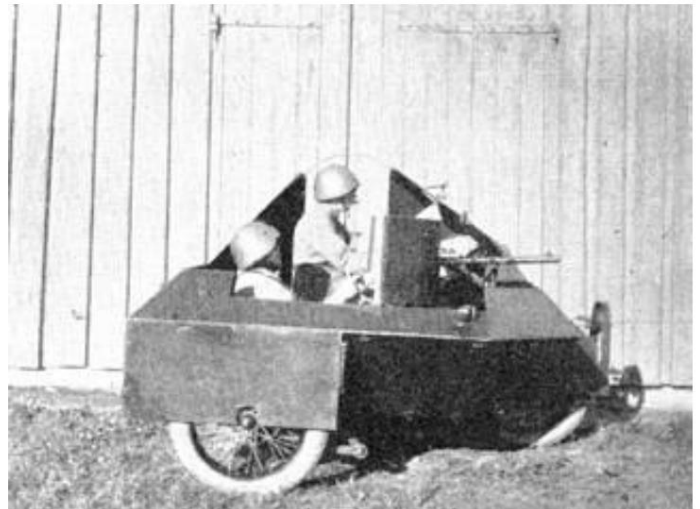
FP 1, final edition.
From Source 1.

The carriages, which were originally open, were fitted with a 20 mm machine gun (in the submarine slave) and a number of recoilless guns that fired through openings in the sides of the carriage. In 1932, the machine gun was fitted with a shield on the gun barrel. Later, one of the wagons' most significant shortcomings, which had already been identified in 1931, was rectified, namely the lack of the possibility of reversing, and both trial armored wagons were equipped with the necessary equipment. Furthermore, the wagons were fitted with turrets, so that they gradually assumed an appearance reminiscent of the FP 6. One of the experimental armored wagons survived the war and reappeared as a training vehicle until it was scrapped in 1948.

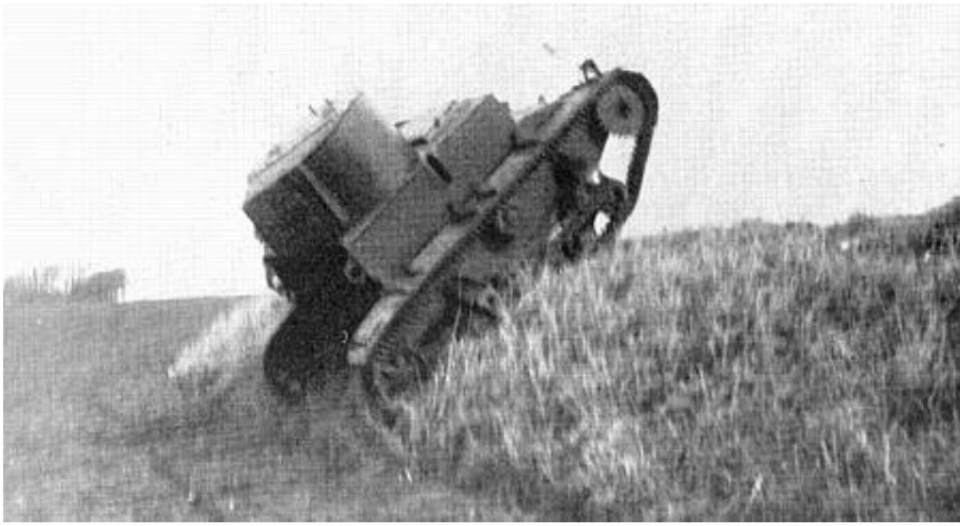
Prosøgpanservogn 3 was a Harley-Davidson sidecar machine, which was fitted with an armored superstructure at Landsverk in Sweden. The motorcycle itself was of a type which at this time was used in the army, and was equipped with 1 pc. 8mm recoilless rifle. The purpose of the construction was to investigate whether an armored motorcycle could be used instead of actual - and more expensive - armored vehicles. It could not, as it was difficult to steer and the heavy superstructure of 4.5 mm plate made off-road driving almost impossible. The superstructure was dismantled in 1933.



FP 3, 1933.
From Source 1.



FP 3, 1933.
From Source 3.

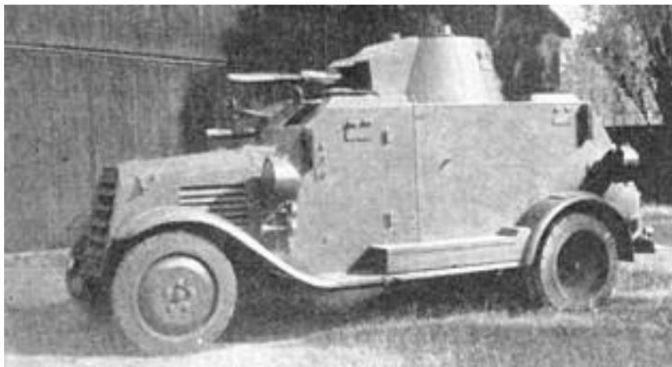


FP 4 or 5. From Source 3

Trial armored vehicles 4 and 5 were small light tanks - *tankettes* with the designation of the time - which were manufactured by Carden-Loyd in England. After renting a copy in 1932, 2 were purchased. in 1933. The wagons were not satisfactory and in 1937 were given the status of emergency vehicles.

The type is described in more detail in my article Carden-Loyd battle tank in Denmark.

Experimental armored car 6 was purchased in 1934 from Landsverk in Sweden. The armored car was of the type Landsverk 185 in a Danish modified version. It was not reliable and too heavy for its engine. FP 6 was - like FP 1 and 2 - not particularly off-road and stuck easily. The factory speed specifications of 80-100 km/h on the road were never achieved - 45 km/h during forward driving and 30 km/h during reverse driving was the highest that could be achieved. After unsuccessful attempts, together with the factory, to make it lighter, in 1939 it was given the status of an educational vehicle.



FP 6.

From Source 3.



Armored vehicle Landsverk 185.

From World War II vehicles.

Experimental armored cars 7 and 8 were added in 1936. The armored cars were of the type Landsverk 180, mounted on a 3-axle chassis from the German factory Büssing. Although these armored cars were the best that had yet been procured, they were far from performing satisfactorily. They were difficult to handle, and the weak point was the front axle, which, due to heavy loads, had a tendency to fail during off-road driving.



*Armored vehicle Landsverk 180.
From World War II vehicles.*



*FP 7 or 8.
From Source 4.*

Experimental armored vehicles 9, 10 and 11 were delivered in 1939. The armored vehicles were of the Landsverk Lynx type and were judged to be so good that the acquisition of first another 6, later another 9, was decided. It was thus the idea that Panservogn M.1939 should be the standard equipment in both the Gardehusarregiment's and the Jutland Dragoonregiment's armored car squadrons.

However, the occupation got in the way of the delivery of the last 15 pieces, which were seized by the Swedish state. The three armored vehicles were designated PV 9, 10 and 11.



*PV 10.
From Source 1.*



*PV 10.
From Source 5.*

Data

(The overview has been prepared based on data from, among other things, the Danish Army Vehicles Homepage.)

| Data | FP 4 | FP 6 | FP 7 and 8 | PV 9, 10 and 11 |
|--------|------|--------|------------|-----------------|
| Length | 2.59 | 4.94 m | 5.87 m | 5.10 m |
| Width | 1.75 | 2.02 m | 2.24 m | 2.30 m |

| | | | | |
|-------------|----------|--|--|--|
| Height | 1.65 | 2.30 m | 2.48 m | 2.20 m |
| Weight | 2,000 kg | 4,200 kg | 7,400 kg | 7,800 kg |
| Armament 1) | 8 mm | 20 mm machine gun 2 x 8 mm recoil rifle 2) | 20 mm machine gun 2 x 8 mm recoil rifle 2) | 20 mm machine gun 3 x 8 mm recoil rifle 3) |
| Crew 2 | | 5 | 5 | 6 |

Notes:

¹ The leased FP 4 was equipped with an English machine gun; the two purchased wagons - FP 4 and 5 were equipped with Danish recoilless rifles.

² Turret gun and bow gun.

³ Turret gun, bow gun and hedge gun. (One or more of the guns may have been 8mm machine guns.)

The armored car company

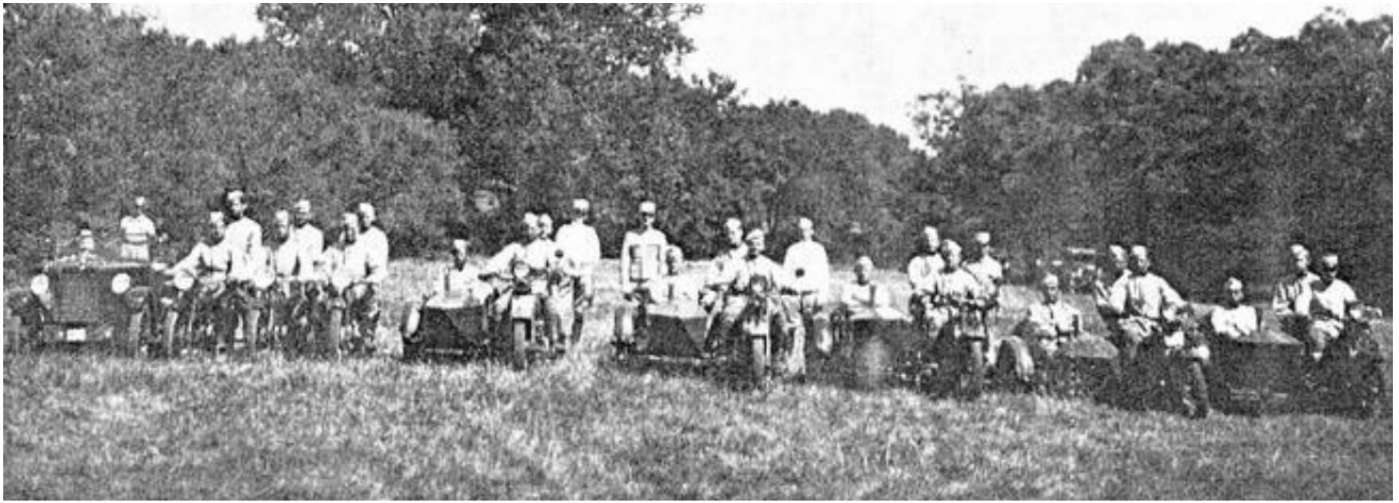
Although both the Gardehusarregiment and the Jutland Dragoon Regiment were each required to have an armored car company according to the Army Order of 1932, the resources did not extend to more than one company. Personnel from both regiments were trained here. The company belonged to Bådsmandsstrædes Barracks.



The armored car company's road platoon, 1934.

The armored vehicles are (from left) FP 1 and FP 2 and FP 6.

From Source 1.



Motorcyclist platoon of the armored car company, 1934.
From Source 1.



The armored car company's all-terrain division, approx. 1934.
From Source 2.

The picture on the left shows a Morris Minor (head car), 3 solo motorcycles and 5 motorcycles with sidecar. The motorcycles are of the Harley-Davidson type, which was the standard motorcycle in the Army before the Nimbus motorcycle.

The carriages are (from left) FP 5 and FP 4.

In 1935, the Panzervogelskompaniet was assigned to the Jutland Dragoon Regiment, and the Guard Hussar Regiment participated this year in cavalry exercises and in large exercises in Jutland, partly under the Jutland Division and partly under the General Command.

The images, which at some point were taken from the Danish Military History website, show Forsøgspanservogn 1 and 2 as well as (probably) Forsøgspanservogn 6 on practice at Skejby in 1935.



From left: Experimental armored car 1 and 2 and (probably) Experimental armored car 6.
The images are stated to originate from the Local History Archives of Århus Municipality.

Postscript

FP 5 has survived and can be seen today at the Tøjhusmuseet in Copenhagen, where it appears on its 2-axle transport wagon.

If you want to see examples of vehicles of the Landsverk 180 and Landsverk Lynx types, you can go to the Swedish armored museum in Axvall, which has a copy of each type. The Landsverk 180 originates from the Irish Army, which used the armored car right up to the 1970s.



A Landsverk Lynx armored car, which in Swedish service was designated as Pansarbil m/40.
Reproduced from a postcard from Pansar Museet Axvall.

A search on the Internet also revealed that there are two copies of the Landsverk Lynx for sale! They have served in the Armed Forces of the Dominican Republic and, judging by the photos, look well used. They are not currently in roadworthy condition, so there are opportunities for the enterprising do-it-yourselfer

m/k However, there is no word on the price.

Regardless of whether you are interested in buying an armored car in scale 1:1, the website International Repo-Depo - Vehicles and Parts for sale contains a number of interesting pictures of, among other things. the interior.

Sources

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