

## INVESTICE DO ROZVOJE VZDĚLÁVÁNÍ

**Military equipment, vehicles**

*Read the text and answer the following questions:*

1. Where were the first tanks produced?
2. When were they first used?
3. What was the main role of the tanks?
4. Why did their development slow down?
5. Which tank was introduced at the end of the WW2?

**Tanks**

Despite advances in armour-defeating systems, the Main Battle Tank remains the symbol of every modern army's true strength on the battlefield.

The first true tanks were of British origination and presented as the "Landships" of World War 1. Primarily used as infantry support systems, the tank proved critical in several major late-war victories for the Allies. During the decades following, tighter defense budgets limited advanced development and it was not until the German Blitzkrieg of World War 2 that tanks saw a "renaissance". During the war, the light, medium and heavy tank classes ruled the battlefields with each design intended to outdo the previous. At the close of the war, the "Main Battle Tank" was born with the introduction of the British "Centurion" in 1945. This effectively produced a single class with qualities of the three previous. Today, the Main Battle Tank enjoys a dominance of the battlefield that has only served in developing evermore potent anti-tank measures in turn.

<http://www.militaryfactory.com/armor/main-battle-tanks.asp>

*Correct answers*

1. Where were the first tanks produced? (in GB)
2. when were they first used? (WW 1)
3. What was the main role of the tanks? (infantry support)
4. Why did their development slow down? (tighter defense budgets)
5. Which tank was introduced at the end of WW2? (the "Main Battle Tank", "Centurion")

*Read the text and fill in the gaps with the words below:*

tool rack      deliberately      wheelbase (2x)      bumpy      cylinder      molest      ventilated  
access      transmission system      insignias      bumper      dislodge      orderly      stretchers

## Dodge G505 1/2-ton Military Ambulance (1941)

From World War 1 the US Army had a relationship with Dodge and ordered from them light military half-ton trucks during World War 2.

The typical 1941 Dodge Army 4x4 truck had a 116-inch 1, however, the ambulance model - due to the passenger load - sat on a 123-inch 2 and used 7.50 tires with 16-inch wheels. The engine was a 230.2 cubic inch 6-3 gasoline engine of 78 horsepower and 222 foot pounds of torque. These engines were mated to a four-speed manual 4 with all-wheel drive and the brakes being hydraulic. This helped the ambulance to go off-road in the different theaters of war where roads were few and cratered from combat. The base crew consisted of a driver and an ambulance 5 - the latter also doubling as the second driver - charged with rendering aid to the wounded.

The vehicle's rear cargo space was constructed of steel panels and held a Carlisle Ambulance insert section that was also 6 for the wounded therein. The lining of the interior walls was hardboard masorite and, along the sides, there were folding bench seats that ran the length of the interior body. The ambulatory section had room for seven sitting cases, four stretcher cases or two stretcher cases and four sitting wounded. When in use, two of the 7 hung from the roof and two would be placed on the floor. As can be imagined, the ride was generally 8 for the wounded especially when traversing over open ground and trying to reduce the time from the frontline to the aid stations at the rear. This undoubtedly took a toll on both the tires and springs while the large front 9 was used to push over and through bushes and saplings allowing the ambulance to cut through off road to complete its life-saving mission.

The headlights were protected over with brush guards and the spare tire was mounted in a cut out section of the body behind the driver's side. This could allow for quick 10 of the spare if needed (as opposed to a traditional underneath mounting which would have been subject to hits from off road obstructions. A rear mounting of the spare was not possible simply due to a lack of space. The roof was 11 made high and curved to allow the medic and wounded to move around to some degree and some stowage space was available for medical supplies as well. A "jerry" gas can and a canvas water bag was mounted on the passenger side fender. When the vehicle ran into environmental troubles on the road or cross-country, Dodge affixed a 12 along the rear passenger side that contained your typical "pioneer tools" needed in war - a shovel, pick and ax to help 13 the vehicle.

US Army ambulances were painted over in the standard Army flat olive drab color scheme and were further marked with the usual registration numbers and globally-recognized Geneva Red Cross 14 painted on the sides of the body and on the rear doors as well as the roof. Those countries who signed the Geneva accords were expected to not 15 any vehicle showing the Red Cross if they were unarmed - though in wartime, this was not always an honored

expectation.

[http://www.militaryfactory.com/armor/detail.asp?armor\\_id=569](http://www.militaryfactory.com/armor/detail.asp?armor_id=569)

*Correct answers*

1 wheelbase

2 wheelbase

3 cylinder

4 transmission system

5 orderly

6 ventilated

7 stretchers

8 bumpy

9 bumper

10 access

11 deliberately

12 tool rack

13 dislodge

14 insignias

15 molest