

CANADA'S LARGEST COLLECTION OF OPERATIONAL HISTORICAL TANKS AND ARMoured VEHICLES



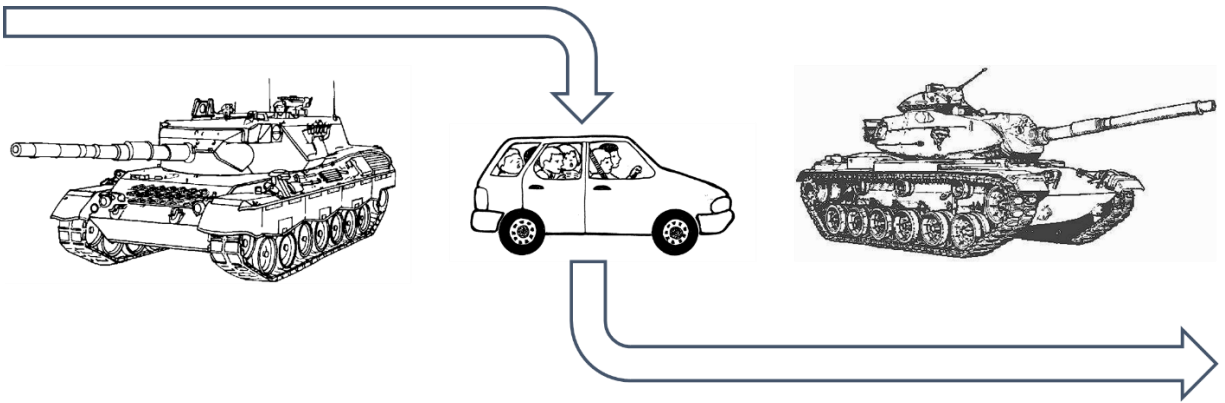
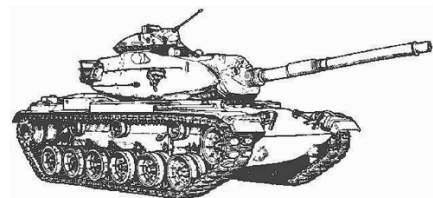
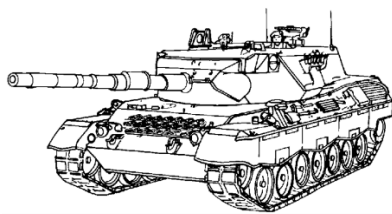
ONTARIO REGIMENT MUSEUM



AN ACCREDITED CANADIAN
ARMED FORCES MUSEUM

THE ONTARIO REGIMENT (RCAC)
REGIMENTAL MUSEUM

Tank Trek II Audio Guide



Waiting to Enter

Welcome to the Ontario Regiment RCAC Museum and our very first Tank Trek adventure. We have an exciting and informative program for you and are happy to have you with us. My name is Jeff Darrington and I have been volunteering here for four years. I come here to help preserve our military history and enjoy being a part of the great volunteer family. I will be your MC and guide you through the tank adventure.

<Music>

Hi. I'm Mike Varty. I am a volunteer here at the museum and I have been volunteering here for over two years. The reason I come here is for the history and the great volunteer family and a chance to use my mechanical skills to help restore, maintain, and preserve these living pieces of history.

First of all, a big Thank You for coming to visit. We are happy to take this opportunity to show our tanks and military vehicles in a new way.

As you entered, you were guided to a "Forming Up Place" where you will wait until your turn to enter the Tank Trek.

The Tank Trek is a self-guided tour through the museum grounds in small convoys of five or less vehicles. The Trek is composed of 5 zones; three of which are static displays, one is a tank arena show, and the last is the gift shop. Each zone should take approximately 10 to 15 minutes. There is an audio file for each zone. In between each zone, there is a Traffic Control Point where your convoy will regroup and wait until the next zone is free. These Traffic Control Points will be manned by Museum staff.

Just a few things to keep in mind:

1. Follow the assigned route.
2. Please keep your speed down and maintain vehicle separation of 2 metres.
3. Follow all instructions from Museum Traffic Control Staff.
4. Keep your speed to under 10 kmh while in Tank Trek.
5. Do not leave your vehicle.
6. If you encounter any difficulties or emergencies, stay in your vehicle and communicate with a museum staff member for assistance.
7. There are two washroom stations available for emergency use. One is here at the entrance. The other is on the far side of the soccer field at the end of Zone 3. As they have to be sanitized after every use, please only use them for emergencies.

Under normal circumstances, the museum would be into its tank season. The museum runs Tank Saturdays on the second Saturday of each month from May to October along with our internationally acclaimed Aquino Weekend in June.

If you would like support the museum by purchasing items from the gift shop, please place an order when you are waiting to enter the trek. One of our volunteers will take your order, let you pay by credit or debit card, and your order will be ready for you when you get to the gift shop trailer. It will be brought out to you by a gloved and masked volunteer and placed in your trunk. The articles and the bag will have been sanitized in compliance with provincial health regulations.

<Music>

One last thing, do not be alarmed by the loud noises throughout the event. There will be tanks and military vehicles running in the tank arena giving simulated fire demonstrations. Don't be concerned, they are not real rounds. This can be very loud but is part of the Tank Trek experience. In the middle of the soccer field is our Sand Cat Armoured Patrol Vehicle. On the hour and every fifteen minutes, it will sound its siren alerting our Traffic Controllers that it is time for you to move to the next zone. The Traffic Control staff will then open up the next zone for you.

Again, thank you for coming our and I hope you enjoy the Tank Trek experience. Please be prepared to follow the directions of the traffic control staff when the signal sounds to move to the next station.

Zone 1 Light Vehicles

Welcome to Zone 1: Light Armour and Wheeled Military Vehicles. Please follow the instructions from our traffic control staff and come to a complete stop to enjoy the vehicles on display in this zone. We ask that you put your vehicle in park when you are asked to stop.

Hi; my name is Raf. I am a volunteer here at the museum. I have been volunteering here for about three years now assisting with the restoration, operation, and maintenance of these vehicles. I enjoy making history come alive for our community.

Welcome to Tank Trek Zone 1. This is a short stretch of road and we have 10 minutes so there is no need to rush. Please take your time.

In this zone, we are showcasing some of our historical light and logistics vehicles.

First up is our Willys MB jeep. This particular vehicle was used by the Ontario Regiment in Sicily and Italy during World War 2. The officer that it was issued to was wounded and returned to Canada. Legend has it that his men had such admiration for him that they had it smuggled back to Canada. During the 1960's, his wife painted it purple and drove it around Oshawa. The family donated the Jeep to the Museum who changed it back into its combat colours.

Across the road from the MB is a M38 and a M38A1 CDN Jeep. The primary difference is that the M38 has flat fenders and the A1 has rounded fenders. The M38A1 CDN was produced in Canada for the Canadian Army. In all, over 100,000 M38A1 jeeps were built and although 80,000 were used by American forces; they were exported to at least 24 other countries.

The next jeep-style is the M151 Military Utility Tactical Truck or MUTT. The MUTT replaced the M38 family of jeeps starting in 1950. Over 100,000 were built and they served in 68 countries. The MUTT is a complete rebuild from the M38s by Ford. Ford also changed the grill pattern from the Jeep vertical grills to a horizontal grill.

You may be aware that during World War 2, the Oshawa airport was a part of the British Commonwealth Air Training Program. Over 130,000 pilots and aircrew from Commonwealth and occupied countries were trained here in Canada. This area that you are driving in was the Military Air Base that was part of this plan. The three green buildings on your right are the last surviving buildings from that base. Today, they consist of the 420 Wing Royal Canadian Air Force Association, the museum's tank hanger, and the former Canteen. The Canteen will be undergoing restoration soon to become the Museum Administration building.

Next is the Iltis. The Iltis is an Audi design that was built for the Canadian Army by Bombardier. There were 2,500 built for the Canadian Army and served until being replaced by the Mercedes-Benz G-Wagen in 2003.

Trucks are critical to any military for moving soldiers and supplies. Next, we will see some of the museum's trucks.

Between 1951 and 1968, Dodge built the M37 light truck. It served in the Korean conflict for many countries. This truck is notable for having the most difficult shift pattern. 4,500 M37 CDN were built for the Canadian Army. There were 10 different variants.

After the M37 is the museum's M35 Studebaker Deuce and a Half. The nickname comes from the cargo capacity of 2 and a half imperial tons. The M35 was first produced in 1950 to replace the cargo trucks that were still in-service from World war 2.

Following the deuce and a half is the Light Support Vehicle Wheeled or LSVW. This is an Italian truck that the Canadian forces started using in 1993. It can carry 1,500kg and tow a trailer at the same time.

The two large trucks at the end are the M936 and the Scania SBAT. Both of these are heavy lift trucks. The M936 can carry 5 tons and the Scania can will haul almost 10 tons. The M936 was used by the Canadian military and thirty other countries. The Scania was acquired by the Canadian Army for trials and donated to the museum afterwards.

I hope that you enjoyed Zone 1, now off to Zone 2 to see the heavies.

<Music>

Please be prepared to follow the instructions of the traffic control staff when the signal sounds to move to the next station.

Zone 2 – Heavy Armour

Welcome to Zone 2; our Main Battle Tanks. Please follow instructions from our traffic control as you drive around these massive vehicles and come to a complete stop as you enjoy the vehicles in this zone when signaled.

We ask that you put your vehicle in park once you have been asked to stop.

Hi there; I am Scott McQuillin; another volunteer here at the museum. I have been with the Ontario Museum going on roughly five years.

Welcome to Tank Trek Zone 2. This section is basically a drive up and down the parking lot in between three rows of heavy armour. Again, we have ten minutes to roll through this zone so there is no need at all for you to rush. These are all cold war tanks and designed to go into combat against the Soviet Union and their T54/55 and T62 tanks.

Up first are two of our five Leopard 1 tanks. The Leopard 1 was produced in Germany between 1965 and 1984. It was widely exported to 16 NATO and allied countries, including Canada. It is well armed with a 105mm riled main gun and can drive at 65 kmh which makes it very fast compared to other tanks. At 42 metric tons, it is also much lighter than its Cold War peer vehicles. However, its speed comes at the cost of protection. The German engineers believed that speed was armour itself. It has the standard crew of four; a driver, a gunner, a loader/radio operator, and crew commander.

There are six production models of which two are on display here. The earliest is the Canadian Leopard C2 which was a Leopard 1A3 manufactured to Canadian standards but with an upgraded A5 turret. The Leopard 1 was the primary Canadian Main Battle Tank replacing the Centurion and introduced in 1979. In 2000, the Leopard C1 was upgraded to the C2. This upgrade was done by taking an A5 turret and placing them on the existing A3 hulls. The C2s were deployed to Afghanistan in 2006 until being replaced by Leopard 2s in 2007.

The second Leopard 1 is a Belgium Leopard 1A5. This was the first Leopard acquired by the Museum. The A5 version has a new and improved welded turret to accommodate a vastly improved Fire Control System and night/bad weather observation system.

The Leopard 1 family also has some specialist vehicles: Bridge Layer, Anti Air Tank, Engineer vehicle, and Recovery vehicle.

Next is one of our two M60A3 Patton tanks. These are the American contemporaries to the German Leopard 1 being built from 1960 to 1983. It is fielded with the same 105mm gun as the

Leopard but with much more armour. The extra armour slows the M60 down to roughly 48 kmh. It is also much taller. It has the same crew of 4 as the Leopard.

There were four production versions of the M60 with the last being the M60A3 which the museum has two. One is painted Tan and was a US Marine Corps tank. The other is painted green and it was a US Army Tank.

The M60 also has bridge laying, recovery, and engineering variants.

Even though the M60 has been replaced in US service by the M1 Abrams; they are still in active service or war stocks in just under 20 countries.

Rounding out our heavy armour display is the British Chieftain Tank. This replaces the Centurion. You might have seen one which is our “gate guard” as you come up to the museum. Please note that after more than 15 years of restoration effort, the museum actually has an operational Centurion but it will however require another couple of years to complete that project.

Where the Leopard went for speed and the M60 emphasized armour, the Chieftain uses a very big gun. It uses a 120 mm rifled gun that was originally designed for the British Navy. Like the other tanks, it has a crew of 4. Between the big gun and the extra frontal armour, the Chieftain is also the slowest of the three – topping out at 42 kmh.

There are a couple of interesting points about the Chieftain tank. It is designed to use three-part ammunition rather than the traditional tank shell that looks like a really big bullet. In this case, there is a projectile, a bag of propellant behind it, and an initiator cartridge. The second piece of Chieftain trivia is that the original engine was intended to burn multiple types of fuel, not just diesel. This was due to NATO requirements. That engine itself was not very good and in 1977, they were replaced.

The Chieftain was manufactured between 1963 and 1986 with 12 production models. It served in British Service until 1995 when it was replaced by the Challenger tank.

I hope that you enjoyed seeing these heavy beasts. Once you pass into Zone 3, follow the directions of the traffic control staff and park where you can get a taste of some of our vehicles in action.

<Music>

Please be prepared to follow the instructions of the traffic control staff when the signal sounds to move to the next station.

[Zone 3A – Tank Arena](#)

Welcome to the Tank Arena where you will see live tanks and military vehicles in action. This zone has a live narration. Enjoy!

Zone 3B – Tank Arena

Welcome to the second zone of the tank arena. Here you can see the vehicle demonstration from a different view and we can tell you a little bit more about our museum. We ask that you put your vehicle in park, once you have been asked to stop.

Hi; I'm Terry Woods and I also volunteer here at the museum. I have had the distinct honour and pleasure of doing so for the past fifteen years; and hopefully for many more.

Now while you watch the vehicles go around again, I would like to give you some of the history of the Ontario Regiment RCAC Museum.

The Ontario Regiment is Oshawa's Militia unit. It was formed in 1866 by consolidating nine local militia units in Ontario County. That is one year before Canada's confederation. Ontario County amalgamated with half of Durham County in 1974 and was renamed the Region of Durham. The Museum is proud to honour the lineage of the Ontario Regiment by preserving and displaying over 160 years of artifacts within the static section of the museum that will be reopening soon.

The Ontario Regiment became a Tank Regiment at the start of World War 2. They mobilized in 1939 and started training in 1941. In 1943 as a part of operation Husky, the regiment participated in the invasion of Sicily, then onto Italy. In 1945, they were in Northwestern Europe for the end of the war.

There has always been a small collection of artefacts, usually displayed in the Sargent's Mess of the Ontario Regiment.

The Ontario Regiment Museum RCAC has its roots dating back to 1980. It was then that Honorary Lieutenant Colonel Norman Wilton arranged for the purchase of nine surplus Ferret Scout Cars from the Canadian Army. This became the Ontario Regiment Ceremonial Troop or better known as the Ferret Club. They quickly started collecting Military Vehicles starting with Trucks and then the first of our two M4 Sherman tanks, known to you as BART.

In 1993, the Ferret Club and the Ontario Regiment collection merged into the same organization and into this building. The Ferret Club became the Vehicle Section and the Ontario Regiment collection became the Static Section. Currently, the museum has a fleet of over one hundred operational military vehicles. This we believe is the largest collection of operations historical military vehicles in the world.

The Museum is an accredited Canadian Forces Museum. We are one of 70 independent military museums that work with the Canadian Forces' Directorate of History and Heritage. The Directorate is mandated to preserve and communicate Canada's military history, and foster

pride in our military heritage. Through this accreditation, we can access support from other museums, the directorate, and the Canadian Forces.

In 2014, the museum started its internationally acclaimed Tank Saturdays and Aquino Weekend events to attract visitors from all over the world. If you haven't been, imagine seeing all the vehicles that you have driven through, moving in the tank arena in front of you.

Now in 2020, we are 40 years old and we believe we have the largest operational fleet of historic military vehicles in the world. Not bad for a museum with two staff and a whole bunch of volunteer members.

<Music>

Please be prepared to follow the instructions of our traffic control staff when the signal sounds to move to the next station. You will be into and through our Military Vehicle Conservation Centre. Please proceed at no more than 10 kmh.

Zone 4 – MVCC

Welcome to the Military Vehicle Conservation Centre. Please come to a complete stop and put your vehicle in park when directed by our traffic control staff.

Hi; my name is Jeff Darrington. I am another volunteer here at the museum. I have been volunteering here for a little over three years now.

Welcome to Tank Trek Zone 4 – the Military Vehicle Conservation Centre or as call it. MVCC. You are going to take your car through an area that before today only our military vehicles were able to go. Again, you have 10 minutes to go through the zone, so there is no need to rush. Also, the turns can be tight, so go slow and pay attention to the traffic controllers. Our traffic controllers here are very knowledgeable, so don't be afraid to roll down your window and ask questions. Of course, at a safe distance.

While when you are stopped at the checkpoint, our RG-31 Nyala is the large tan vehicle ahead of you. This vehicle was designed in South Africa and built by BAE. It was used extensively by Canadian Troops in Afghanistan for patrols. Its design makes it more resistant to mines.

The MVCC opened in August of 2018. Finally, we had enough room for all of our fleet – even if we have to tetris them into place. Of course, we continue to grow, we are again starting to get a bit cramped.

As you enter the MVCC, there are a large number of vehicles. However, due to the show that you saw earlier, the vehicles may have been changed at the last minute. So, there may be a few inaccuracies in this audio file.

On your left are some of our Armoured Personal Carriers. The first one is a British FV432 which served with the British army training group in Canada. Beside it is one of our many M113A2s. You will see several variants of that family.

Moving towards the turn, there is a line of Combat Reconnaissance Vehicles Tracked or better known as CVRTs. These vehicles, like the M113s are a family of vehicles with same chassis, engine and tracks but different turrets and tops for different roles. This commonality simplifies training, maintenance, and parts.

At the turn are two Soviet era vehicles, the BMP Infantry Fighting Vehicle and the T-54 Tank. Both of these vehicles were captured during the Gulf War.

There is also our M551 Sheridan light tank. The Sheridan has a large 152mm gun that could also fire a Shillelagh Anti-Tank Missile. Although advanced for its time, the missile system was problematic at best. The Sheridan was also air droppable and amphibious.

Facing the wall with its engine deck open is our Soviet T34/85. This was the predecessor to the T54 that you passed when entering into the building. The first T34s had a 76mm gun. With the introduction of more heavily armoured German tanks, the gun was upgraded to an 85mm gun. This also required a new 3-man turret.

As you can see, the MVCC is not only where these vehicles are stored for display; it is also where we perform a lot of maintenance and repair work on the vehicles. Historical Military Vehicles have a ratio of four hours of maintenance for every hour of operation and all this work is completed by our dedicated team of museum volunteers.

As you make the next turn, on your right are part of our World War 2 Allied vehicles. These vehicles were used by all of the Allied armies. At the turn is a M3A1 Stuart light tank. This tank is lightly armed with a 37mm gun which quickly became outdated, thus relegating the tank to a recon and convoy protection role.

Beside it is a M24 Chaffee tank and one of our two working M4A2 Sherman tanks. Both of these tanks were acquired by the Canadian Army after the end of the war. Most of the tanks used by Canada were left in Europe after the war and either scrapped or given to friendly countries.

Last on the right is our Centurion tank. This tank is finally operational after 15 years of work. It is a Mark 5 but has had the 105mm gun removed and a 20-pounder gun from a previous Mark installed before it became a Gate Guard. It will be completed in a couple of years.

After exiting the MVCC, turn right and then right again after the M4 Sherman Gate Guard. Slowly proceed down towards the Gift shop pickup, the donation zone, and the exit. Don't forget to listen to the Zone 5 audio as you exit. You do not need to wait as this is the final museum zone. You are free to leave the MVCC at any time and make your way to the exit or Zone 5

Please proceed at no more than 10 kmh and follow all instructions from our staff.

Zone 5 – Exit

Hello; my name is Jeremy. I am the Executive Director of the Ontario Regiment (RCAC) museum. On behalf of the staff, volunteers, and board of directors. I would like to thank you for coming out to visit us today.

If you purchased items from the gift shop, please pull over by the gift shop trailer in front of our museum. Your order will be brought out to you by a gloved and masked volunteer and placed in your trunk.

This museum is a non-profit organization. We have two just full time staff and one hundred and forty dedicated and passionate volunteers. Our primary source of income is entrance fees and donations.

Our mission is to preserve the historical artifacts and the military vehicles to commemorate not just the Ontario Regiment, but all servicemen and women all over the world. We have probably the largest and widest collection of operational historic military vehicle on the planet. Our fleet is over 100 working and running vehicles and our static section covers over 150 years of Canadian military history from Confederation to the Afghanistan mission and beyond.

I would also like to thank our sponsors; Signarama, CDN protection, Brock Street Brewery, Hagerty Insurance and our partners at the City of Oshawa, the Region of Durham, the Oshawa Executive Airport, and of course; the 420 Wing.

Lastly, please continue to support our museum during these difficult times. You can support us by making a donation, purchasing something from our gift shop, or just by returning to visit to one of our future events. Check out our tank Saturdays and our Aquino Tank weekend – maybe in 2021. You can join our Facebook page or visit our website at tankmuseum.ca. While on our website, why not sign up for our newsletter;” Tank Tracks” and get all the news on what is happening at the museum and when we will reopen to the public.

Here at the museum, we are all glad you came out. Thank you for supporting us. Please drive safe and we hope to see you again.

<Exit Music – 30 sec.>