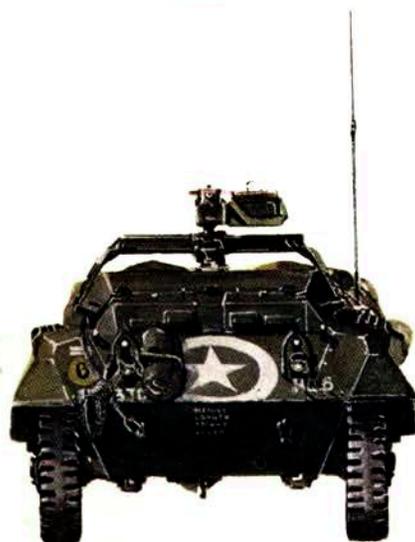


# ***AMERICAN ARMoured CARS*** 1940-1945

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**WEAPONS  
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**By Chris Ellis and Peter Chamberlain**

Drawings by Kenneth M. Jones

Staghound I (T17E1)  
1st Royal Dragoons  
Copenhagen, May 1945

1 : 48 scale



(Inset) Formation  
sign of 12 Corps



Copyright  
Kenneth M. Jones



Formation sign  
of 1st Ind.  
Belgian Armd.  
Brigade Group



For front and rear  
elevations of this  
vehicle, see cover iii



Staghound AA (T17E2) of 1st Independent Belgian Armoured Brigade Group, 1944



*Armoured car at war ; a heavily laden United States Army M8 drives cautiously past burning buildings in the town of Canisy, France, in July 1944 (U.S. Official).*

### AMERICAN ARMoured CARS, 1940-45

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THIS publication tells the story of the armoured cars produced in America in the years 1940-45, the only period of really concentrated development of this class of vehicle in the history of U.S. armoured forces. Divided broadly into two parts, Part 1 tells the overall development story, putting each project and prototype into perspective and illustrating most of the prototype vehicles, while Part 2 provides a more detailed description of each of the U.S. armoured car designs which was standardised or achieved production status. Scale drawings of the most important types are given to constant 1 : 48 and 1 : 76 scales and the opportunity is taken to give extensive picture coverage of value to modellers in particular but also, of course, of interest to all armour enthusiasts. The colour drawings by Kenneth M. Jones show marking schemes for specific vehicles.

For assistance in the gathering of photographs, data and other material, special thanks go to Col. R. J. Icks, USAR (ret'd), Richard M. Hunnicutt, John Milsom, Axel Duckert, Pierre Touzin, C. Gurtner, R. Surlémond, and the Imperial War Museum. Source of illustrations is credited with each caption. In the case of Imperial War Museum (IWM) photographs, the number is given if known. Postcard size prints of these particular pictures can be ordered from the Photo Library, Imperial War Museum, Lambeth, London, S.E.1, England, provided that the number is quoted with the order. Price of each print is 1s. 6d. (25 cents) (postage extra).



*First armored car to attract official U.S. Army attention in 1940 was the commercially developed T13, sometimes known as a 'trackless tank' after the name of its builders; this is the second pilot model (IWM-MH9961).*

## **PART 1: ARMoured CAR DEVELOPMENT 1940-45**

ARMoured car development pre-dated that of tanks by several years. The U.S. Army was no exception to this general rule and developed several different types of armored car in the years 1914-18 well before any U.S.-designed tank was running. These early armored cars were essentially trucks with armored bodies and machine-gun mountings, and were largely of an experimental nature with none going into mass production.

After World War I with the massive run-down of the U.S. Army and stringent fiscal policies in force, armored car development was abandoned and not taken up again until 1928 with the formation of an 'experimental mechanised force' similar to that which had been formed in Britain in 1926-27. It was the U.S. Cavalry who sponsored armored car development from 1928 onwards. By 1932, in a report to the U.S. Secretary of War, General MacArthur, then the Army Chief of Staff stated that 'next to the tank, the most important mechanised vehicle with which the Ordnance Department is concerned is the armored car. Present day mechanisation takes the general form that the light, fast mechanised vehicles are used by the units having the tactical missions of reconnaissance and manoeuvre, that is the cavalry, while slow, heavy tanks are employed for assault purposes, that is by the infantry.'

By 1936 twelve different armored car models had been developed, one fitted experimentally with a 37mm gun. However, in 1937 all requirement for armored cars was dropped in the U.S. Army. One reason for this was observation of the fighting in the Spanish Civil War where the successful employment of tanks and half-tracks by the German-backed Nationalist side appeared to vindicate similar U.S.

Army development of these types of vehicle with no apparent advantage to be gained from using armored cars as well. Instead of armored cars the M2 Scout Car was adopted for the reconnaissance and liaison function by the Cavalry. Meanwhile work on half-track development was accelerated.

No further development of armored cars was done in America for three years, by which time Europe was plunged into War. It was the campaign in North Africa in late 1940 and 1941 which re-awakened U.S. Army interest in armored cars. It was seen that under desert warfare conditions, wheeled armored vehicles had much superior mobility to tracked vehicles. The British, Italians, and later the Germans, all used armored cars in large numbers in the Western Desert theatre where this class of vehicle proved better than the light tank for long distance patrol and reconnaissance. Influenced by the British use of armored cars, the U.S. Cavalry in mid-1940 began to investigate once more the possibility of armored car development. In July 1940 the Armored Force was created to take over responsibility for all U.S. armored forces (i.e. the old Cavalry and Infantry interests) and inherited the Cavalry's revived ideas for armored cars. Later the newly formed Tank Destroyer Command also began to specify wheeled tank destroyer vehicles. In the next 18 months these various agencies had projected no less than 14 different armored car designs though not all reached prototype stage.

### **Armored Car T13**

Stemming from the new interest in armored cars, the T13 was developed commercially by the Trackless Tank Co. and a pilot model was ordered for tests in late 1940 by the Ordnance Dept. on behalf of the

Armored Force. This vehicle was an eight wheeler, the rear six being driven with the front pair for steering. Hull was of riveted construction and the vehicle had a welded turret with a 37mm gun. The vehicle was 17ft. 1in. long, 8ft. 4in. wide, and 7ft. high. It had a 250 h.p. rear-mounted diesel radial engine and drive was by chains to the six rear wheels. The pilot model was tested at Aberdeen Proving Ground in January 1941 and the Ordnance Department reported adversely on its characteristics and commended that it should not be adopted. However, the Armored Force carried out their own tests the following April and asked for 17 pre-production vehicles for further trials. In particular they were interested in trying the chassis as a wheeled motor carriage for the 3 in. gun or 105mm howitzer. With minor modifications as a result of the tests the vehicle was designated T13E1 and the Armored Force asked for a provisional production order of 1,000 vehicles even though standardisation was yet to be approved. Only two of the 17 pilot models were completed but further tests with these showed up several shortcomings. A further problem was securing production facilities for the provisional bulk order. Eventually it was arranged that the Reo Motor Company would undertake production. The T13 never did go into production, however. In March 1942 the order was reduced to 500, and in July development was held up while other designs were examined. It was cancelled in January 1943 following the findings of the special Armored Vehicle Board which was convened in October 1942, as described later, to consider, among other things, future armored car production.

#### Armored Cars of the T17 series

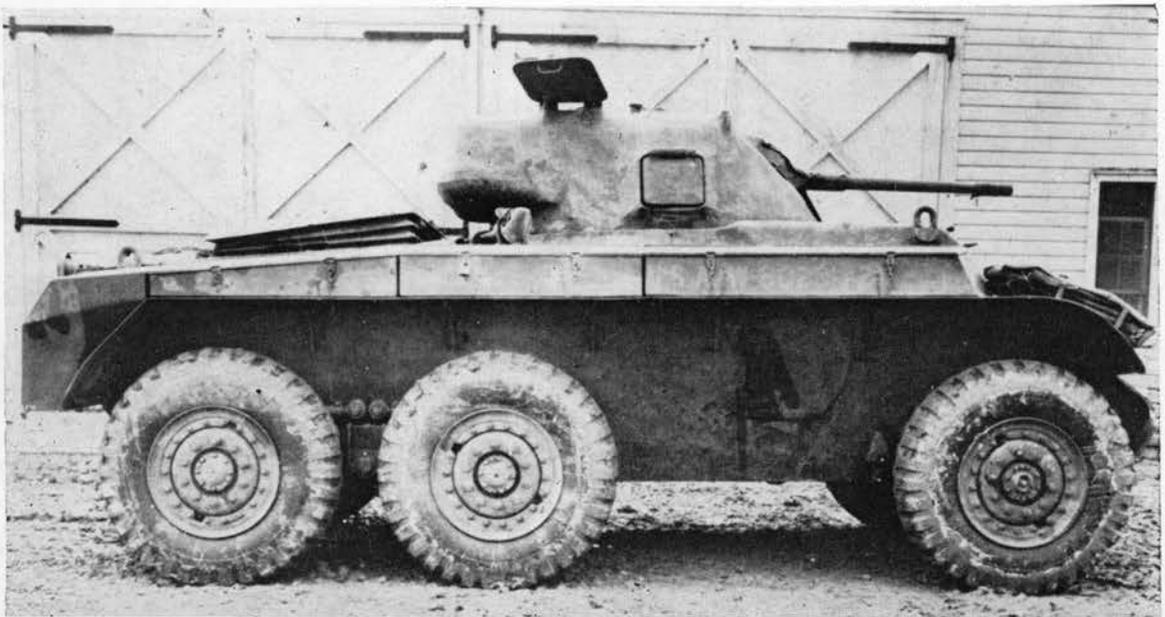
Three further designs, the T14, T15, and T16 reached project stage only and were never built. The next design, the T17, was the first real attempt to produce a vehicle as a result of war experience. The T13 it must be remembered was merely an adaptation from commercial design. From mid 1940 on there was a British Tank Mission in the United States charged with the task of procuring armoured vehicles for British use, initially by purchase. From March 1941 the Lend-Lease Act came into force making U.S.

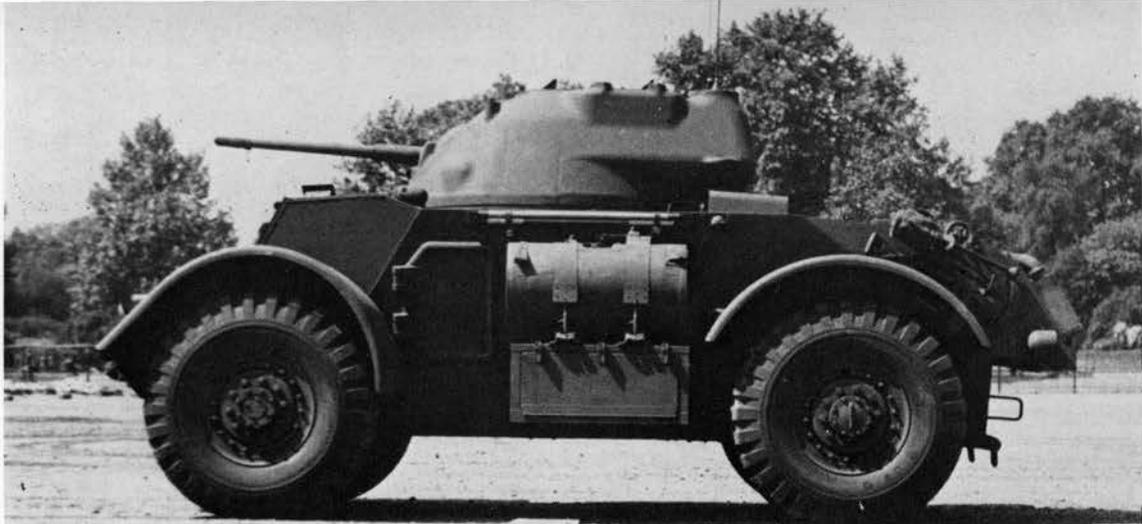
equipment available to Britain and other Allied nations on a generous scale. The British Tank Mission were able to pass on British combat experience to the U.S. Ordnance Department designers and in this way several U.S. tank designs, like the M3 and M4 Mediums, incorporated ideas reflecting British suggestions. The T17 series armoured cars were conceived to meet both U.S. Armored Force and British requirements and were to be made available to Britain under Lend-Lease terms.

The Ordnance Department drew up a specification in July 1941 which called for a medium armoured car with all-wheel drive and a 37mm gun in a fully traversing turret. Tenders for designs with either six or four wheels were invited from the major automobile companies and a six-wheel design offered by Ford and a four-wheel design by Chevrolet were selected for production as pilot models. The Ford vehicle was designated T17 and the Chevrolet was designated T17E1. Following successful trials with the pilot model, a total of 2,260 T17 armoured cars was ordered in January 1942 and Ford laid down a production line at their St Paul plant. In June 1942 a second order for 1,500 vehicles was placed. However, when the Special Armored Vehicle Board convened in October 1942 to consider armoured car requirements they eliminated the T17 from the armoured car programme on the grounds that it was too large and too heavy. The major armoured car ordered for production through the Special Armored Vehicle Board, the M8, was however another Ford design (described later) and Ford were allowed to complete the first 250 of the cancelled T17 order to keep their plant occupied while the M8 was placed in production.

These 250 vehicles were completed in 1943 and offered to the British under Lend-Lease. By this time, however, the North African campaign was over and Britain had adequate supplies of superior armoured cars. They also considered the T17 too heavy for future requirements and declined the offer. Stripped of the guns the 250 T17s were eventually allocated to the U.S. military police as patrol vehicles for internal use in the United States. The T17 project was formally terminated in February 1944.

*The T17 which went into production but was not used in combat (U.S. Official).*

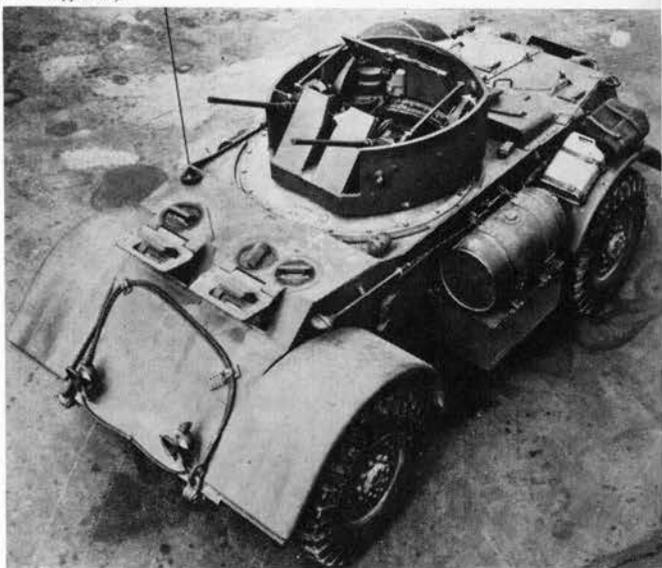




ABOVE: A standard production T17E1, known as the Staghound I to the British (IWM-H30282). BELOW: The T17E2 (Staghound AA) had the hull machine gun removed and a new turret installed (U.S. Official). BOTTOM: Pilot model of the T17E3, a close support vehicle with 75mm howitzer and turret from the M8 Gun Motor Carriage (U.S. Official).

The T17E1 had a happier development history. This 4 x 4 vehicle weighed 14 tons and had two GMC 97 h.p. engines each with Hydramatic transmission. Armour maximum was 2 inches. After successful trials with the pilot model an order for 2,000 production vehicles was placed in January 1942. The British Tank Mission asked for 300 initially for delivery to Britain, the order for these being placed in March 1942. This order was increased to 1,500 for Lend-Lease purposes the following month, April. First T17E1s came off the production line in October 1942 and 157 had been completed by the year's end. However, the Special Armored Vehicle Board examining existing designs at this period recommended that all orders be cancelled since the Armored Force no longer required armoured cars of this weight and size. The T17E1 was, however, liked by the British Army in whose service it was known as the Staghound. It was therefore decided to divert all production T17E1s to Britain and a total of 2,687 were produced and delivered in 1943. Production ceased in December 1943 by which time British requirements had been fulfilled. However a further variant was produced for the British specially for the AA role. This had the 37mm gun and turret replaced by a Frazer-Nash power-operated open-topped turret fitted with twin .50 cal. Browning machine guns. A total of 1,000 were requested by the British but only 789 of these were built and delivered when production ceased in April 1944. In its AA form the vehicle was designated T17E2 and was known as the Staghound AA to the British.

A third variant of this design was also produced as a pilot model only and completed in December 1943. Designated T17E3 it was also produced to meet British requirements, this time for a close support armoured car. It had the same hull and mechanical features as the T17E1 but the 37mm gun and turret was replaced by a complete turret and 75mm howitzer from the M8 Howitzer Motor Carriage. Trials of the prototype proved satisfactory and an initial order for 100 vehicles was placed. However, due to the relatively limited production requirement which coincided with the end of the T17E1 production run, all further work on the T17E3 was terminated. The British meanwhile produced their own close support version of the



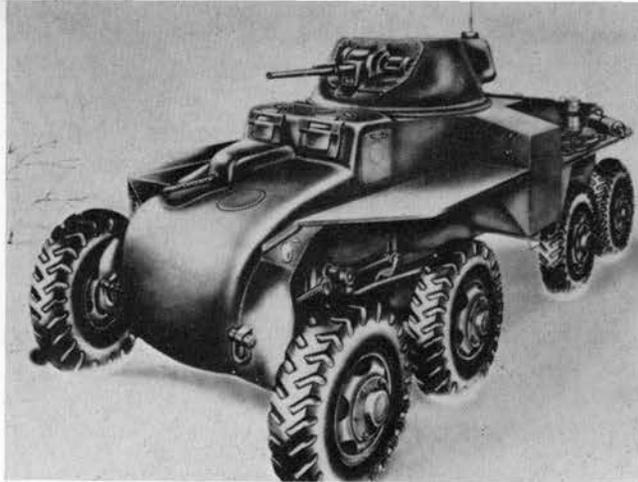
Staghound by converting existing vehicles. Basis of this, designated Staghound II, was simply the standard vehicle with its 37mm gun replaced by a 3 inch howitzer (then a standard British weapon used in earlier close support tank variants). Another model, known as the Staghound III was a more elaborate conversion with the original turret replaced by a turret from a Crusader tank and armed with the British version of the 75mm gun. A further British variant was a Staghound Command car which had the turret removed completely. Most command cars so produced were conversions from the Staghound AA which found only limited employment in its intended role. A more detailed description of the T17 and its variants appears in Part 2.

#### Armored Cars of the T18 series

Requirements for a heavy armored car design, the T18, were drawn up by the Ordnance Department in July 1941 concurrent with the issue of requirements for the medium armored car T17. Alternatives requested were for either six or eight wheels and the armament was to be a 37mm gun once again in a fully traversing turret. An eight-wheel design by the Yellow Truck and Coach Division of General Motors was accepted and two pilot models were ordered as the T18. An alternative six-wheel version, also ordered as two pilot models, was designated T18E1. This had independent springing for each wheel. The second pilot model of each was subsequently cancelled. On completion of the first pilot T18, which had a 37mm gun, a provisional production order for 2,500 vehicles was placed in February 1942. Meanwhile the T18E1 prototype had also been produced but work on this was suspended following design of a slightly modified model, the T19 (see page 6) in January 1942.

After discussions with the British Tank Mission in May 1942, the T18 itself was much modified to meet British requirements for the Western Desert fighting. Major change requested by the British was provision

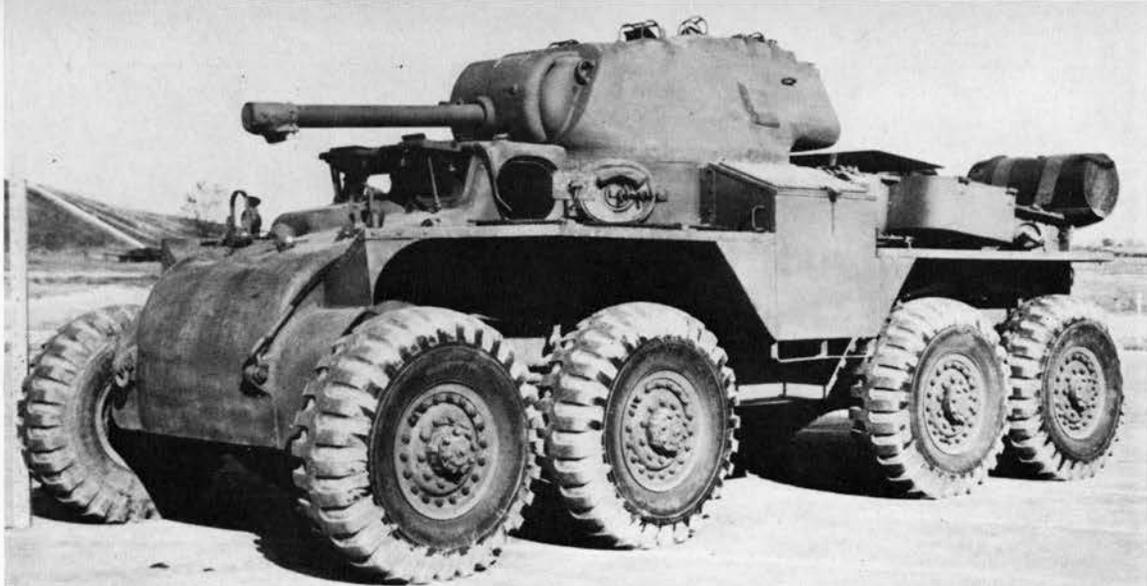
BELOW: *The incomplete pilot model of the T18E1 six-wheeler which was dropped in favour of the T19 (U.S. Official via Col. R. J. Icks).*



*A rare view of the original T18 armored car prototype which was armed with the 37mm gun (U.S. Official via Col. R. J. Icks).*

of heavier armament, the 6 pdr (57mm) which was then being introduced for British tanks. This involved a new, larger turret, and the 57mm gun was to be the American-produced version of the British 6 pdr gun (also incidentally fitted to the T48 (half-track) gun motor carriage and the T7 light tank). As modified the T18 was redesignated T18E2. Meantime an additional 300 had been ordered in March 1942. And at this time it was anticipated that 630 vehicles would be built by the year's end. However, big delays followed, mainly because the 57mm gun was still being designed in early 1942 and was not ready for production until later that year. Also, due to the T18E2's large size—it weighed 18 tons empty and was 20½ft long—tooling up took longer than expected. By November 1942 when the Special Armored Vehicle Board convened, the Armored Force had dropped their requirement for a heavy armored car of this size and the Board, in any case, considered it too big for U.S. use. However, due to the progress which had been made with tooling up and setting up a production





ABOVE: First pilot model of the T18E2 was the original T18 modified with a 57mm gun and larger turret (U.S. Official).

line and the commitment to British requirements, it was decided to allow completion of the first 30 vehicles plus spares for delivery to Britain. These 30 vehicles were delivered to Britain in the Spring of 1943 but by this time the North African campaign had come to an end and no employment for armoured cars of this large size could be foreseen elsewhere. The British, therefore, never used the T18E2 which was called the Boarhound in the British Army. A more detailed description of the T18E2 Boarhound appears in Part 2.

#### The T19 series

The T19 series was developed, starting in January 1942, based very closely on the layout and design of the T18E1 six-wheel heavy armoured car mentioned above. The T19 was, in essence, a shortened six-wheel version of the T18 eight-wheeler and the first of two pilot models ordered bore a close family resemblance. The second pilot model was however, modified while under construction at the request of the Armored Force, mainly to reduce its weight and overall height. The superstructure was cut down and a lighter, lower turret was adopted for the 37mm gun. In this new form the second pilot was designated T19E1. A further development took place at the request of the Tank Destroyer Command who asked if the T19E1 could also be produced with a 75mm gun in an open-topped

turret as a wheeled tank destroyer. Thus modified the design was designated 75mm Gun Motor Carriage T66. Chevrolet, who built the T17 six-wheeler were responsible for all these pilot models. In October 1942, the Special Armored Vehicle Board examined all three designs, the T19, T19E1, and T66 and decided that though the basic chassis was acceptable, the overall designs were considered to be outside the scope of future requirements. All work on these vehicles was therefore cancelled in December 1942.

#### Armored Car T20

Due to uncertainties with the suitability of the T13 design, a new eight-wheel armoured car, the T20, was started in March 1942 at the request of the Armored Force. Four pilot models were ordered, two to be completed as armoured cars proper and two as 105mm howitzer motor carriages. This design was of novel type with each wheel independently sprung and driven by its own electric motor. Power for the motors came from a petrol (gasoline) generator. Armament for the armoured car version was to be a 37mm gun in a fully traversing turret. The T20 was an ambitious design, however, and considerable time was taken over building the pilot models. When it was realised that pilot models would not be ready before the end of 1942, or even by early 1943, the Armored Force lost interest in the project which was duly cancelled.

*Prototype T19E1 armoured car never went into production but features from it, mainly the layout and suspension appeared later in the T28 (M38) design (U.S. Official).*



### Armored Cars of the T21, T22 and T23 series

Remaining US armoured car development came in the 'light' category though initially these vehicles were conceived as gun motor carriages for Tank Destroyer Command. Requirements were formulated in July 1941 for a vehicle with a 37mm gun, high speed, good mobility, good cross-country performance, light weight, six-wheel drive, four-wheel steering, light armour and low silhouette. It was also stipulated that the design should be capable of conversion to the AA role (with machine gun armament), for the mortar carrier role (with 81mm mortar), and the munitions carrier role. In October 1941 tenders for designs to meet these requirements were considered and contracts for two pilot models were awarded. One went to Ford who were to build a 6 x 6 vehicle with integral hull/chassis under the designation 37mm Gun Motor Carriage T22, and the other went to the Fargo Division of Chrysler Corp who were to build a 6 x 6 vehicle with a separate truck type chassis, under the designation 37mm Gun Motor Carriage T23. At the same time, another contender for the contract, Studebaker, offered to build their design as a pilot model for test as a 'private venture' even though they had not been awarded a contract. This vehicle, with similar characteristics to the T22 and T23, was designated 37mm Gun Motor



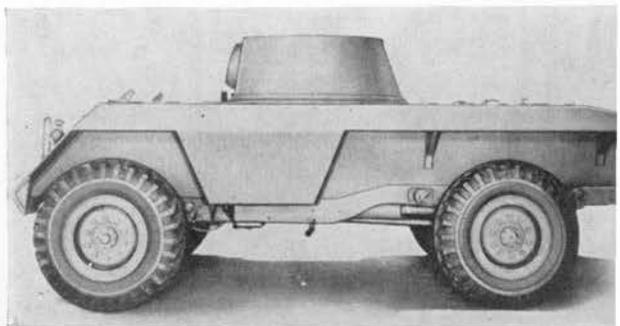
*Two competing prototypes to meet light armoured car requirements. TOP: The Studebaker-built T21 (formerly T43). ABOVE: The Chrysler-built T23 (U.S. Official).*

### The M8 standardised

Of the four pilot models the T22 proved the best. Various modifications were asked for, however, including changes in the driving compartment hatches to give improved vision facilities (protectoscopes instead of vision slits), elimination of the hull .30 cal machine gun, the addition of removable sand shields over the wheels, and provision of armoured stowage boxes each side of the hull for stores and radio equipment. Thus altered, the T22 was redesignated T22E2. On May 19, 1942 it was standardised as the Light Armored Car M8, having been approved in all respects by the Armored Force, Tank Destroyer Command, and the Cavalry.

The M8 became the major armoured car in production in the United States in World War 2 and, indeed, was destined to become one of the most widely used and best known armoured vehicles ever produced. In the late 1960's very many remained in service in smaller armies within the American sphere of influence, a remarkably long 'working' life for a wheeled vehicle. At the time it was standardised a total production of 5,000 M8s was envisaged. This was almost immediately raised to 6,000 and in July 1942 a second order for a further 5,070 was placed. Later, however, this was

*BELOW: The T23E1 was a four wheel version of the T23 built by Fargo Division of Chrysler. The separate chassis can be clearly seen (U.S. Official).*



*ABOVE: 75mm Gun Motor Carriage T66 was a development of the T19E1, with larger open-topped turret (U.S. Official).*

Carriage T43. Subsequently further contracts were awarded to Ford and Fargo/Chrysler to build 4 x 4 versions of the T22 and T23 for comparative testing against the six-wheelers. These four-wheel versions were designated T22E1 and T23E1 respectively.

By early 1942 it had become clear from combat experience passed on by the British that the 37mm gun was no longer adequate as an anti-tank weapon. The T22 and T23 series vehicles were therefore out-moded on paper even before pilot models had been completed. However, both the Tank Destroyer Command and the Cavalry also had a requirement for 'light armoured cars'. The T22 and T23 were therefore reclassified from Gun Motor Carriage to Light Armored Car. Similarly the Studebaker T43 was redesignated Light Armored Car T21.

Pilot models of the T22, T22E1, T23, and T23E1 were completed by April/May 1942 and submitted for test by the Armored Force Board.



revised to 2,460 but it still left a grand total requirement of 8,460 vehicles before a single M8 was produced.

Ford undertook M8 production at their St. Paul plant, following on the limited order they had for the T17. However, production was held up due to contractual differences, mainly connected with compensation terms for any unforeseen termination of the order. This in turn led to a delay in tooling up and the first M8 production vehicles were not completed until March 1943. In November 1943 no less than 1,000 M8's were built, this being the peak month for production. Total 1943 output reached 4,229. In 1944 total M8 production reached 6,672. For 1945 2,401 M8's were scheduled, later reduced to 1,759 then (in March 1945) increased to 2,201. However, on April 30 1945, with victory in Europe seen to be imminent, all outstanding M8 orders were cancelled and 1945 production from January-April reached only 766 vehicles. Total output thus amounted to 11,667. Many M8s were delivered to Britain and other Allied nations under Lend-Lease and in British service this type was known as the Greyhound. In post-war years the M8 was used by many NATO armies and by the armies of other

nations traditionally depending on the USA for military equipment. A more detailed description of the M8 appears in part 2 of this book.

Suffice to say that with standardisation of the T22E2 as the M8, development of the T22, T22E1, T23, and T21E1 was cancelled. The Studebaker-built T21 was tested in the fall of 1942 and evaluated by the Special Armored Vehicle Board at that time. They found it a design with many good features, including excellent suspension. While it was considered suitable for service use, however, it duplicated the characteristics of the M8 which had already been standardised. There was thus no production requirement for the T21 and it was cancelled in December 1942.

#### Armored Utility Car M20

The original specification for the T22/T23 series had called for conversion capability for the AA, command, mortar carrier, and munitions or cargo carrier roles. When the M8 was standardised in May 1942, Tank Destroyer Command reminded the Ordnance Department of this original requirement. This led to development of an AA motor gun carriage (the T69,

TOP OF PAGE: *The T22 was the prototype for what became the M8 armoured car series. Turret is traversed in this view and the driver's visor is folded flat (U.S. Official).*

RIGHT: *With detail changes including added sand shields and improved vision facilities, the T22 became the T22E2, standardised as the M8 (IWM-KID1150).*



described in part 2) and an armoured utility vehicle, designated T26 which was simply an M8 with the gun turret removed and replaced by a gun ring for a skate-mounted machine gun. Internal stowage was considerable revised, however, to eliminate ammunition racks and other fittings associated with the turret. Initially it had been proposed to develop a version for the command role and another for the carrier role, but it was found feasible to combine the two roles in one vehicle. The resulting design was standardised as Armored Utility Car M10 in April 1943 though this was changed to M20 a month later to avoid confusion with the M10 Gun Motor Carriage. The M20 was another very widely used vehicle, mainly employed as a liaison and command car by virtually all arms, and particularly as an observation and command vehicle by tank destroyer units. Like the M8, the M20

examining all existing designs, prototypes, and projects, to decide which was the most suitable for standardisation and service as a type acceptable to all arms. Known as the Special Armored Vehicle Board, the committee included representatives of the Armored Force, Infantry, Coast Artillery, Cavalry, and Ordnance Department. This committee was known more colloquially as the 'Palmer Board' after the name of its chairman, Brig-Gen W. B. Palmer. As well as solving the armoured car question they were also asked to examine some light tank, scout car, and gun motor carriage designs for future production.

As already outlined, the armoured car design found best by the Special Armored Vehicle Board was the T22 and its improved version the T22E2 which was standardised and produced as the Light Armored Car M8. Based on their tests the Board formulated future



*Armored Utility Car M20 was virtually a turretless version of the Armored Car M8. Note the M49 ring mount for the Browning M2 HB machine gun, also fitted to the turret of later production M8s (U.S. Official).*

remained in wide post-war service with many NATO and other nations friendly to the USA. It is described in greater detail in part 2.

#### **The Special Armored Vehicle Board**

As is apparent from the foregoing, the proliferation of armoured car designs during 1942 on behalf of several different agencies within the Armored Force, had led to a great deal of duplication of effort with conflicting requirements of size and performance. Five major designs were produced and several variants and projects had also appeared. To channel future effort and production in the best direction, a committee of 'user arm' representatives charged with the task of

armoured car requirements and considered that a maximum weight of not over 7 tons was desirable and that any future designs should be cheap to produce, expendable if necessary, easy to maintain, simple to drive and operate, have a top speed of 50 mph, and be of simple construction. A 37mm gun was to be mandatory.

#### **Armored Cars T27 and T28 (M38)**

The Special Armored Vehicle Board published its outline of future armoured car requirements in January 1943 and two firms produced designs to meet the new specifications.

Studebaker submitted a 7 ton vehicle with eight



*The two contenders for the new 'light armored car' requirements seen on test by the Cavalry Board in 1944. TOP: Studebaker's T27. ABOVE: Chevrolet's T28 (U.S. Official).*

wheels sprung by torsion bars, the rear six wheels being driven. Designated Light Armored Car T27 it had a 37mm gun in a traversing turret and a hull shape not unlike that of the M8. Second design was by Chevrolet and was a 6 x 6 vehicle of about 7½ tons with coil spring suspension. This was a compact, low, vehicle with a large turret and 37mm gun. Under the designation Light Armored Car T28 it was tested by the Cavalry in April and May 1944 in comparison with the T27 and a standard M8 armored car.

Resulting from these trials, the testing board found the T28 a more satisfactory design than the very complicated T27. They commended that the T28 be put into production to supplement, then replace, the M8 and the T27 was consequently cancelled. Detail modifications were asked for in the T28 design and in December 1944 the vehicle was standardised as the Light Armored Car M38. Arrangements were made for quantity production by Ford following the phasing out of M8 production. However, by this time the urgent need for armoured cars had lapsed and sufficient M8s were available to fulfill all requirements. No production order was given with the end of the war in sight in 1945 and only a few pre-production vehicles were built for trials.

This ended American armoured car development in World War 2 which was, in fact, the only period of really concentrated effort with this class of vehicle in the history of American armour. After World War 2 the US Army dropped armoured cars completely and there has been only limited official U.S. interest in them since, mainly in recent years.

*The M8 armoured car was widely used by U.S. forces in the NW Europe campaign of 1944-45. Here a column of M8s and half-tracks engage a German panzer-grenadier unit which had tried to outflank them during the advance on Epernay in 1944 (U.S. Official).*



# PART 2:

# AMERICAN PRODUCTION

# ARMoured CARS, 1940-45

## ARMORED CAR T17 (DEERHOUND)



*An excellent view of the T17 pilot model. Another picture appears on page 3 (U.S. Official).*

### **US Designation :** Armored Car T17

### **British Designation :** Armoured Car, Deerhound

**Description :** The T17 was a 6 x 6 vehicle with two Hercules JXD engines each of which had its own clutch and four-speed gear box with a transfer case giving eight forward and two reverse speeds. A single gear lever operated both gearboxes. Top speed was 60 mph. The engines were rear-mounted. Steering was hydraulically assisted with worm and roller gearing from a steering wheel. Main armament was one 37mm M6 gun with a co-axial .30 cal machine gun in a combination mount M24, all in a cast turret. A gyro-stabiliser was provided for the 37mm gun. There was a second .30 cal machine gun in the bow operated by the assistant driver, and a further .30 cal weapon could be pintle-mounted on the turret roof for AA protection. Armour maximum was 1½ inch with a minimum ½ inch. There was a five man crew : com-

mander, gunner, loader, driver, assistant driver.

Access/escape doors for the crew were provided in each side of the hull just to the rear of the front wheels.

**Service :** The 250 vehicles built were offered to Britain who allocated the name Deerhound to this type. However, on rejection for British service, these vehicles were issued to the US Military Police. With the 37mm gun removed they were used as patrol vehicles at military bases in the United States only and saw no combat service.

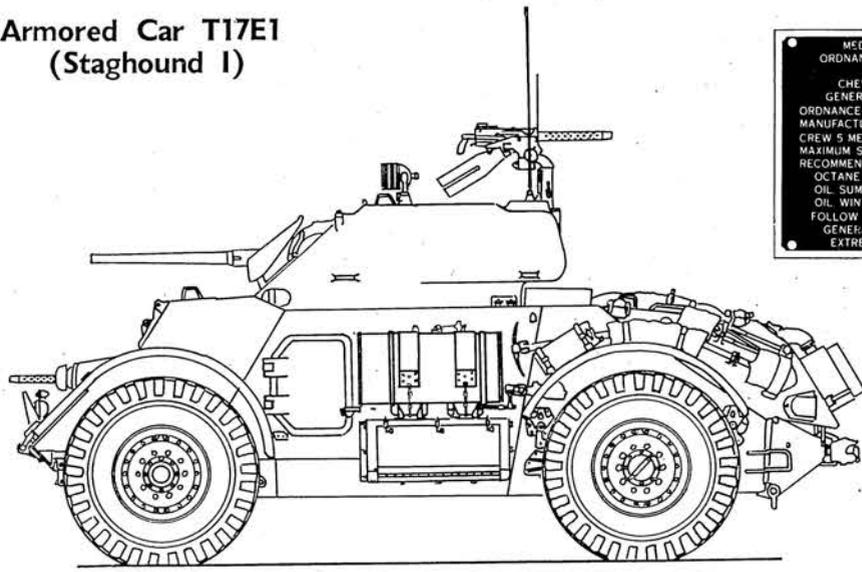
*T17 specification on page 24.*

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*T17E1 and T17E2 scale drawings on next two pages.*

*Text continues with T17E1 description on page 14.*

**Armored Car T17E1  
(Staghound I)**

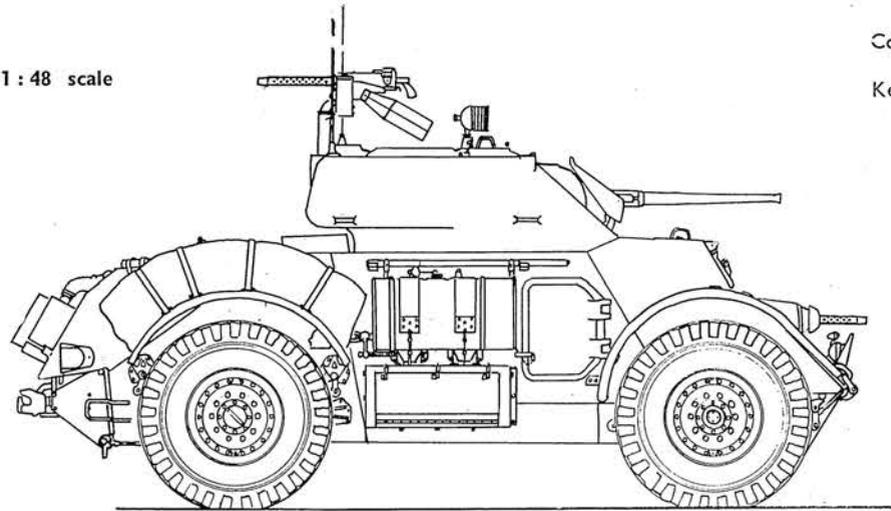


MEDIUM ARMORED CAR M6  
ORDNANCE DEPARTMENT U.S. ARMY  
MANUFACTURED BY  
CHEVROLET MOTOR DIVISION  
GENERAL MOTORS CORPORATION  
ORDNANCE SERIAL NO. \_\_\_\_\_  
MANUFACTURER'S SERIAL NO. \_\_\_\_\_  
CREW'S MEN GROSS WEIGHT \_\_\_\_\_ LBS  
MAXIMUM SPEED \_\_\_\_\_ MPH  
RECOMMENDED BY MANUFACTURERS  
OCTANE RATING OF GASOLINE 80  
OIL SUMMER USE SAE GRADE 30  
OIL WINTER USE SAE GRADE 10  
FOLLOW INSTRUCTION BOOK FOR ALL  
GENERAL LUBRICATION ALSO FOR  
EXTREME CLIMATIC CONDITIONS

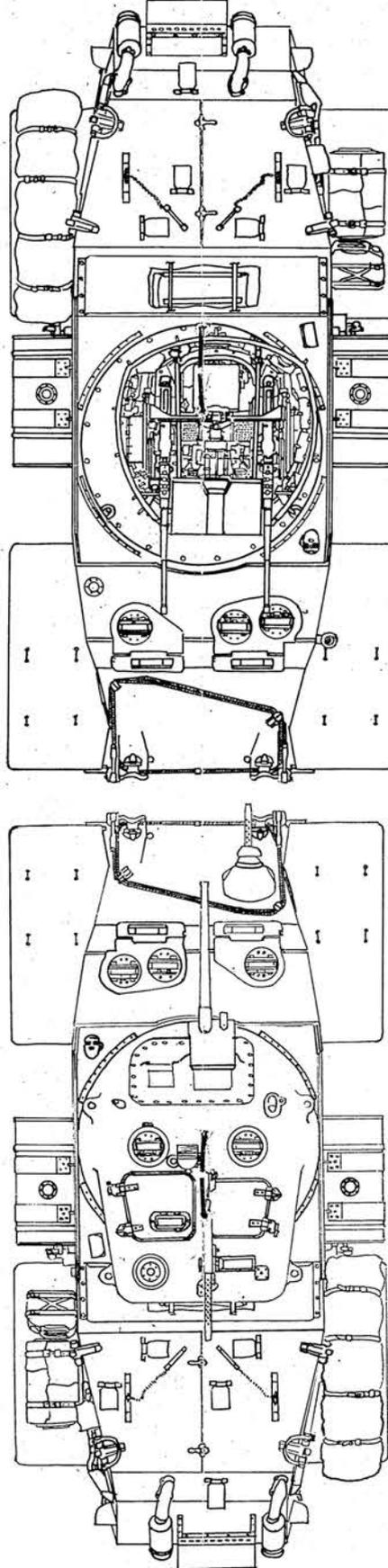
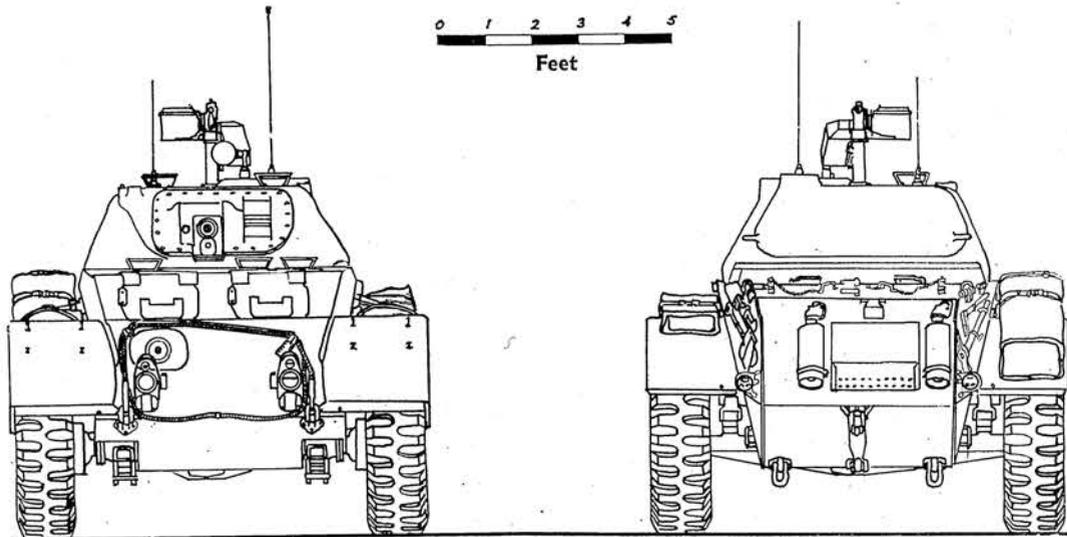
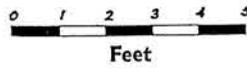
Enlargement of  
vehicle identity  
plate fitted in  
driving compart-  
ment forward of  
bottom of right-  
hand door.

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Kenneth M. Jones

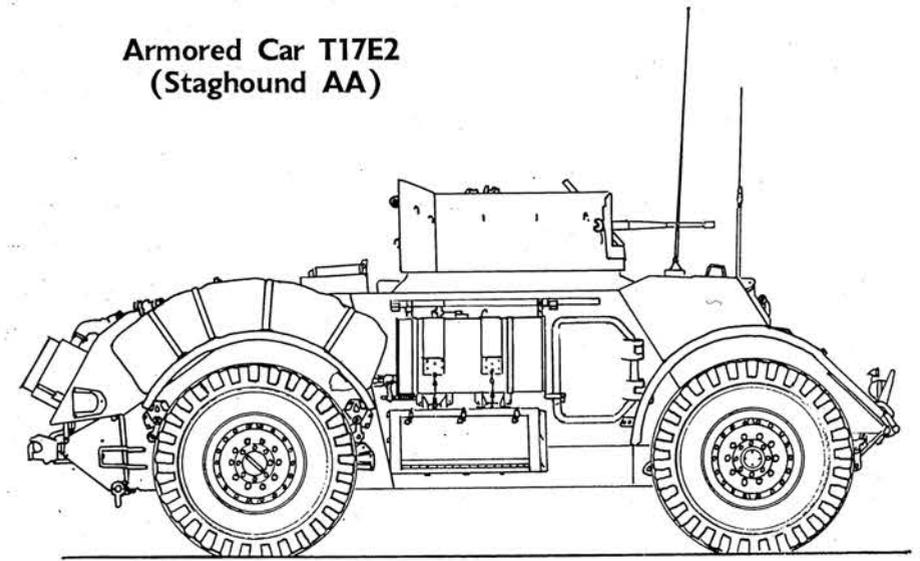
1:48 scale



(Right) T17E1  
plan view

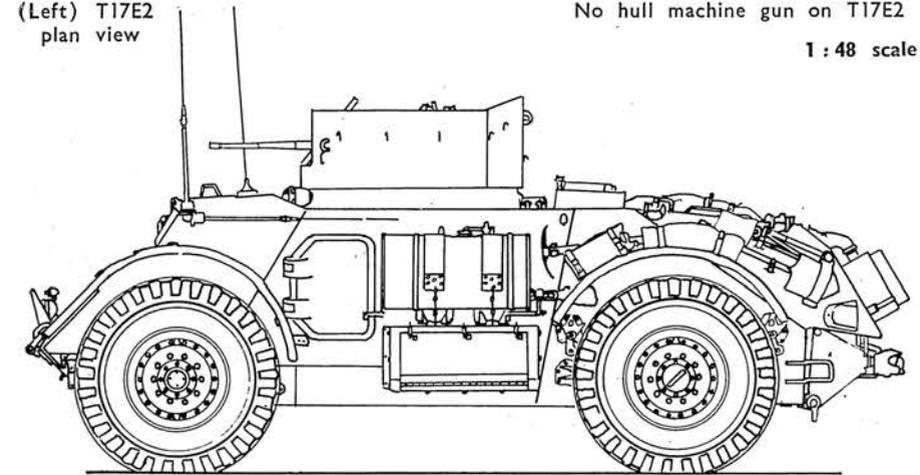


**Armored Car T17E2  
(Staghound AA)**

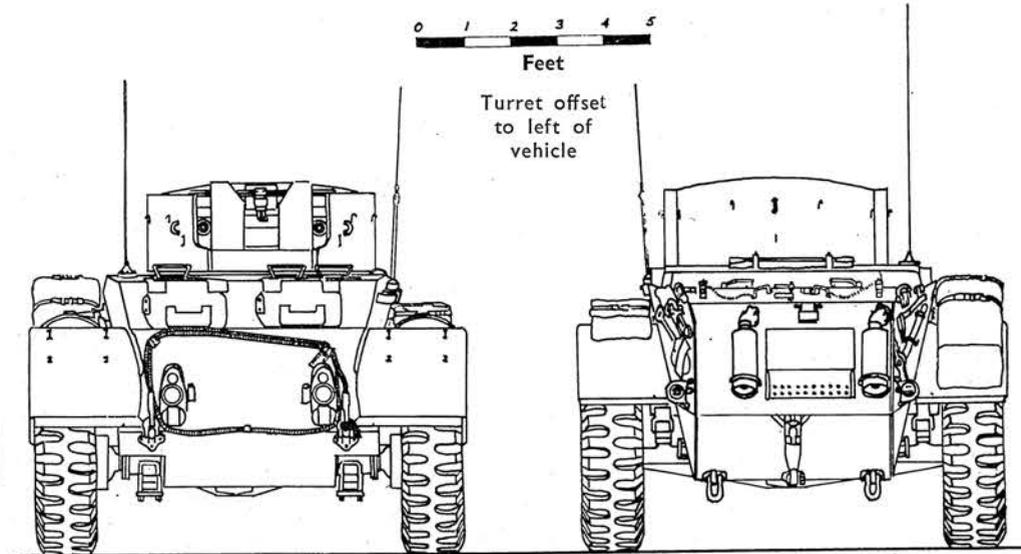


(Left) T17E2  
plan view

No hull machine gun on T17E2  
1:48 scale



Turret offset  
to left of  
vehicle





*View of a Staghound I (T17E1) in British service shows it with external fuel tank removed (IWM).*

## ARMORED CAR T17E1 (STAGHOUND)

**US Designation:** Armored Car T17E1(M6)

**British Designation:** Armoured Car, Staghound Mk I Mk II, or Mk III.

**Description:** This vehicle had a box-shaped hull with no separate chassis, the suspension and drive units, etc, being fixed directly to the hull. Power was provided by two GMC (Chevrolet) 6 cylinder in-line gasoline engines of 97 h.p. each, mounted side-by-side at the rear of the hull and accessible through two full-width cover plates in the rear hull decking. The two motors were, in fact, arranged 'back to front' with the transmission and flywheel at the forward end. Hydramatic transmission was fitted, a fully automatic type derived from a commercial (Chrysler) transmission developed for automobiles before the war. Each Hydramatic gearbox had four speeds forward and one reverse. At its name implies the transmission system was hydraulically coupled and controlled. Driving was very much simplified, therefore, in the T17E1, one of this vehicle's most popular features. The driver had only to set his gear lever to neutral, reverse, or forward (two positions), as appropriate after which the gears changed automatically according to throttle setting and running conditions. In emergencies the gears could be shifted by hand via a separate lever and cable linkage to each gearbox. Power was transmitted to the front and rear axles by a two-speed transfer box.

Access to the welded hull was extremely good; as well as a large escape hatch in each side there was a separate hatch for the driver and assistant driver who each had large opening vision flaps in the hull fronts. These flaps featured protected vision ports for driving under 'action' conditions. For road running, portable windscreens, each complete with a wiper, could be fitted inside the open vision flaps. The cast turret had access hatches for the commander and gunner, plus a

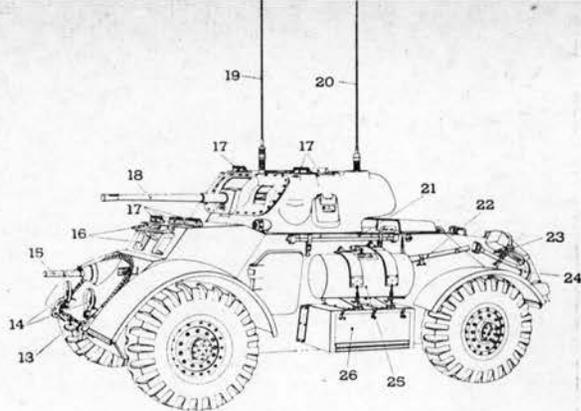
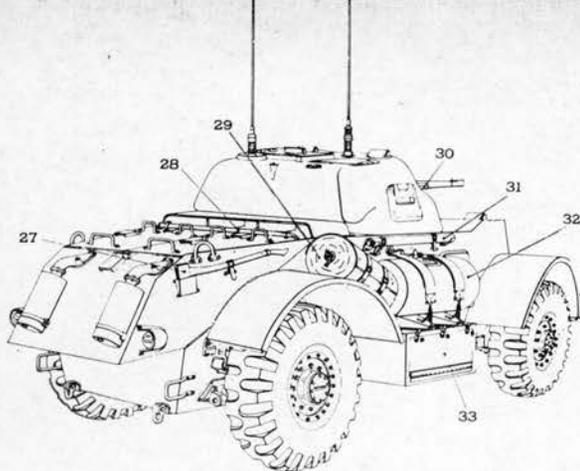
pistol port in each side. There was a total of six periscopes, three in the turret and three in the forward hull.

Armament consisted of a 37mm gun and co-axial .30 cal machine gun in the turret, plus a 2 inch bomb thrower in the roof. There was a further .30 cal machine gun in the right hull front, operated by the assistant driver. Finally there was usually a pintle for a further .30 cal weapon on the turret roof though this was not always fitted. There was a total crew of five: driver, assistant driver, gunner, loader, and commander/radio operator.

The turret was hydraulically traversed with the associated electric motor and pump located on the floor of the turret cage beneath the gunner's seat which was to the left of the gun. An aiming telescope



*Usual British modification was the addition of old ammunition boxes to the front wings as stowage containers. The particular Staghound is fitted with extra radio and has the front machine gun removed, for use as a rear link vehicle by a unit commander (IWM-TK/E6).*



#### T17E1 stowage diagram

**KEY:** (13) Towing cable. (14) Headlight socket plugs. (15) .30 cal machine gun (shown with muzzle cover). (16) Front vision flaps. (17) M6 periscopes. (18) 37mm gun M6 (shown with muzzle cover). (19 and 20) Radio antennae. (21) Rammer. (22) Pick. (23) Tripod and pintle for .30 cal (AA) gun. (24) Shovel. (25) Jettisonable fuel tank. (26) Stowage box containing canvas bucket, rations, spare light bulbs, blankets, and tyre pump. (27) Axe. (28) Crowbar. (29) Camouflage net rolled up inside tarpaulin. (30) Co-axial .30 machine gun. (31) Stowage box for radio antennae. (32) Jettisonable fuel tank. (33) Stowage box containing tyre chains, fuel hose, miscellaneous tools, wrench and handle, and jack and handle (U.S. Official).

for the gunner was fitted in the gun mount. Elevation was by handwheel, and a gyro-stabiliser was connected to the elevating gear to facilitate accurate aiming while the vehicle was moving. Self-sealing jettison tanks (which could be released from within the vehicle) were an important feature of the T17E1 which gave it a range of up to 500 miles at 40 mph. Maximum permitted speed was 55 mph.

**Service:** Apart from a few vehicles believed to have been used at the U.S. Army's Desert Warfare School, all T17E1s were supplied to Britain under the British designation Staghound Mk I. The designation Armoured Car M6 had been provisionally earmarked for the T17E1 on standardisation but, in fact, it was never accorded this status being classed only as a 'limited procurement' type. The M6 designation is frequently encountered however, probably because some Staghounds were so marked on their builders' plates in anticipation of standardisation. First Staghounds were in service with the British in Italy in 1943 where they proved to have a good performance in the muddy conditions encountered. They were also issued to Canadian and New Zealand armoured units in Italy and to Indian and New Zealand units in the Middle East. Staghounds were also used widely in the NW Europe campaign, 1944-45, mainly equipping heavy and HQ troops of armoured car squadrons. The 1st Belgian Independent Armoured Brigade used Staghounds in 1944-45 and the Belgian Army used them for some years post-war. They also remained in British service post-war and other major peacetime users included Denmark, India, and South Africa.

The Staghound was a popular vehicle, easy to drive and maintain, very reliable, well armed, and fast. It had an excellent power-to-weight ratio and a very

good range. By British standards its only major drawback was lack of a reverse driving position as favoured in British designs.

**Variants:** The British requested development of a version of the Staghound for the close support role. Such a vehicle was designed in America, the T17E3, with a 75mm howitzer. In the event it was not produced (see part 1) and as an interim measure the British converted some Staghound Is by removing the 37mm gun and fitting a 3 inch tank howitzer to fire smoke and HE. The hull machine gun and assistant driver's seat were removed on these converted vehicles to give added ammunition stowage space. The 2 inch bomb thrower was also removed from the turret roof and 4 inch smoke dischargers were added to the turret sides instead. Under the designation **Staghound Mk II**, these vehicles served in particular with HQ troops of armoured car squadrons. Though the specially designed support variant of the Staghound failed to materialise from America, the British produced a further new model, by conversion, under the designation **Staghound Mk III**. This type had the original turret replaced by the turret from a Crusader tank (then



Rarest of all versions of the Staghound was this British experimental modification which was fitted with Lulu electric mine detecting equipment (usually used with a Sherman tank). Tested only, the device was known as the *Bantu*. Meters inside the vehicle told the commander if the rollers passed over a mine (IWM).



*Most potent development of the Staghound was the Mk III, a purely British development which saw limited service. Turret came from a Crusader tank. Gun was the British developed version of the U.S. 75mm M3 and could fire HE and HP rounds (IWM).*

available from Crusader special purpose conversions) with a 75mm tank gun fitted. Bow machine gun was again removed in this model, as was the gyrostabiliser. A British 7.92 Besa machine gun was fitted co-axially with the 75mm weapon, and the jettison tanks were removed and replaced by stowage boxes. Only a small number of these were converted and saw limited service 1944-45. Some were supplied to Denmark post-war. The Staghound III was intended to stiffen up fire-power in armoured car regiments, equipping the heavy troops therein.

For the AA role, the T17E2, **Staghound AA** was produced. Mechanically and physically identical to the T17E1, it had a new Fraser-Nash power-operated turret with twin .50 cal machine guns replacing the 37mm gun and turret. The original turret ring was suitably blanked off with armour plate. The other big change was the elimination of the bow (hull) machine gun. Radio equipment was fitted in place of the assistant driver's seat and the crew was reduced to three: driver and ammunition handler/radio operator in the hull with the gunner/commander in the turret. Hydraulic traverse and elevation was fitted and the guns were also fired hydraulically in early vehicles, though electrically in later production models. The turret could traverse up to 50° a second with a rate of fire of 600 hundred rounds per minute and there was magazine feed to each gun (435 rounds each). Though issued, the Staghound AA was not widely used in British service since by 1944-45 the anticipated threat from air attack had largely disappeared due to Allied air superiority in Europe.

Final variant of the much used T17E1 was the **Staghound Command**, a local modification by removal of the turret from a standard vehicle. In some cases a windscreen or metal shield was added across the front of the turret ring.

The T17E3 prototype with 75mm howitzer is described and illustrated in part 1.

*T17E1 and T17E2 specifications on page 24*



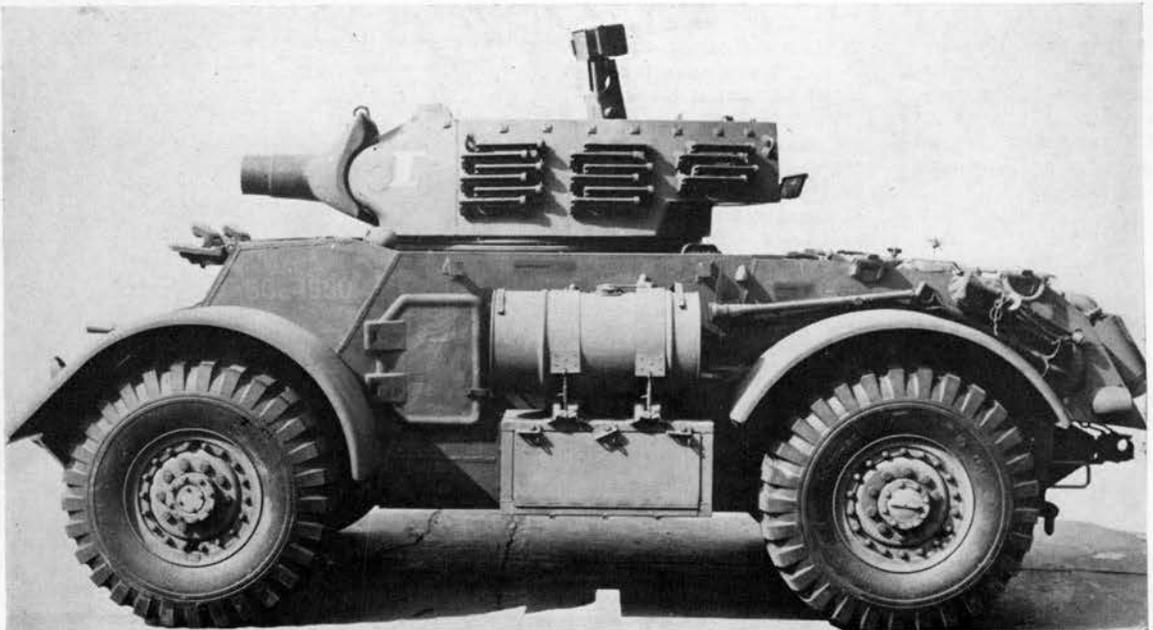
*TOP: Line up of Staghounds of the 27th Lancers in August 1945 showing Mk IIs with 3 inch howitzer and smoke dischargers first and third in the line (IWM-NA26003). ABOVE: Staghound Command was a turretless vehicle fitted with a canvas folding tilt and usually a windscreen (as here) though individual details varied on this local modification (Canadian Official).*



ABOVE: A Staghound III seen serving with a Danish armoured car regiment in immediate post-war years (Axel Duckert). BELOW: Staghound AA serving with the 1st Belgian Armoured Brigade Group in 1944. This particular vehicle also forms the subject for a multi-view colour illustration on the inside covers (R. Surlémont).



ABOVE: Typical modifications to the Staghound I included the removal of the jettisonable fuel tank and its replacement by a stowage bin, well illustrated on this Canadian vehicle in Italy in August 1944. Note also the cable reel on the front wing (Canadian Official). BELOW: Excellent view of the T17E3, developed for British use but never put into production. Another picture appears on page 4 (U.S. Official).





### ARMORED CAR T18E2 (BOARHOUND)

ABOVE: Top view of the T18E2 shows the layout and hefty cast nose and turret of this powerful big vehicle. Note jettisonable rear fuel tanks (U.S. Official).

**US Designation :** Armored Car T18E2

**British Designation :** Heavy Armoured Car, Boarhound

**Description :** The Boarhound had a welded hull with cast nose and was powered by two Chevrolet 125 h.p. 6 cylinder gasoline engines mounted side-by-side at the rear. The vehicle had eight wheel drive with the front two axles steering, using hydraulic assistance. As in the T17E1 there were two self-sealing jettison tanks, but mounted at the rear instead of at the sides. There was a cast turret mounting the 57mm (6pdr) gun with a co-axial .30 cal machine gun. A further .30 cal machine gun was flexibly mounted in the hull front. A 2 inch bomb thrower was fitted in the turret roof. Hydraulic power traverse and a gyrostabiliser were fitted as in the T17E1. Internal characteristics were similar to those of the T17E1 and the crew (and crew positions) were the same. A round escape door was fitted in each side of the hull. There were four periscopes in the turret roof, plus an electric fan for cooling the interior under desert conditions.

**Services :** Though the 30 production vehicles were delivered to Britain they were not used in combat, only for trials. They were not issued for service. Though powerfully armed and armoured, the Boarhound would probably have suffered from tactical limitations in the desert war conditions for which it was designed, due mainly to its very high silhouette and large size.



ABOVE: Rear and front view of the Boarhound which is now preserved at the Royal Armoured Corps Tank Museum, Bovington, Dorset (Chris Ellis). LEFT: Side view of the first Boarhound delivered to Britain where it is shown at the School of Tank Technology, Chertsey, in 1944, undergoing tests (IWM).



## LIGHT ARMORED CAR M8 (GREYHOUND)

ABOVE: A typical M8 in British service (as a Greyhound) shows the open-topped turret. Also visible is the original U.S. number just above the British WD number (IWM-STT6127).

**US Designation :** Light Armored Car M8

**British Designation :** Light Armoured Car M8,  
Greyhound

**US Designation :** Armored Utility Car M20

**Description :** Both the M8 and M20 were mechanically and physically similar as far as the hull was concerned. This was of all-welded construction with a single Hercules JXD engine mounted at the rear. Armour maximum on the nose was  $\frac{1}{4}$  inch. Drive layout was of conventional 6 x 6 type with a transfer box giving eight forward and two reverse speeds. Driver and assistant driver sat in the front hull in a raised roof compartment. Vision flaps were provided for road running and these could be closed in action in which case protectoscopes in the flaps allowed for forward vision. A hook for towing a trailer was provided at the rear and detachable sand shields covered the wheels. Vehicles were often seen running without these shields.

In the M8 an open-topped turret was provided which had a 37mm gun and co-axial .30 cal machine gun in a combination mount M23A1. Gunner and commander were accommodated in the turret on padded leather seats. There was no power-traverse, just a handwheel operating on the turret ring. In the early vehicles this was single speed but in later vehicles two-speed hand traverse was provided. Elevation was also by hand and there was a turret locking device. A pintle was provided on the turret rear for a .50 cal M2 machine gun for AA defence. Though this was the 'standard' arrangement, later vehicles were modified to have a M49 ring mount added on the turret top thus giving a superior arc of fire and flexibility to the AA machine gun.

In the M20 the top of the superstructure above the fighting compartment was cut away and bench seats were provided each side for personnel transport.

Single seats were provided for the gunner and commander and a folding map table was also provided for the commander. Surmounting the compartment towards the rear was a M49 or M66 ring mount carrying the .50 cal M2 machine gun provided for AA defence. There was no other offensive armament. However there was provision for internal stowage of a 2.36 inch rocket launcher ('bazooka') if demanded by the vehicle's role. Up to four passengers could be carried, though six were often squeezed in.

**Service :** Apart from wide use by all arms of the U.S. Army, the M8 was supplied to Britain at the end of 1943, though only in relatively small numbers. In British service it was named the Greyhound. It was used in both Italy and Europe in 1944-45 by British and Commonwealth armoured car units. In Africa the 2nd Armoured Car Squadron, East African Armoured

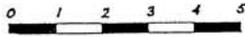
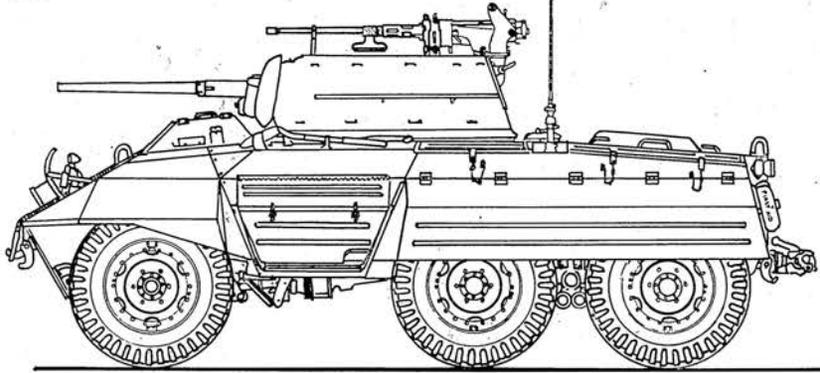
Continued on page 22



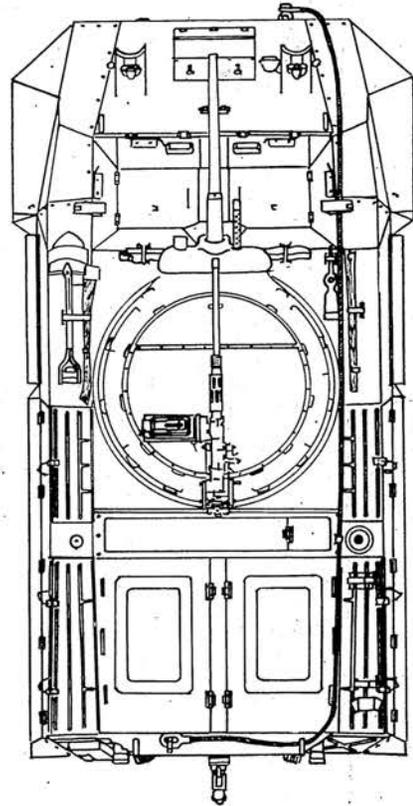
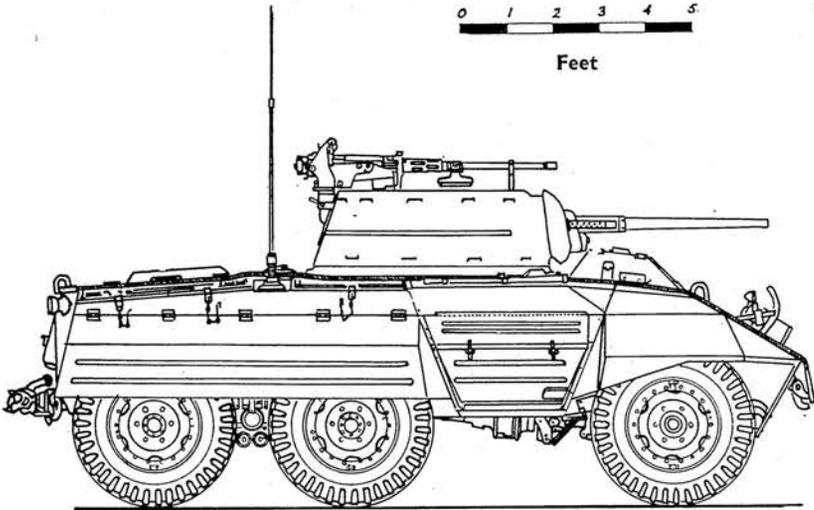
Detail view of the fighting compartment superstructure, M49 ring mount, .50 cal M2, M6 gun and crew positions in the M20 (U.S. Official).

# Light Armored Car M8 (Greyhound)

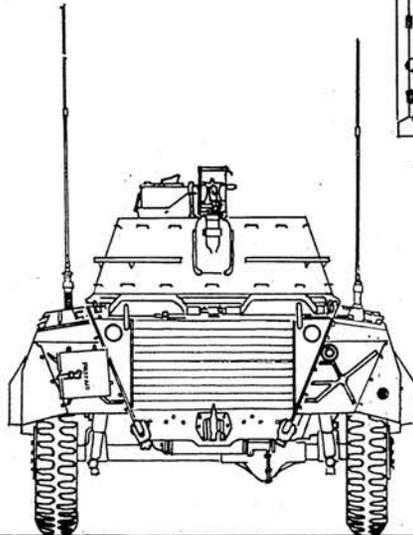
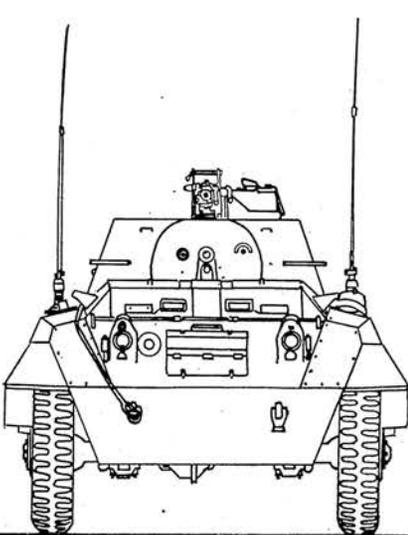
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Feet



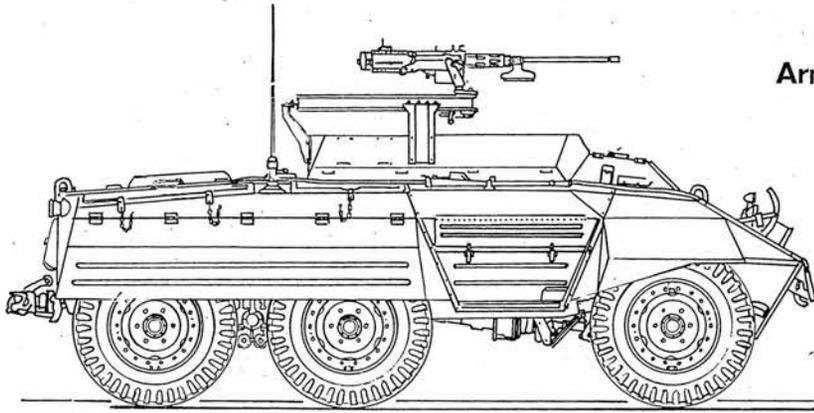
(Above) M8 plan view



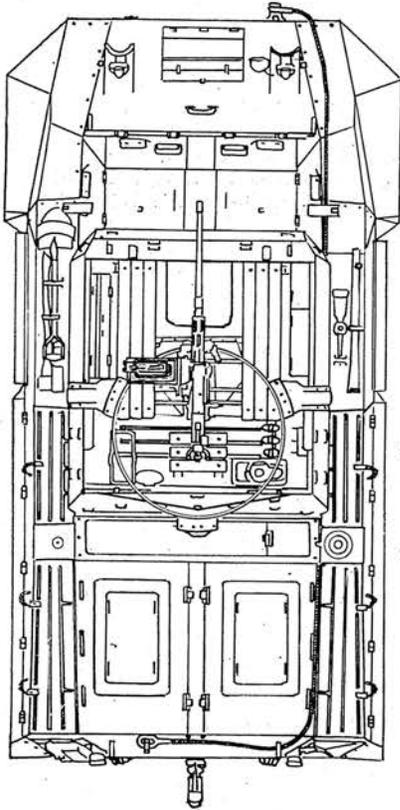
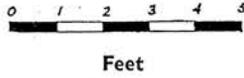
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# Armored Utility Car M20

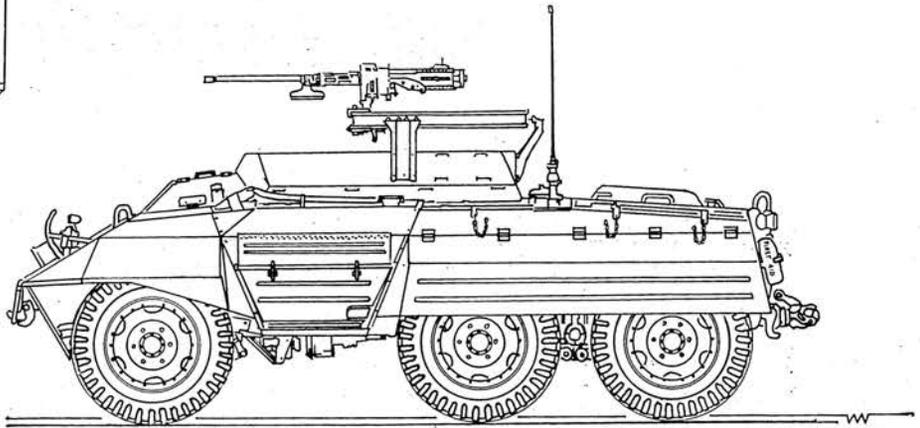
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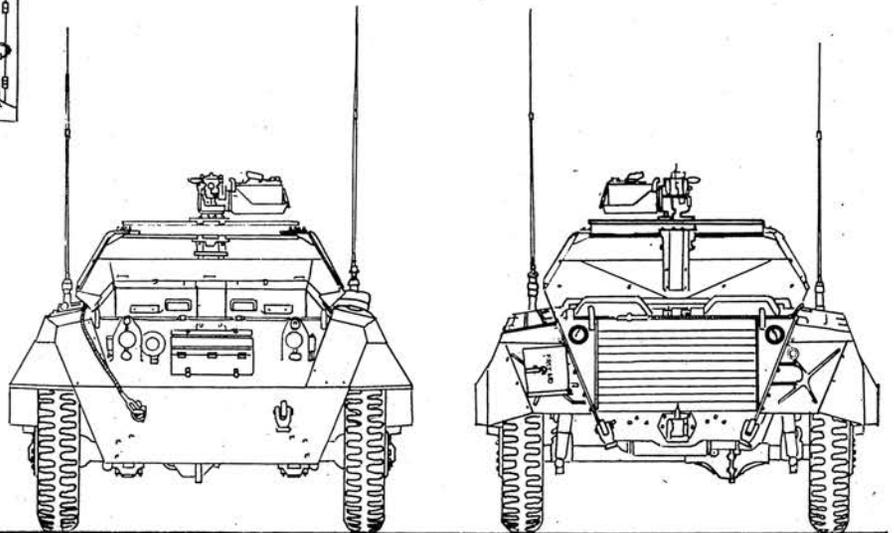
Ground level  
at maximum  
loading



(Above) M20 plan view



1:48 scale





ABOVE: The M8 and M20 often had their sand shields removed in the field, as typified in this view of a 9th Army M8 of an infantry battalion advancing into Born on the Elbe, April 19, 1945 (U.S. Official).



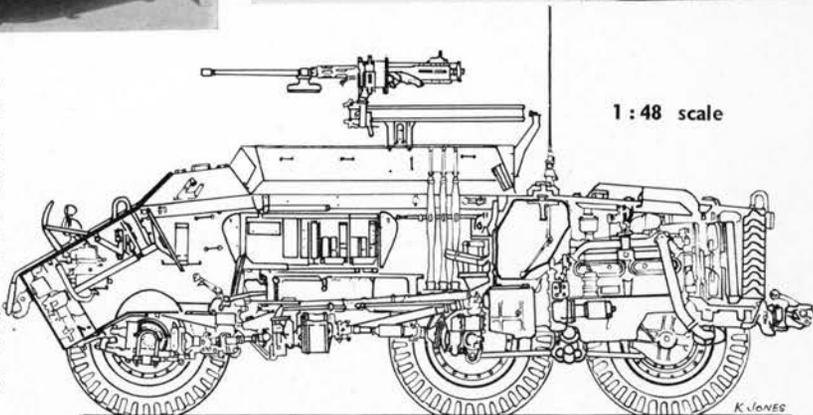
RIGHT: The M8 was widely used by NATO nations and other armies in the American sphere of influence in post-war years. This French vehicle is taking part in a parade in Paris in the late 'fifties and is also the subject of the colour drawing on the rear cover (Touzin/Gurtner Collection). ABOVE: sole T69 Multiple Gun Motor Carriage prototype, envisaged for AA use (U.S. Official), RIGHT: cross-section of the M20 showing engine, transmission, and interior layout. Mechanical layout of M8 was identical (Kenneth M. Jones).

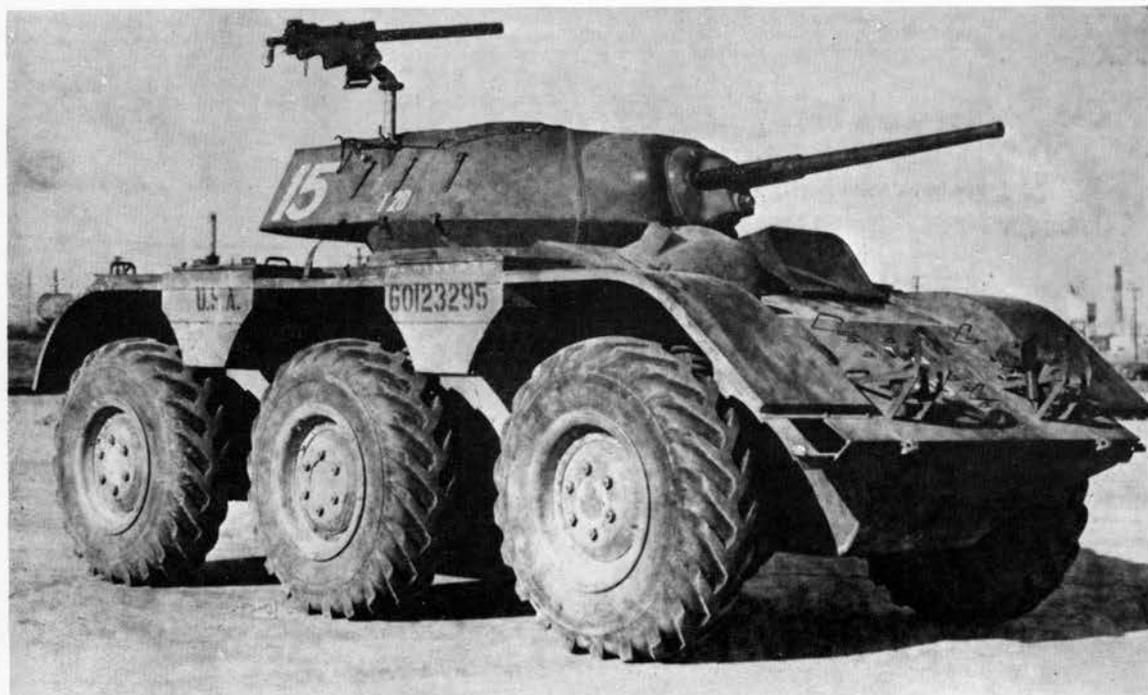
**From page 19**

Corps, used Greyhounds exclusively. While a fast and reliable vehicle, the Greyhound was too thinly armoured by British standards. A major shortcoming was the unarmoured belly which made the vehicle very vulnerable to mine blast. The British overcame this by lining the floors of their Greyhounds with sandbags. France, Italy, and other NATO countries were major post-war users of the M8 and M20 as were most Latin-American countries. Many M8s remain in service throughout the world though the US Army dropped armoured cars from their inventory in 1945. One or two M20s were retained for ceremonial use, however (e.g., for inspections and parades). The M20 was not used by the British.

**Variants :** The only major development of the M8/M20 series was for the anti-aircraft role though this project did not get beyond the prototype stage. This was instigated by Tank Destroyer Command who asked the Ordnance Department, in 1943, to produce a version of the M8 for AA defence in the field. Designated **Multiple Gun Motor Carriage T69**, this was an M8 with the turret replaced by an open-topped power-driven turret with four .50 cal machine guns. Minor modifications were made to the traverse following tests at Aberdeen Proving Ground. The vehicle was then tested by AA Command. However, the T69 was considered inferior to the existing M16 half-track AA vehicle mainly due to lack of stowage space for ammunition. It was therefore cancelled in 1944.

*M8 and M20 specifications on page 24*





## LIGHT ARMORED CAR M38 (WOLFHOUND)

ABOVE: The M38 pilot model, which is also illustrated on page 10. Note the removable windscreen and wiper which was provided for the driver when running on the road (U.S. Official).

**U.S. Designation :** Light Armored Car M38

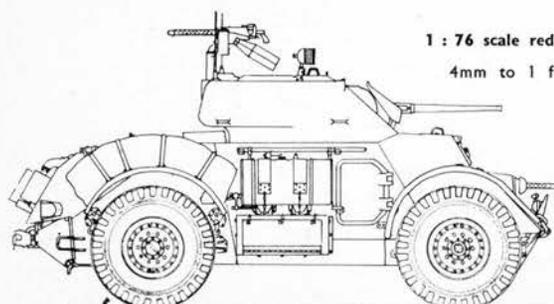
**British Designation :** Light Armoured Car, Wolfhound

**Description :** While similar in size to the M8/M20 vehicles it was designed to supplant, the M38 was radically different in layout. To give superior cross-country performance the three axles were equally spaced along the hull giving better weight distribution. Larger tyres were fitted and each wheel had independent suspension. While armour thickness was reduced to cut down overall weight, the hull plates were better sloped giving superior effective protection. A larger turret was fitted but the armament remained the same, ie, a 37mm M6 gun and .30 cal co-axial machine gun. In all respects, performance was better than the M8/M20, especially cross-country. While the M8 had virtually no trench-crossing ability, the M38 could cross a 50 inch trench and climb a 24 inch

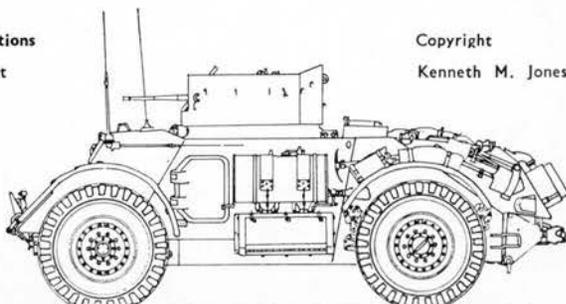
vertical parapet. The M38 had a Cadillac V8 engine and Hydramatic transmission. Top speed was 60 mph (against 56 mph in the M8) and the M38 weighed about a ton less. Range was 300 miles. Crew was four: driver, assistant driver, gunner, commander.

**Service :** This vehicle saw no service, production being cancelled in 1945 with the end of the war at hand. It was one of the finest armoured car designs to appear during World War 2 with a particularly good power-to-weight ratio and hence excellent performance. The British anticipated delivery of production vehicles and allocated the name Wolfhound to the design, though none arrived in Britain. The British Saladin armoured car developed post-war incorporated several design features probably inspired by the M38. Wheelbase, suspension, and other chassis characteristics were almost identical.

*M38 specification on page 24*



T17E1 (Staghound I)



T17E2 (Staghound AA)

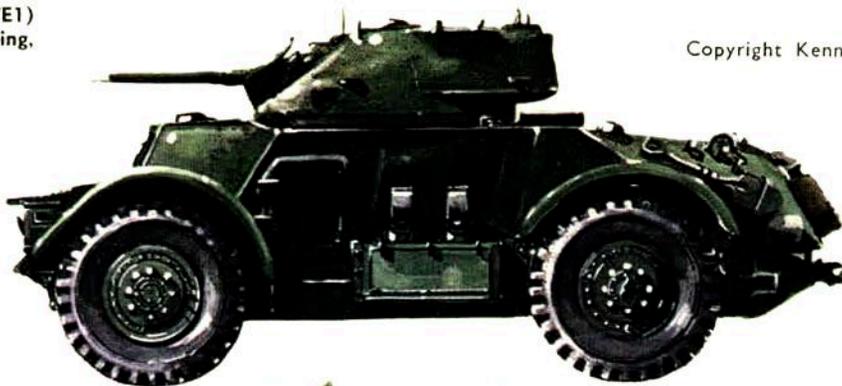
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Designation Characteristic	Armoured Car T17 (Deerhound)	Armoured Car T17E2 (Staghound I)	Armoured Car T17E2 (Staghound AA)	Heavy Armoured Car T18E2 (Boarhound)	Armoured Car T19E1 (Pilot model)	Light Armoured Car M8 (Greyhound)	Armoured Utility Car M20	Light Armoured Car T27 (Pilot model)	Light Armoured Car M38 (Wolfhound)
Crew	5	5	3	5	5	4	2-6	4	4
Gross Weight (lbs)	32,000	30,705	26,558	53,000	27,000 (net)	17,400	12,800 (net)	15,200	15,300
Length (ft. ins.)	18' 2"	18'	17' 10"	20' 6"	18' 4"	16' 5"	16' 5"	16' 10"	16' 9 1/4"
Width (ft. ins.)	8' 6"	8' 10"	8' 10"	10' 1"	10'	8' 4"	8' 4"	7' 6"	8'
Height (ft. ins.)	7' 7"	7' 9"	7' 11 1/2"	8' 7 1/2"	7' 5 3/16"	7' 4 1/2"	7' 7"	6' 6"	6' 6"
Tread (ins.)	86	89	89	102 1/2	102	76	76	78	80
Wheelbase (ins.)	146	120	120	197	126	128	128	132	118
Tread (ins.)	12.00 x 20	14.00 x 20	14.00 x 20	14.00 x 20	10.00 x 20	9.00 x 20	9.00 x 20	16 x 6.50	12.00 x 20
Ground pressure (lbs./sq. ins.)	17.7	17.95	15.4	—	13.8	13.6	12.7	9.2	8.1
Max. speed (mph)	60	55	55	50	63	55	55	60	60
Max. gradient	60%	57%	57%	—	57%	60%	60%	60%	60%
Parapet (ins.)	18	21	21	24	28	12	12	16	24
Fording depth (ins.)	32	32	32	—	36	24	24	48	48
Turning radius (ft.)	30	27 1/2	27 1/2	—	33	28	28	30	28
Range (miles)	250	450	450	250	300	350	350	300	300
Engine type	2 x Hercules JXD	2 x GMC 270	2 x GMC 270	2 x GMC 270	2 x Cadillac 42	Hercules JXD	Hercules JXD	Cadillac 42	Cadillac 42
Cylinders	6 (in line)	6 (in line)	6 (in line)	6 (in line)	V8	6 (in line)	6 (in line)	V8	V8
Net HP/rpm	110/3,000	97/3,000	97/3,000	175/3,000	110/3,200	110/3,000	110/3,000	110/3,200	148/3,200
Max. torque (lbs.-ft./rpm)	238/1,100	216.3/1,000	216.3/1,000	—	284/1,200	238/1,100	238/1,100	224/1,200	280/1,200
Battery voltage	24	24	24	24	24	12	12	24	12
Main armament	1 x 37mm M6	1 x 37mm M6	2 x .50 MG M2	1 x 6pdr (57mm)	1 x 37mm M6	1 x 37mm M6	1 x 37mm M6	1 x 37mm M6	1 x 37mm M6
Co-axial gun	1 x .30 MG M1919 A4	1 x .30 MG M1919 A4	—	1 x .30 MG M1919 A4	1 x .30 MG M1919 A4	1 x .30 MG M1919 A4	—	1 x .30 MG M1919 A4	1 x .30 MG M1919 A4
Bow gun	1 x .30 MG M1919 A4	1 x .30 MG M1919 A4	—	1 x .30 MG M1919 A4	1 x .30 MG M1919 A4	—	—	—	—
AA gun	1 x .30 MG M1919 A4	1 x .30 MG M1919 A4	—	—	—	1 x .50 MG M2	—	1 x .30 MG M1919 A4	1 x .50 MG M2
Ammunition (main)	111 rds	103 rds	2,610 rds	70 rds	200 rds	16-80 rds*	1,000 rds	50 rds	93 rds
Ammunition (secondary)	4,750 rds	5,250 rds	—	5,000 rds	12,000 rds	400 rds (.50) 1,500 rds (.30)	—	1,500 rds	440 rds (.50)
Other weapons	—	2" bomb thrower	—	2" bomb thrower	—	—	2.36" RL	—	—
Gun elevation	— 10° to + 45°	— 7° to + 40°	— 10° to + 75°	—	— 10° to + 45°	— 10° to + 20°	—	— 10° to + 20°	— 10° to + 20°
Armour, hull front	3/4"	3/4" - 1"	3/4" - 1"	2" (basis)	1/2"	3/4" - 1"	3/4" - 1"	3/4"	3/4"
" hull side	3/4"	3/4"	3/4"	1 1/2"	1/2"	3/4"	3/4"	3/4"	3/4"
" hull rear	3/4"	3/4"	3/4"	1"	1/2"	3/4"	3/4"	3/4"	3/4"
" hull top	3/4"	3/4"	3/4"	3/4"	1/2"	3/4"	3/4"	3/4"	3/4"
" hull bottom	1/2"	1/2" - 1"	1/2" - 1"	3/4"	1/2"	1/2" - 3/4"	1/2" - 1"	1/2"	1/2" - 3/4"
" turret front	1 1/2"	1 1/2"	1 1/2"	2"	3/4"	3/4"	—	3/4"	3/4"
" turret sides	1 1/2"	1 1/2"	1 1/2"	2"	3/4"	3/4"	—	3/4"	3/4"
" turret top	3/4"	3/4"	open	2"	1/2"	open	—	open	open
Radio	No. 19 set	No. 19 set	No. 19 set	No. 19 set	SCR 506-510 SCR 508	SCR 506 and/or 508 (or others)	SCR 506 and/or 508 (or others)	SCR 528 - 510 SCR 506	SCR 506 SCR 528 or 510
Crew communication	Interphone	Interphone	Interphone	Interphone	Interphone	Interphone	—	Interphone	Interphone
Drive	6 x 6	4 x 4	4 x 4	8 x 8	6 x 6	6 x 6	6 x 6	8 x 6	6 x 6
Fuel (gallons)	75	137	137	115	106	56	56	50	51
Transmission	Manual	Hydramatic	Hydramatic	Manual	Hydramatic	Manual sliding gear	Manual sliding gear	Hydramatic	Hydramatic
Builder	Ford	Chevrolet	Chevrolet	Yellow Truck & Coach (GMC)	Chevrolet	Ford	Ford	Studebaker	Chevrolet/Ford

\*Depending on function; command vehicles carried fewer rounds and extra radio or signalling equipment.

Staghound I (T17E1)  
RAC Training Wing,  
Cairo, 1946

1 : 48 scale  
Copyright Kenneth M. Jones



(Inset) Formation sign of  
Middle East Land Forces



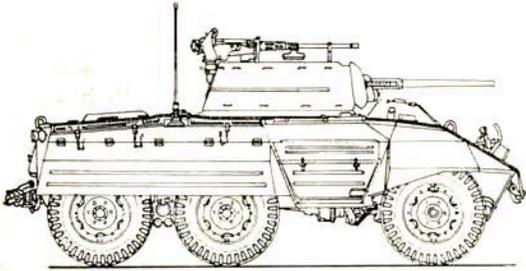
(Inset) Royal Armoured  
Corps emblem and unit serial



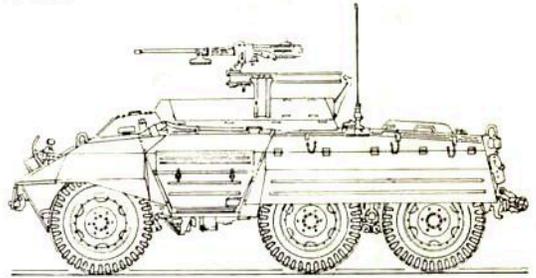
Staghound AA of 1st Independent Belgian Armoured Brigade Group, 1944

For side elevation, see cover ii

1 : 76 scale reductions  
4mm to 1 foot



Light Armored Car M8  
(Greyhound)



Armored Utility Car M20

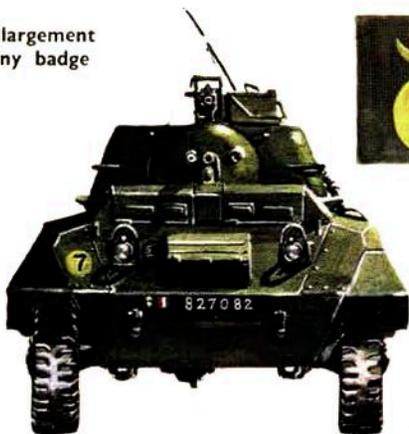
Front cover : Armored Utility Car M20 of HQ Company of a US Army  
Tank Destroyer Battalion, Normandy, June 6, 1944

Below : Light Armored Car M8 (Greyhound) of French Army, 1959

1 : 48 scale



Inset : Enlargement  
of company badge



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