

AMPS Central Virginia 2011-2012 Club Project Tamiya M-8 Armored Car

The Schedule:

22 December – Steps 5-8, Lower hull detailing, basic upper hull construction and wheels

26 January – Steps 9-11, Upper hull detailing

23 February – Steps 12-15, Turret construction and detailing

22 March – Project wrap-up

References:

American Armored Fighting Vehicles - World War Two AFV Plans, George Bradford

A Photo History of Armoured Cars in Two World Wars, George Forty

Armored Car- A History of American Wheeled Combat Vehicles, R.J. Hunnicutt

Captured Armored Cars and Other Vehicles in Wehrmacht Service in World War 2, Werner Regenber

Encyclopedia of Armoured Cars, Duncan Crow and Robert Icks

Light Armoured Car M8 & Armoured Utility Car M20 (#MV-08: Military Vehicle Workshop Series), Allied Command Productions

Mexican and Central American Armor, Darlington Productions, Julio Montes

"M8 Greyhound" (October 2008 Issue of Military Machines International Magazine), John Blackman

M8 Greyhound Armored Car (1941-1991), Osprey Publications, Steven Zaloga

M8 Greyhound /M20 Utility Vehicle Technical Manual (TM 9-743), CD-ROM Easy 1

U.S. Armoured Cars - AFV Weapons Profile #40, Robert J. Icks

U.S. Armored Cars in Action, Squadron Signal Productions, Jim Mesko,

Allied-Axis The photo Journal of the Second World War, Issue 5, Ampersand Publishing, Pat Stansell

War Wheels, <http://www.warwheels.net/m8greyhoundINDEX.html>, Patrick Keenan

Toadman's Tank Pictures, <http://www.toadmanstankpictures.com/m8.htm>, Chris "Toadman" Hughes

22 December 2011

General – In this session, we'll complete detailing the driver's and fighting compartments. For the most part this portion of the build will focus on Step 5 in the kit instructions. We'll finalize this portion of the build with the basic and detail painting process; however, I won't show interior weathering, as I'm not quite sure how I'm going to finish the interior just yet. To complete detailing the driver's and fighting compartments I'll be using detail parts from the Verlinden Productions M8 Interior/Exterior Detail Set (VP1453), Aber M8 Greyhound PE Detail Set (35072), Eduard M8 Greyhound PE Set (35200) and parts from the spares box.

Detailing the fighting compartment:

In detailing the fighting compartment you have the option of using the kit supplied parts for the ammunition locker (part D21), grenade lockers (Parts A6) and radio set (parts B7 and B12) or detailing parts from the Verlinden Productions M8 Interior/Exterior Detail Set and the Aber PE set.

Generally, the ammunition locker was located in the right sponson and the radio set(s) located in the left sponson (Figures 1-2). However, some reference photos and the Verlinden detail set have these switched. Reference note: Technical Manual (TM) 9-743 indicates the radio set was located in the right sponson on command vehicles. After studying the reference material, I decided to use the Aber PE set for the ammunition locker. This includes PE parts 23R, 23L, 65, 25, 30, 34 and 35. I decided to break out the old soldering equipment so I could get a secure bond on the locker (part 30) and its front plate (part 25). The front plate has a top and bottom trough that the locker doors (parts 23L and 23R) fit in. This required some complex bending to get the correct shape so the locker doors slide. This exercise took about ½ hour. I soldered the sides of the locker in-place then test fitted the front plate a few times before I soldered it to the locker assembly. Next, I added the ammunition clips (parts 34 and 35) to the locker assembly. These are very small parts that require some serious bending to obtain the proper shape. If you are going to attempt to add these clips remember parts 34 go on the bottom row and parts 35 go on the remainder of the ammunition slots. This detailing step is not for the faint of heart. Next, I cut the lower locker door off of part D21 and cut a groove in the upper back portion of the lower locker door so that it would fit into the tab at the bottom of the ammunition locker assembly. At this point I did a lot of test fitting to ensure the completed ammunition locker would fit into the recess in the hull. Once satisfied, I glued the lower locker door to the ammunition locker assembly. I then added PE retaining clips and four Aber PE tie downs (part 2). I attached the ammunition locker door handles using .015" plastic round and Aber PE part 65 (Figures 3-6). I placed the ammunition locker into the right sponson after painting.



Figure 1



Figure 2



Figure 3

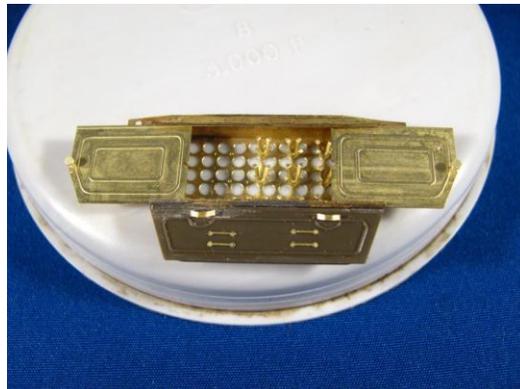


Figure 4



Figure 5



Figure 6

To complete the right side of the fighting compartment I added a Verlinden intercom control box (part 26) and master switch box (part 25). I also replaced the kit grenade box (part A6) with a Verlinden resin grenade box (part 32). I added .010" lead wire cabling to the intercom control box and secured the cable with 1mm x 2mm lead foil strips. I also added a handle to the master switch box with 2mm x .010" x .030" plastic strip (Figures 7-8).



Figure 7

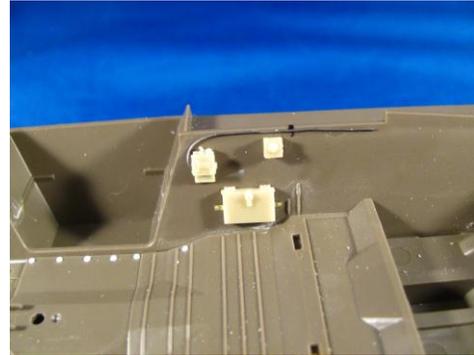


Figure 8

I decided to use the rear firewall from the kit (part D31) without much modification. I did replace the box hinges with those from the Aber PE set (part 9) and added PE retaining clips (part 8) to the outside of the grenade boxes. I used 1mm x .010" x .030" plastic strips to simulate the inside clips in the grenade boxes and placed a .018" rivet in the center of each of this plastic clips (Figures 9-10).



Figure 9



Figure 10

Moving down the left side of the fighting compartment, I added the Verlinden master radio control box (part 39) grenade box (part 32), intercom control box (part 26) and binocular holder (part 38). I added Aber PE retaining clips (part 8) to the grenade box and binocular holder. I also added .010" lead wire to the master radio control box and intercom control box to simulate cabling (Figures 11-12).



Figure 11

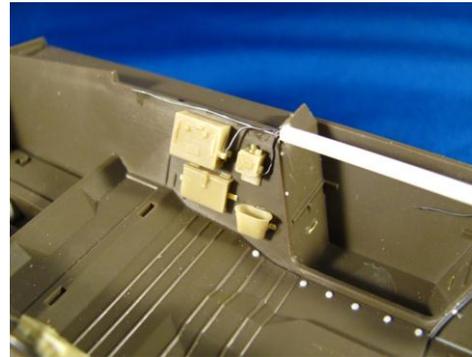


Figure 12

As mentioned in my document for part 2, in doing my research I discovered the control cables go to the engine compartment through a channel above the radio and ammunition compartments. I used a strip of 33mm x .015" x .060" plastic and glued to it a strip of 1.5mm U-channel to simulate this. After I glued this assembly to the lower hull, I discovered I could not get the radio into its compartment. I had to raise this assembly approximately 2mm so the radio would fit. Once I made this adjustment, the radio fit well. I decided to use the radio provided in the Verlinden update set (part 9). I had to do a bit of surgery to remove a raised area on kit part B7 to get a good fit. I also added a couple of equipment tie downs and some .018" rivets to the radio compartment (Figures 13-14).



Figure 13



Figure 14

I added the armored view port mechanism, welds and cabling to the driver's/co-driver's compartment hood/upper deck (part D26). The armored view port mechanisms are from the Verlinden update set (parts 7-8). I built the upper hatch locking mechanism using .015" plastic round and a .023" plastic disk and glued them to the rear of the armored view port mechanism. The driver/co-driver's armored hood is welded to the upper deck. There is a very prominent weld seam for this joint. I simulated this seam with .010" plastic round. Finally, cabling for the co-driver's intercom control box is strung across the rear of the driver/co-driver's armored hood.

I used .010" lead wire to simulate the cabling and 1mm x 2mm strips of lead foil to simulate the cable clamps (Figures 15-16).



Figure 15



Figure 16

The final bit of detailing was to add an Aber PE retaining clip (part 32) to the kit fire extinguisher (B23)

Painting and Markings:

After some initial cleanup, I gave the interior and associated parts a good bath in warm soapy water. I airbrushed most of the interior with Vallejo Grey surface primer. This is a very good product. I then airbrushed the floor, radio and inside of the driver/co-driver's compartment hood with Lifecolor Olive Drab (AU 220). Next, I painted the ammunition locker with Tamiya Flat White. I let this assembly dry (not long enough) and glued it into the right sponson. I masked the floor and inside of the driver/co-driver's compartment hood and painted the remainder of the interior and upper hull with Tamiya Flat White. I was trying to economize by using an older bottle of paint and had nothing but problems in its application. As usual, a coat of paint revealed some rough construction spots that needed to be addressed. I then shot the interior side walls with a light coat of Vallejo Panzer Ace Stencil White to add some depth. I let everything set for a couple of days before I tackled the detail painting. I used various Vallejo paints on the intercom control boxes, carbines, flashlights, master switch control handle, instrument panel and fire extinguisher. After the detail painting was dry, I brush painted some Vallejo Air Gloss varnish on areas to receive markings. These included carbines, flashlights, canteen locations, grenade boxes, fire extinguisher and a maintenance recommendation listing on the driver's side wall. I used a combination of Archer dry transfers and decals from the Aber PE set. After the markings were set, I airbrushed the entire interior with a light coat of Vallejo Air Matt varnish (Figures 17-20).

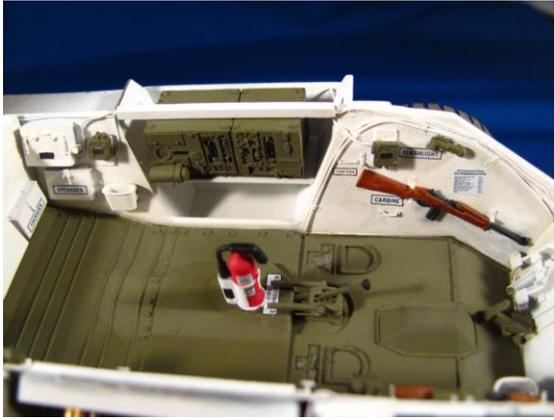


Figure 17

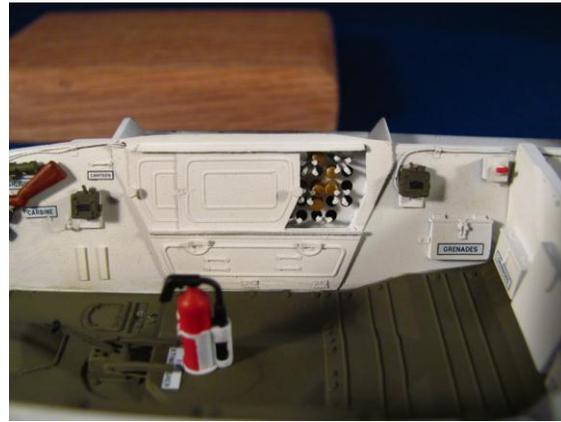


Figure 18

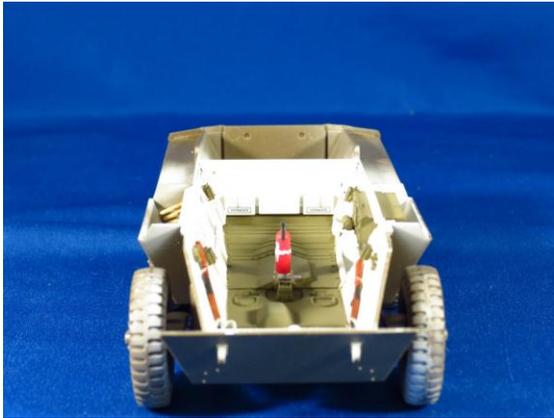


Figure 19



Figure 20

Steps 7-8 – In these steps you assemble the engine hatch covers (parts C3-C4) to the upper hull (part C8) and the upper hull (parts C8 and D26) to the lower hull assembly. You also add the rear sponson box side plates (parts C1-C2) to the hull assembly and add the armored air vent cover (part A23) to each engine hatch covers. I've purposely not performed these construction steps yet as I want to weather the interior first. Note: I've done some preliminary dry fitting of the upper hull to the lower hull assembly and believe it will take some careful planning and gluing to get the proper panel alignment.

As indicated in the project document part 1, I assembled the kit wheels to facilitate assembly of the drive train and suspension. I plan to use wheels with tire chains from either Tank Workshop or Verlinden. Both of these wheel sets require holes to be drilled to fit the kit axles.

Next month we'll tackle upper hull detailing.