

The Schedule:

17 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 Regenberg
- **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
- **TM U.S. WWII M8 Light Armored Car, M20 Armored Utility Car**, Tankograd Technical Manual Series, No 6021, Michael Franz
- **War Wheels**, <http://www.warwheels.net/m8greyhoundINDEX.html>, Patrick Keenan
- **Toadman's Tank Pictures**, <http://www.toadmanstankpictures.com/m8.htm>, Chris "Toadman" Hughes

17 January 2012

General – In this session we'll complete detailing the upper hull. For the most part this portion of the build will focus on Steps 9-11 in the kit instructions. To complete detailing of the upper hull I'll be using detail parts from the Verlinden Productions (VP1453) M8 Interior/Exterior Detail Set, Aber (35072) M8 Greyhound PE Detail Set, Eduard (35200) M8 Greyhound PE Set, Formations Sherman Siren Assortment (F046), Formations US Cables and Clamps (F013), Formations Sherman Pioneer Tools with Straps (F018) and parts from the spares box.

Detailing the upper hull:

In the last installment of this project build we discussed detailing the interior. At that point I had not assembled the upper hull (part C8), upper hull plate (part D26), engine compartment hatches (parts C3 and C4) and the armored covers for the engine compartment hatches (part A23). These assemblies are covered in Steps 7 and 8 in the kit constructions. These assemblies are very straight forward and should present no problems. However, when I assembled the upper hull to the lower hull I had a few fit issues in the right and left sponsons to address. After a lot of dry fitting, I applied glue to the front slope joint and let it sit with clamps for a couple of hours. I then glued the right side sponson joint and let it sit with clamps for a couple hours then repeated the same process on the left side sponson joint. After these joint were dry, I applied glue to the rear hull joint. The only issue I had was a little overlap on the left side sponson joint which I corrected with a swipe or two of a 600-grit sanding stick (Figures 1-4). Reference photos show some prominent weld beads on the front slope and sponson seams which I simulated with 0.010" plastic rod. I did sand these joints down just a bit to make them blend in with the hull (Figures 5-8).



Figure 1

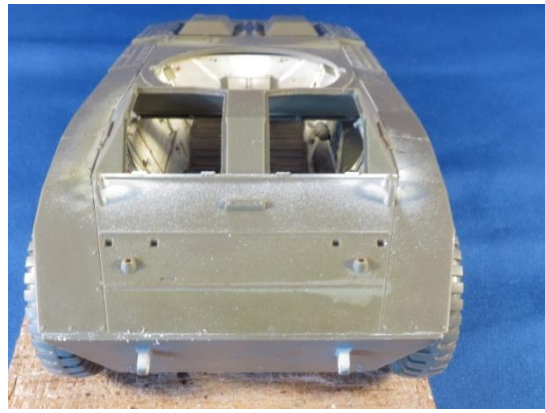


Figure 2



Figure 3



Figure 4



Figure 5

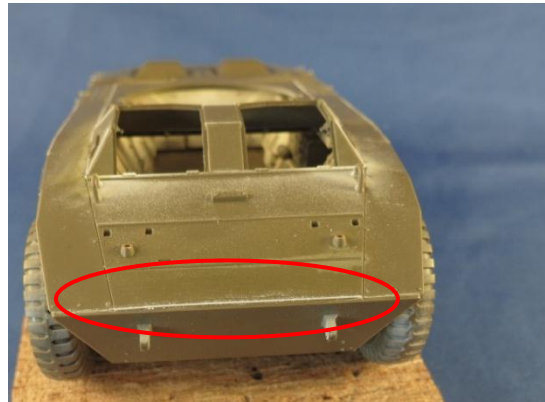


Figure 6



Figure 7



Figure 8

After I completed the assembly of the upper and lower hull I added the Stowage box sides (parts C1-C2).

Step 9-11 – In these steps you add the detail parts to the upper hull. I had removed the hinge details from the stowage box sides before I assembled them to the upper hull. I also carefully removed the stowage box latches from the upper hull. Using the Aber PE set, I assembled the 6 stowage box latches (parts 97a, b and d). The addition of this detail is not for the faint of heart (figures 9-10). I did not add the retaining clips and chains or the upper hinge for the rear fenders at this point because they look to be subject to knock off loss.



Figure 9



Figure 10

Starting at the rear of the M8 I cleaned the mold seams from the rear lifting hooks (part A22) taillights (part A13), tow clevises (part A19), tow pintle housing (part B14) and tow pintle (part B5). I assembled these parts per the kit instructions. I considered replacing the engine compartment latches and lifting hand hold with copper wire, but decided to use the kit parts (A1-A2) as they look the be about the right scale with the actual vehicle. I added the tow cable tie down from the Formations US Cables and Clamps set (figures 11-12). I'm not sure it's quite to scale with the rest of the vehicle, but it looks good.



Figure 11



Figure 12

I did not add the first aid box (part B16) as it was rarely seen on WWII vintage M8s. I also added the armored vent cover and fuel port cover (parts C9-C10). Using some 0.010" plastic rod simulated the weld beads around the driver/co-driver's hood (figures 13-14).



Figure 13



Figure 14

I used the shovel, axe, pick axe head and handle from the Formations Sherman Pioneer Tools with Straps set. They required a bit of clean-up before I glued them to the upper hull.

There are two L-shaped brackets and tie-down hooks at the rear of the driver/co-driver's hood. I believe these are for the spare .50 Cal barrels. I used the Aber PE set (parts 2 and 18) to simulate these L-shaped brackets and tie-down hooks (figures 15-16)



Figure 15



Figure 16

Since I'm building this M8 without fender skirts, I drilled the bolt holes for the skirts on each side of the sponson boxes using a #78 drill bit. There are four bolts for the front fender skirt and three bolts for the rear skirt. I debated about using the mine rack parts from the Aber PE set, but decided the kit parts (A7-A8) were just fine with a little thinning of the rack assembly. I assembled them by the kit instructions and added the resin mines from the Verlinden Productions (VP1453) M8 Interior/Exterior Detail set (figures 17-18).



Figure 17



Figure 18

There are indentations in the sides of the driver/co-driver's hood for the upper hatch supports (part B19). Likewise there are indentations on the glacis plate for the headlight brush guards. Since I am

using PE replacements parts for the hatch support and brush guards I filled these indentations with a little putty. Be careful not to remove any detail when you do the putty clean-up. I used the Eduard PE set hatch supports (part 58). The upper hatch covers (parts D22-D23) require some sprue attachment clean-up. I replaced the molded hatch lifting handle with ones made from brass wire. After some test fitting, I glued the upper hatch covers in place.

The driver/co-driver's front hatch covers required some work. There are two prominent punch-out marks on the inside of each hatch. No problem, if you don't open the hatches. They require some work if you plan to open the hatches. The next issue is with the hatch hinges. If you don't remove the detail from the front side of the hatch there is a significant gap in the hinge area. What a pain! I filled in the gap on either side of the hatch cover with 0.020" plastic strips and reconstructed the hatch hinge with .030" plastic rod and .010" x .030" plastic strips (figures 19-22). This looks a bit better, but I'm still not completely satisfied with the result. I added the hatch handle using .005" x .040" brass strip.

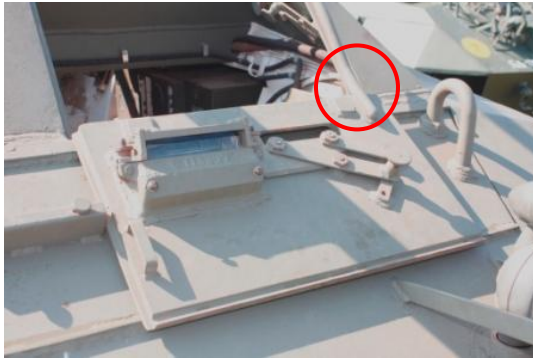


Figure 19

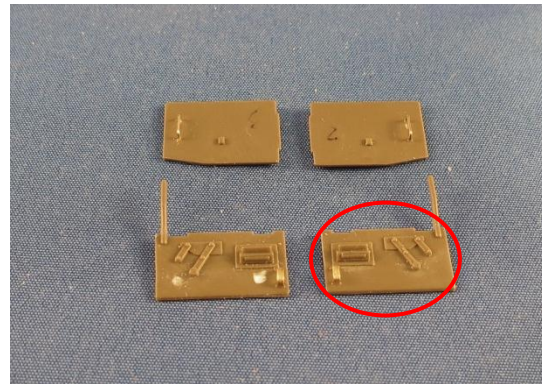


Figure 20

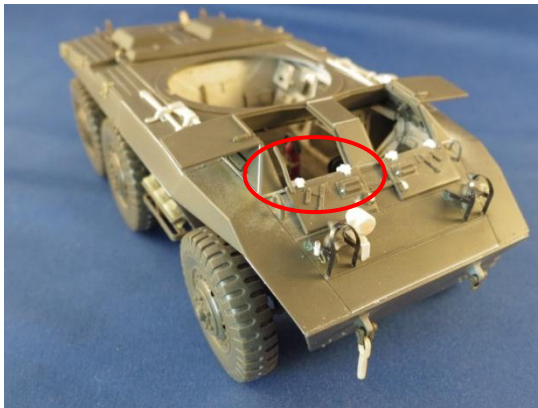


Figure 21

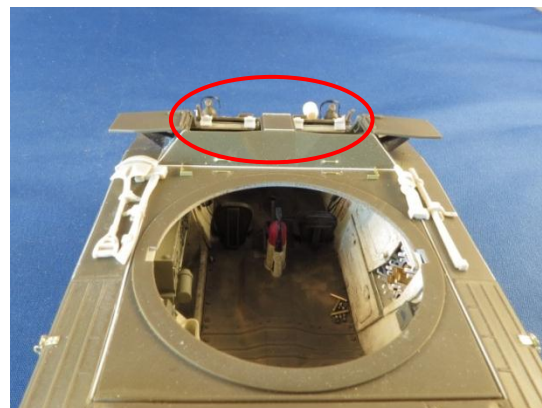


Figure 22

I decided to use the kit headlights (part A14). I used Formations siren (part G2 and V3) with a cable made from .010" lead wire. I used .010" x .060" plastic strip to construct the siren base plate as the parts from each PE set were a little small. I used the Eduard PE set brush guards (part 30) and made the headlight cap plug assembly from .030" x 2mm plastic rod with the Aber PE set cap and chain (part 38c) (figures 23-24).



Figure 23



Figure 24

Next month we'll tackle the turret construction and detailing.