

AMPS Central Virginia 2011-2012 Club Project

Tamiya M-8 Armored Car

The Schedule:

17 November – Steps 5-6, Lower hull detailing, basic upper hull construction and wheels
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

17 November 2011

General – In this session, we'll tackle detailing of the driver's compartment. There has been a modification to our schedule for two reasons. There were some unanticipated changes in my schedule and the fact that we are going to have a December AMPS Central Virginia meeting. I've been asked by some of our Type-A modelers if they are confined by this schedule or can they move ahead of this schedule. The answer is yes, go ahead if you want. We are doing this project in steps so that most of our modelers can squeeze in some time to work on this project and accomplish other things as well. Our goal is to finish this project so we can have a display at the AMPS 2012 International Convention.

Step 5 – In this step and the next 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 and parts from the spares

box. The kit provides very little in the way of detail for the driver's compartment other than seats, gear shift, steering column and instrument panel. However, there is a considerable amount of detail in the M8 driver's compartment. The challenge for the modeler is to figure out how much detail is visible if you leave the hatches open and of that how much you want to show. A problem I ran into with using various detailing sets was one of consistent scale. I'm more convinced than ever that all 1/35th scale detail is not created equal. I've spent some time looking at pictures of the driver's compartment to figure out just how and where all the detail is placed on the hull side walls. For the most part, there is/was some standardization to this placement.

Detailing the Driver's Compartment:

Front Plate - I started by gluing the Verlinden front plate (part 6) to the inside of the hull front (part C7). This front plate has a good amount of detail. I added the Verlinden gas pedal assembly (part 27) and the Aber PE clutch, brake and gas pedals (parts 13b, c and d). I added weld seams with .010" plastic round to cover some gaps in the front plate. I also added weld seams along the bottom of the hull side walls, floor seam and front differential cover seam (Figures 1-4).



Figure 1



Figure 2



Figure 3



Figure 4

Driver's side plate – I spent some time reviewing reference material to determine the placement on the details on the driver's side wall. Even with this review, I still went through several false starts before I got the details placed correctly. These details include intercom control box and microphone clip, flashlight and M-1 carbine. I got the M-1 carbines from the parts box. They looked a little big, but they're all I could

find. The carbine retaining clips are from the Aber PE set (parts 40a-b). Using the Hold-n-Fold I shaped parts 40b into a three-sided square and glued them to part 40a. These are small PE parts and very prone to tweezer launch. I then glued each clip to the carbine and glued the assembly to the driver's side wall. I drilled two holes in the side of the Verlinden intercom control box (part 26) for the wiring. I then glued the control box and Aber microphone clip (part 68) to the side wall. Finally, I assembled the Verlinden flashlight (part 12) and Eduard PE flashlight clip (part 32) and glued this assembly to the driver's side wall. There are control and electrical cables that run from instrument panel and driver's controls along the driver's side wall. I used .010" lead wire to simulate the larger cabling and fine copper wire to simulate the electrical cabling. I used 1mm x 2mm strips of lead foil to simulate the retaining clips (Figures 5-8).



Figure 5



Figure 6

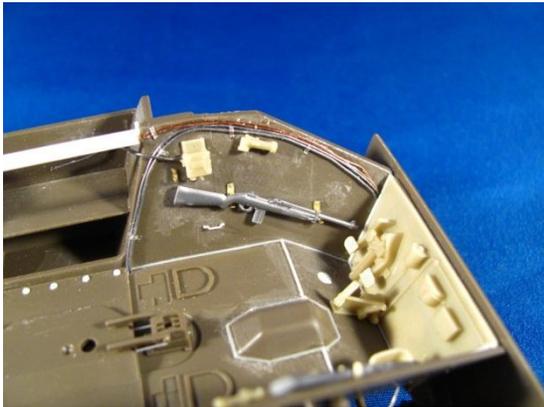


Figure 7



Figure 8

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 .015" x .060" x 33mm 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'll need to raise this assembly approximately 2mm so the radio fits (Figures 9-10).



Figure 9

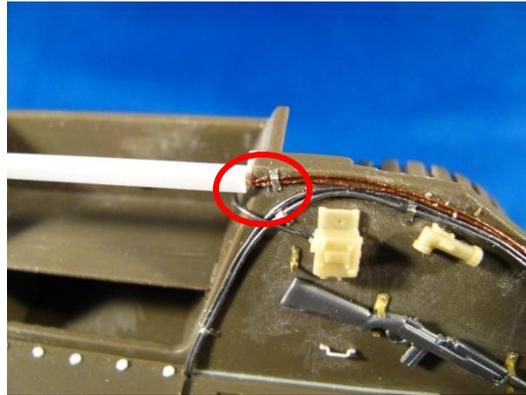


Figure 10

Co-driver's side wall – The details on the co-driver's side wall include intercom control box and microphone clip, flashlight, binocular case and M-1 carbine. I've described the assembly of the carbine and flashlight above. I glued the carbine to the side wall and then glued the intercom control box and microphone clip. I won't add the intercom cabling until I'm about ready to button up the hull. I then glued in the flashlight and Verlinden binocular case (part 38) (Figures 11-14). I won't add the control and electrical cabling to the co-driver's side wall until I've constructed the ammunition compartment.



Figure 11



Figure 12



Figure 13

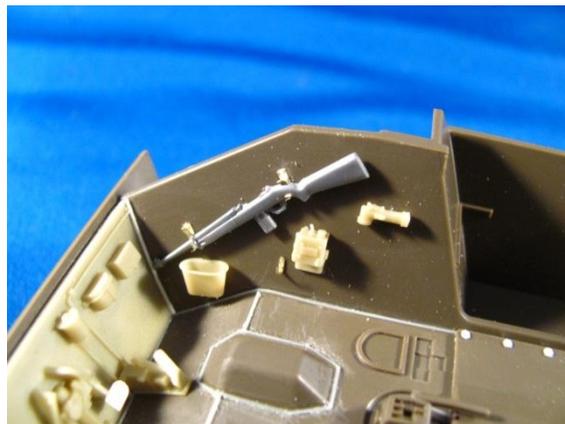


Figure 14

I added some additional detail to the transmission/transfer case control box (part B23). There are connecting rods that run from the control handles to the transfer case. I used .010" plastic round to simulate these rods (Figures 15-16).

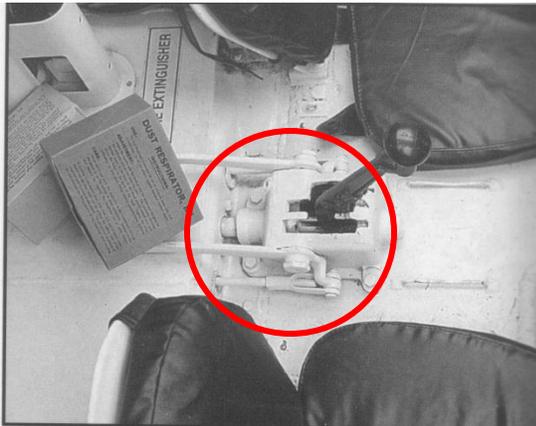


Figure 15

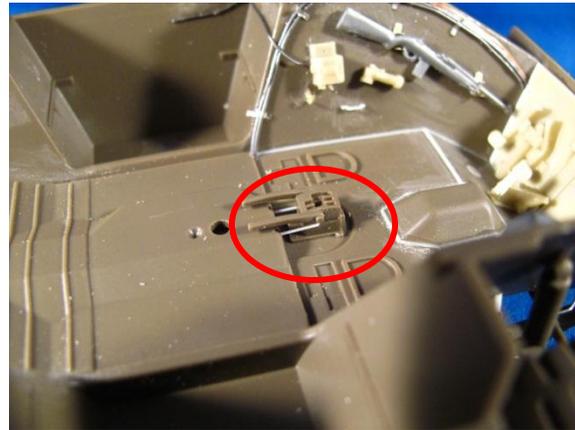


Figure 16

I also discovered the fighting compartment floor was bolted to the frame. I used .8mm x .015" hex heads to simulate these bolts (Figure 17).

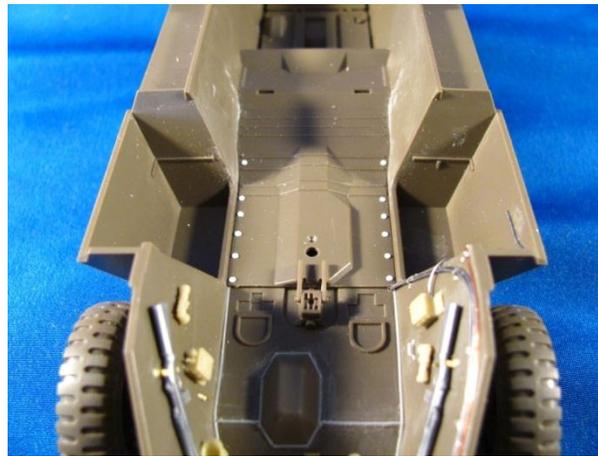


Figure 17

Step 6 – In this step you assemble the instrument panel (part B27) and steering column (part B32) to the upper hull (part C8). I debated about using the instrument panels provided in the PE sets, but decided to go with the kit part as the detail is very good. I had to cut 3mm off the end of the steering column to get it to fit with the Verlinden front plate. This measurement was correct and the parts mate well. I assembled the Aber PE hand brake control (parts 5a-b) and glued it to the back of the instrument panel. I glued the Verlinden manual throttle and master cylinder assembly (part 41) behind the instrument panel (Figures 18-21). Placement of these parts is done by using the “M1 eyeball looks about right” method.



Figure 18



Figure 19



Figure 20

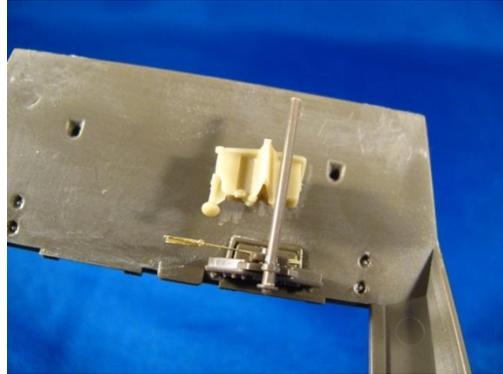


Figure 21

Note: The instructions have you open the holes in the upper hull for the pioneer tools. Since I'm going to use the Formations pioneer tools I left these holes closed.

Step 7 – I noticed there were grab handles on the pillars on the co-driver's side of the upper hull insert (part D26). I simulated these grab handles with .012 copper wire (Figures 22-23).



Figure 22



Figure 23

Next month we'll finish the hull details and give it a coat of paint.