

Chapter 1 : SdKfz (Leichter Panzerspahwagen) Armored Reconnaissance Scout Car - Nazi Germany

*The term *Schwerer Panzerspahwagen* (German: "heavy armoured reconnaissance vehicle), covers the 6 and 8 wheeled armoured cars Germany used during the Second World War.. In the German Army, armoured cars were intended for the traditional cavalry missions of reconnaissance and screening.*

Authored by Staff Writer. Adoption of the SdKfz series of armored cars in by the German Army eventually led to a broadened line of similar cars all based on the same powerpack, design form, and running gear of the original in the SdKfz and SdKfz. The SdKfz was an up-gunned form mounting a combination 20mm cannon with 7. The and models also increased the crew by one to three so a dedicated gunner could manage the armament. All of the vehicles in the family were of the same 4-ton, light-class design though the models proved slightly heavier in practice thanks to the additional armament and its applicable ammunition stores required. Production of the SdKfz variant spanned from into to which some of the type were eventually delivered. Early forms lacked radio sets up until early and the original MG13 machine guns were upgraded to the MG34 machine gun in. Finally, during, the original KwK30 cannon was upgraded to the KwK 38 series and a different chassis was used which led to the Ausf. B "Model B" designation. The SdKfz, , and cars succeeded over earlier German Army armored cars because they were built atop a dedicated armored car chassis designed with the rigors of military service in mind. This also improved cross-country travel which was an important quality of a modern mechanized force. All three variants held inherent 4x4 wheel drive and four-wheel steering capability and used the same Horch V8 gasoline engine which simplified in-the-field repair work and general logistics. The engines were installed in a rear compartment on all marks, leaving the central and frontal hull sections for the crew and armament. A spare road wheel was carried along the external right hull side in case of emergency. The addition of heavier armament added slightly more weight to the SdKfz design which already was forced to manage the armored superstructure. Sloped armor was seen at all of the facings of the hull superstructure which offered protection from small arms fire up to 7. However, it still remained a reconnaissance-minded and scouting vehicle first and not intended a direct-combat vehicle - its armament intended for local defense. Their compact dimensions did make them hard targets to train in on at range but protection for the crew was, on the whole, lacking against larger caliber weaponry. Nevertheless, the SdKfz series enjoyed a long and healthy wartime existence alongside its German armored car brethren until the end of the fighting in. Images marked with "www.

Chapter 2 : Sdkfz Schwerer Panzerspähwagen | World War Photos

Subsequently, a dedicated armored car chassis was selected which then begat the line of successful SdKfz armored cars seeing extensive use during World War 2 (). The vehicle was also known as the Leichter Panzerspahwagen for "Light Armored Reconnaissance Vehicle".

Facebook Twitter Armored cars are classified as special military equipment. Equipped with a machine gun or cannon armament and possessing an armored body. However, the BA belonged to the average types of armored cars – weight from 4 to 8 tons, and BA to light types, weighing up to 4 tons. BA, which was in service from to , was one of the best-armored vehicles of the Red Army during the Great Patriotic War. The Red Army from to adopted the armored car BA The basis of this armored car was taken from the GAZ-M1 and 2, units were produced. The side armor of the body of the BA had a thickness of mm, and the BA armor was mm thick. This reflected on the overall weight of both machines and, accordingly, on the tasks they performed. BA10 On board the tower of the BA a mm tank gun was installed. Near the gun was a DT machine gun, a second machine gun was located in the front armored sheet of the hull. The crew of the BA consisted of 4 people: The BA armored vehicle was armed with only one machine gun of 7. It was installed in the tower. Inside the car, there was a radio station, and the crew consisted of people. The BA was equipped with a 4-cylinder engine with a power of The BA was equipped with a similar engine capacity of 3. Both armored cars took part during armed conflicts with Japan on the river Khalkhin-Gol. In these battles, the weaknesses of the armored vehicle BA, whose armor was easily penetrated by armor-piercing bullets of a large-caliber Simultaneously, the BA showed that they were an excellent anti-tank weapon on the ground, with semi-closed positions. However, among the constructive shortcomings of the BA, it was found that: The BA was most often used as part of reconnaissance battalions. The BA, in addition to reconnaissance missions, was often used in attacks in conjunction with infantry, which often led to large losses of the vehicles. Nevertheless, with proper use, both armored vehicles successfully performed the tasks assigned to them. British supply convoy in Iran, headed by Soviet BA armored vehicle. Photo Balcer CC By 2. Behind him is a BA armored vehicle.

Chapter 3 : SdKfz (Leichter Panzerspahwagen) Ligth Reconnaissance Armored Scout Car - Nazi Germany

Early armored scout cars Some of the original 4 wheeled scout car or armored cars where the calendrierdelascience.com & calendrierdelascience.com these were in heavy use in the first half of the war. Larger 8-wheeled versions were also created, vehicles like the calendrierdelascience.com & calendrierdelascience.com

The was introduced into service in and began to be replaced in when the German Army switched production to 8-wheeled armoured cars instead of 6-wheeled. They were withdrawn afterwards for use in internal security and training. A short range radio. This model was very distinctive because of the heavy "bedspring" antenna over most of the hull. To support the additional equipment, the turret was omitted, the superstructure was raised and only a single ball-mounted machine gun was mounted. German 8 Rad Sd. Note independent steering on each of the wheels. Deutsche Werke in Kiel were contracted to design the armoured body. The armoured body looked somewhat similar to the 6-wheel predecessors. This additional armour was retrofitted to older vehicles and dropped with introduction of the strengthened front armour in July From July , any need for a was fulfilled by producing a without the additional radio equipment. From , a small Sternantenne star aerial replaced the frame aerial, a modification retrofitted to older models. A further 10 were converted from chassis in October This variant of the Sd. They were issued as a platoon of six vehicles in support of reconnaissance battalions. This was an eight wheeler with an open-topped fixed superstructure armed with a single 7. It was a dedicated radio vehicle with the bedstead frame aerial. The official name was Panzerfunkwagen Sd. SdKfz The Sd. They were powered by a Tatra diesel. The most obvious external difference is the single-piece mudguards compared to the two-piece mudguards on the series. The open top was protected from grenades by a mesh-covered frame. The second version to enter production, built from July to the end of war. It was one of the most heavily armed armoured cars available. However, engagement was strictly discouraged due to its thin armour, and also due to its intended role of reconnaissance. The armoured car could be driven backwards by the radio operator in an emergency. Many publications use the name "Puma" for this vehicle, but this was neither officially used nor was it a nickname. The HEAT round for this weapon was, however, effective against vehicles. This variant was similar to the Marder tank destroyer series in that it was a weakly armoured, open-topped anti-tank vehicle that could not engage enemy armour head to head; it was a stop-gap measure.

Chapter 4 : Beutepanzer - United Kingdom and Canada - Nevington War Museum

Adoption of the SdKfz series of armored cars in by the German Army eventually led to a broadened line of similar cars all based on the same powerpack, design form, and running gear of the original in the SdKfz and SdKfz The SdKfz was an up-gunned form mounting a combination.

Authored by Staff Writer. During the German military rearmament of the s, the Army began to take on stocks of armored vehicles to conform to its evolving mechanized plans. However, these proved less than ideal for heavy-duty military service for they were built upon commercial Adler and Daimler-Benz automobile chassis, largely unsuitable for the rigors of warfare. Subsequently, a dedicated armored car chassis was selected which then begat the line of successful SdKfz armored cars seeing extensive use during World War 2. Serial production included Maschinenfabrik Niedersachsen Hannover and F. Schichau and spanned from into. Vehicles produced from into lacked radio sets so those introduced early onwards included radios as standard fittings. The end-product became a 4. The armored hull sat atop a suspended chassis which, coupled with the Horch engine, provided the necessary power and performance for off-road service. Four large road wheels were well-spaced apart, held at the extreme corners of the design, for the necessary balance and traction on road or off. All faces of the armored superstructure were well-sloped to offer basic ballistics protection for the crew. Vision slots aided in situational awareness while an open-topped gun emplacement was affixed along the center hull roof. The gun emplacement was manually-traversed and provided the gunner with a simple ballistics shield. Early vehicle models sported a single MG13 series machine gun but, as the MG34 began its widespread circulation and standardization, it was adopted as the primary weapon aboard most SdKfz series cars with about 1, rounds of 7. While this improved firepower considerably, the vehicle itself was still only ever protected in its base armor - which shielded the crew from small arms fire up to 7. Armor thickness ranged from 5mm to. Production of SdKfz series cars totaled about units. The related SdKfz introduced the 20mm KwK 30 series autocannon along with a 7. The SdKfz continued the line started with the SdKfz cars and these were identified by their collapsible antenna frames and machine gun-only armament again with crew of three. Production of this variant numbered about vehicles. SfKfz and SdKfz vehicles were also related and were developed with a long range radio set and collapsible antenna frame. Production netted total cars of both marks. Images marked with "www".

Chapter 5 : Schwerer Panzerspahwagen - Wikipedia

*Panzerspahwagen [Uwe Feist, Robert Johnson] on calendrierdelascience.com *FREE* shipping on qualifying offers. A thorough look at the Wehrmacht's calendrierdelascience.com , , , and light armored scout cars.*

Until then, only WW1 era armored cars were used by the Police. Tanks were still forbidden. They would be studied in secret, while armored cars were authorized for the German Army. This vehicle was built upon a Pkw Adler Standard 6 car chassis, receiving an armored body made of 6 mm 0. It was built until , was equipped with four-wheel drive and had a bad off-road ride. It was retired from active service in , and only used for training purposes, but paved the way for further developments. This article is in need of some care and attention and may contain errors or inaccuracies. If you spot anything out of place, please let us know! The German Wehrmacht was still under construction and, in secret maneuvers in the Soviet Union, it was recognized that a suitable scout car was necessary to succeed the Kfz. The chassis used a four-wheel drive, independent suspension and the V8 3. The hull was still made of welded 14 mm front to 6 mm sides, rear 0. The driver was situated on the front-right, with two protected vision hatches. From above, the hull had a diamond-like shape, thin at the edges, wider in the center. The standard armament was a MG 34 machine-gun, protected by a frontal shield, with rounds. When the Blitzkrieg was unleashed in Poland and France, the problem did not appear, as these vehicles used a good road network, but in the aftermath of Operation Barbarossa, in winter and in the muddy season, four-wheeled vehicles were found very hard to use. Nevertheless, the proved its combat efficiency and was kept in service until In some cases, the original MG was swapped for an anti-tank rifle 39 or, later, a model 41 28 mm 1. The light armament was also a limitation. For these reasons, the vehicle was gradually replaced by newer models and sent to training centers, patrolling occupied countries or used as a liaison vehicle between command posts. Nearly were manufactured from to and it was mounted on many vehicles, like the Sd. The gun, however, which had an effective caliber of 20 mm 0. The gun also had a life expectancy of only shots. The crew was reduced to only two, a driver and gun operator, and the weight rose to 4. The was given a medium range radio and fixed, large antenna, while the was given a longer range radio and a collapsible frame aerial antenna. Both were produced in small numbers and replaced by the antenna versions of the Sd. First, the hull shape and internal structure was rearranged. There was a step down behind the turret " which was larger and 10 sided " and the rear was now pyramid-like. It was longer, and since heavier weapons were to be installed, the chassis had to be strengthened. It was rebuilt from scratch and had no relationship with the former commercial chassis. The first one received the usual MG 34 machine-gun and the turret top, still open, was protected by an anti-grenade mesh in two pieces. But the main improvement was the lightweight Rheinmetall 20 mm 0. The 20 mm 0. The 20 mm KwK 30 gun was fully automatic, had a rpm fire rate and could fire a 5. It was replaced, on later series, by the KwK 38, which had a better rate of fire, rpm. The series 1 to 5 received a sPkw I Horch chassis with the 3. The overall weight rose accordingly to 4. Since the chassis was more robust, the protection increased and a more efficient was used. The effectiveness of the vehicle also improved, despite some limitations in off-road capabilities. There were a few in Poland, but more largely represented during the Western campaign and in France. On a good road network they excelled, and were seen many times by Allied soldiers and officers -to their astonishment- well beyond the supposed frontline, creating panic and havoc, thanks to their speed and devastating main gun. The crews soon grew to like this vehicle, although it was somewhat cramped, and often painted non-standard personal emblems and nicknames on the hull, a favor only granted to reconnaissance squadrons, which had a strong esprit de corps. These machines excelled in the Balkans in , but in North Africa, although the Afrika Korps received lots of them, there were complaints about their lack of effective range, due to the limited volume of their fuel tanks. Many additional jerrycans were carried, fitted everywhere on the hull and mudguards. The hull itself received additional storage boxes, which also acted like extra armor. In most cases, an additional rack was fitted to the nose, receiving five more jerrycans. As the war evolved, these were gradually removed from the frontline and replaced by the Sd. A handful something like 40 to 60 were also sold to the Republic of China in In many cases, some s were seen bringing their firepower to assist infantry on

the spot, and were especially efficient against enemy infantry and light vehicles. Some managed to survive until , affected to police operations and anti-partisan warfare in occupied territories. Their trademark was a large, fixed four feet bed-frame aerial antenna, and they combined long and medium range sets of radios. A normal provision was one for three s.

Chapter 6 : Military Models & Figures, Hobby Master Military Vehicles

A thorough look at the Wehrmacht's calendrierdelascience.com , , , and light armored scout cars. Equipped with four wheels rather than tracks, these cars were used primarily for reconnaissance by panzer divisions. In addition to nearly color and black-and-white photos and illustrations, the book.

Development history[edit] The Sdkfz is the second in a series of light reconnaissance vehicles designed to meet operational requirements including reliability, an ability to run on a variety of grades of fuel, simple construction and good off-road performance, The first in the series was the Sd Kfz This type proved too small and too lightly armed, so in a heavier version was planned, using one of two standard chassis for four-wheel armoured cars. One of these used a front-mounted engine, the other rear-mounted. The latter was used in the Sd Kfz , which became the standard light armoured car in German army service until the defeat of Nazi Germany. The rear-mounted petrol engine was originally a 3. A chassis ; from , this was replaced by a 3. However, on the Eastern Front and North Africa, this class of vehicle was hampered by its relatively poor off-road performance. The Sd Kfz was fitted with heavier armament and larger turret than the Sd Kfz but it was still comparatively cramped and lacked top protection other than a wire screen designed to allow grenades to roll off, but this made using the main armament problematic. Co-axially mounted with the machine gun both weapons were pintle-mounted , and fitted with an elevation and traverse mechanism and floor-mounted firing mechanisms. The turret was rotated by the traversing weapons rather than the weapons being fixed to a traversing turret. There was thus no bearing-ring and no turret basket, only a fighting compartment largely obstructed by the breaches of the weapons. Cast vision ports later replaced ports cut into the armour. The open-topped turret was fitted with wire mesh anti- grenade screens. Beginning in , the front armour was increased to In , the Ausf. Variants[edit] Sd. Production ran from to with at least vehicles produced for the army. It was only produced with Ausf. A chassis and a maximum frontal armour of The crew was increased to three by the addition of a gunner, relieving the commander of that task. In , the MG 13 was replaced by a Maschinengewehr 34 , in the KwK 30 was replaced by the faster firing KwK 38 of the same calibre. Production ran from to late , with at least vehicles being produced for the army. Later versions of the vehicle were equipped with an improved watt FuG 12 radio set. It was originally armed with a 7. The crew was increased to three by the addition of a radio operator. Production ran from to January , with at least vehicles being produced for the army. Generally used for signals use, three were used as armoured cars in Finland. By 1 September , the manufacturers had orders for 36 Sd. Production ran from April to April , with vehicles of both types being produced.

Chapter 7 : M3 Scout Car | World War Photos

M3 was an armored car in U.S. service during World War II. This armored car was used for patrol, scouting, as command vehicle, ambulance and gun tractor. The vehicle was developed in by the White Motor Company.

Chapter 8 : calendrierdelascience.com: Model airplanes, ships, military vehicles and modeling supplies

An armoured car with similar features to the Sd. Kfz. , but with the addition of a frame antenna and a watt FuG 10 medium-range radio set. Later versions of the vehicle were equipped with an improved watt FuG 12 radio set.

Chapter 9 : armored car 4 wheeled vehicles Plastic Model Military Vehicles

Armored cars are classified as special military equipment. Equipped with a machine gun or cannon armament and possessing an armored body. Especially popular in the Soviet Union were the armored cars BA and BA, created before the war.