



Daimler Armored Car Mk. I

1/35 SCALE

35GM0011



English Design of the Daimler Armoured Car began with a design study by the Birmingham Small Arms Company (BSA) for a "wheeled tank" using the principles they had developed for their own small scout car, utilising four wheel drive and a rear mounted engine. The wheeled tank was essentially a larger version of their scout car with a turret mounting a small cannon. Daimler had been part of the BSA group since 1910 and had specialised in the manufacture of passenger cars and commercial vehicles. The BSA designs for the Scout Car and, subsequently, the wheeled tank were passed over to the Daimler Company for development into prototypes suitable for mass production and then series manufacture.

The BSA Scout Car ultimately appeared as the iconic Daimler Dingo scout car of which over 6600 were built in three different marks. The Wheeled Tank became the Daimler Armoured Car of which 2700 were made in two marks. The turret shared design principles with that fitted to the Tetrach light tank. The DAC had a crew of three and carried a 2 Pounder anti-aircraft with storage for 52 rounds. There was also a coaxial 7.92mm Besa in the turret and a 0.303" Bren Gun with 2700 rounds could be carried for anti-aircraft protection although later models could also be so-called with twin Vickers K mgs on a PLM mounting. To reflect its cross country reconnaissance role, the DAC had front and rear driving positions, four wheel drive and fully independent coil spring suspension. Design of the DAC started in 1939 and it entered service during late 1941/early 1942. DACs of both marks remained in service with the British Army into the 1960s, outliving its intended replacement, the Coventry Armoured Car. Ex British Army examples of the DAC were refurbished and widely exported after the war, with a few examples remaining in service with the Qatari Army to the current day. The Mk I was initially fitted with runflat tyres which avoided the need to carry a spare wheel. The gun mantlet had square ends which is an identifying feature of the Mk I along with the absence of a hatch above the drivers head.

In the post war period, both Mk I and Mk II DACs remained in service. Generally they were unchanged from wartime appearance although the runflat tyres seemed to be replaced by cross country pneumatic tyres. In addition the smoke dischargers on the side of the turret were replaced by the standard 6 barrel units seen on many post war armoured vehicles.

Story by Simon King

Deutsch Das Design des Daimler-Panzerwagens begann mit einer Designstudie der Birmingham Small Arms Company (BSA) für einen „Radpanzer“ unter Verwendung der Konstruktionsmerkmale, die sie für ihr eigenes kleines Scout-Car unter Verwendung von Allradantrieb und Heckmotor entwickelt hatten. Der neue Panzer mit Rädern war im Wesentlichen eine größere Version ihres Scout-Car mit einem Turm, in dem eine kleine Kanone montiert war. Daimler war seit 1910 Teil der BSA-Gruppe und hatte sich auf die Herstellung von Personenkraftwagen und Nutzfahrzeugen spezialisiert. Die BSA-Entwürfe für das Scout Car und anschließend den Radpanzer wurden an die Firma Daimler übergeben, um Prototypen zu entwickeln, die für die Massenproduktion und für die Serienfertigung geeignet sind.

Das BSA-Scout Car erschien schließlich als das legendäre Daimler Dingo Scout Car, von dem über 6600 in drei verschiedenen Ausführungen gebaut wurden. Der Radpanzer wurde zum Daimler-Panzerwagen, von dem 2700 in zwei Ausführungen hergestellt wurden. Der Turm hatte die gleichen Konstruktionsmerkmale wie der leichte Tetrach-Panzer. Das DAC hatte eine dreiköpfige Besatzung und trug ein 2-Pfünder-QF-Kanone mit Stauraum für 52 Schuss. Es gab ein koaxiales 7,92mm Besa-MG im Turm und eine 0,303" Bren-NMG. Zusätzlich zur Flugabwehr konnte der Wagen auch zur Fluchtgefahr-Aufklärung verwendet werden.

Das Design des DAC begann 1939 und es wurde Ende 1941/Anfang 1942 in Dienst gestellt. Die beiden Versionen des DAC blieben bis in die 1960er Jahre bei der britischen Armee im Einsatz und überlebten den besichtigten Ersten Weltkrieg. Die Kanonenblende hatte quadratische Enden, was auch ein Erkennungsmerkmal des Mk I ist, zusammen mit dem Fehlen einer Luke über dem Fahrer. In der Nachkriegszeit blieben sowohl die DACs Mk I als auch Mk II in Betrieb. Im Allgemeinen blieben sie gegenüber dem Erscheinungsbild aus Kriegstagen unverändert, obwohl die Notlaufreifen durch Gelände-Luftreifen ersetzt zu sein schienen. Zusätzlich wurden die Nebelwurfeinheiten an der Seite des Turmes durch die Standard-schlauchförmigen Einheiten ersetzt, die bei vielen gepanzerten Nachkriegsfahrzeugen zu sehen waren.

Translation by Thomas Hartwig

日文 ダイムラー装甲車の設計は、バーミンガム小銃会社 (BSA) が独自の小型スカウトカー用に開発した設計を基本として使用し、四輪駆動と後部に取り付けられたエンジンを使用した「車輪付きの戦車」の設計研究から始まりました。この「車輪付きの戦車」は基本的に、小さな大砲を搭載した砲塔を備えたBSAのスカウトカーの大型バージョンでした。ダイムラーは1910年からBSAグループの一部であり、乗用車と商用車の製造に専念していましたが、スカウトカーとその後の「車輪付き戦車」のBSA設計は、大量生産を考慮し、その後の量産に備えたプロトタイプのためにダイムラー社に引き渡されました。BSAスカウトカーは最終的にダイムラーDingoスカウトカーとして登場し、そのうち6600台以上が製造されました。「車輪付き戦車」はタイムラー装甲車になり、そのうち2700台が製造されました。砲塔は、デコラティブ射撃車に取り付けられたものと設計原則を共有していました。対空兵器として0.303" ブレンガンと2700発の弾薬を搭載できるが、そのモデルでは、PLMマウントにツインベッカーMG機関銃を搭載することもありません。

不整地偵察のために、DACのフロントとリアの両方に独立したコイルスプリングサスペンションを開発していました。DACの設計は1939年に始まり、1941年後半から1942年初頭に配備されました。その後のバージョンのDACは、1960年代まで英国陸軍で使用され続け、代替品であるコベントリー装甲車よりも長く使用されました。DACの元オーストラリア軍の例は、現在でもカタール軍で使用されている例がいくつかあります。Mk Iは当初、スペアタイヤを携帯する必要がないランフラットタイヤを装着していました。防盾には四角い端があり、これはMk Iの特徴であり、ドライバーの頭上にハッチが設置されていません。

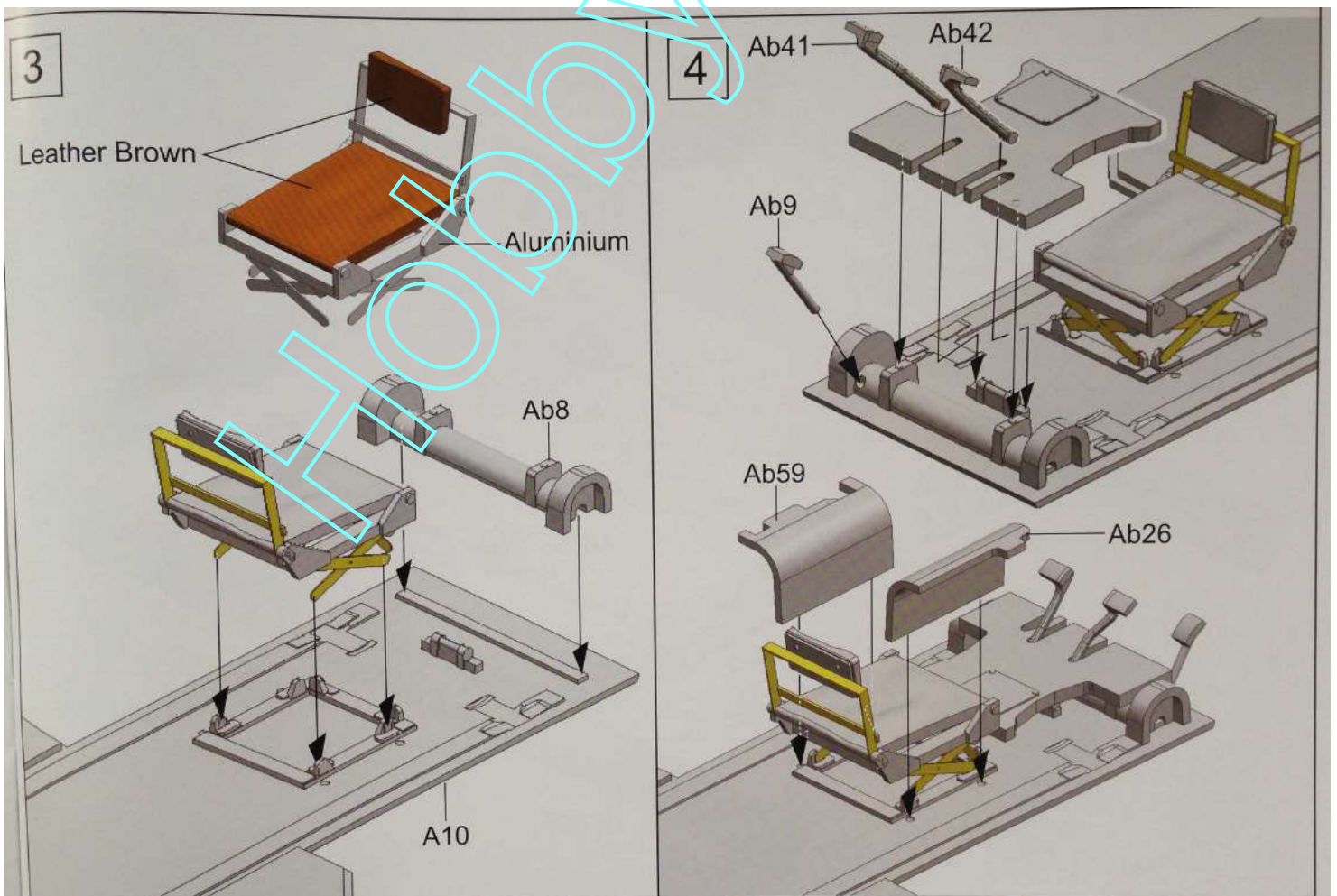
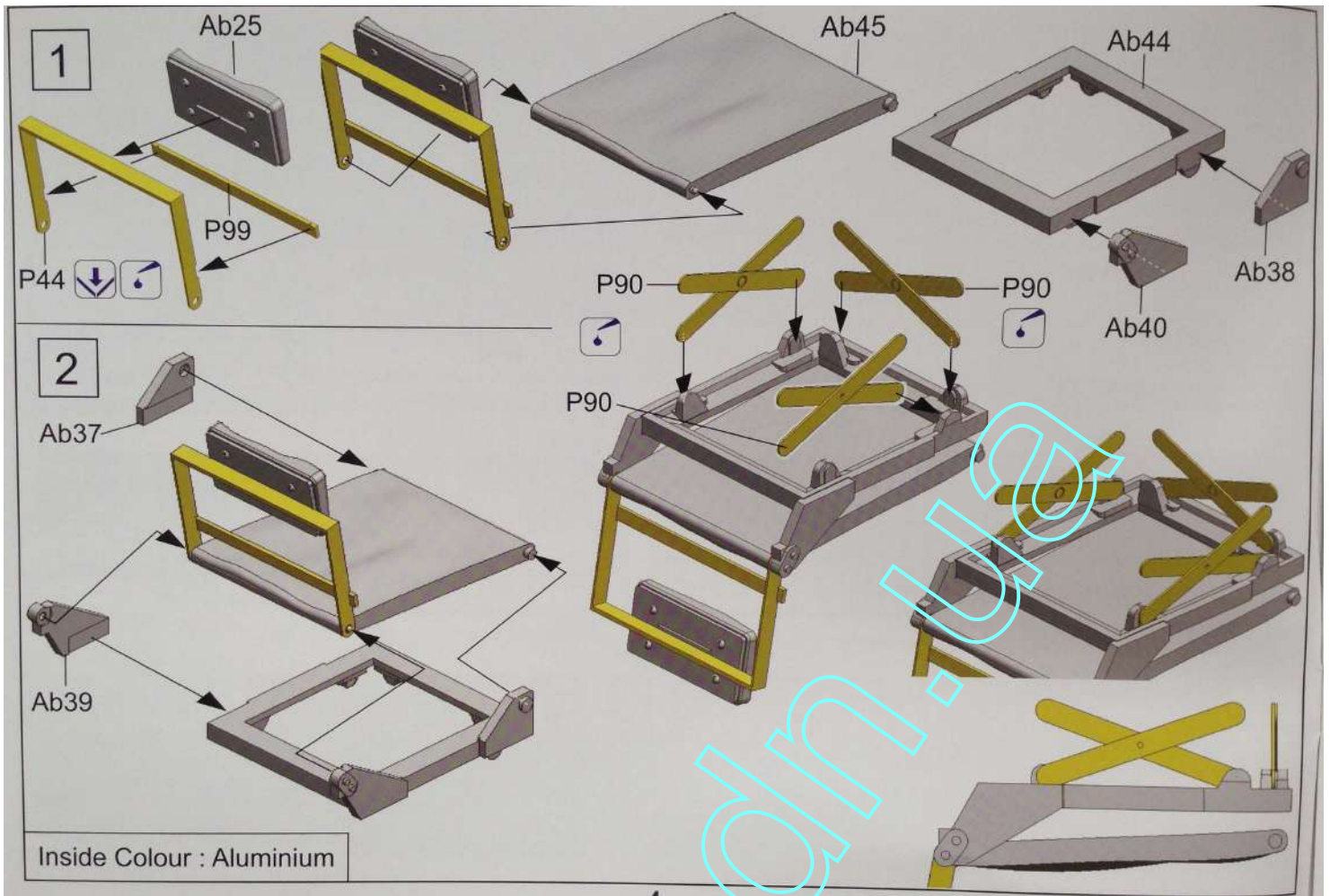
繁体中文 戴姆勒装甲车的設計始於伯明翰小型武器公司 (BSA) 的一項「輪式坦克」設計研究。他們為自己的小型偵察車開發的設計原則，採用四輪驅動和後置發動機。「輪式坦克」基本上是他們所製的一種放大版本，帶有一門砲塔上面裝有一門小型火砲。

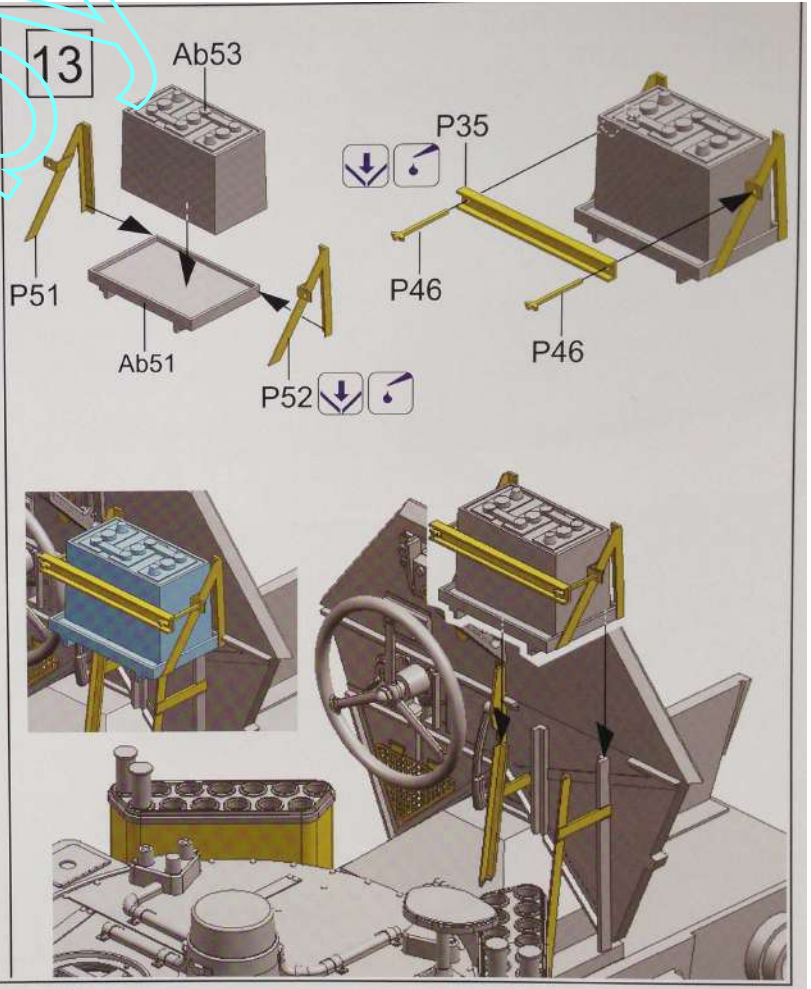
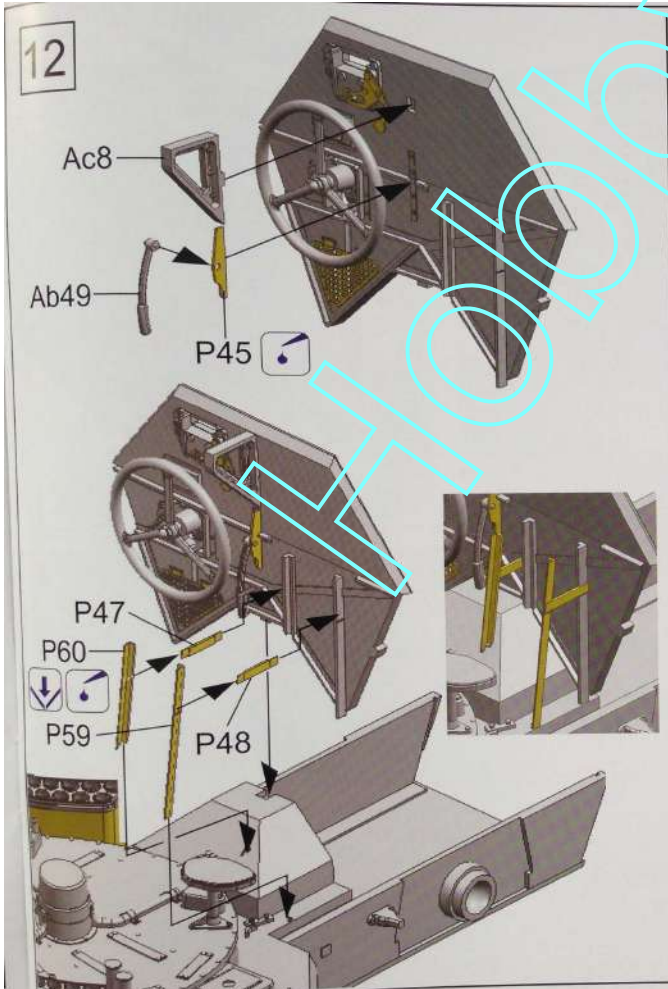
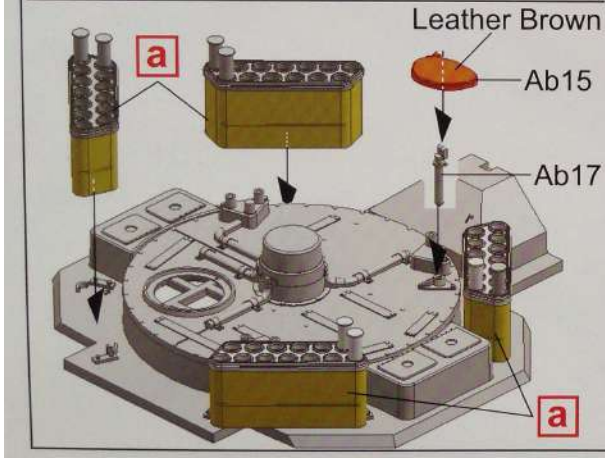
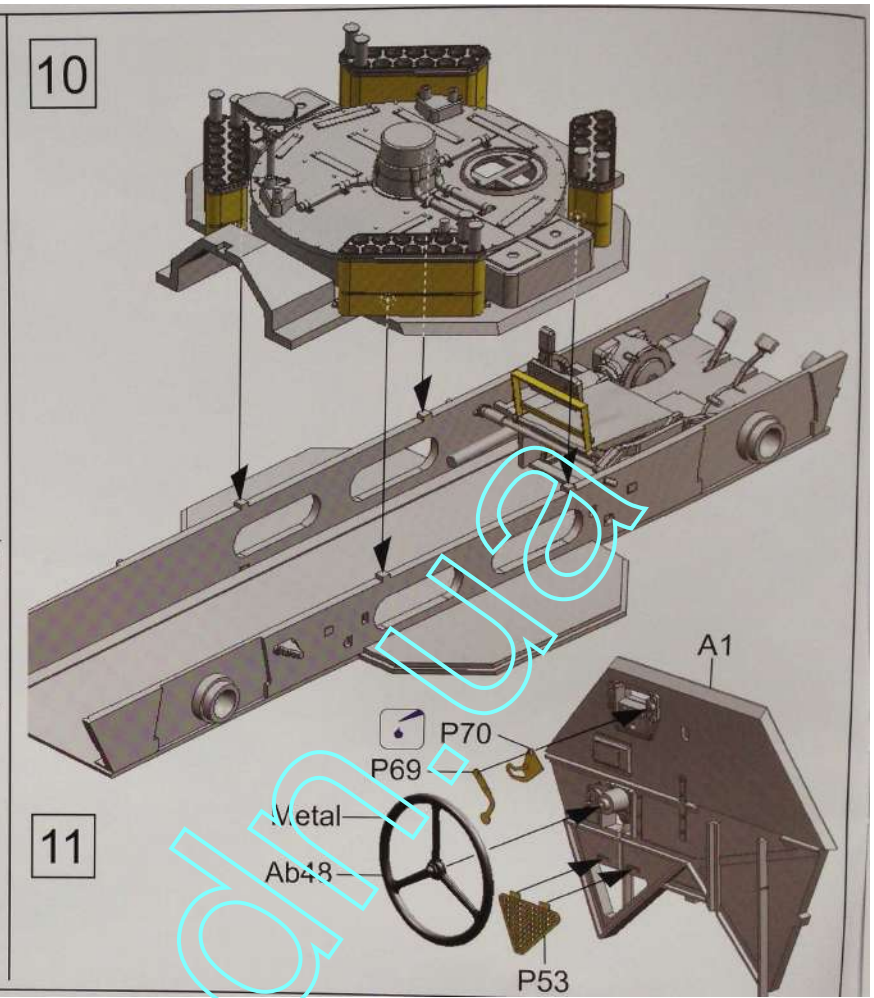
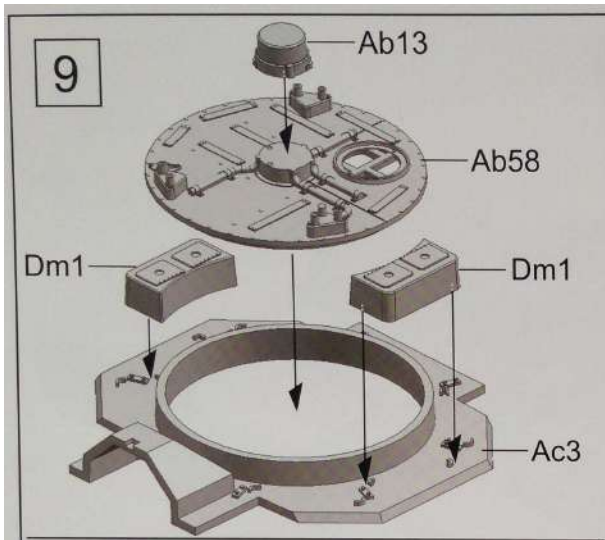
戴姆勒自1910年以來一直是BSA集團的一部分，專門生產商用車和輕便車。BSA為偵察車項目設計產品，這些「輪式坦克」成為真正的戴姆勒偵察車。其中2700輛由兩個型號組成，其他型號與「版本」型號的設計原理相同。DAC有三名乘員，攜帶一門2磅的QF反直徑火砲，可攜帶52發彈藥，儘管有一門同軸的7.92毫米「貝塞」機槍和2700發子彈可供防空使用。儘管其外觀設計可以在雙聯裝的維克斯-K機槍裝在PLM架上，為了體現其越野偵察能力，DAC擁有前後獨立彈簧和完全獨立懸架的樣式彈簧懸架。DAC的設計始於1939年，1941年末至1942年初投入使用。直到20世紀60年代，這兩種型號的DAC一直在英國陸軍服役。比其原定計劃的代替者考文垂「Coventry」裝甲車還要長。DAC的防禦軍械在戰後被翻新並運往出口，其中一些至今仍在卡塔尔軍中服役。Mk I版本最初安裝了砲盾，避免了攜帶砲盾的需要。砲盾末端為方型，這是Mk I的一個識別特徵。同時砲塔頂部上方沒有艙口。在戰後，Mk I和Mk II DAC仍在服役。一般來說，它們與戰時的現狀沒有什麼變化，儘管砲盾似乎被越野氣胎所取代。此外，砲塔一側的兩挺維克斯機槍被許多裝甲車上看到的標準機槍所取代。

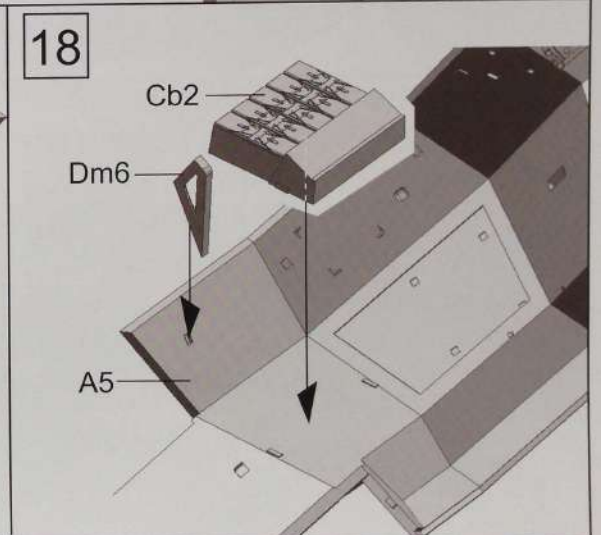
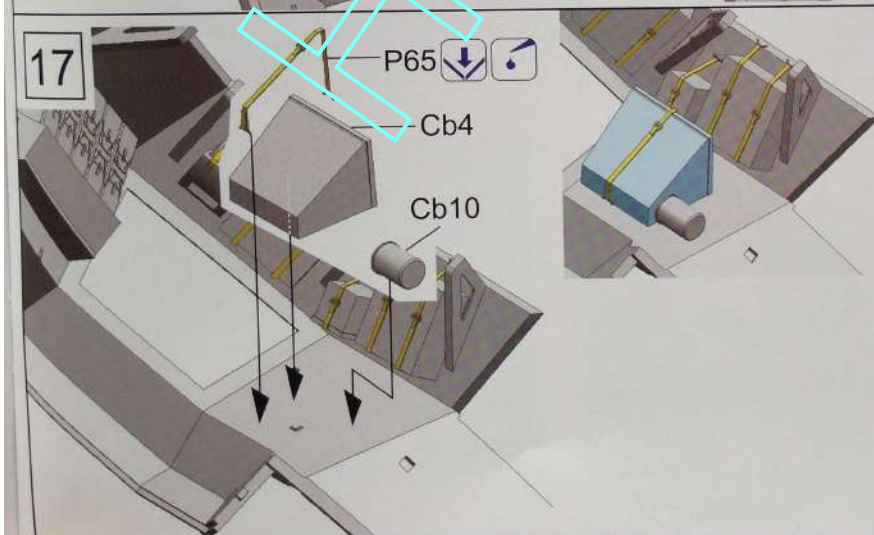
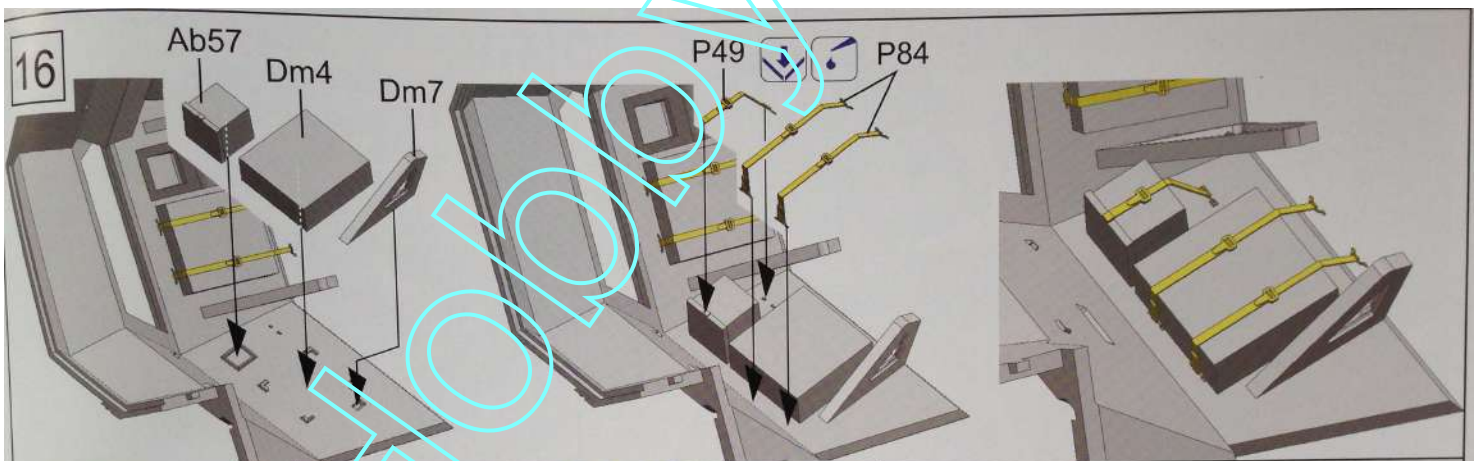
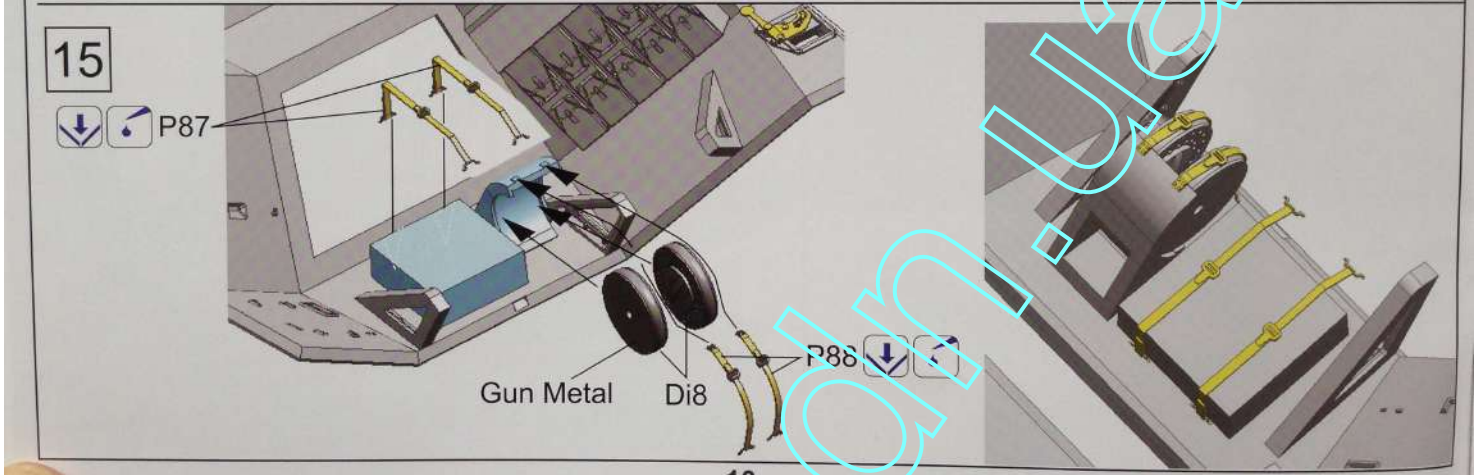
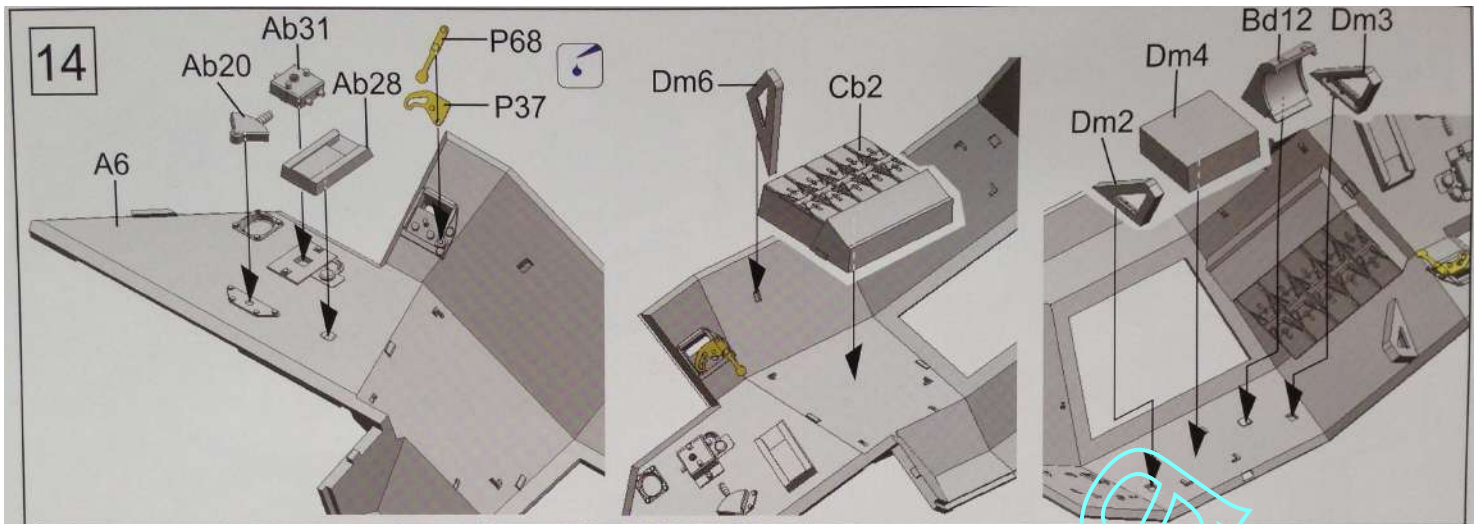
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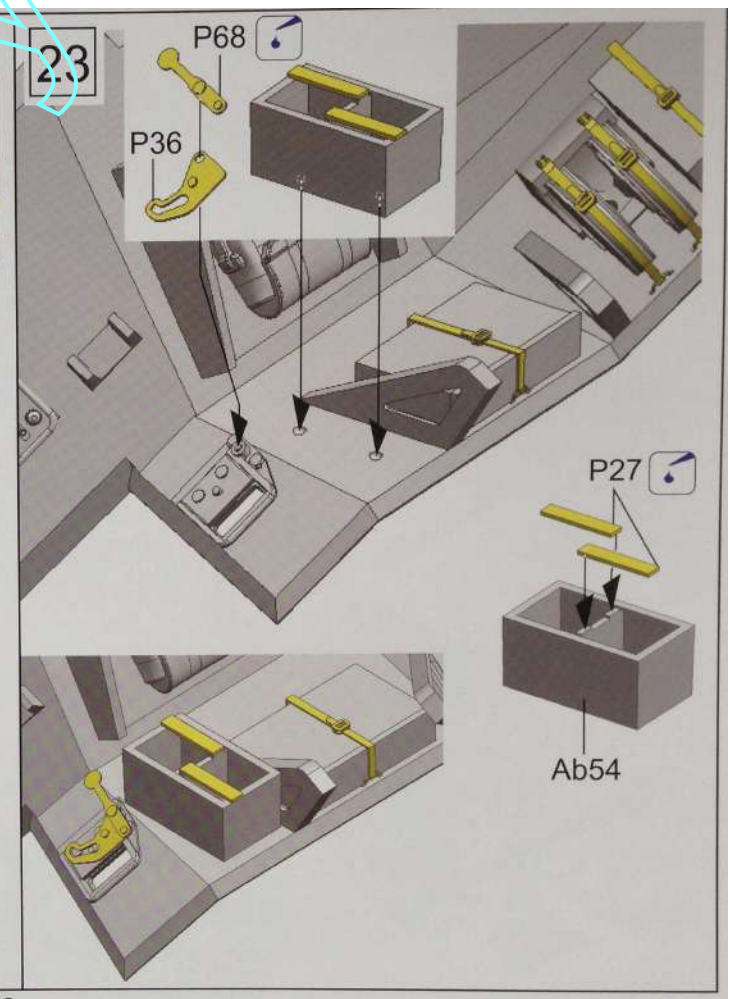
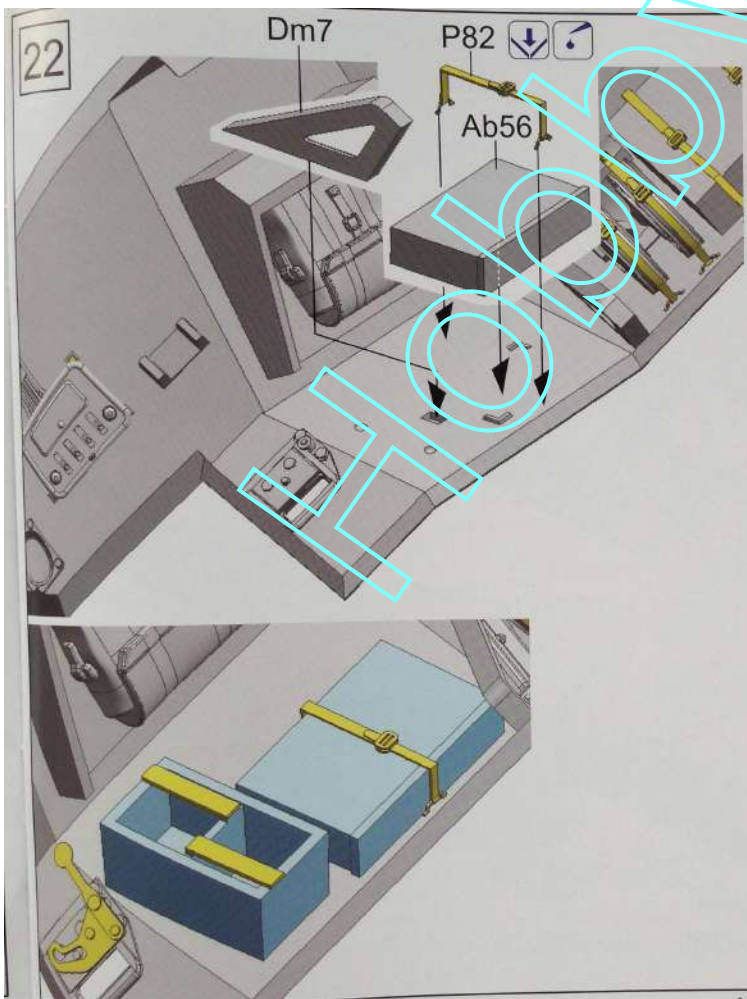
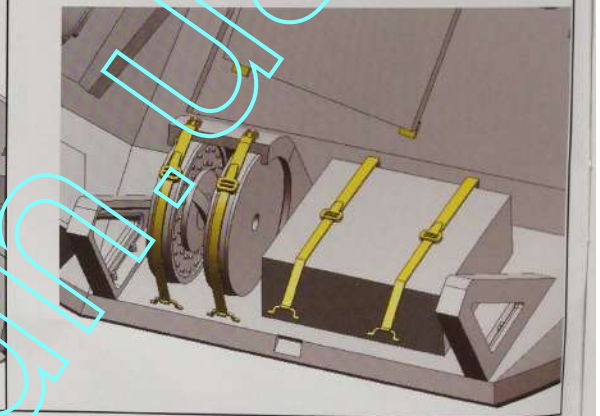
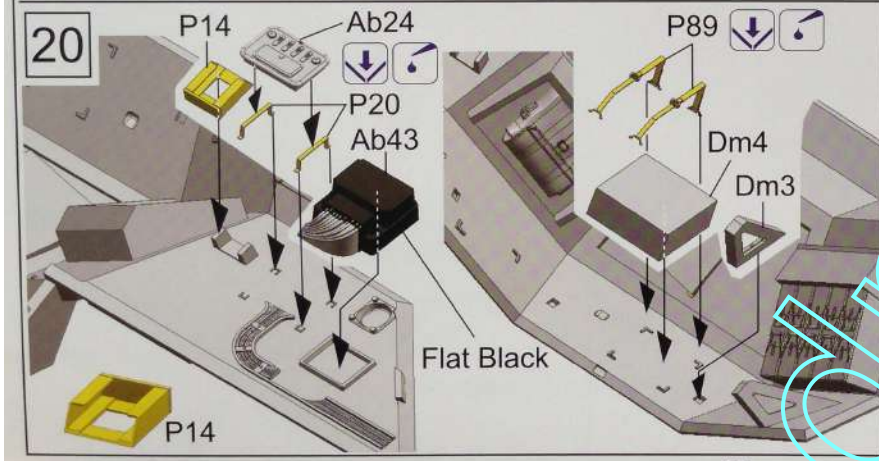
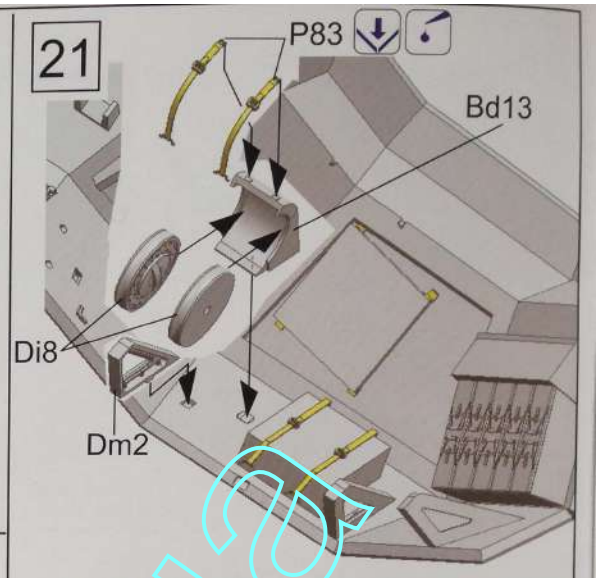
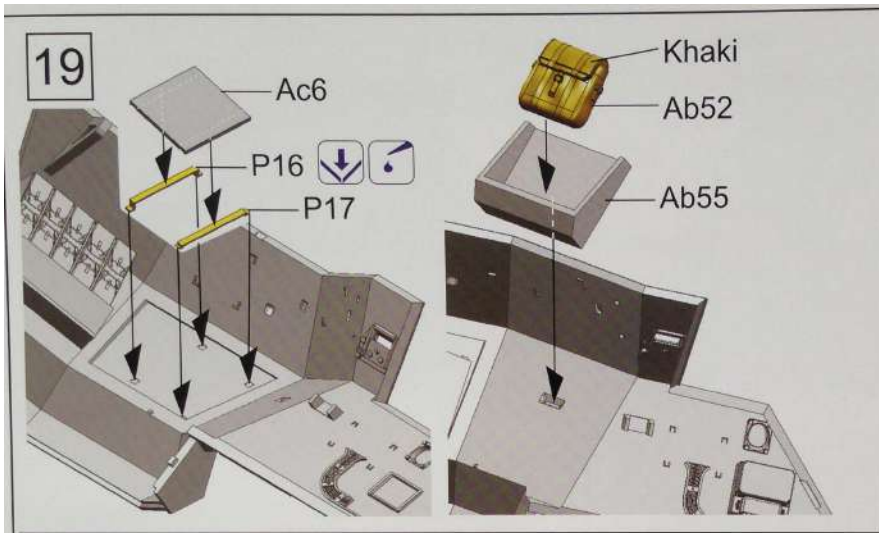
Sprue Parts List

- B x1
- Ca x1
- A x1
- Di x1
- Dm x2
- Dn x1
- K x5
- Ac x1
- Bd x1
- Al x1
- Dj x2
- Ba x1
- T x1
- Dg x1
- Cb x1
- D x4
- Da x2
- Df x1
- Dp x1
- Dk x4
- P x1
- Decal 1
- Hose x2

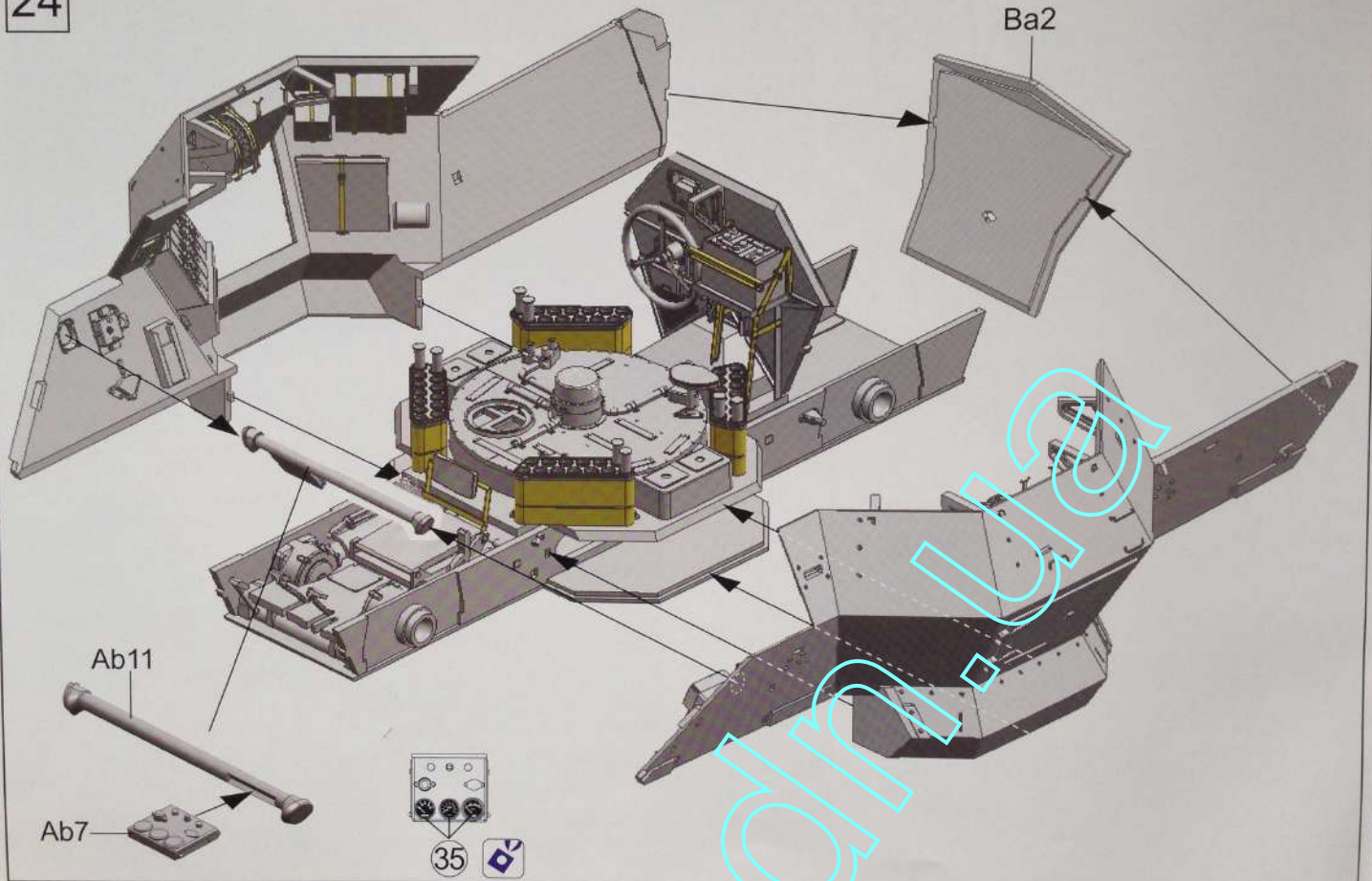




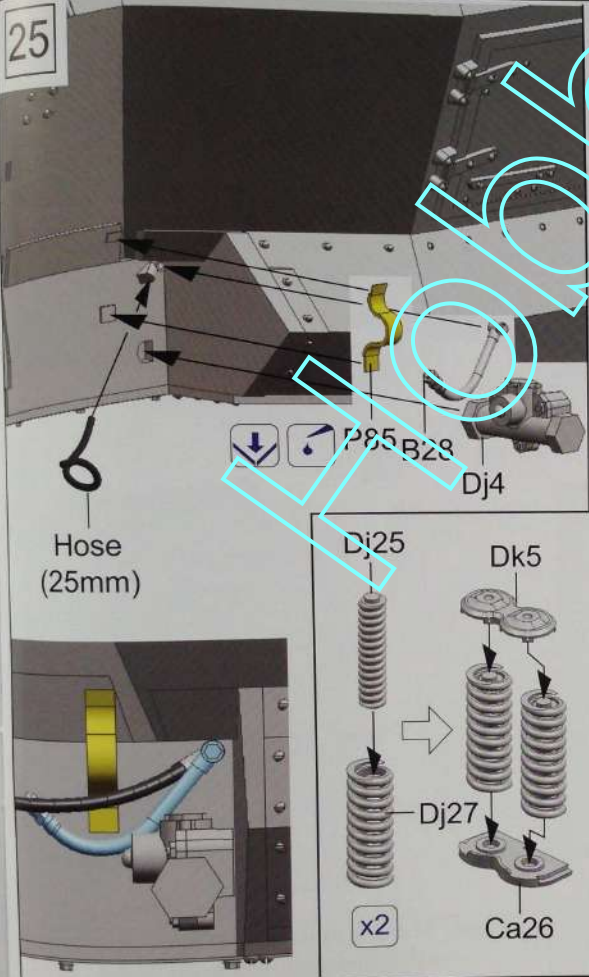




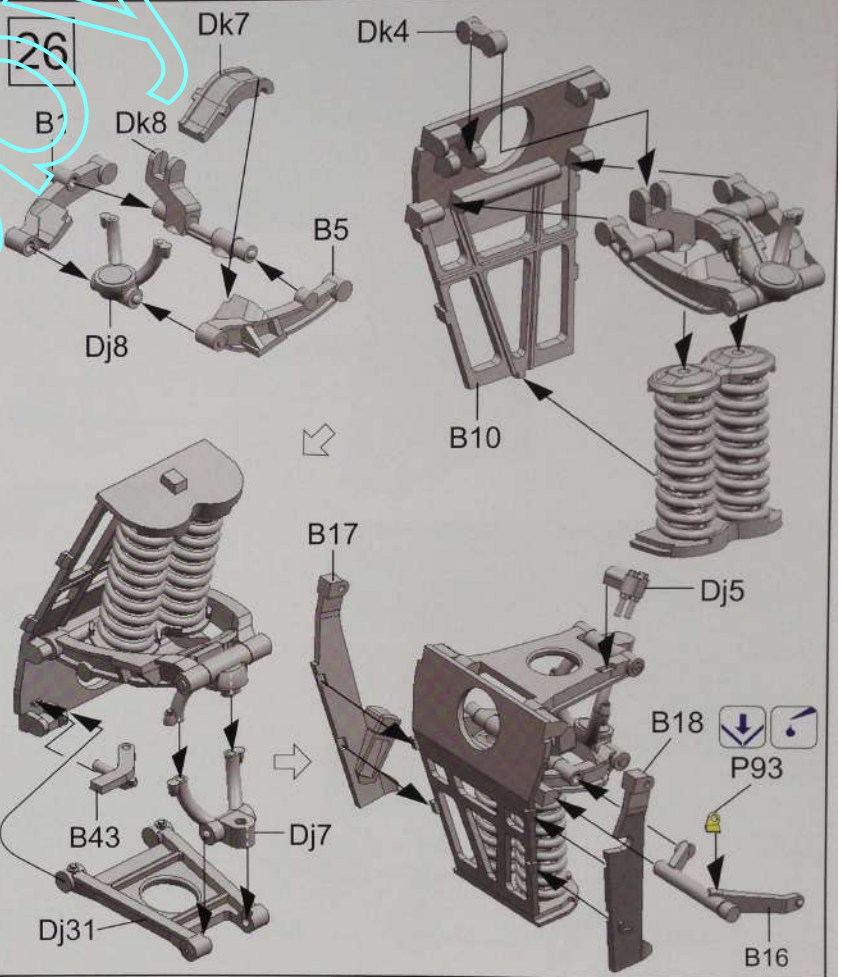
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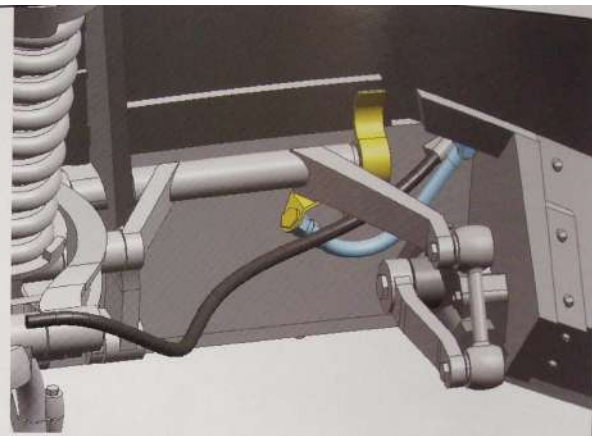
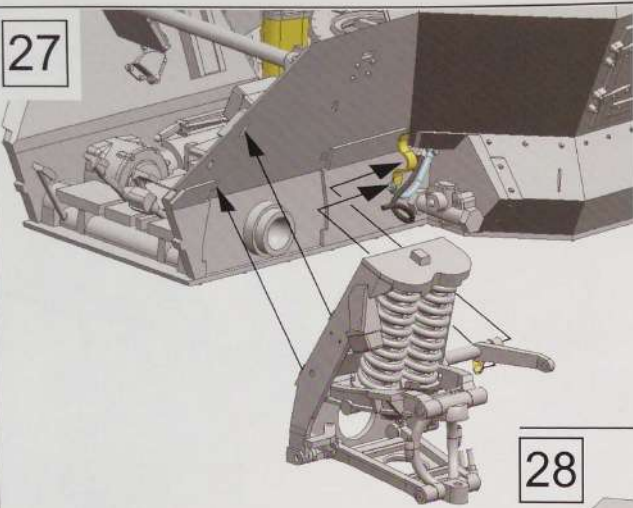
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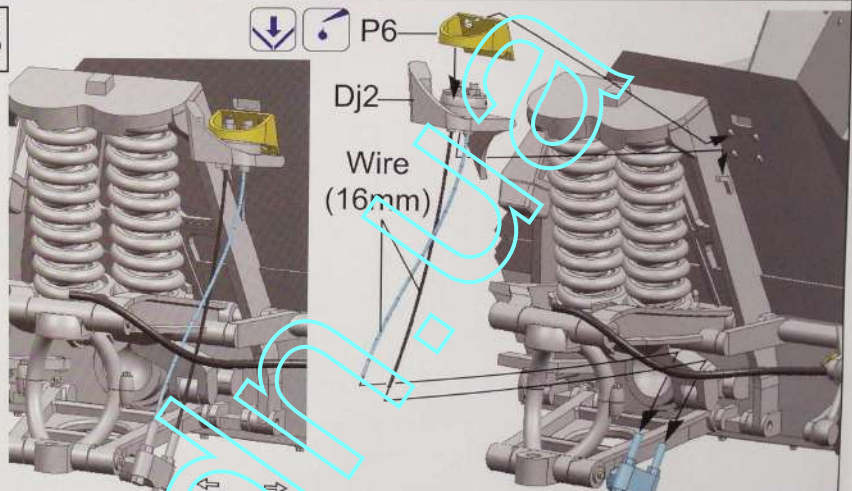
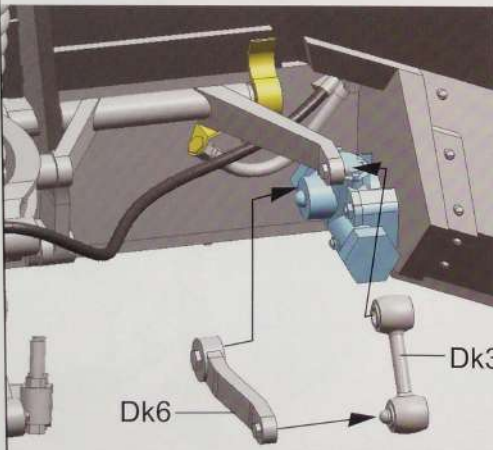
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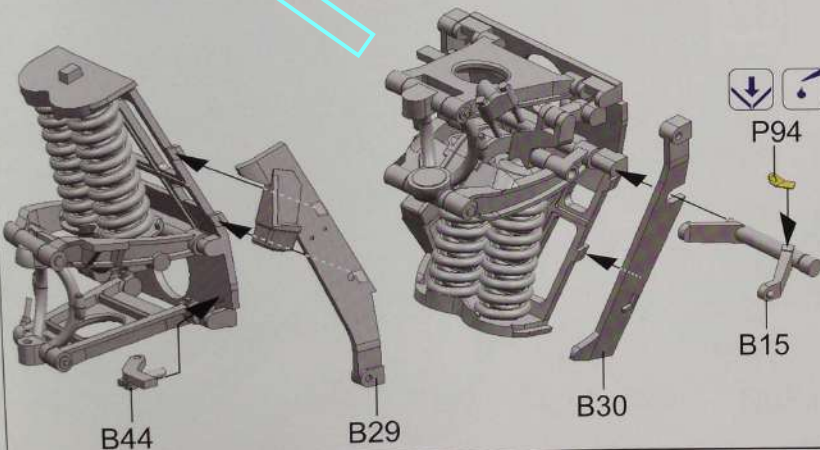
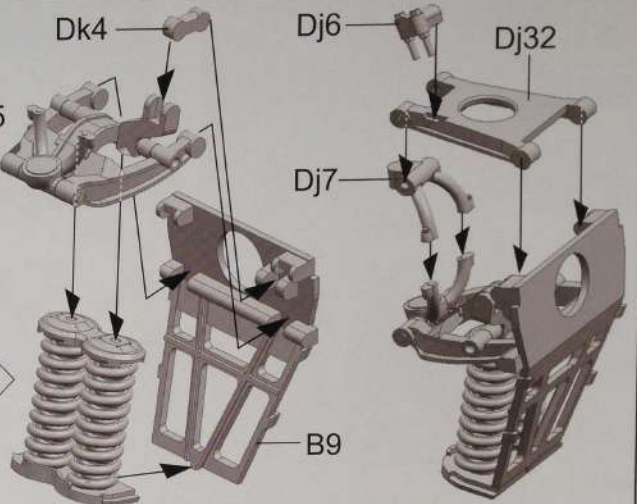
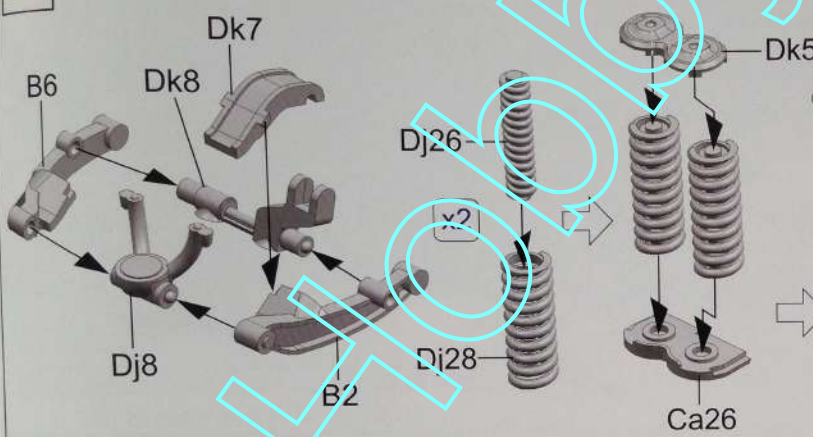
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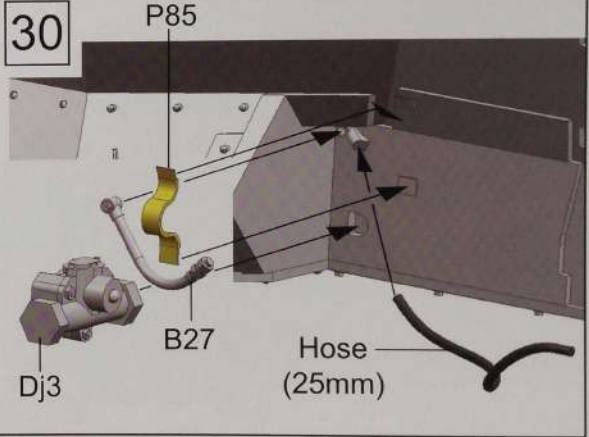
Caution: Make the thin wire by plastic frame channel with the heat of fire.

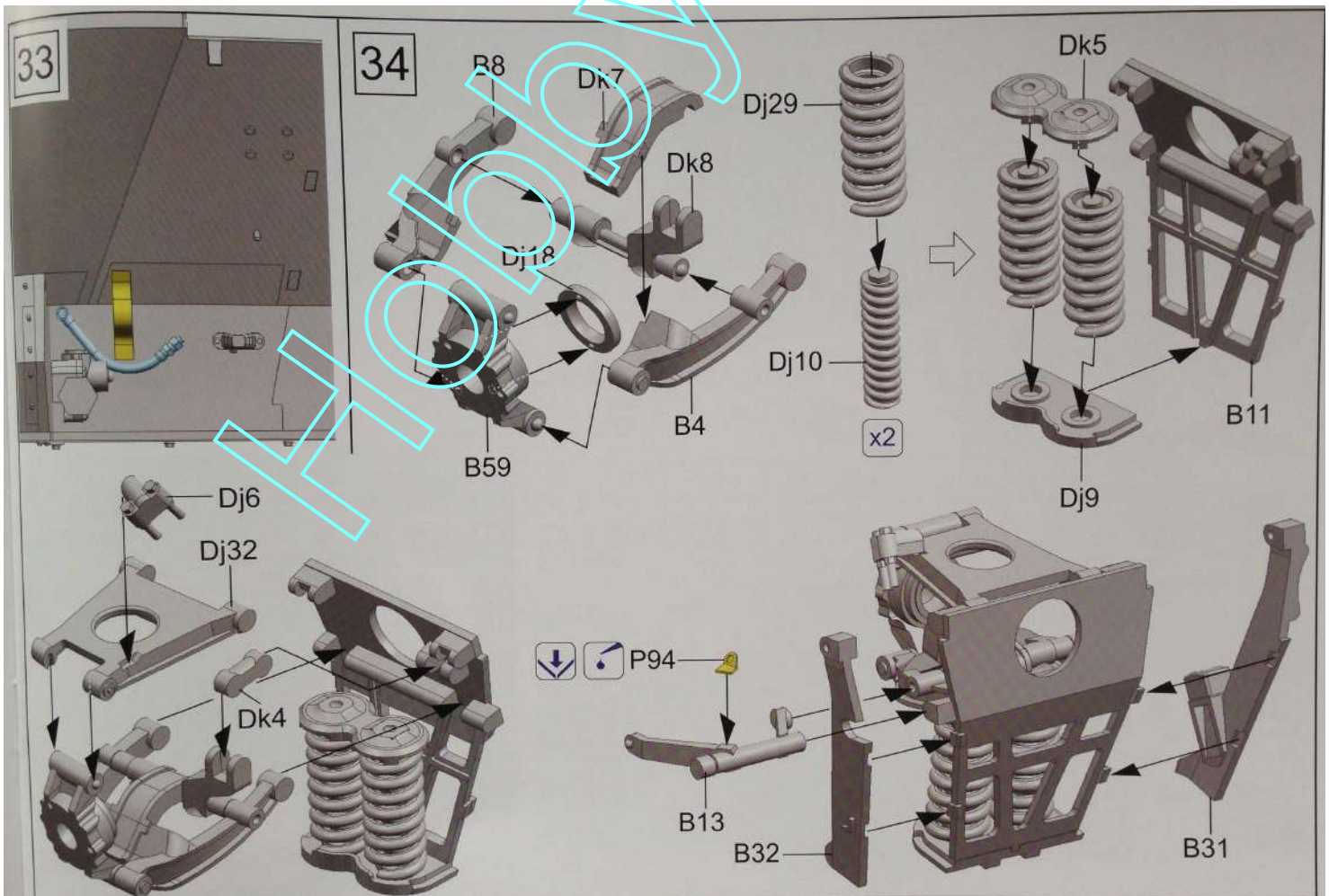
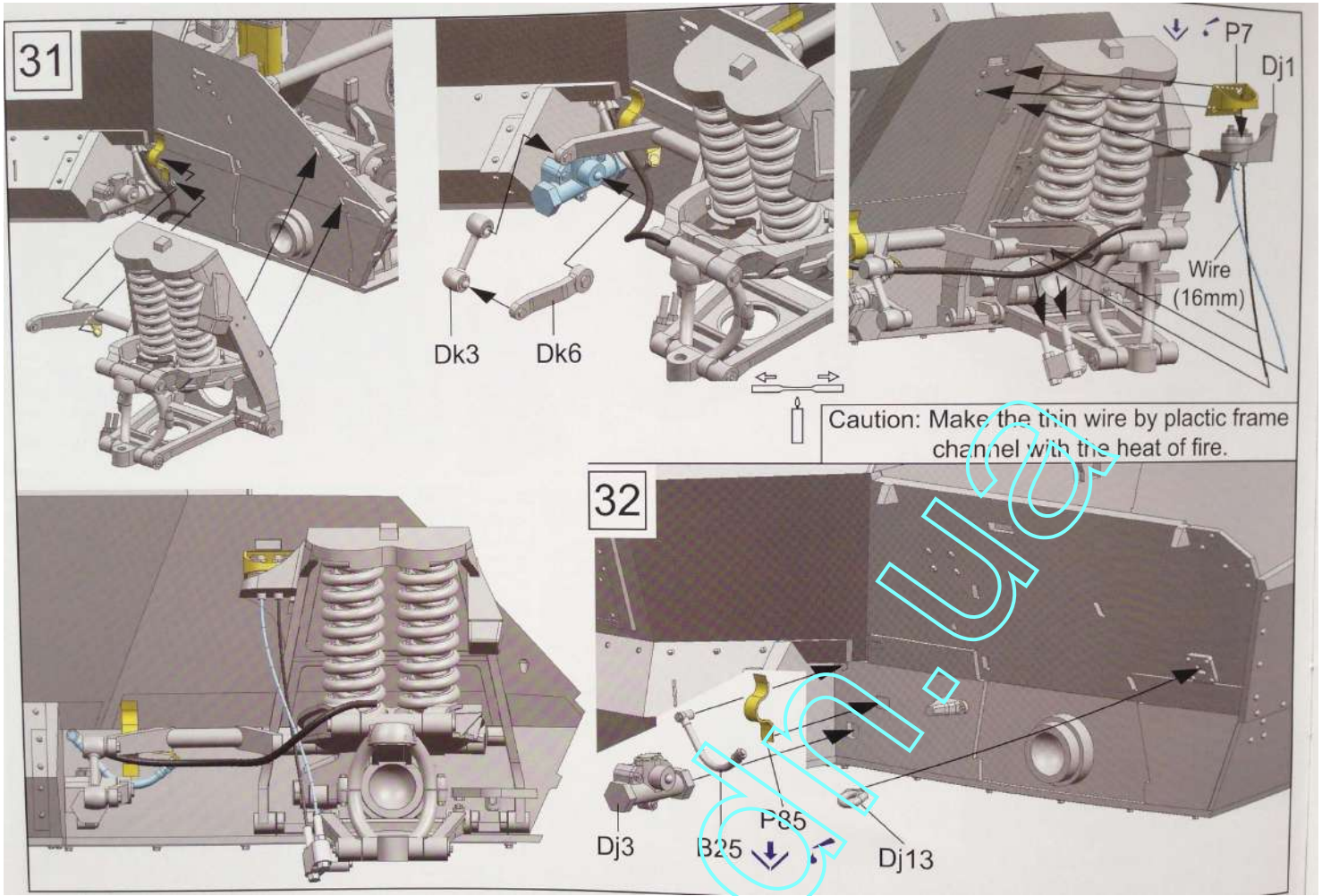
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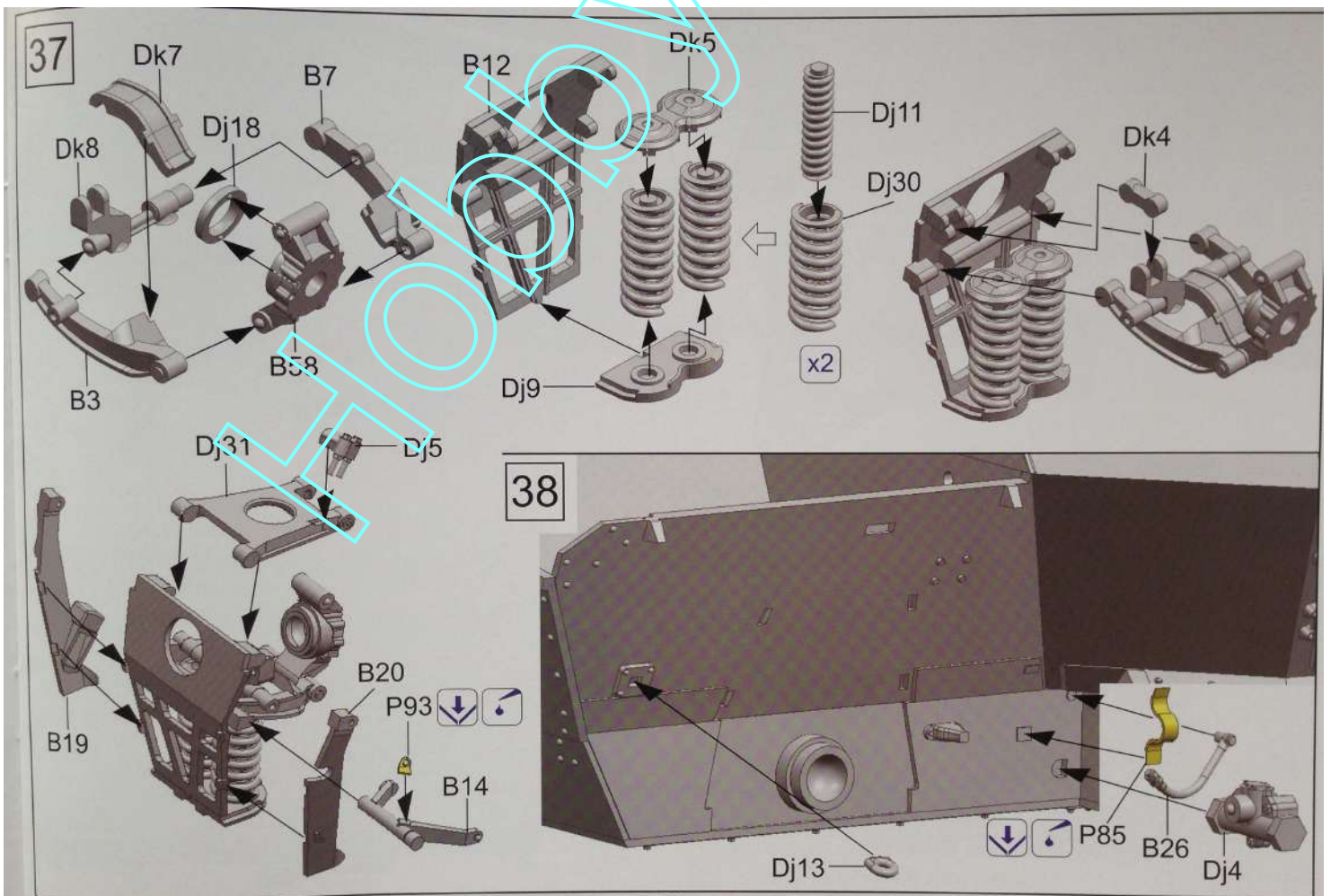
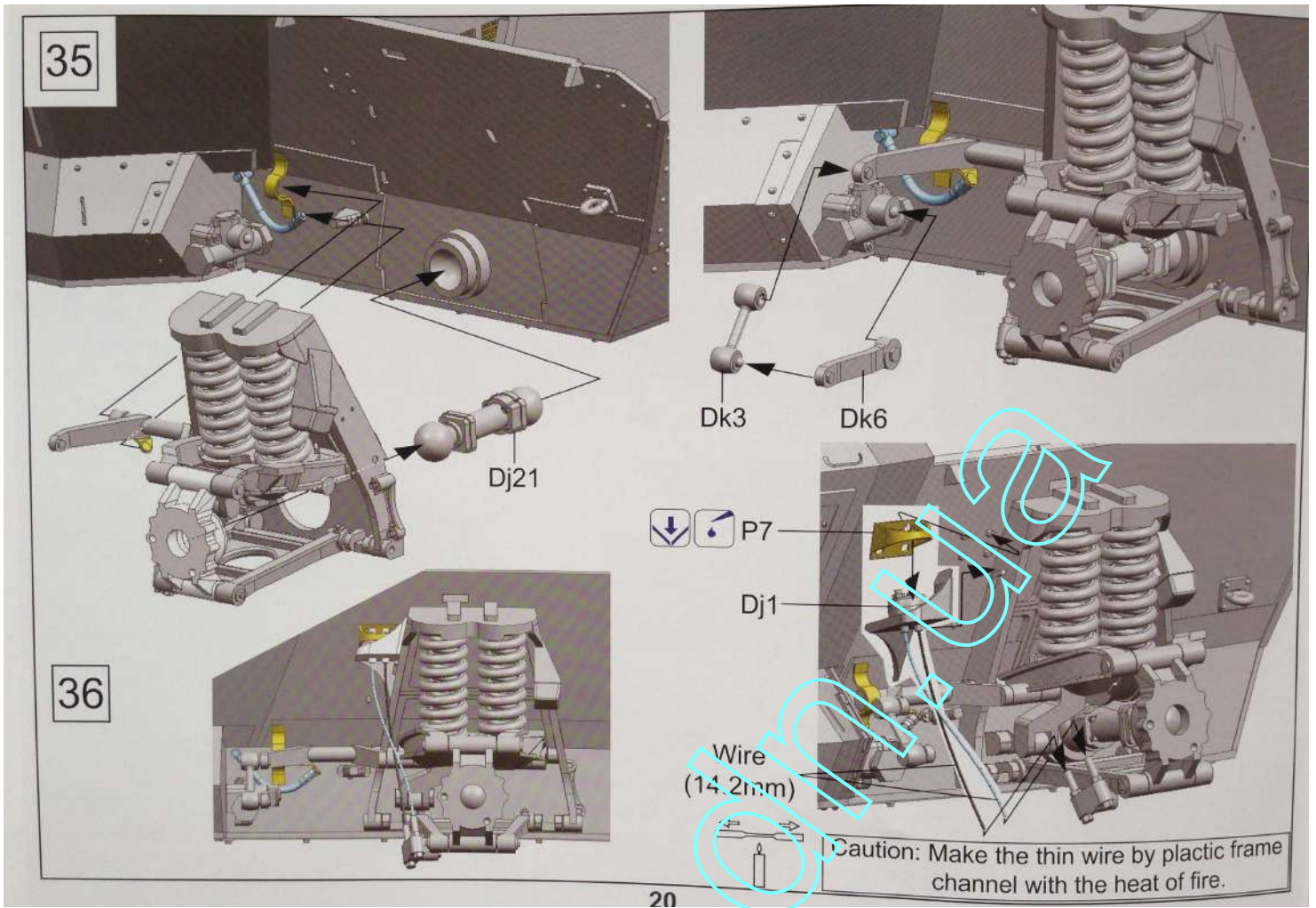
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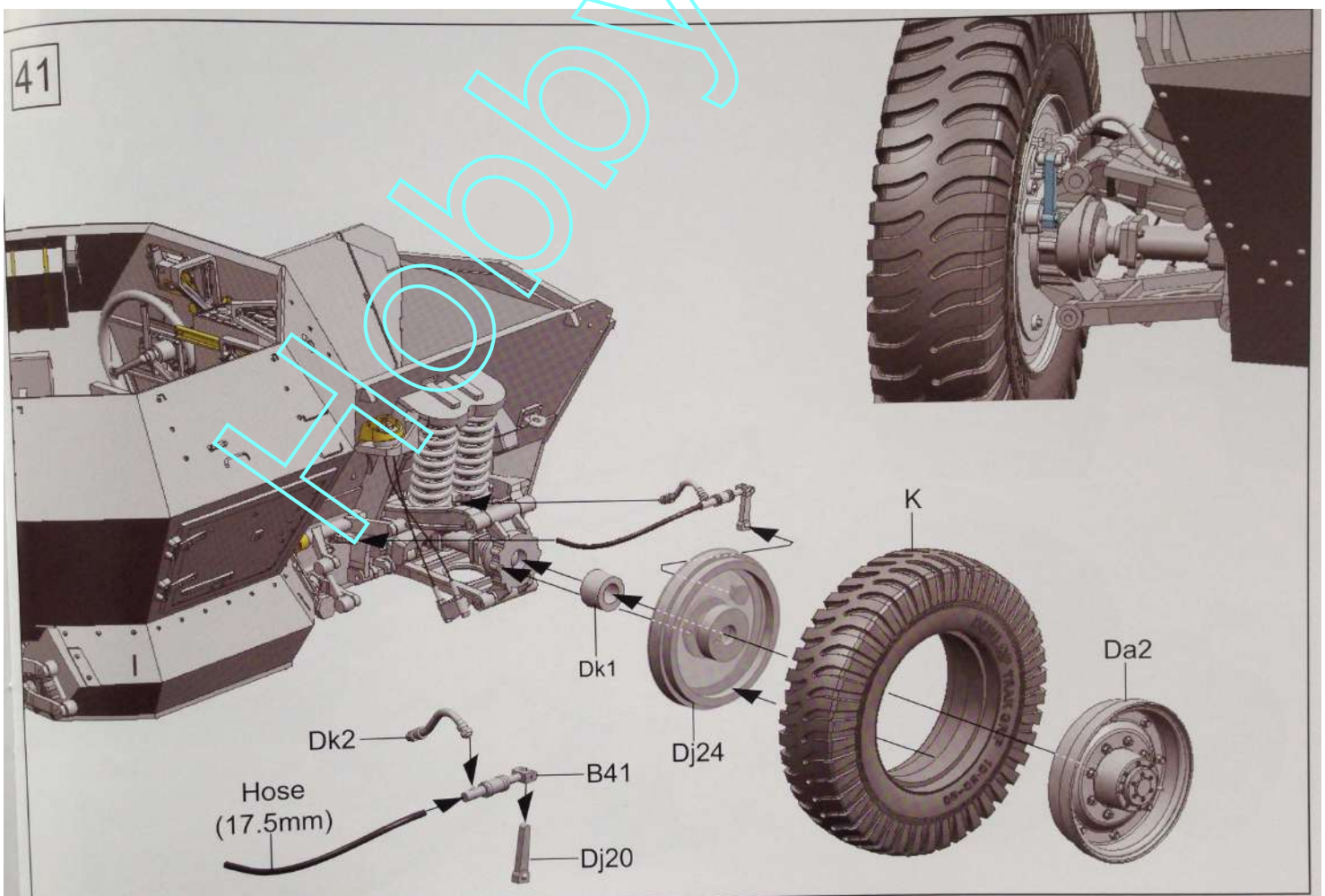
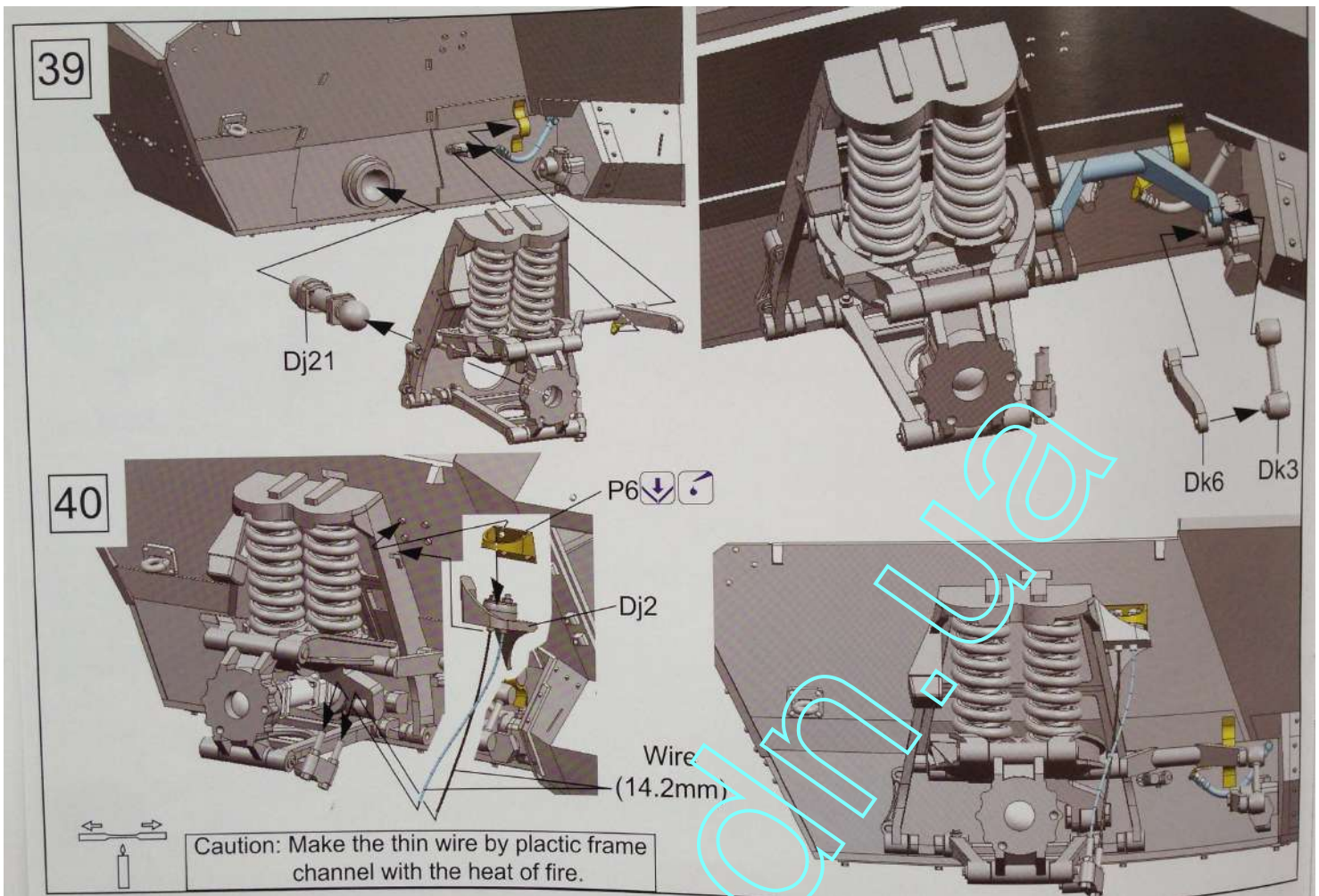


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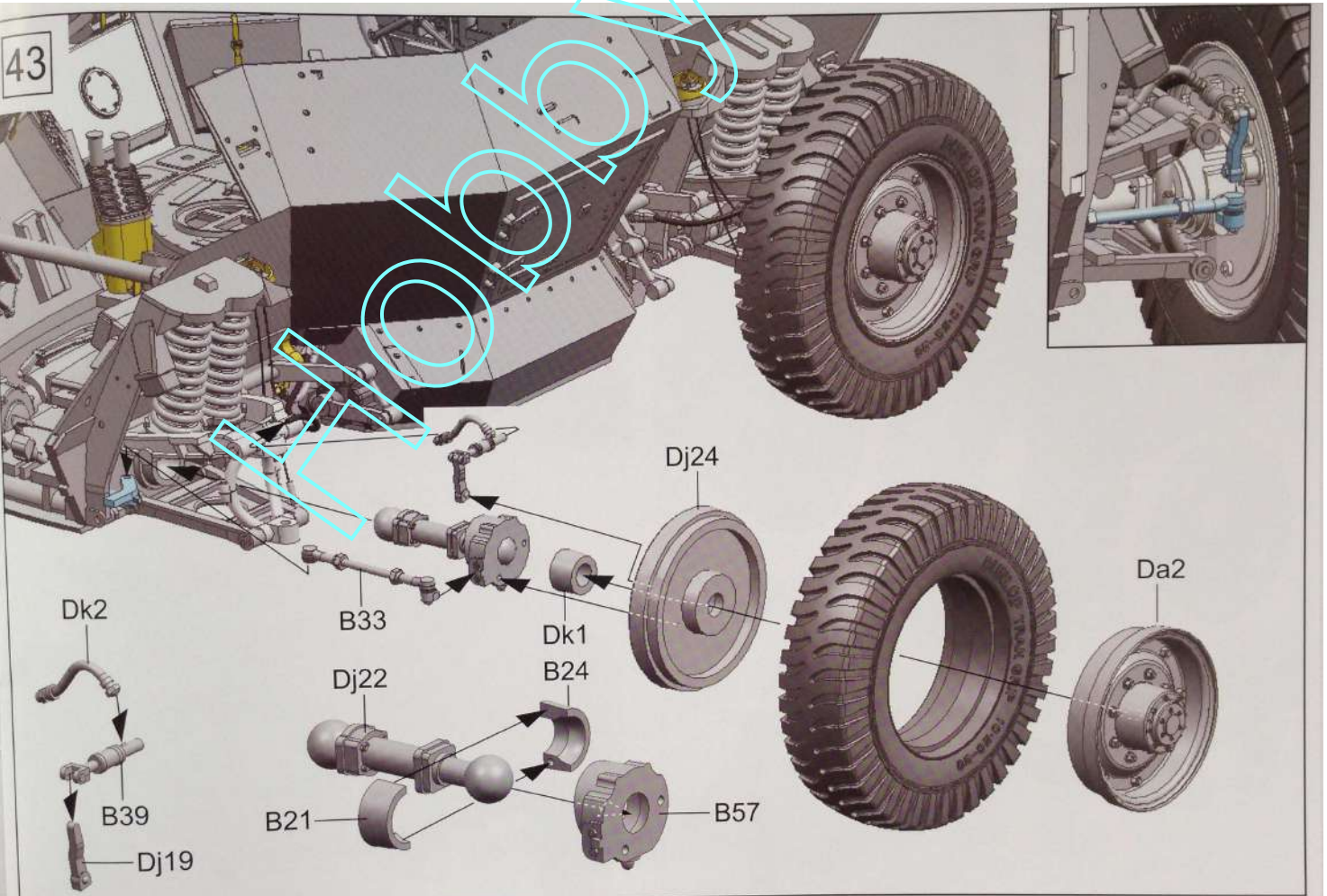
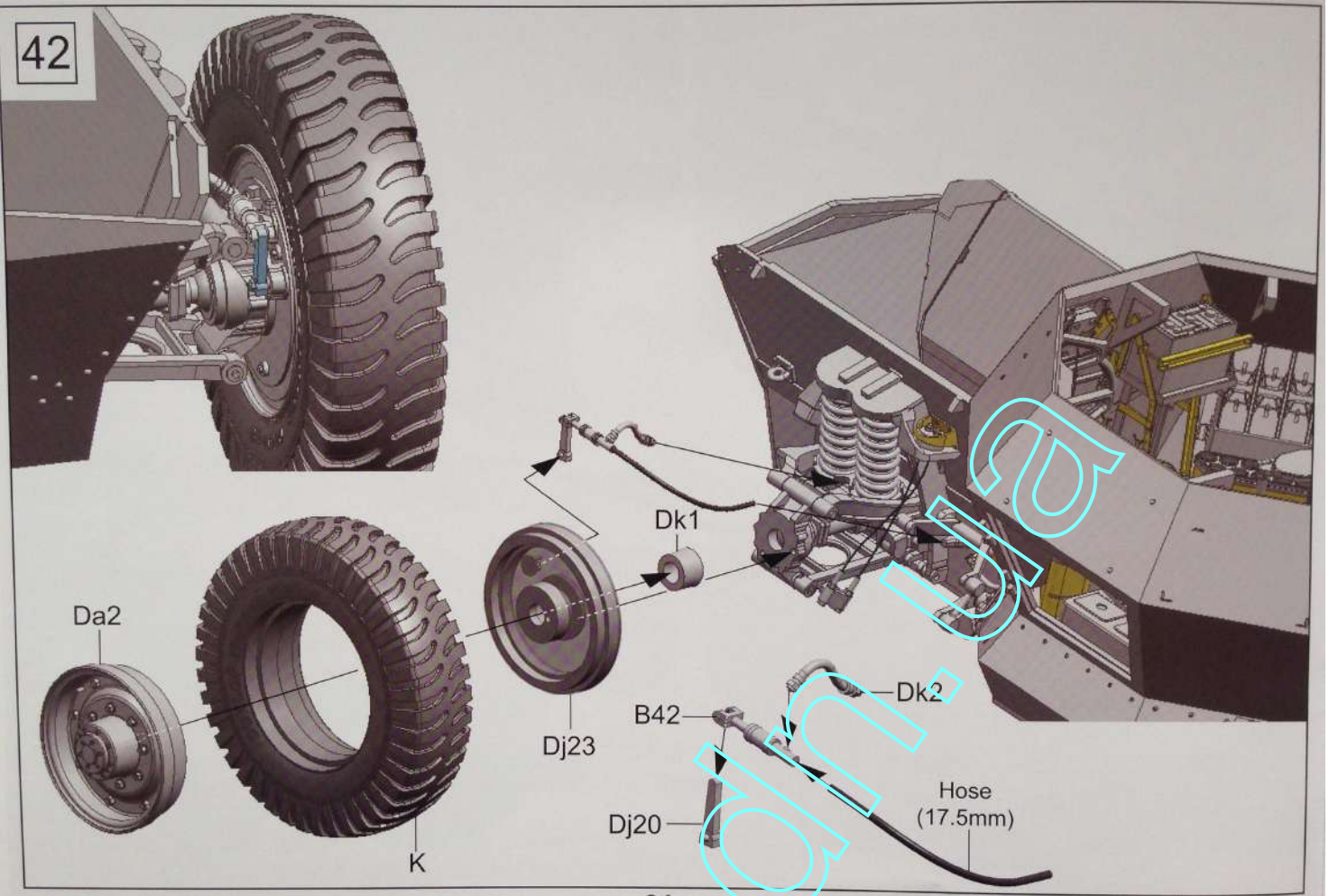




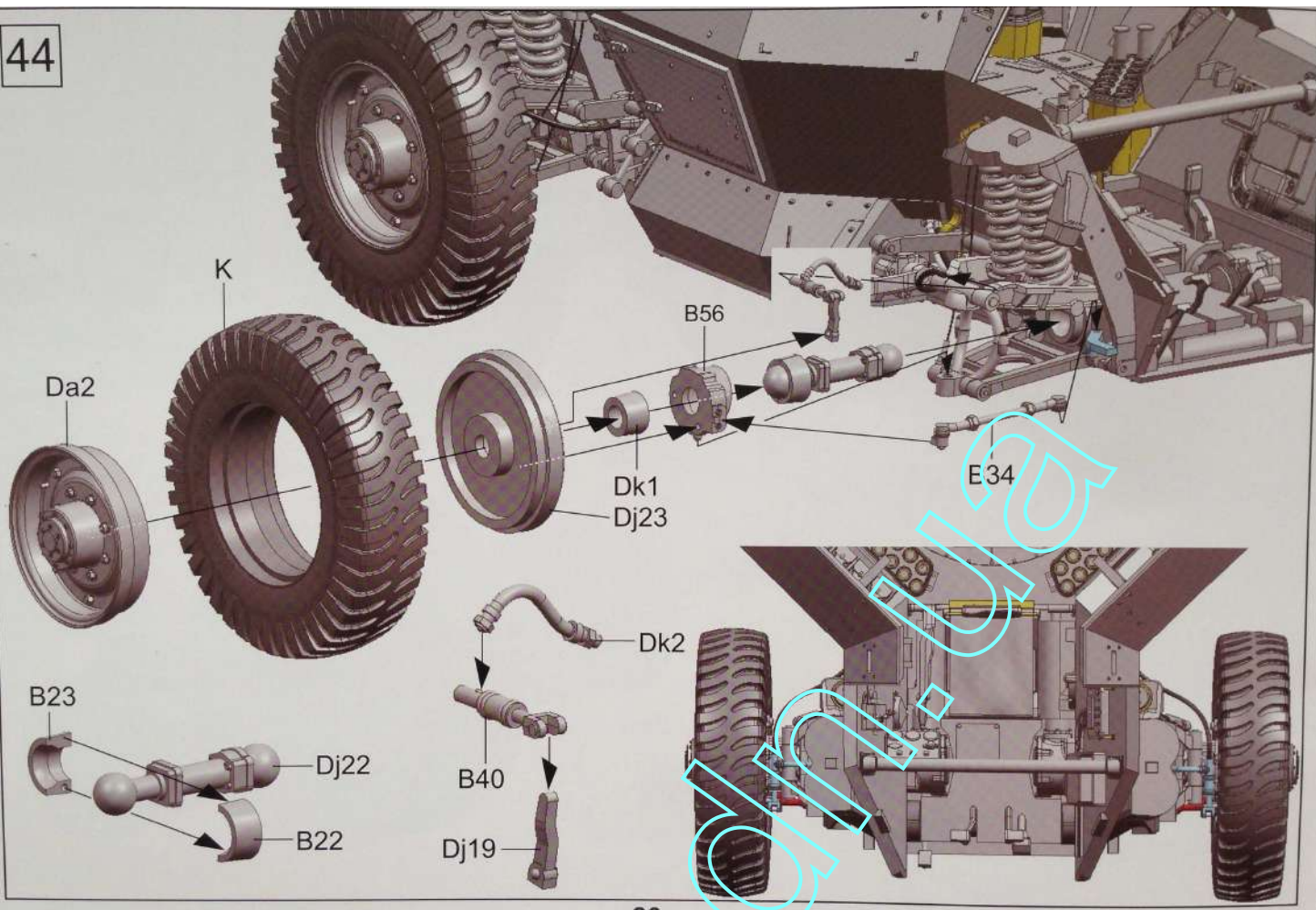




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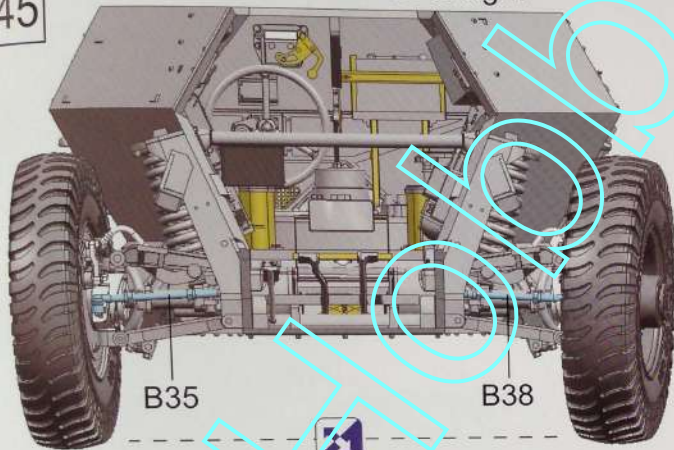


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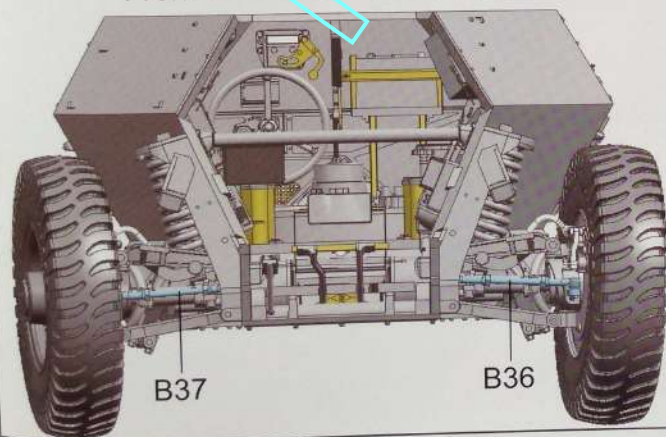


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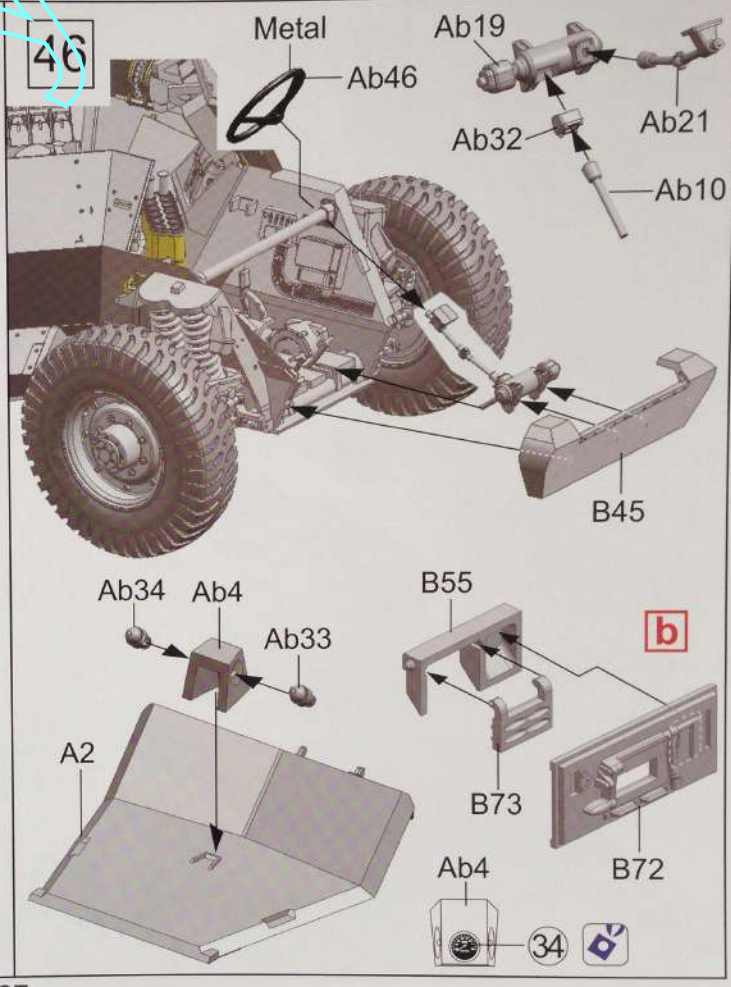
Front wheels direction to right



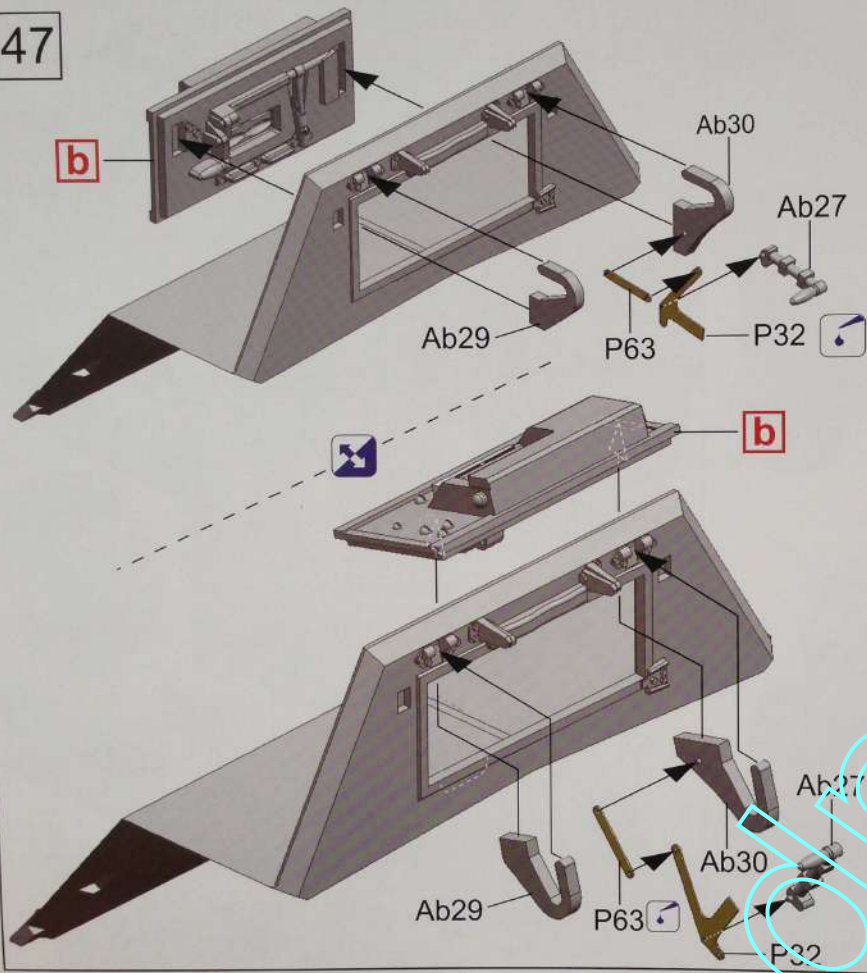
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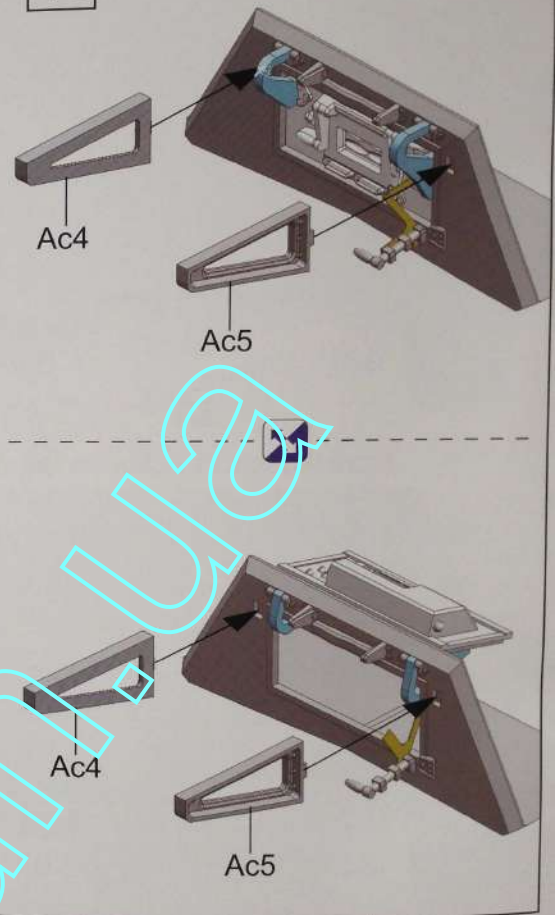
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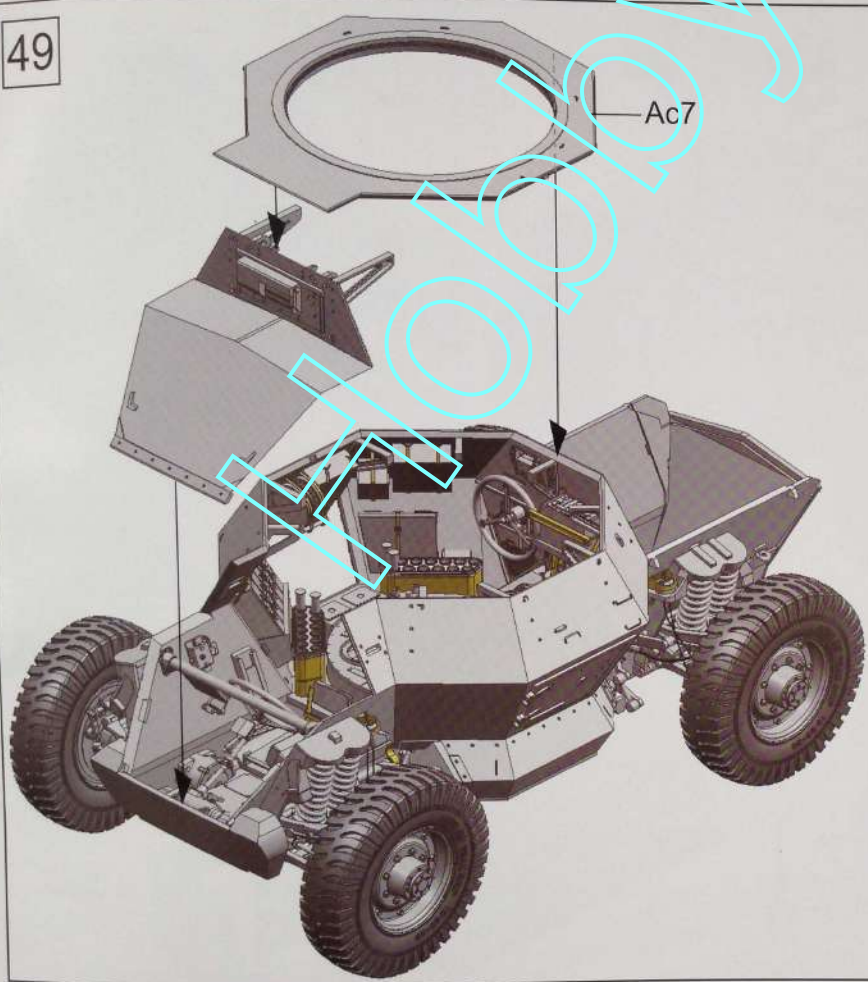
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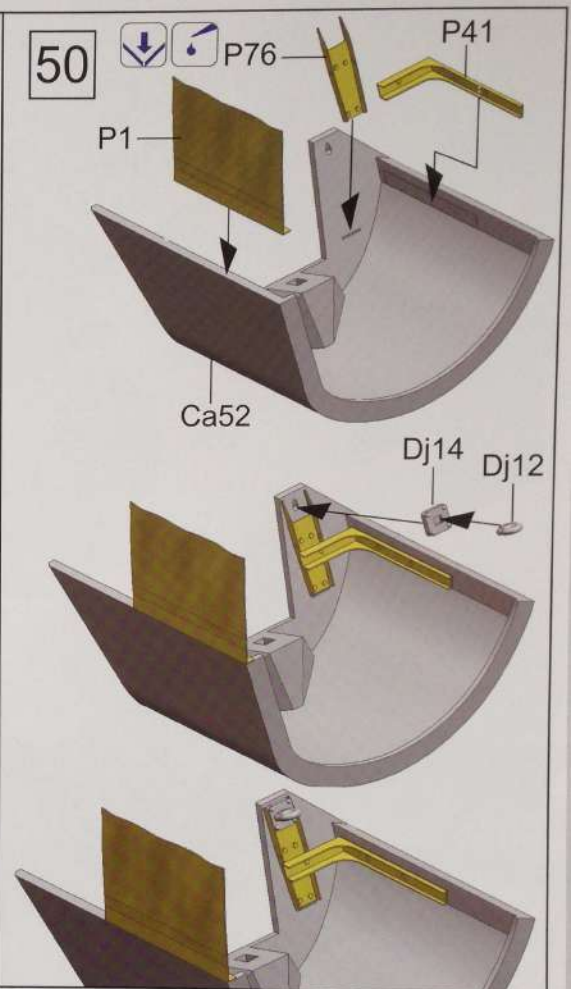
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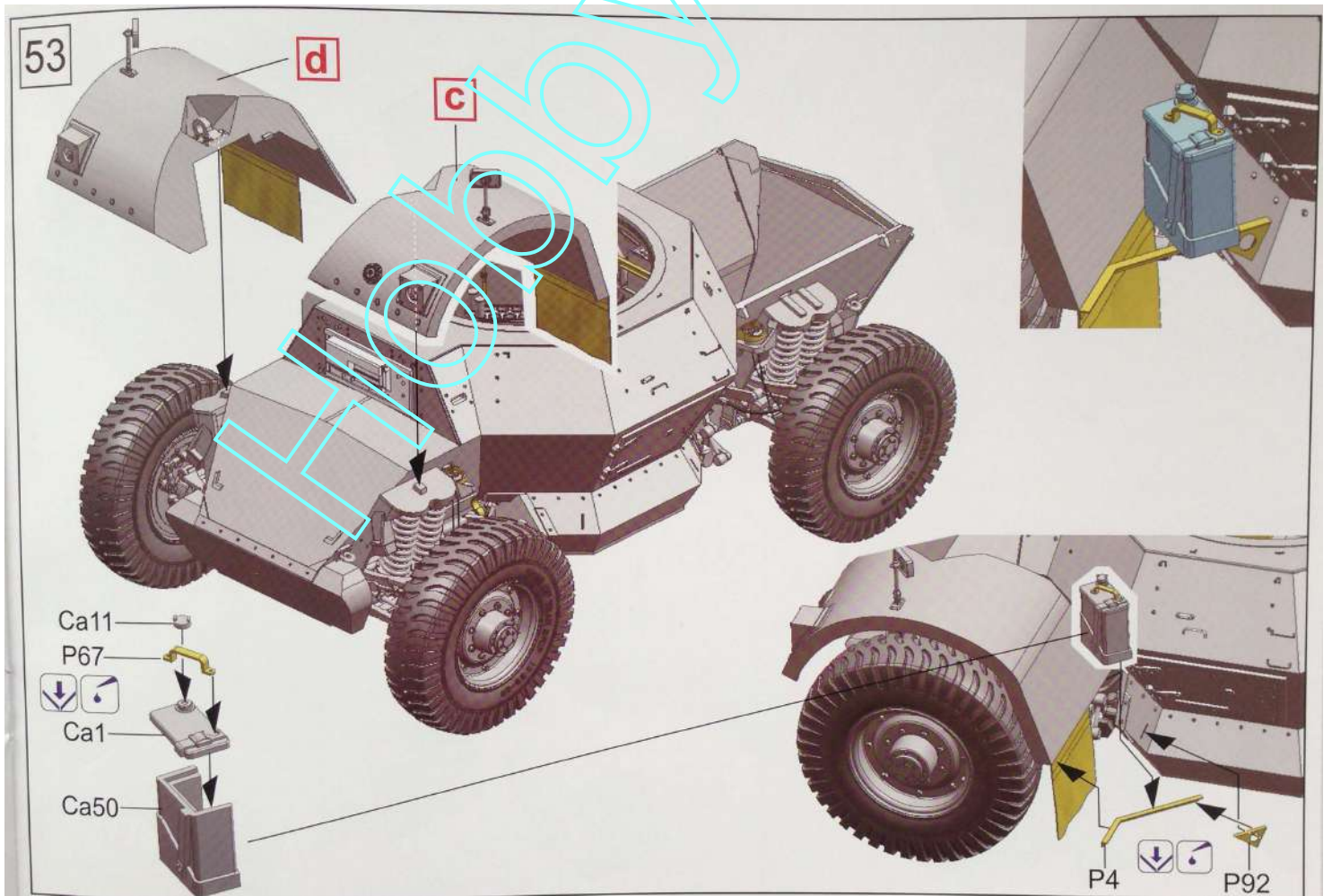
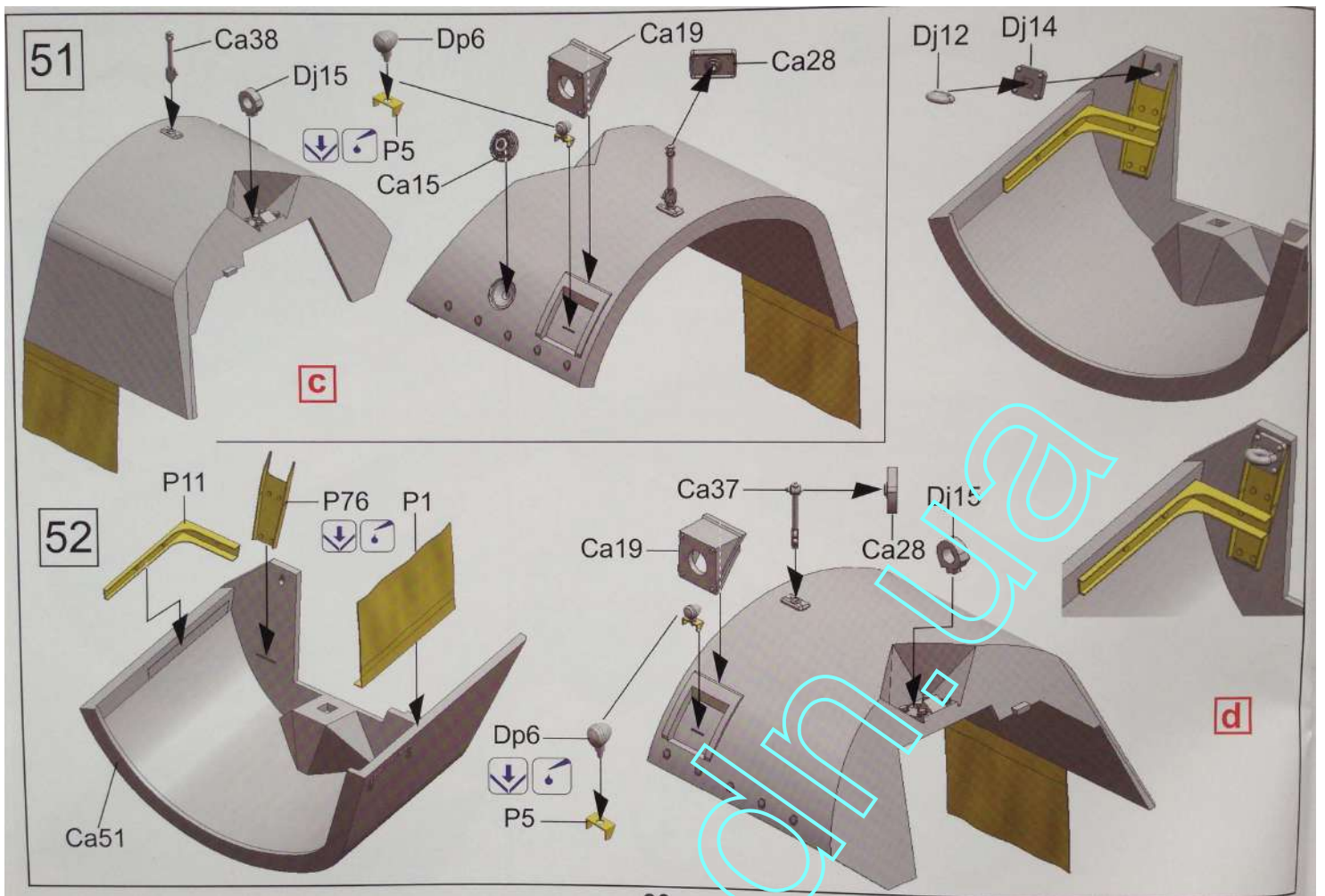


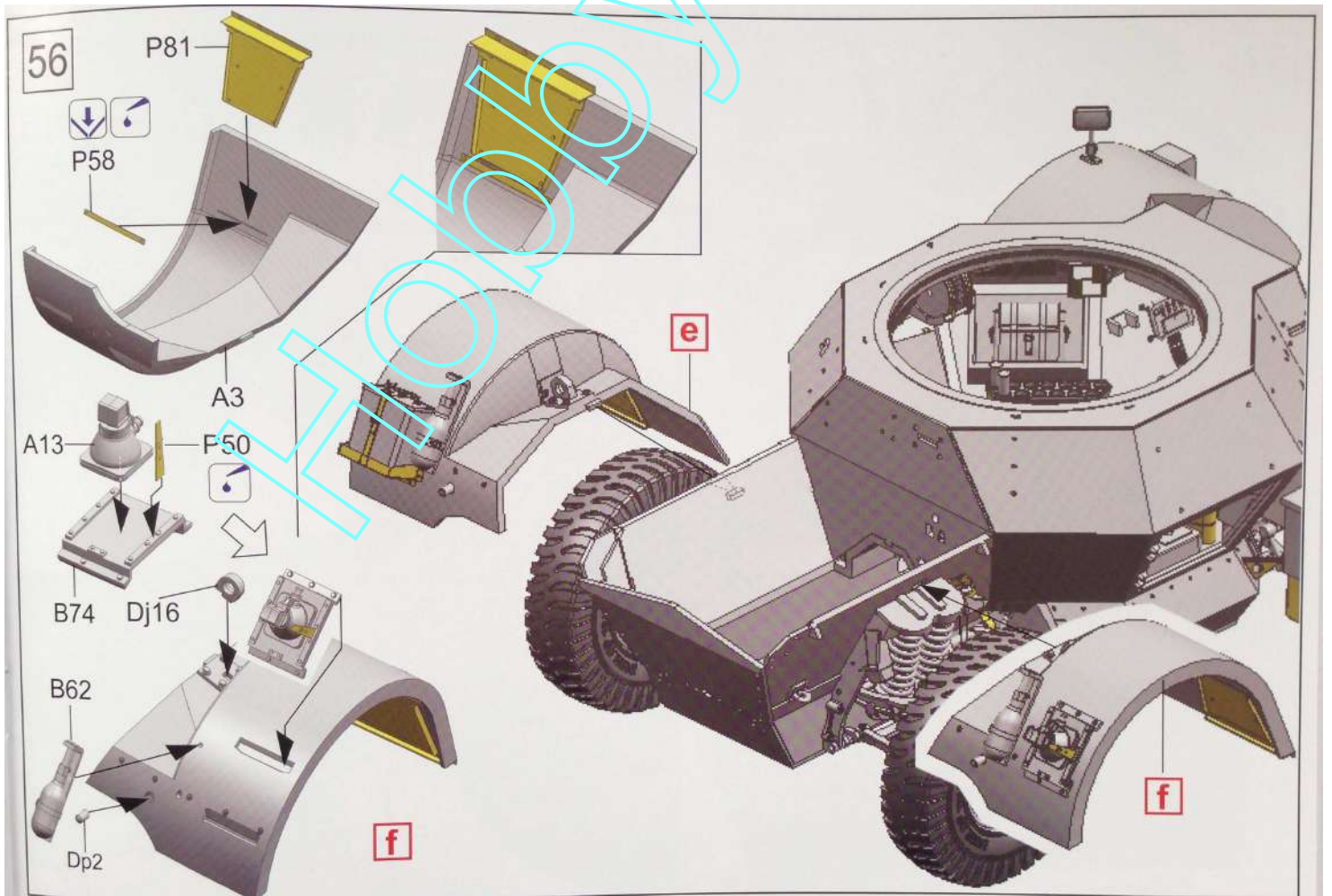
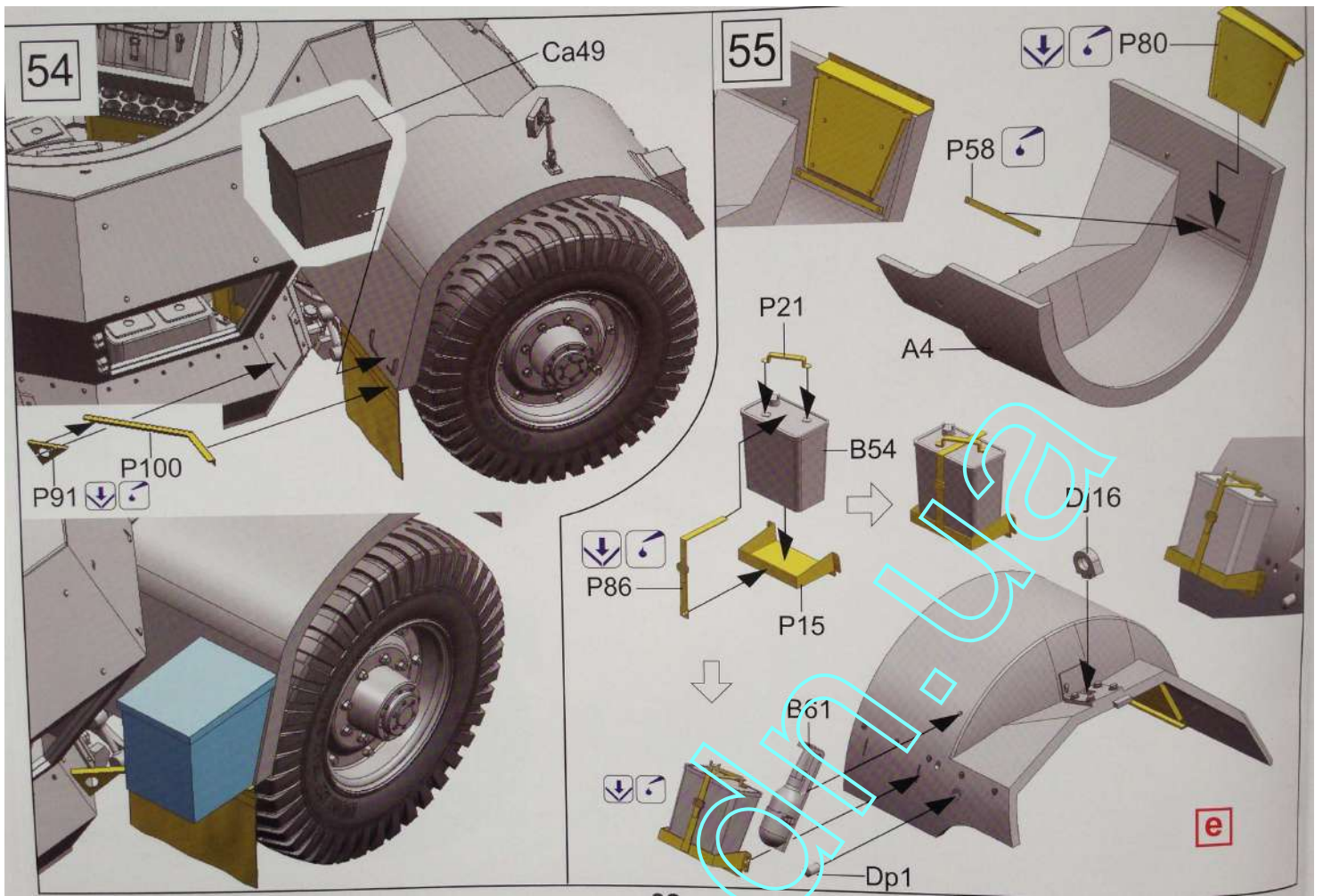
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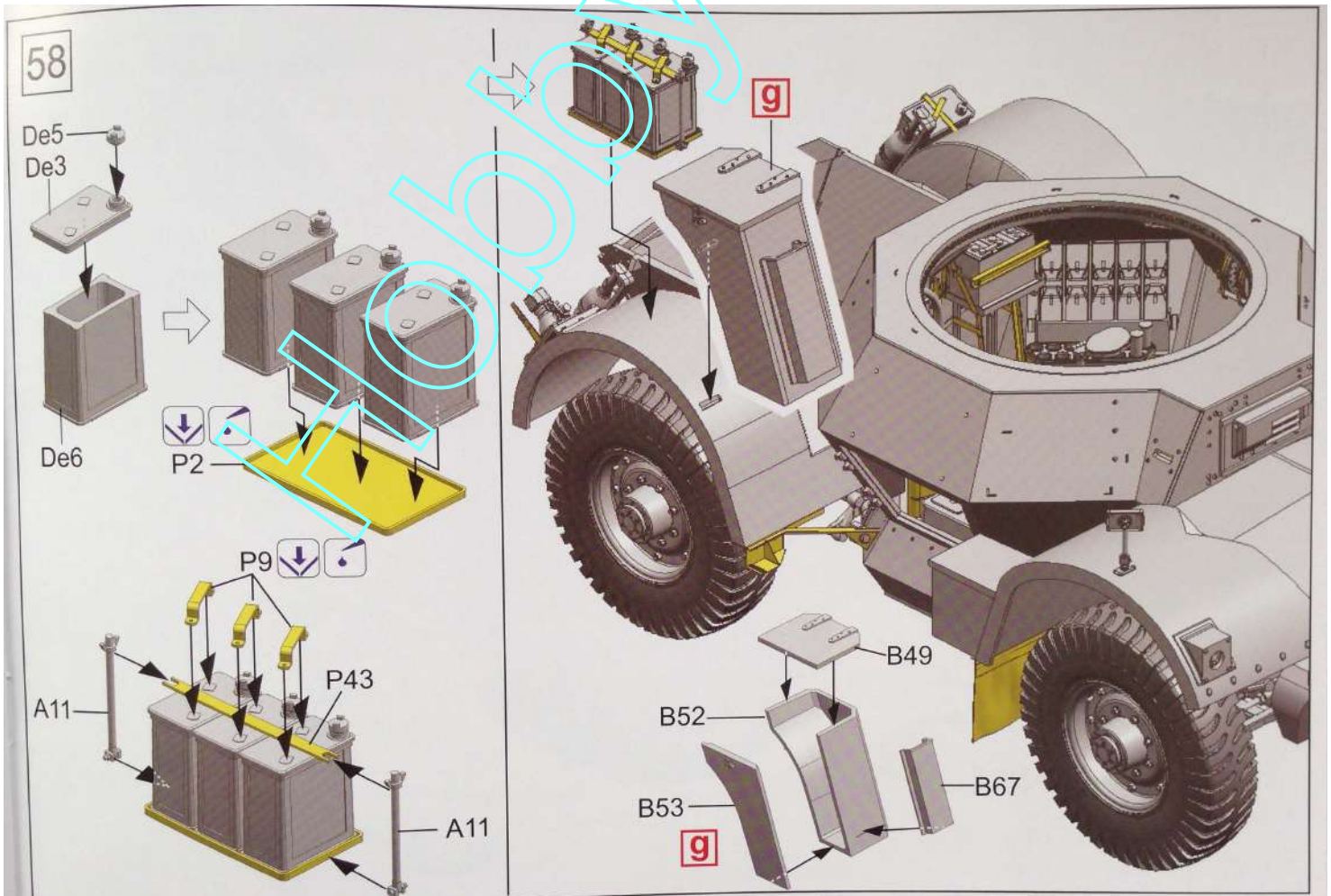
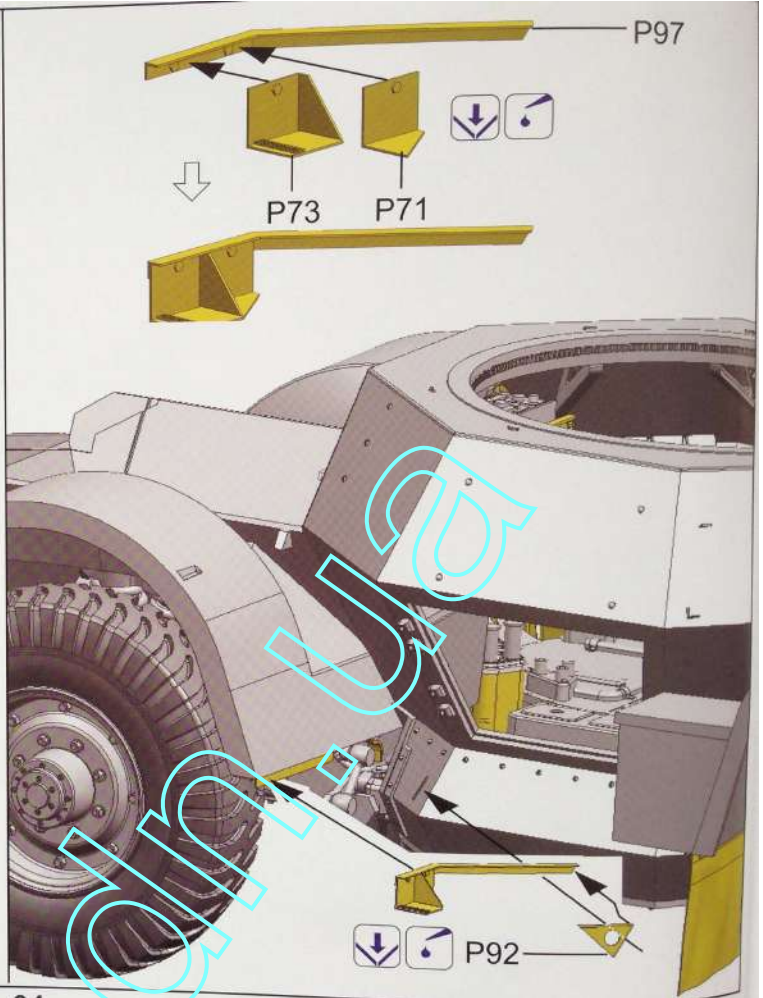
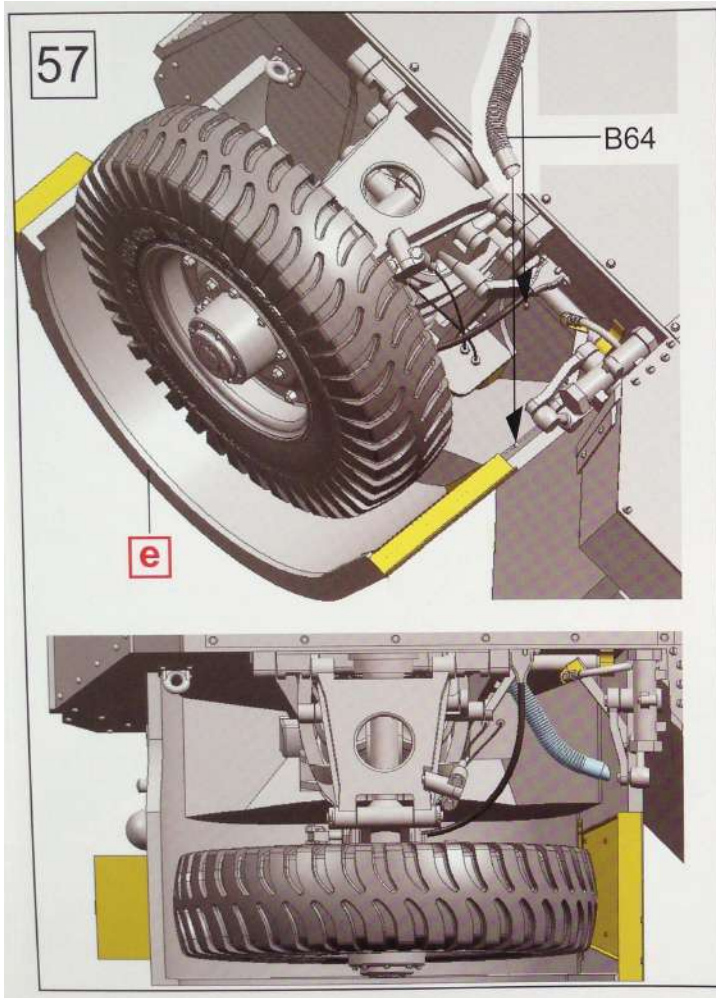


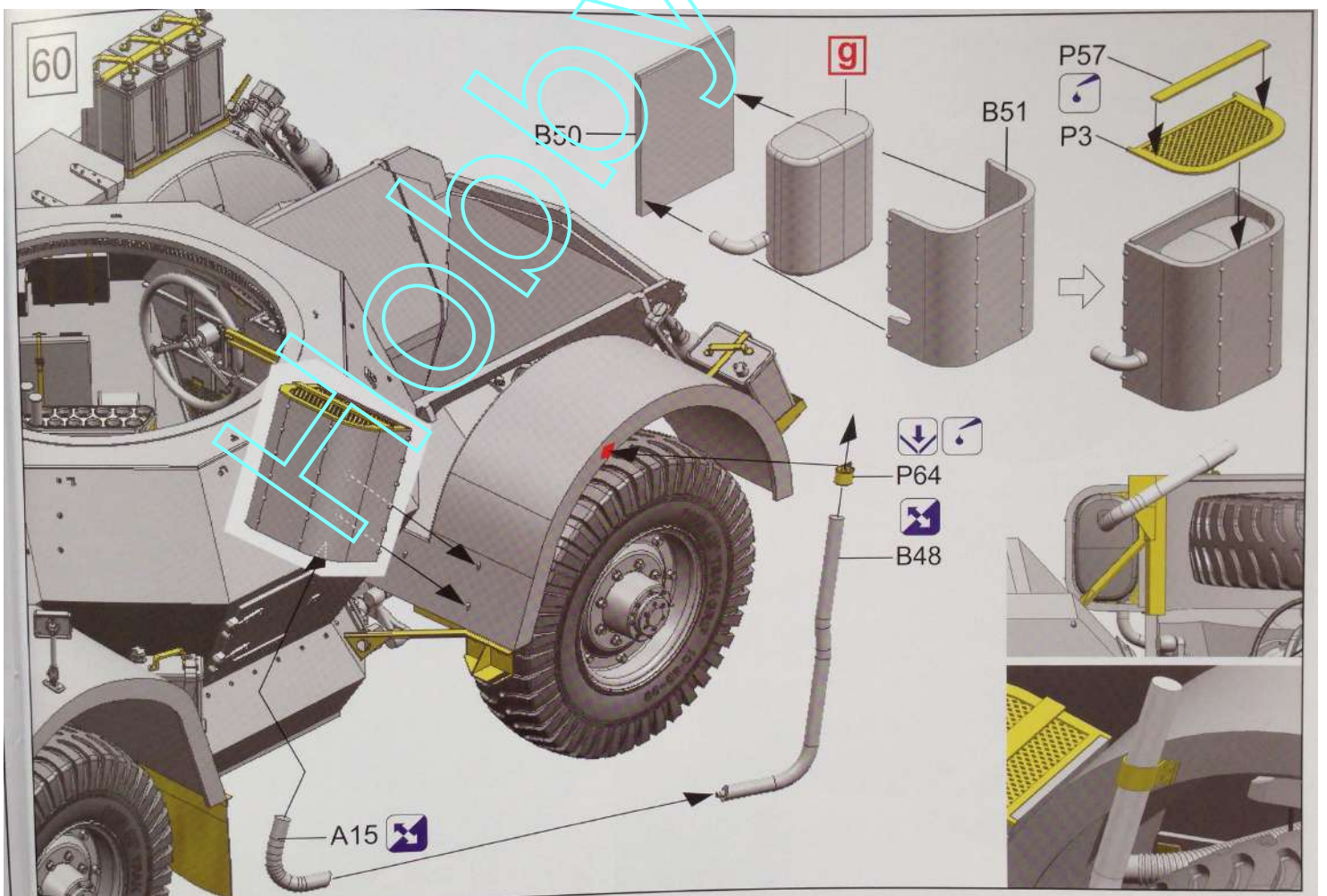
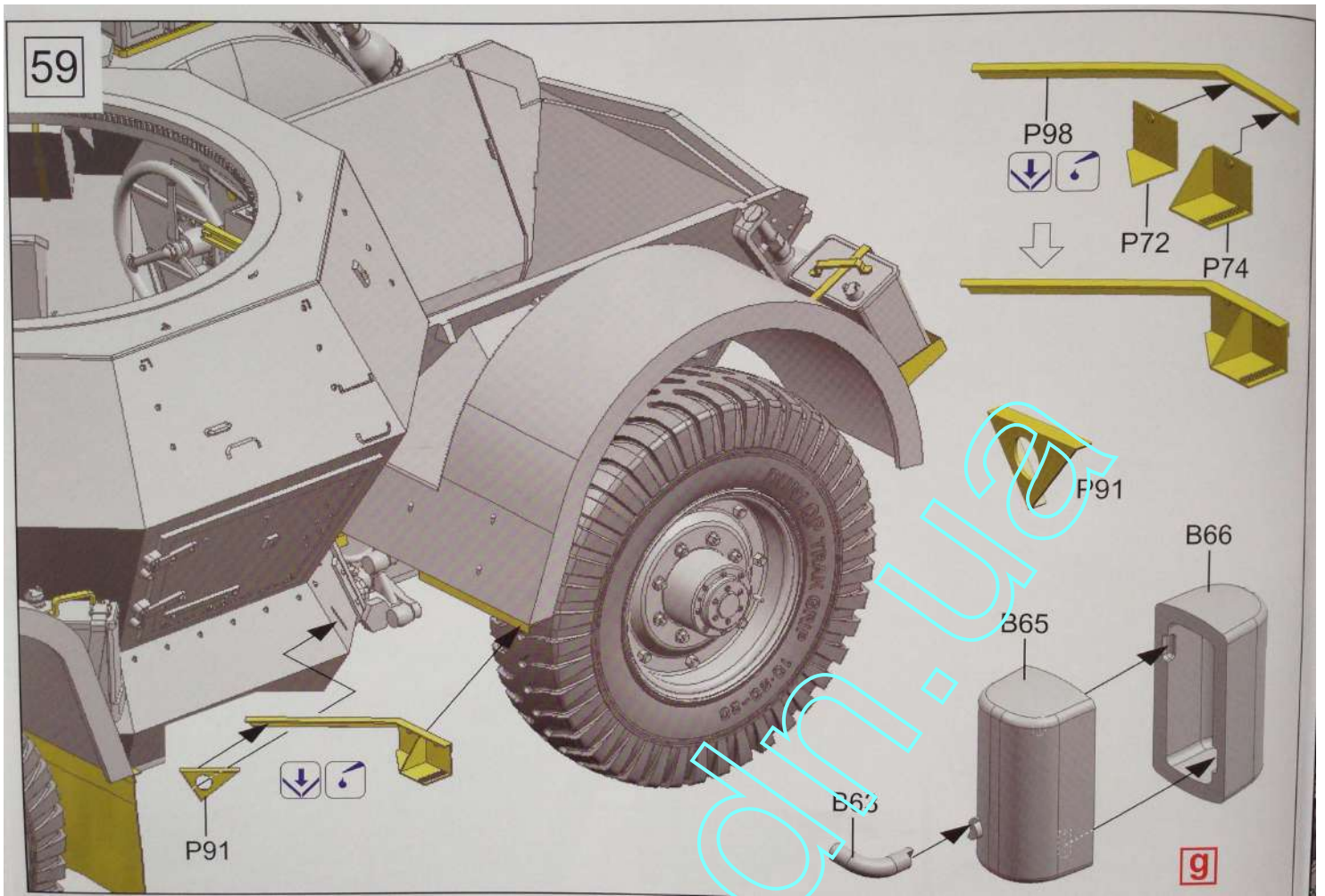
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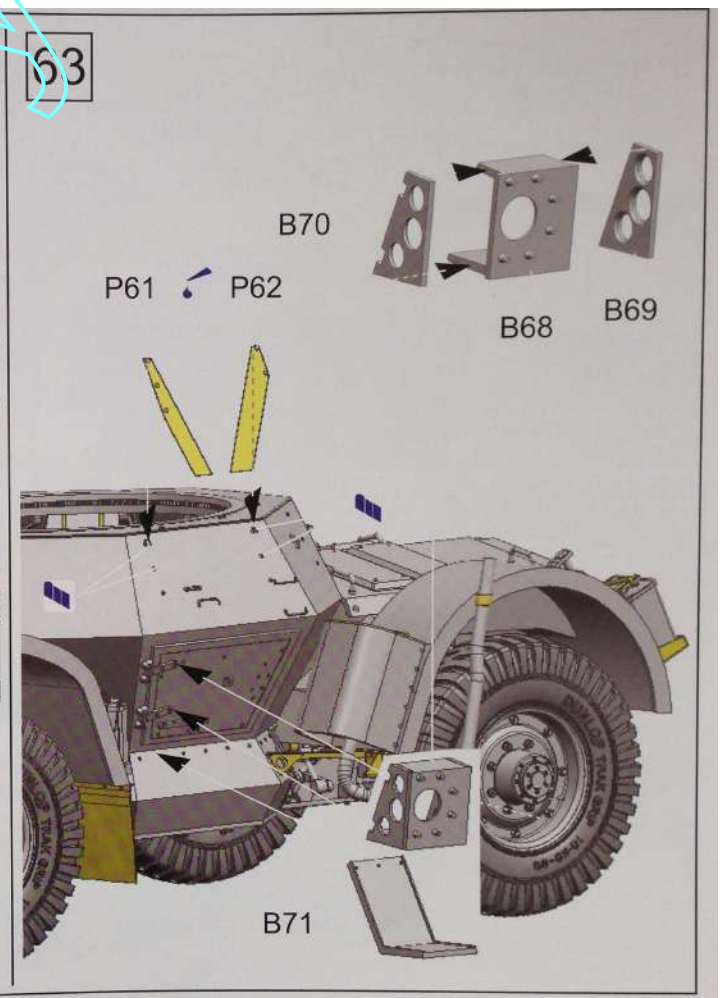
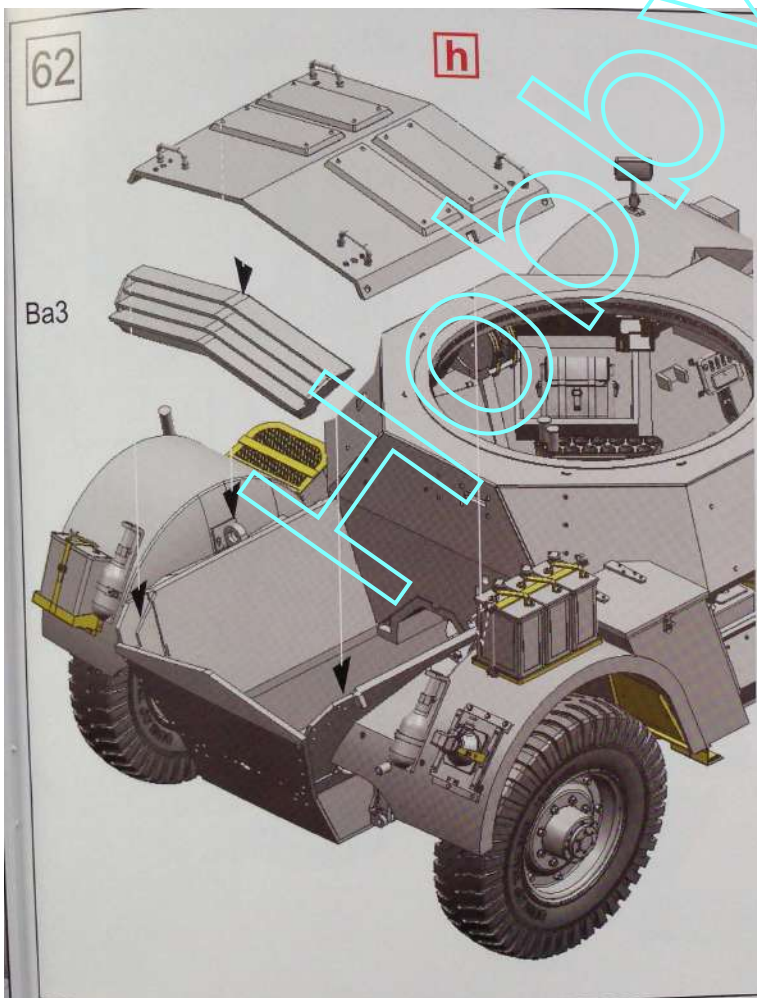
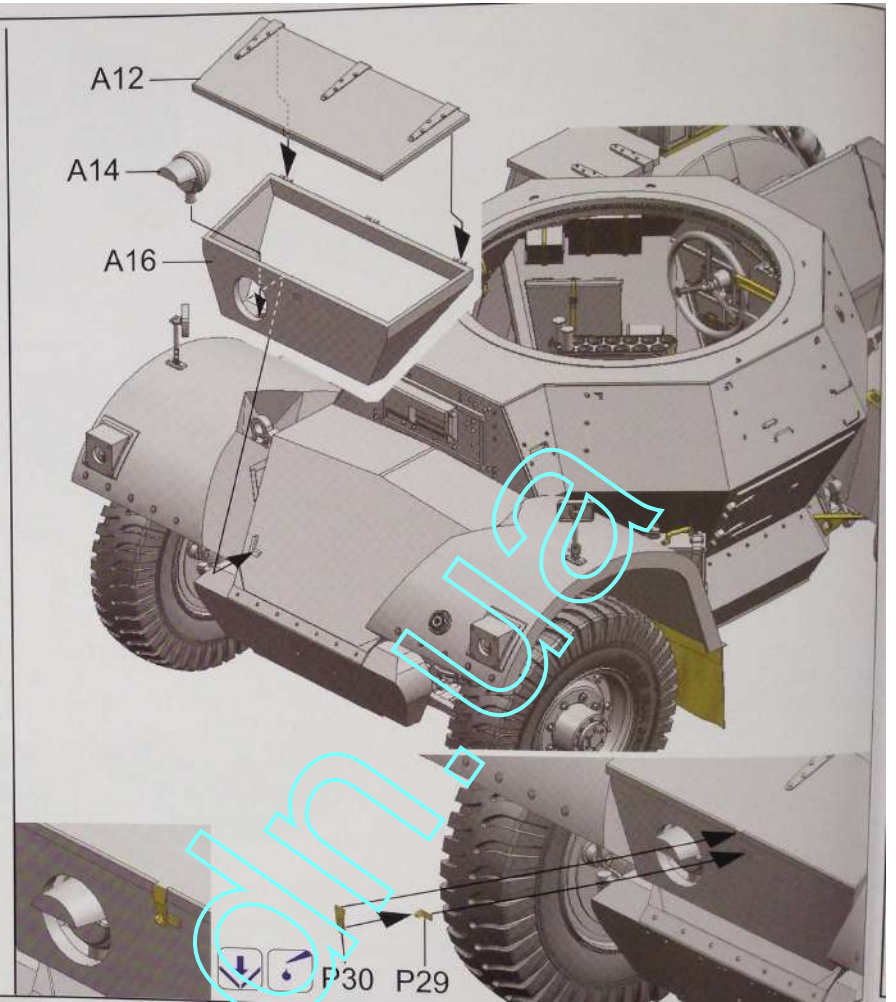
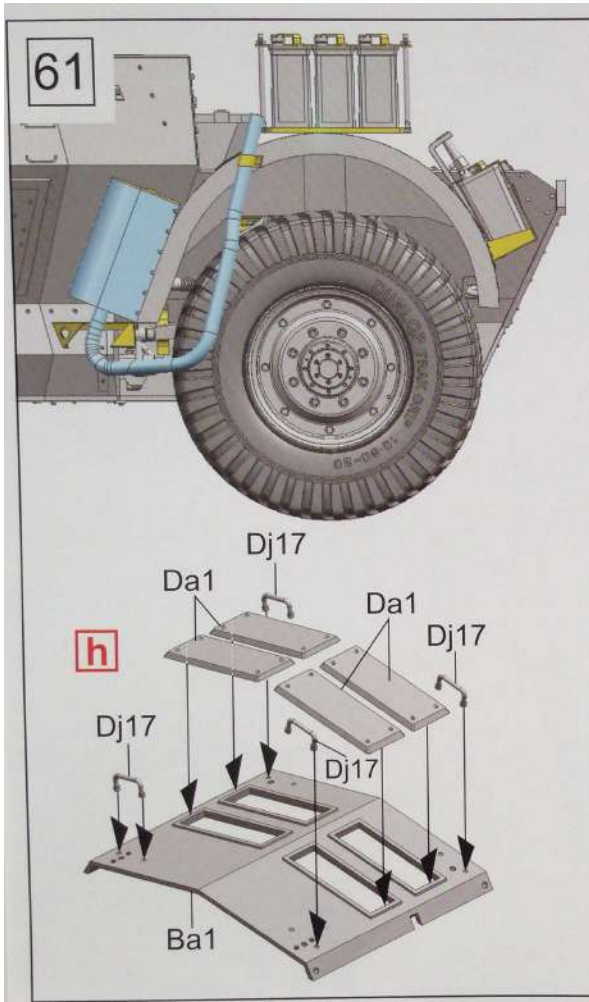


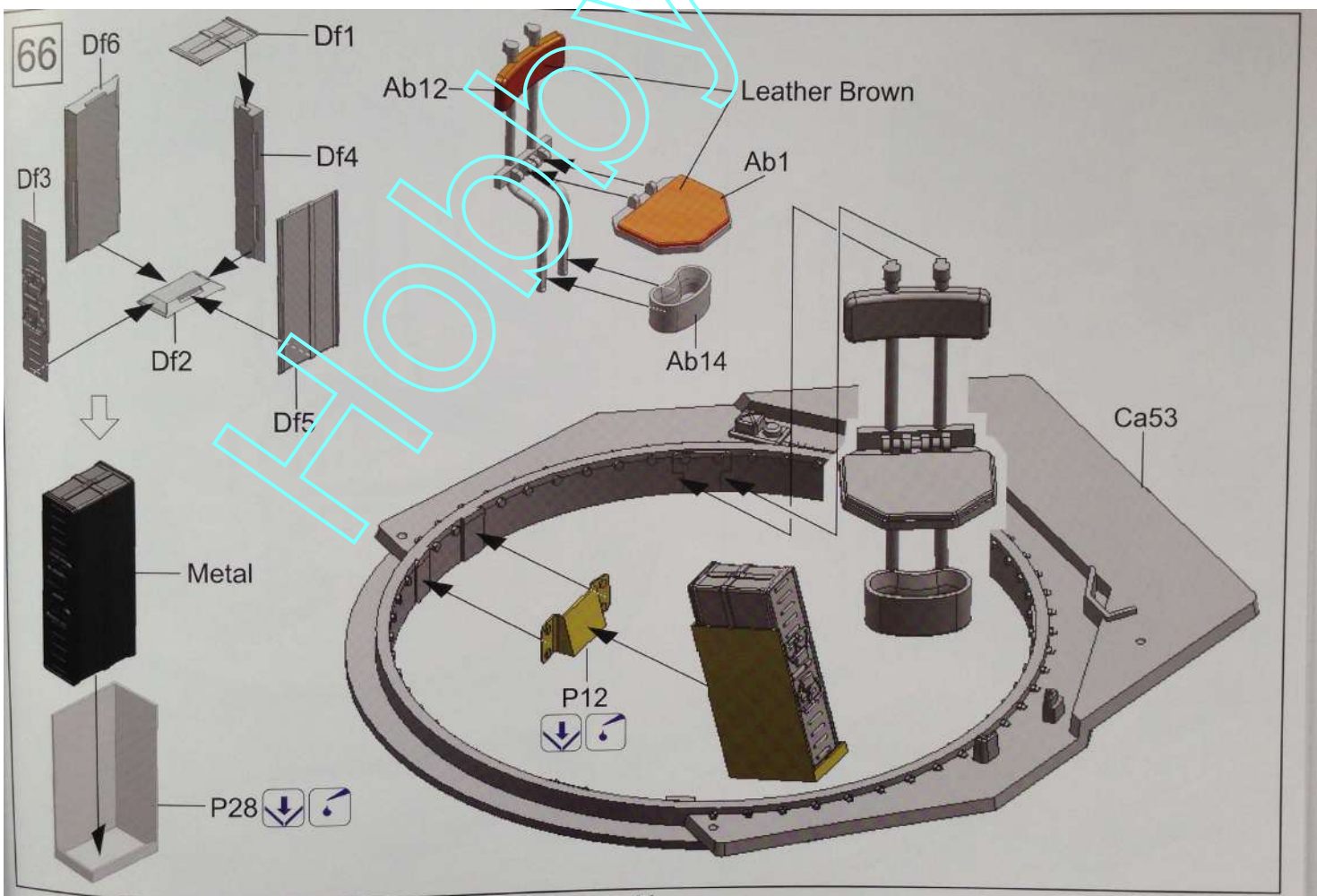
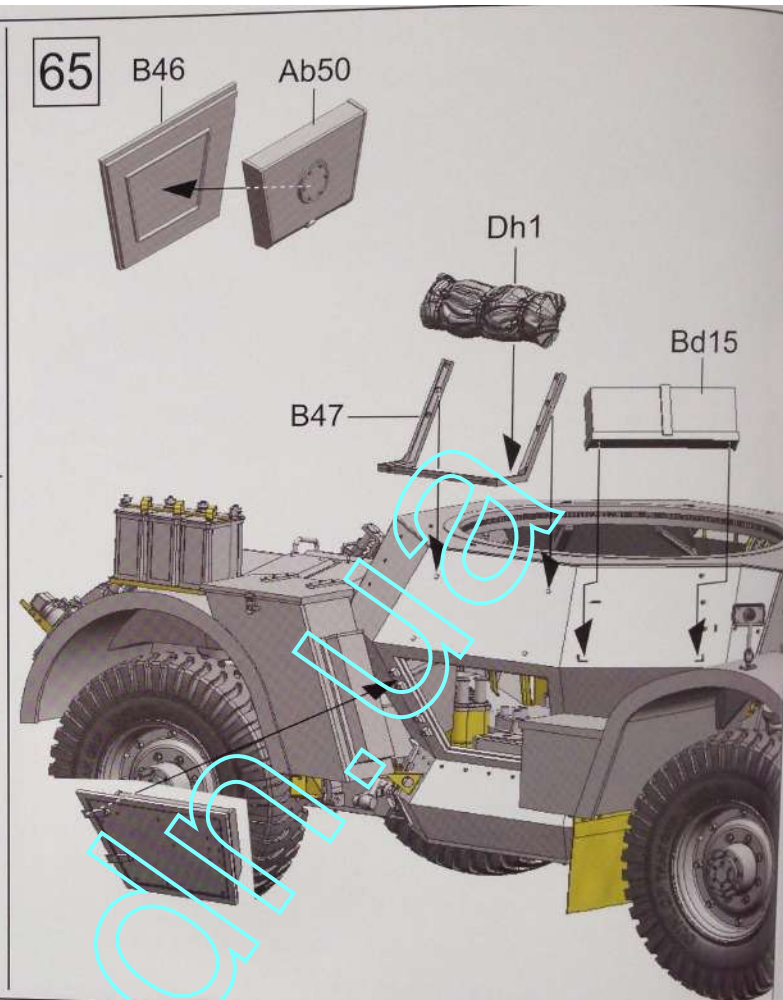
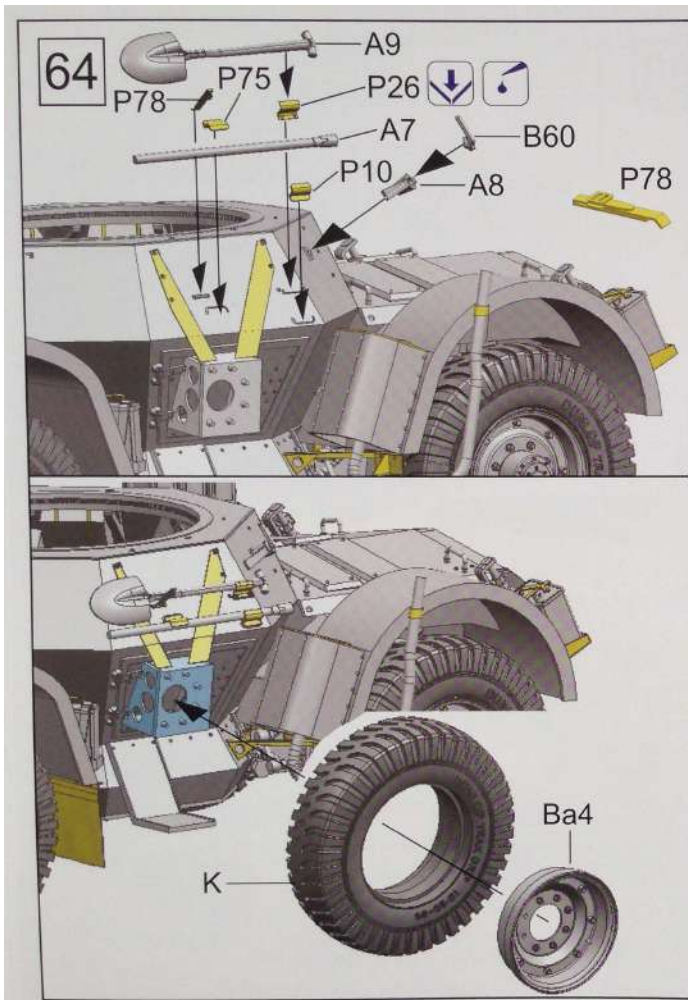


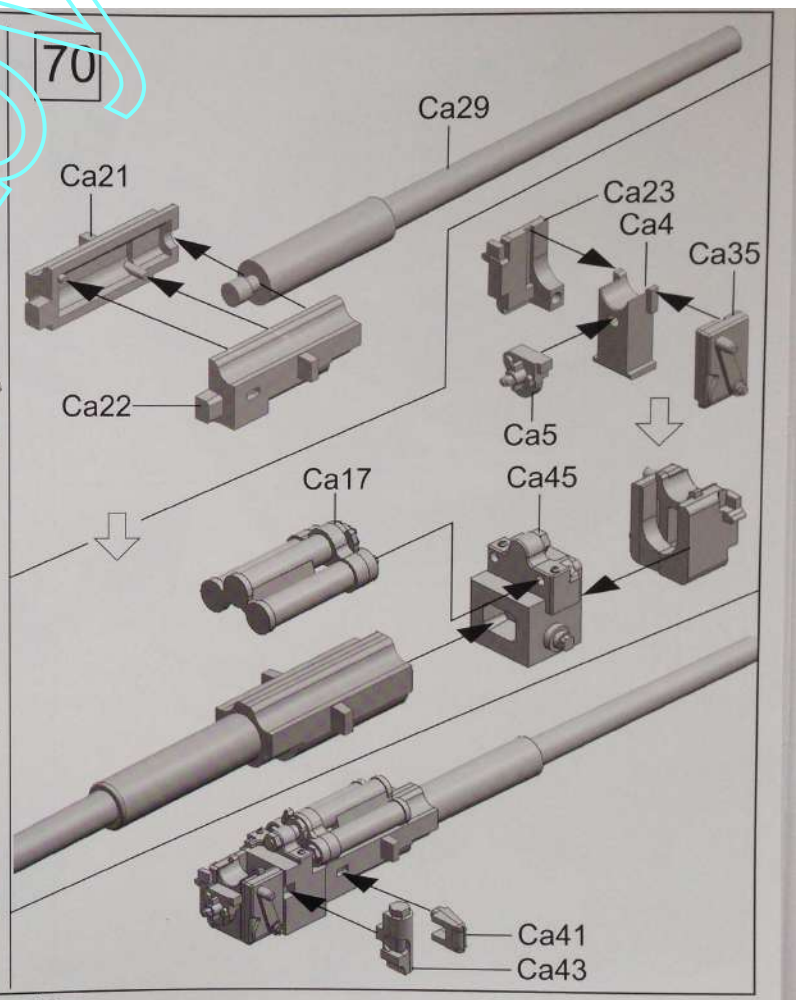
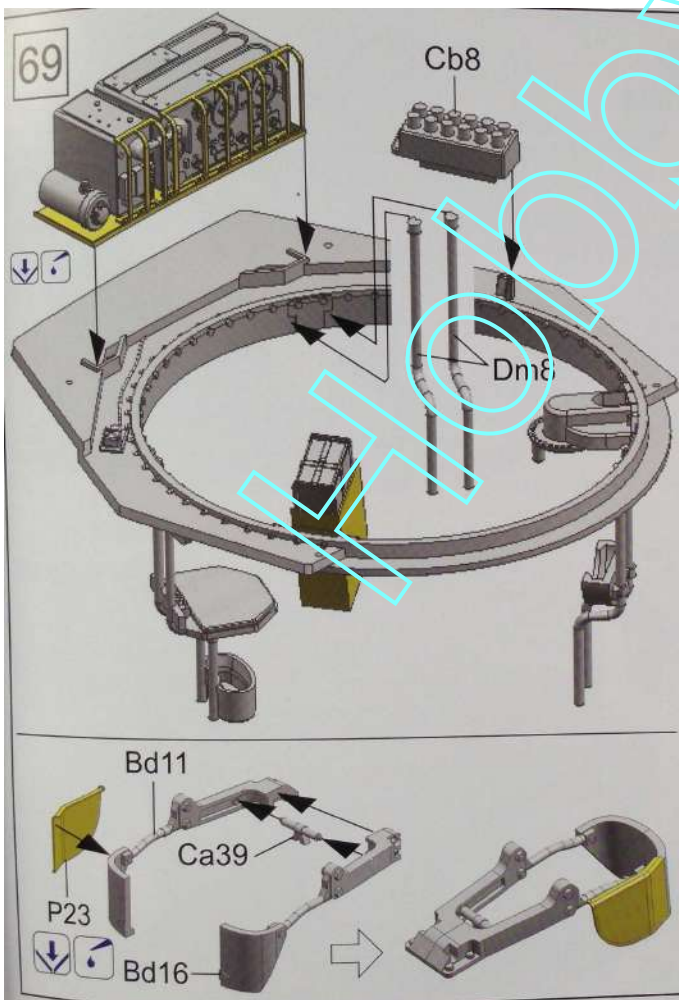
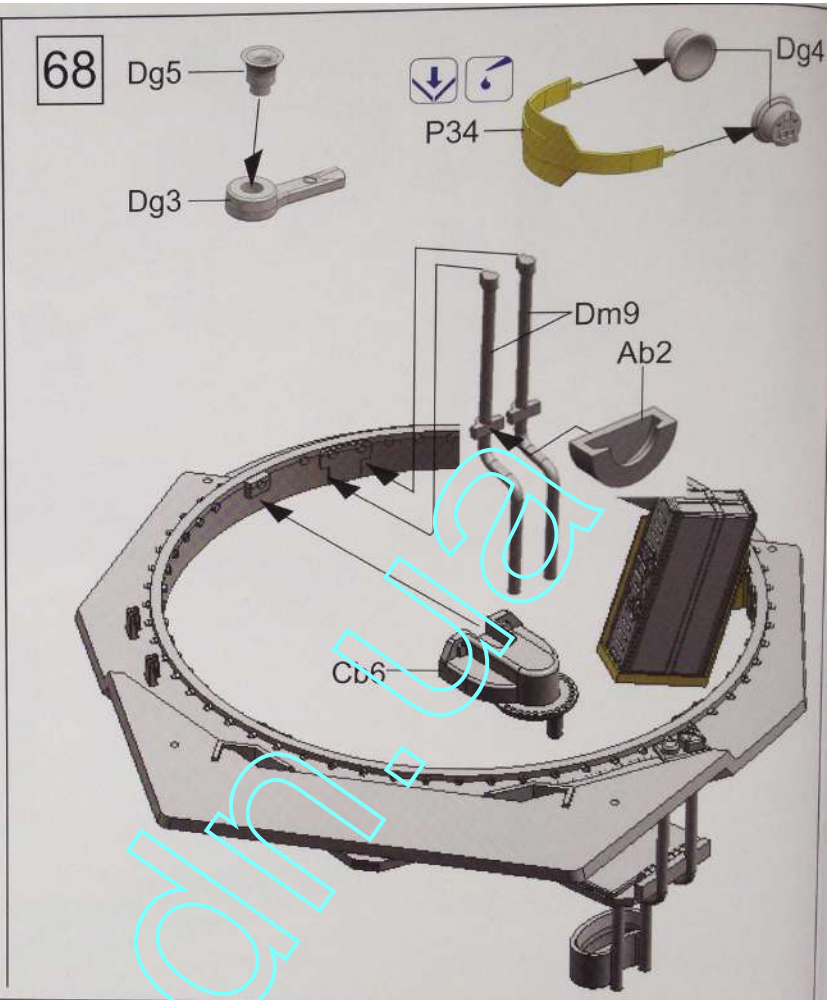
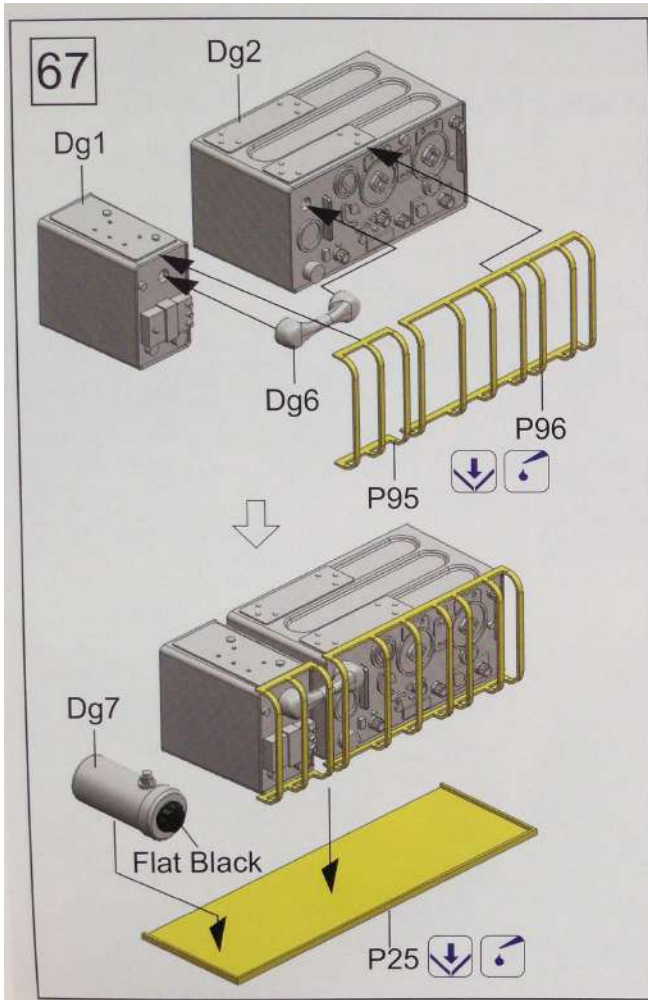


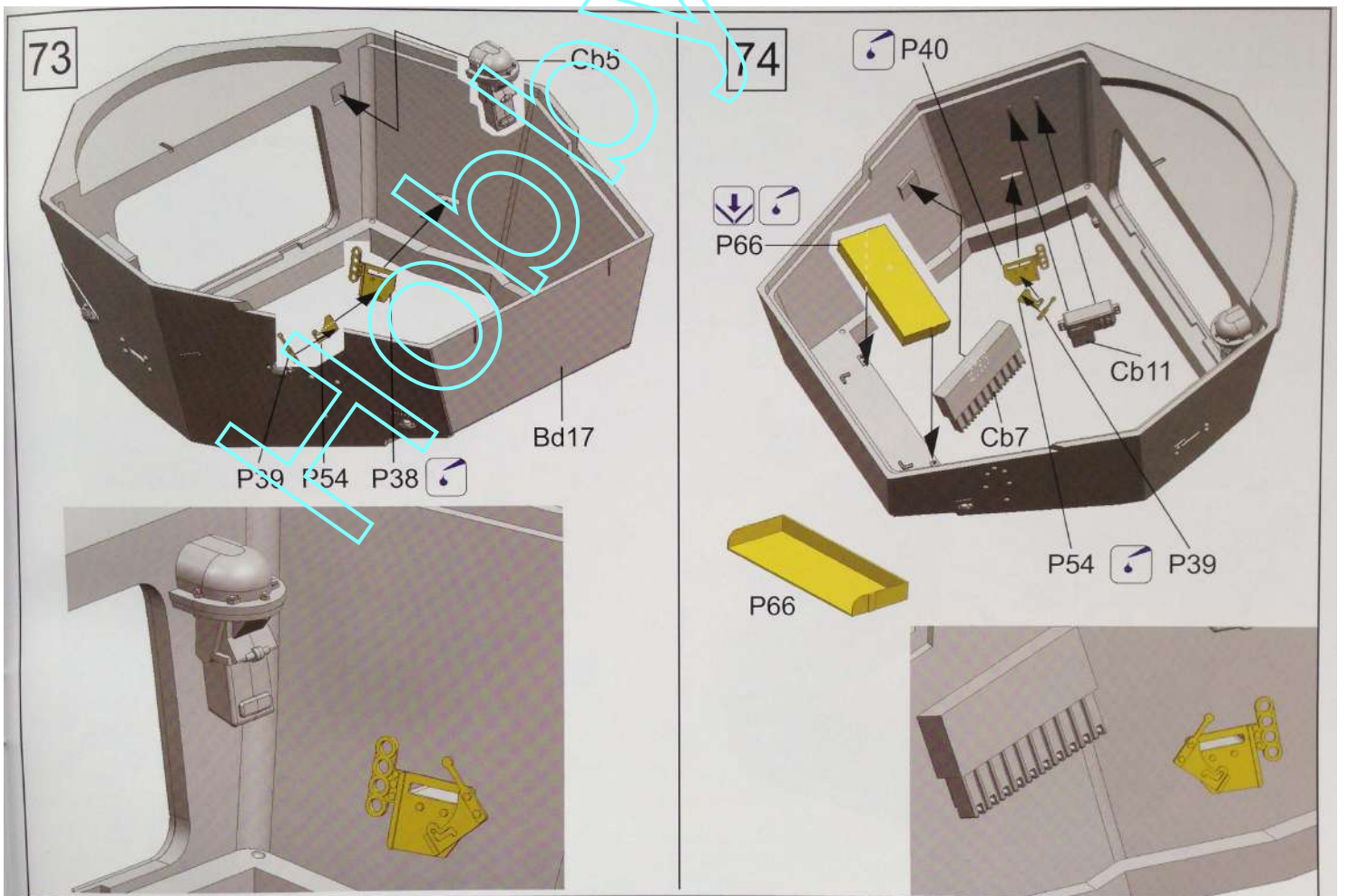
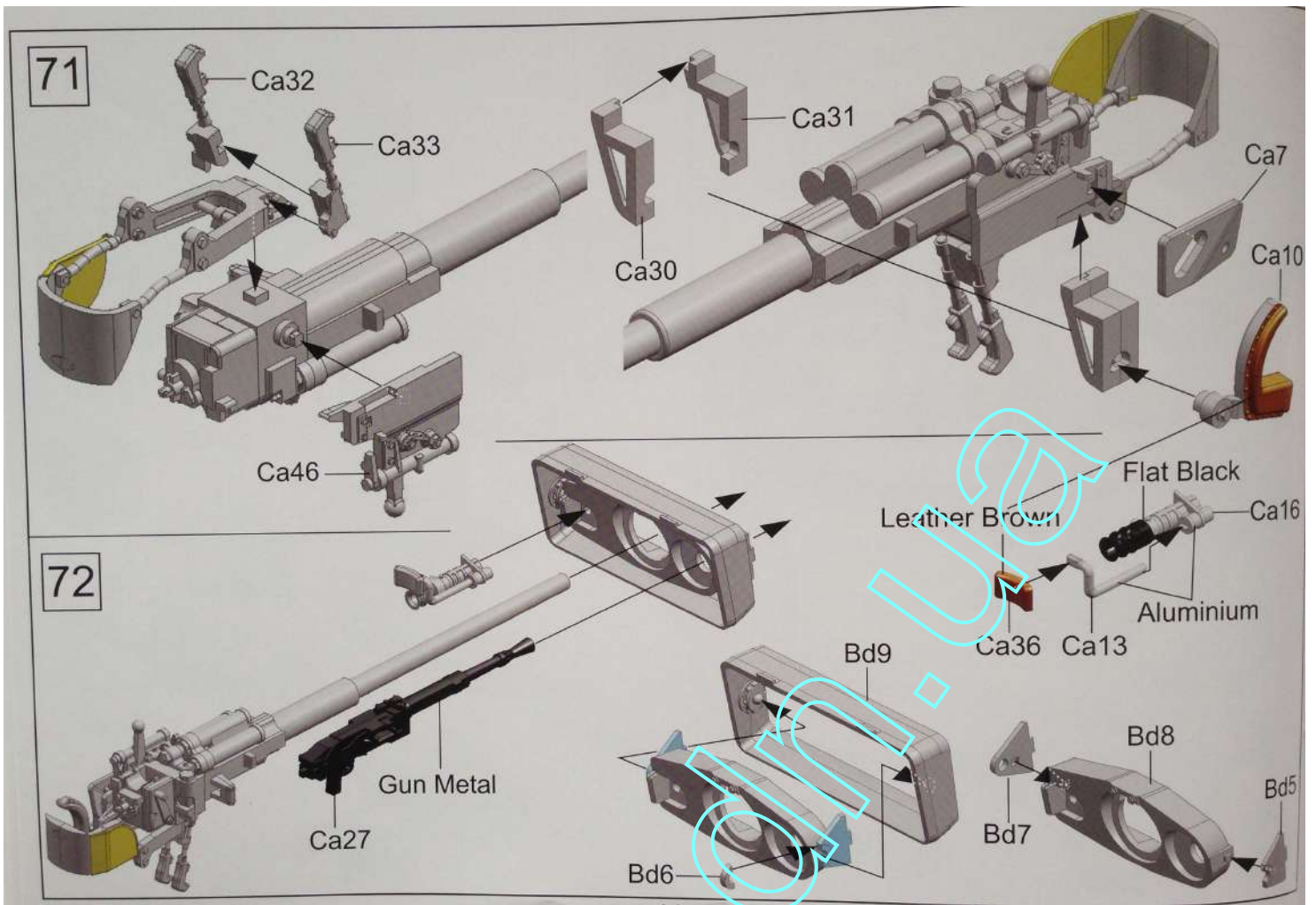


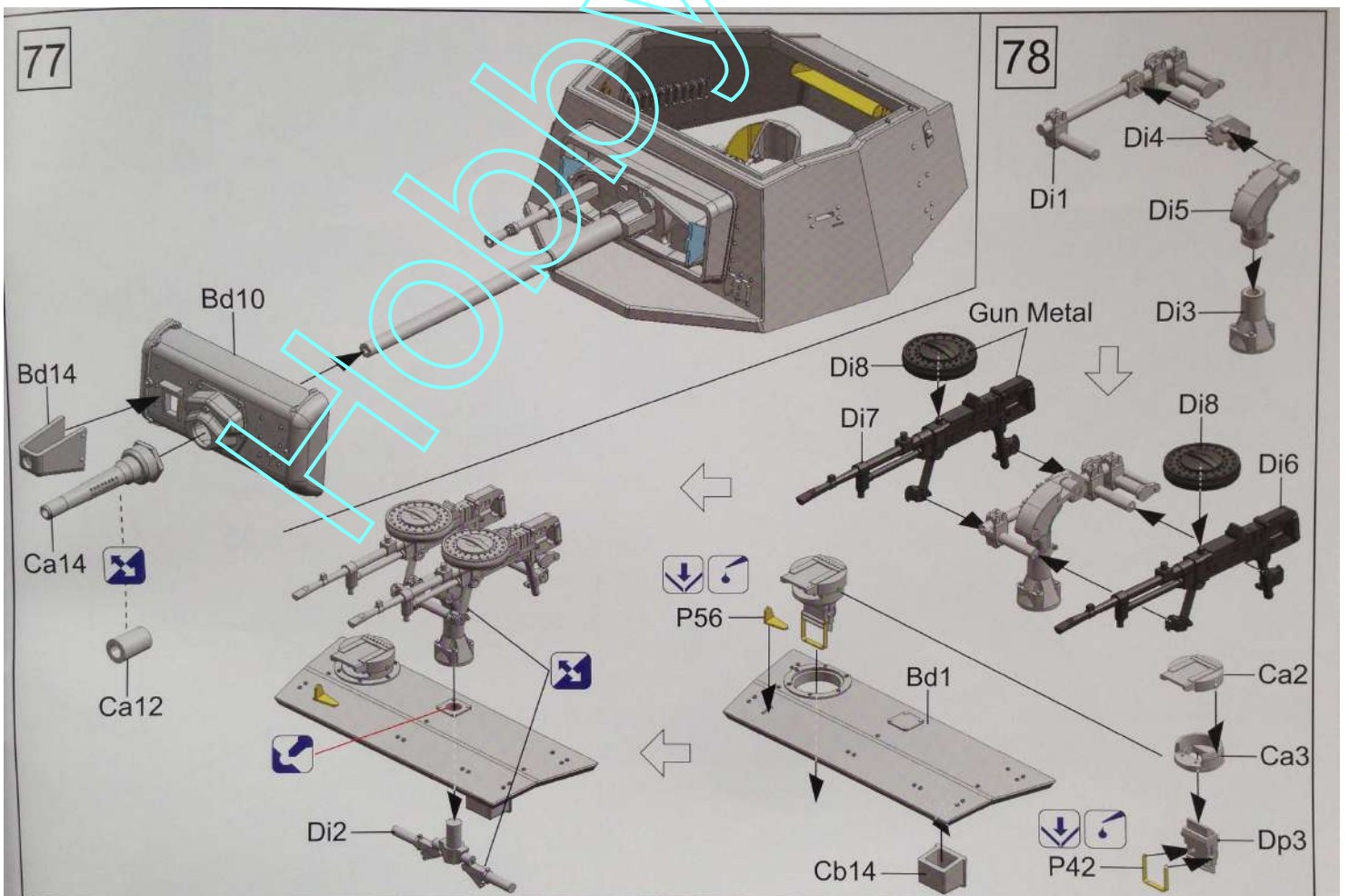
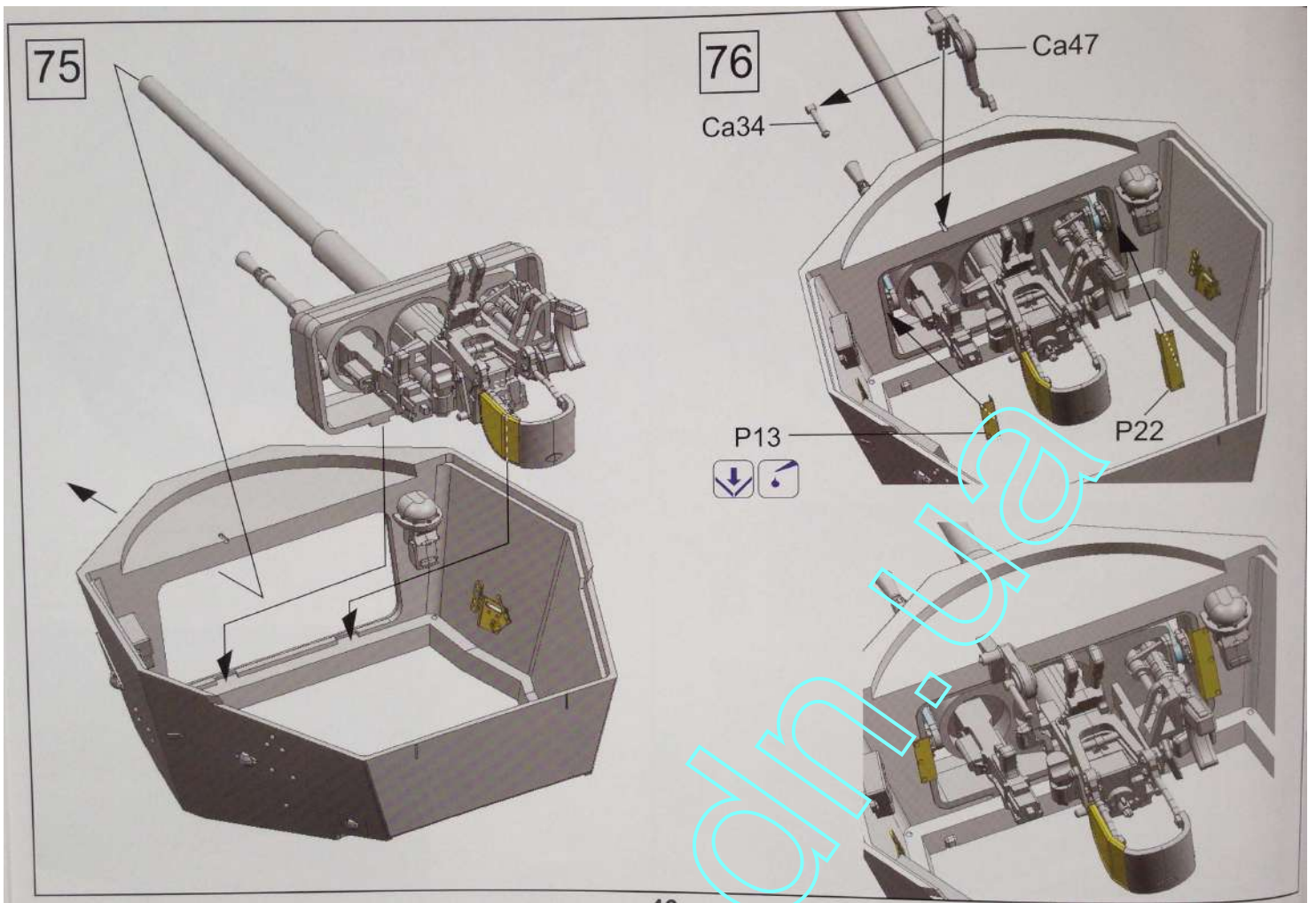


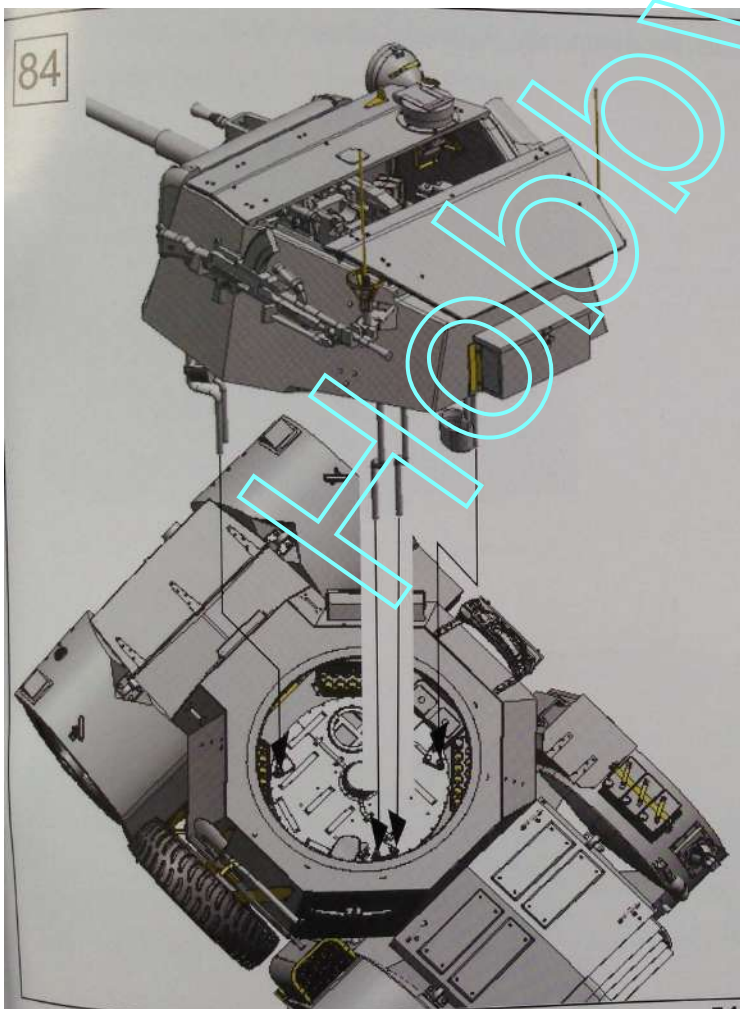
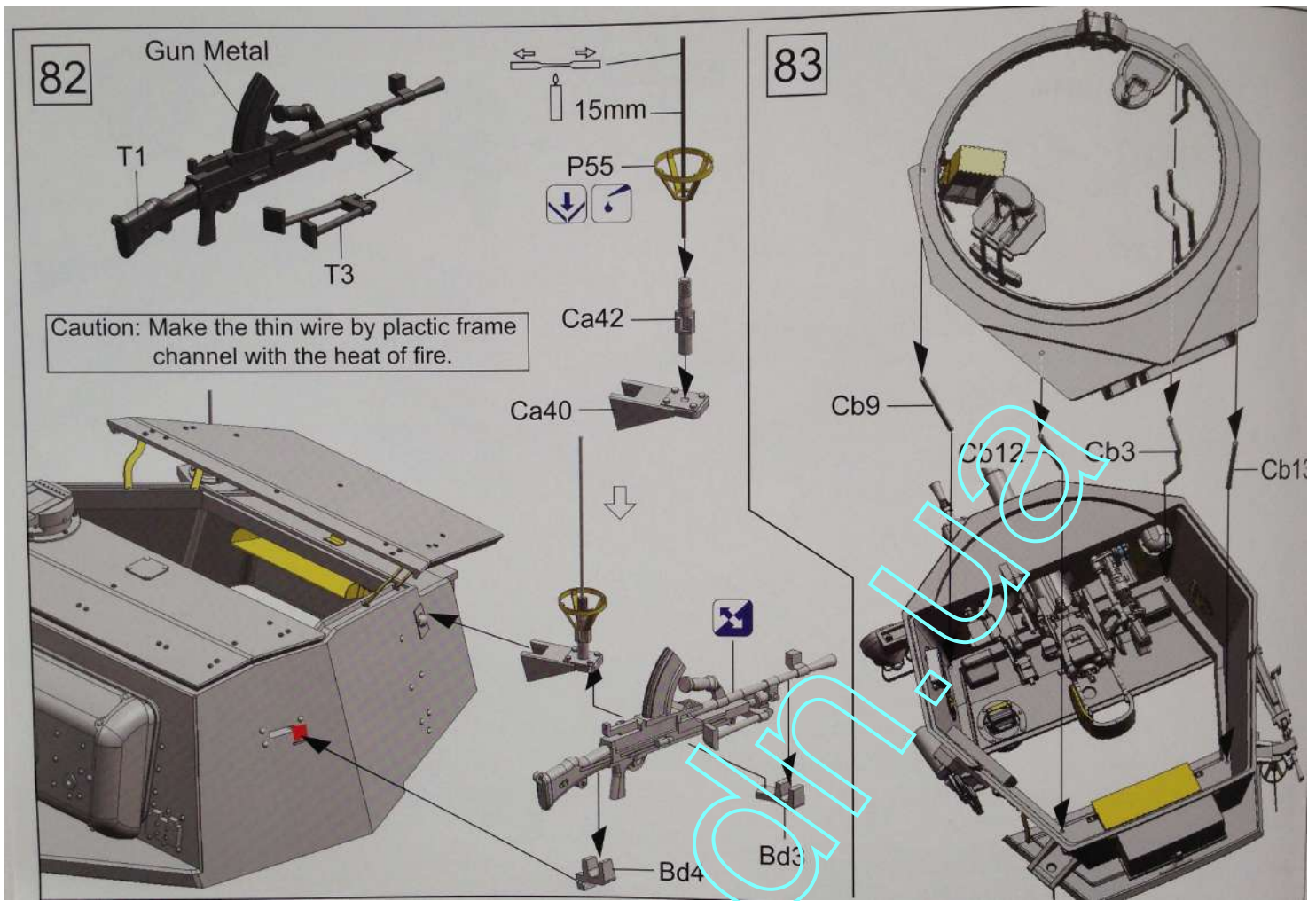












Many thanks to below gentlemen & company to provide their great assistance for our project:-

- Simon King
- Andrew Gadd
- Model Centrum Progres
- Martyn Smith
- Krutis Tsang
- Wings & Wheels Productions

Caution



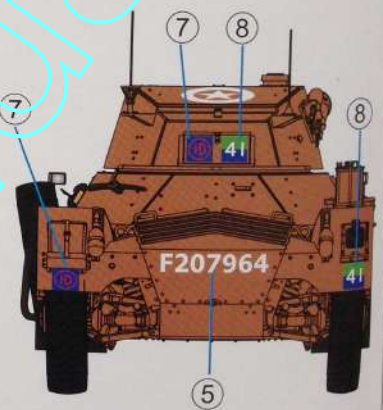
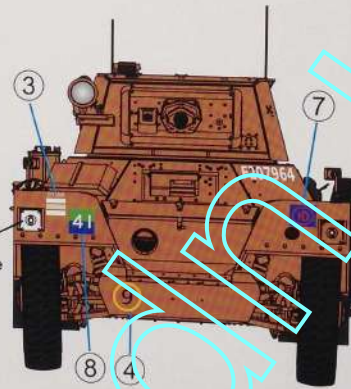
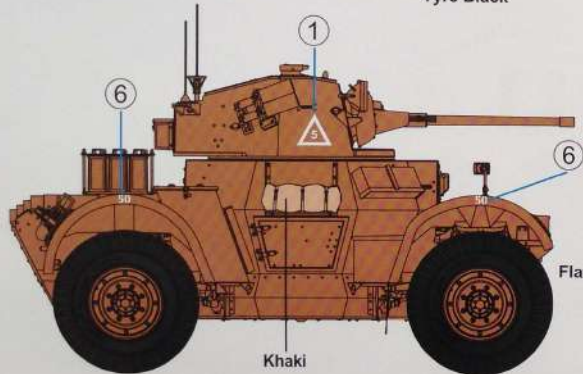
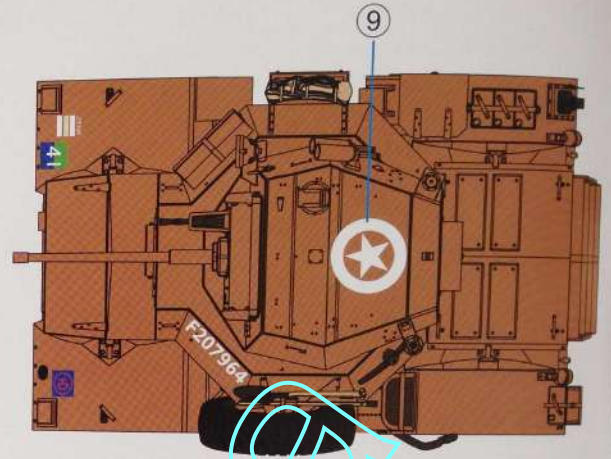
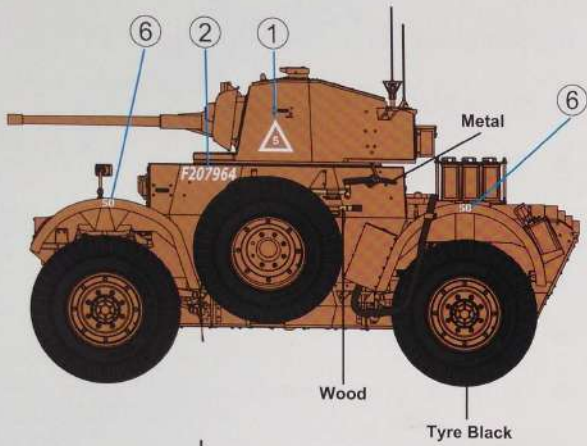
Please read the instruction sheet once carefully before assembly your model kit.

*When use the glue or paint, do not near open flame and use in ventilated room.

* The models that have not been assembled are stored in a dry place to avoid direct sunlight exposure.

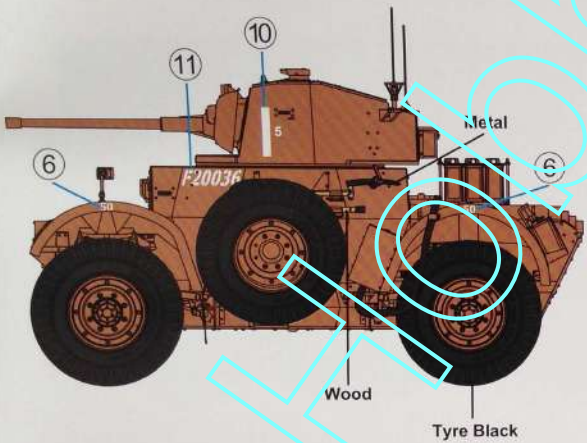
Option 1 : 2nd Derbyshire Yeomanry, 5 Troop A Squadron, St. Michielgestel, Holland, October 1944 .

Body Colour : Service Brown SCC2 Overall

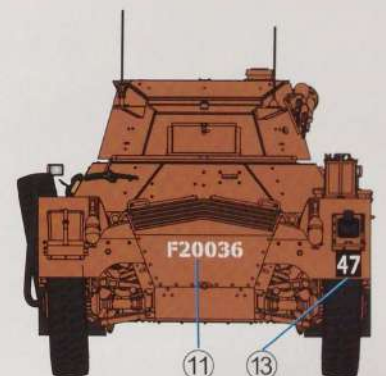
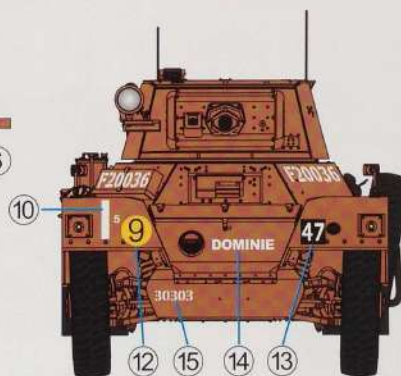
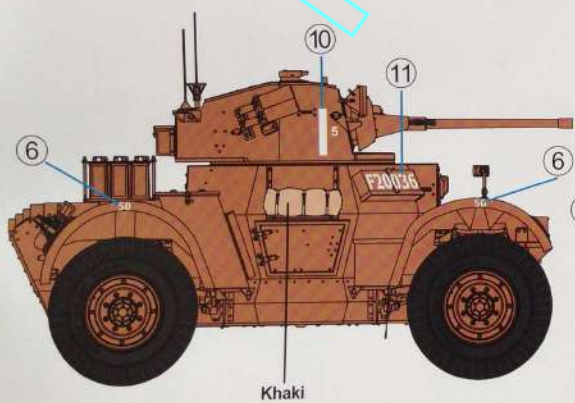
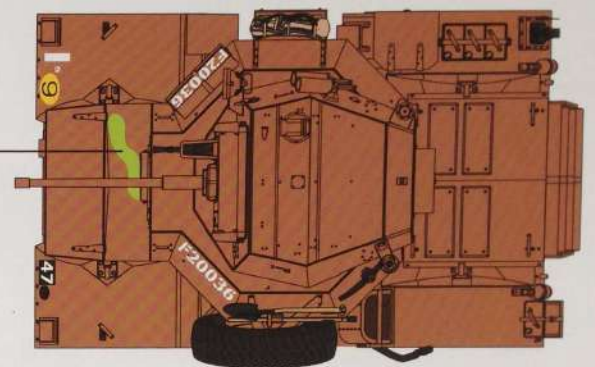


Option 2 : 5 Troop, D Squadron 27th Lancers, 11th Armoured Divn, Northern Command, April 1942.

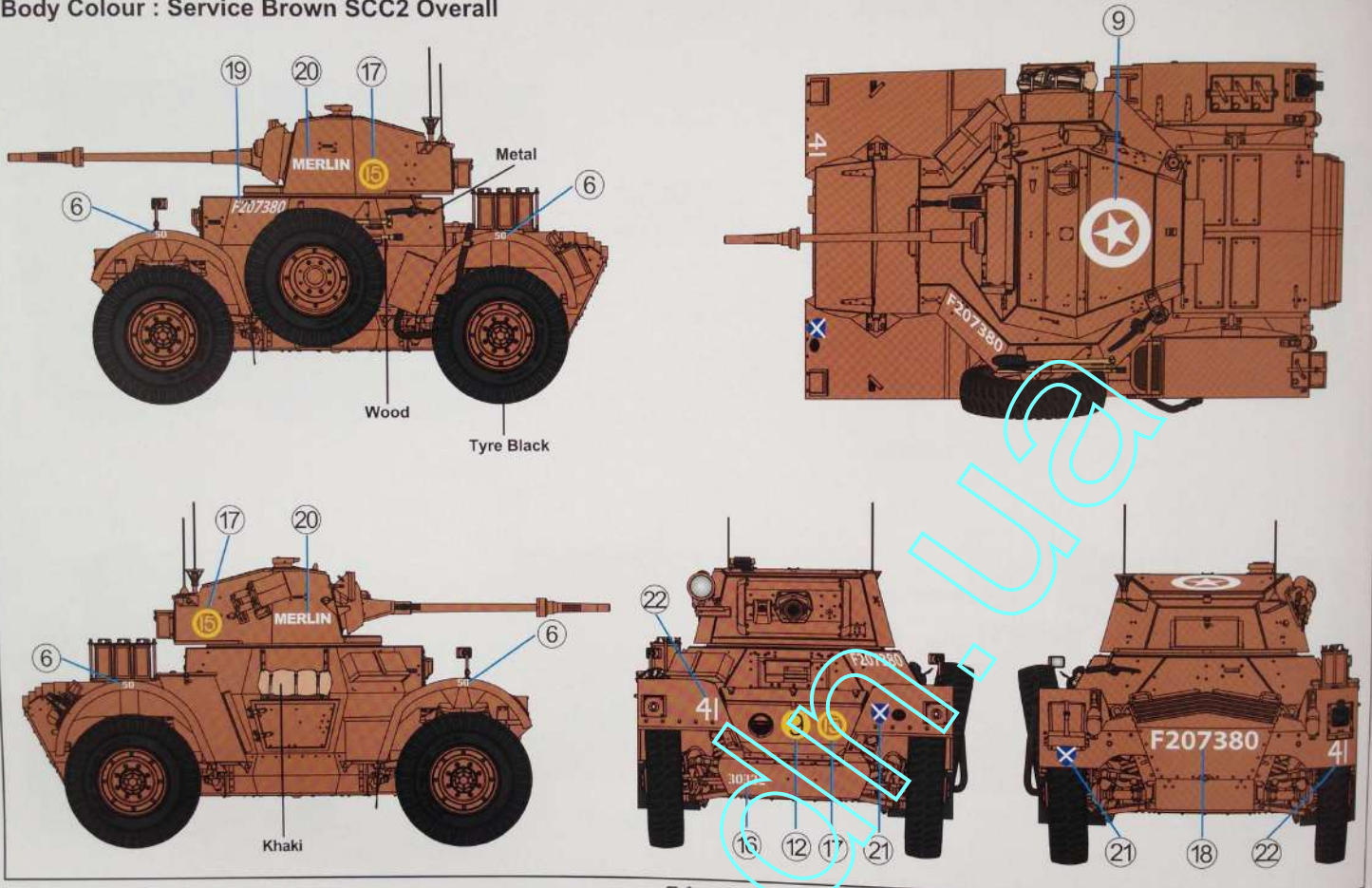
Body Colour : Service Brown SCC2 Overall



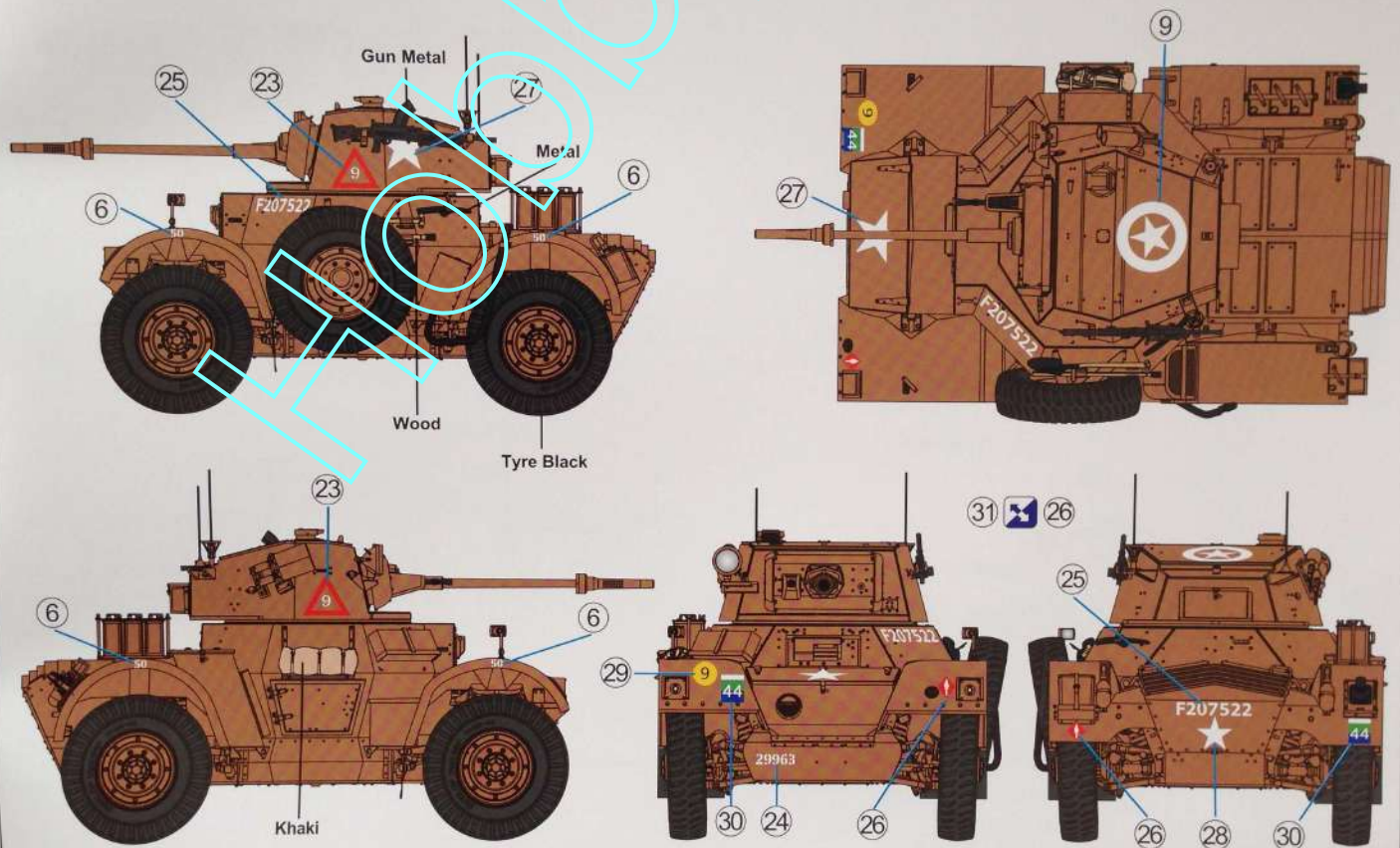
Note irregular shaped patch of yellow-green gas detection paint in front of drivers hatch



Option 3 : 15 Troop, C Squadron 52nd Reconnaissance Regiment, Ginderich, Germany, March 1945.
 Body Colour : Service Brown SCC2 Overall

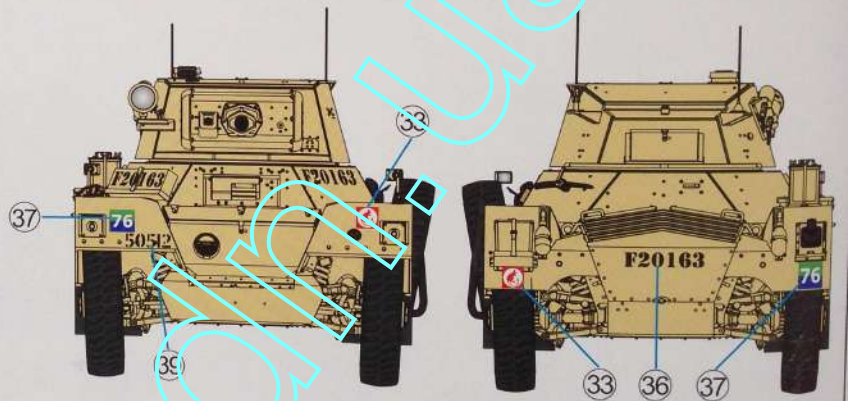
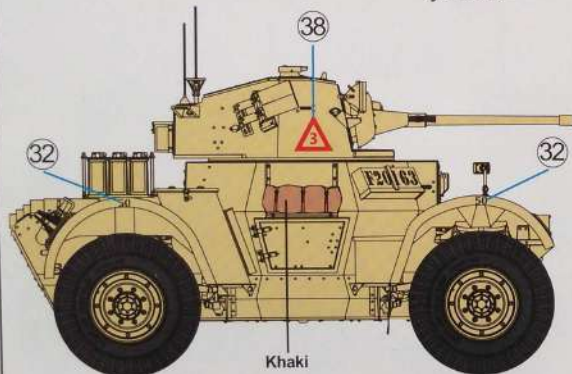
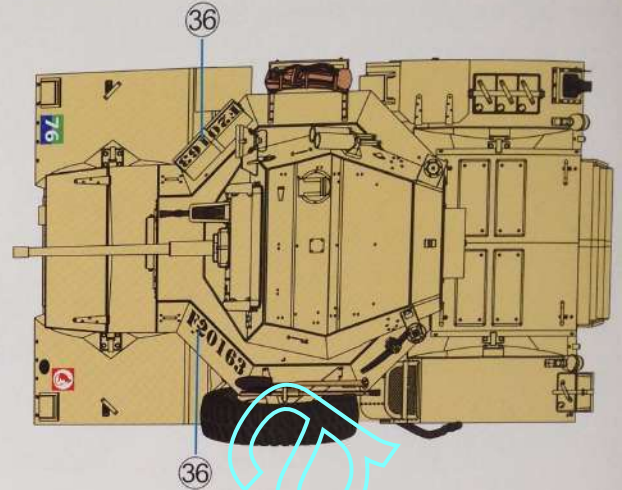
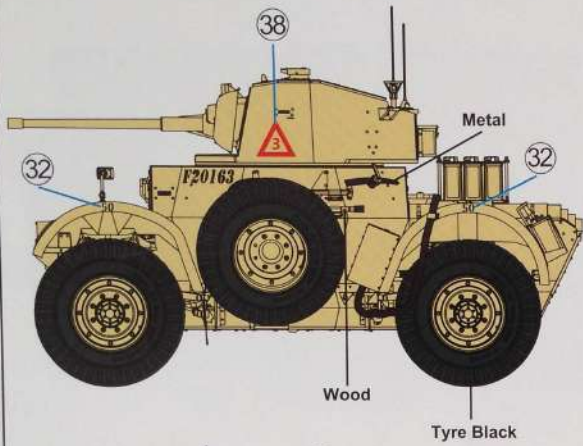


Option 4 : A Squadron, Inns of Court Regiment, Helmond, Holland, September 1944.
 Body Colour : Service Brown SCC2 Overall



Option 5 : 3 Troop, A Squadron, 11th Hussars, 7th Armoured Division, Western Desert, 1942.

Body Colour : Sand Colour Overall



HobbyOnline