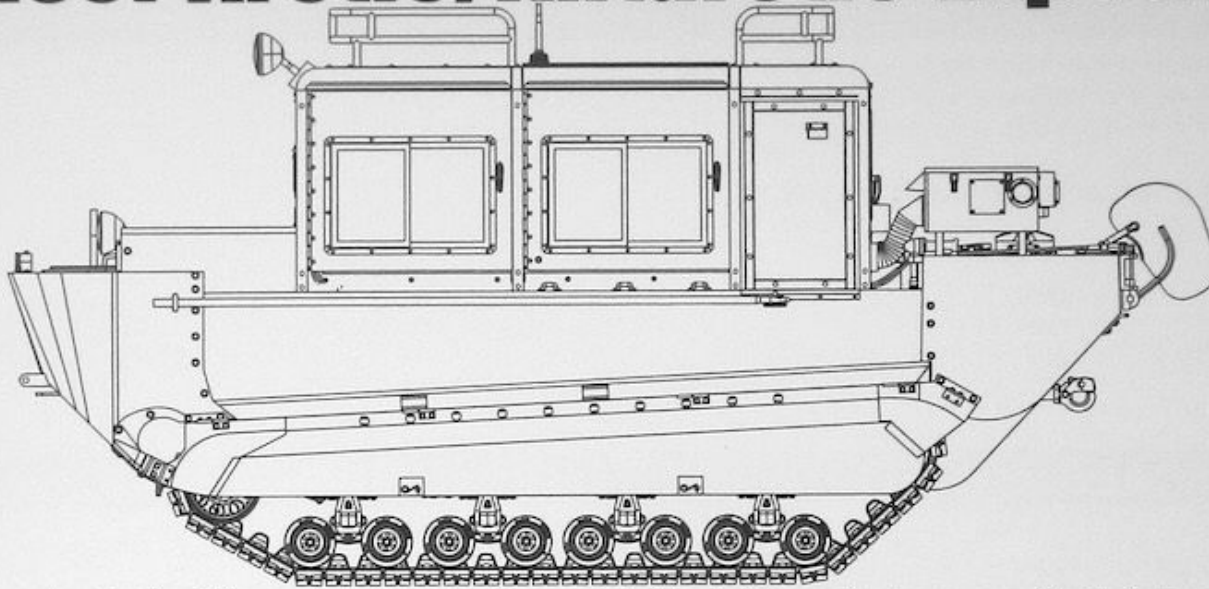


# M29 Weasel Arctic/Antarctic Expedition Vehicle



In 1941, British-born Canadian inventor Geoffrey Pyke proposed a design for a vehicle intended for use by troops operating in deep snow conditions. The automotive system involved using two large helix screws operating in counter-rotating directions to propel the box-shaped vehicle over the snow. It was a complex design and, although a prototype vehicle was prepared for trials, the idea did not progress any further.

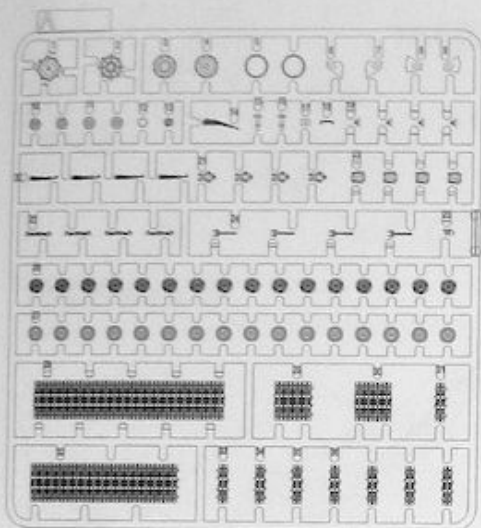
The concept of Pyke's vehicle came to the attention of the design team of the Studebaker Corporation, based in South Bend, Indiana. The trials involving Pyke's vehicle had proved the vehicle capable of travelling over snow, but its unconventional method of propulsion was complicated and impractical for use in battle conditions. It was decided to pursue the idea, but as a conventional tracked vehicle. Studebaker was awarded the contract to develop the idea further to produce a vehicle for the military, despite the fact the company had no experience in tracked vehicle production.

The result was known as the T15 Weasel, later renamed the M28 Cargo Carrier. It was fitted with 15" 'Kegresse-type' caterpillar tracks manufactured from rubber to which were attached metal plates, producing a ground pressure of 2.1 psi, which made the M28 an ideal all-terrain vehicle capable of operating over snow, swamp, and sand. The engine was mounted in the rear and the front wheel served as the drive sprocket for the tracks. The open-topped vehicle was fitted with two sets of well-spaced double-wheeled bogies and two return rollers to support the track. Studebaker produced more than 1,000 M28 Weasels before changing the design and introducing a range of modifications that completely changed the vehicle's appearance and greatly improved its overall performance.

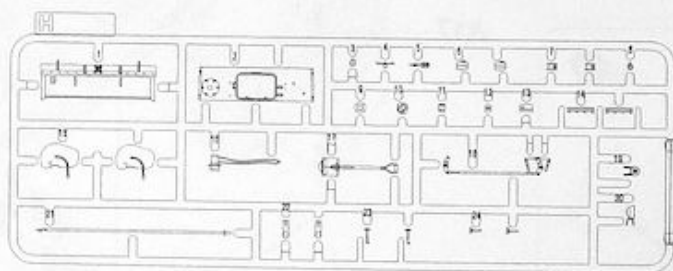
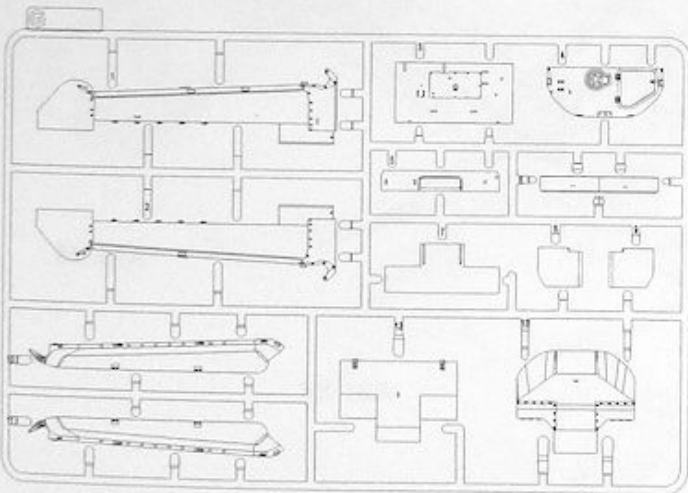
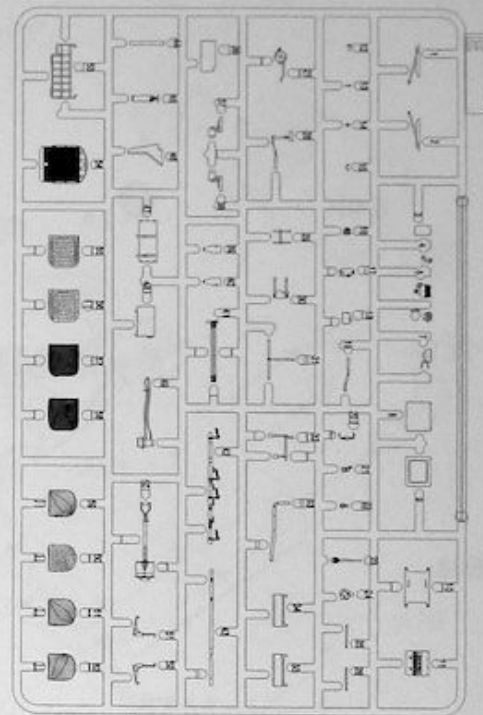
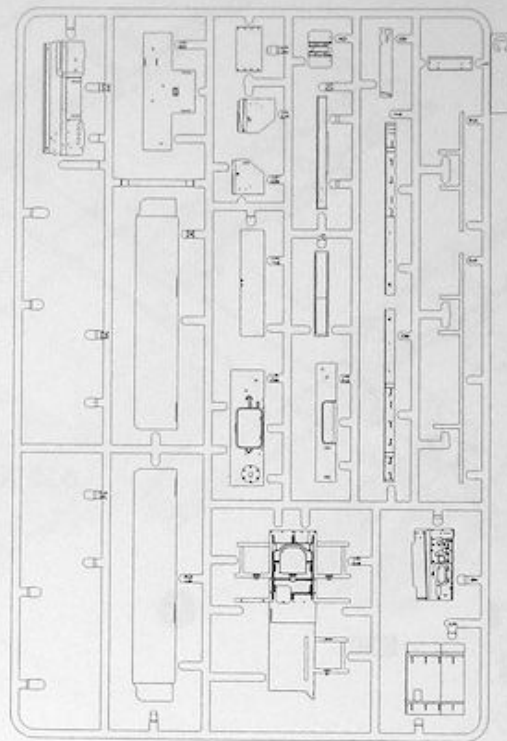
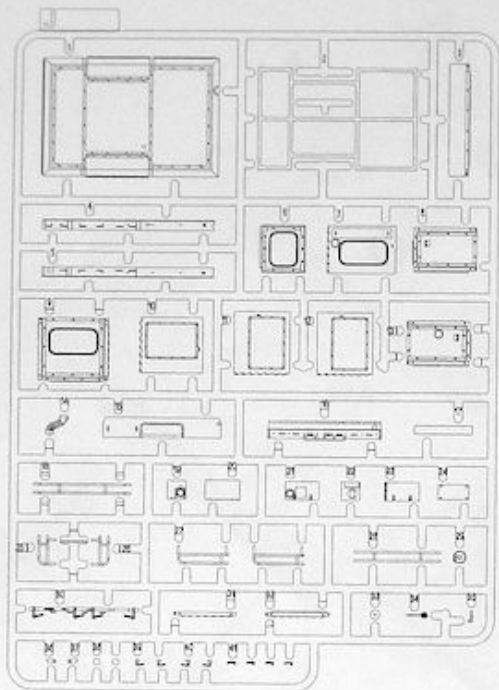
These design changes were implemented in 1943 and created the T24, which became known as the M29 Weasel. It remained an open-topped, unarmored design and still operated in its intended primary role as a light cargo carrier but would go on to be developed into three versions from which armed types would be produced. The changes produced a completely different design, changing the roadwheel layout to four sets of double bogeys. The two return rollers were retained, and the width of the tracks was extended to 20", which lowered the ground weight to less than 2 psi. The drive sprocket was moved to the rear and the engine moved to the front, offset to the right with the driver's position on the left. The space created in the rear allowed three seats to be installed for passengers or radio equipment to be fitted.

Initially introduced to serve as part of a secret commando operation in Norway in 1942, the M29 Weasel was designed to overcome difficult surface conditions, the first and foremost being snow.

# PARTS

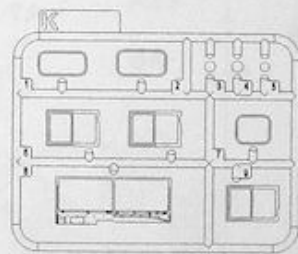


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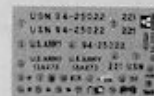


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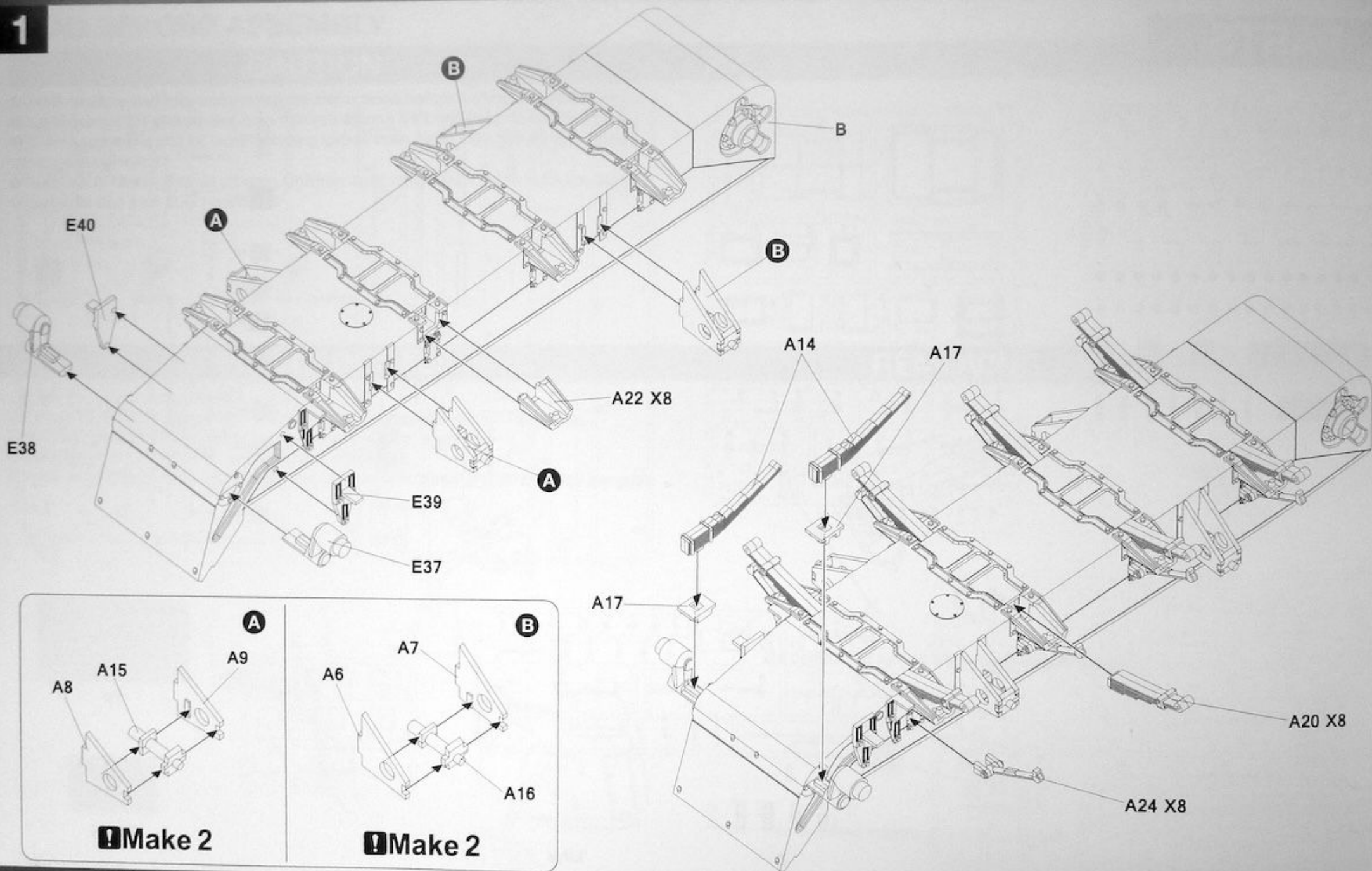
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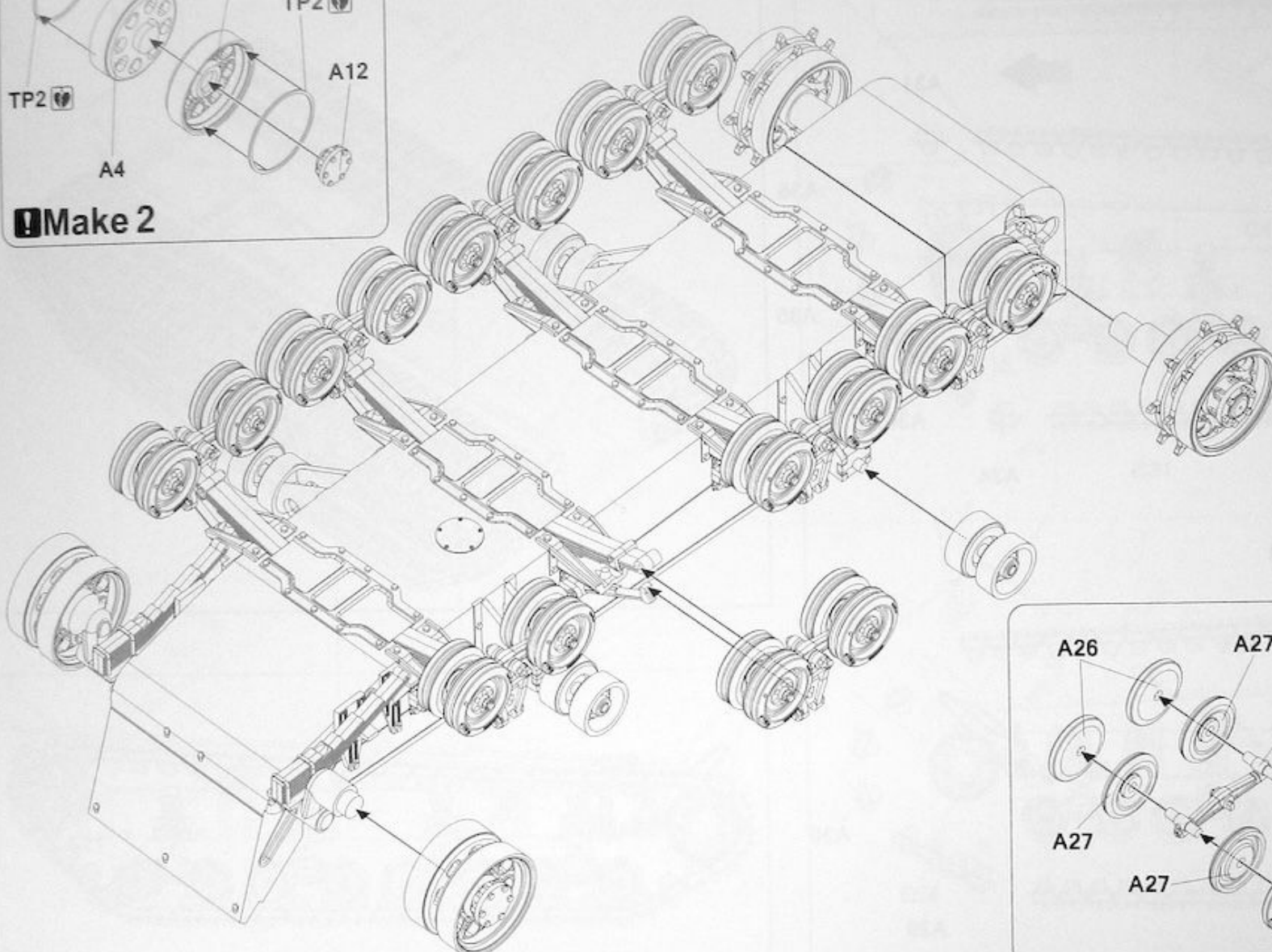
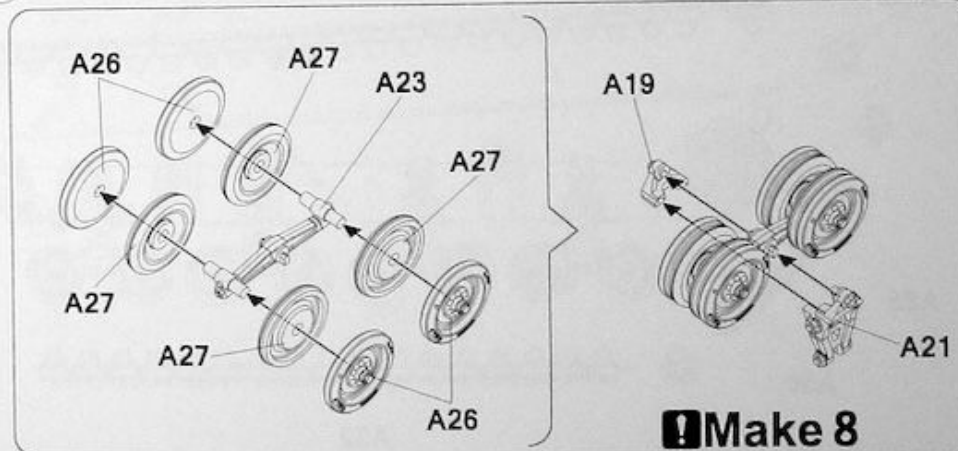
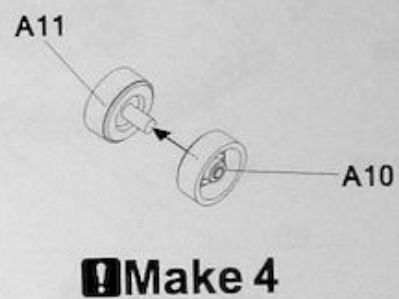
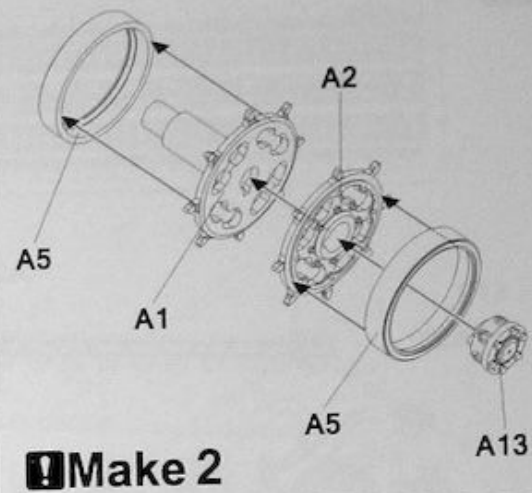
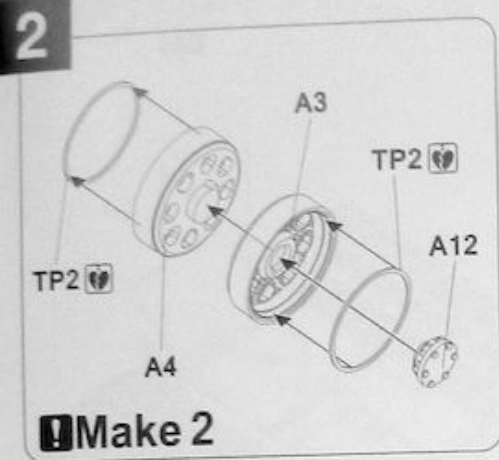
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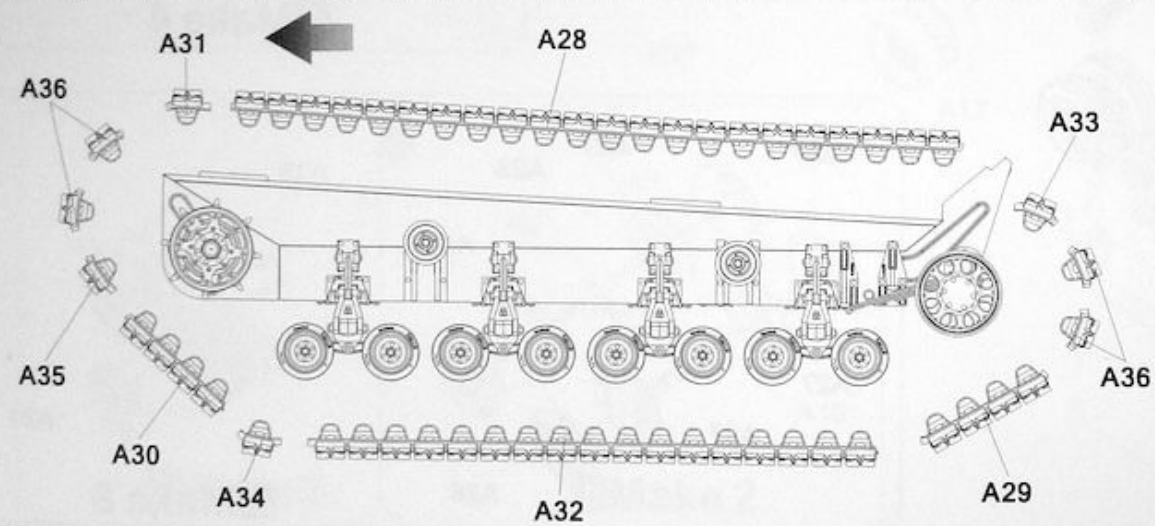
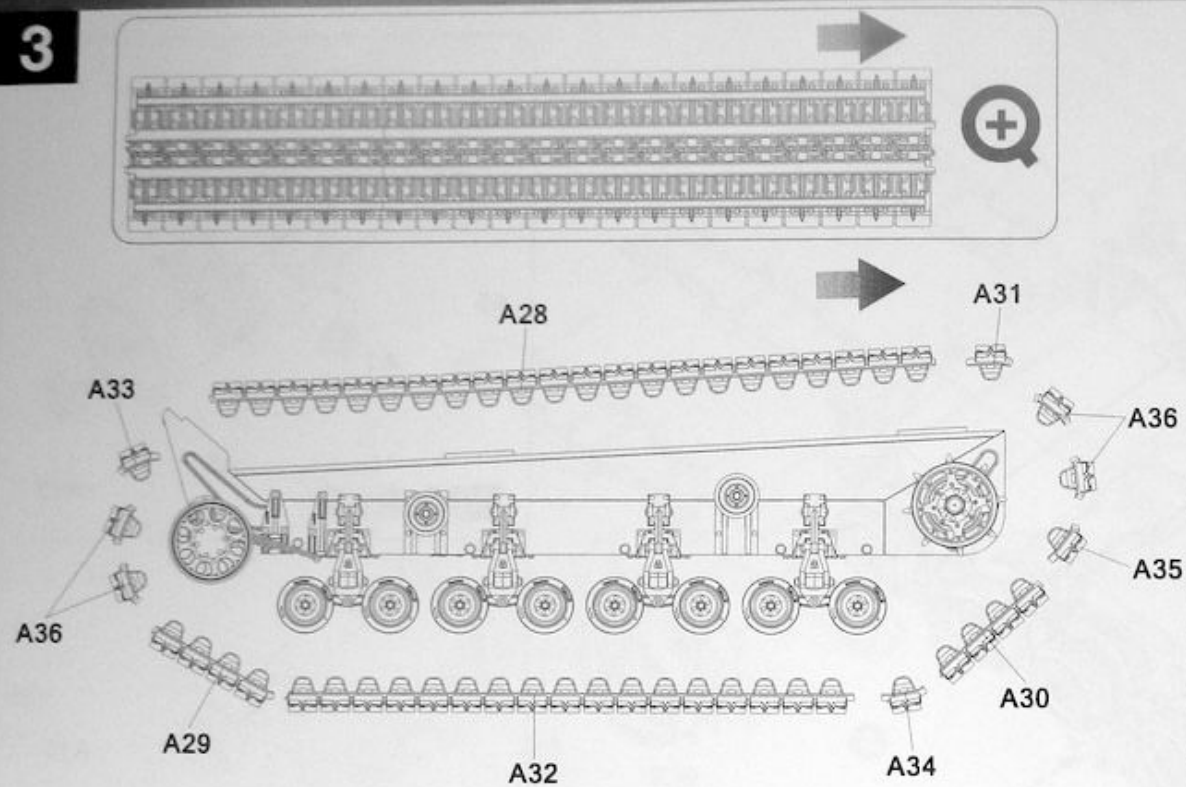
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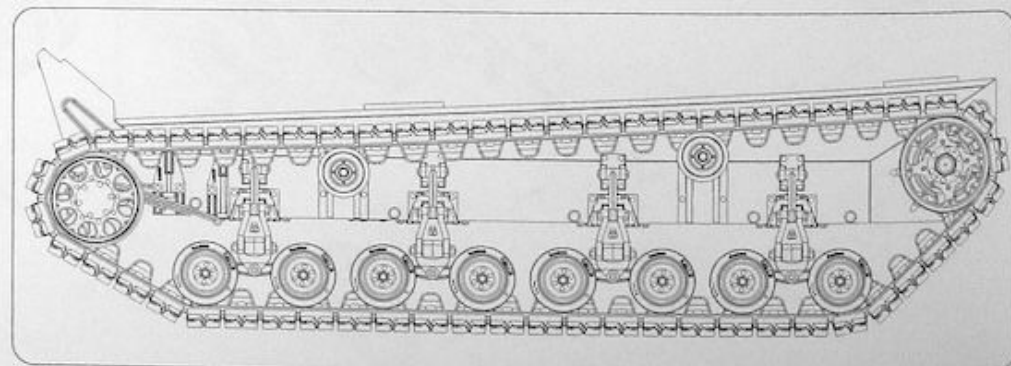
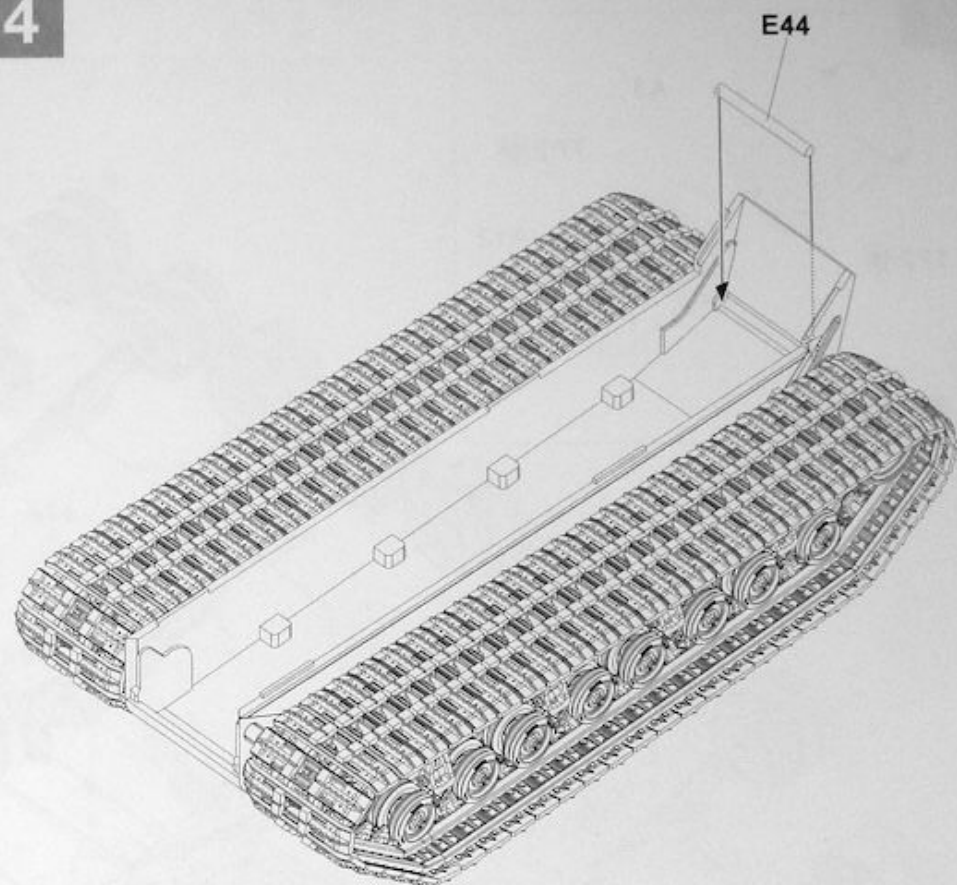




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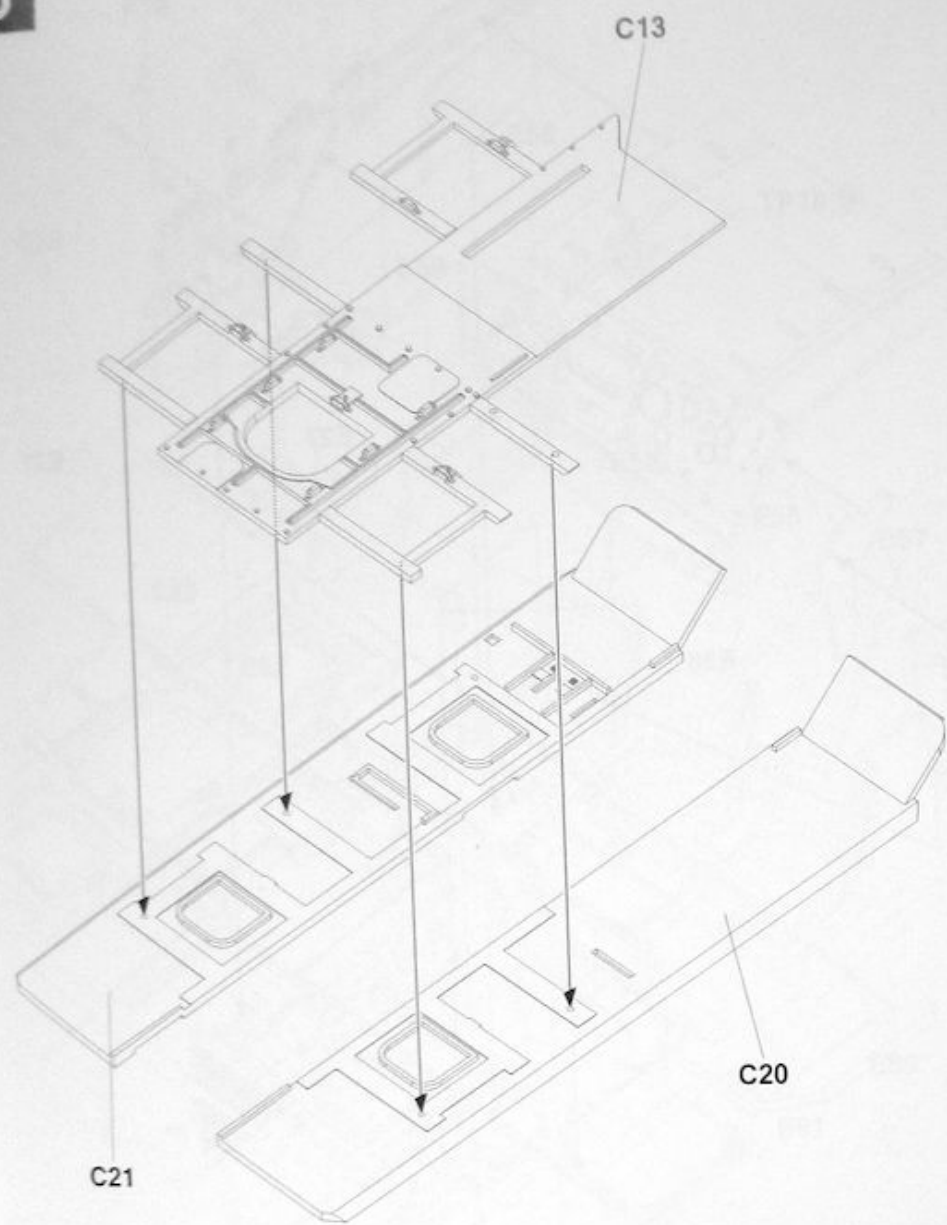


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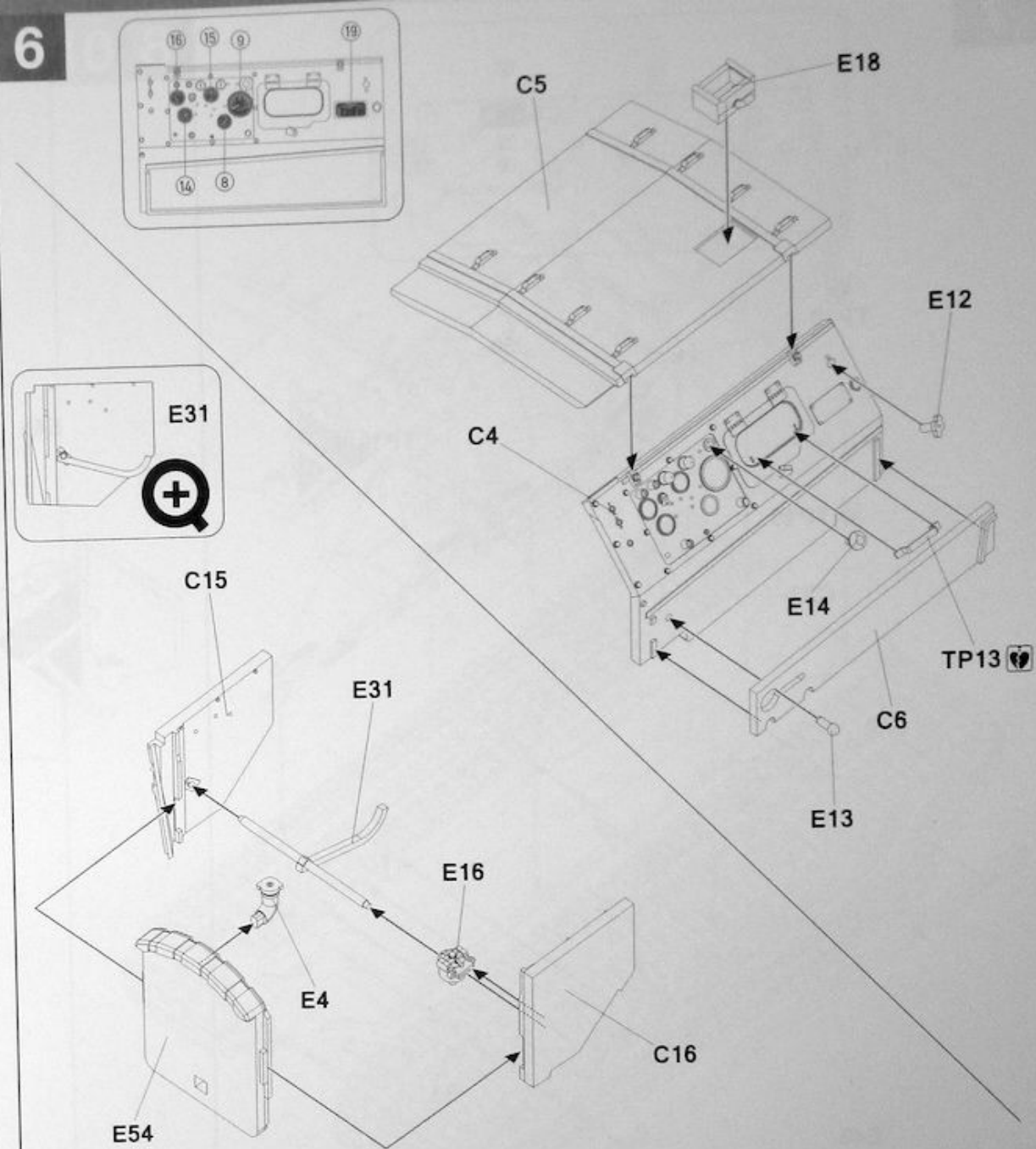


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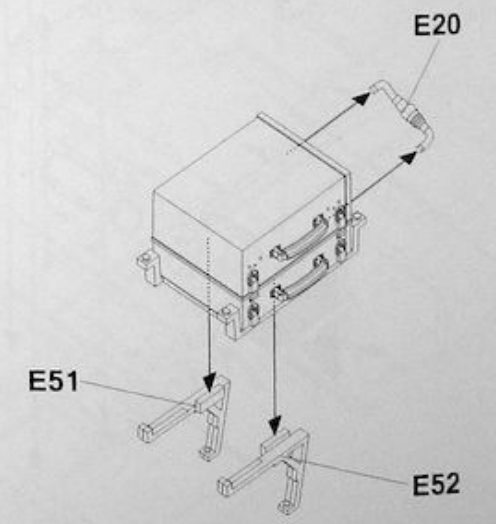
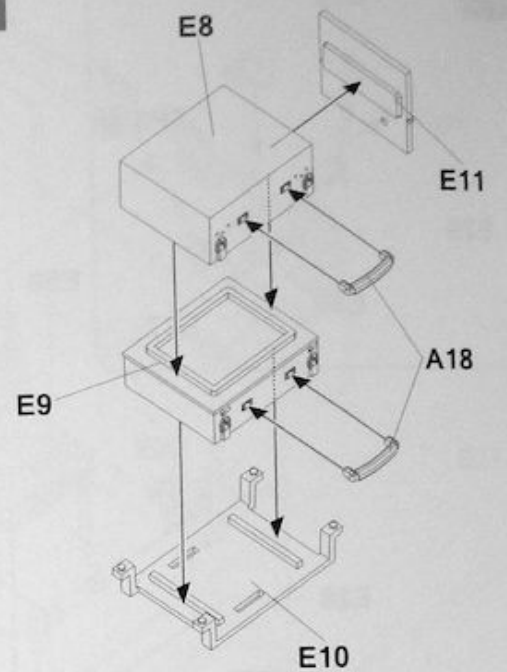
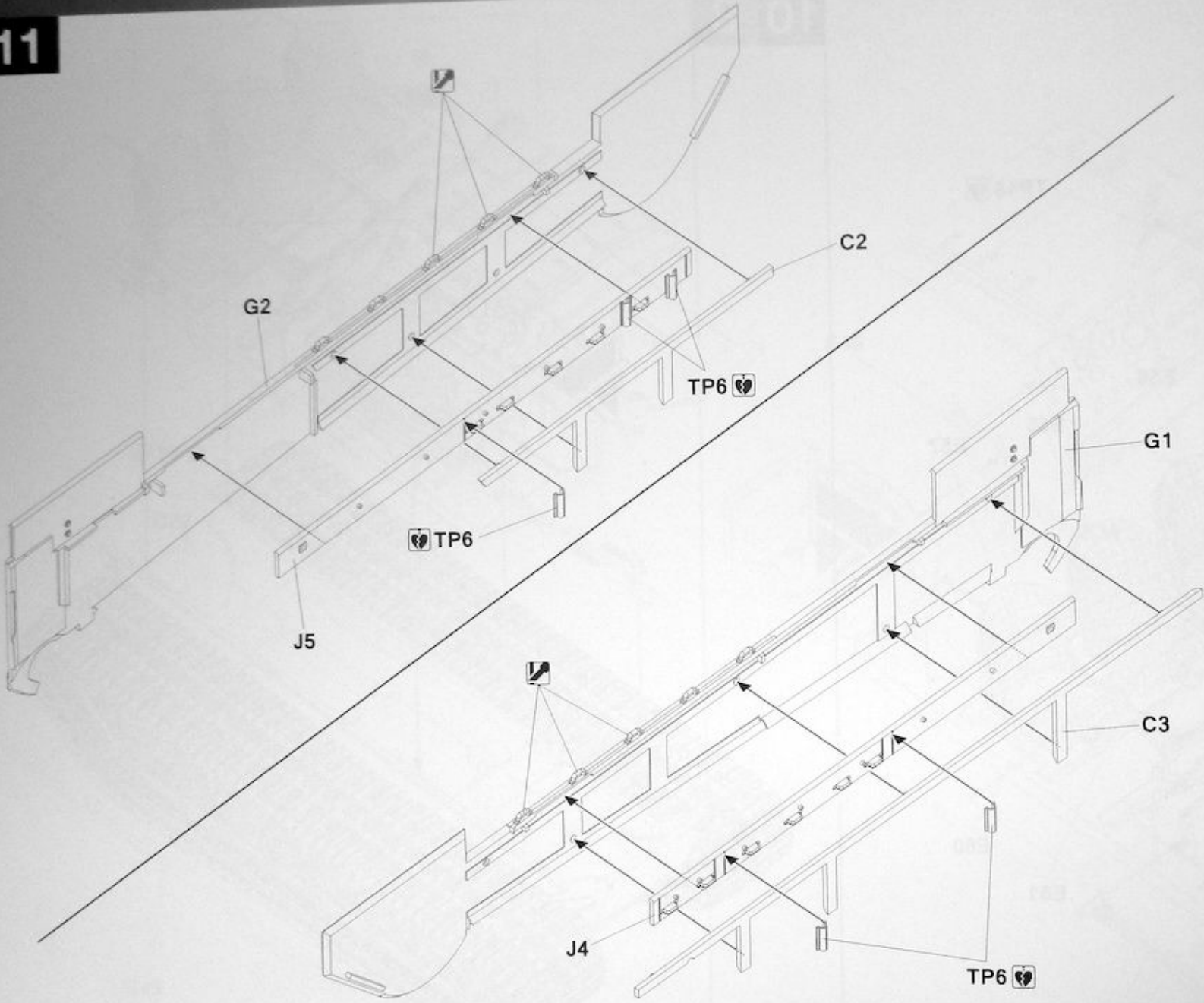


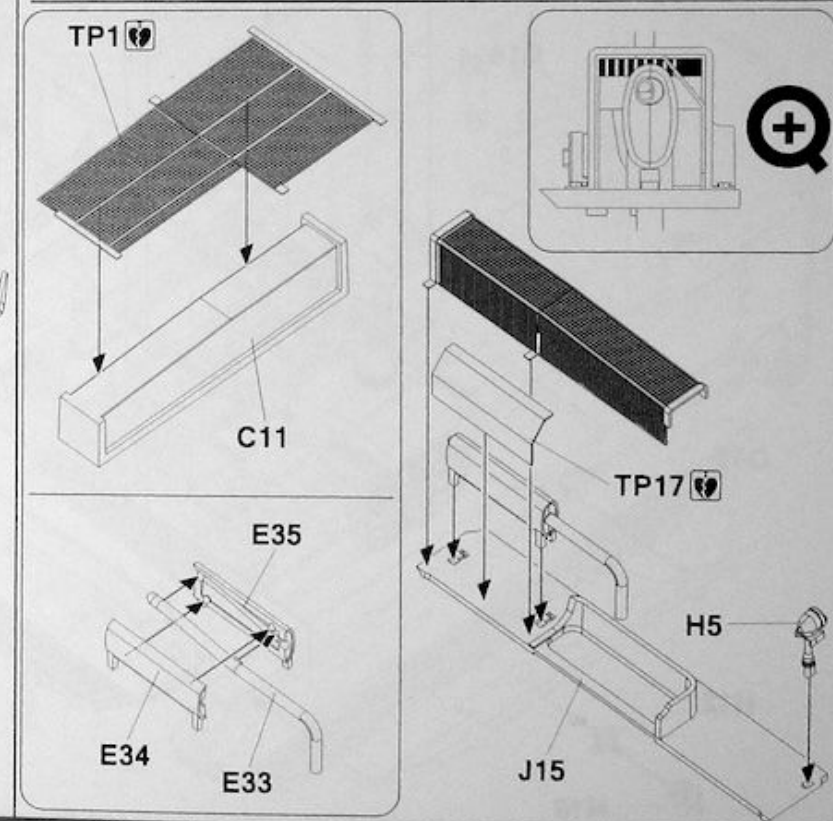
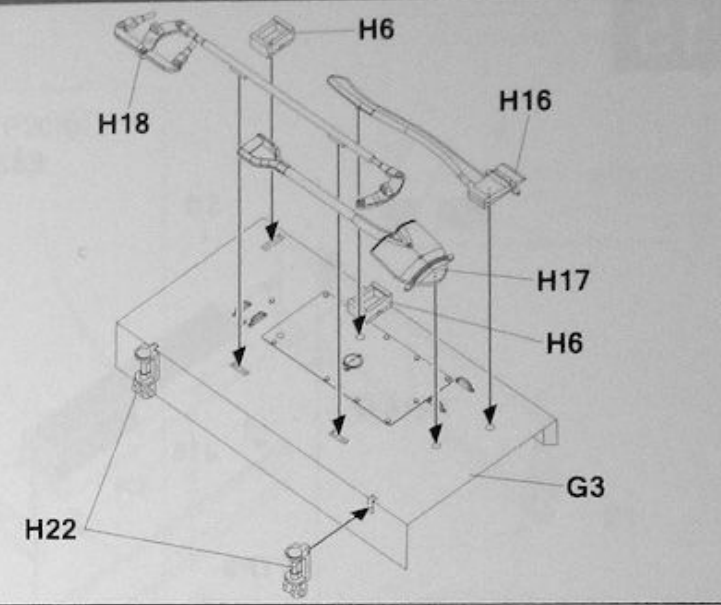
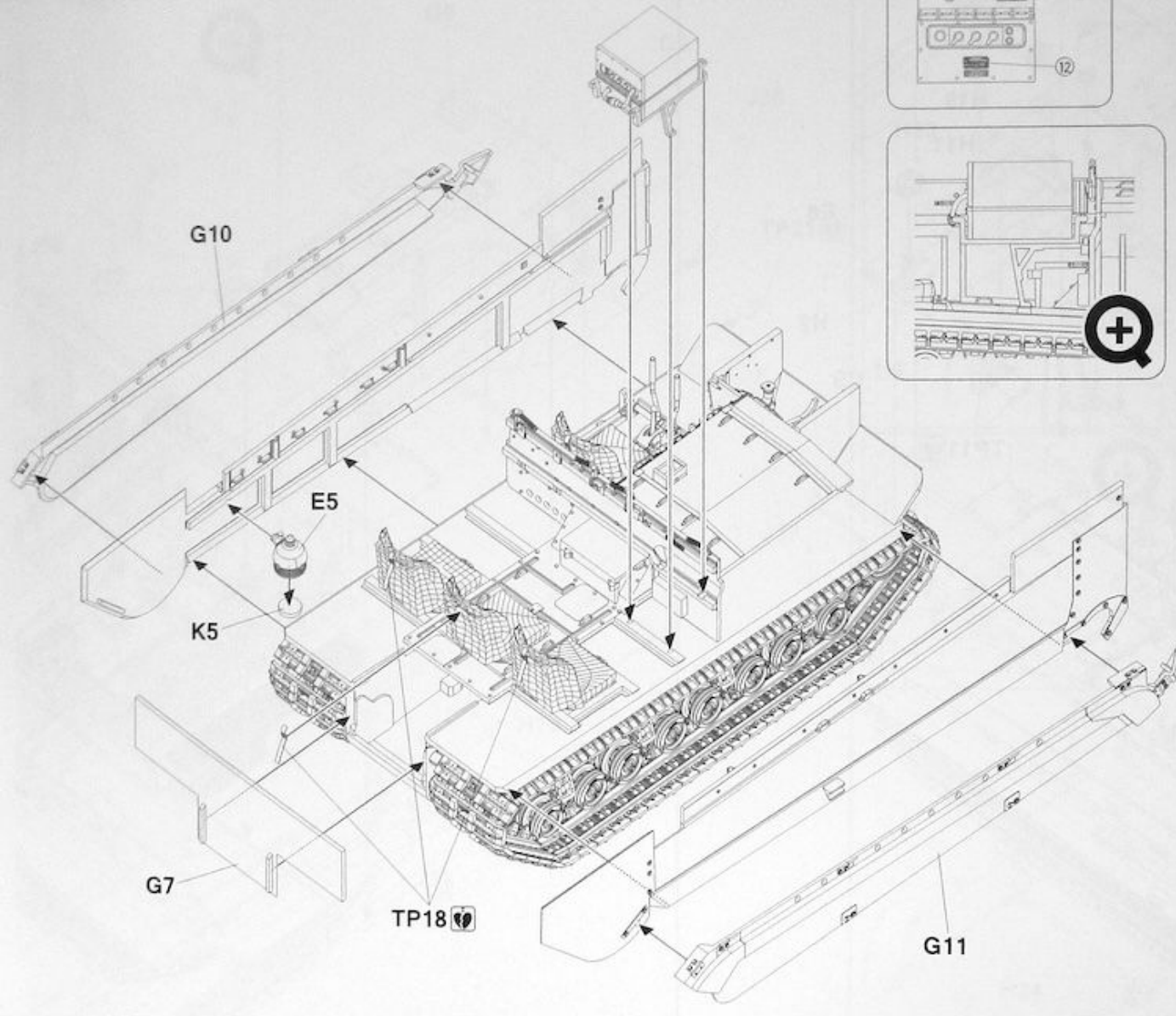
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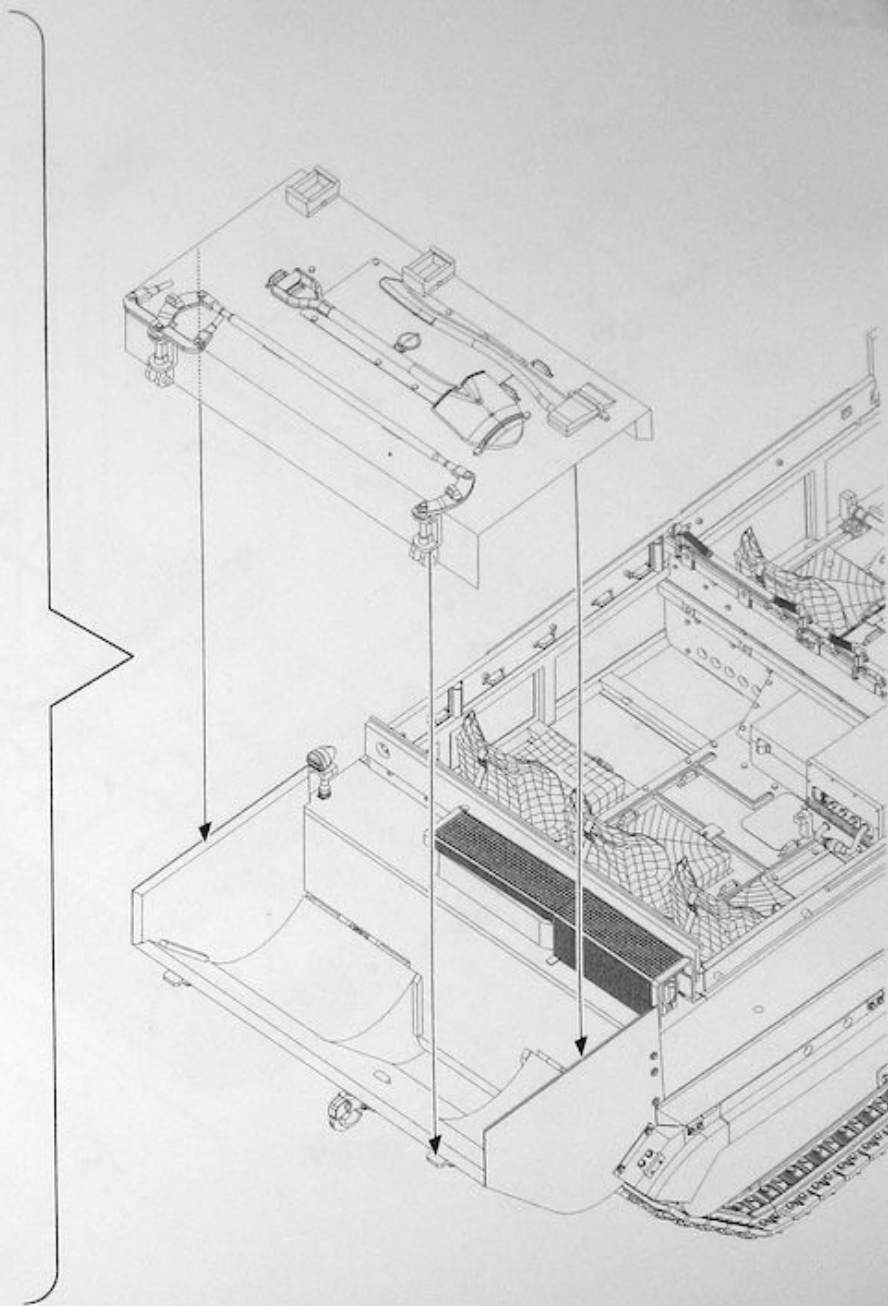
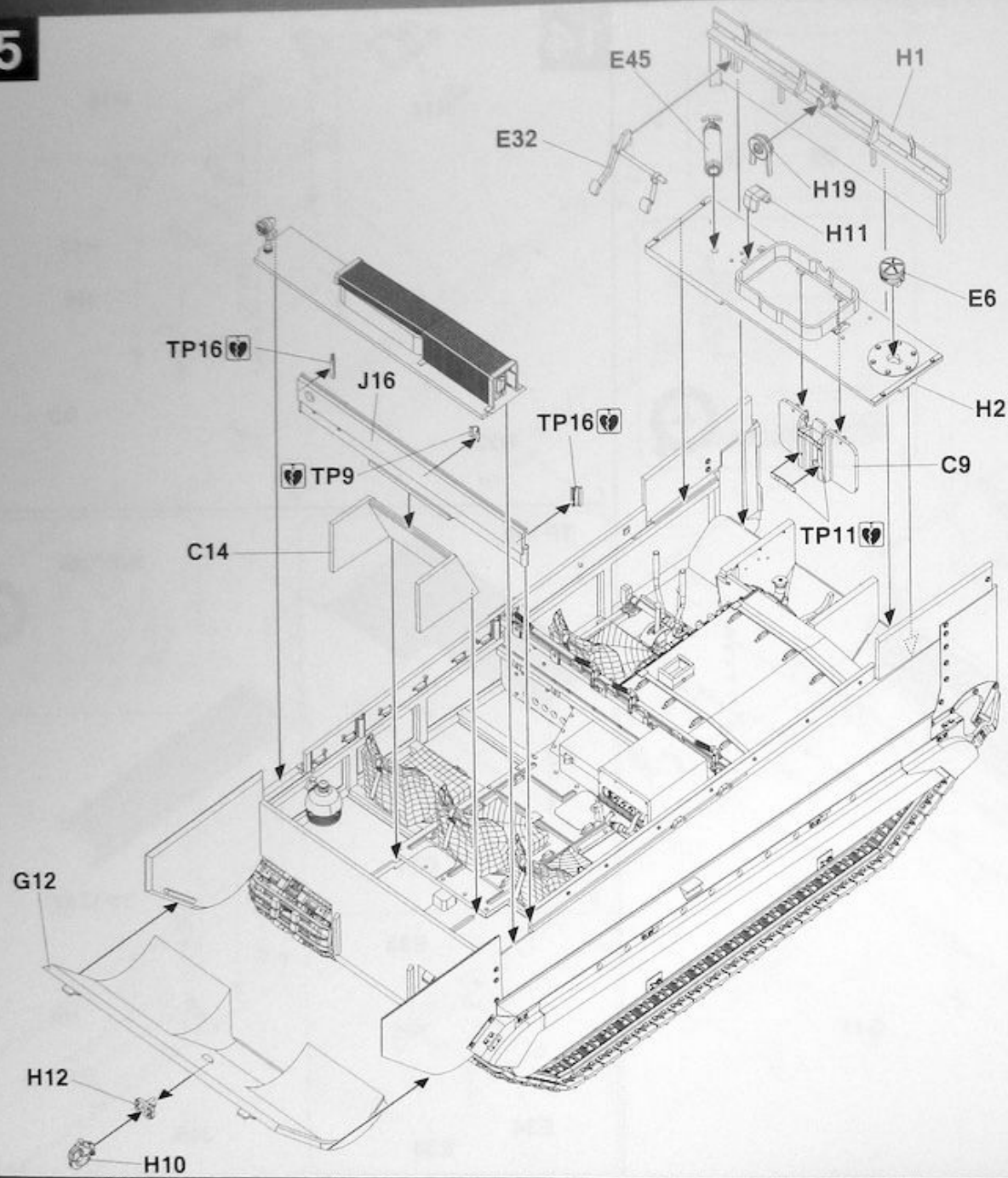
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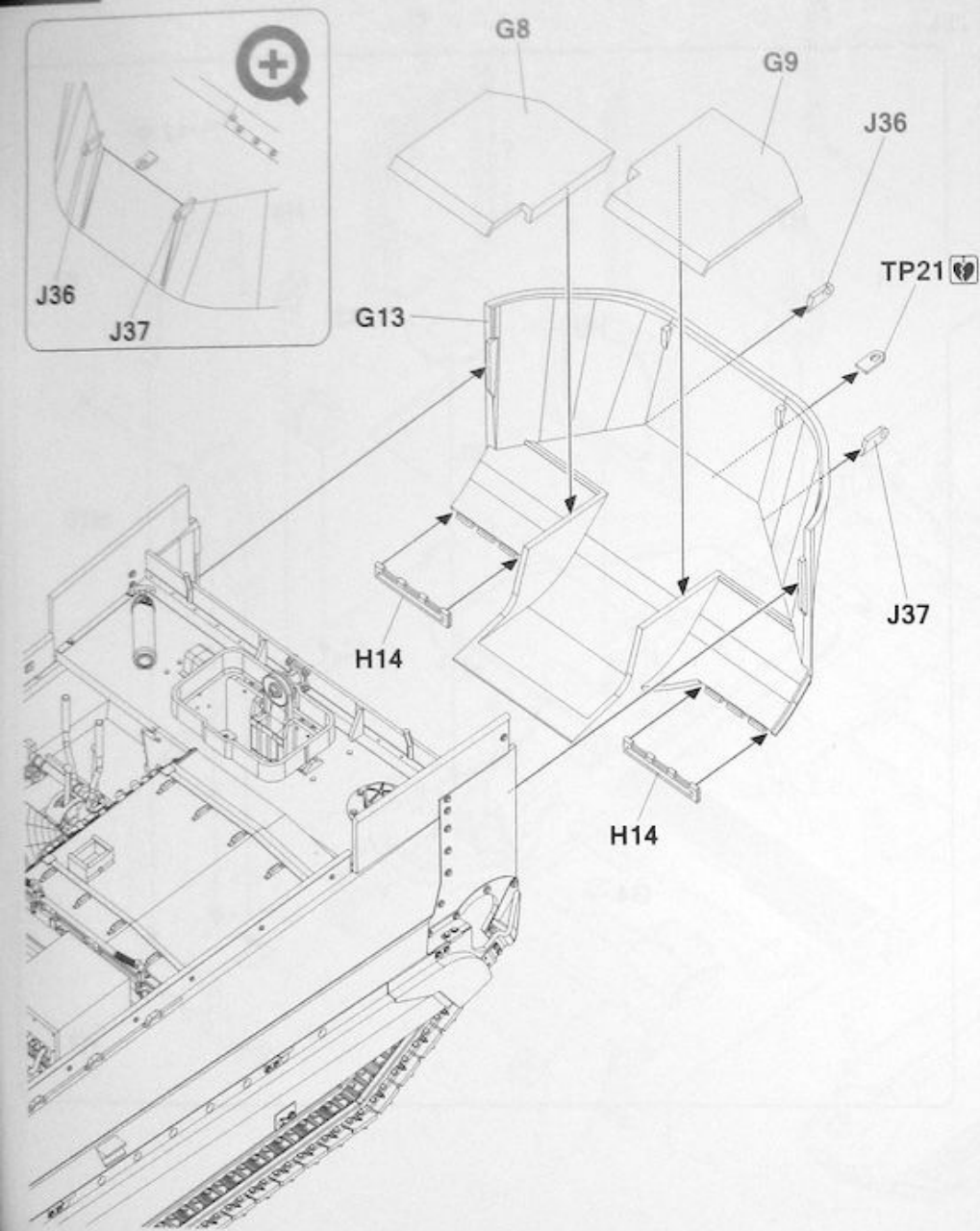




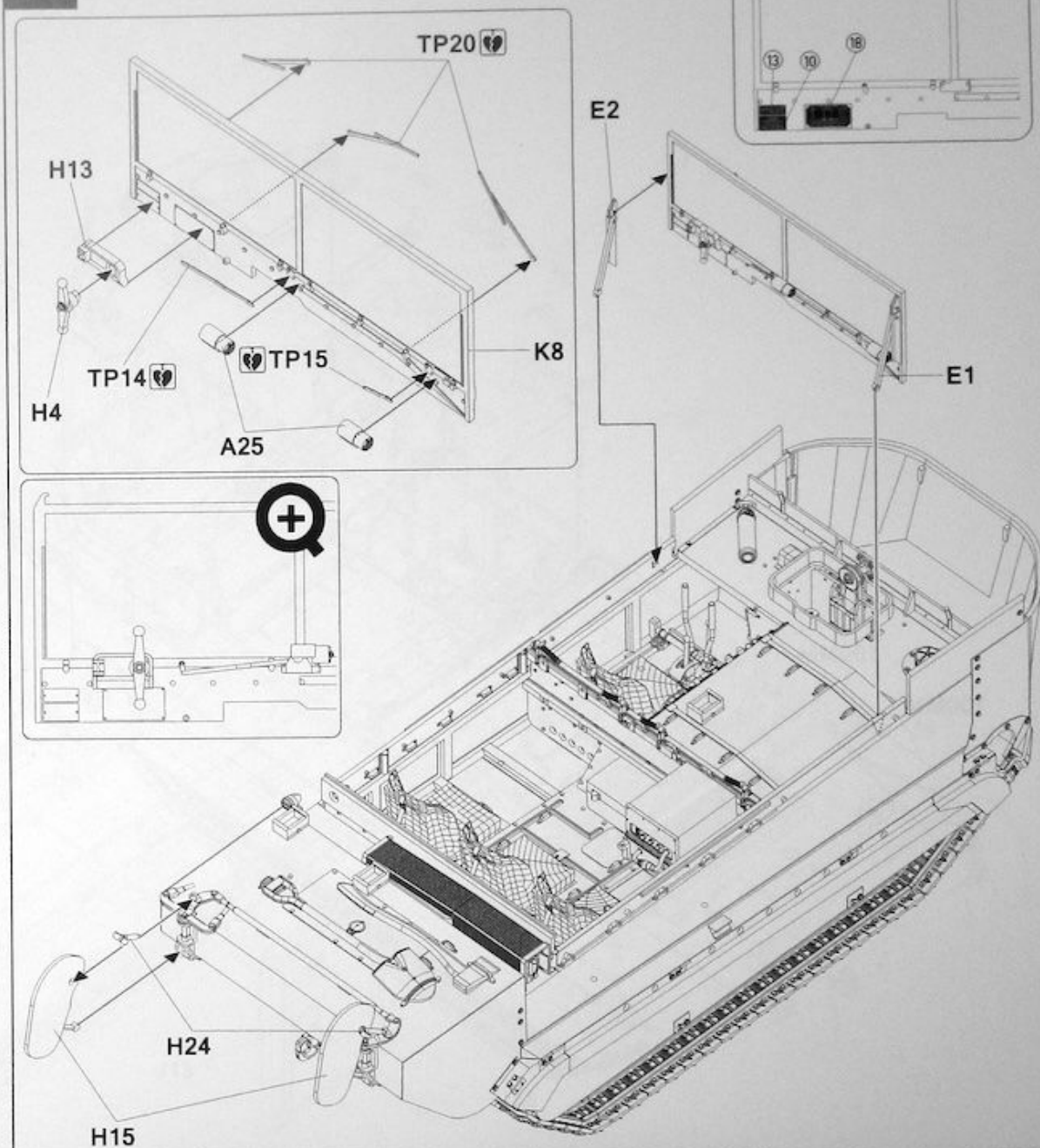




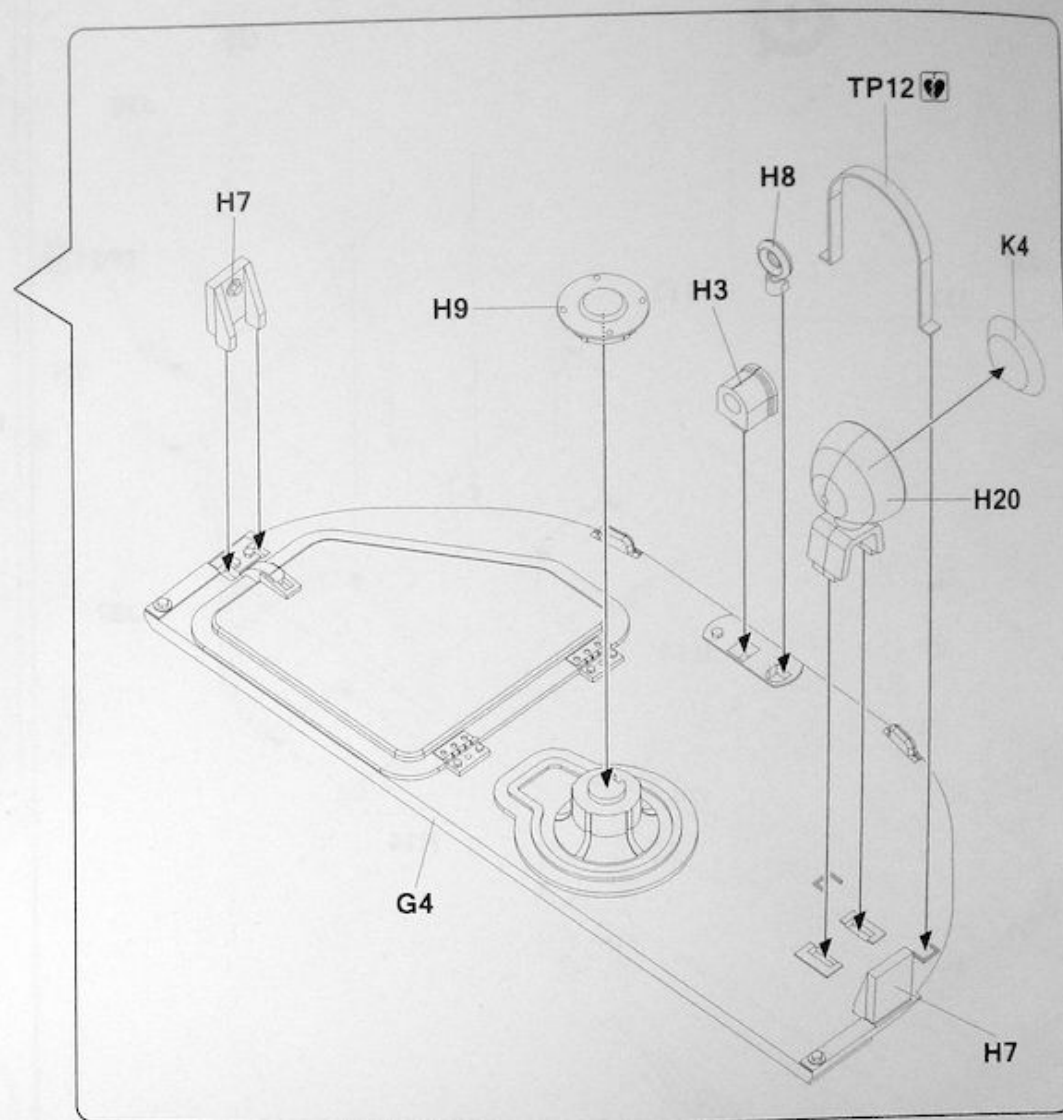
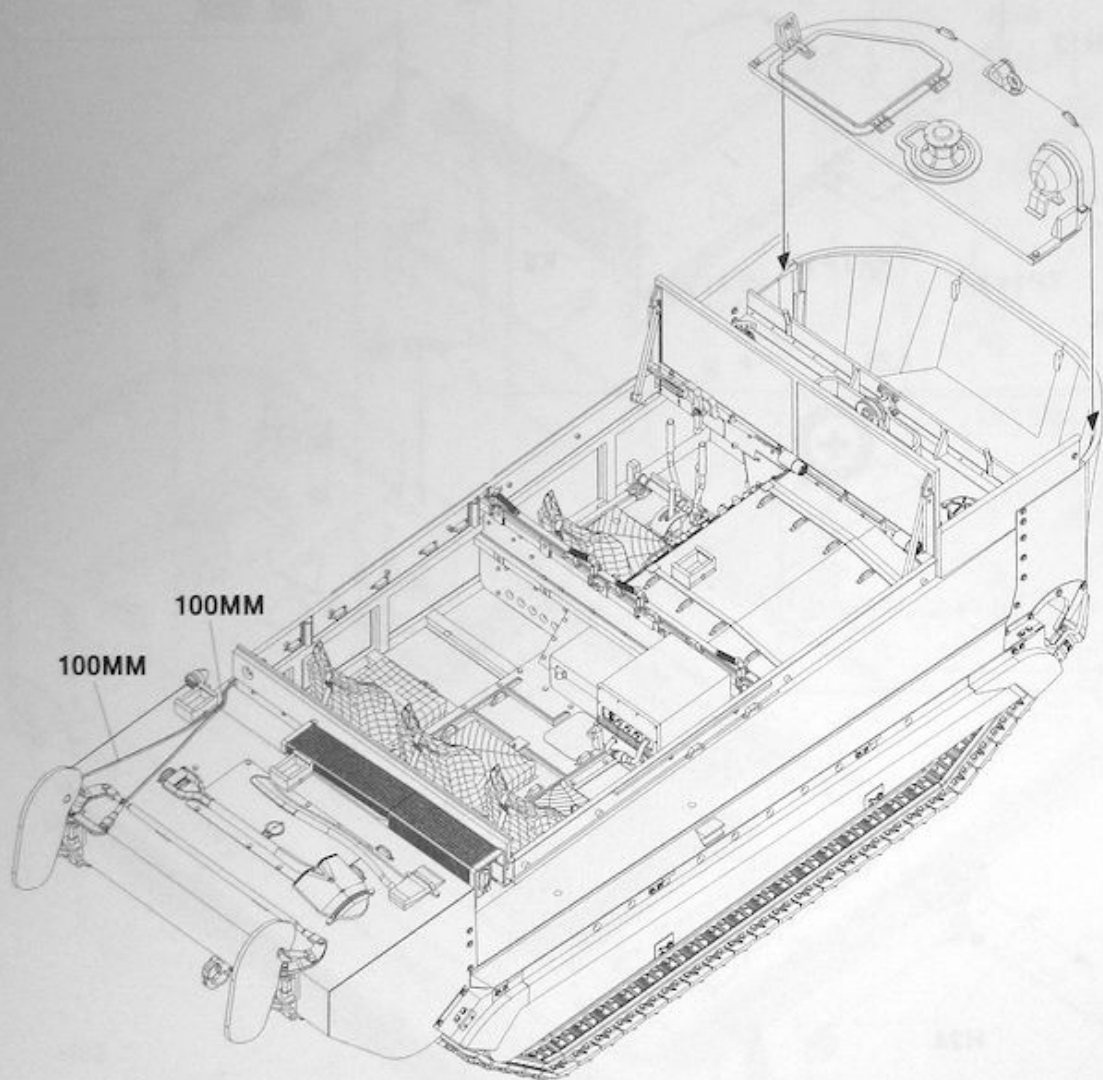
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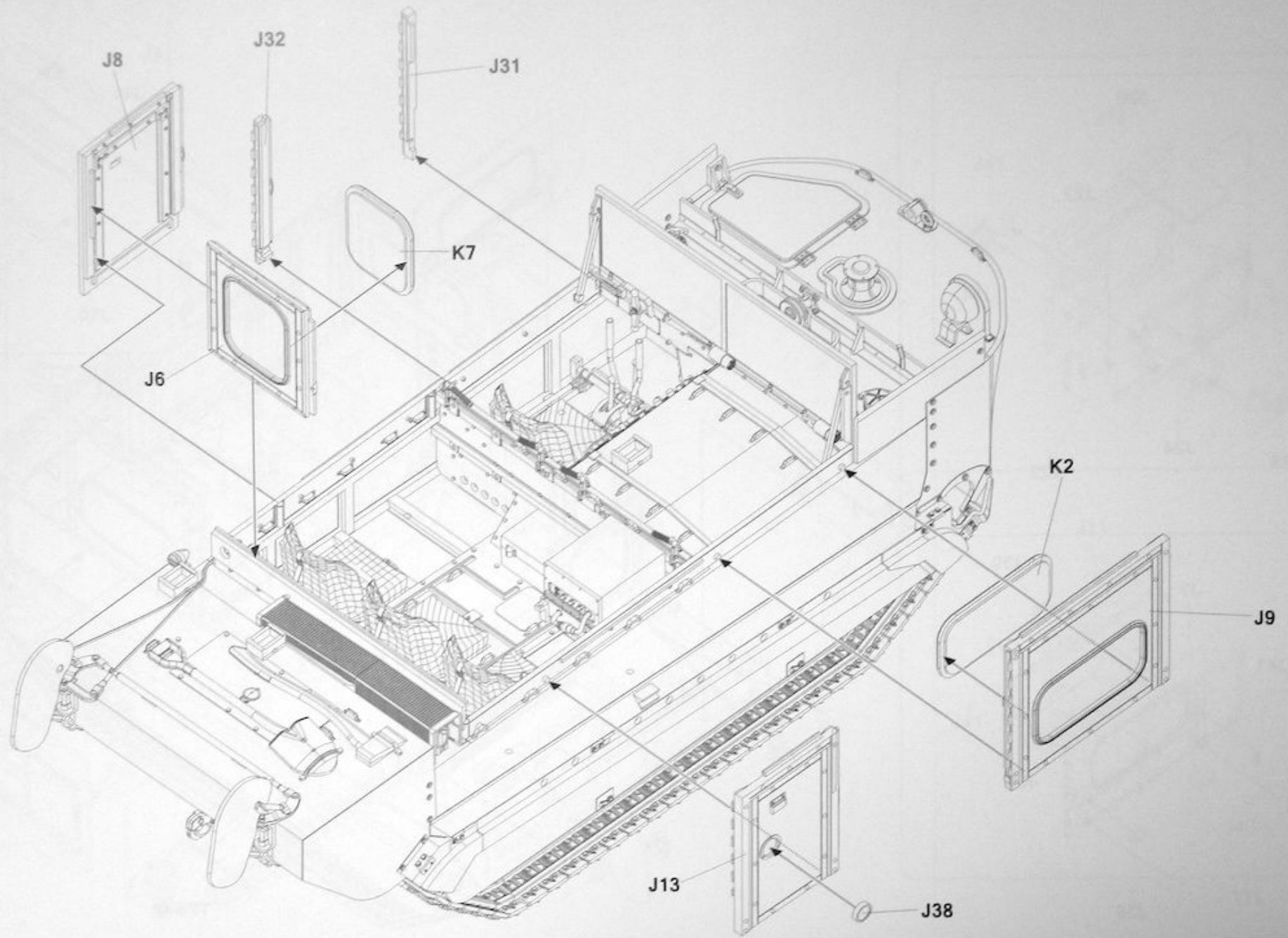
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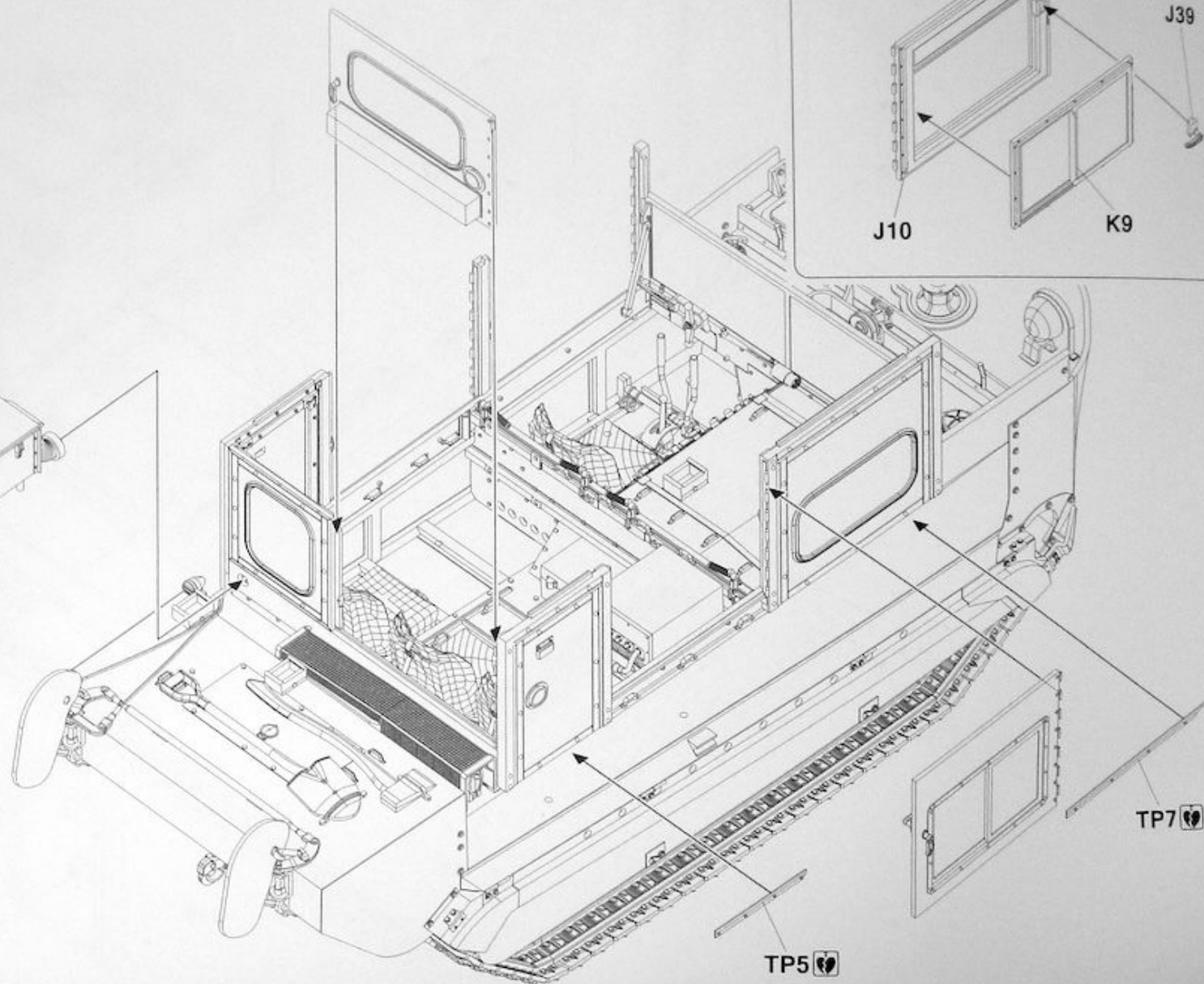
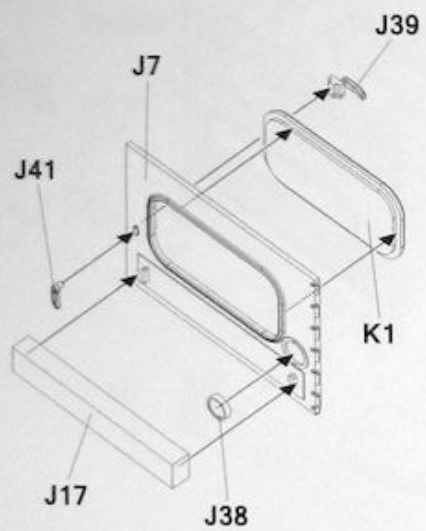
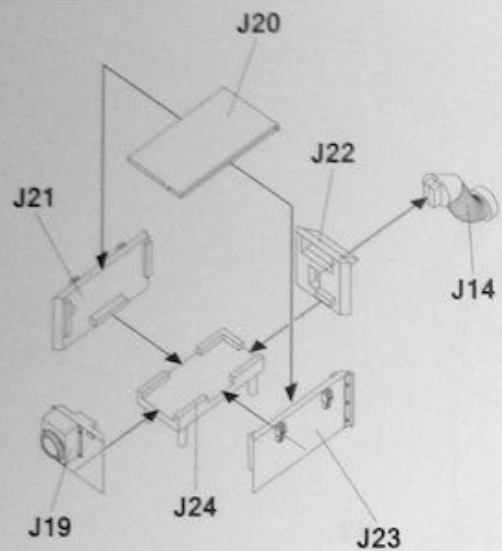


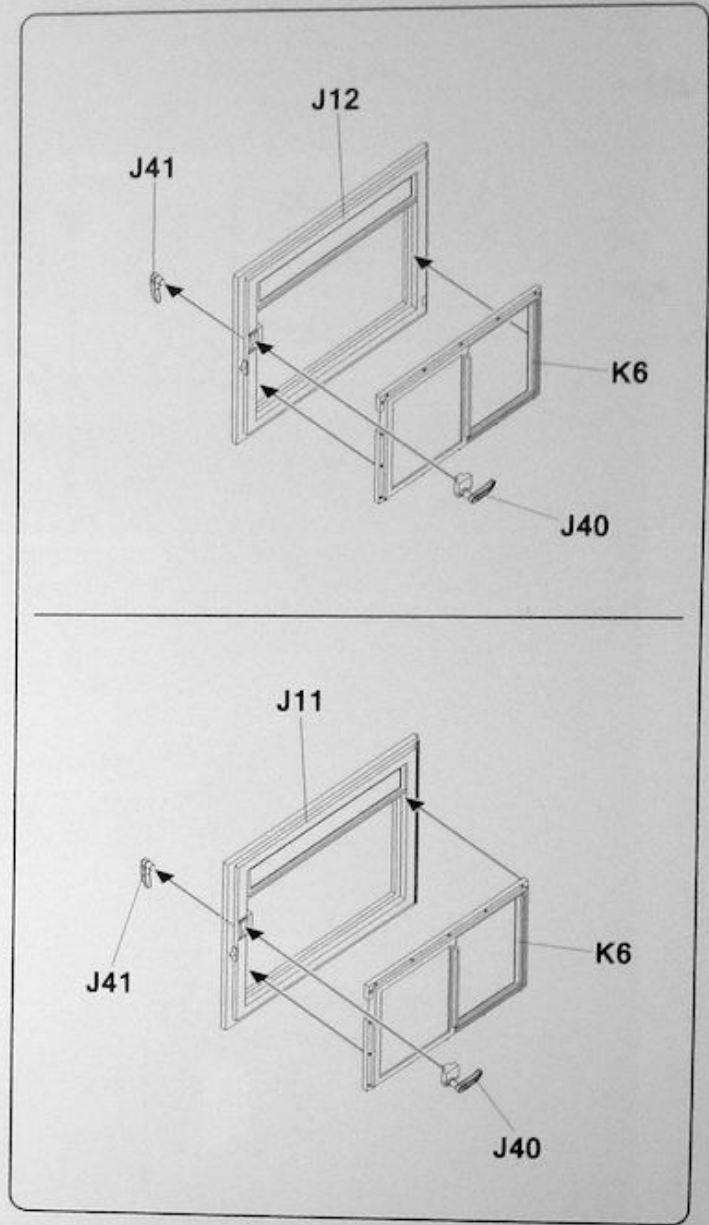
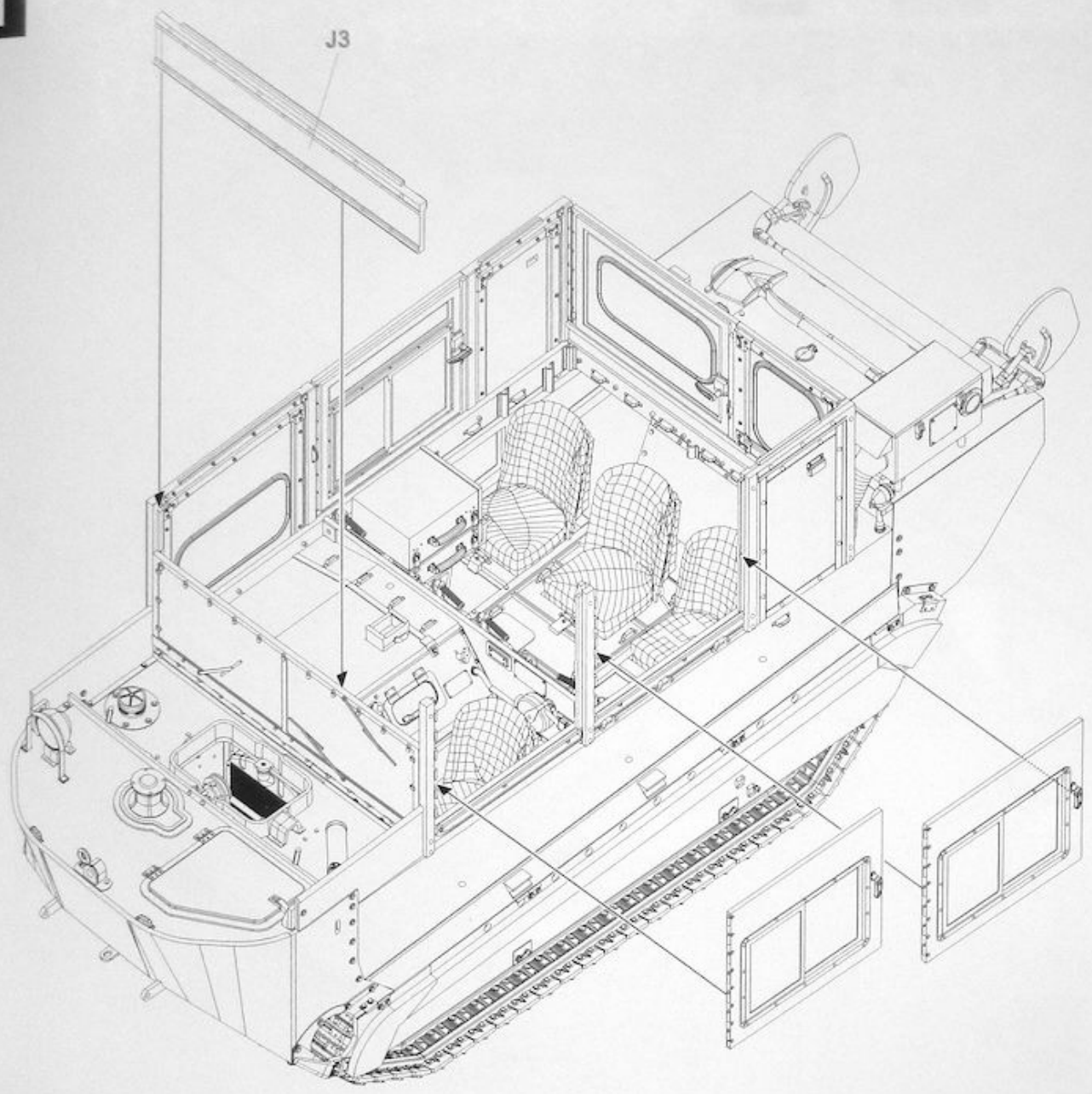
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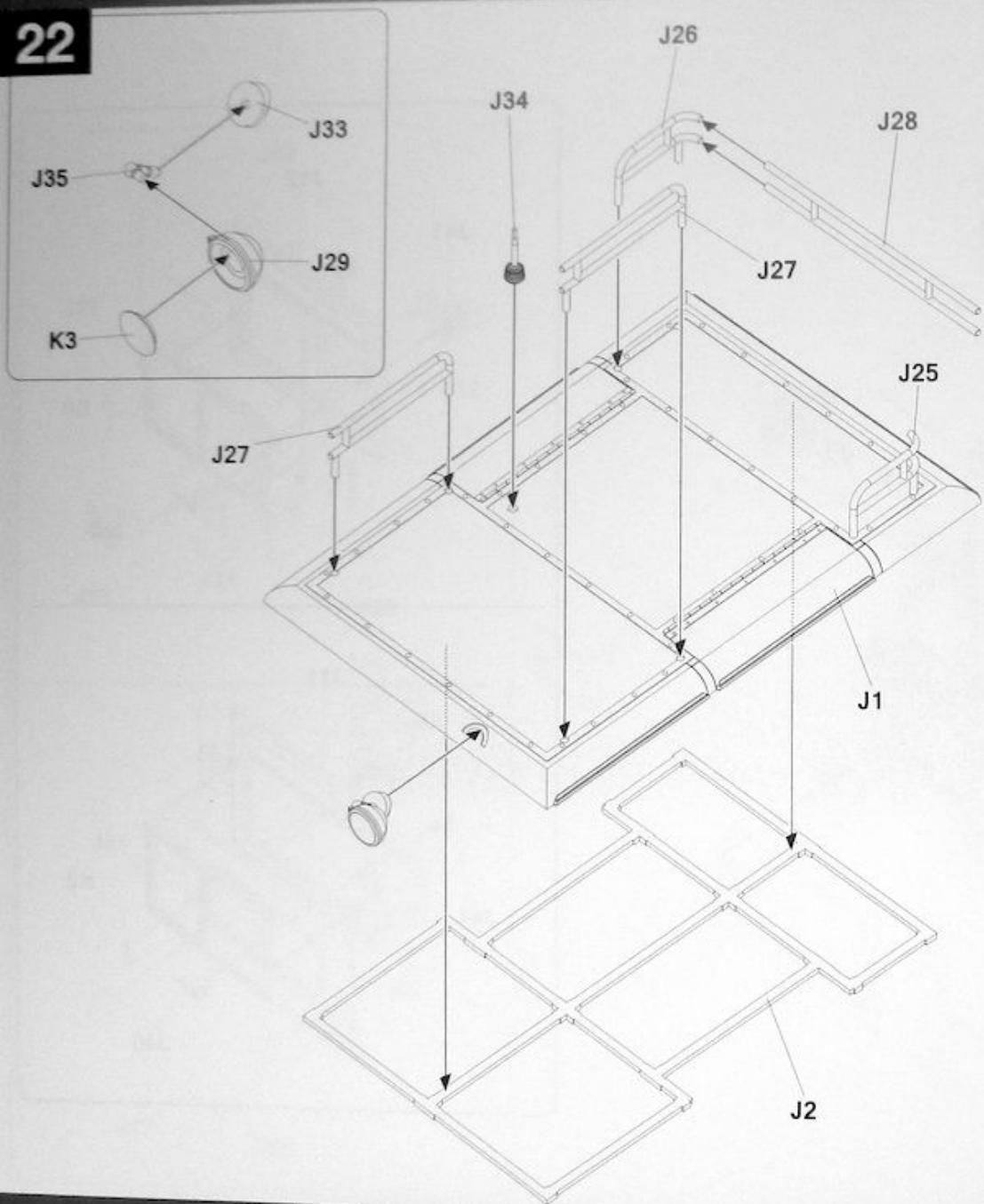




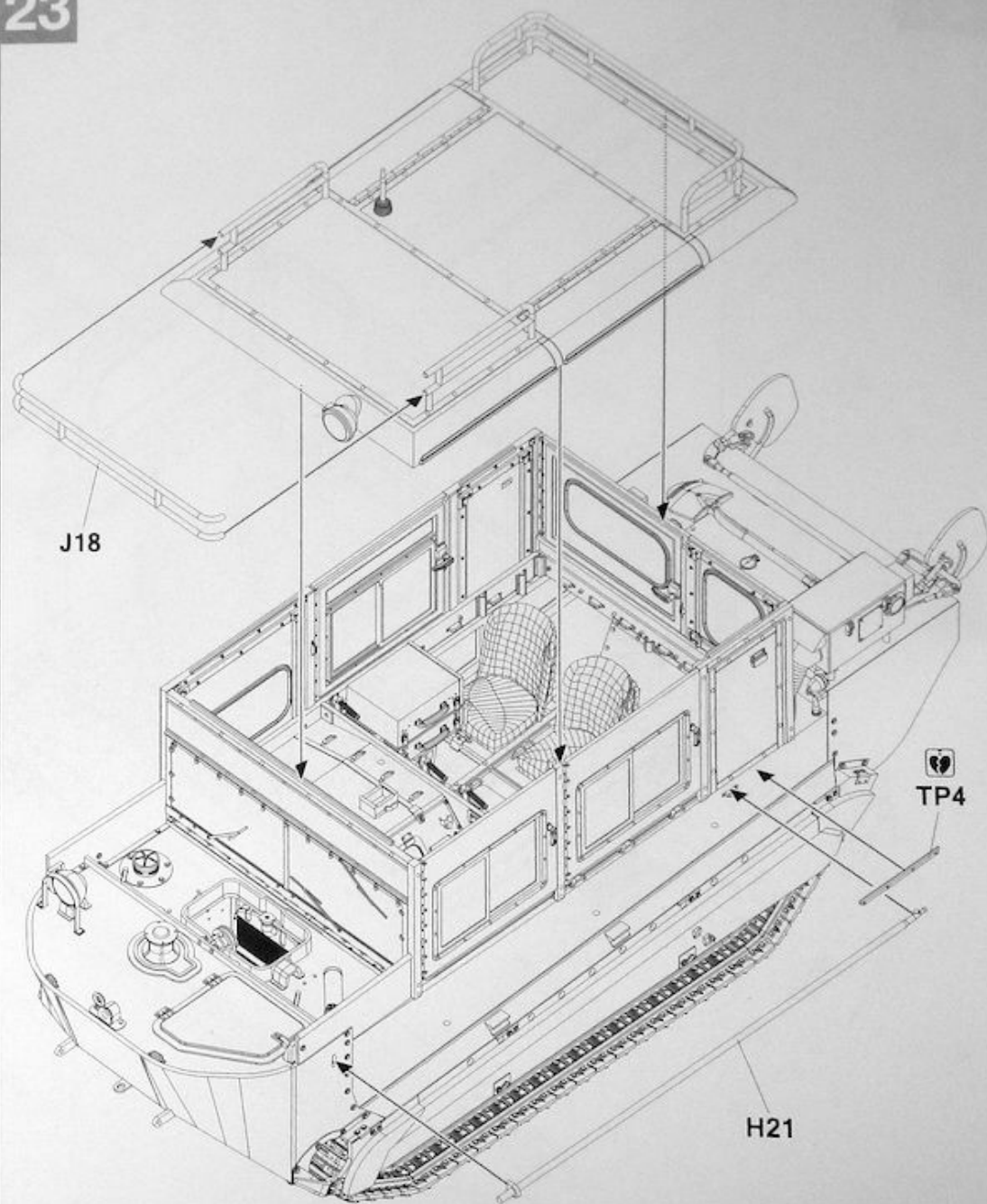




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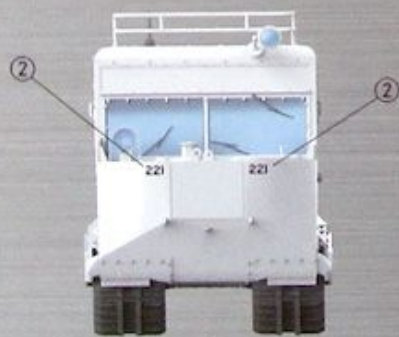


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