

Physical Data:

Weight emp (est) 20700 lb (9398 kg)
Weight loaded 23000 lb (10442 kg)
Length (est) 204.5 in (5194 mm)
Width (OA) 105 in (2667 mm)
Height (OA) 93 in (2362 mm)
Ground clr (est) 12 in (305 mm)
Wheel base 118 in (2997 mm)
Wheel tread unk
Drive 4x4
Armor .55 in (14 mm) max
NBC protection Individual

Armament:

Main - Cal (1) 2-pdr (40mm)
QF Mk IX
Elev & traverse Manual
Fire control Optical
Aux wpns (1) 7.92mm BESA
Mk II coax

Capacity:

Fuel unk
Ammo/Qty unk
Crew/Pass 4
Cargo Vol/Wgt n/a

Engine:

Type Gasoline
HP at Rev/Min 175 hp (129 kW)
Model RXLD
Mfr Hercules
No. of Cyls 6
Location Rear
Cooling Liquid

Transmission:

Type Manual
Gear Fwd/Rev 5/5
Model unk
Mfr Commer Cars Ltd

Suspension System:

Type Coil
Steering Front axle
Turning radius unk
No/wheels 4
Tire Size 13.50x20

General Data:

Elec voltage 24V
Radio W/T Set No. 19

Performance:

Speed/Land 41 mph (66 km/h)
Speed/Water n/a
Range 250 mi (402 km)
Fording depth unk
Max grade unk
Trench unk
Step unk
Night Vision: as fitted by user

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Remarks. The Coventry was designed to replace the successful but ageing Humber and Daimler armored cars. Like the Daimler, a second steering wheel and driving controls were provided at the rear of the fighting compartment and the transmission was arranged so as to allow five speeds in either direction. Large contracts were released to Rootes Group and Daimler Company in anticipation of replacing most of the existing medium armored cars; but with only a few cars completed before the end of World War II. The requirement was then cancelled..

Even though the Coventry didn't see active service during WW II, it was used in action by the French Army in Indo-China (Viet-Nam). The Coventry was popular with their crews, at least one car was modified with air-conditioning by an enterprising crew.

Usage: Used in small numbers by Britain with most cars transferred to France.

Manufacturer: Rootes Group, Daimler Company Ltd.

(Photos top: Early Coventry Mark I under test.)