

*Type:* Vehicle Reconnaissance *Nomenclature:* **South African Reconnaissance Car Mk V**  
*Country:* South Africa *Date of Introduction:* 1941

**Physical Data:**

**Weight:**  
 Empty ..... unk  
 Loaded ..... 35815 lb (16260 kg)  
 Length (est) ..... 224 in (5690 mm)  
 Width (est) ..... 96 in (2438 mm)  
 Height (est) ..... 118 in (3000 mm)  
 Ground Clearance .. 12 in (304 mm)  
 Wheel Base ..... 162 in (4120 mm)  
 Wheel Tread ..... unk  
 Drive ..... 8x4  
 Armor ..... 1.6 to 2.4 in  
 (40 to 60 mm)  
 NBC Protection ... n/a

**Armament:**

Main – Cal ..... (1) 2-Pdr (40mm)  
 Model ..... unk  
 Elevation ..... Manual  
 Traverse ..... Manual  
 Fire Control ..... Optical  
 Aux wpn – Cal (1) .303 LMG

**Capacity:**

Fuel ..... Gasoline  
 Ammo/Qty ..... unk  
 Crew/Passengers ... 3

**Engine:**

Type ..... (2) gasoline  
 HP at Rev/Min ..... 150 hp (111 kW) ea  
 Model ..... In-line 6  
 Mfr ..... Albion  
 No. of Cyls ..... 6 each  
 Location ..... Rear  
 Cooling ..... Liquid

**Transmission:**

Type ..... Manual  
 Speeds Fwd/Rev ... 4/1  
 Model ..... unk  
 Mfr ..... Albion

**Suspension System:**

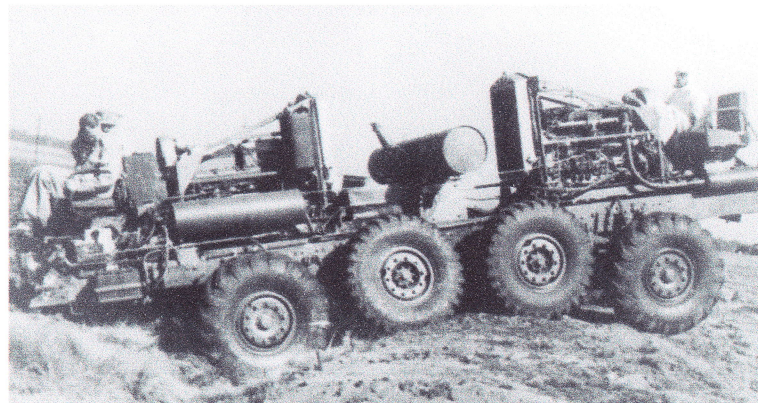
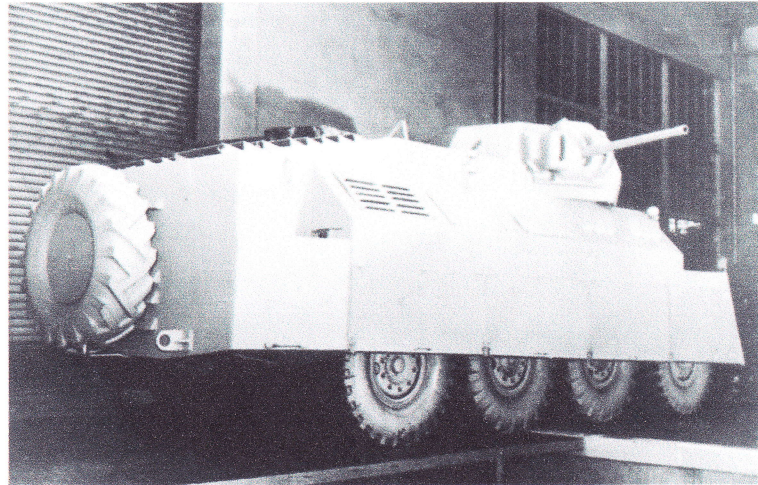
Type ..... Leaf spring  
 Wheels Steerable ... Front and rear pair  
 Turning Radius ..... unk  
 No of total wheels ... 8  
 Tire Size ..... 14.00x20

**General Data:** n/a

**Night Vision Devices:** n/a

**Performance:**

Speed/Land ..... unk  
 Speed/Water ..... n/a  
 Range ..... unk  
 Fording Depth ..... unk  
 Max Grade ..... unk  
 Trench Crossing .... unk  
 Step ..... unk



**Remarks:** Per a request from the UK, the South African Director General of War Supplies took on the task of developing an 8 wheel heavy armored car for use in North Africa. With design work beginning in 1941, the running prototype (missing body) was able to be tested in March of 1942. Only two of the four axles were powered (the second and third axle), with the first and fourth axle being for steering and to help distribute the load. The first try at the design had the two Albion engines facing front and rear directly behind, and at the rear, directly in front of the driving station. The vehicle seems to actually have had a fairly good performance on a hard surface, but wanted to dig-in on soft soil.

Above top: Mark V with 2-pdr gun.  
 Above bottom: Original configuration of the Mark V before the vehicle was rebuilt with both engines at the rear.  
 (Photos: Author's collection)

Even though attention was turned to the more promising Mk VI, work continued and the vehicle was redesigned with both engines now at the rear of the vehicle and a 2-pdr gun in the fully rotating turret. Far too large and heavy, and with a marginal performance, the project was finally dropped.

**Usage:** Only one prototype was completed.

**Manufacturer:** South African Railway.