

The U.S. Army T6, T7, T8, T9 and T10 Armored Cars from the 1920s and 30s (How do you tell them apart)?

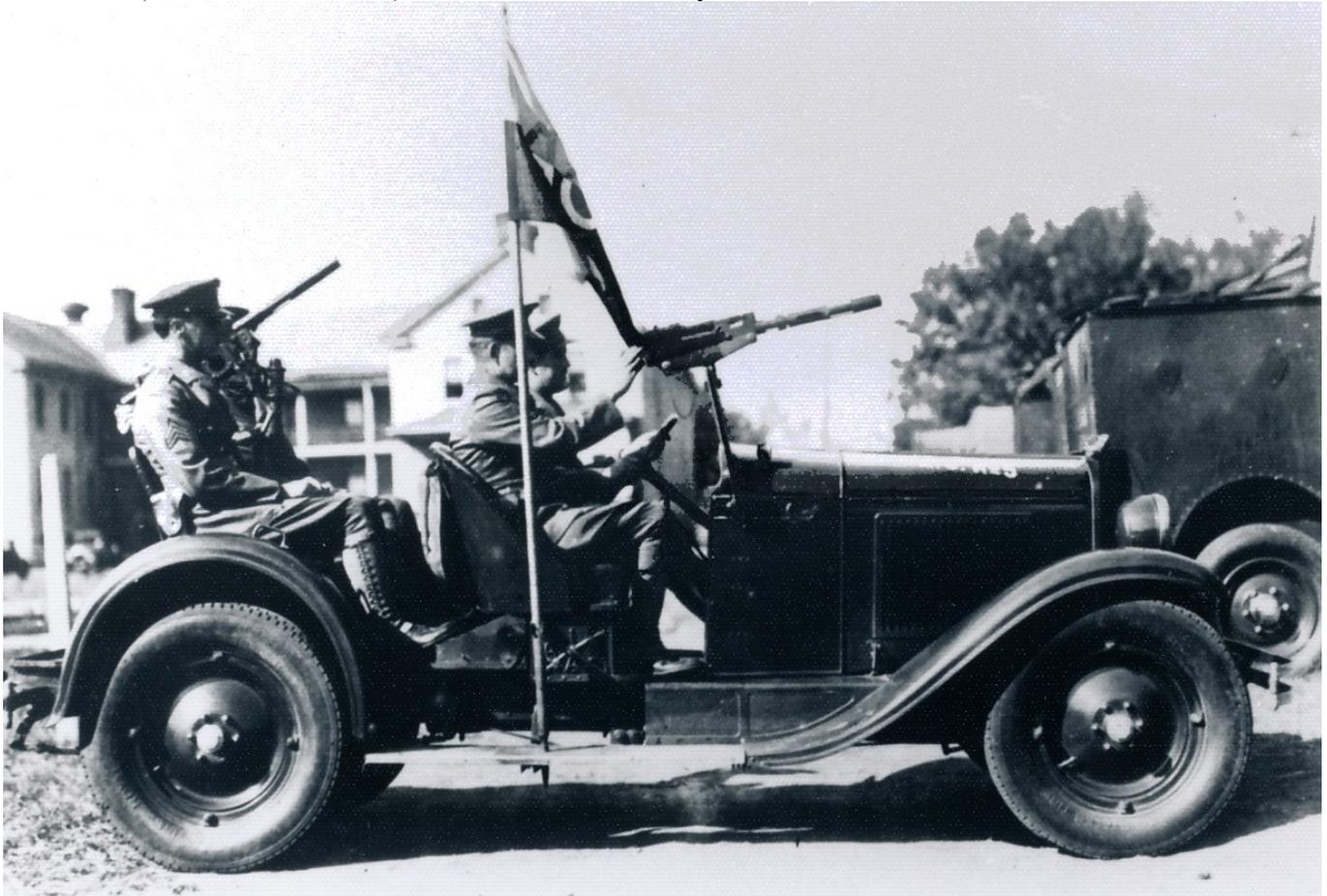
By Dave Haugh, Content Editor, War Wheels

The above simple question turns into a complicated answer. When I was asked a similar question a while back, I could only say, "I just know". But when I thought about it I knew that the vehicles are not alike if you know what to look for; but how to explain the differences? The following is an effort to put some of the clues into one place. So, now for a dip into the past.

First of all the time line, we're talking about 1927/28 to 1932; roughly a five year period. This was a very lean time for all the U.S. military services; with spending on vehicles, ships, planes, etc., tightly controlled by Congress. It became the norm for the services, including the Army, to muddy the waters about new projects and spending. This type of intent to confuse makes our job of sorting out what was going on even harder. Meanwhile, in a move to gain better control of assets, the Ordnance Department introduced a system of visually numbering Army vehicles; this being the W- (or War Department) serial numbers.

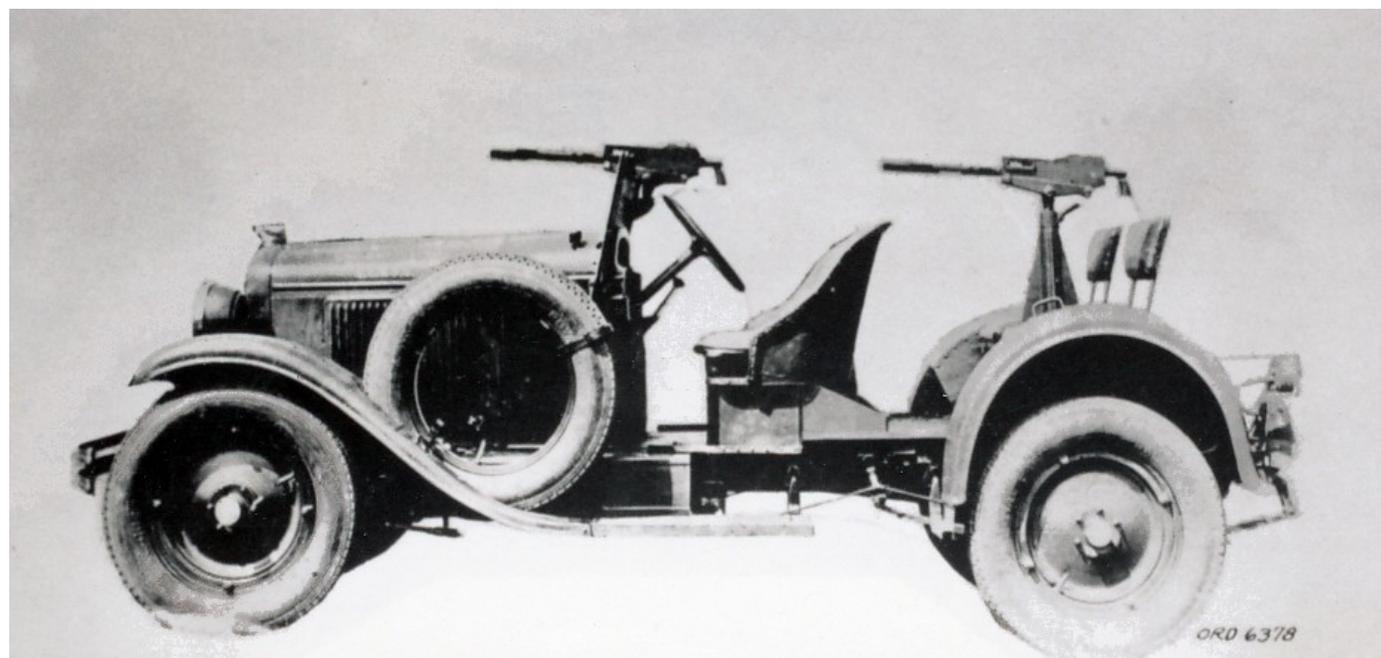
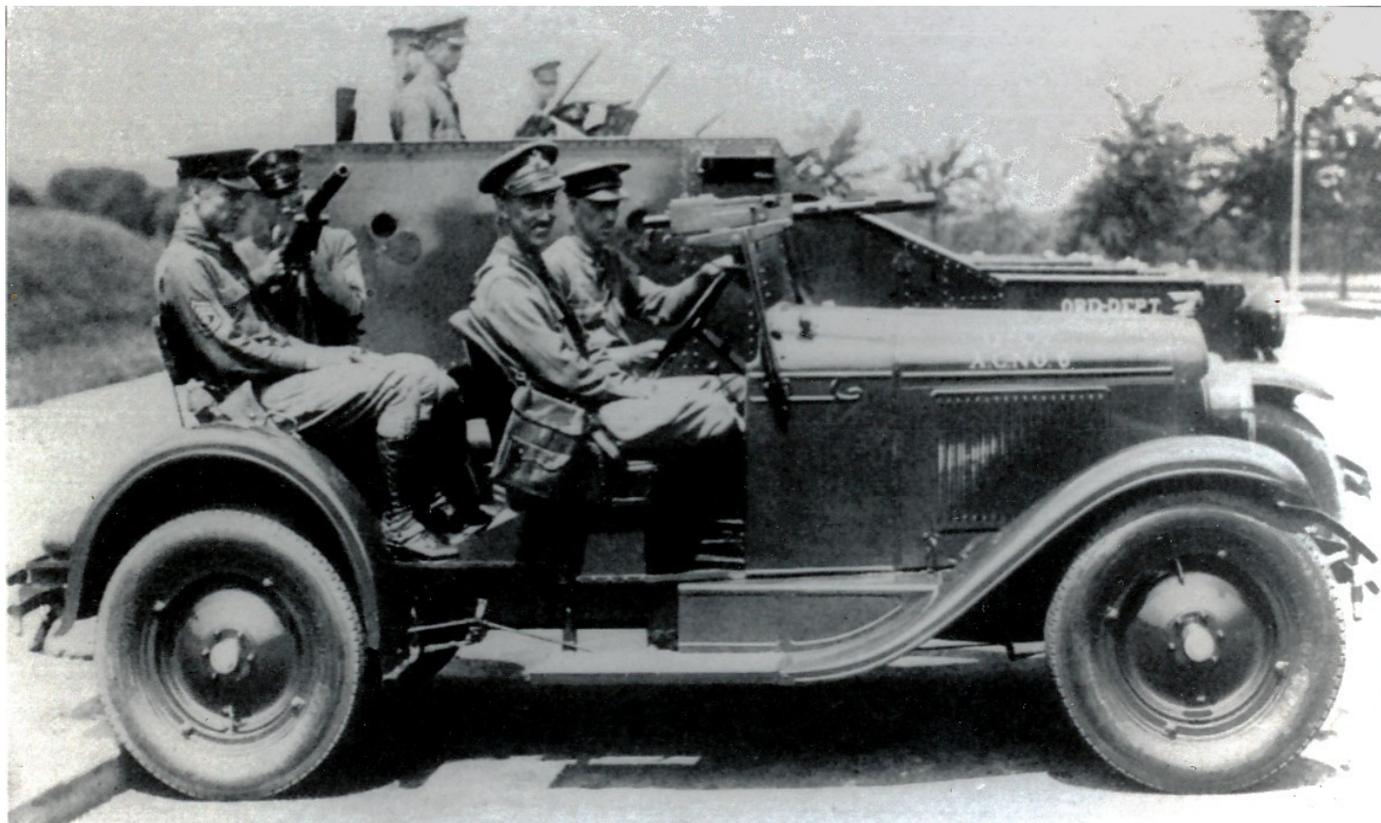
The new system was introduced in 1928 and took effect in 1929. Usually a request was put in for a block of numbers (to cover the number of vehicles to be built). It was possible to get a single number released but it might or might not follow the same sequence as previous vehicles, even for the same type.

1927/28 So to start, the **Armored Car Light T1**. There were two Pontiac cars completed and they were numbered; A.C. No 5 and No 6. One of the things I've read in the past is that you can tell a T1 armored Car from the T1 Scout Car by the fact that the AC only had armor on the windshield, while the SC had armor on the windshield and in front of the radiator. Unfortunately while AC No. 6 doesn't have radiator armor, AC No. 5 does (see AC No. 5 below). So much for that theory.



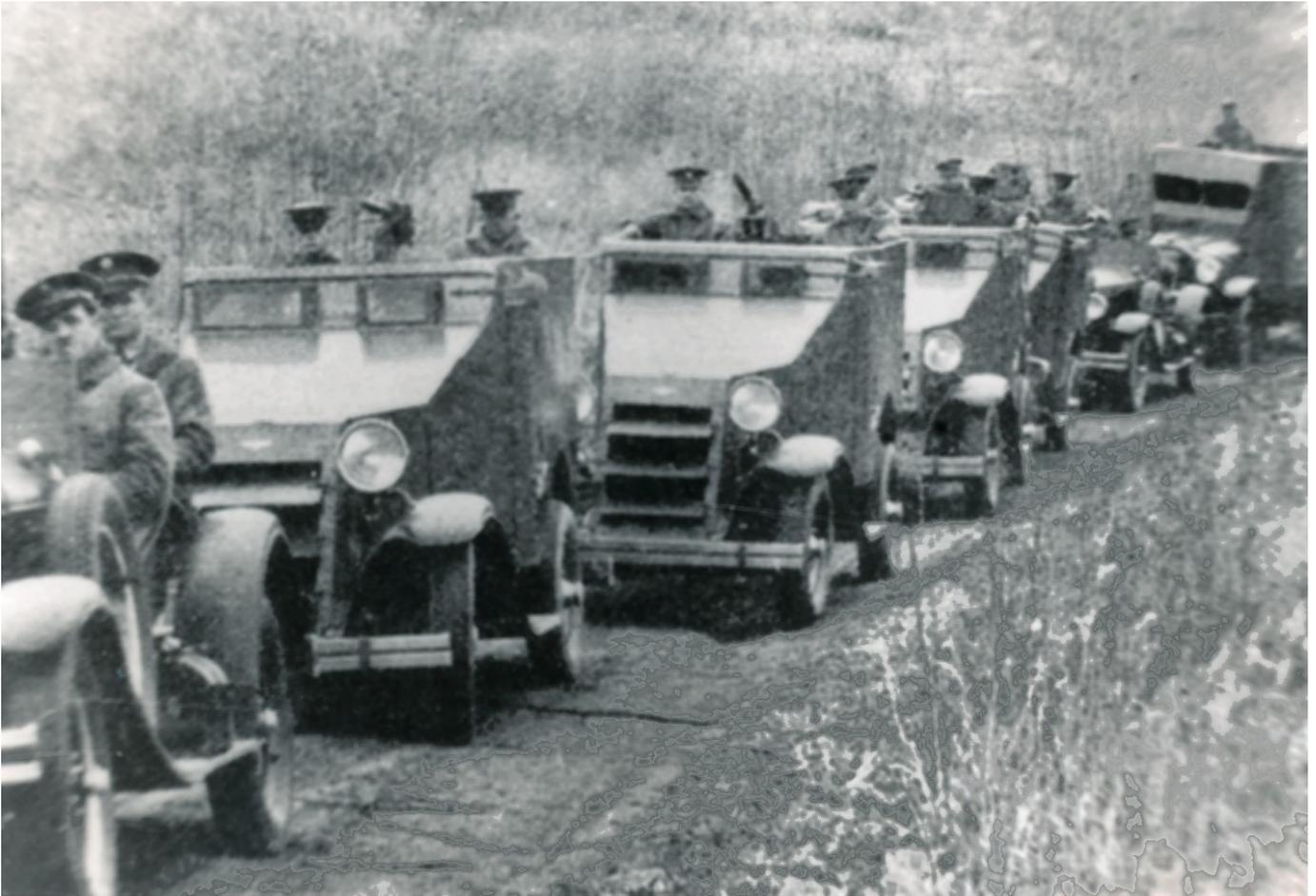
Above: Armored Car, Light, No. 5

Armored Car Light No. 6 shown below does not have radiator armor. (the first photo below was evidently taken the same time as the photo of AC No. 5 on the previous page.

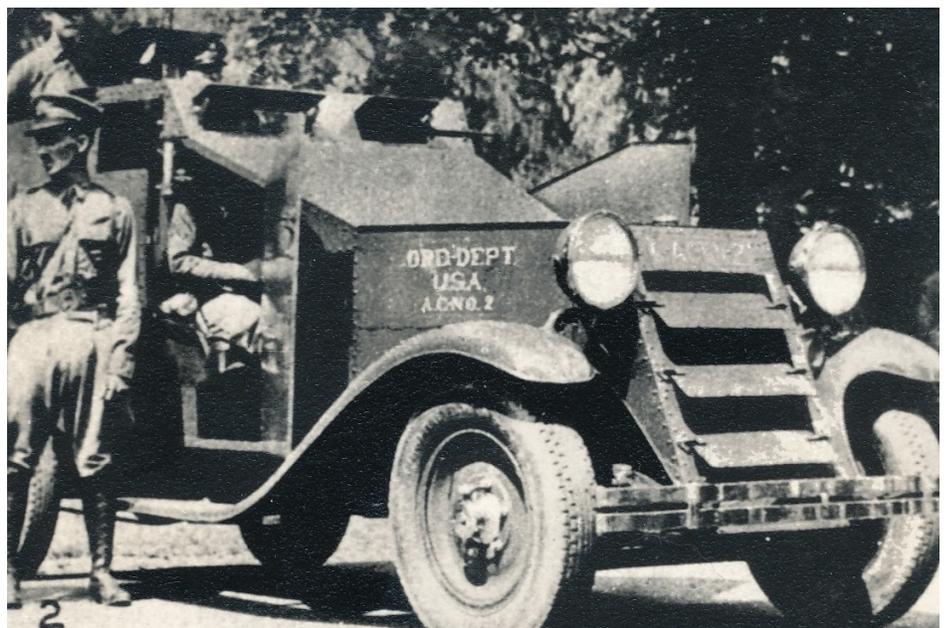


The photo above is a retouched Ordnance Dept image, but it does confirm the lack of radiator armor. I haven't able to find any indication that Ordnance Department W- numbers were assigned to these vehicles in 1929.

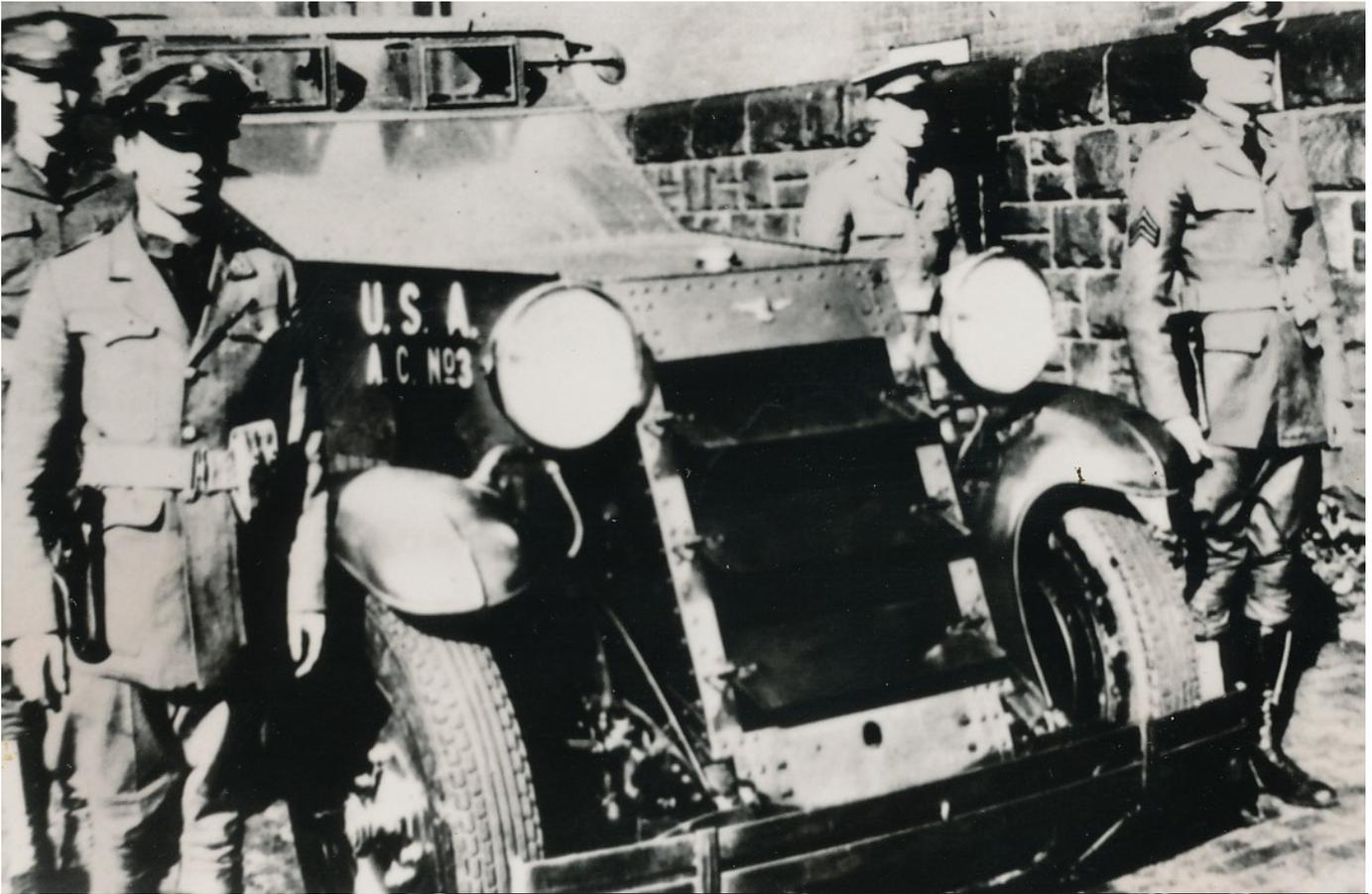
Armored Car T2 (LaSalle). There were four Armored Car T2, and they were numbered No.1 through No. 4. As first introduced all four of the T2's looked pretty much alike with a large, open top compartment at the rear of the vehicle. When the W- numbers were introduced, they were serialized W-1300, W-1301, W-1302 and W-1303 (W-1300, 1302 and 1303 are confirmed by photographs).



Above: The four Armored Car T2s along with what appear to be both of the Armored Car Light T1s. The last vehicle in line is a Quartermaster truck fitted with armor plate to act as an Armored Personnel Carrier. The number of this vehicle if any, is unknown.



Right: Armored Car T2 No. 2



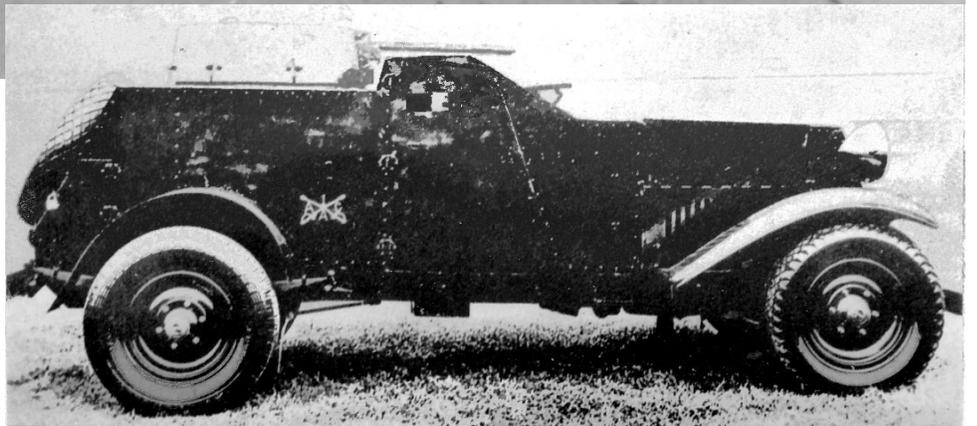
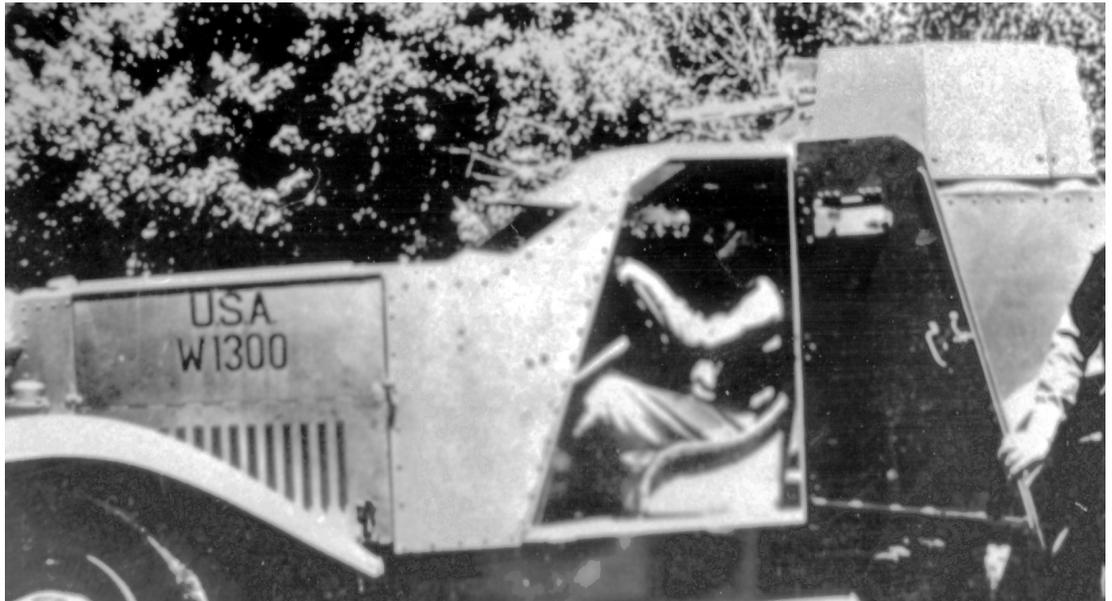
Above: Armored Car T2 No. 3.



Right: 1930 Armored Car T2E2 W-1303. Small turret with a lowered rear compartment.

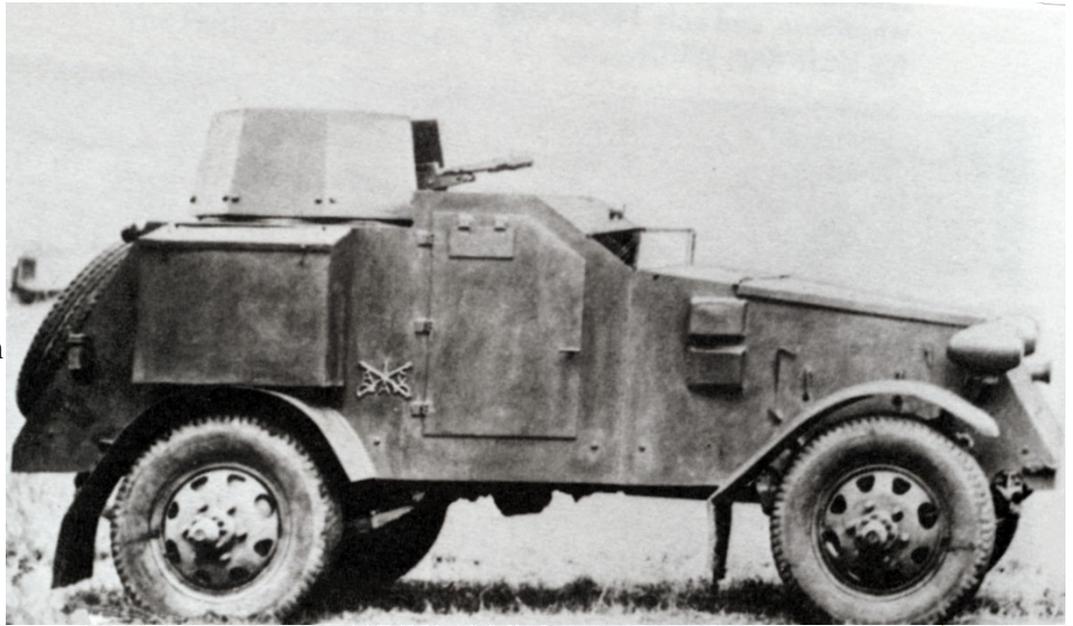
1930 Armored Car T2E3 W-1300.

Right and below:
Armored Car T2E3 W-1300.

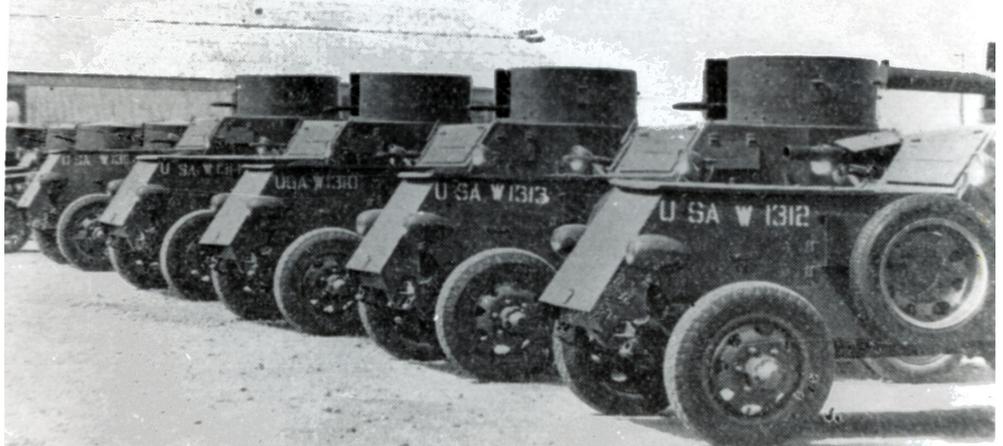


1930 Armored Car T2E4 W-1301. This vehicle was fitted with a very low profile turret.

1928 Armored Car T6-4WD. This was the Quartermaster Corps, QMC 1 1/4-ton chassis 4x4 fitted with an armored body from one of the T2E's. Only the single T6 was completed, but it was refurbished in 1930 with a shorter turret and improved armor angles.

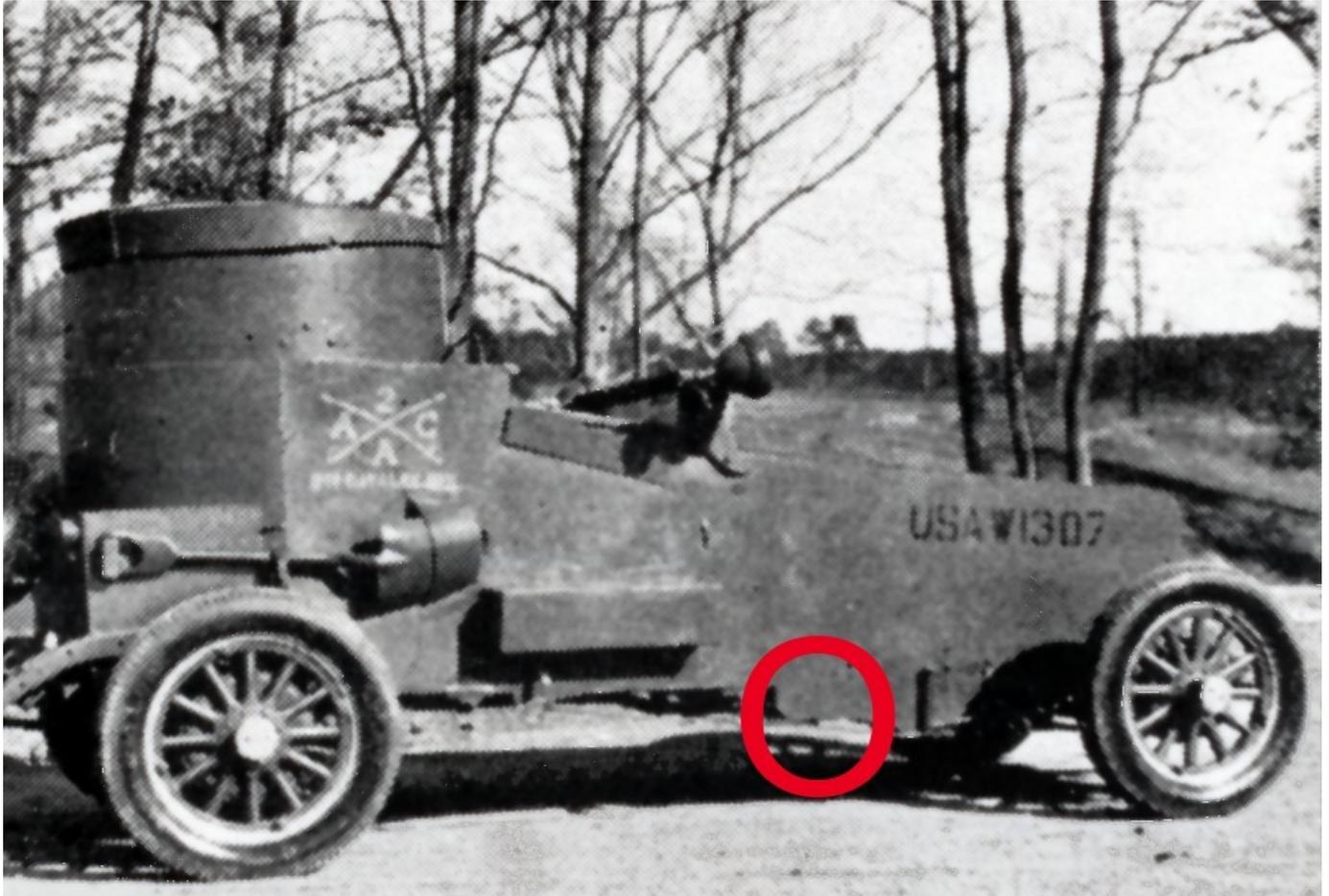


1929 Armored Car T7. W-1310, W-1311, W-1312, W-1313, W-1314 and W-1315. I have found photo references for all six vehicles as built on QMC 4x4 chassis, except W-1311. Right: T7's number W-1310, W-1312, W-1313 and W-1314.

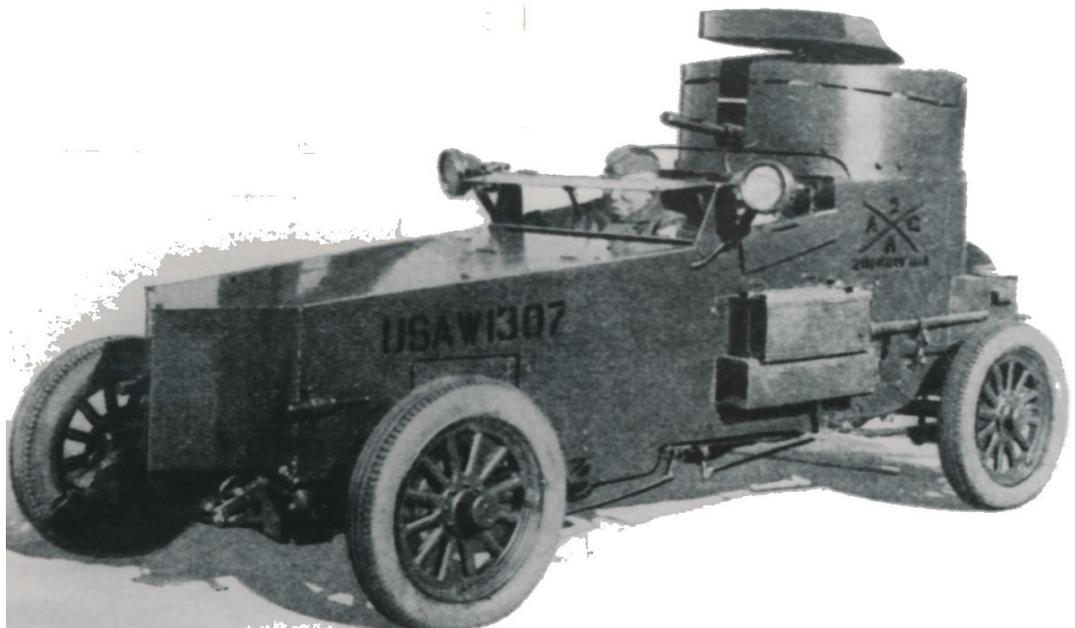


Right: T7 number W-1315, only W-1311 is unaccounted for.

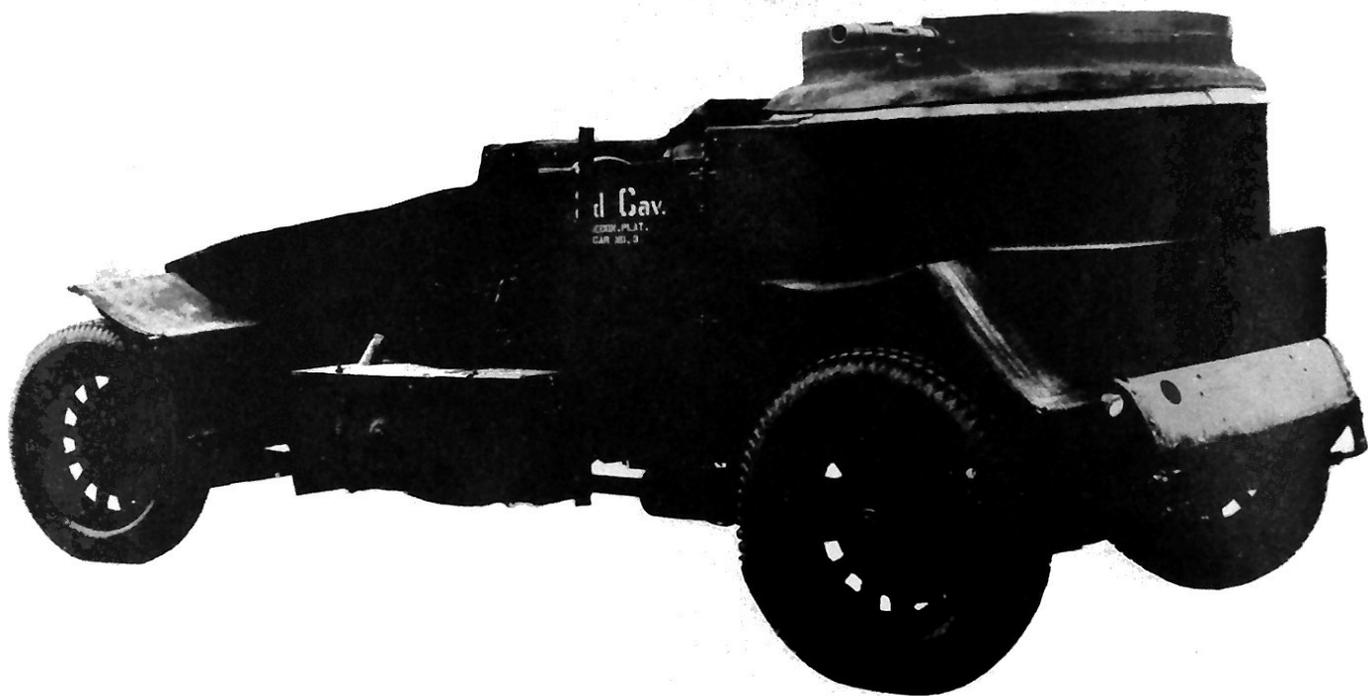
1929 Armored Car T10 W-1307 and two others (W- numbers unknown). This is the vehicle that was part of the T8/T9 series of armored bodies. All three had different chassis and general characteristics. One of the T10s was known as the Cavalry School Car. All of this series were built on a Willy's Overland Whippet Chassis. The most obvious difference between the T10 and the T8 and T9 is the scalloped side armor to the rear of the front wheels. The cavalry School Car lacked a turret cover and had a large square fuel tank on the left hand side of the vehicle next to the driver. 3rd Cavalry Reconnaissance Platoon Car Number 3.



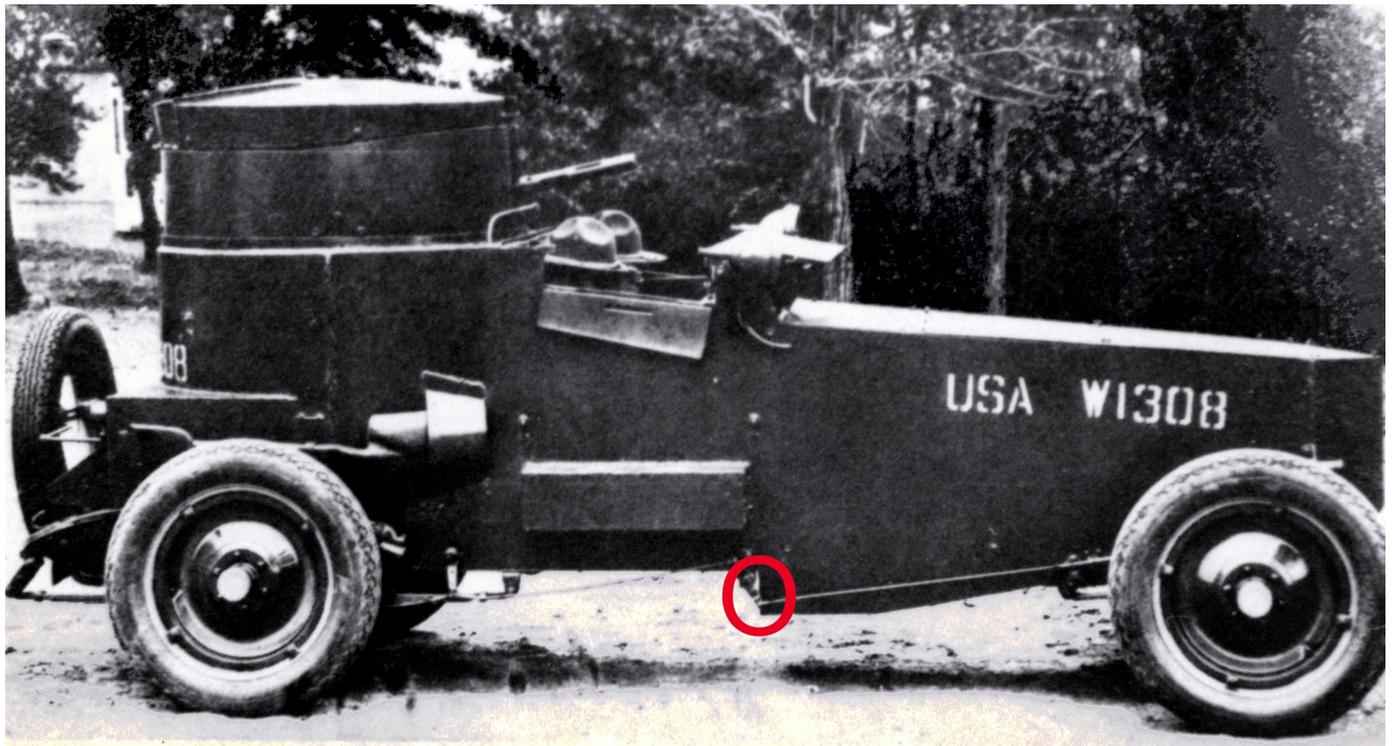
T10 W-1307 Above and Right.



Below: One of the T10 Armored Cars as it appeared in the early 1930s at the US Army Cavalry School. Although there is a large square exterior fuel tank added to the left side of the vehicle, it has the same thick spoked wheels.



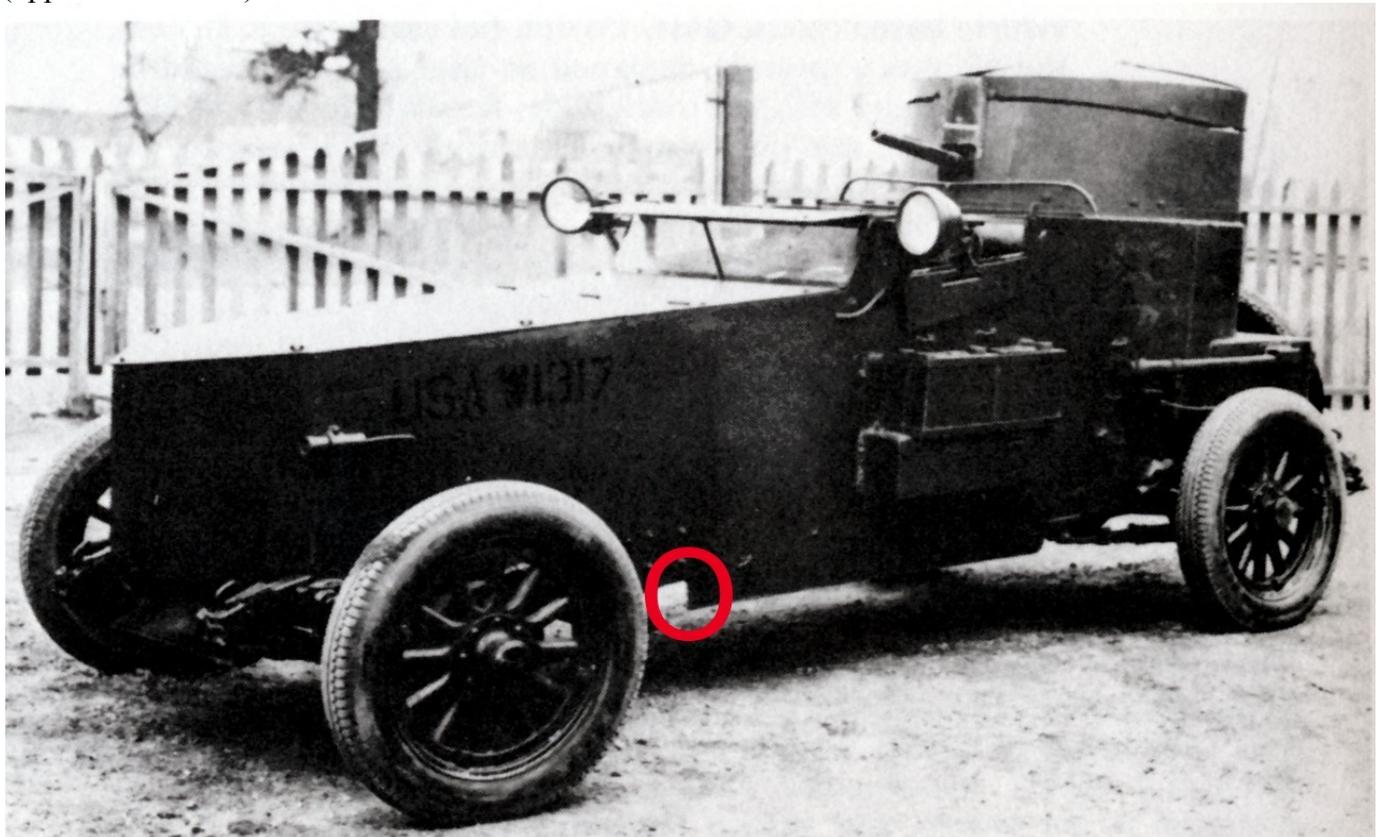
1930 Armored Car T8 W-1308 and W-1309. Supposedly two of these vehicles were completed, both on Chevrolet chassis. By 1934 these cars had been fitted with conventional fenders. The T8s' had solid Chevrolet commercial style wheels; and armor cut off square where the brake lever actuators go forward.



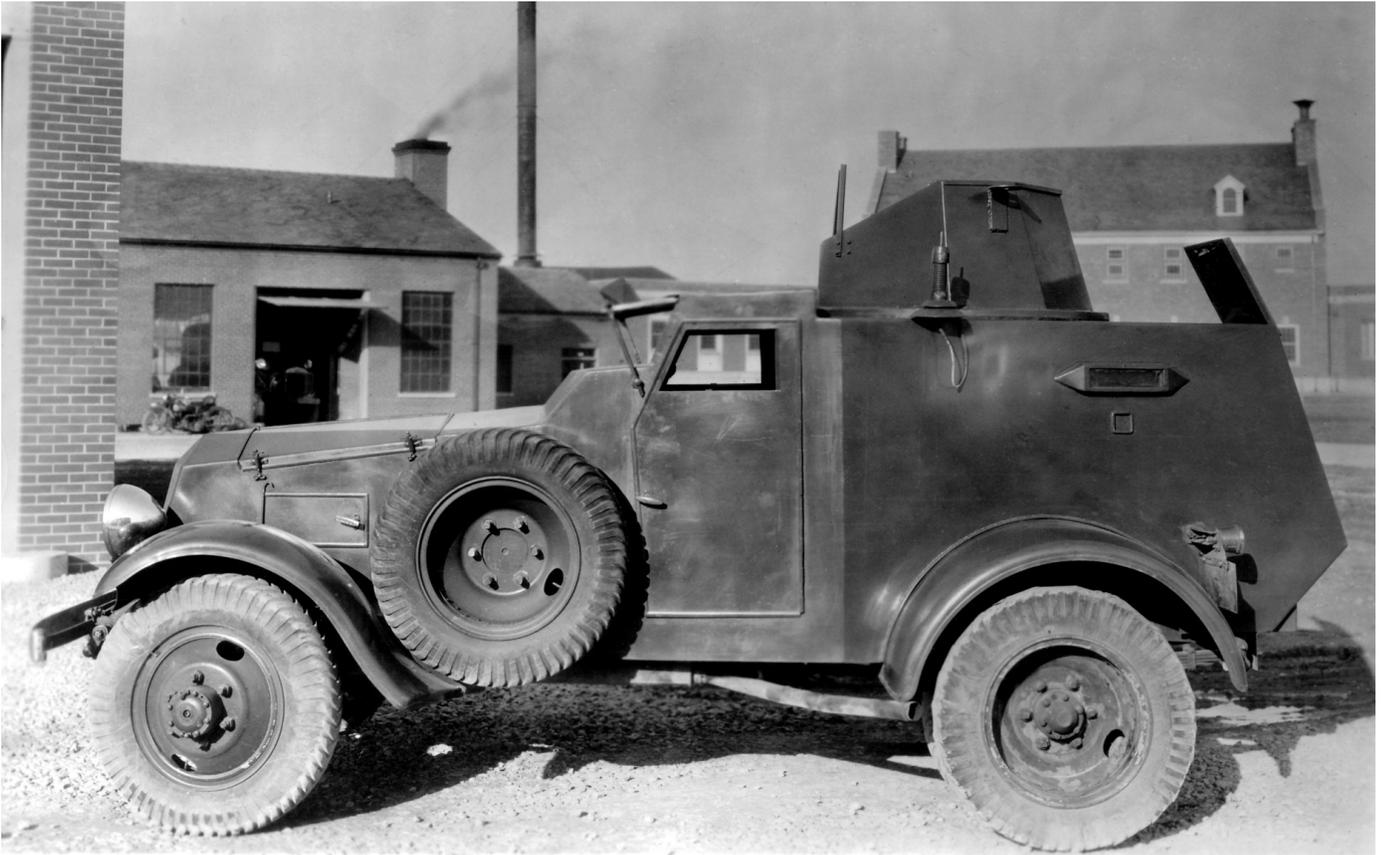
Below: The T8 eventually had fenders added and the headlights moved to the front next to the radiator some time in 1933/34 at Fort Knox.



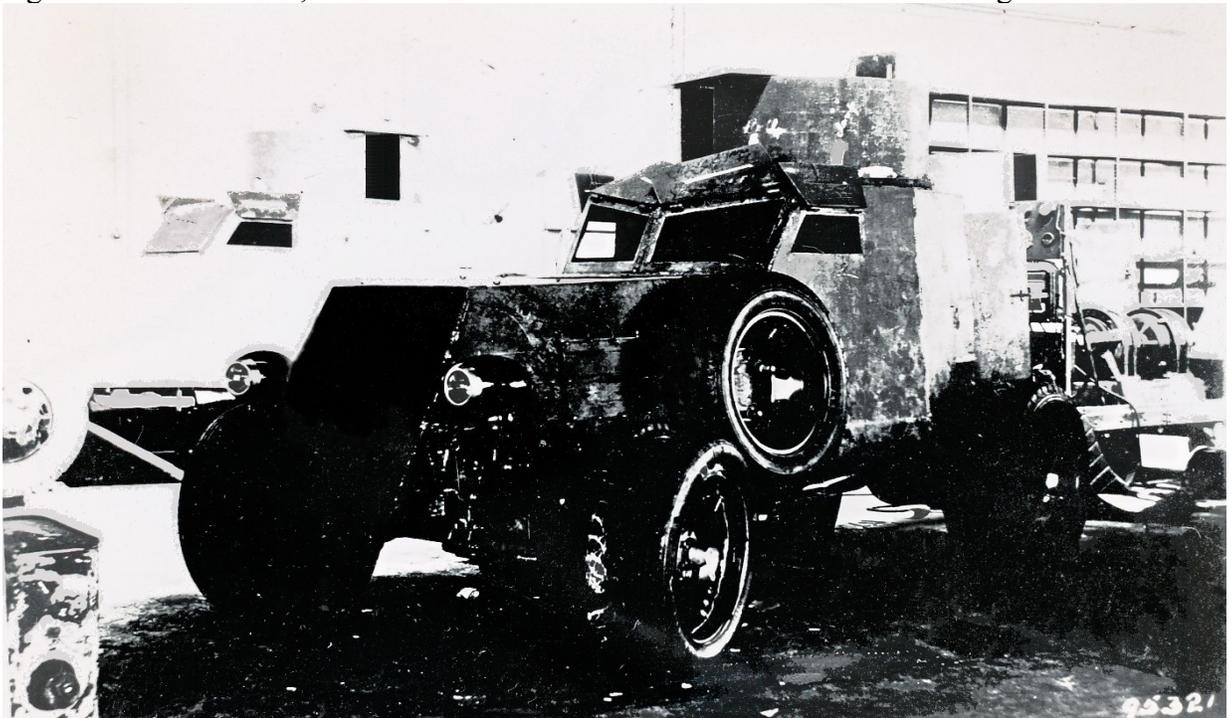
1930 T9 Armored Car W-1317. The T9 was built on a Plymouth chassis and had heavy spoked wheels. The armor plate at the bottom was cut off square, but the rear portion of the armor was lower than the front (opposite of the T8).

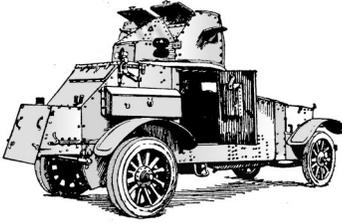


1932 Armored Car T6 (2nd Version). Although still on the Quartermaster Corp's 1 1/4-ton 4x4 chassis, the second T6 used the armor from the T7 series of Armored Cars and while it carried the same T6 designation had a new set of War Department numbers with one vehicle being W-6011. Photographic evidence suggests that at least two and possibly three vehicles were converted to the revised T6. I don't know what the War Department numbers might be.



Below: What appears to be an early modification of a T7 body to a T6 style chassis. This might be the early T6-4WD being refurbished in 1930, a second similar modification seems to be in the background.





Automitrailleuse.

The usual stuff that goes at the end. The photos used to illustrate this supplement to War Wheels are from my personal collection, but I believe they all originated as U.S. Army photographs. The work as a whole is copyright David R. Haugh and War Wheels © October 2011. www.warwheels.net