Type: Car, Armored, 6x4 *Nomenclature:* **T21 Armored Car (Studebaker)**
Country: US *Date of Introduction:* 1942

Physical Data:
Weight: …. Loaded, 17,200 lbs (7809 kgs)
Length ……..... … (est) 202 in (5130 mm)
Width ……..……(est) 80 in (2032 mm)
Height ……...… (est) 74 in (1880 mm)
Ground Clearance … (est) 6 in (152 mm)
Wheel Base ……..… ……...……
Wheel Tread ……..... …….
Drive ……...…… 6x4
Armor .375 to 1.125 in (9.5 to 28.6 mm)
NBC Protection ….....….....…Individual

Armament:
Main – Cal (1) 37mm Gun, M6 and (1) .30 cal. LMG M1919A5 in Combination Gun Mount, M23.
Elevation …… Manual -12 to +25 degrees
Traverse ……...… Manual 360 degrees
Fire Control ……...…… Manual

Capacity:
Fuel ……...……. …… Gasoline
Crew/Passengers ……..……4

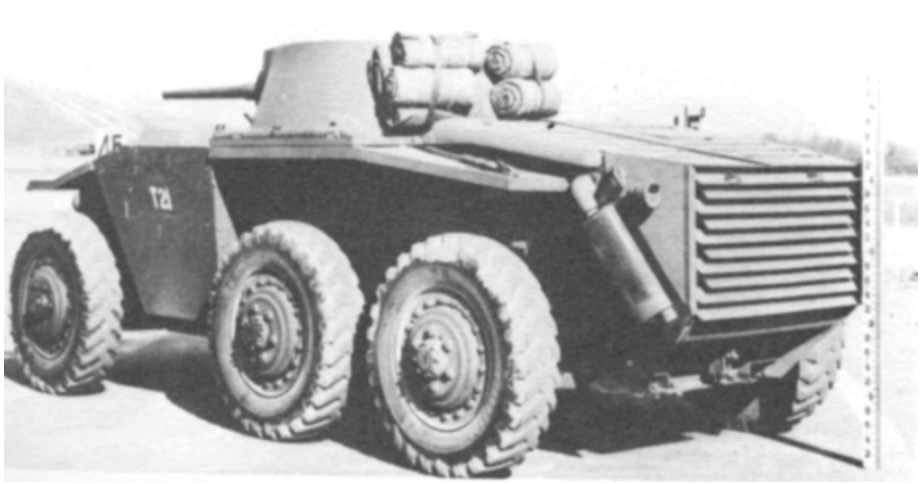
Engine:
Type ……..…….…… In-line
HP at Rev/Min …..……..... …… 112 hp
Model ……....…… JXD
Mfr ……..…… Hercules
No. of Cyls ……....…….. 6
Location …… ……..…. Rear
Cooling ……..……...… Liquid

Transmission:
Type ……...…… Manual
Speeds Fwd/Rev ……..…… 5/1
Model ……..……..

Suspension System:
Type Leaf spring with longitudinal torsion bars
Wheels Steerable …….. Front axle
Turning Radius ……..……
No of total wheels ……...…… 6
Tire Size ……. ……..

General Data:
Elec Voltage ……...…… 24V

Performance:
Speed/Land ……(est) 55 mph (88 k/ph)
Crusing Rng ……(est) 280 miles (450 km)
Fording Depth ……....…32 in (813mm)
Max Grade ……....……..60%
Trench Crossing ……..…….
Step ……...…… …12 in (305mm)



Remarks: Developed concurrently with the Ford T22 (which became the M8), the Studebaker T21 was a rear-engine design driving the rear two axles, making the car a 6x4. Had it been started earlier, the Studebaker design might have become standard, the Armored Vehicle Board judging the car satisfactory as a reconnaissance vehicle, but engineering problems delayed development and the T22 (M8) won out.

Usage: Only one T21 was completed.

Manufacturer: Studebaker Corp.

The sole Studebaker T21 during testing at Aberdeen Proving Ground. *(Photos: US Army)*