

PANHARD

Paris, October 2nd 1992

PRODUCTION OFFICE PUKHET
Pearl Village,
Nai Yang Beach and National Park,
P.O. Box 93

PUKHET.

83000 - THAILAND.

Attention Mr. Victor KEMPSTER

Dear Sirs,

Following Messrs VON NAGEL and AMY phone calls dated October 1st 1992, please find herein enclosed all information available within such a short notice, they are taken from specialized magazines and unfortunately written in French.

As a matter of fact, all original drawings are with the French Automobile Museum in the East of FRANCE and cannot be obtained before few weeks.

We understood that your request was very urgent and do hope that the information enclosed will be sufficient to enable your team to build a make-up.

Should they need more information, do not hesitate to contact us, please note our fax number :

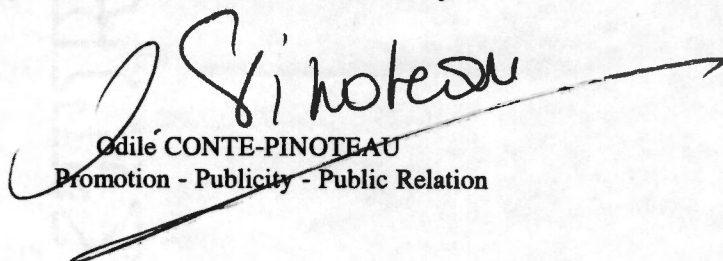
(33.1.) 40 77 40 06

Please note that the colour of the AMD 178 B in INDOCHINA was referenced as :

GREEN OLIVE DRAB

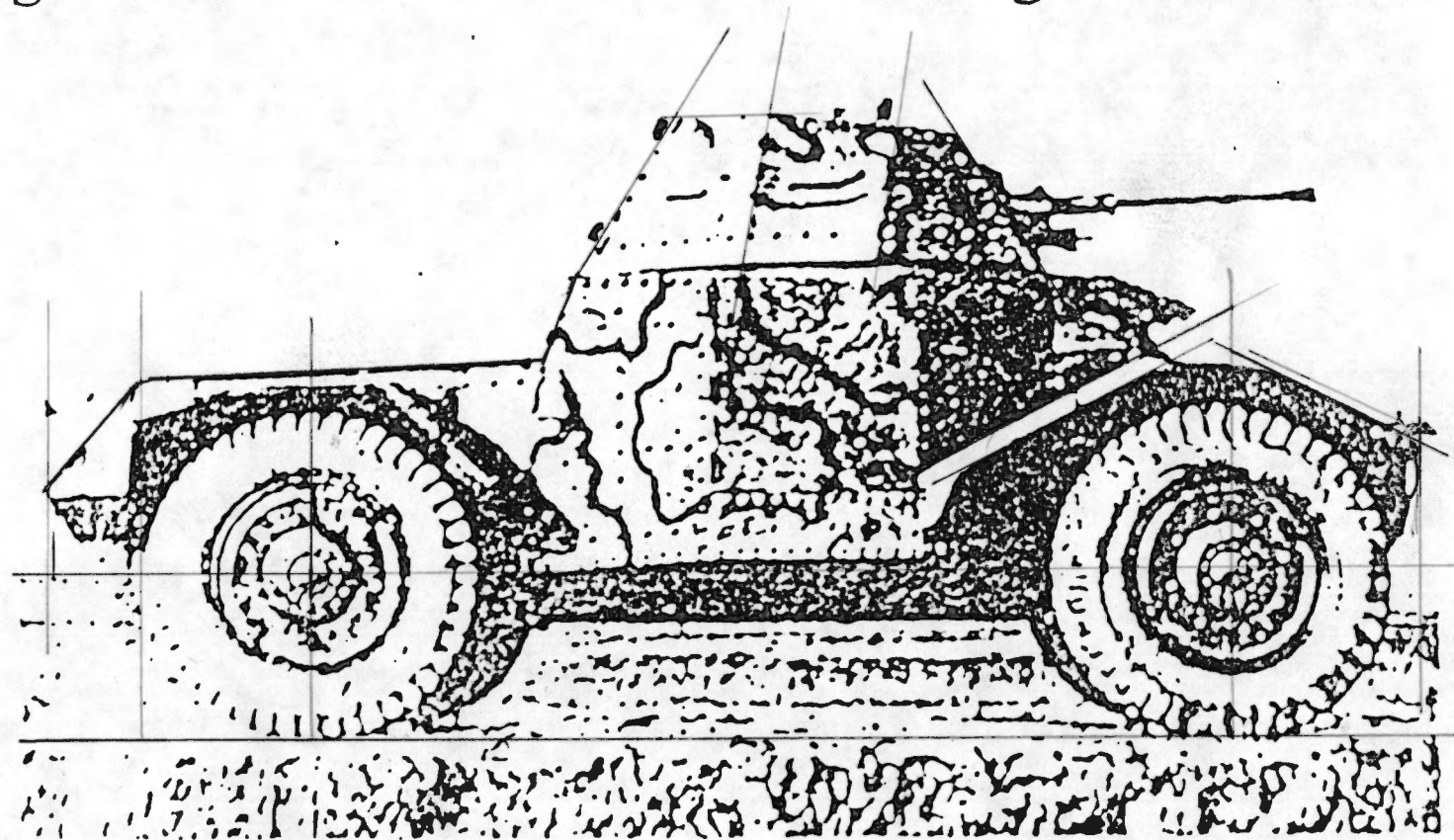
this colour being the same as the one used by american vehicles at that time.

We remain at your entire disposal and wish good luck to Mr. STONE's future movy.

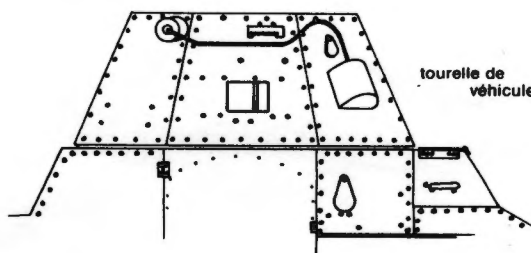
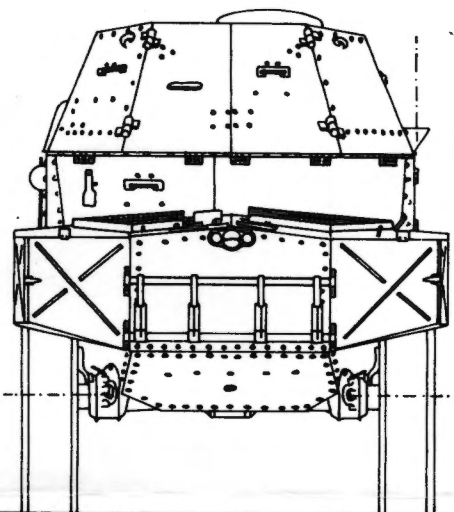
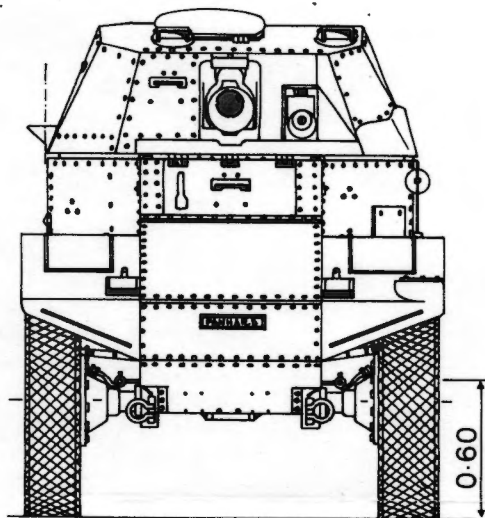
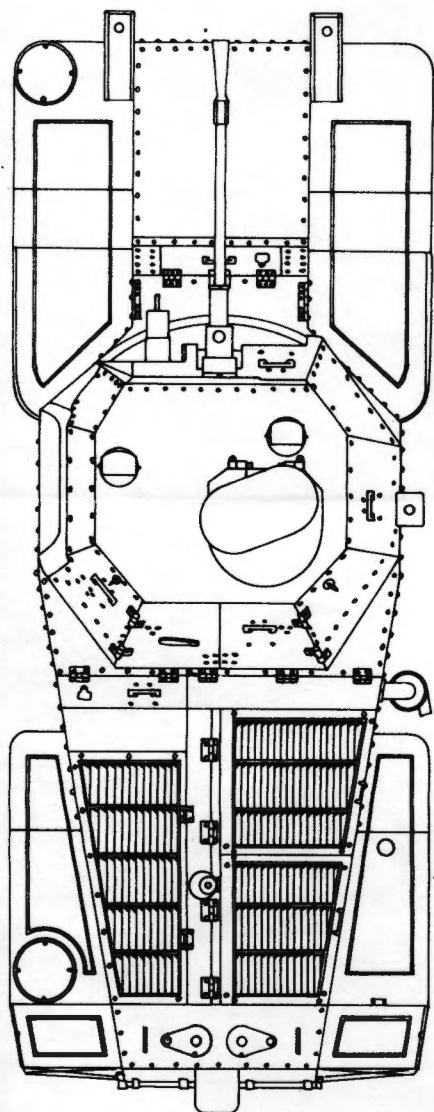

Odile CONTE-PINOTEAU
Promotion - Publicity - Public Relation

as fast backwards as forwards.

Length: 4.57m (15ft). *Width:* 2.23m (7ft 4in). *Height:* 2.33m (7ft 8in). *Weight:* 14,500kg (31,967lb). *Crew:* 3. *Power:* Renault, 4-cyl., petrol, 180bhp. *Armament:* one 25mm gun and one 7.5mm machine gun mounted



AMD 178

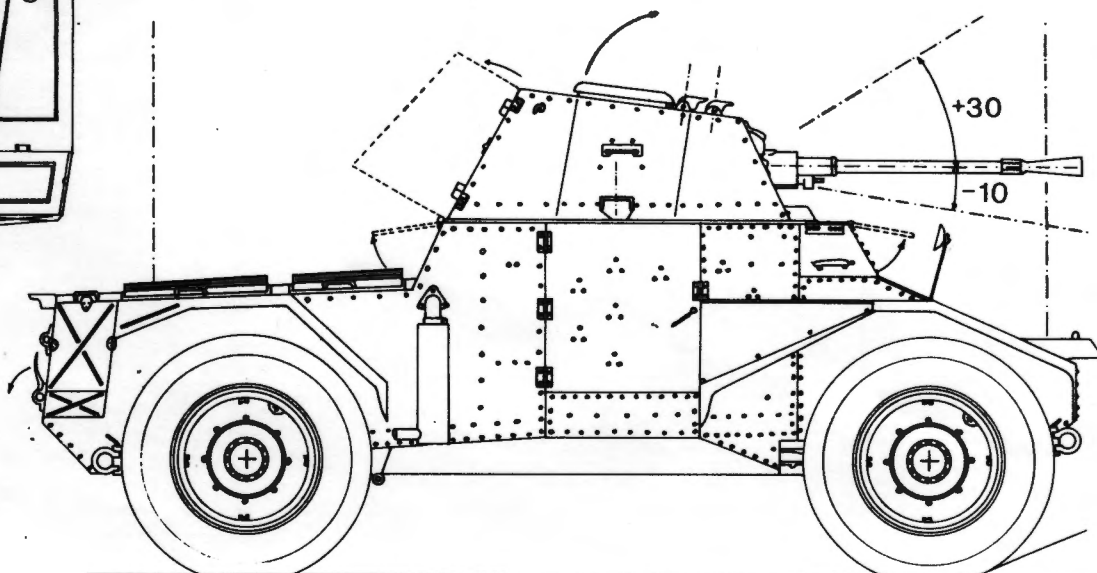


tourelle de
véhicule de commandement

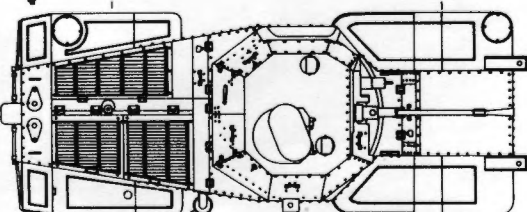
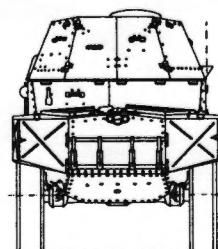
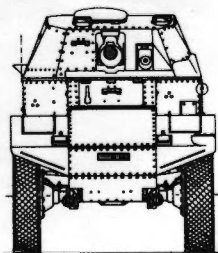
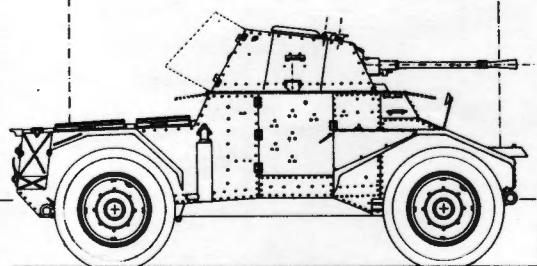
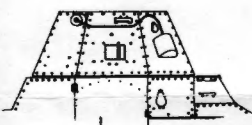
Plan au 1/35

Panhard AMD 178
de fin de série

Plan au 1/72



40%



La caisse et le châssis

Après avoir découpé toutes les pièces nécessaires, le montage peut alors commencer. On débutera par la caisse. Les pièces formant le fond et les flancs (1 et 2) seront pliées et collées selon les angles indiqués figure 2. Ce pliage s'effectuera le long d'un réglet métallique, en veillant à ne pas briser le plastique. On préparera ensuite une bonne quantité de petites équerres en plastique (à tailler dans des chutes), qui seront destinées à renforcer la structure. On pourra même installer une cloison verticale transversale qui, en plus de renforcer, aura l'avantage de maintenir

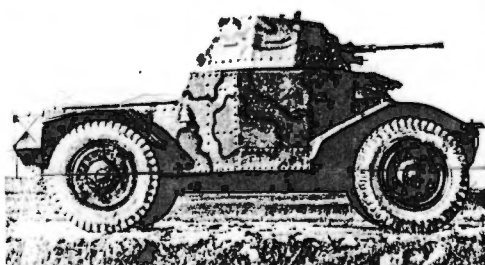
still running. The construction is of a fairly normal pattern: welded hull, engine in the front, and drive to the front sprocket. There is a fairly high body with a small turret on top. The suspension is by torsion bars and the track is of alloy with rubber treads. The fittings are rather simple by modern standards and there is neither NBC protection nor can the vehicle swim. In the German Army the basic vehicle was used in several different variants, all using the same chassis. There was an ambulance, a mortar carrier, a command car and a cargo carrier.

Length: 4.51m (14ft 8in). **Width:** 2.31m (7ft 6in). **Height:** 1.97m (6ft 5in). **Weight:** 8,200kg (18,072lb). **Crew:** 5. **Power:** Hotchkiss, 6-cyl., petrol, 164bhp at 3,900rpm. **Armament:** one 20mm Hispano-Suiza cannon. **Armour:** 8-15mm. **Speed:** 58km/hr (36mph). **Range:** 390km (242 miles). **Maker:** Hotchkiss-Brandt, Paris.

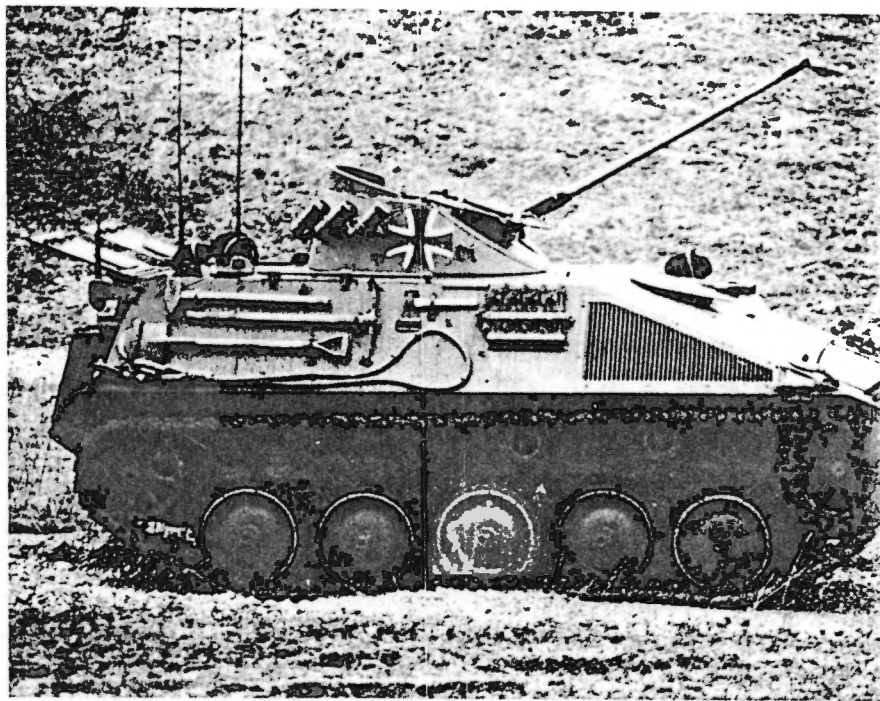
PANHARD AMD 178 ARMoured CAR 1935-1960

The AMD (Automitrailleuse de Découverte) was the successor to the wartime Laffly-White (qv) which by 1930 was well out of date. The prototype 178 appeared in 1933 and entered service with the French Army in 1935. It was a good design, with a simple, clean outline and the interior divided into a fighting and an engine compartment. The armour was reasonably sloped, though the construction used rivets, and the performance was good. Armament consisted of a 25mm gun with a coaxial machine gun, but some had twin machine guns. Many of these cars were taken over by the Germans in 1940 and were used for internal security duties, but sufficient numbers survived the war to be taken back by the French in 1945. Production was then resumed by Panhard, so that the 178 once again became the standard armoured car of the French Army and remained so until replaced by the Panhard EBR (qv). One of the features of the vehicle was that it had a rear-facing driver and could go as fast backwards as forwards.

Length: 4.57m (15ft). **Width:** 2.23m (7ft 4in). **Height:** 2.33m (7ft 8in). **Weight:** 14,500kg (31,967lb). **Crew:** 3. **Power:** Renault, 4-cyl., petrol, 180bhp. **Armament:** one 25mm gun and one 7.5mm machine gun mounted



AMD 178



Hotchkiss Reconnaissance Vehicle

PANHARD AML ARMoured CAR 1960-

The AML was developed in the late 1950s to meet a French Army requirement for a lighter car than the EBR (qv). The first production models were delivered in 1960 and since then about 3,000 have been built and exported to most countries in the world. It is built under licence in South Africa and is standard equipment in armies from the Far East to South America. One reason for its success is that it is

a relatively simple vehicle which adapts to many different roles. It has a welded steel box with the drive mechanism in the rear. There are doors for the crew, and two more in the front for access to the engine. The most common is fitted with a 90mm gun which takes up a large, low turret which takes up a large part of the deck, however there are many different turret fits and different turrets to



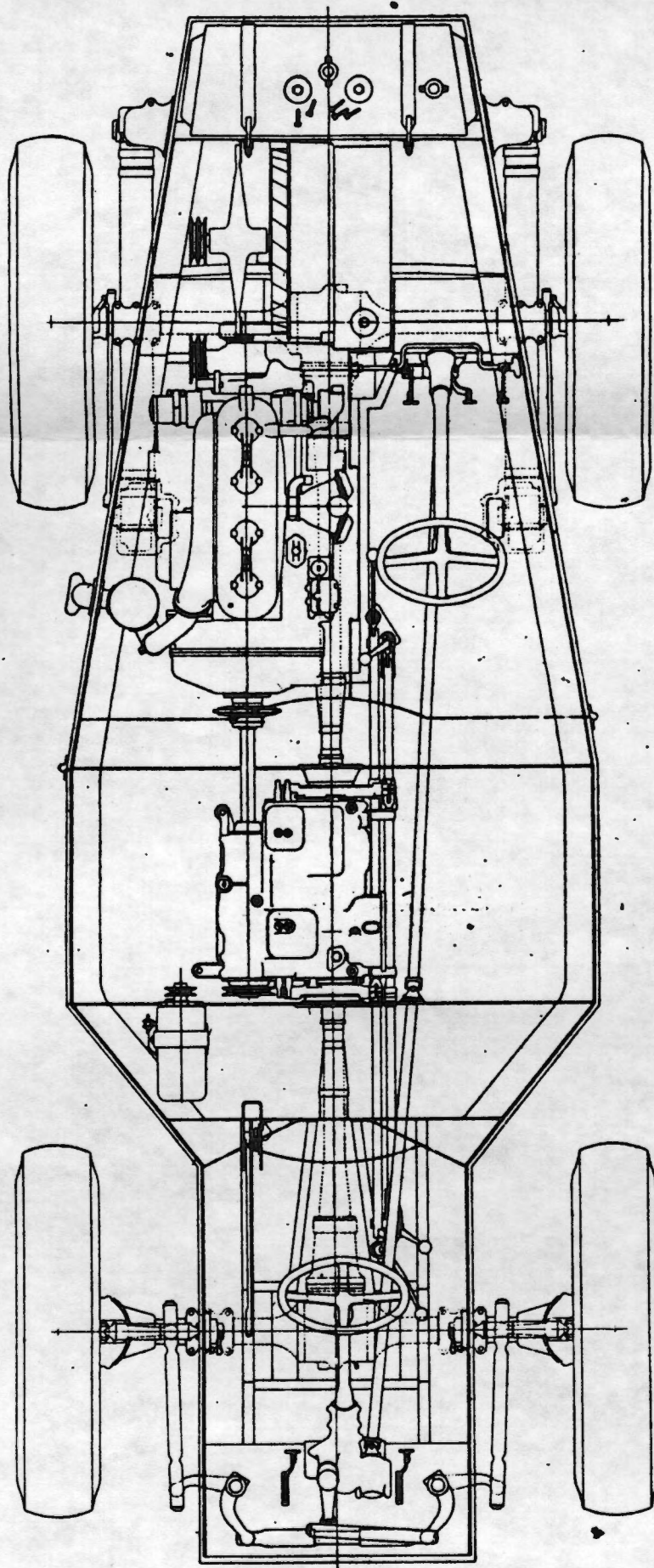


Fig. 2. — ENSEMBLE DE LA VOITURE, VUE EN PLAN

A77D 178

Color: Green Olive drab - (color used by American vehicles at that time)

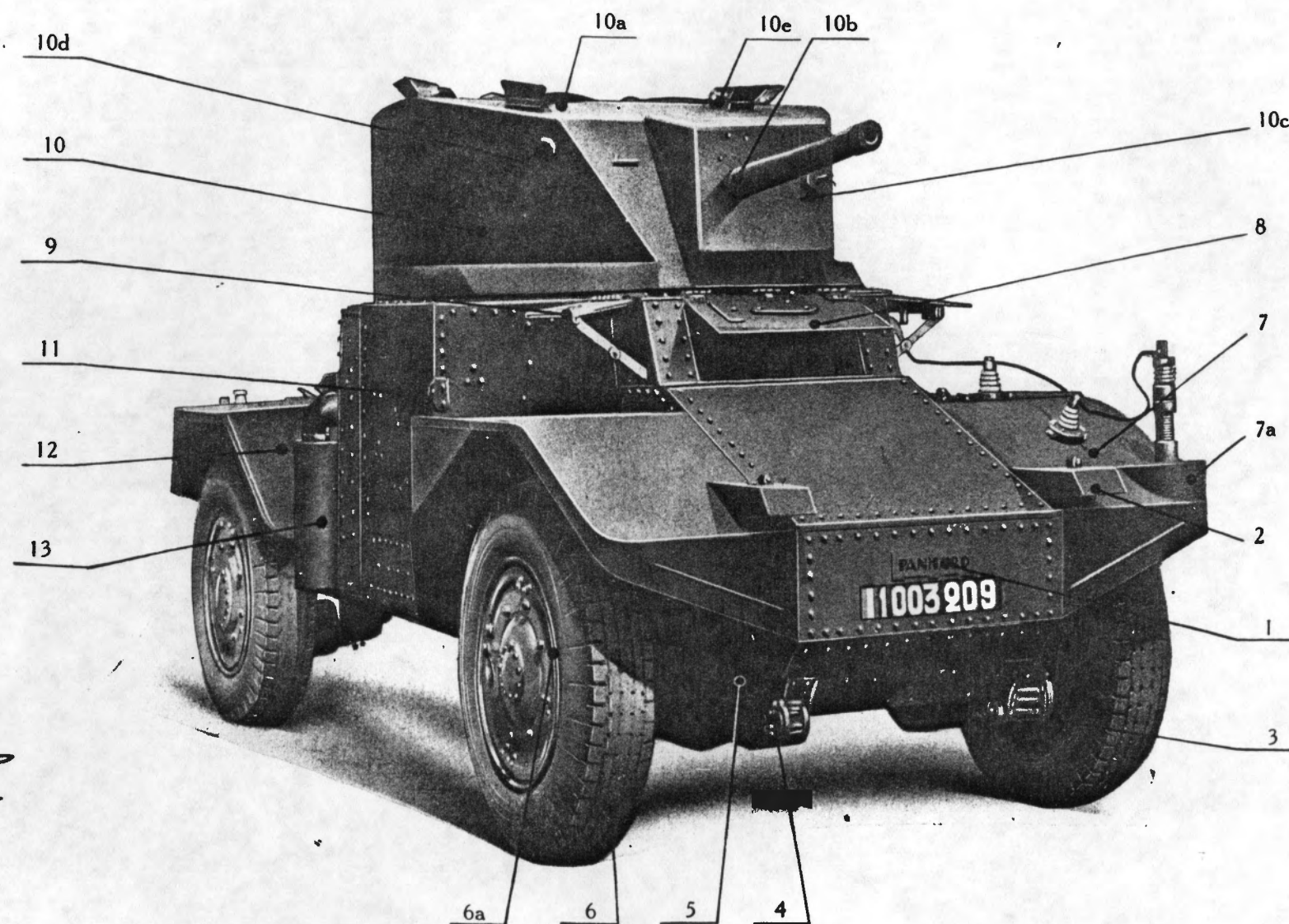
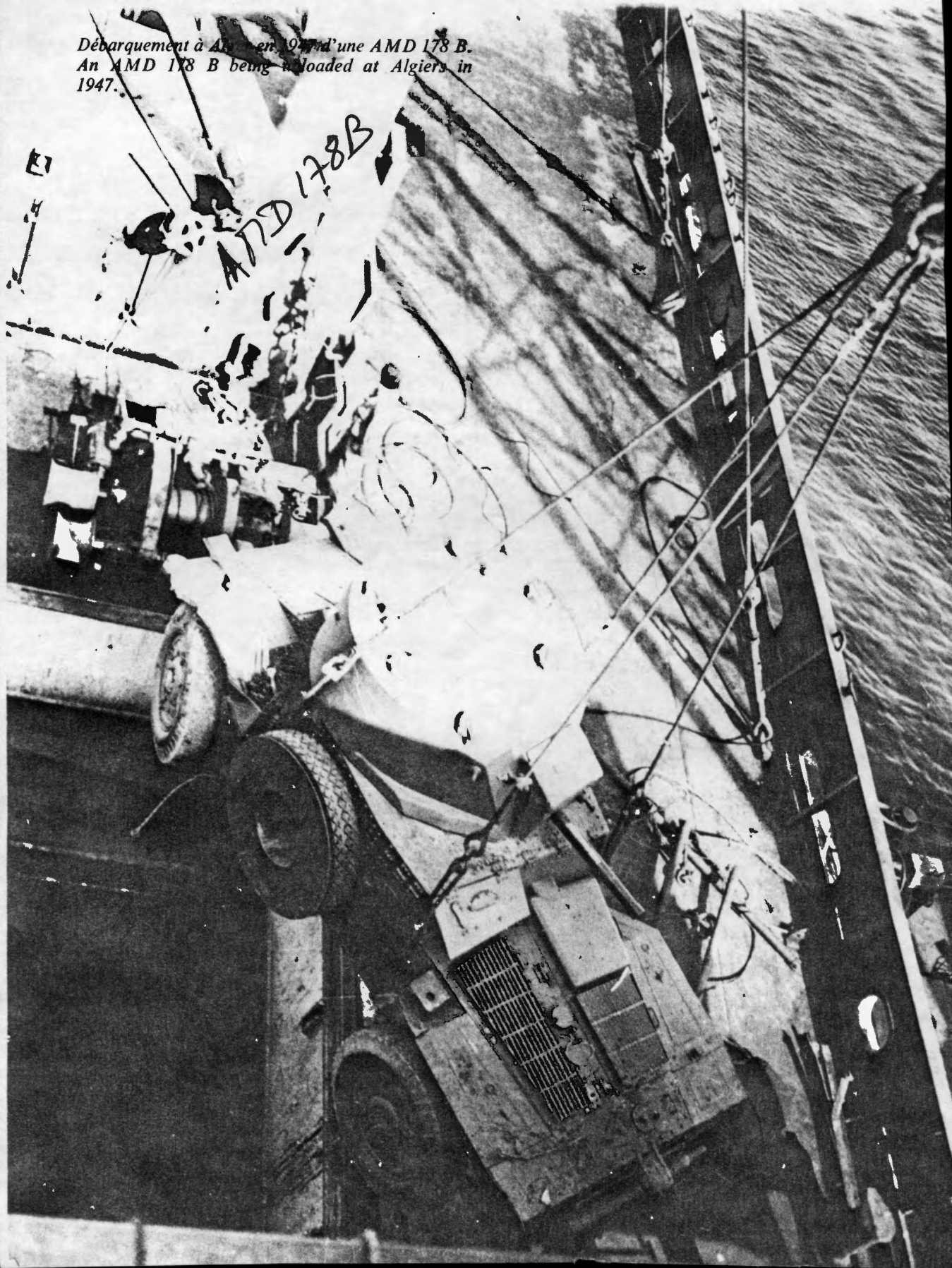


Fig. 1. — Ensemble trois-quart avant

AMD 178 B

Débarquement à Alger en 1947 d'une AMD 178 B.
An AMD 178 B being unloaded at Algiers in
1947.



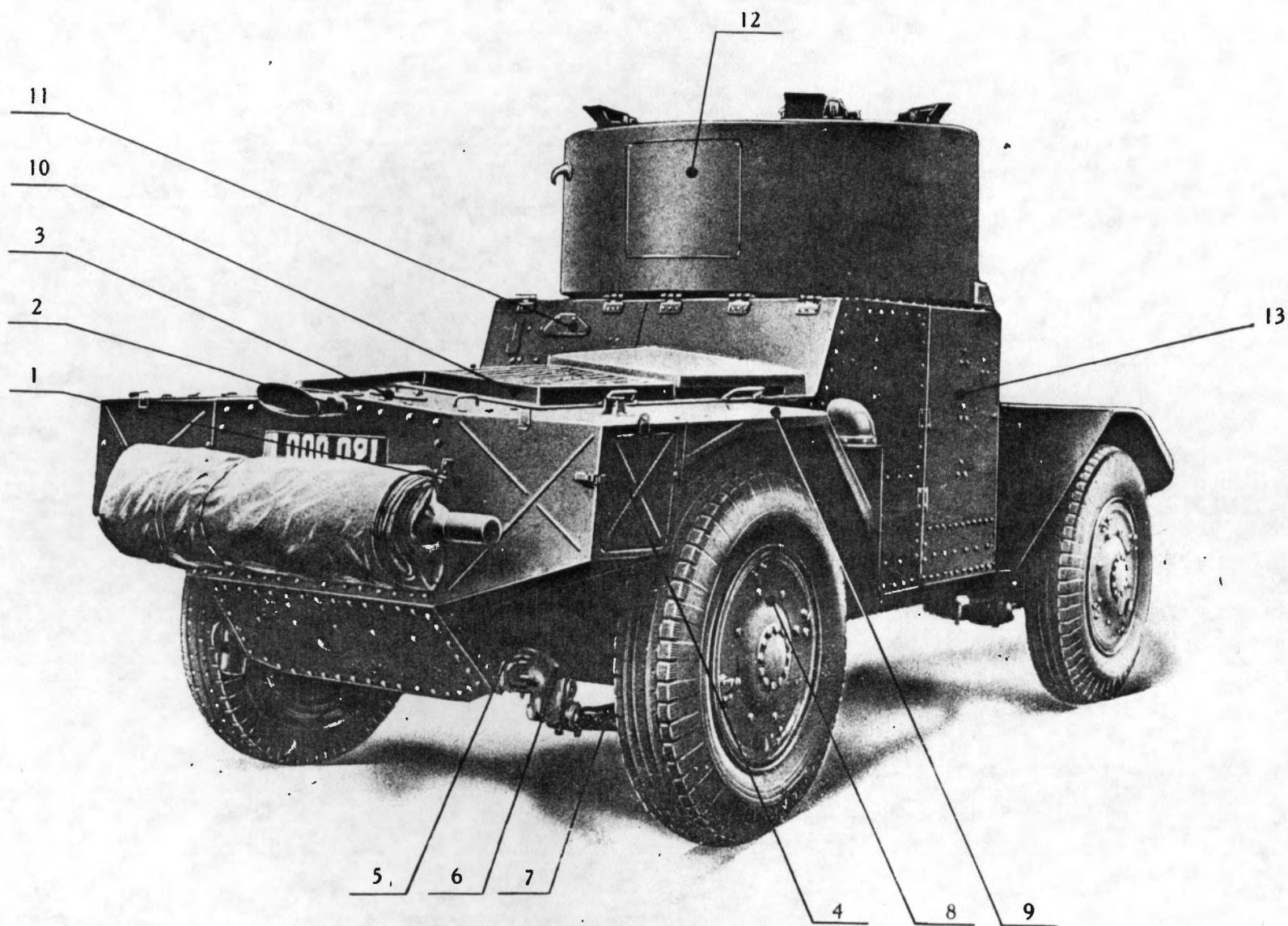


Fig. 2. — Ensemble trois-quart arrière

AMD 178 B

CHAPITRE II

Article Premier

CARACTERISTIQUES NUMERIQUES D'ORDRE TECHNIQUE

I. — MOTEUR

Marque PANHARD, type 4 E.	
Nombre de cylindres	4
Alésage	118 mm
Course	150 mm
Cylindrée totale	6 l. 56
Vitesse maximum	2000 t/m
Taux de compression	6,2
Puissance	110 CV
Distribution par arbre à cames et culbuteurs ;	
Allumage par magnéto S.E.V., type U, ver-	
ticale, blindée, à déclic, à avance auto-	
matique :	
Avance 5° à 500 tours ;	
Avance 21° à 2000 tours.	
Carburateur Solex, type A V D.	
Alimentation en combustible par pompe à	
essence S.E.V.	
Graissage sous pression, par pompe à en-	
grenages.	

II. — APPROVISIONNEMENTS

Contenance du réservoir à combus-	
tible inférieur	120 l.
Contenance du réservoir à combus-	
tible supérieur	20 l.
Contenance en huile du moteur....	10 l.
Contenance en huile de la boîte de	
vitesse	8 l.
Volume total d'eau en circulation...	34 l.

III. — BOITE DE VITESSES

Vitesses obtenues par les diverses combinaisons, le moteur tournant à 2000 t/m avec des pneus de 42/9 « neige ».

Vitesses de route :

1 ^{re}	13 km 800
2 ^e	24 km 300
3 ^e	40 km 100
4 ^e	72 km 600

Vitesse de marche variée et marche inversée :

1 ^{re}	8 km
2 ^e	14 km
3 ^e	23 km 100
4 ^e	42 km

IV. — VEHICULE

Longueur hors tout (sans phares	
ni bâche)	4,79 m.
Largeur hors tout	2,01 m
Hauteur sans tourelle	1,65 m
Hauteur avec tourelle et péricope	2,46 m
Empattement	3,12 m
Voie (avant et arrière)	1,74 m
Garde au sol	0,35 m
Poids en ordre de marche (avec	
équipage, carburant et munitions) ...	8900 kg

Article 2

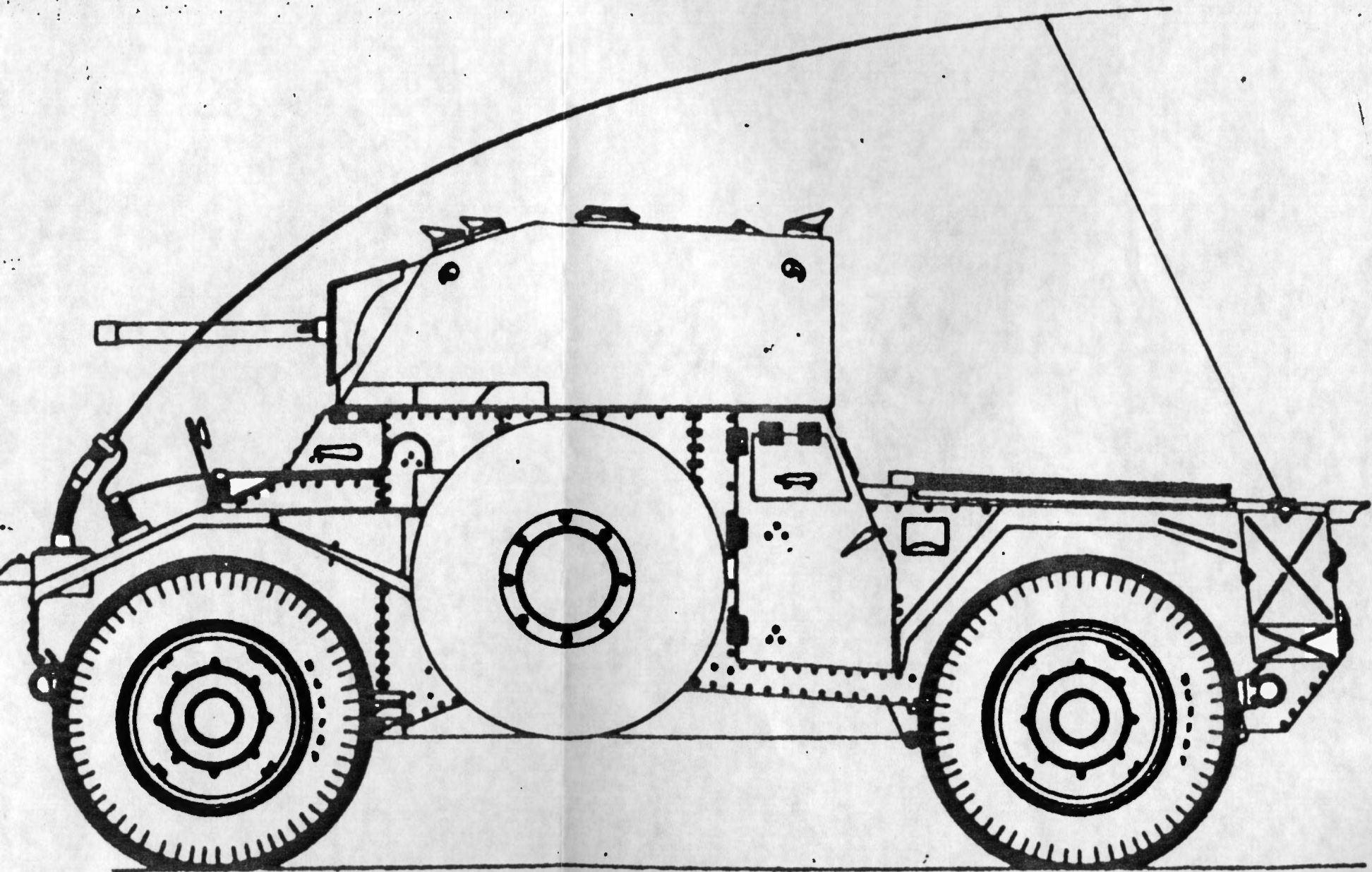
DONNEES NUMERIQUES D'ORDRE TACTIQUE

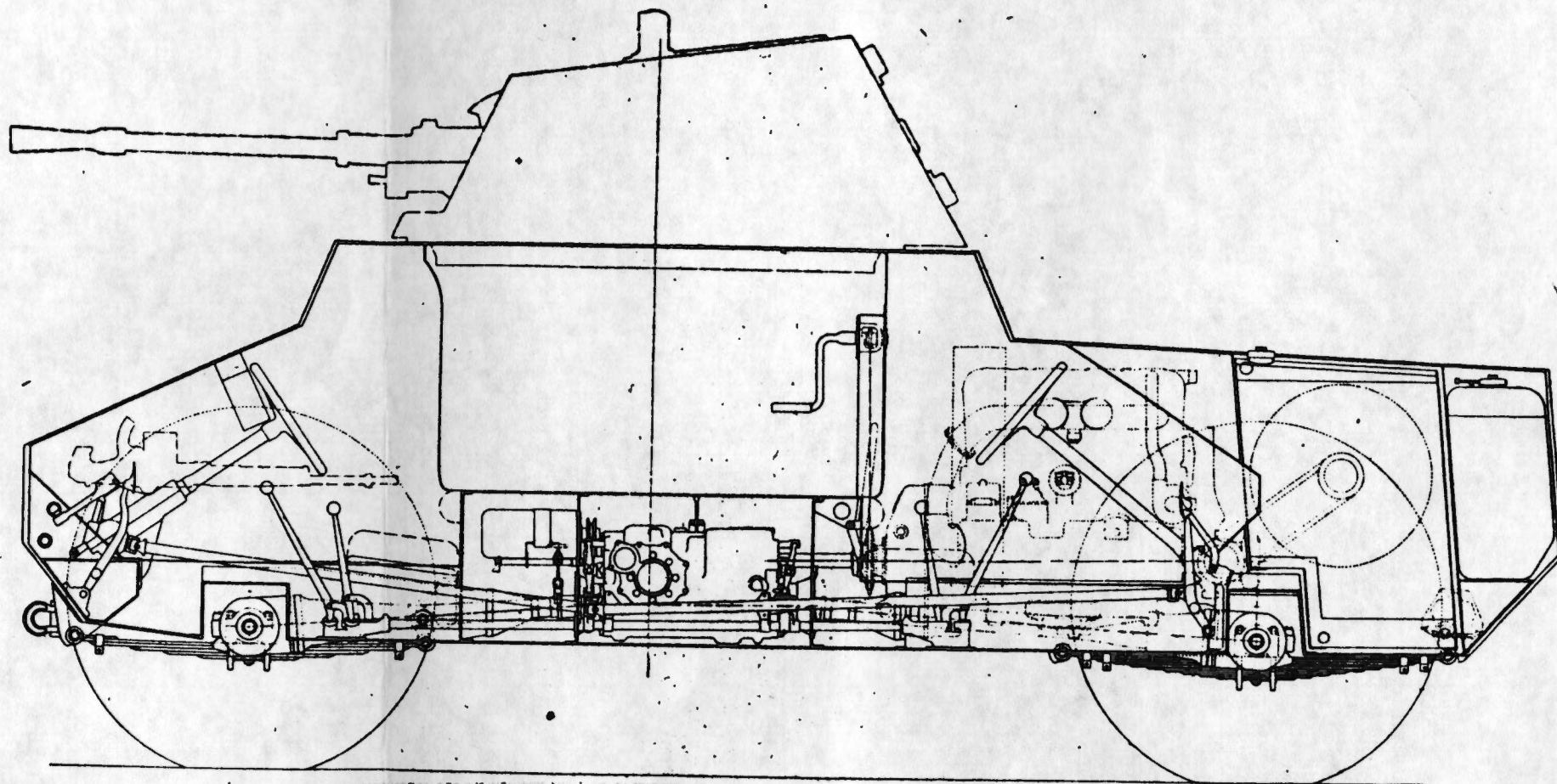
PERFORMANCES

Vitesse maximum sur route, en	
palier	72 km/h.
Rampe maximum accessible	40 %
Rayon de virage sur la roue exté-	
rieure	8 m

Consommation sur route aux 100 km :

Essence	40 l. env.
Huile	1/4 l. env.
Rayon d'action	300 km env.
Gué franchissable.....	60 cm env.





AMD 178 A
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