



1953 Ferret Scout Car



Mk 1 34 BA 87

Role:	Reconnaissance vehicle, internal security (MK 1)
Manufacturer:	Daimler Ltd., Coventry, England.
Engine:	Rolls-Royce B60 Mk 6A six-cylinder in-line water-cooled 129 hp gasoline, 129hp at 3750rpm
Maximum speed:	93km/h (59MPH) Forward AND Reverse
Fuel capacity & Range:	190 miles, 300km (25 gal) 9mph highway 5 mph Xcountry
Armament:	7.62mm Bren machine gun on a Mk1. Mk 2/3 had a 7.62 GPMG or a 7.62mm (.30-cal) Browning machine gun with 450 rounds in the turret w/ 2x3 smoke grenade dischargers
Combat weight:	4.4 Tons
Length:	12.5 feet
Width:	6.25 feet
Height:	6.2 feet
Ground Clearance:	13 in (330 mm)
Trench Crossing:	4 ft (1.22 m), with channels
Vertical Wall Climb:	1.33 ft (0.406 m)
Armor:	max. 16mm 5/8 th inch think
Crew:	Two/Three
Recognition features:	<ul style="list-style-type: none"> ▪ Two large wheels on each side. ▪ A spare wheel center-mounted on the left side. ▪ Square sides. ▪ Some have turrets, some do not. Turret is flat-topped and angular shaped. ▪ Angular shaped hull



The Ferret is basically a four-wheeled car with an all-welded steel body. Used in every internal security campaign from Malaysia through Aden and Cyprus to Ulster, it is a fast and handy vehicle and one of the few AFV's that is politically acceptable to use on the streets.

Developed shortly after the Second World War, the first Ferret prototypes ran in 1949; production commenced three years later. A total of over 4400 of these rear-engined 4x4 scout cars were built before production ceased in 1971. Throughout its production life, the basic hull remained unchanged, but more powerful engines and different turrets were installed.

The Ferret's hull is divided into three compartments: the driver's compartment in the front, the fighting compartment in the center, and the engine compartment in the rear. The driver sits in front with three hatches: one in front and one on each side. Each hatch has an integral periscope, with the center hatch having night vision equipment installed. The front hatch may be folded down onto the glacis plate and used as an escape hatch in the event of an emergency.



A Ferret carries two crewmembers: the driver, at center-front; and the commander, in the turret (not currently installed on this vehicle) in the middle of the vehicle.

Motive power comes from a Rolls-Royce B60 Mk 6A six-cylinder in-line water-cooled gas engine which develops 129 horsepower at 3,750 rpm. Drive is transferred to all four wheels with a fluid-coupling transmission having five speeds in each direction. The waterproof engine will run when completely submerged without any preparation other than venting the crankcase breather pipe. The Ferret floats and can be used to cross water obstacles. Run-flat tires are each suspended with a shock absorber and single coil spring.

The Vehicle came equipped with the C42 and B47 series of radios. These could be used as intercoms which was necessary for clear communication in a loud vehicle. The radios could also be used as a re-broadcast centre, so that a portable radio carried by a troop could be re-broadcasted by the Ferret Scouts longer range and more powerful 24 volt radio. It also worked for regular communication between troops.

Ferrets have been phased out of British service but have been adopted by 36 other countries. The Ferret is still in service in many territories.

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