

The Daimler Fighting Vehicles Project – Part Fb Related Vehicles – The Ford Lynx Scout Car

The Canadian Ford Lynx Scout Car

Ford in Windsor, Ontario, produced a closely related vehicle, the Lynx Scout Car.

3255 units were built and manufactured in two major variants.

The design for a lightweight reconnaissance vehicle was derived from the successful British Dingo.



A good shot of the Lynx showing it's off road ability.

This particular example was photographed by Mr Chris Shillito of Armour in Focus at Beltring '99, where it won Best Overall of the show! It is truly immaculate.



Above is the right front quarter of a mid-production Lynx I. This earlier variant differed from the later Lynx II in exterior stowage arrangements and in that it had a folding-plate roof which was later eliminated (there were also changes in steering ratio and axles). Note the open side door on the driver's side. Armour varied from 30mm in front to 12mm sides and rear. It was sufficient protection against heavy small arms fire, and the vehicle relied on its low silhouette and speed to avoid heavier opposition

Photo's and text courtesy of <http://www.mapleleafup.org>

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The Lynx looks like a giant, mutant steel beetle. This rear view shows its bulbous engine compartment, which contained the same 239ci Ford flathead V8 which characterized all Ford CMP-era vehicles. Wheelbase is a short 81 inches, and overall height 70 inches. With a laden weight of 9370 lbs, the Lynx was not quick by modern standards, but fairly manoeuvrable in tight terrain. Tires are the same 9.00 X 16 size used on many CMPs; shown here is the familiar 'S-Pattern' run flat probably acquired from a Ferret



A bird's-eye view of the cramped cockpit shows the unique, angled steering position borrowed from the Daimler Dingo. Not much room for its two-man crew! Note the instrument cluster on the right, and a ready rack of eight Bren magazines immediately in front of the vehicle commander's position on the left. Behind the commander sits a standard No.19 W/T set. Visibility is restricted when 'buttoned up', but the objective of these scouting vehicles was to avoid contact and simply gather information

The Lynx instrument cluster is basic CMP, providing the minimum of gauges and controls to ensure efficient monitoring of operational status

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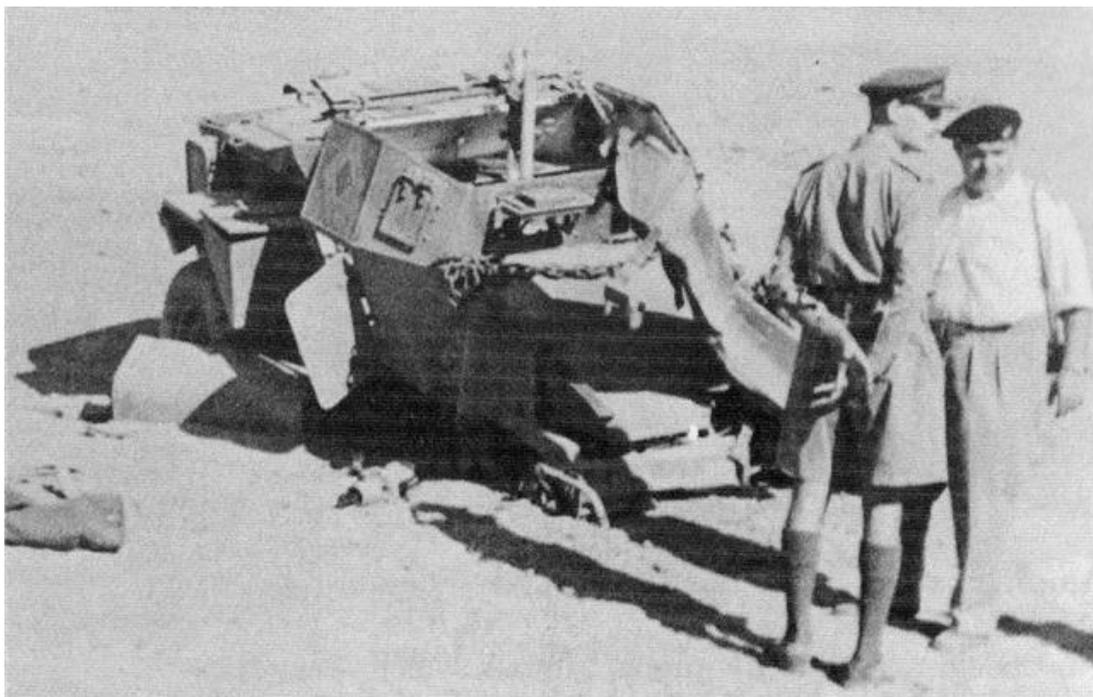
After the war, overseas stocks of Lynx' were parcelled out to various European armies along with most of our other vehicles. Few remain in Canada today, with the last example being brought back from Greece some time ago. Recently, however, Jim Rice in Alberta recovered a badly-chopped version from a farmer's field, and is presently engaged in a complete restoration.!

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Lynx F70374, MK II, 1943, Italy



Photo courtesy of the Imperial war museum
Photographer: Rooke (Sgt) of No 2 Army Film & Photographic Unit
A scout car crew of 6th Duke of Connaught's Own Lancers, Indian Armoured Corps, chat with youngsters in San Felice, during the advance towards the River Sangro.



(photo courtesy of Shaun Hindle, original source unknown)
Another example of mine damage, in North Africa, this time on a Lynx.

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Photo courtesy of the Imperial war museum

Photographer: Watson R (Sgt) of No 9 Army Film & Photographic Unit

A Lynx scout car, Sherman tank and Dodge weapons carrier disembarking from a pontoon raft after crossing the Irrawaddy at Ngazun, Burma

28 February 1945.