

Lanchester Motor Company Armoured Car

The Lanchester Motor Company was set up in Sparkbrook, Birmingham by three brothers, Frederick, George and Frank Lanchester. During the Great War the company made artillery shells, aircraft engines and the Lanchester Armoured Car. Next to the Rolls Royce, they were the most common type used by the British Army. It had a six cylinder 4.8 litre engine which developed 65 bhp at 2,200 rpm. Despite its weight – five tons – it had a top speed of fifty mph.

Thirty six armoured cars were built by March 1915 and were used to equip three squadrons of the Royal Navy Air Service (RNAS). One of these squadrons later served with the Belgian Army, they also received more on loan from the RNAS. In 1916, twenty were sent to Russia under the command of Oliver Locker-Lampson. From the Arctic Circle, they were sent down to the Caucasus from where detachments pushed down into Turkey and Persia before seeing service in Romania and Poland. Considering the terrain and the distances covered, the cars stood up superbly and were considered fast and reliable vehicles.

Before You Begin

This kit is produced using three materials – whitmetal, resin and etched nickel silver. All are potentially harmful if not handled or used as intended. Do not feel tempted to place any parts in your mouth! Please wash your hands after a building session. The dust caused whilst filing or sanding must not be breathed in and we recommend the use of a face mask when sanding resin.

The detail parts are cast in a high quality whitmetal to provide as much detail as possible. Casting marks and 'flash' should be minimal but can be removed carefully with a knife blade, fine file or fine grained sandpaper. Some of the smaller parts are cast on to a sprue which also needs removing. Hold the sprue carefully using a pair of fine pliers and carefully cut the parts away.

The resin parts should feature minimal casting marks but again these can be removed with a fine file, knife blade or fine sanding paper. Take extra care as the resin is softer than the whitmetal and material will be removed quicker. The resin should be carefully washed and dried to remove any mould release. Warm water is best for this. Don't use washing-up liquid – it may prevent glue from sticking to the resin.

The fret of etched nickel silver details requires careful handling as its edges may be sharp. Cut each part in turn from the fret using a sharp knife blade and file any remaining tags with a fine file. The parts are best fitted using glue.

We recommend that the parts are glued together using either 'super glue' – ACC - or a quick setting epoxy resin such as 'Araldite'. Don't be tempted to use the 'instant' versions of these products. A little time to adjust the fit is always wise! Always follow the adhesive manufacturers' instructions and take care not to stick yourself to the kit!

Parts List

- | | | |
|------------------------------|--|--------------------------|
| 1. Hull (resin) | 11. Width indicators (wm) | 20. Starting handle (wm) |
| 2. Seats (resin) | 12. Bonnet front (wm) | 21. Turret ring (resin) |
| 3. Steering column (wm) | 13. Large stowage box (Belgian Army) (resin) | 22. Turret (resin) |
| 4. Steering wheel (wm) | 14. Ordinary 'grooved' tyres (wm) | 23. Hull roof (resin) |
| 5. Footboards (resin) | 15. Anti skid 'smooth' tyres (wm) | 24. Vickers gun (resin) |
| 6. Flimsy rack (resin) | 16. Rear axles (wm) | 25. Top hatch (resin) |
| 7. Small stowage box (resin) | 17. Front axle assembly (wm) | 26. Rear hatch (resin) |
| 8. Horn (resin) | 18. Shock absorbers (wm) | 27. Flag pole (wm) |
| 9. Headlamps (wm) | 19. Front axle plate (wm) | 28. Front visor (wm) |
| 10. Headlamp supports (wm) | | 29. Rear doors (resin) |

Please do take note of the various prototype and model photographs. This will help you identify the parts and their location.

This kit has an open interior so it is best to consider the construction in three stages – the main hull, the wheels and axles and finally the turret. The parts are bagged accordingly to help with this.

The Hull

1) Take the hull (1) and ensure the seats (2) fit correctly. Do not glue yet.

2) Glue the Steering Column (3) onto the Steering Wheel (4) and leave to set. When set, trim the column to clear the seats and when satisfied, glue wheel and seats in place.

3) Glue the rest of the hull parts in place – footboards (5), flimsy rack (6), small stowage box (7) and the horn (8), trimming to length first.

4) Fix the headlamps (9) onto their respective supports (10), noting that these are handed. Drill out the locating holes on the hull and fit in place. The width indicators (11) should be gently curved (see the photographs) and glued in place.

5) Finally glue on the bonnet front (12).

We have included a stowage box (13) for the Belgian Army version,. This fits where the flimsy rack is on the standard version. We do not know where the flimsies were stored on the Belgian version but there is room on the driver's side of the hull.

Wheels and Axles

6) There are eight wheels in the kit – five with ordinary (grooved) tyres (14) and three with anti skid (smooth) tyres (15). Carefully remove the etched spoked wheel centres (E1) from the fret. Taking note of the photo, glue two etched wheel centres to the inside of the tyre and set aside to dry. Repeat for all wheels.

7) Take the rear axles (16) and glue the wheel hub (E2) centrally on to the end of the axle and then glue on two of the wheel assemblies to each axle, noting from the photographs where the ordinary and anti skid tyres were fitted. Generally, the anti skid tyres were fitted towards the driver's side. With the model on its back, trim the axles to length and glue in the axle holes.

8) Identify the front axle assembly (17). The centre spigot of the axle fits into the hole under the hull. Slide on the front wheels – again noting the location of the different tyres. Do not glue yet but hold them in place with Bluetak or similar. With the hull turned over and on a flat surface, fit the axle / wheel assembly in place. Adjust the depth of the hole OR the spigot length for vertical alignment. Tweak the axle assembly carefully for horizontal alignment. When all four wheels are touching a flat surface, glue the axle assembly in place.

9) Remove the front wheels and glue on the shock absorbers (18), trimming to fit. Trim and file the axles to length and glue on the wheels and add the front etched wheel hubs (E2). Add the front axle plate (19) and the starting handle (20).

10) There will be two wheels remaining. These are the two spares which go on either side of the hull. If you are going to add the transfer set, it is best to fit the spare wheels right at the end of the build.

Turret Assembly

11) Carefully cut out and clean the turret ring (21) and the turret (22). Make sure that the turret ring fits into the hull roof (23).

12) Glue the Vickers Gun (24) in its mounting hole and slide on the turret.

13) Glue the turret to the turret ring, NOT to the hull roof.

14) Glue on the top hatch (25) and the rear hatch (26) and the flag pole (27).

15) Now paint the cab interior. Fit the turret assembly in place and glue on the front visor (28) and the rear doors (29).

Painting and Transfers

Judging by the various prototype photographs, it would appear that most Lanchester Armoured Cars were painted in Admiralty grey – the exact shade, however, is not known. The cars used by the Belgian Army appear to have been painted with a camouflaged finish. Again, the exact colours have not been identified.

We have included a set of dry print transfers commissioned from Blackham Transfers for typical RNAS lettering. Please see the separate instructions on how to handle and apply these transfers. Please see the prototype photographs and on the drawings on the box label for the locations of the various lettering. Please note that water based acrylic varnishes may be brush applied over the transfers, solvent based varnishes must be sprayed on. Solvent based varnishes WILL DAMAGE transfers if applied by brush.

References and source material

War Cars. British Armoured Cars in the First World War, by David Fletcher. (HMSO 1987 – Out of Print)

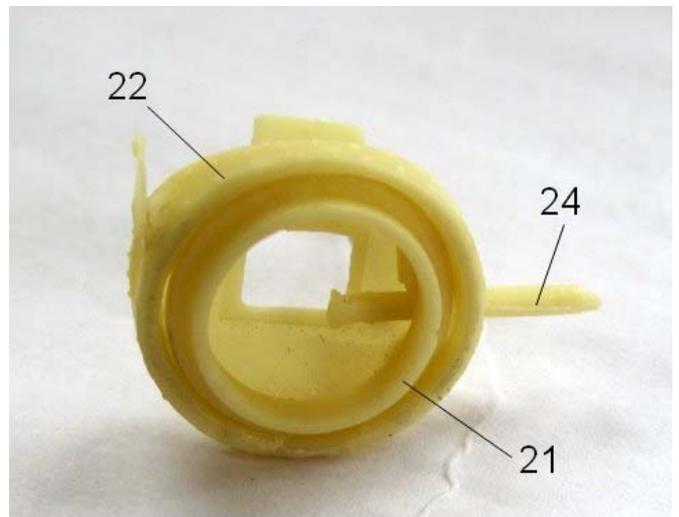
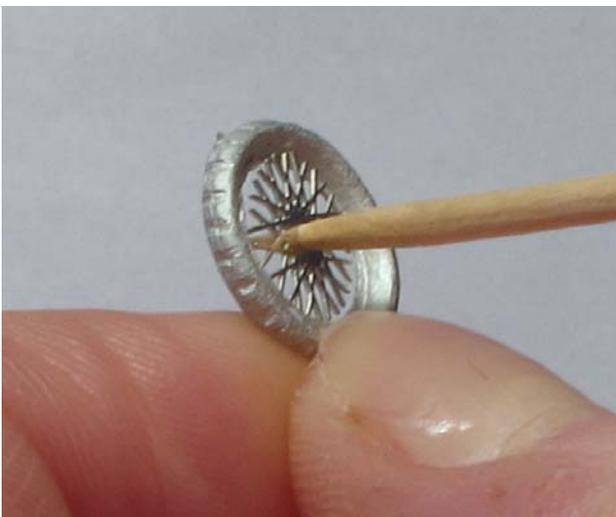
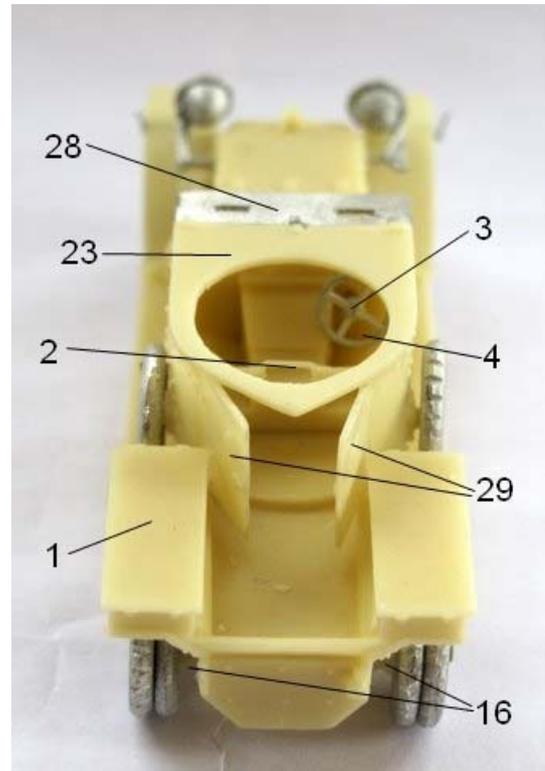
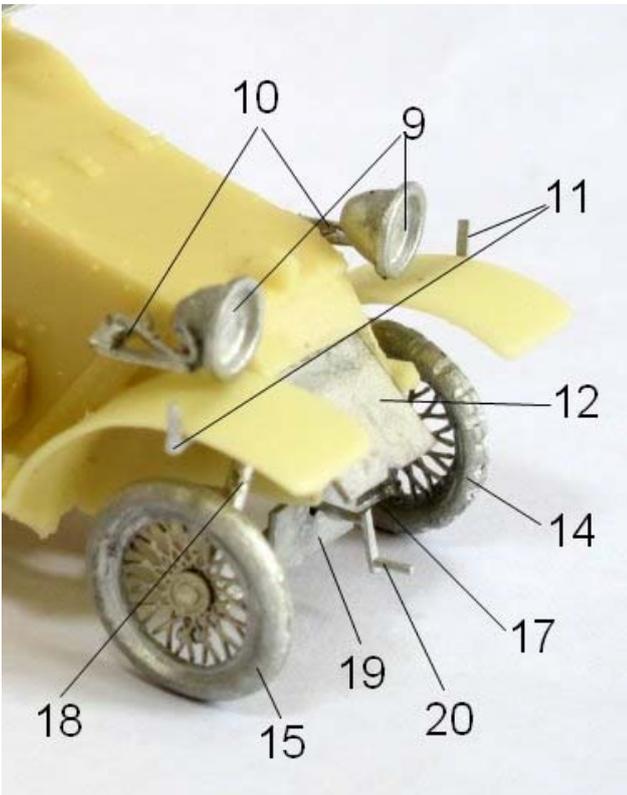
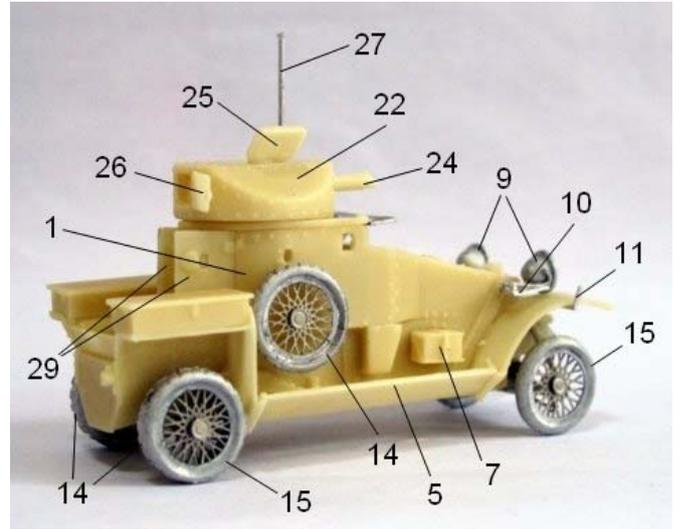
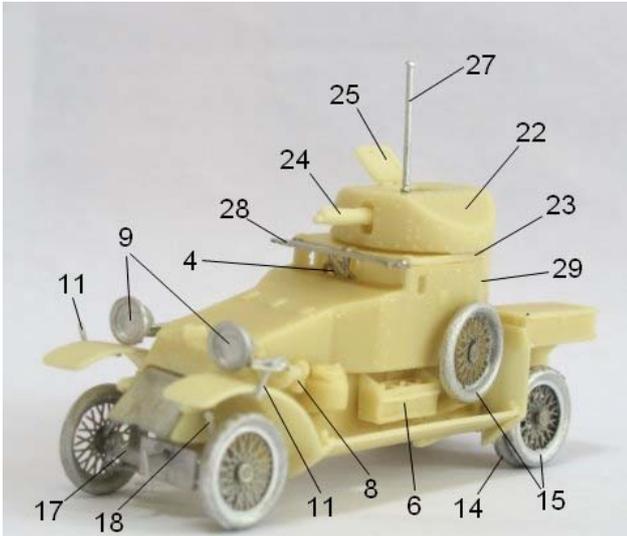
The Czar's British Squadron, by Bryan Perrett and Anthony Lord. (William Kimber 1981 – Out of Print)

Landships – dedicated to modelling WWI hardware – www.landships.freeservers.com

Warwheels.net – excellent links to armoured car sites - www.warwheels.net.

Acknowledgements

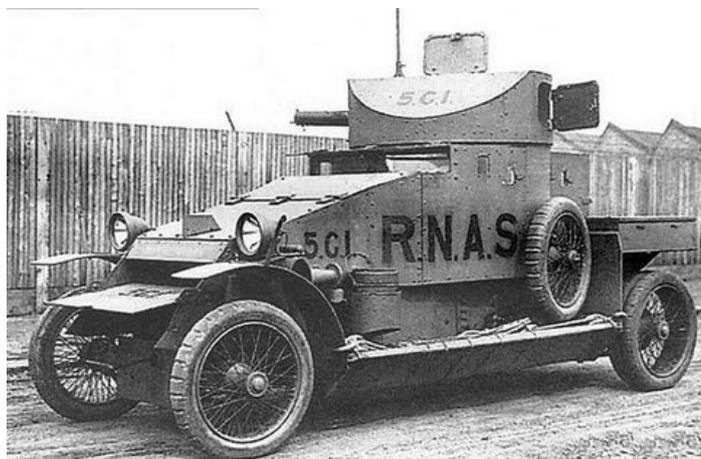
W^D Models are grateful to Geoff Lacey for the use of his scale drawings, staff at the Tank Museum, Bovington for the use of their photographs. Special thanks to Elin Saran, to Ian Taylor for the masters, Phil Radley for his patience, help and advice and David Gander for his help, advice, support and instructions.



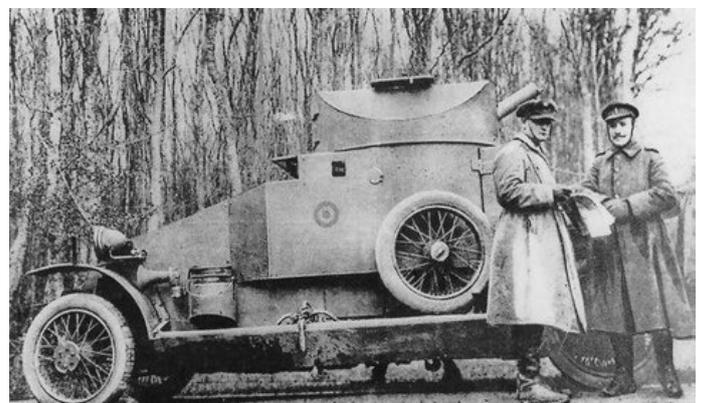
Fitting the spokes into the tyre centres



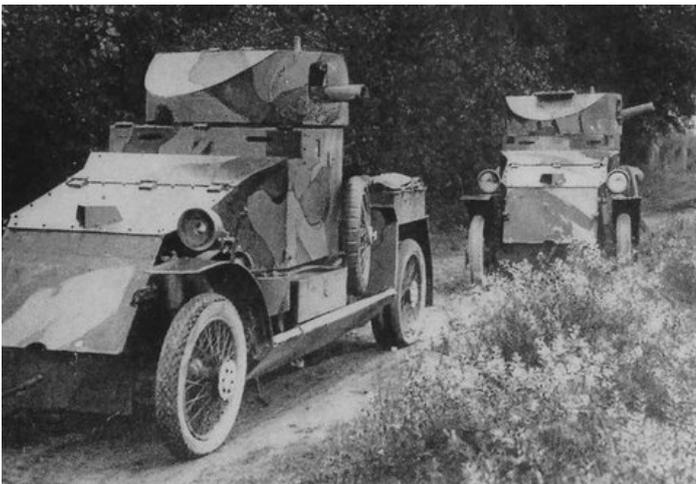
The completed model in Royal Naval Armoured Service livery



Royal Naval Armoured Service vehicle – note absence of flimsy rack.



On service in Russia, livery unknown



Belgian Army vehicles, note the camouflage livery (colours unknown) and the large stowage box in place of flimsy rack



Rear view, Note interior, steering wheel, flag pole and both ordinary grooved tyres and the smooth anti skid tyres.