



BRITISH
ARMoured CAR
LANCHESTER



INSTRUCTION BOOK

1914



The Lanchester 4x2 was the second most numerous armoured car in service during WWI. Designed by the Admiralty Air Department for the Royal Naval Air Service, it was intended to support air bases and retrieve downed pilots.

A prototype was produced in December 1914 with production following in early 1915.

The prototype went through a number of transformations, starting with strengthening the chassis and suspension and adding an additional wheel to each rear axle to improve traction and weight distribution. The production version had a circular turret with a narrow horizontal roof, central hatch, steeply sloped at the sides, and continuous sloped bonnet plating. This, together with a much more compact form than the earlier Rolls Royce Armoured Car, achieved by positioning the driver beside the engine (which featured an epicyclic gearbox), gives the Lanchester a deceptively modern appearance.

Thirty six of the production version were sent to France in May 1915. One twelve-car RNAS squadron served with the Belgian Army. In addition, Belgium received between 10 and 15 cars on loan from the RNAS.

On the Western Front it served its intended purpose, however, with the rough road conditions and even rougher cross-country treks, the 4x2 Lanchester chassis caused difficulties that were never satisfactorily resolved, limiting its usefulness. In 1915, all thirty six RNAS armoured cars were passed to the British Army. Since the BEF had acquired a variety of armoured cars, this represented a challenge in terms of maintenance, stores and training. It was decided that the British Expeditionary Force should standardize on a single type, selecting the Rolls Royce. Accordingly, all Lanchester armoured cars were returned to Britain.

After being overhauled, in December 1915, 22 vehicles were supplied to the Imperial Russian Army. Of these, 19 were later rearmed with a 37-mm naval Hotchkiss gun in place of the standard Vickers machine gun. In January 1916 more Lanchesters arrived with the RNAS expeditionary force deployed in the Caucasus, Romania and Galicia in support of the Russians.

Operating in climates ranging from desert to near-Arctic conditions while serving in Russia, these cars covered over 53,000 miles. They were deployed in a manner that would become the standard for AFV warfare in the 20th Century. Acting as scouts and armed raiders, they operated well forward of the infantry following in their armoured trucks. When operating alongside the infantry they would act as fire-support vehicles. Their last operation was in support of the Brusilov Offensive in mid 1917.

With the outbreak of the Bolshevik Revolution, the RNAS armoured car division was withdrawn back to Britain, while Lanchesters still in Russian hands were used by the White Russian forces.

During most of its service life, the Lanchester was considered an admirably fast and reliable vehicle, the only caveat being limitations imposed by the chassis.

Important Notes

- Read the instruction carefully before starting assembly.
- Use glue intended for plastic models.
- Chocking hazard. Keep small parts and plastic bags away from children.
- Always wear protective eyewear when cutting and a protective mask when painting, gluing and sanding.
- Use paints designed and suitable for plastic model kits.

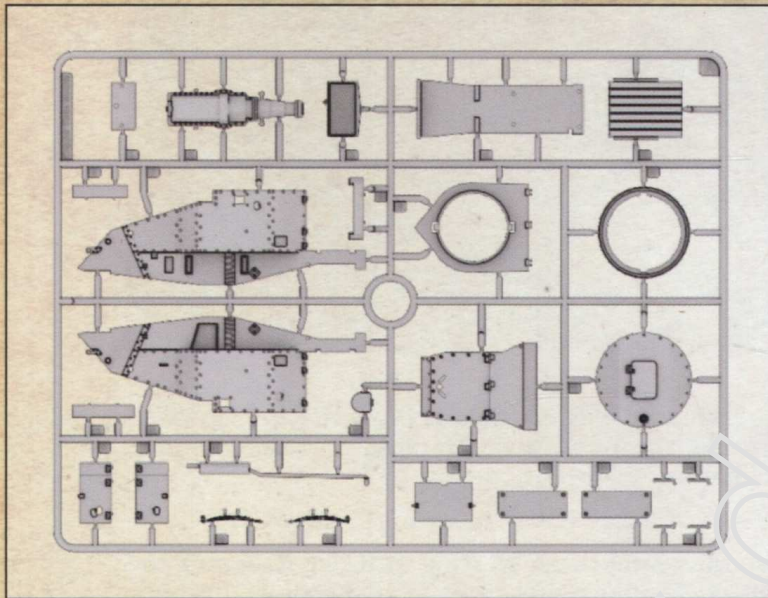


Fig. 1. Fret A

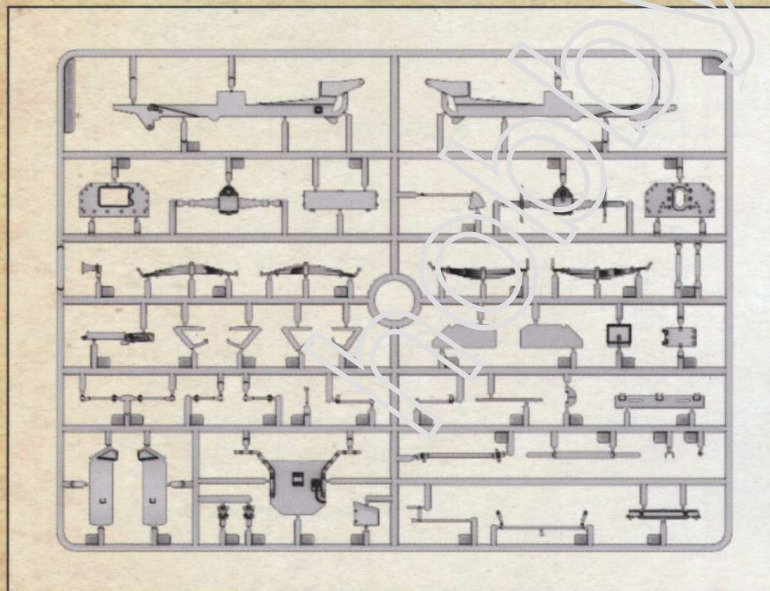


Fig. 3. Fret B

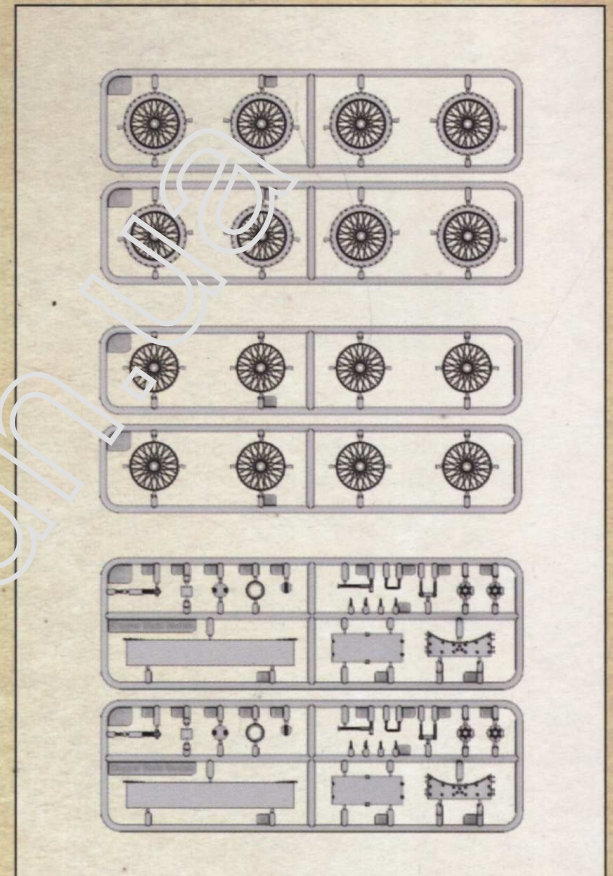


Fig. 2. Frets C

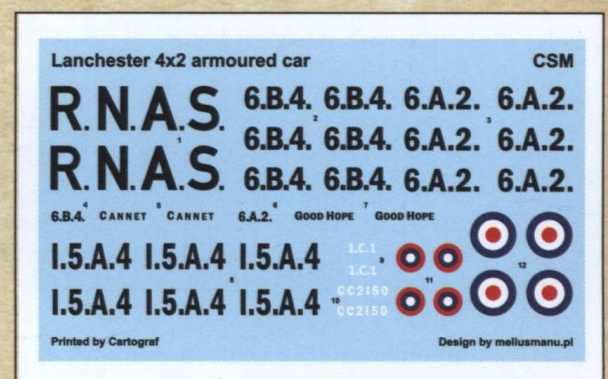





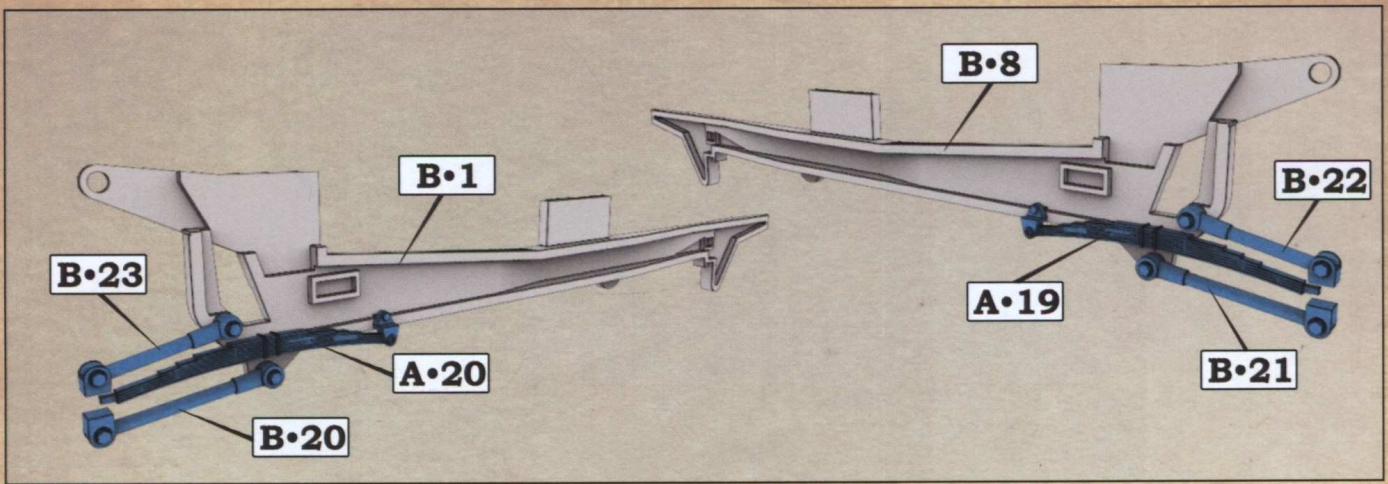


Fig. 4. Decals

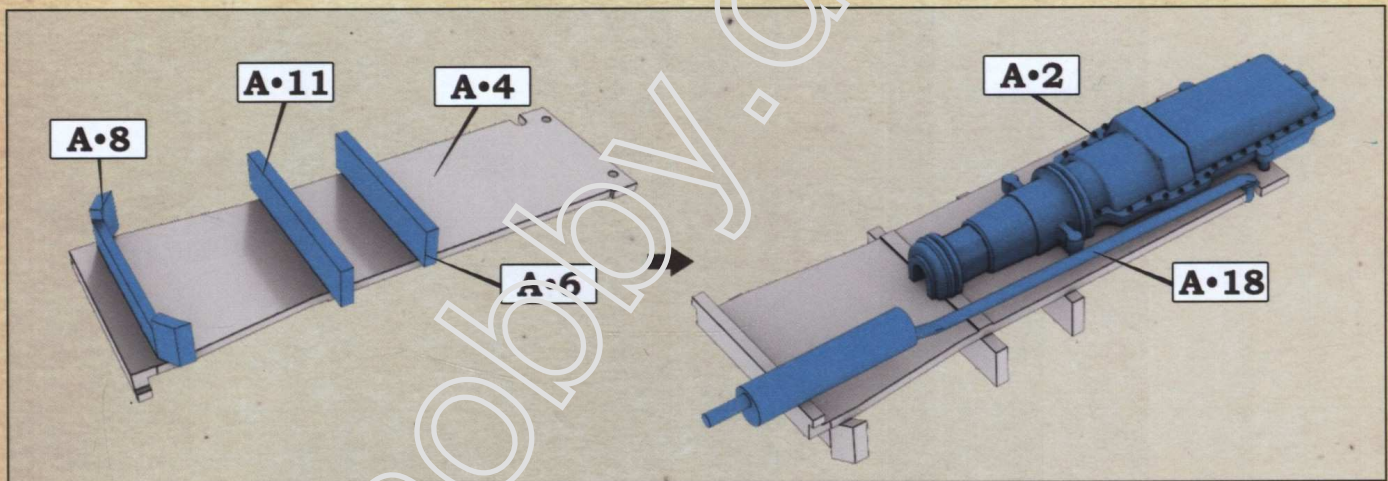
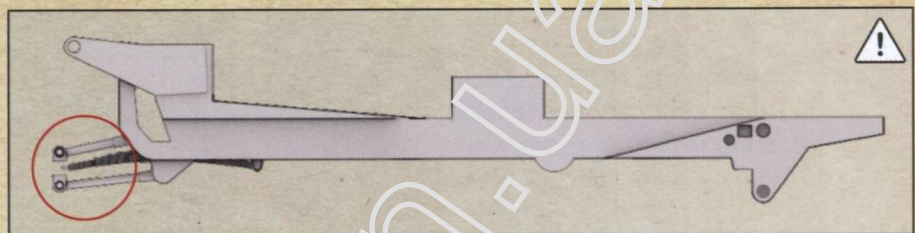
Symbols Reference

-  No Glue
  Apply Decal
  Other Side
  Attention
  Option

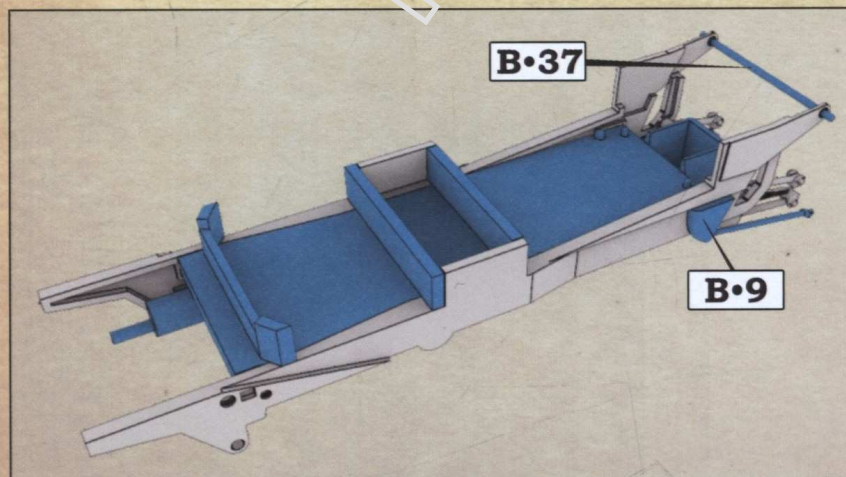


Step 1. Connecting front springs, tie rods to the frame's side parts

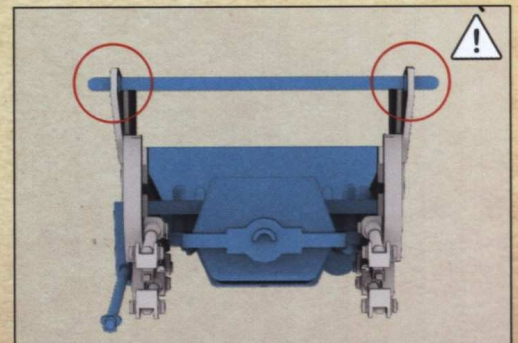
Check the parts configuration after assembly, as it should hold the front axle in further steps of assembly



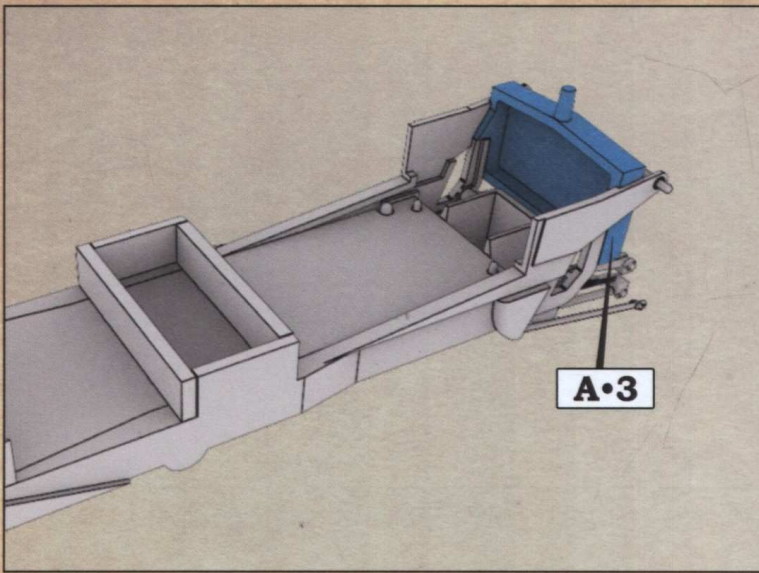
Step 2. Assembling the frame, exhaust and engine



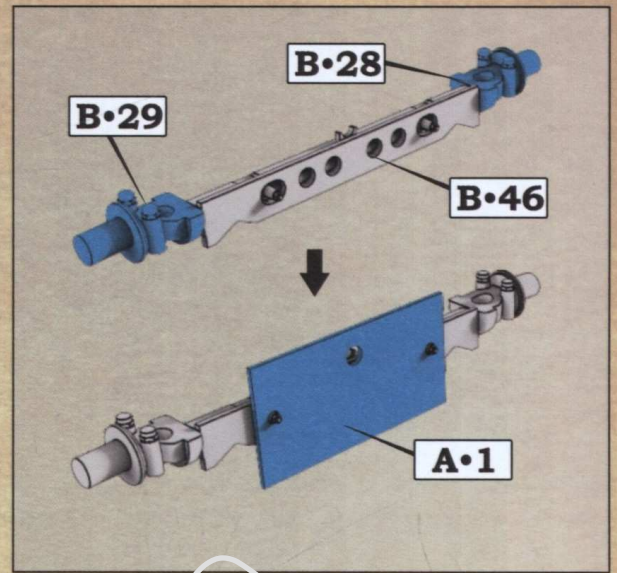
Step 3. Assembling the frame



Please, make sure to check the fitting of B37 in the frame, as this part will hold the coil-spring struts

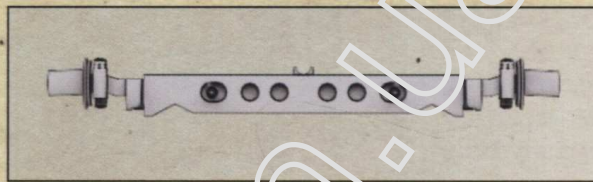


Step 4. Installation of the radiator

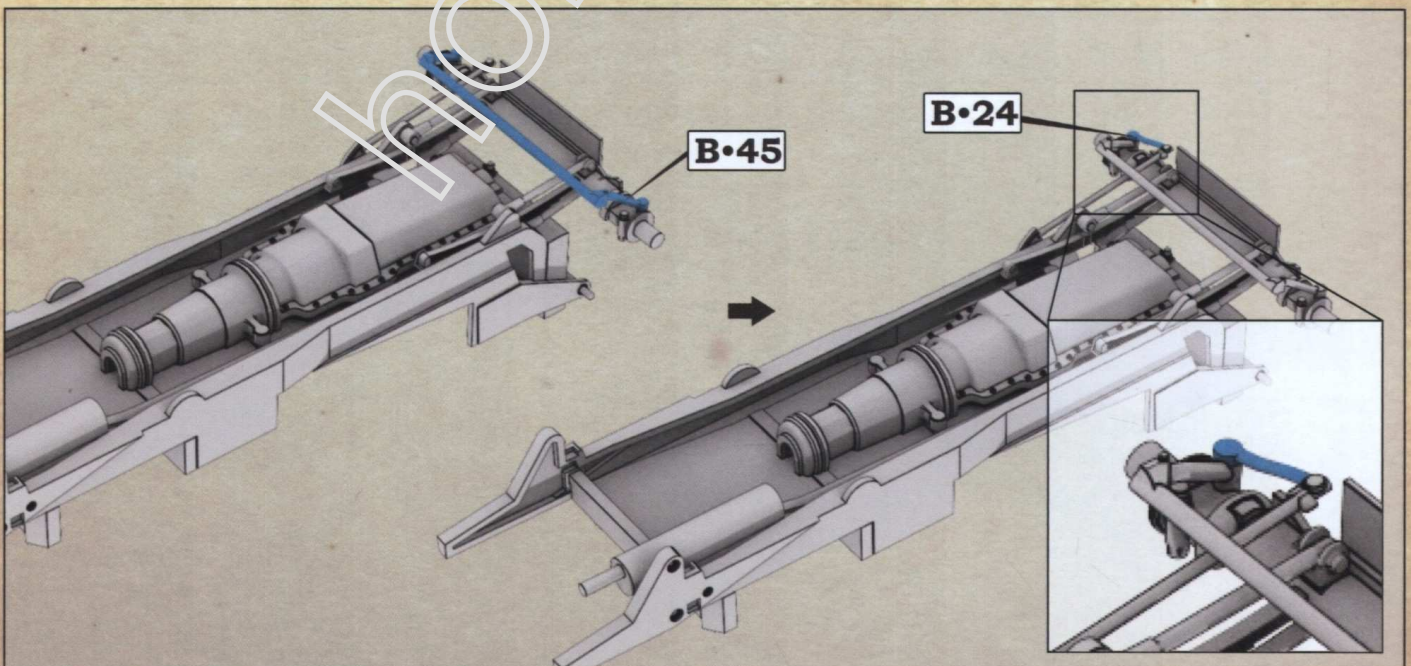
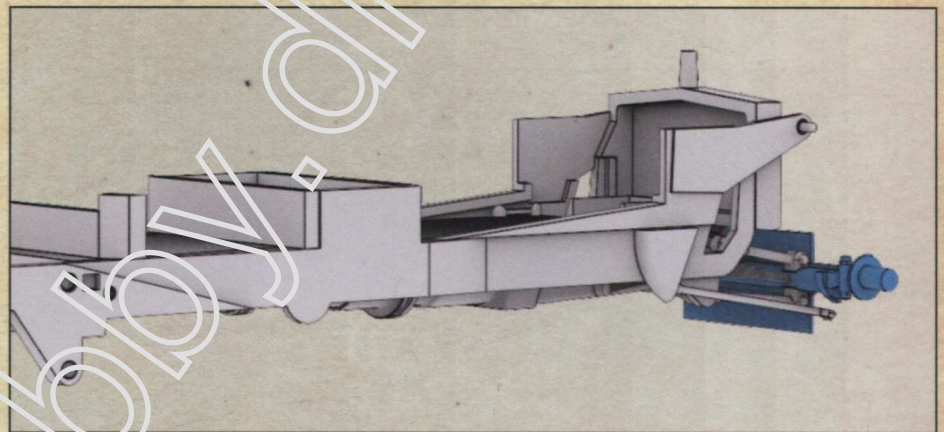


Step 5. Front axle assembly

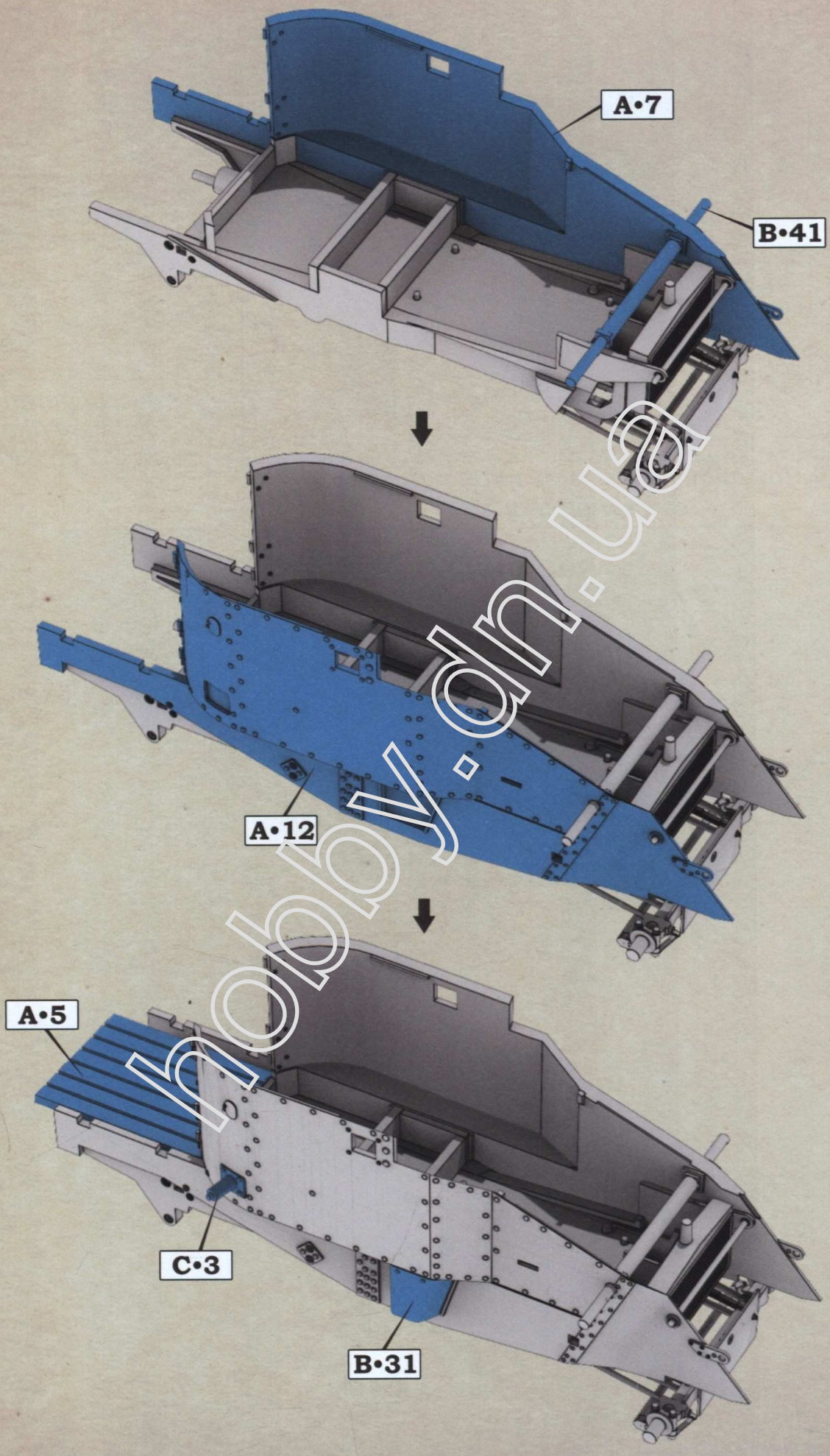
Check parts B.28 and B.29 alignment after assembly, it is important to make them symmetrical, for further wheel installation



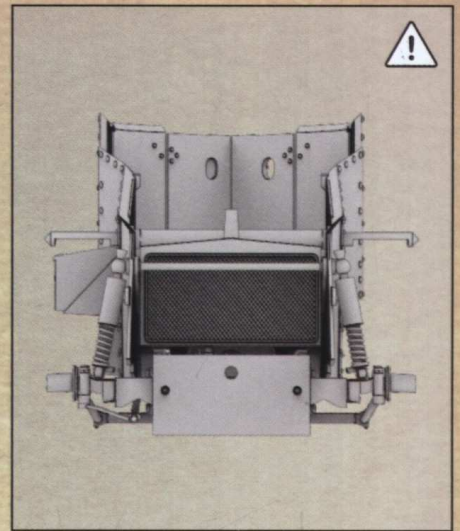
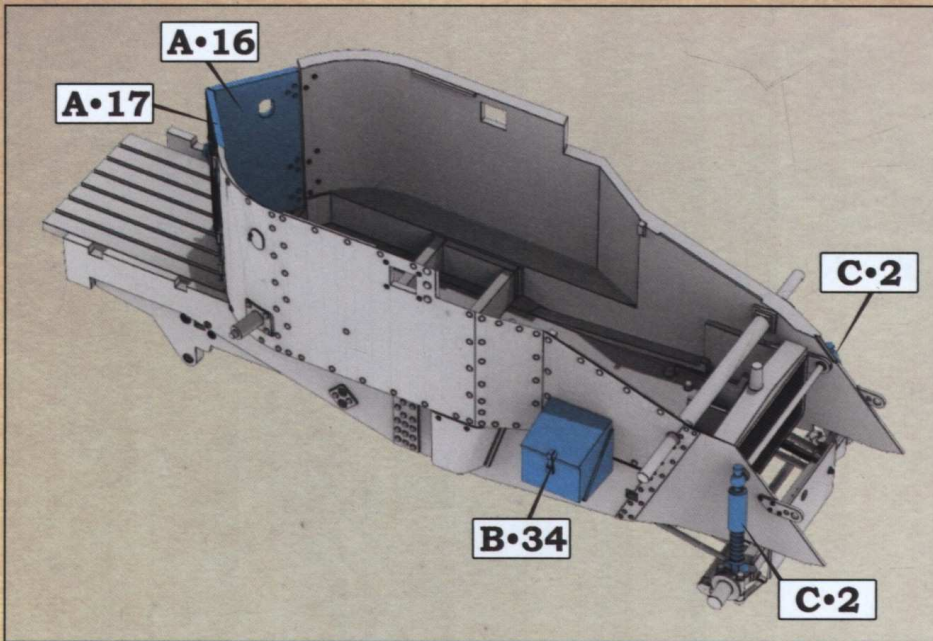
Step 6. Connecting front axle to the frame.
Three point connection for each side



Step 7. Installation of the steering components

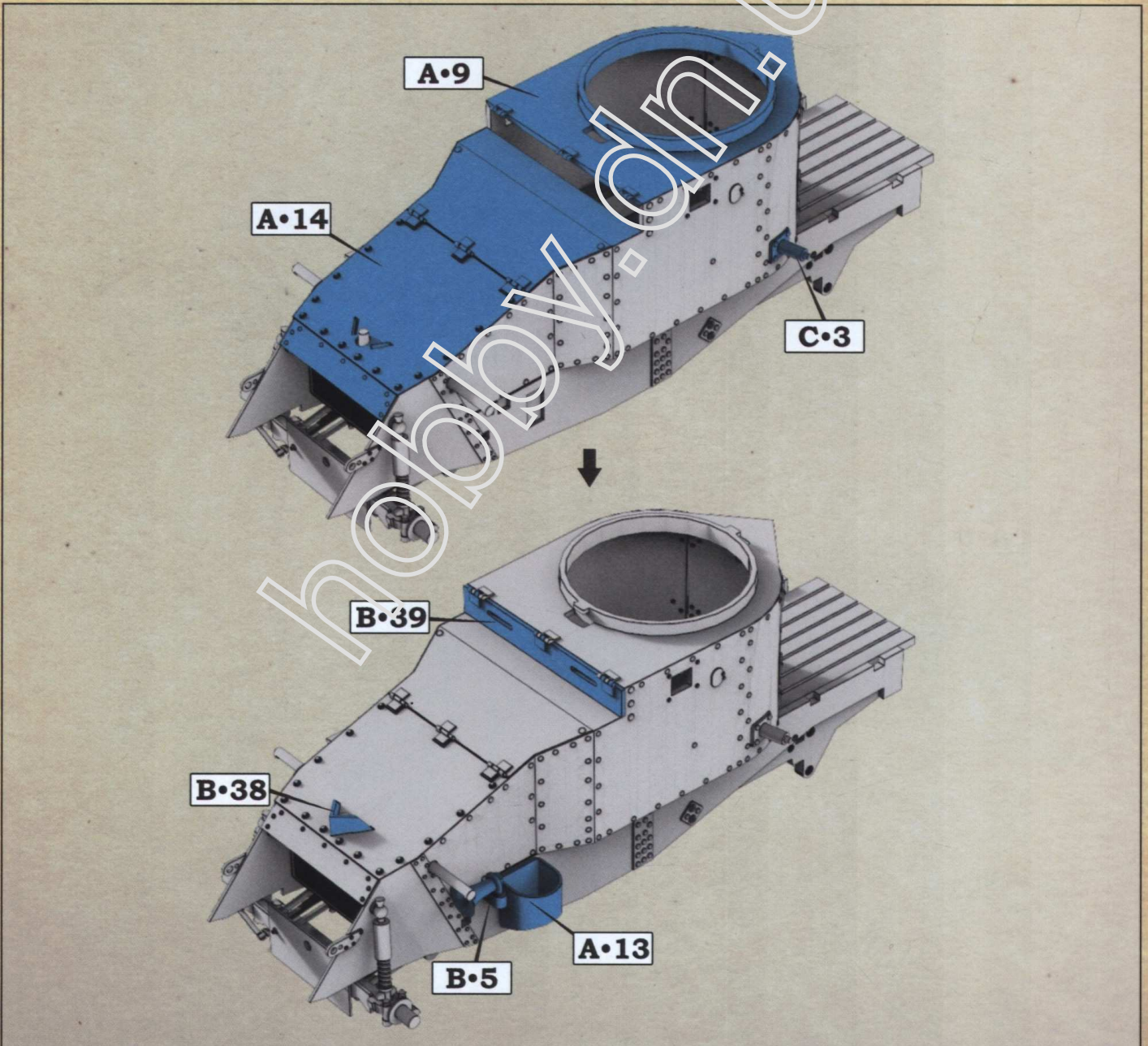


Step 8. Installation of armoured superstructure's walls and other

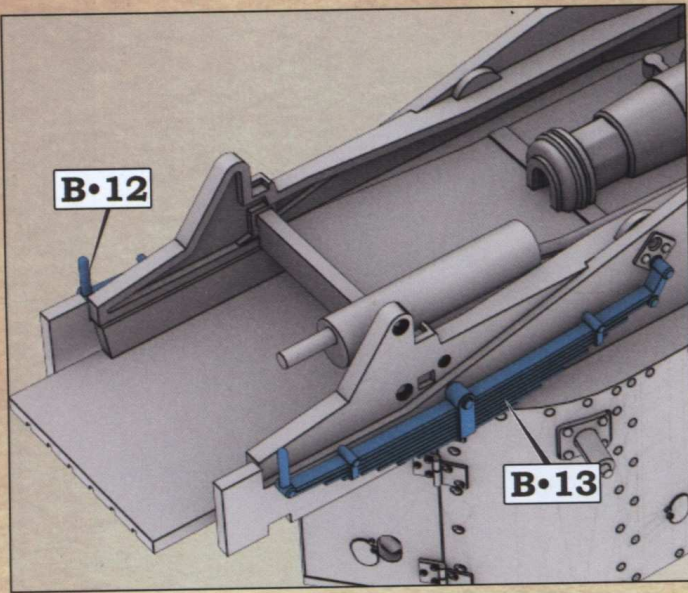


Parts configuration after assembly, make sure to check C.2 on both sides

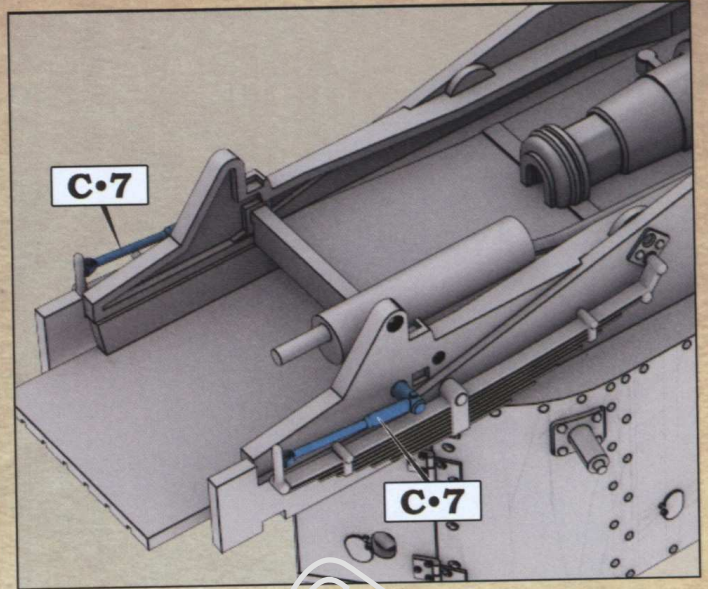
Step 9. Installation of doors, spare parts box and coil-spring struts



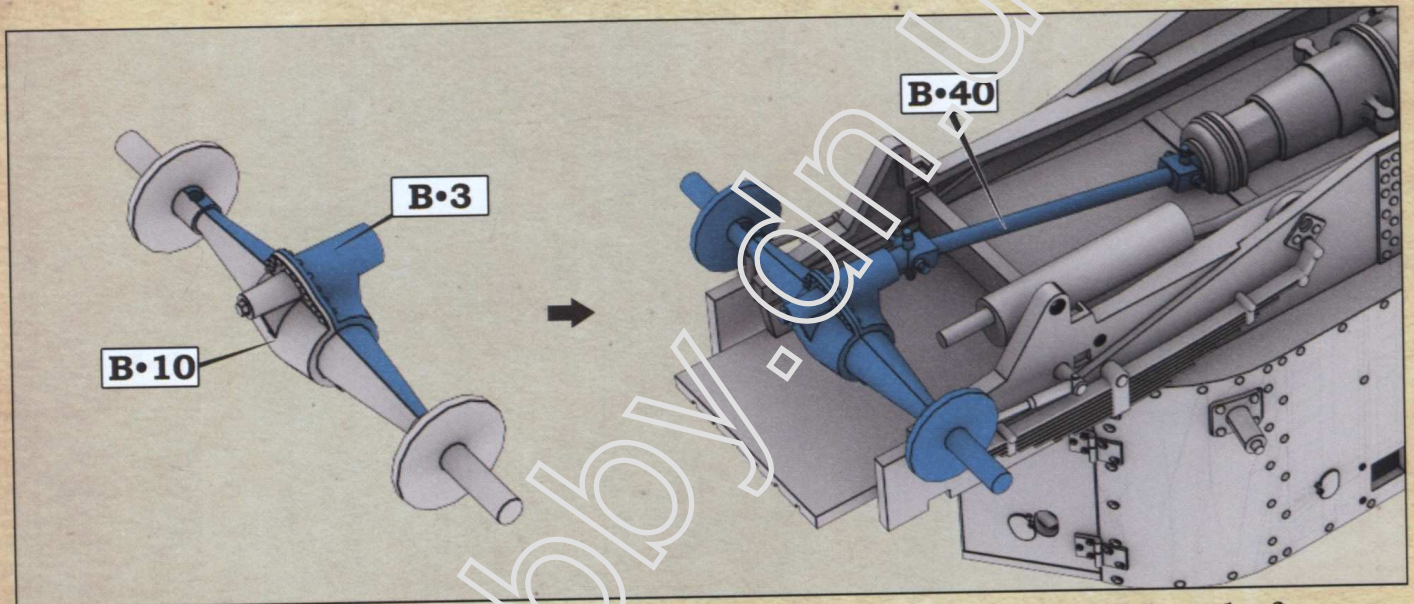
Step 10. Adding small details



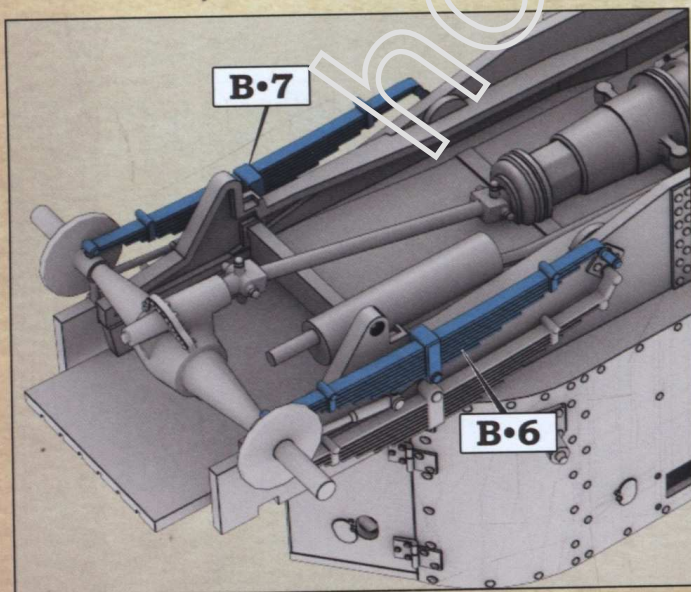
Step 11. Installation of the first cantilever rear springs



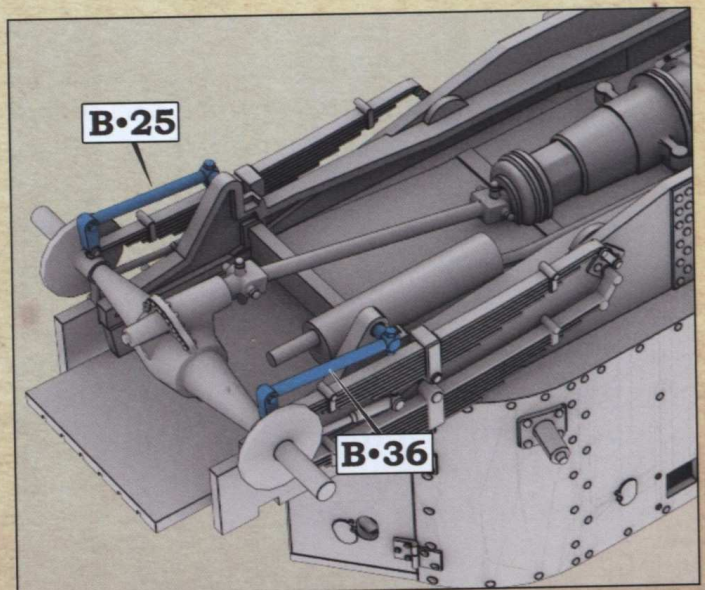
Step 12. Installation of upper rear tie rods



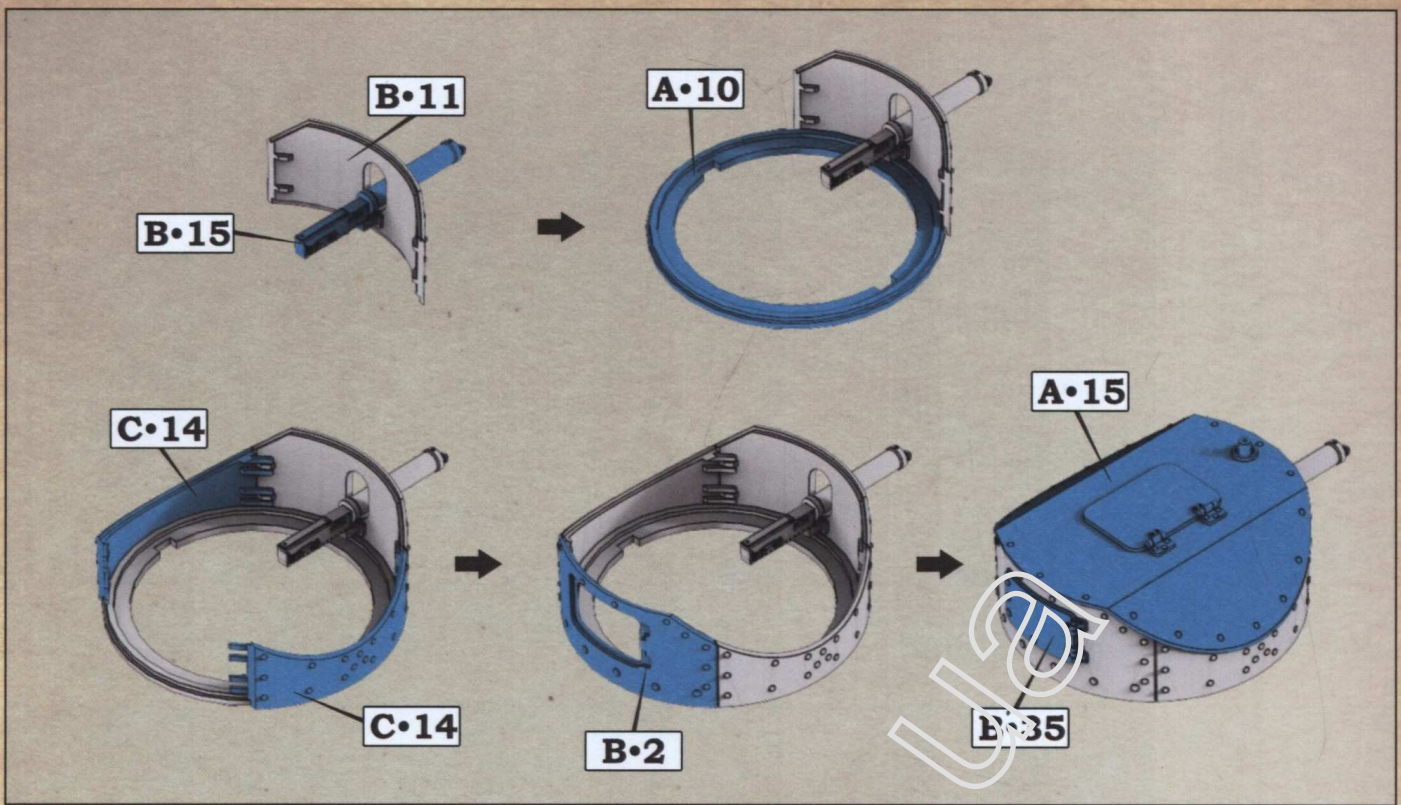
Step 13. Assembling and installation of a rear axle with a drive shaft



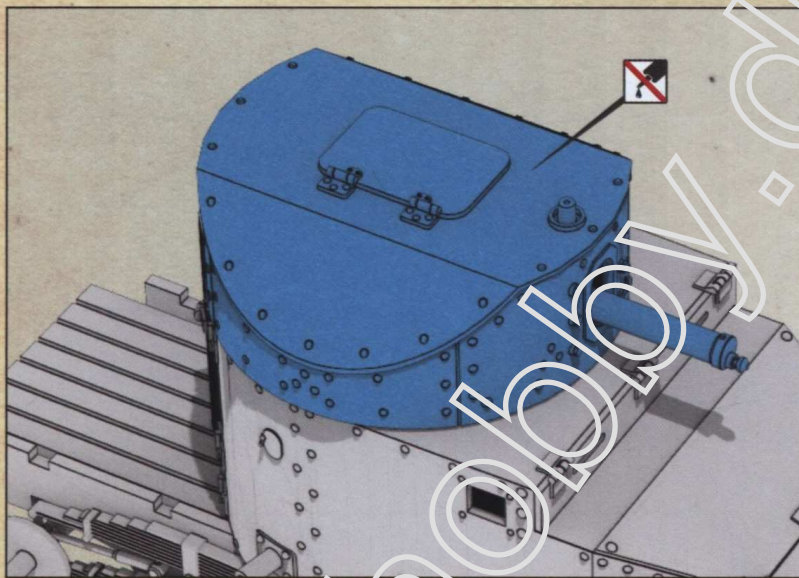
Step 14. Installation of the second cantilever rear springs



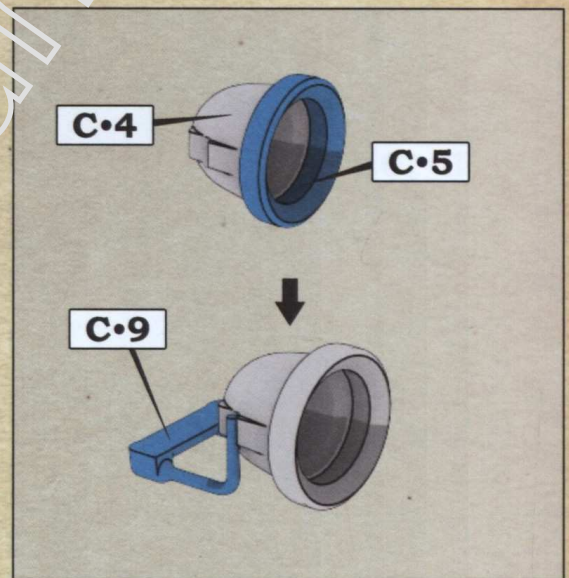
Step 15. Installation of lower rear tie rods



Step 16. Turret assembly

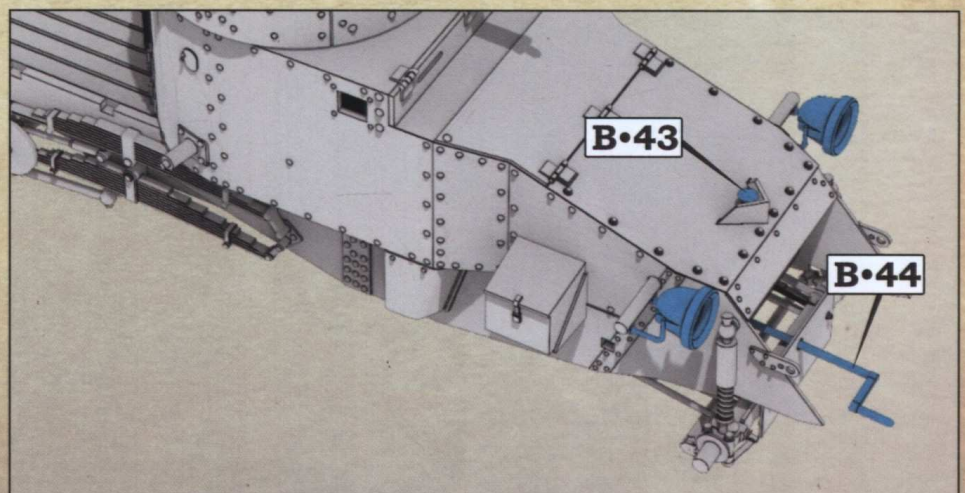


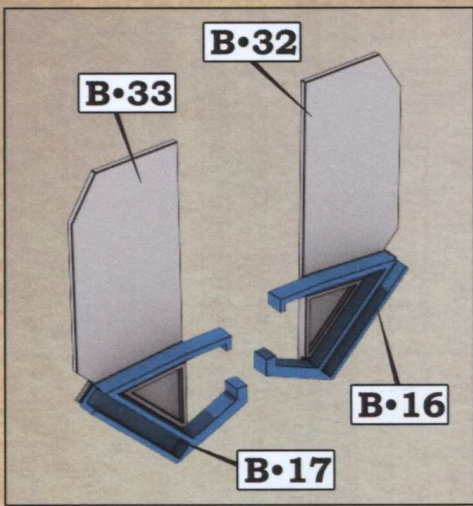
Step 17. Joining turret with the armoured superstructure



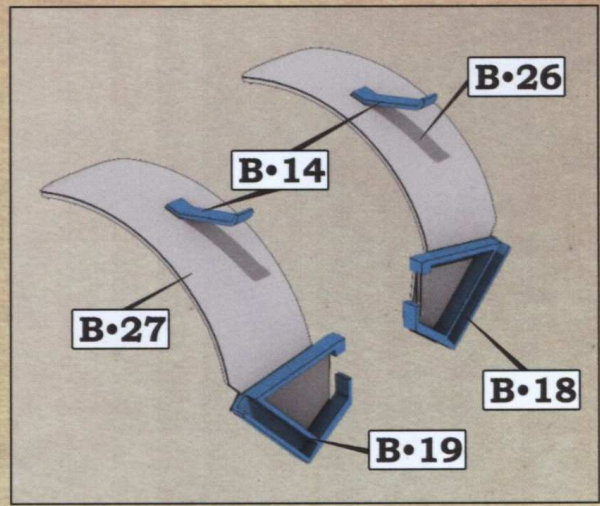
Step 18. Headlights assembly, make 2 sets

Step 19. Installation of the headlights, radiator pressure cap and engine hand crank

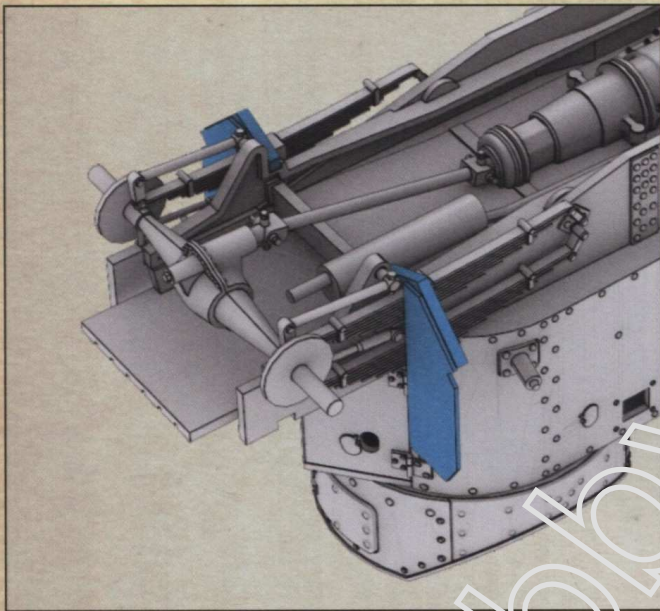




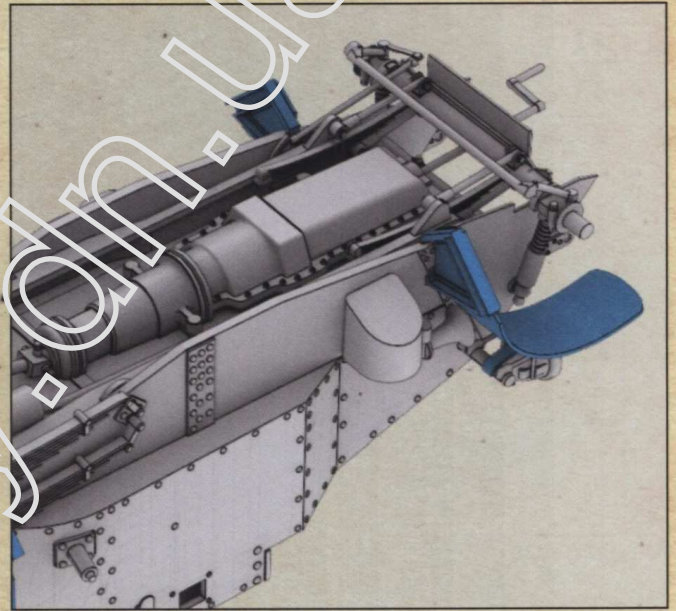
Step 20. *Assembling rear fenders with mounts*



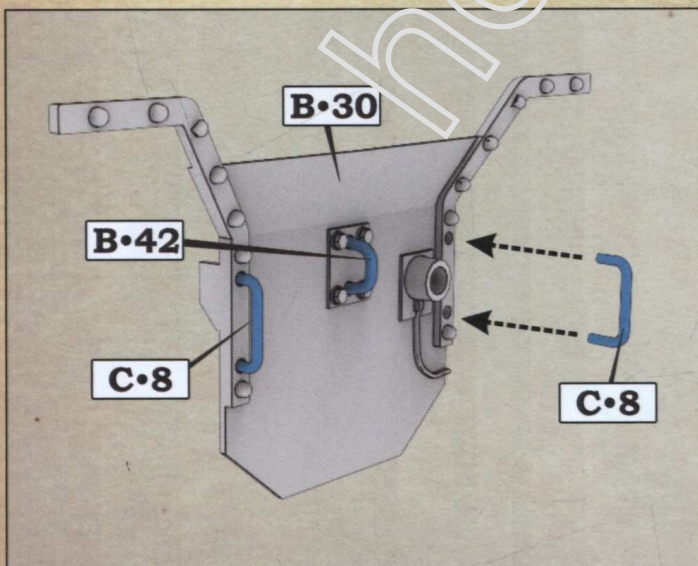
Step 21. *Assembling front fenders with mounts*



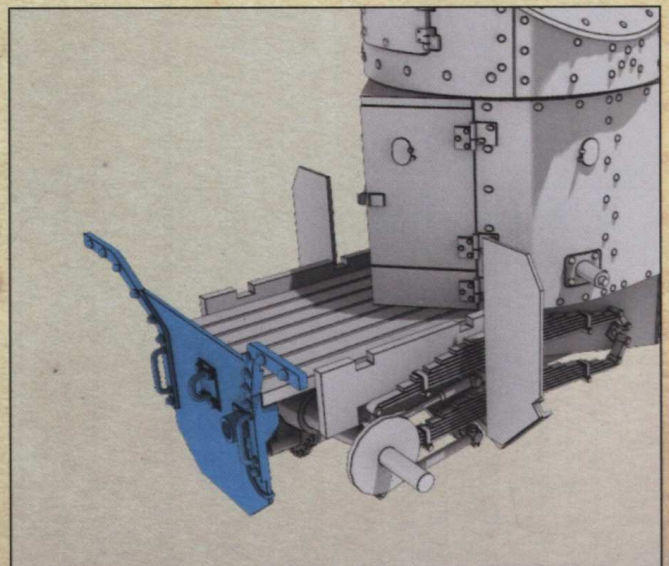
Step 22. *Installation of the rear fenders*



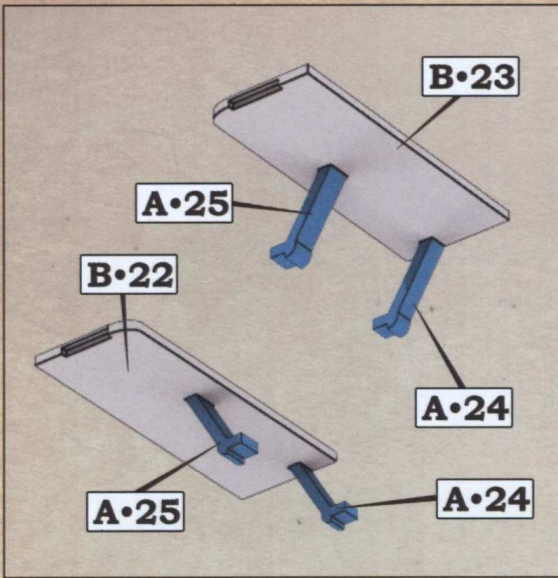
Step 23. *Installation of the front fenders*



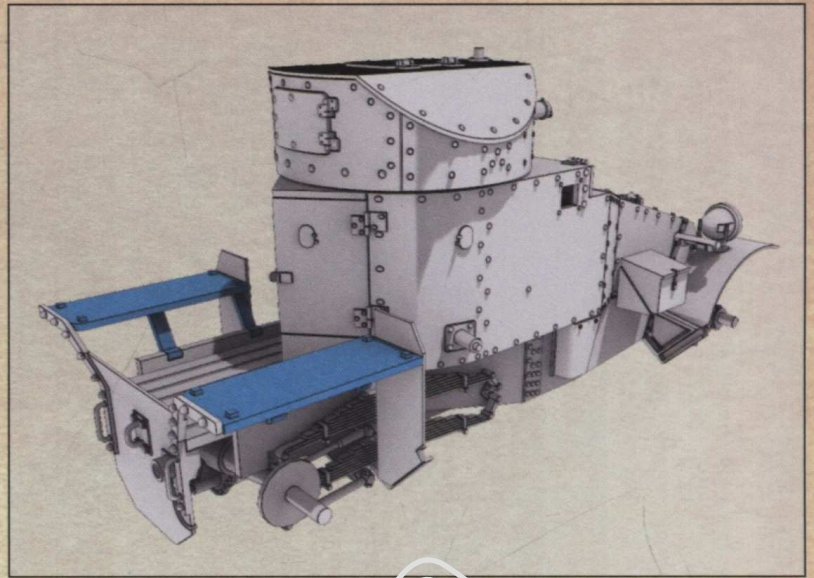
Step 24. *Assembling rear armour protection plate*



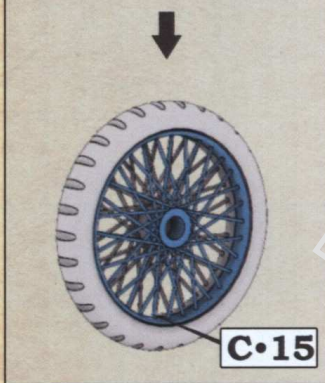
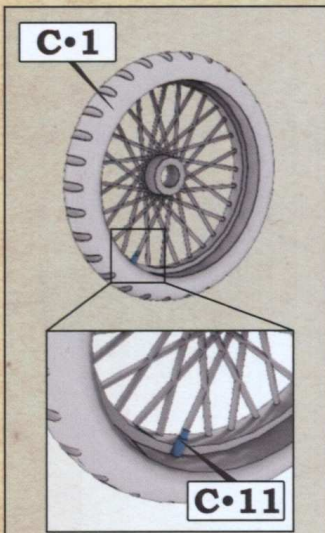
Step 25. *Installation of the rear armour protection plate*



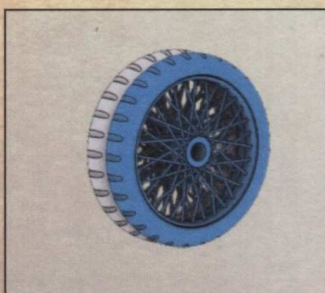
Step 26. *Assembling storage box mounts*



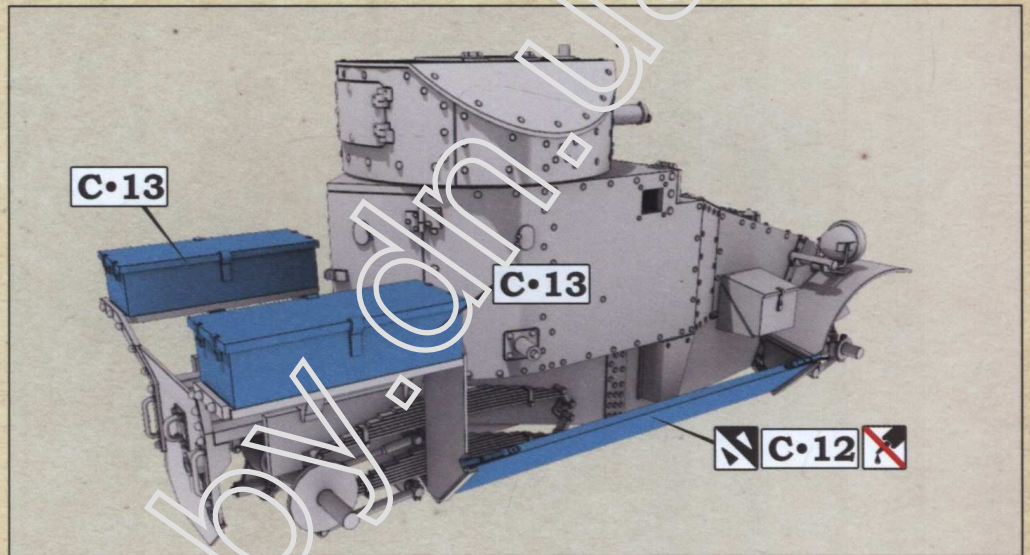
Step 27. *Installing storage box mounts*



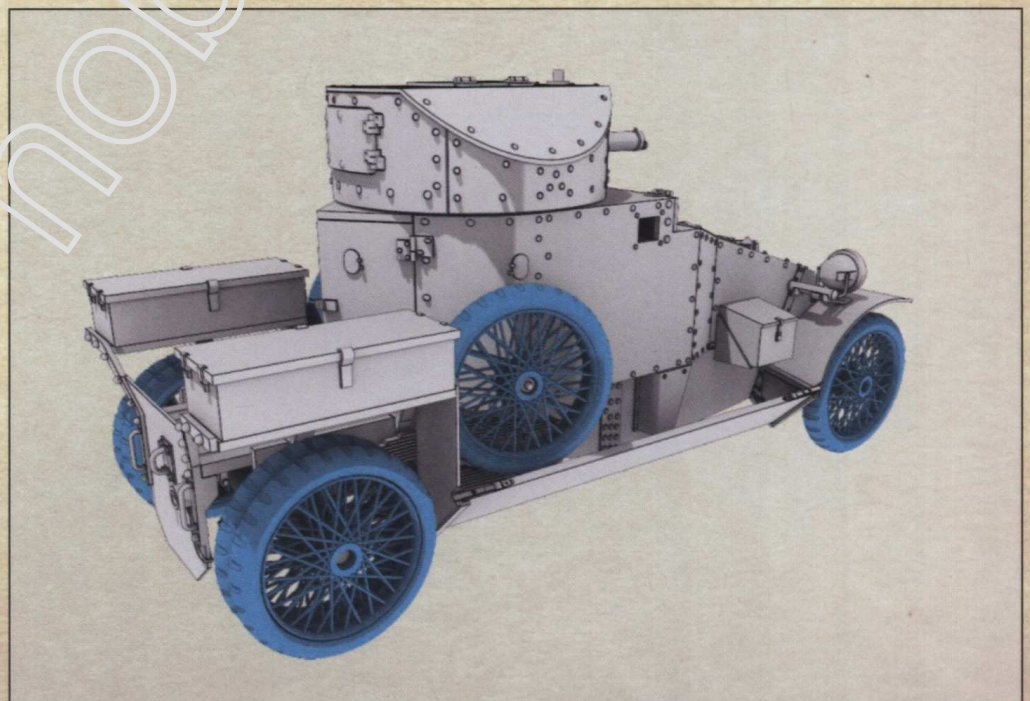
Step 29. *Wheel assembly*



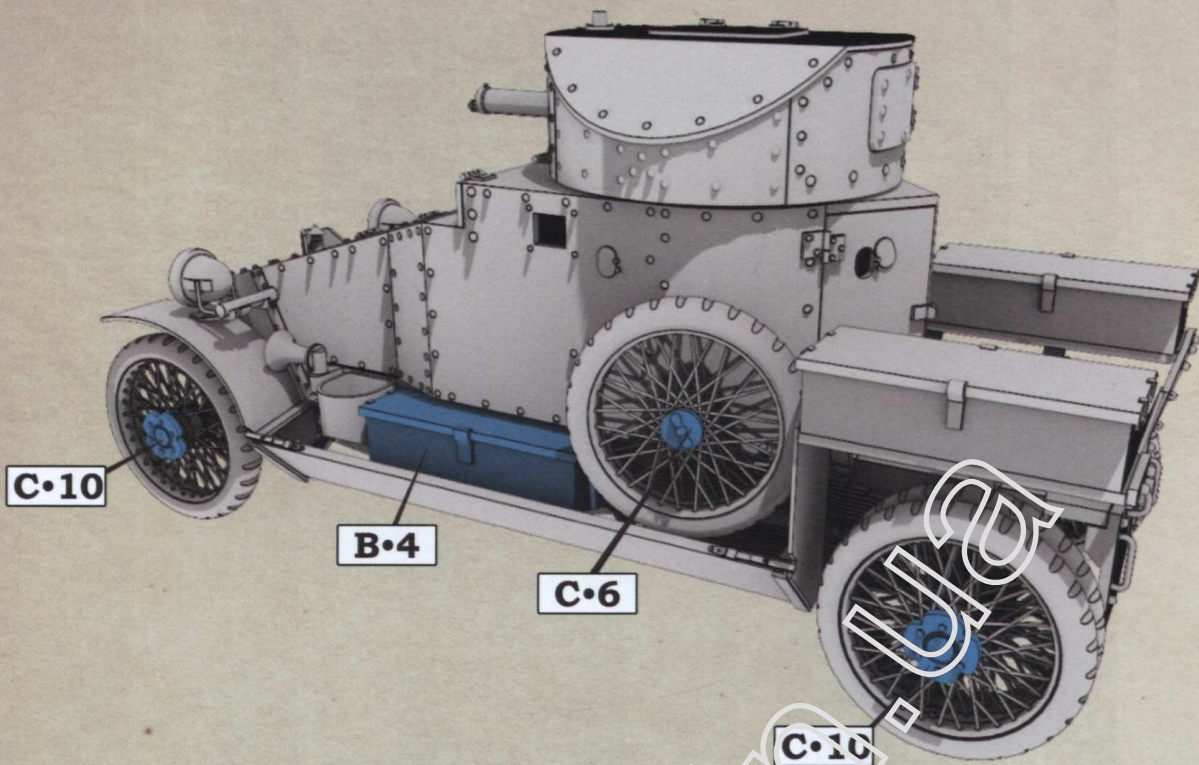
Step 30. *Rear wheel assembly*



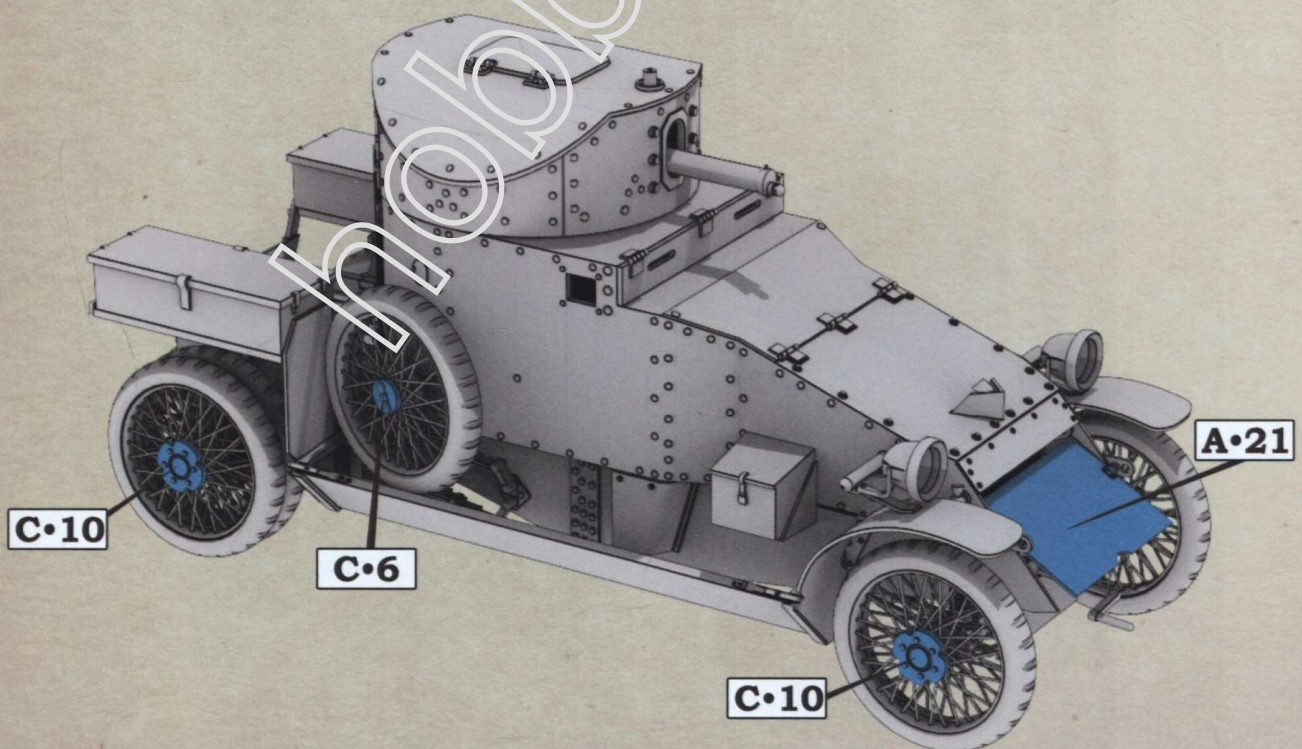
Step 28. *Installing storage boxes and unditching boards*



Step 31. *Installing wheels*



Step 32. *Installing wheel hubs and storage box B.4 (for Belgian version only)*



Step 33. *Installing wheel hubs and radiator armour protective plate*



- Admiralty light grey

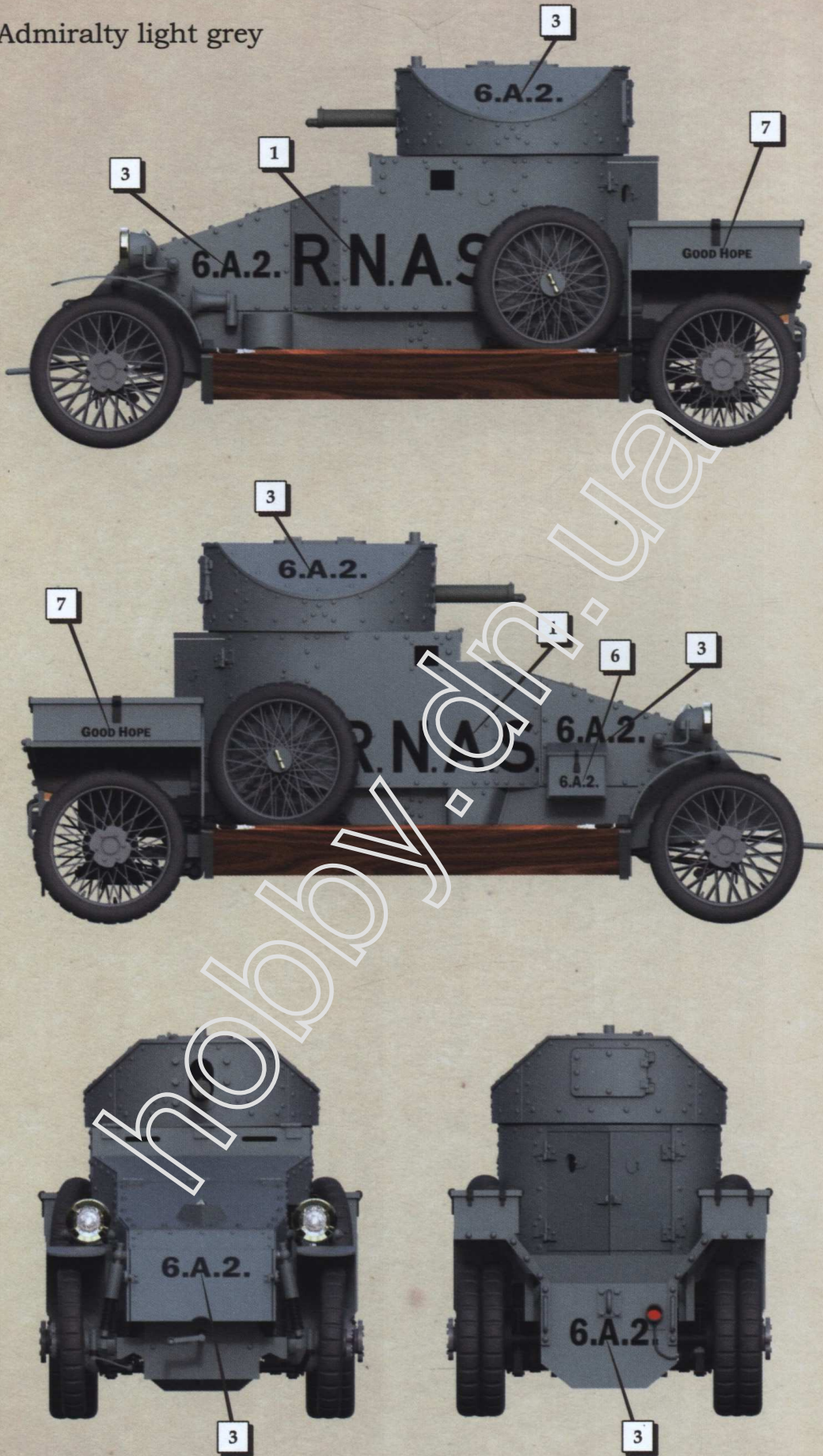


Illustration 1. British Lanchester Armoured Car "Good Hope" of the RNAS Car No.2 of A section, 6 Squadron RNACD, 1916.



- Admiralty light grey

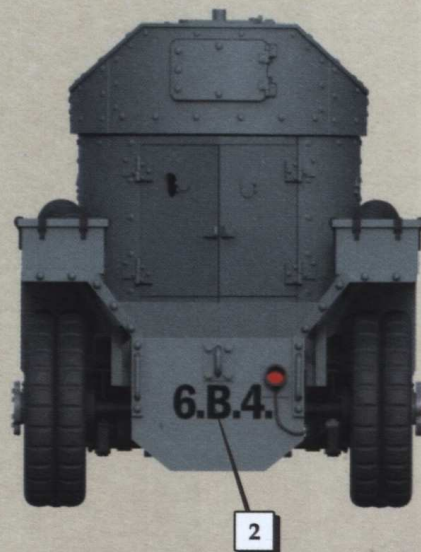
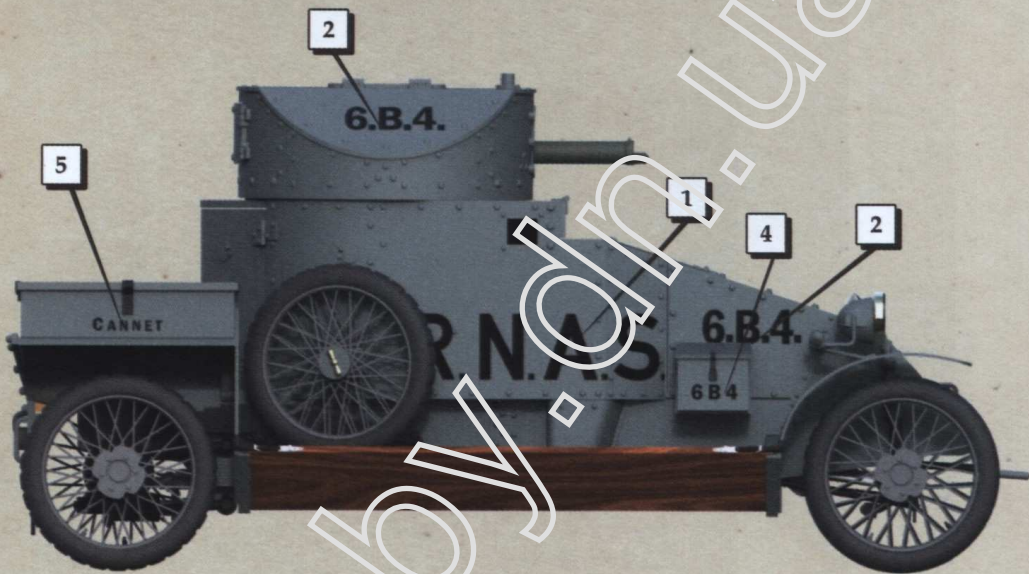
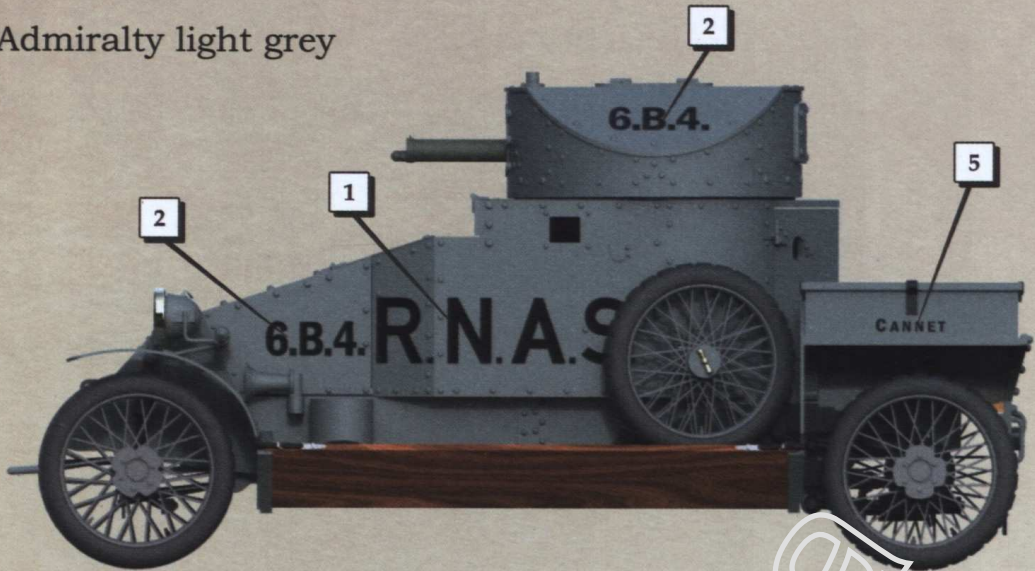


Illustration 2. British Lanchester Armoured Car "Cannet" of the RNAS Car No.4 of B section, 6 Squadron RNACD, 1916.

- Closest colour is RAF Light Earth

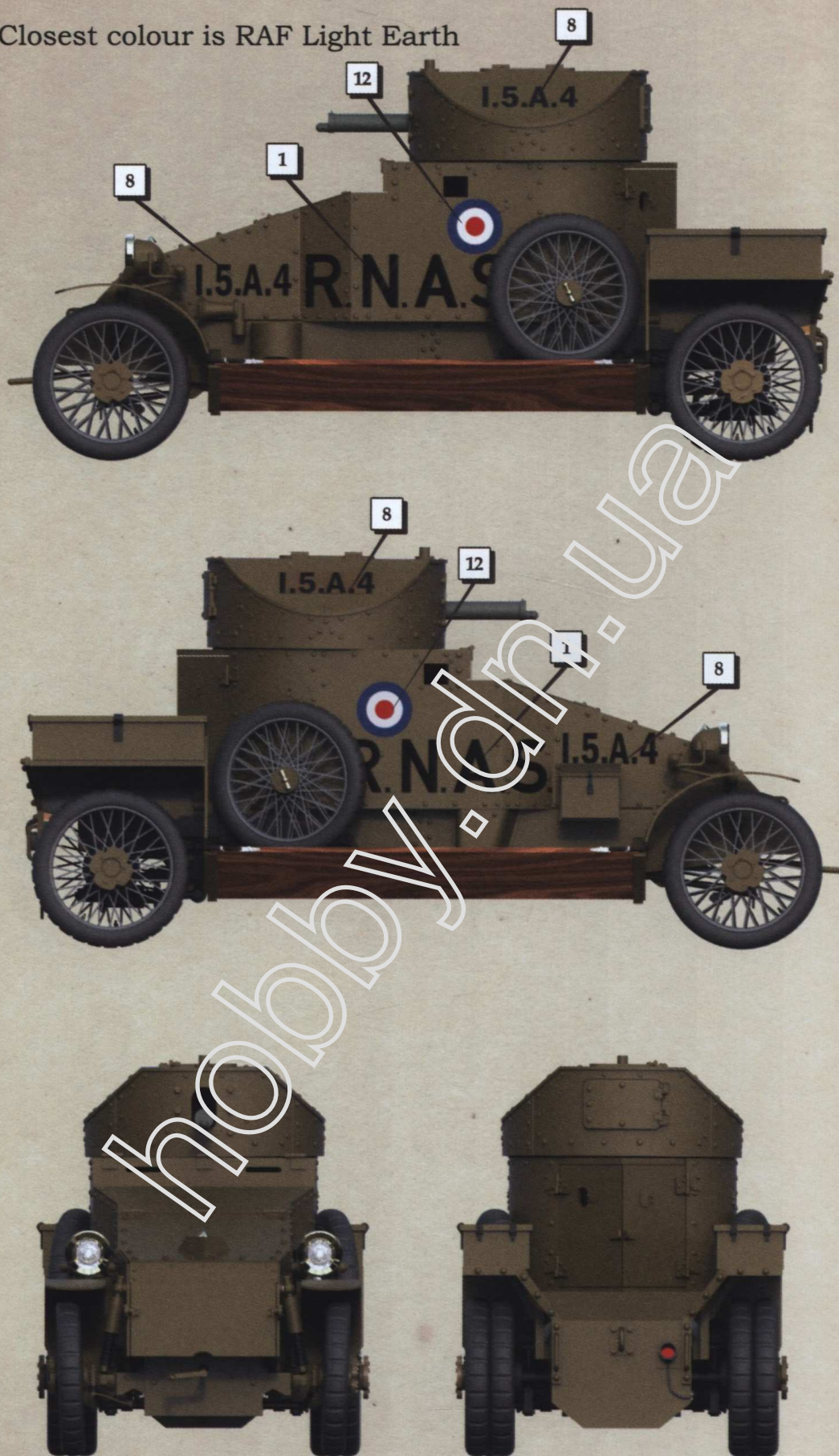


Illustration 3. British Lanchester Armored Car of the RNAS operating in Persia, 1916.



- Admiralty dark grey

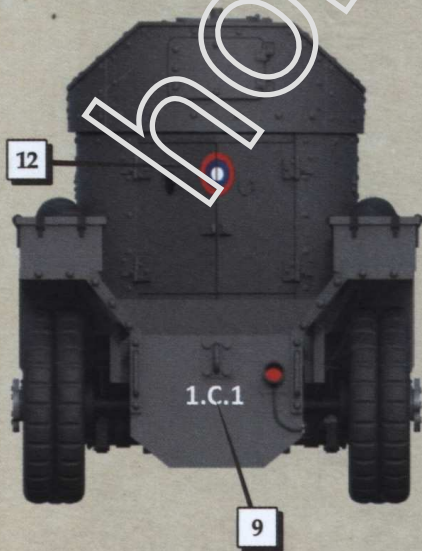
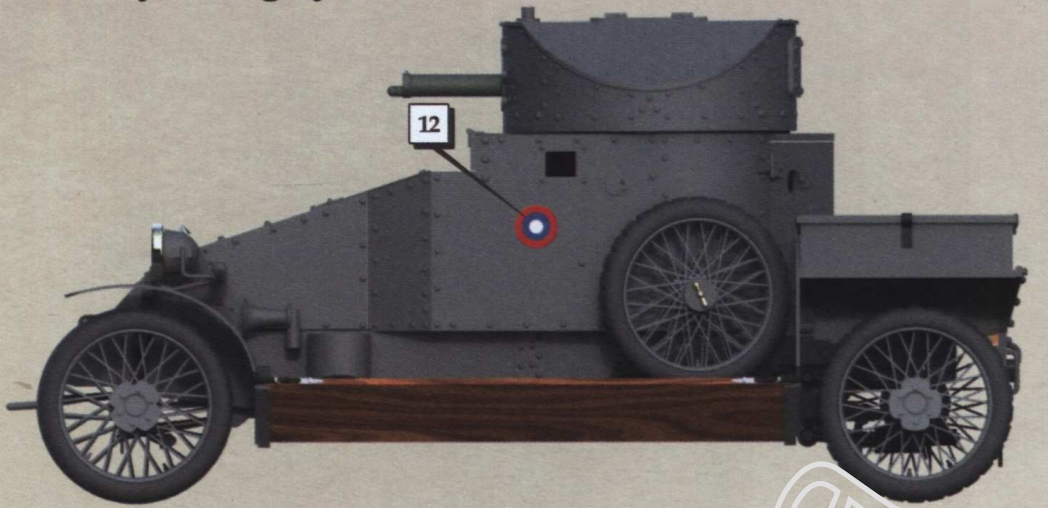

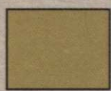

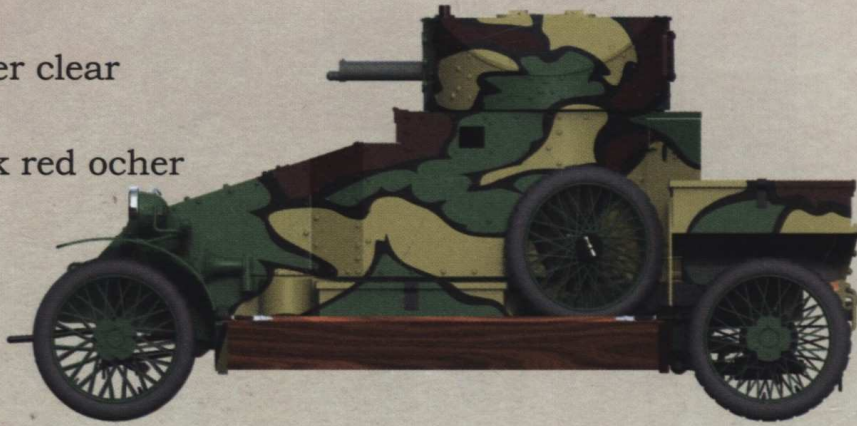


Illustration 4. British Lanchester Armored Car of the Royal Naval Air Service Armoured Car Expeditionary Force (Russian Armoured Car Division) Galicia, Austria. Summer 1917

-  - Grass green
-  - Ocher clear
-  - Dark red ocher



CC2150

10



CC2150

10

Illustration 5. Belgian's Army Lanchester Armored Car from the Group of Armoured Cars (Groupe d'Autos-Mitrailleuses) of the 1st Cavalry Division (1ère Division de Cavalerie), 1916.