

Type: Car, Armored, 4x2 Nomenclature: **RNAS DeLaunay-Belleville**

Country: UK Date of Introduction: 1915

Physical Data:

Weight:
 Empty (est) 6615 lb (3000 kg)
 Loaded unk
 Length (est) 185 in (4695 mm)
 Width unk
 Height (est) 84.5 in (2146 mm)
 Grd Clearance (est) 10.5 in (268 mm)
 Wheel Base (est) 127 in (3220 mm)
 Wheel Tread unk
 Drive 4x2
 Armor3 in (7.6 mm) riveted plate

Armament:

Main (1) Heavy MG
 Model Maxim
 Elevation/Traverse Manual
 Fire Control Optical
 Aux wpn – Cal Crew sidearms

Capacity:

Fuel unk
 Ammo/Qty unk
 Crew 4-5

Engine:

Type Gasoline
 HP at Rev/Min 35/40 hp (26 kW)
 Model 7998cc
 Mfr Delaunay
 No. of Cyls 6
 Location Front
 Cooling Liquid

Transmission:

Type Manual
 Speeds Fwd/Rev 4/1
 Mfr Delaunay

Suspension System:

Type Leaf spring
 Wheels Steerable Front pair
 Turning Radius unk
 No of wheels 4 (duals at the rear)
 Tire Size 4.5x34.5

Night Vision Devices: N/A

Performance:

Speed/Land (est) 50 mph (80 km/h)
 Speed/Water n/a
 Range (est) 124 mi (200 km)
 Forging Depth unk
 Max Grade unk
 Trench Crossing unk
 Step unk



Above: RNAS DeLaunay-Belleville with circular turret, all three cars had the same design. (Photo: Author's collection)

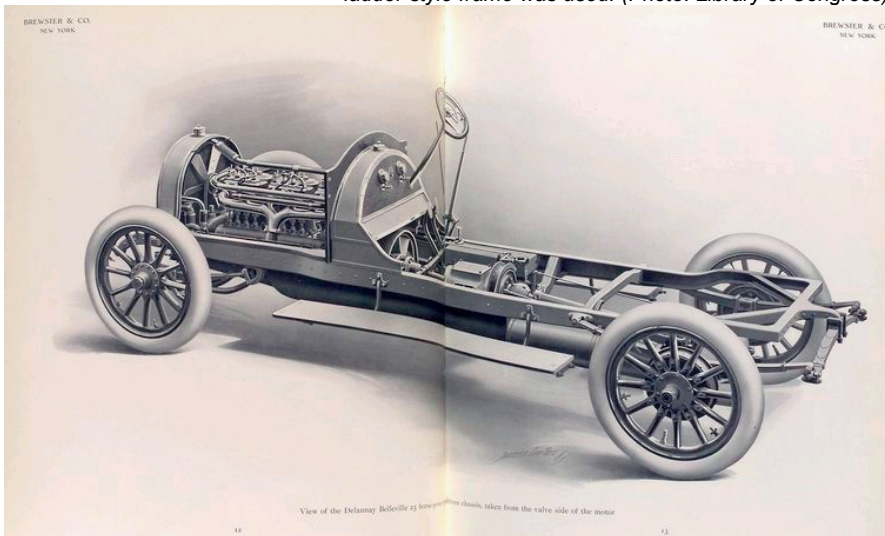


Remarks: One of the better cars made in Europe at the start of WWI, three DeLaunay-Belleville chassis were available in 1915 for the construction of armored cars. A slightly different shape than the Rolls Royce (particularly around the engine compartment), a larger body and turret were designed to fit the new dimensions. All three cars served within the same RNAS Squadron and it appears that they had either been converted to other purposes or were out of service by the end of 1916.

Usage: Only used by the Royal Naval Air Service (RNAS) Armoured Car Division in France and Belgium circa 1915-1916.

Manufacturer: (Chassis) DeLaunay-Belleville, France. (Body) Belgian foundry to RNAS design.

Below: Drawing of a typical DeLaunay chassis ready for the bodywork to be fitted. A simple ladder style frame was used. (Photo: Library of Congress).



View of the DeLaunay-Belleville 21 horsepower chassis, taken from the valve side of the motor