

Type: Car, Armored, 4x2 Nomenclature: **Mors AMD Model 1915**
 Country: Belgium Date of Introduction: 1915

Physical Data:

Weight empty unk lb
 Weight loaded est 3600 lb (1634kgs)
 Length (OA) unk
 Width (OA) unk
 Height (OA) unk
 Ground clr unk
 Wheel base est 103 in (2616mm)
 Wheel tread unk
 Drive 4x2
 Armor Up to .28 inch (7mm)
 NBC protection Individual

Armament:

Main - Cal 37mm cannon
 Elev & traverse Manual
 Fire control Optical
 Aux wpns 7.62mm LMG

Capacity:

Fuel Gasoline (liters)
 Ammo/Qty unk
 Crew/Pass 4/0

Engine:

Type Gasoline
 HP at Rev/Min 20 hp (14.8 kW)
 Model unk
 Mfr Knight
 No. of Cyls 4
 Location Front
 Cooling Liquid

Transmission:

Type Manual
 Gear Fwd/Rev 4/1
 Model unk
 Mfr Mors

Suspension System:

Type Leaf spring
 Steering Manual, Front axle
 Turning radius unk
 No/wheels 4
 Tire Size 36x4

General Data:

Elec voltage Magneto

Performance:

Speed/Land est 25-35 mph
 (40-60 k/ph)
 Speed/Water n/a
 Range unk
 Fording depth unk
 Max grade unk
 Trench unk
 Step unk



Above and Below: Belgian Army Mors AMD Armored Cars. Taken to Russia by the Belgian Army, none of the cars returned with the expedition. (Photos: LoC)



Remarks: The chassis of the Mors armored cars, of the Corps expéditionnaire des Autos-Canons-Mitrailleuses formed by Major Colton, were built at the Mors factory and transformed into armored cars by Carrosserie Kellner. The cars sleeve-valve engines were supplied by Minerva Motors who built them under license from Knight Motor Company. In late 1914 to early 1915, when Mors built the chassis, they still had a small stock of the Minerva engines on hand which they used in the cars. A partial stock holder in Mors, Citroën's chevron gears were used for the bevel drive rear axles along with a Mors patented clutch, which had a contracting band system. Probably less than a dozen cars were completed.

Usage: Belgium and Russia.

Manufacturer: Société d'Automobiles Mors, Belgium.