

UK

The model 42 Desert Vehicle was developed for the Italian Army based on the chassis and mechanics of the AB 41 armored car. Over the course of the operations on the African front, the need arose for a reconnaissance vehicle specially adapted to the desert conditions, where driving on sand required particular features (large size tyres at low pressure, height from the ground, extensive autonomy) that were not present on the currently available vehicles. The engineers eliminated the dual running direction typical of the AB 41 and the four-wheel drive. The vehicle was produced in two armament configurations: one with 20 mm cannon/machine gun and the other with 47/32 anti-tank cannon. Several dozen of these vehicles were produced; after the fall of the African front, the remaining AS 42s were redeployed in Italy, ending their career in the police force in the 1950s.

I

La Camionetta Deserto modello 42 fu sviluppata per conto del Regio Esercito Italiano sulla base del telaio e della meccanica dell'autoblinda AB 41. Nel corso delle operazioni sul fronte africano, era apparsa la necessità di un veicolo da ricognizione particolarmente adatto alle condizioni desertiche, dove la marcia su sabbia richiedeva particolari caratteristiche pneumatiche (pneumatici a bassa pressione di grandi dimensioni, altezza da terra, grande autonomia) assenti nei mezzi disponibili. I progettisti rimuovono il doppio sterzo di marcia, tracce dell'AB 41, ed alza quattro ruote sterzanti. Il veicolo venne realizzato in due configurazioni di armamento: la prima con cannone/mitralliera da 20mm, e quella con cannone anticarro da 47/32. Fu fatta realizzazioni alcune decine di esemplari; dopo la caduta del fronte africano, le AS 42 superstiti furono impiegate sul suolo italiano, costituendo la loro carriera nei reparti della Polizia negli anni '50.

D

Der Camionetta Deserto Modell 42 wurde für das Königlich-italienische Heer auf der Basis des Fahrgestells und der Mechanik des Panzerwagens AB 41 entwickelt. Im Zuge der Eroberung des Afrikafeldzugs stellte sich die Notwendigkeit eines Aufklärungsfahrzeugs mit spezieller Eignung für Wüstenbedingungen heraus, da dort das Fahren auf Sand spezielle Eigenschaften erforderte (große Dimensionen und Niedrigdruckreifen, Bodenfreiheit, große Reichweite), welche die verfügbaren Fahrzeuge nicht besaßen. Die Planer verzichteten auf die für den AB 41 typische doppelte Fahrtrichtung sowie auf die Allradantrieb und das Fahrzeug wurde in zwei Versionen der Bewaffnung ausgerüstet: die erste mit einer 20 mm Kanone/Maschinengewehr und dann mit einer 47/32 Panzerabwehrkanone. Es wurden ein paar Dutzend Exemplare gefertigt; nach dem Fall des Afrikafeldzugs wurden die verbliebenen AS 42 auf italienischem Boden eingesetzt und beendeten ihre Laufbahn in den 50er Jahren im Einsatz in Polizeiteileinheiten.

INTRODUZIONE - **Modello 42**
 Questa autoblinda venne utilizzata in Libia, dove con molte sue parti
 si sono impegnate, insieme all'equipaggio, anche le truppe italiane. Questo veicolo era
 molto simile allo stesso modello AB 41, ma con alcune modifiche. In questo modo venne
 creata una vettura più adatta alle condizioni del deserto, dove la marcia su sabbia
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F

La Camionette du désert modèle 42 a été développée pour le compte de l'Armée Royale italienne sur la base du châssis et de la mécanique du blindé AB 41. Au cours des opérations sur le front africain, on avait senti le besoin d'un véhicule de reconnaissance particulièrement adapté aux conditions du désert, où la marche dans le sable exigeait des caractéristiques particulières (pneus de grande dimension à basse pression, hauteur par rapport au sol, grande autonomie) absentes dans les moyens disponibles. Les ingénieurs renoncèrent à la marche dans les deux sens, typique de AB 41, et aux quatre roues directrices, et le véhicule fut réalisé en deux configurations de systèmes d'armement: la première avec canon/mitrailleur de 20mm, la seconde avec canon antichar de 47/32. On en construisit quelques dizaines d'exemplaires; après la chute du front africain, les AS 42 restées furent utilisées sur le sol italien, et terminèrent leur carrière dans les détachements de la Police dans les années 50.

E

La Camioneta Deserto modelo 42 fue diseñada para el Ejército Real Italiano basándose en el chasis y mecánica de la tanqueta AB 41. Durante las operaciones en el frente africano, surgió la necesidad de disponer de un vehículo de reconocimiento especialmente apto para las condiciones deserticas, donde la marcha en terrenos arenosos requería características particulares (neumáticos de gran diámetro y baja presión de grandes dimensiones, altura de tierra, gran autonomía) que no disponían los medios disponibles. Los ingenieros renunciaron al doble sentido de marcha, típico de los AB 41 y a las cuatro ruedas directrices, el vehículo fue realizado con dos configuraciones de sistemas de armamento: la primera con cañón/metralladora de 20 mm y, por lo tanto, con cañón antitanque de 47/32. Se fabricaron algunas decenas de ejemplares; después de la caída del frente africano, las AS 42 sobrevivientes fueron empleadas en el suelo italiano, concluyendo su carrera en los destacamentos de Policía en las años 50.

NL

De Camioneta Deserto model 42 werd ontwikkeld voor het Koninklijk Italiaans Leger op basis van het frame en het mechaniek van de pantserwagen AB 41. Tijdens de acties op het Afrikaanse front was een verkenningsvoertuig noodzakelijk geworden dat bijzonder geschikt voor de woestijn zou zijn, waar het rijden over zand bijzondere kenmerken vereiste (grote dimensies en lage druk van grote aantrekkingen, hoog van de grond, grote autonomie), die de beschikbare voertuigen niet hadden. De ontwerpers gaven af van de dubbele richting, typisch van de AB 41, en van de vier stuuren wielen. Het voertuig kwam tot stand in twee bewapeningsopties: de een met kanon/mitrailleur van 20 mm en de andere met een antitankkanon van 47/32. Er werden enkele honderden exemplaren van uitgevoerd. Na de val van het Afrikaanse front werden de overgebleven AS 42 op Italiaans grondgebied gebruikt waarna tenslotte, in de jaren 50, bij de Politie terugkwamen.

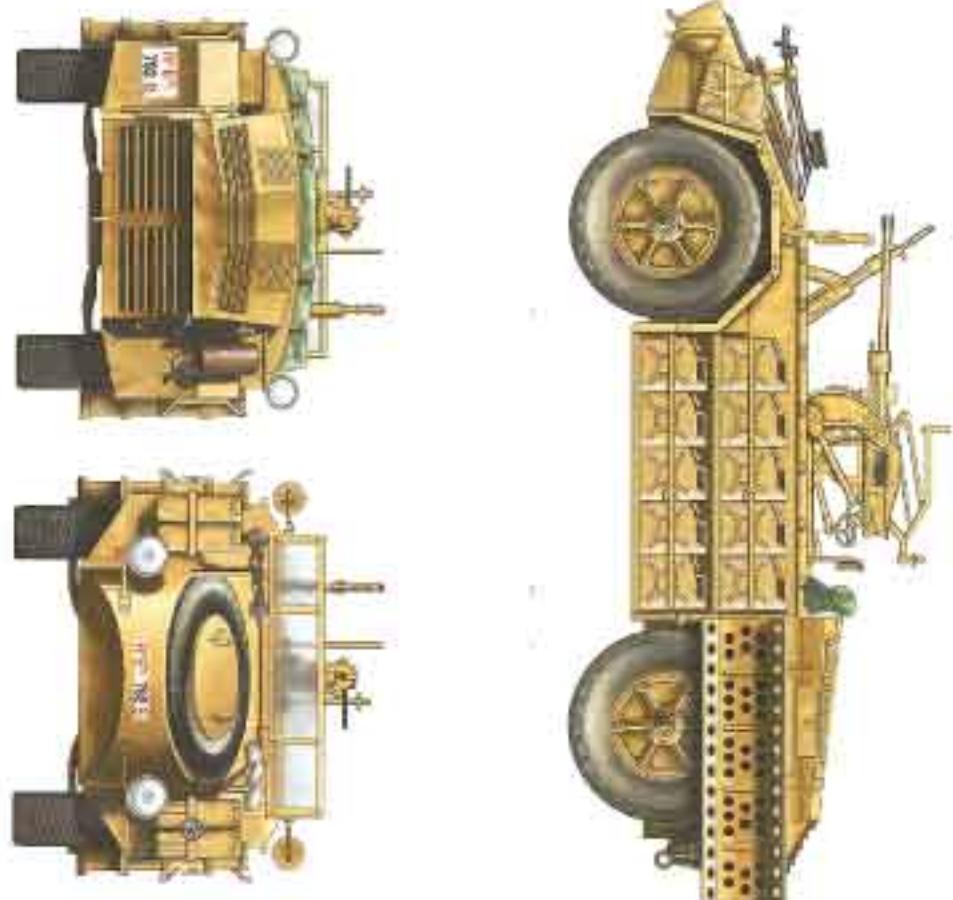
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Front, back and flank : Raggruppamento Sahariano Tunisia, late 1943



camouflage

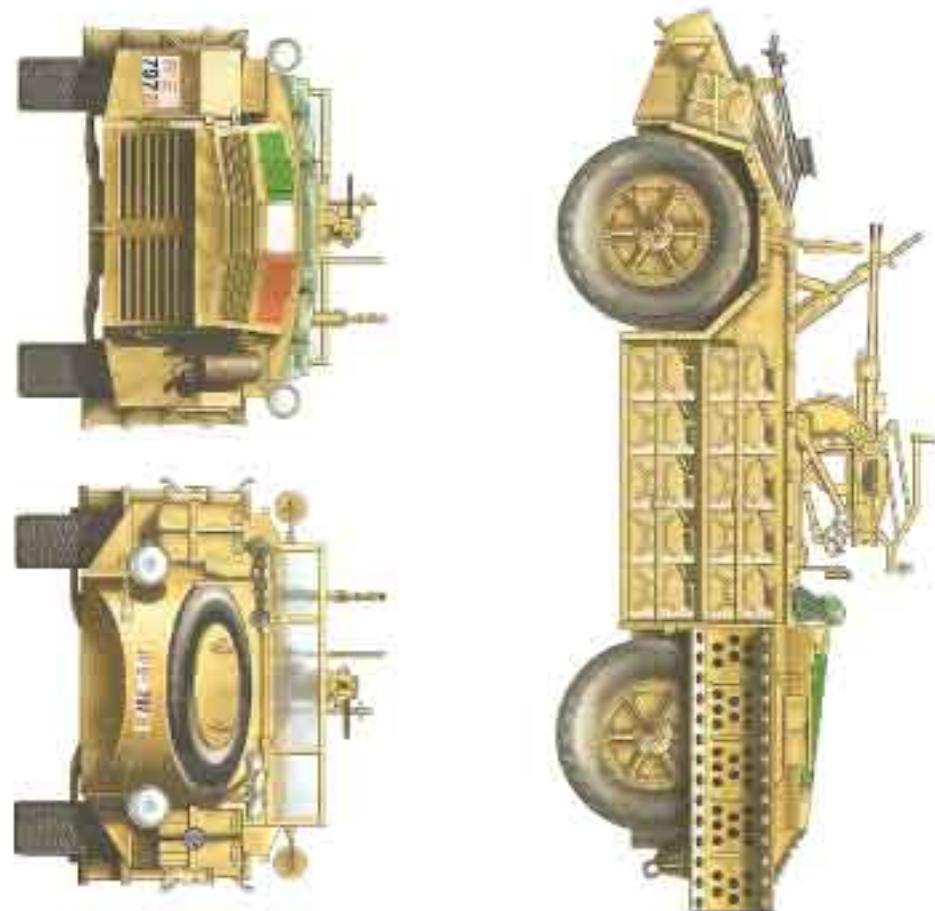


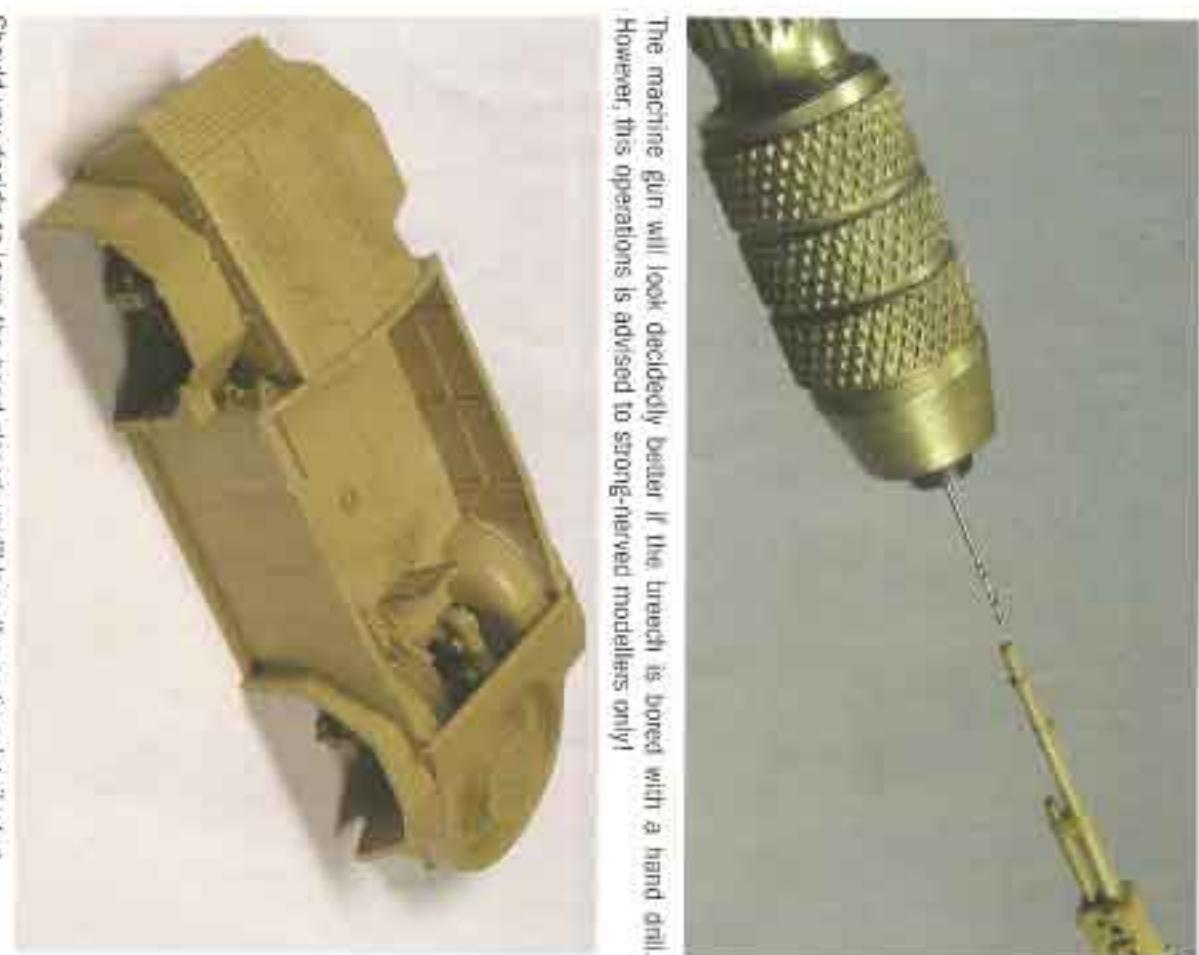
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The completed model fully captures the unique look of the Sahariana.

Front, back and flank: Raggruppamento Sahariano Tunisia, late 1943

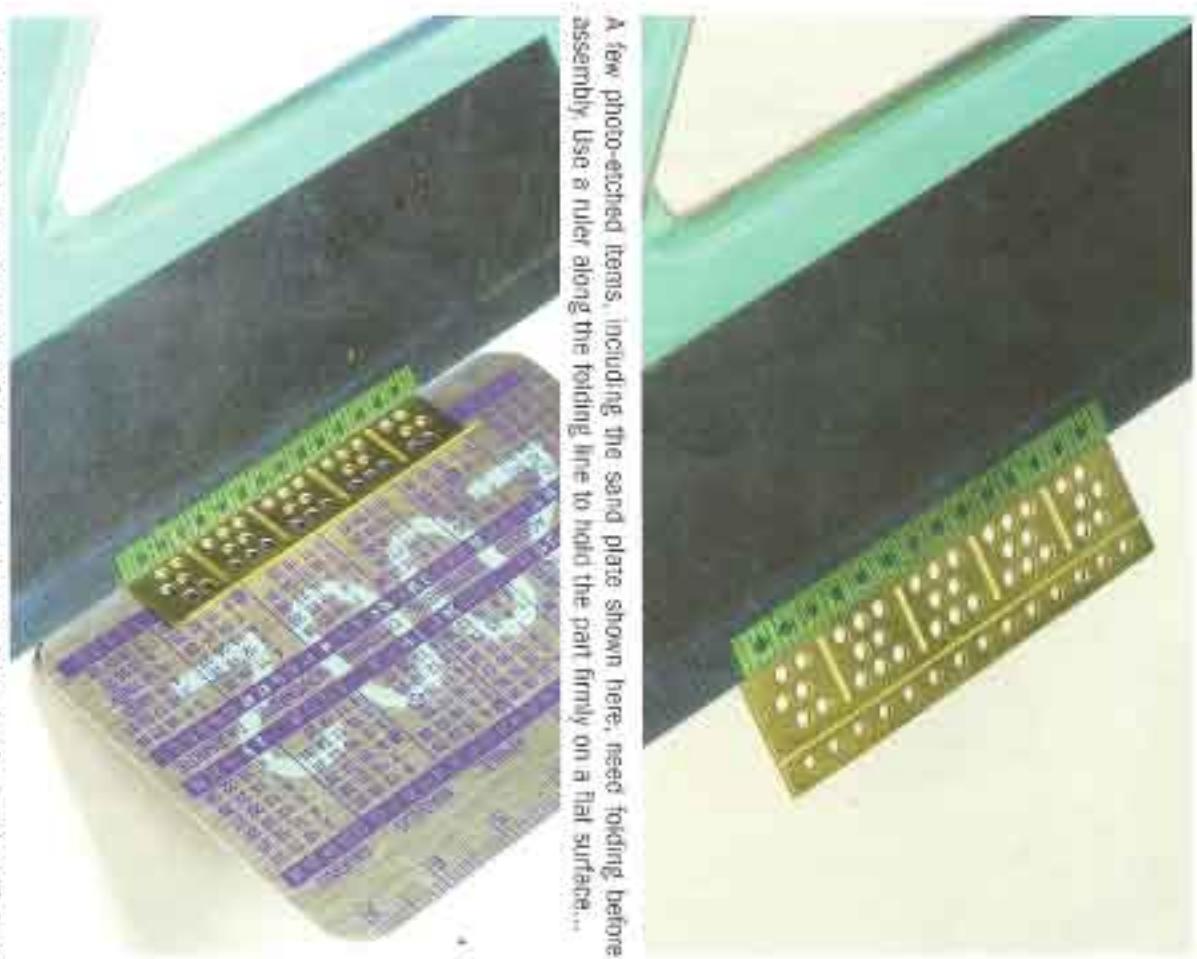




The machine gun will look decidedly better if the trench is bored with a hand drill. However, this operation is advised to strong-nerved modellers only!



Painting and weathering are the success keys of armour modelling. The Sahariana will give you ample scope to test your skills!



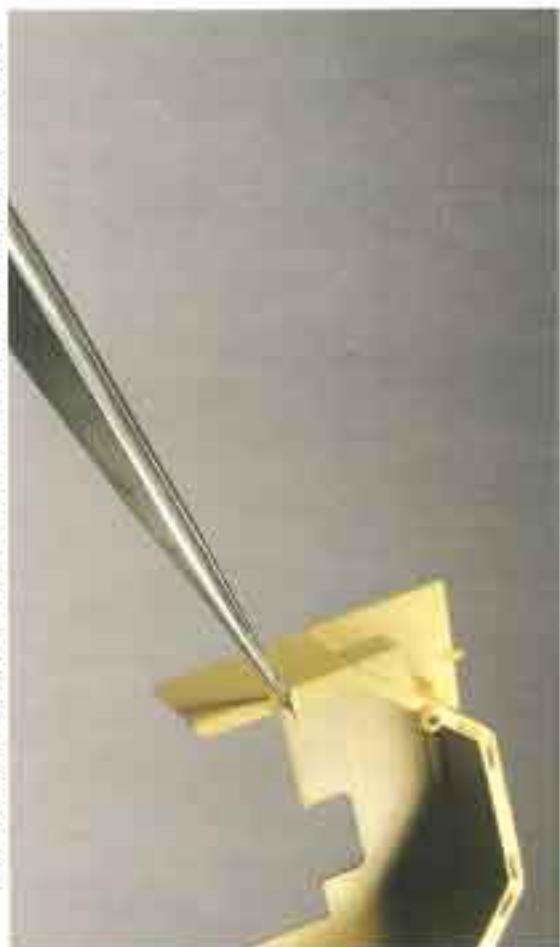
A few photo-etched items, including the sand plate shown here, need folding before assembly. Use a ruler along the folding line to hold the part firmly on a flat surface...
..then use a thin but strong "lever" (an old aluminum pocket calendar here) to lift it to the correct angle.



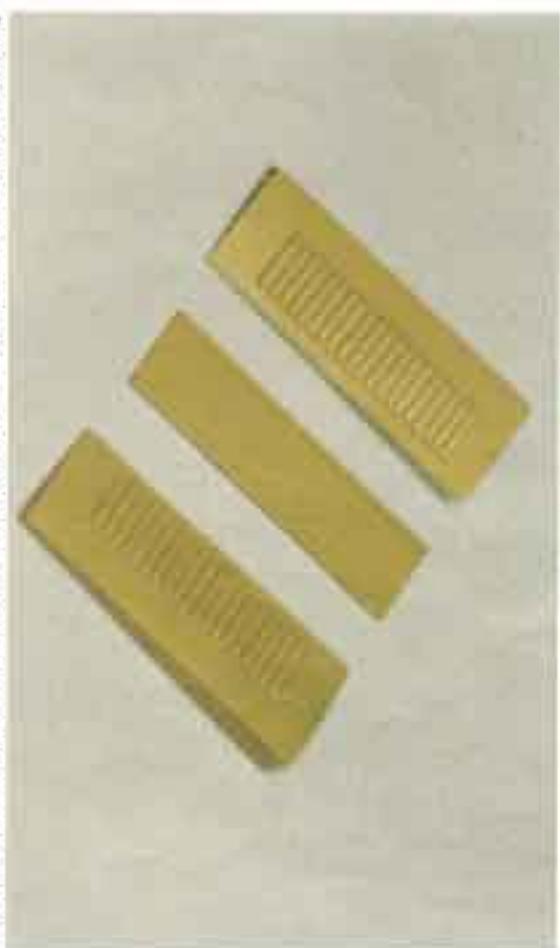
In case you'll leave the hood open, the engine must be carefully "weathered" with washers, drybrushing, oils, or any other technique you feel comfortable with.



It is also extremely important to check the alignment of the engine/radiator assembly to the chassis.



The steps moulded on the rear fenders can be substituted with photo-etched parts for better detail. Just remove the plastic step with your cutter...



The hood can be cut to show the fully-detailed engine. Slowly run the cutter along the hinge edges a few times, going deeper and deeper.

...and glue the etched replacement in the same position holding it with tweezers. You might find useful to mark the exact position with a pencil.

Once the parts are separated, clean the edges with a small file, or medium coarse wet-and-dry paper.



Above, and below: AS 42s in service with the Rappresentanza Sahariano AS, the unit responsible for the type's service introduction.



Above: a camouflaged vehicle in Rome in September, 1943.

Below: final chapter! Saharians of the XX Reparto Mobile, Italian Police, after the war.



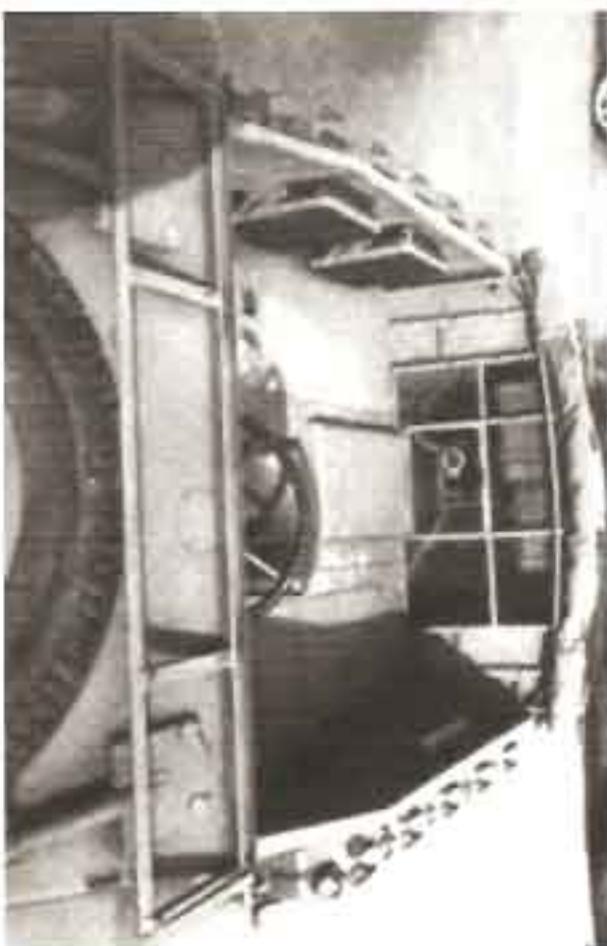
Above: Saharianas in their element... The type fared well against the British L.R.D.G.

Below: a mixed recon patrol including SPA NL 37s.



Above: each model 40 jerrycan (an Italian invention) held 20l of fuel or water.
Below: 794 B was one of the first seven AS 42s deployed to the African Front in 1942.

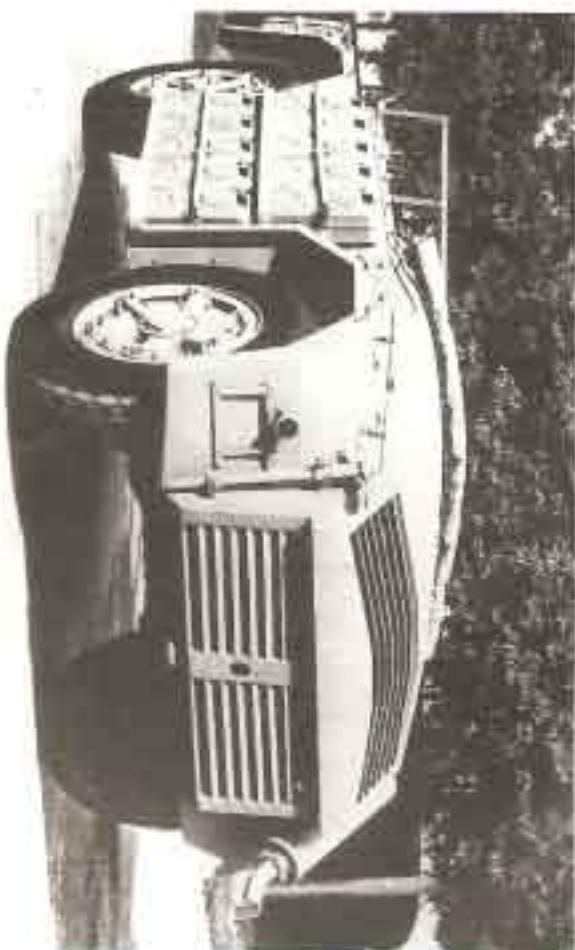




Above and below: the crew area looking forward and aft. (Prototype)



Above: a Sahariana in Africa showing many details, including the sand plates attached beside the rear wheels.



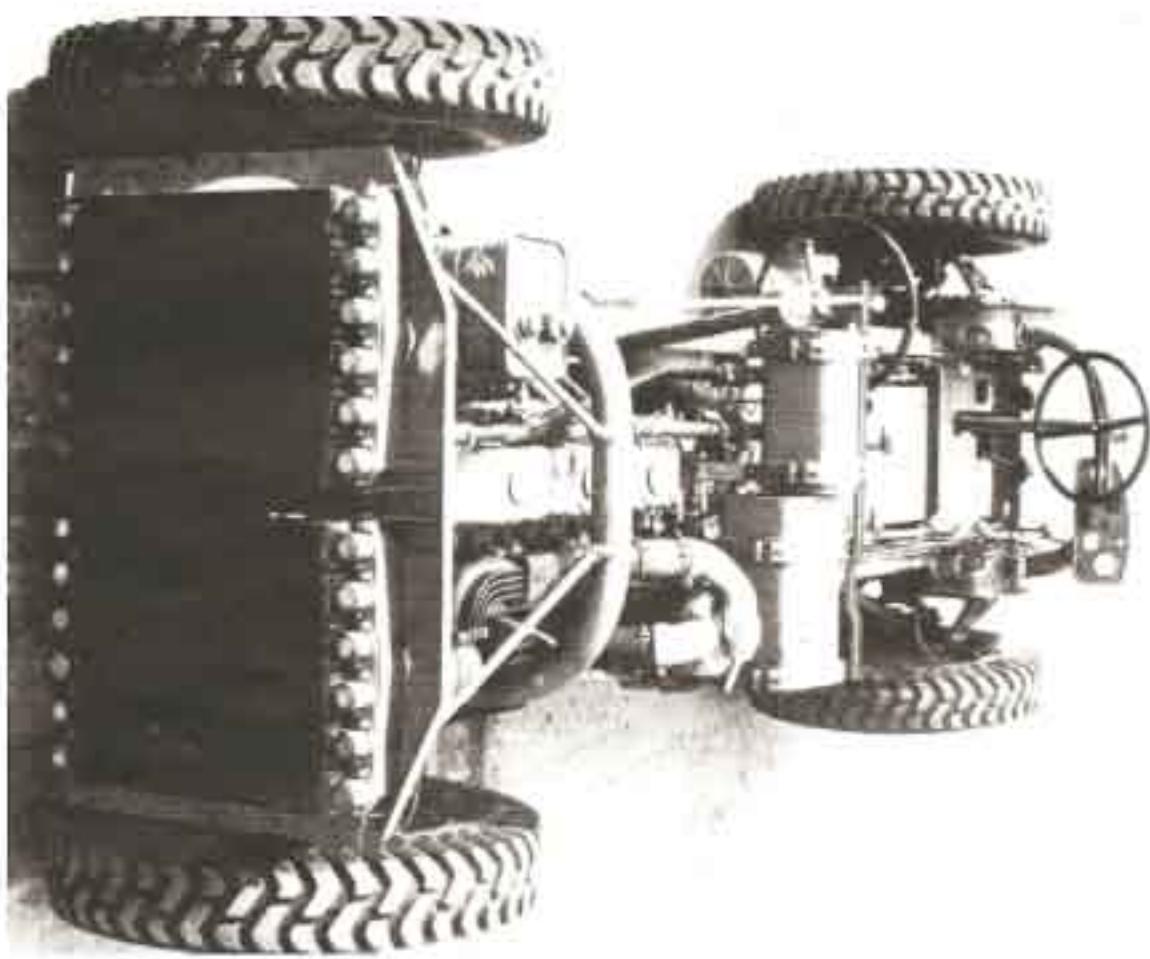
Above: a brand new AS 42, still without its number plate. Note the folded cover which, once deployed, reached the windshield.

The good results achieved by the "Raggruppamento Sahariano AS" quickly led to the formation of at least four more "Compagnia Arditi Camionettisti" (loosely translated as Jeep Scouting Company): the 103rd, 112th, 113th and 123rd. The 103rd was stationed in North Africa, seeing action in Tunisia; the 112th and 13th were based in Sicily during the Allied landings, while the 123rd was employed in the defence of Roma against the Germans just after the Armistice in September, 1943.

The usual complement of each of these units was 24 AS 42s; it is very hard to determine a total production figure but, taking into account the average losses, a realistic number is between 120 and 150.

After September 8th, 1943 a few Saharianas stayed North with Mussolini's Repubblica Sociale Italiana; it is known that seven fought on the Eastern Front, in the ranks of the 2nd FeltorniJäger Division.

The end of the war didn't mean the end of the AS 42 service: some cherry red Saharianas were employed by the Italian Police up to 1954.



Above: the chassis shows many similarities to the AB 41 armoured car, though it lacks the reverse driving feature.



Previous page, above and below: three official factory views of the AS 42 Sahariana.

The AS 42 Sahariana was developed by SPA-Viberti using the same chassis as the AB 41 armoured car (Italeri kit #6442), including its four-wheel steering. The 4,995cc six-cylinder 80hp engine gave it a maximum off-road speed of 80Km/h, and a range over 800km. Besides the driver, the Sahariana had enough space to accommodate up to four fully-equipped men, though the mission crew seldom exceeded three or four. Supplies for a typical desert patrol included 24 externally mounted jerrycans holding 80 Lt.s of water and 400l of fuel, in addition to the front and rear internal tanks (200) each.

Prototype testing showed promising results, and series production started immediately. The unit that gave the AS 42 its baptism of fire in November, 1942 was the "Raggruppamento Sahariano AS" (AS stands for Africa Settentrionale, North Africa); its complement included seven Saharianas (790B to 794B, 797B and 798B) with various armament combinations which included four weapons:

- 8mm Breda mod.37 machine gun
- 20mm Breda mod.35 gun
- 20mm Solothurn S18/1000 gun
- 47mm Breda 47/32 gun.



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This publication is an integral part of Italeri kit 6652, and cannot be sold separately. Information presented in these pages must be intended as an historical and technical overview of the AS 42 Sahariana vehicle, and doesn't necessarily relate to the version offered in the Italeri kit.

Special Thanks to the Sito Maggiore dell'Esercito, Ufficio Storico for their kind assistance.

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Amongst the vehicles fielded by the Regio Esercito during World War II, the AS 42 Sahariana is certainly unique. Its origins trace back to requests stemming from units operating on the African Front for a long range, highly manoeuvrable vehicle, similar to those widely used by the British reconnaissance forces.

Even if it never reached widespread use, the Sahariana proved its worth in operations against its natural opponent, the British Long Range Desert Group. Unfortunately, no complete example has survived to our days, thus it's been impossible to include a walkaround feature in this booklet; but we took the chance to show a few hints and tips about building multi-media kits, which many modellers will - hopefully - find useful.

AS 42 Sahariana

photographic reference manual



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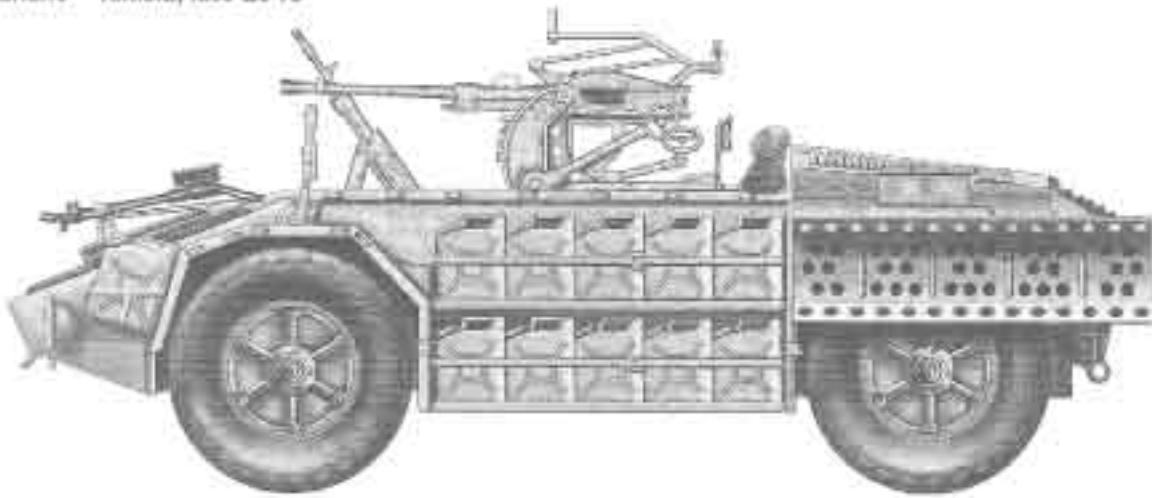


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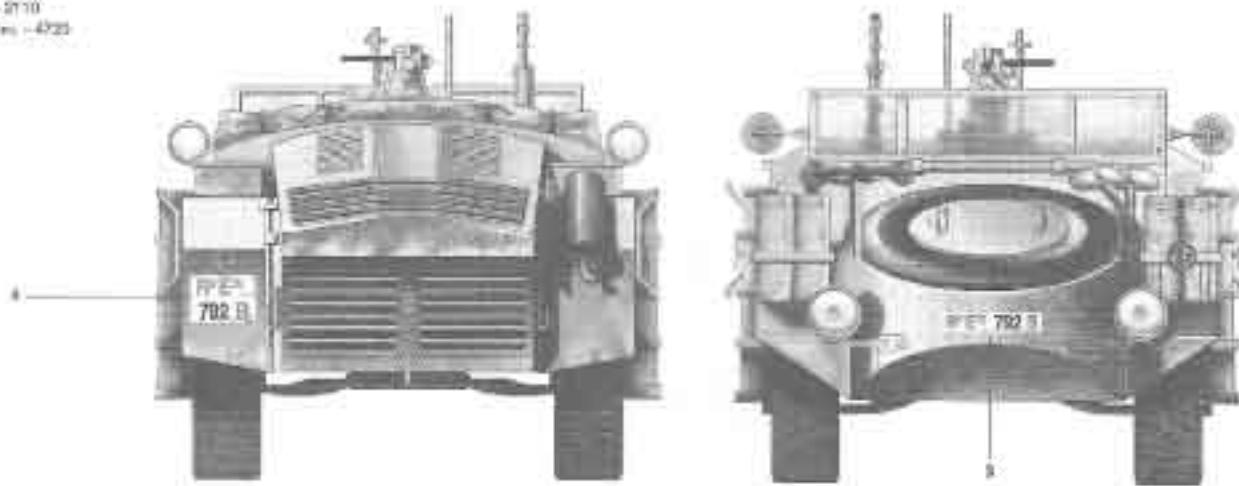


Raggruppamento Sahariano – Tunisia, late 1943

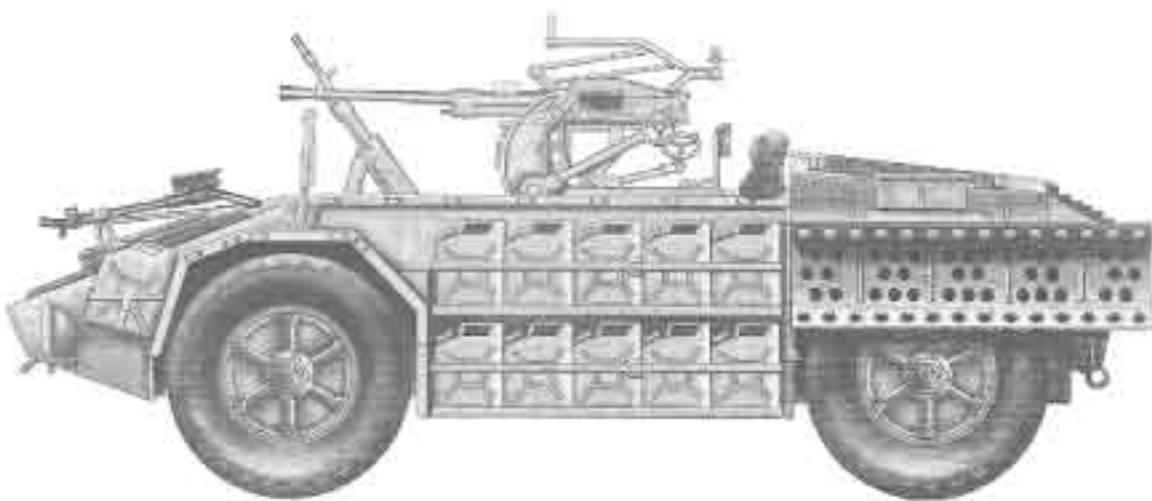


Inset Size (Front)

Moto: Motore B - 2110
Moto: Motore Avio - 4725

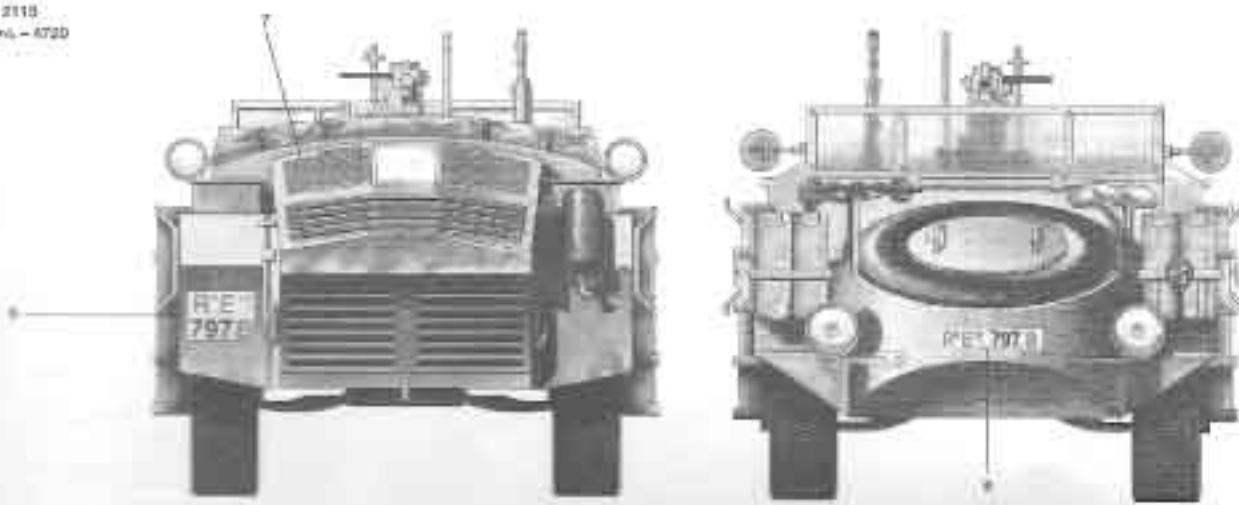


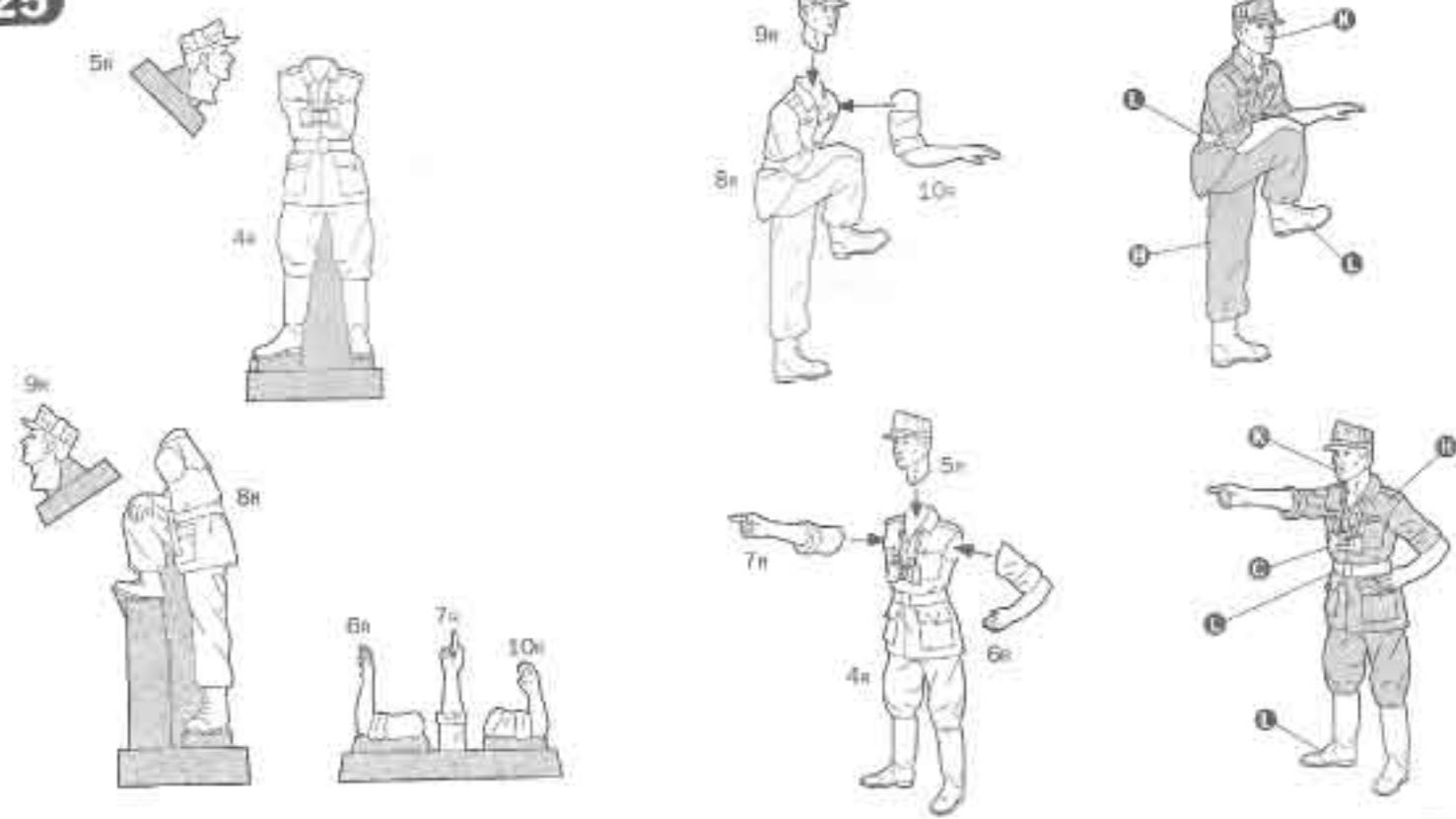
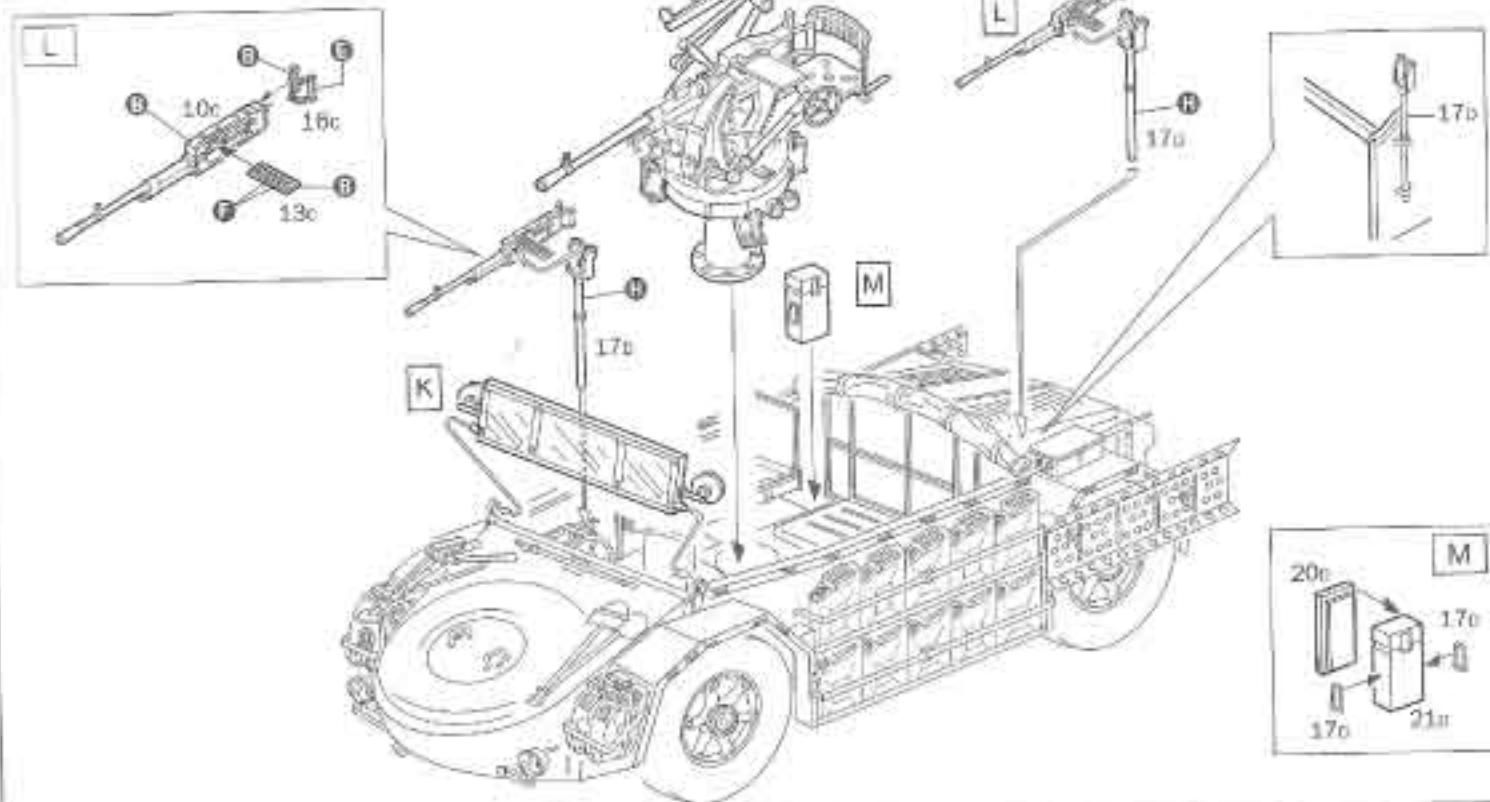
Raggruppamento Sahariano – Tunisia, late 1943



Inset Size (Front)

Moto: Motore B - 2110
Moto: Motore Avio - 4725





For a perfect application of the details, we suggest using MOMENTUM products 2145 or 2146.

Per una perfetta applicazione delle decorazioni, si consiglia l'uso dei prodotti MOMENTUM 2145 oppure 2146.

Bei einer perfekten Anbringung der Details wird die Verwendung von MOMENTUM no. 2145 oder 2146 empfohlen.

Pour une pose parfaite des détails, nous vous recommandons l'utilisation des produits détails MOMENTUM n° 2145 ou 2146.

Voor het perfect aanbrengen van details, adviseren wij gebruik te maken van de MOMENTUM producten 2145 of 2146.

Para facilitar la colocación de los detalles y conseguir un resultado perfecto, sugerimos el uso de los productos 2145 o 2146 de MOMENTUM.

Montage des Fahrzeugs: Das Modell besteht aus ca. 1000 Teilen. Der Montageaufwand ist gering. Es kann leicht und schnell montiert werden. Die Montagezeit beträgt ca. 100 Minuten. Einzelheiten sind im Montagehandbuch detailliert beschrieben.

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Montageanleitung: 12. Montage des Motorhauses: Das Motorhaushaus wird über Schrauben in die Motorhausschale gespannt. Mit Hilfe eines Schlagschlüssels werden die Motorhausschrauben festgezogen. Die Motorhausschrauben müssen nicht mit Drehmomentschlüsseln angezogen werden. Bevor die Motorhausschrauben festgezogen werden, muss die Motorhausschale auf die Motorhausschrauben aufgesetzt werden.

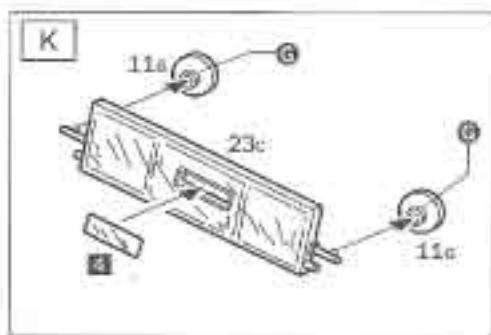
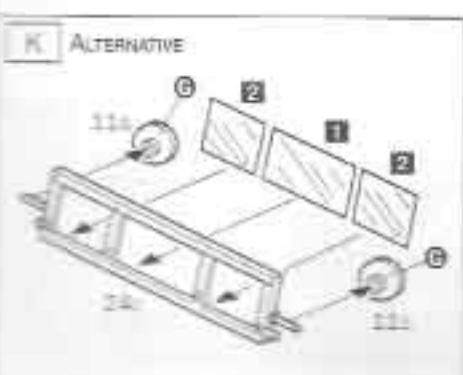
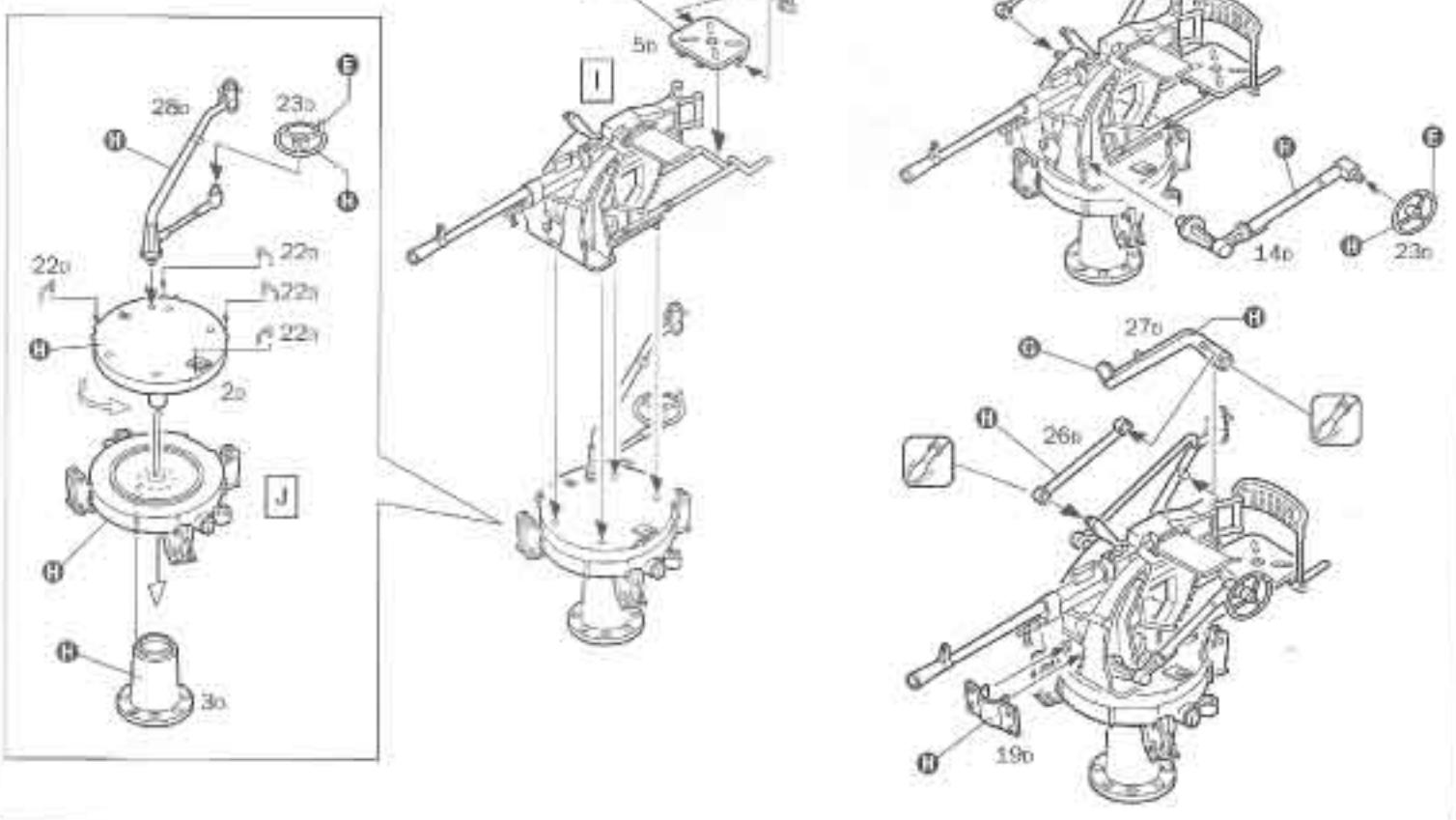
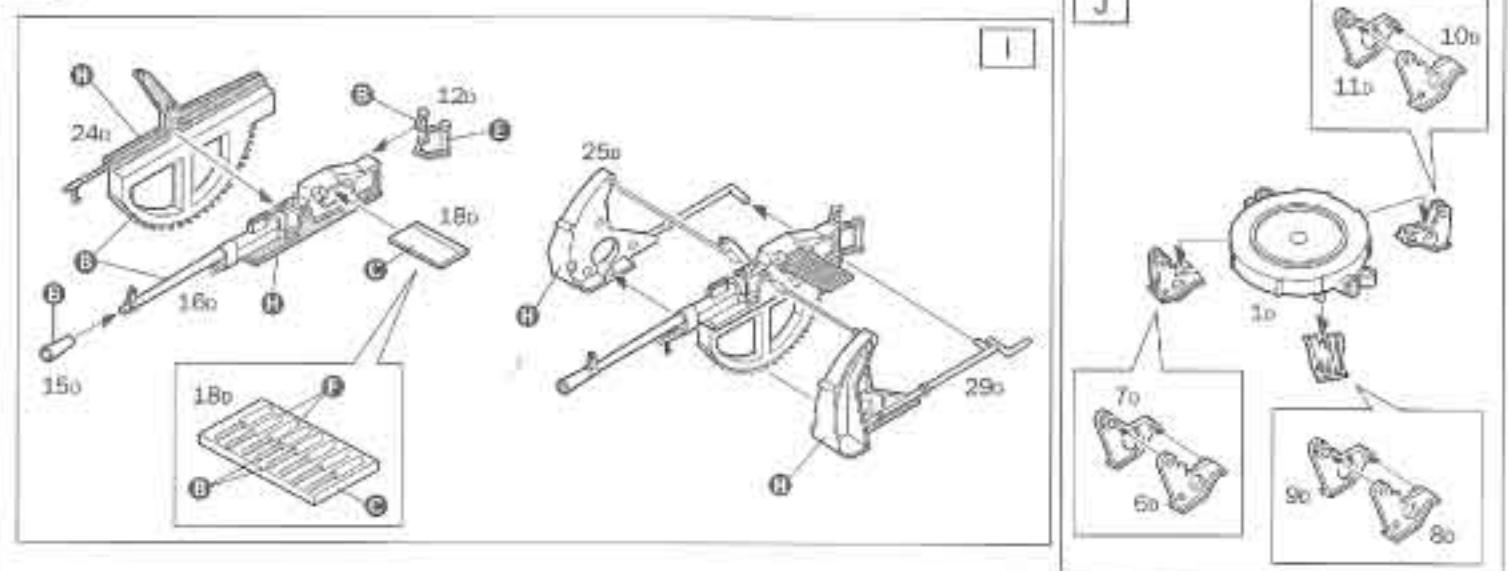
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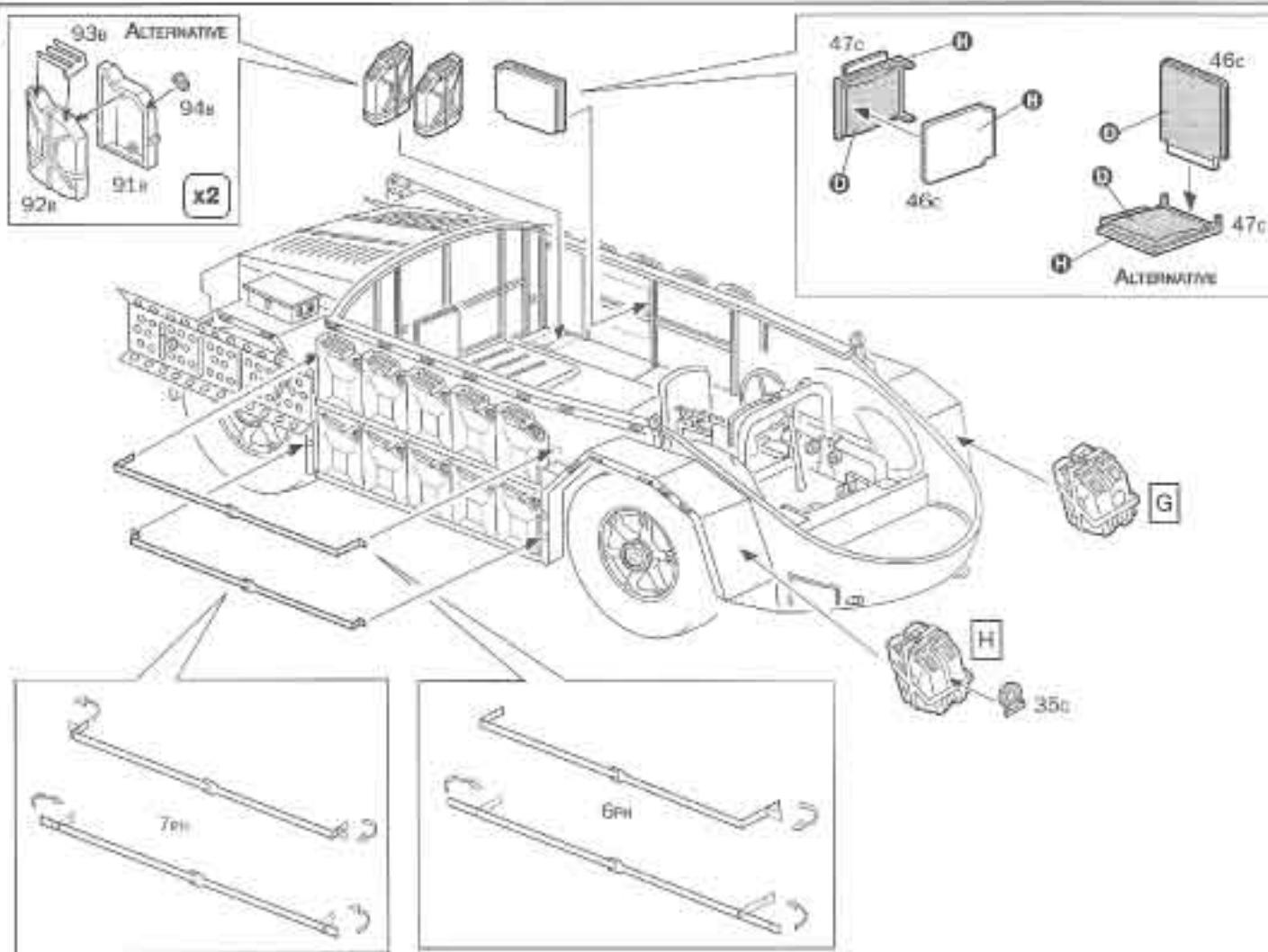
1:35 SCALE

TEMPLATE PATTERNS IN
ACTUAL SIZE ARE GIVEN.
REPRODUCE THEM ON
PAPER TO FACILITATE USE.

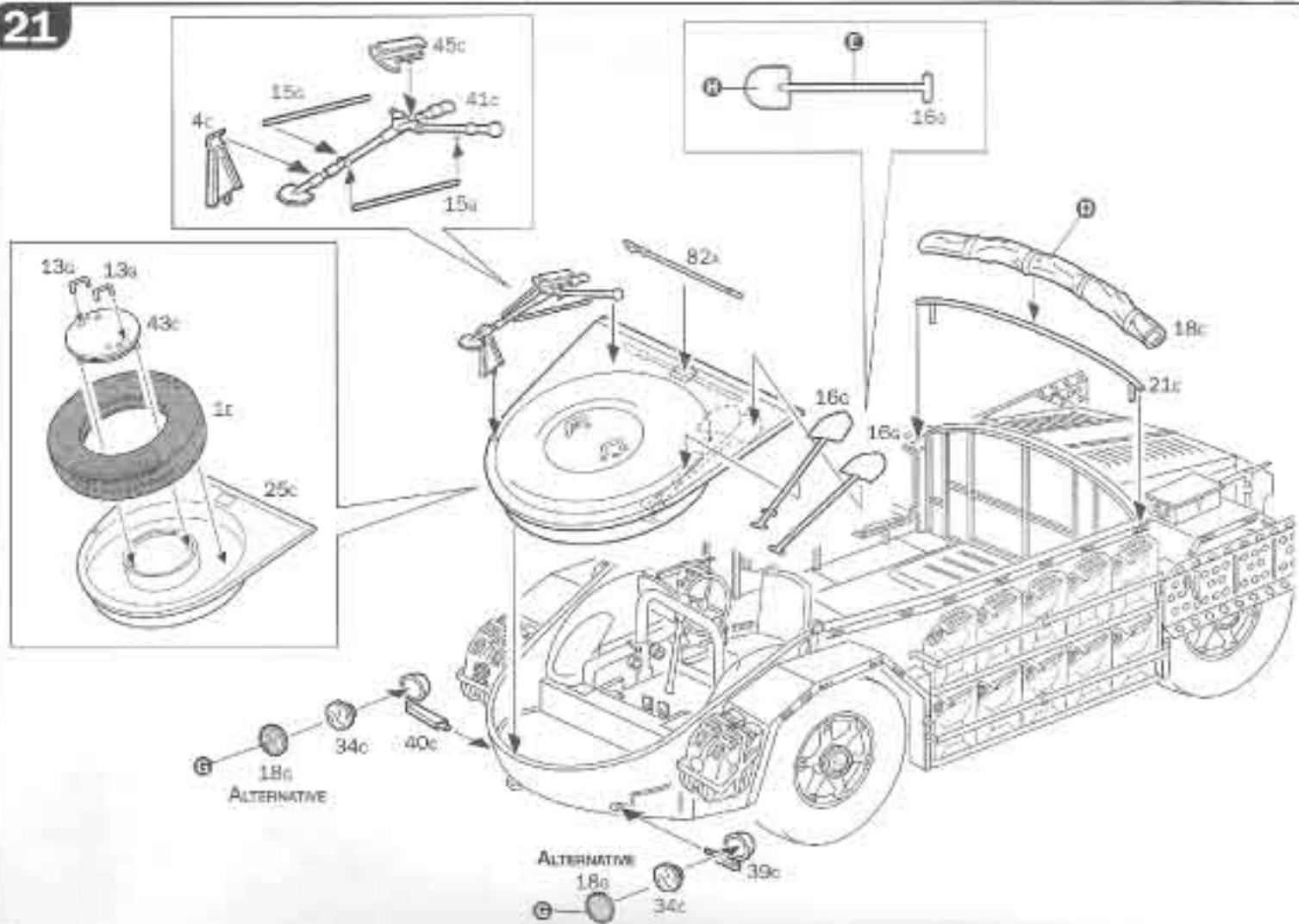
CLEAR SHEET

The diagram illustrates four rectangular labels arranged horizontally. The first label at the top left is labeled '20,5 x 9 mm'. The second label is labeled '11 x 9 mm'. The third label is also labeled '11 x 9 mm'. Below these three labels is a fourth label labeled '12 x 3,2 mm'. Each label has a small number below it: '1' under the first, '2' under the second, '3' under the third, and '4' under the fourth.

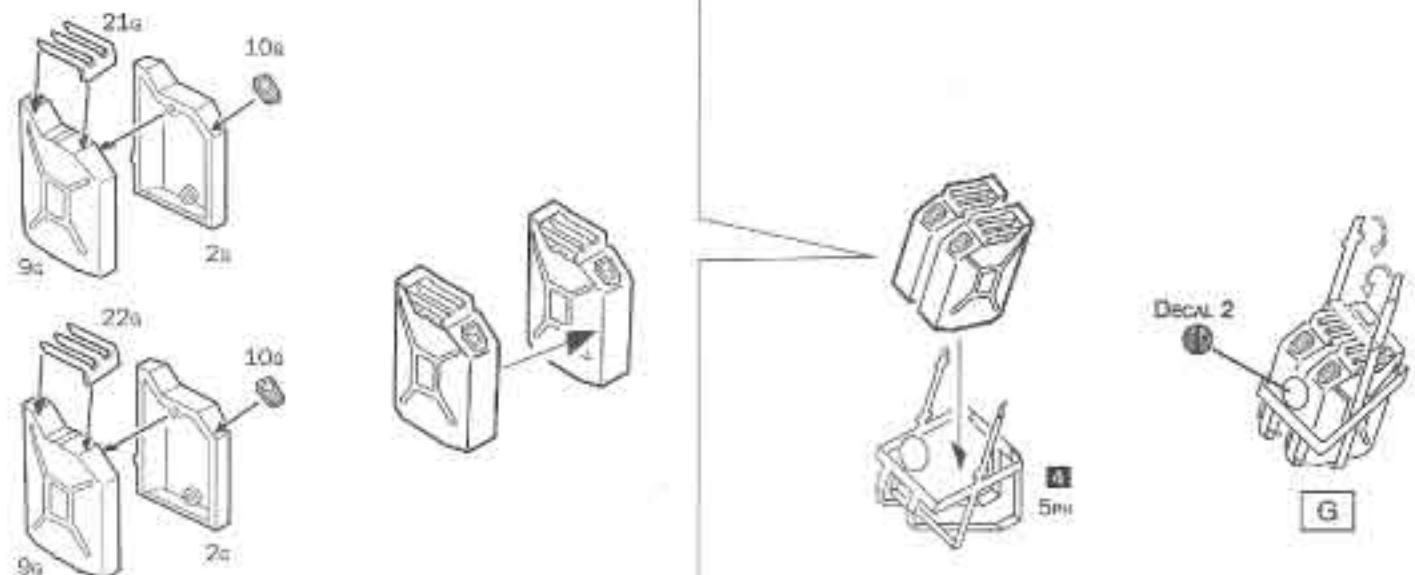
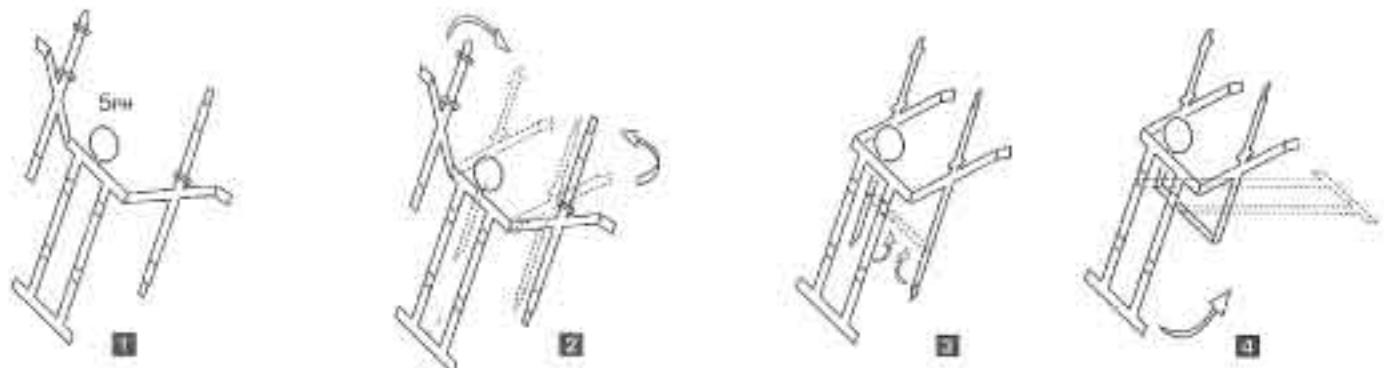
20



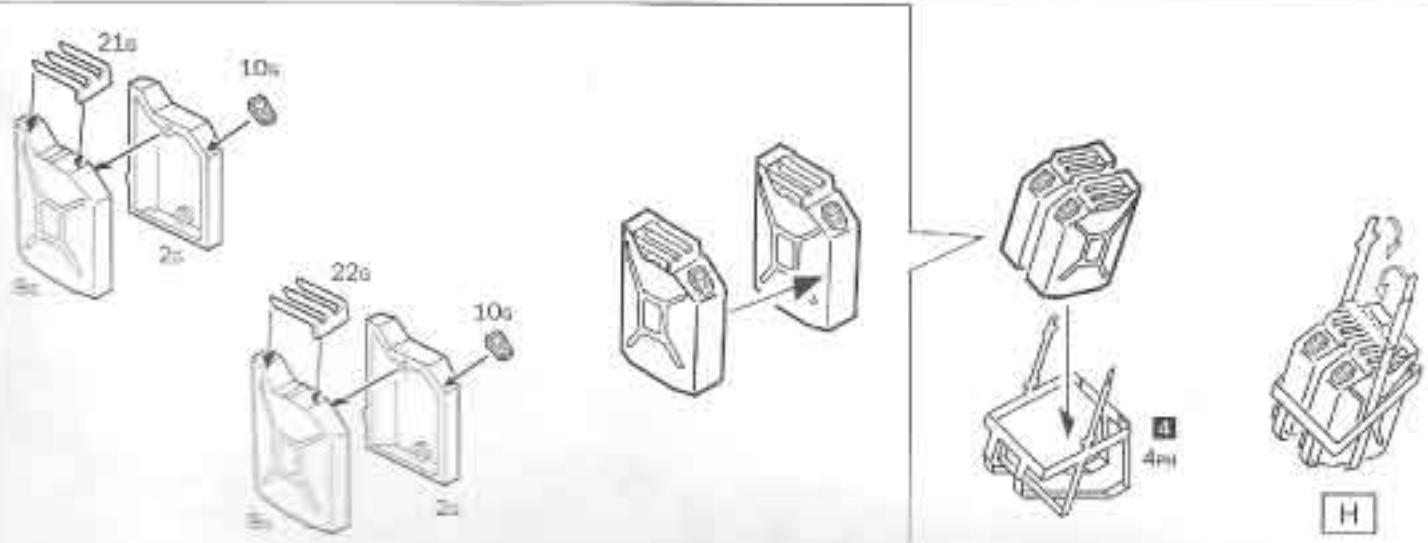
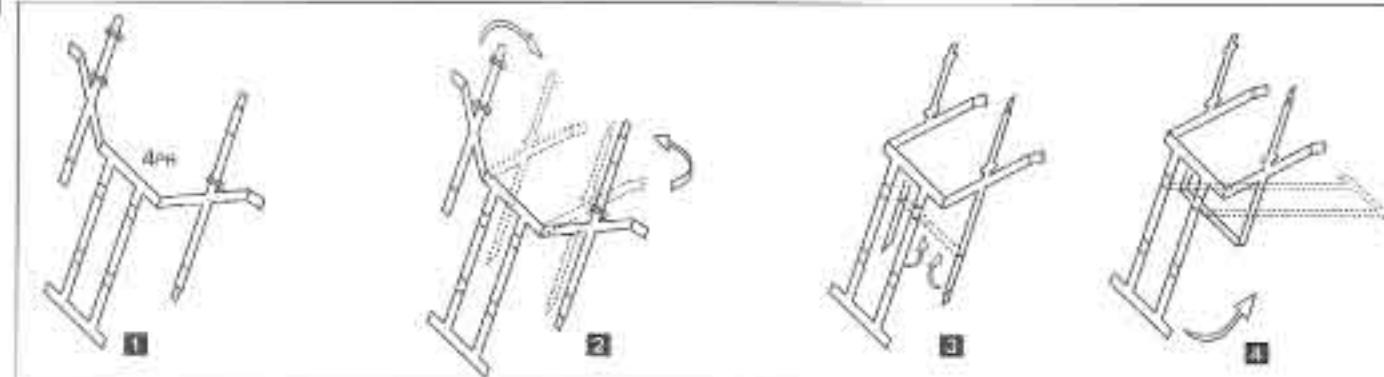
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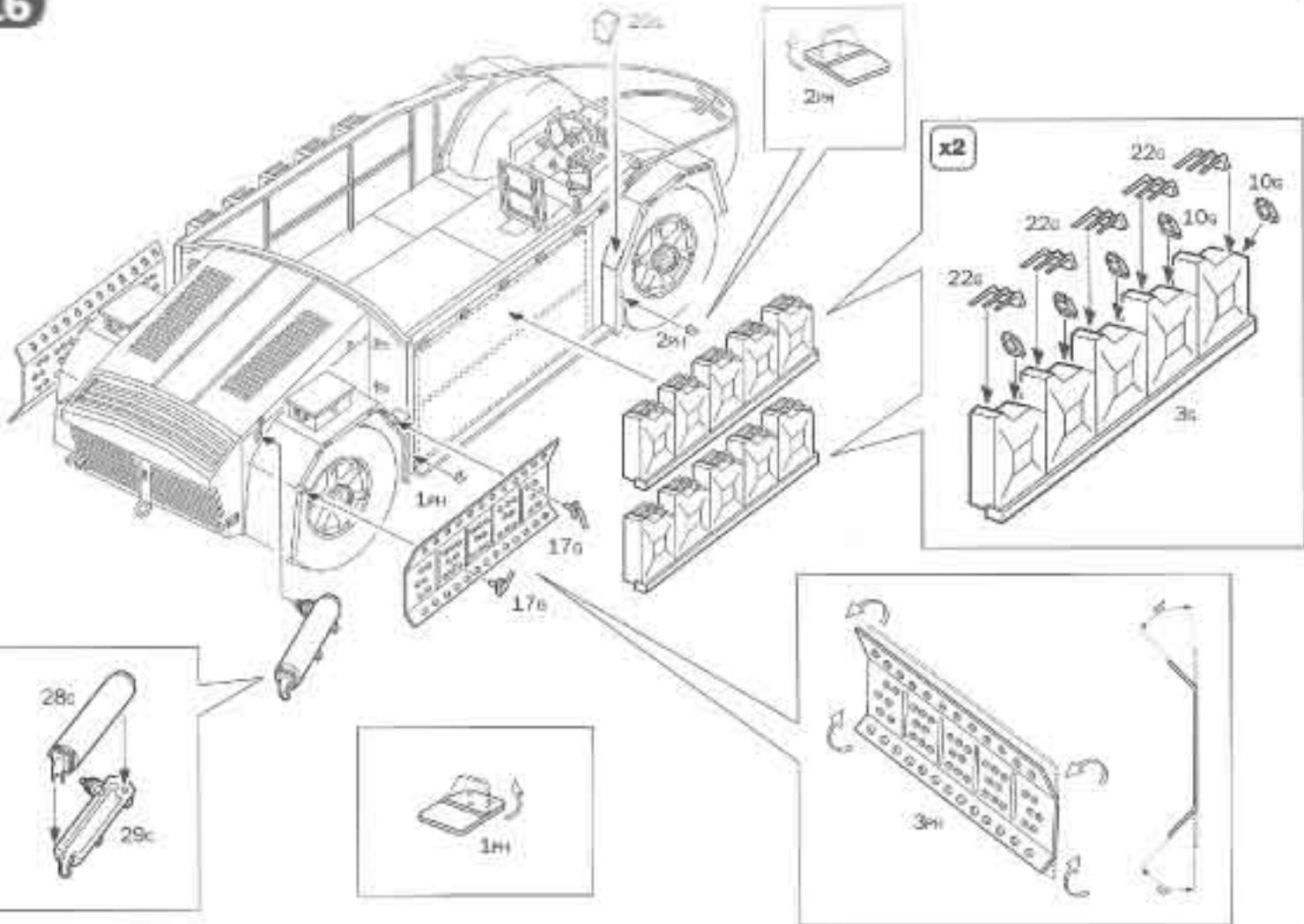
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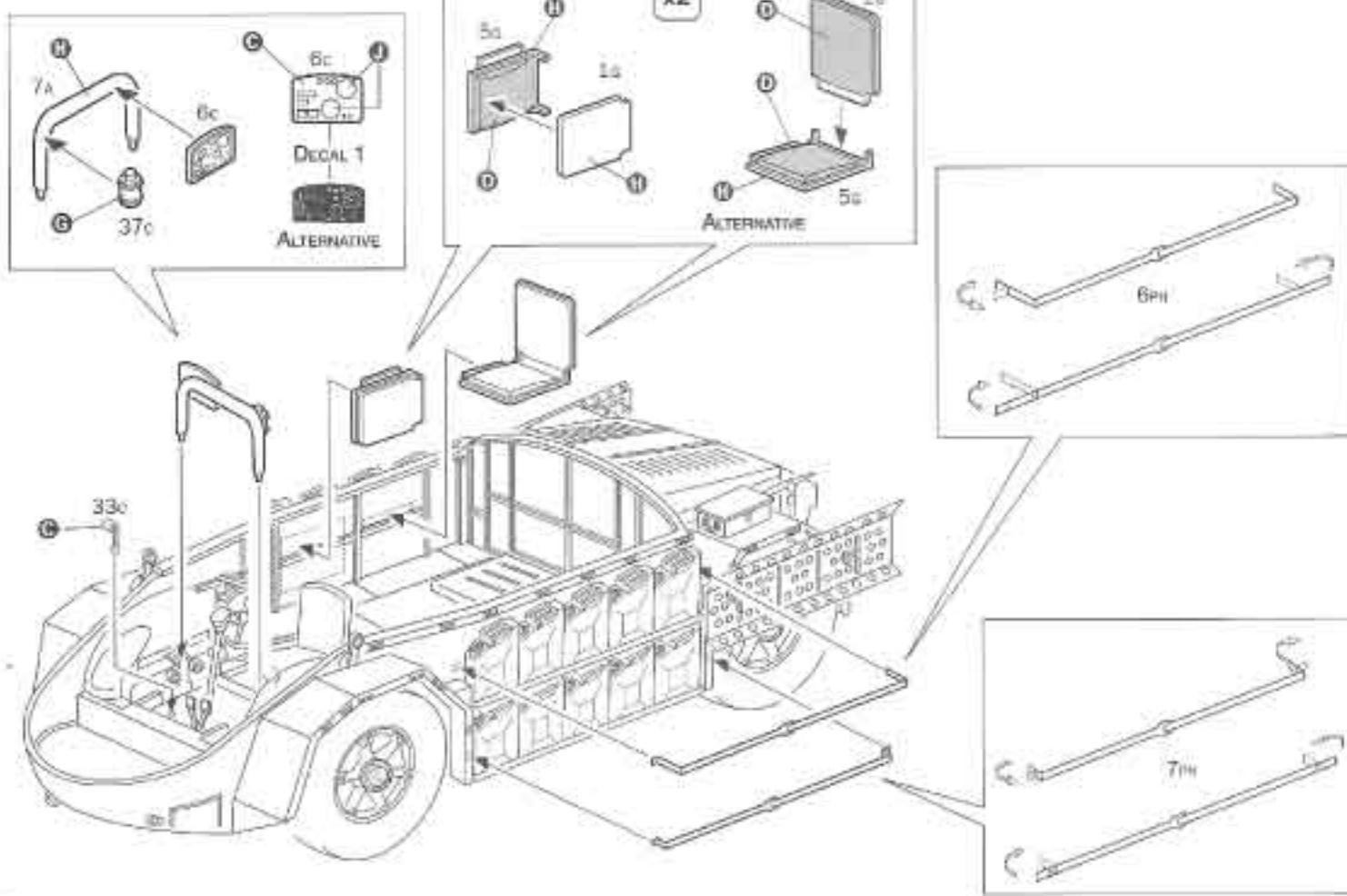
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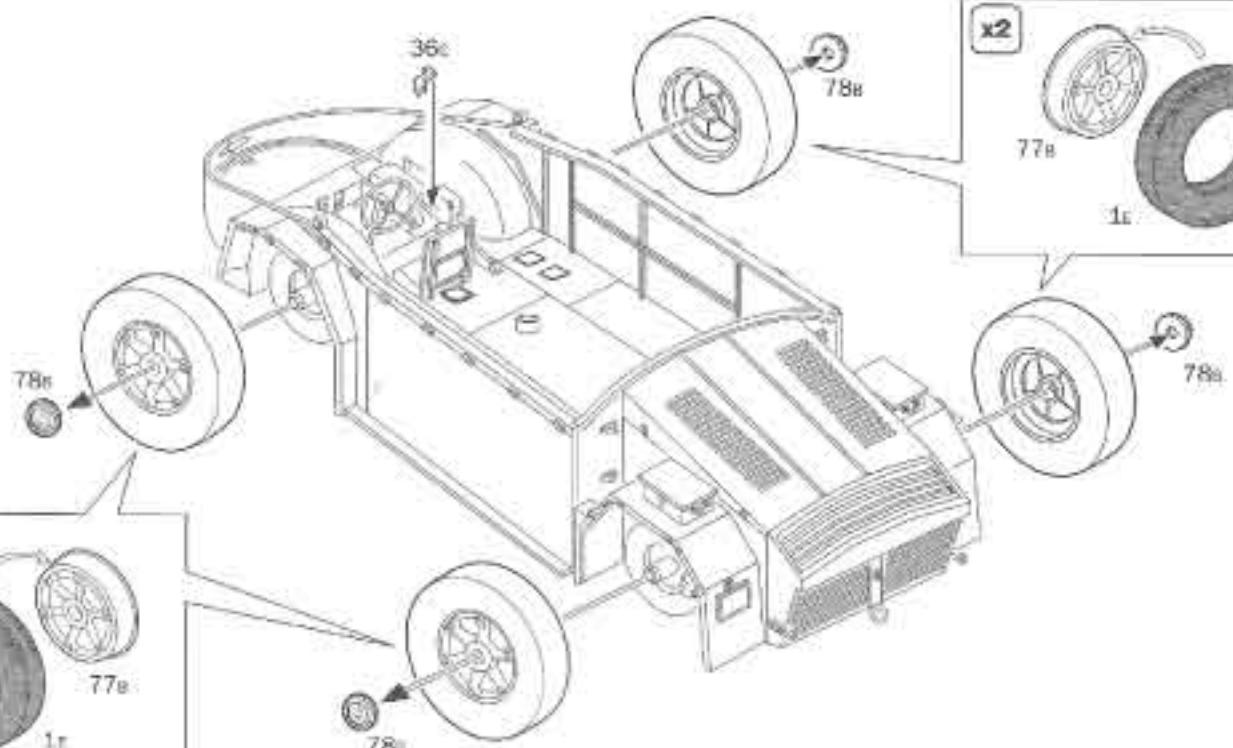
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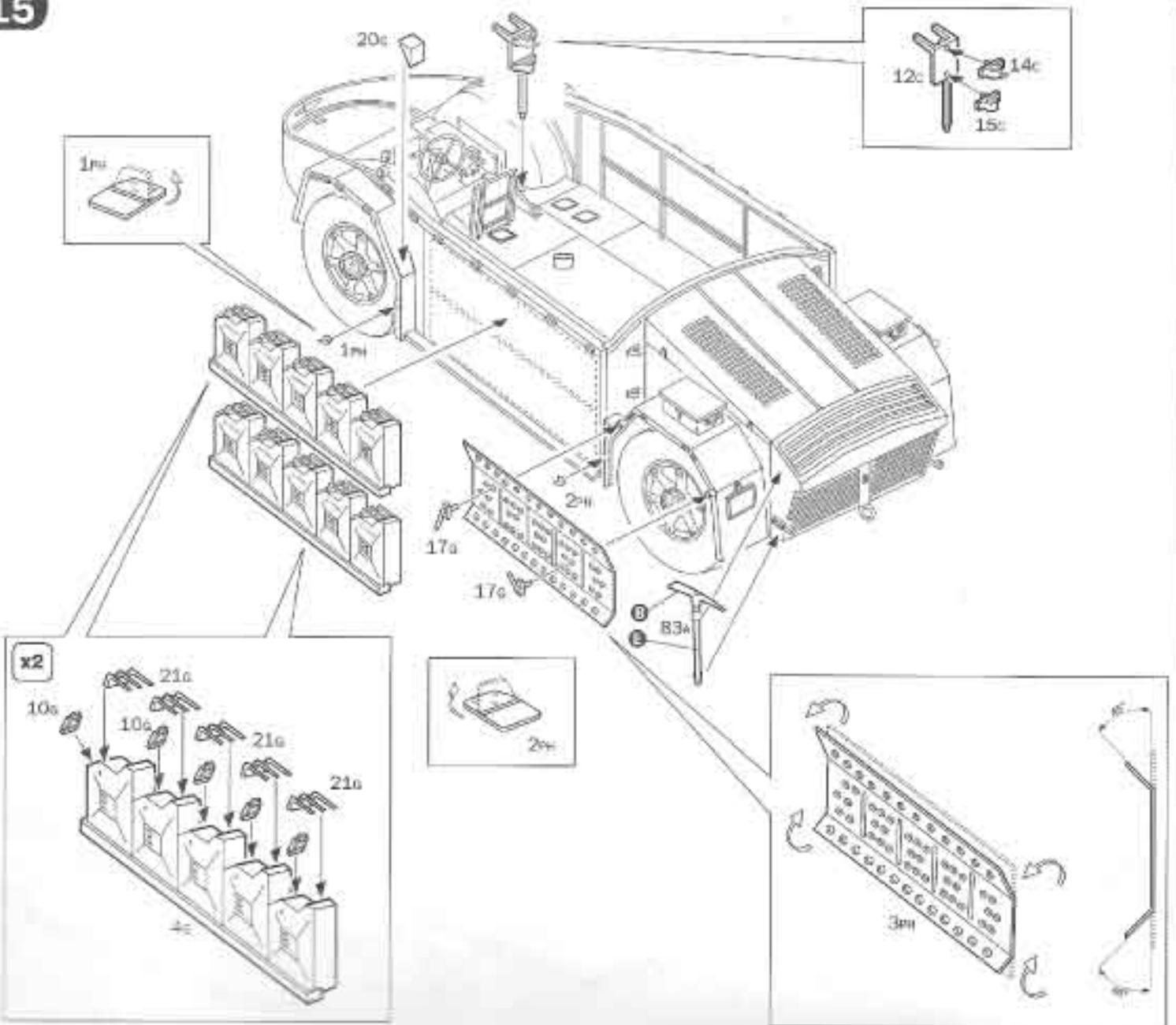
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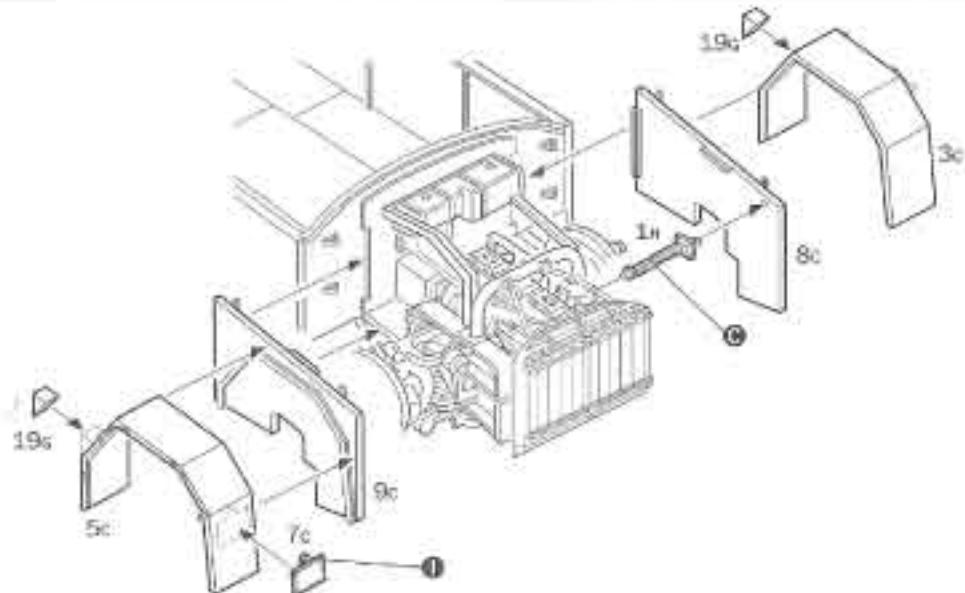
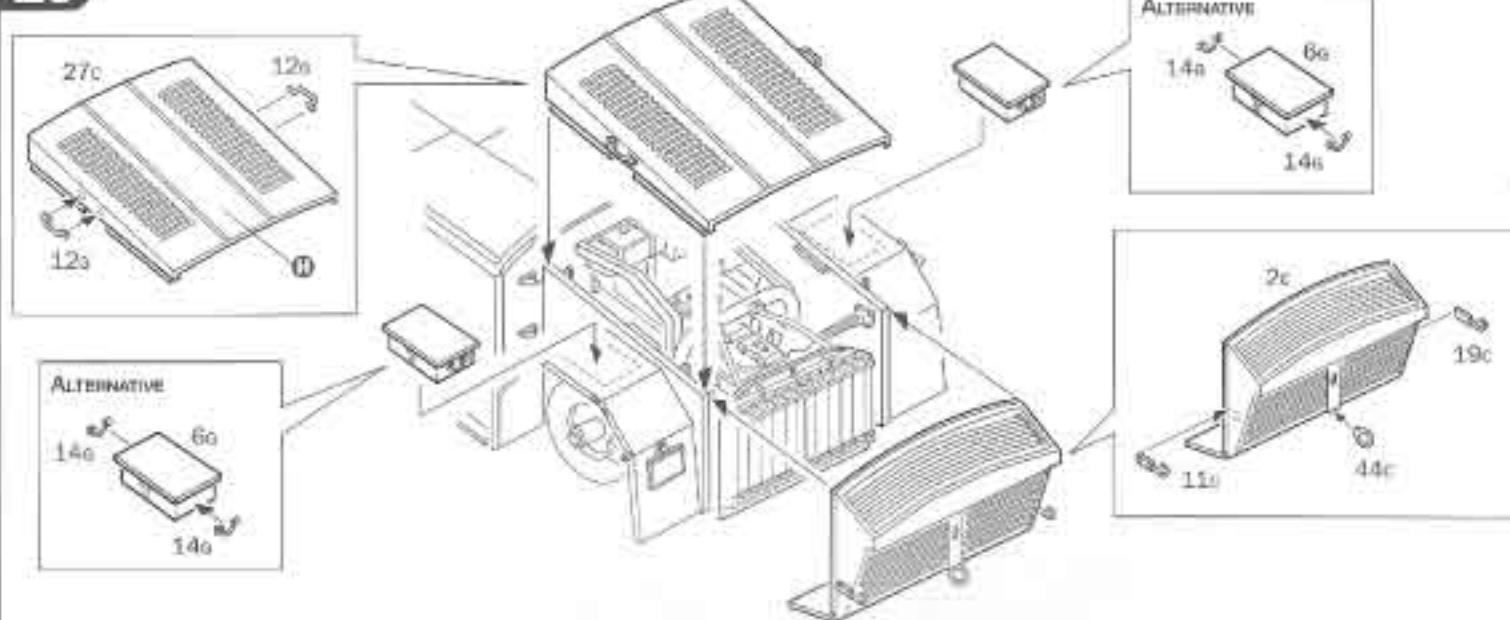
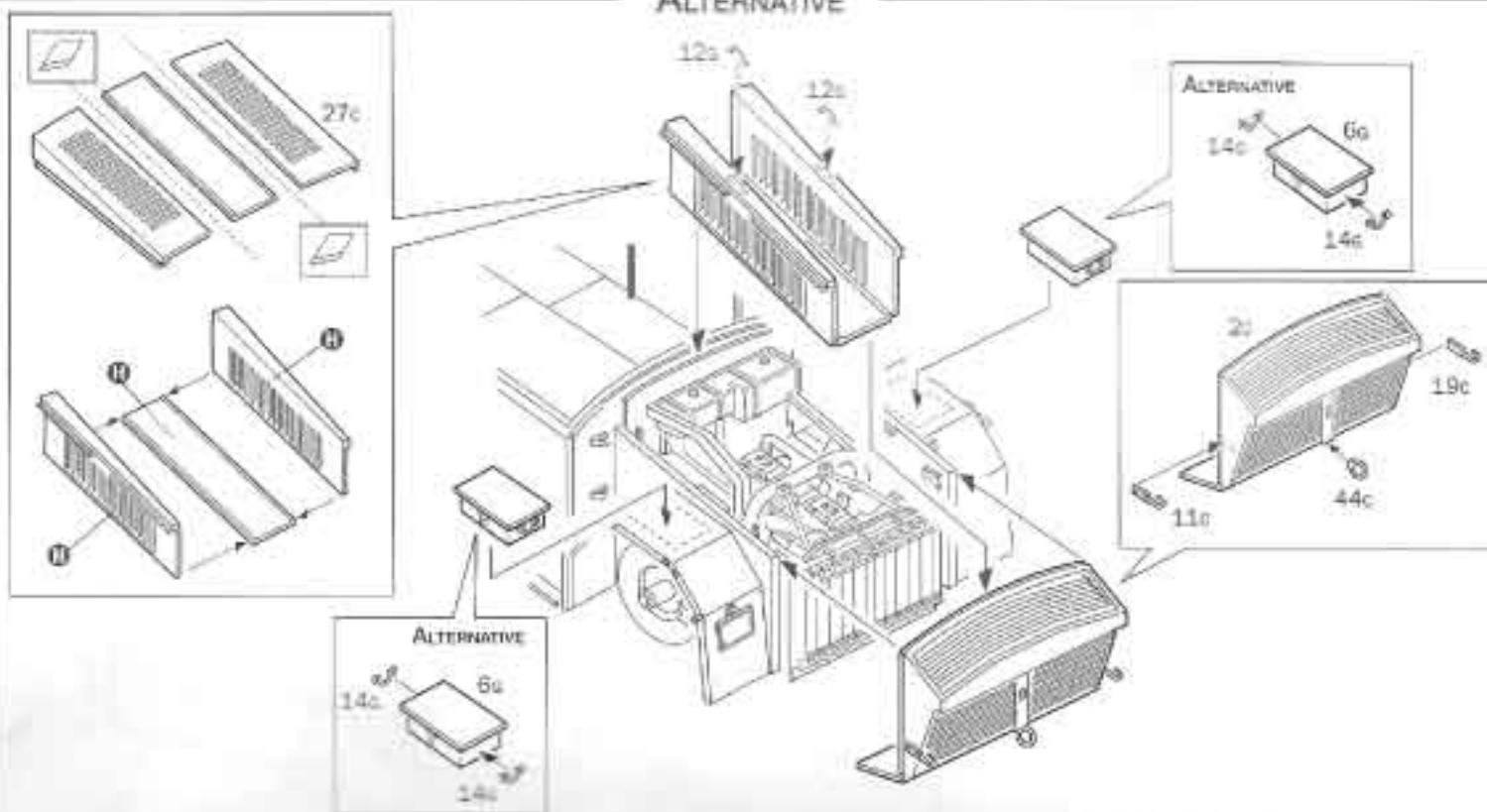


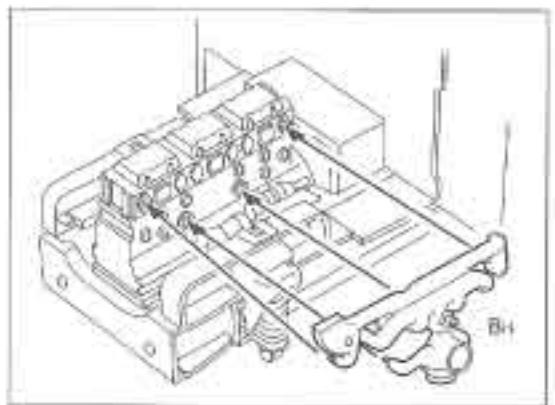
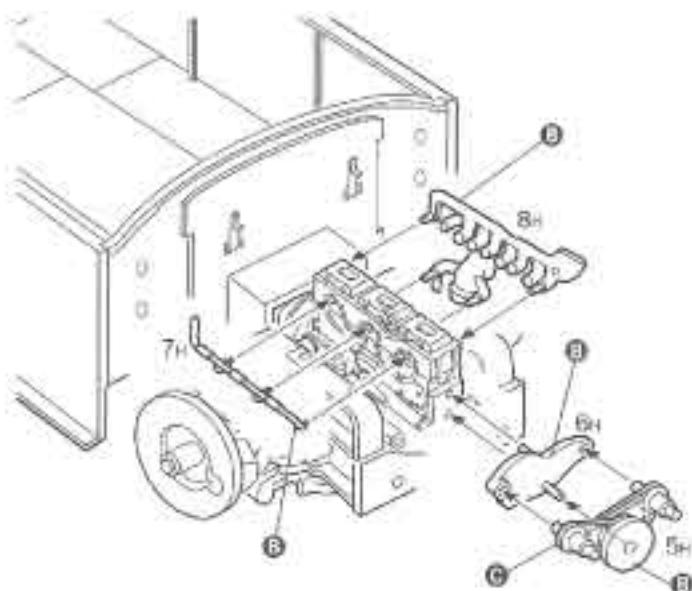
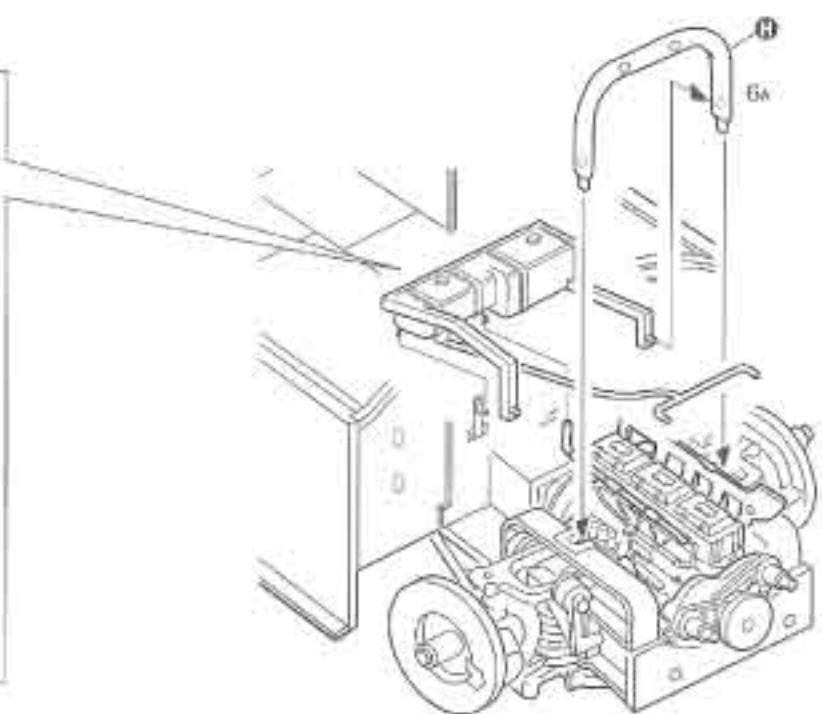
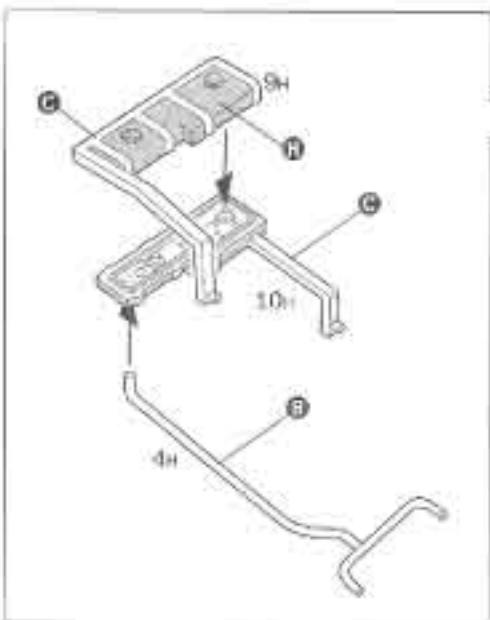
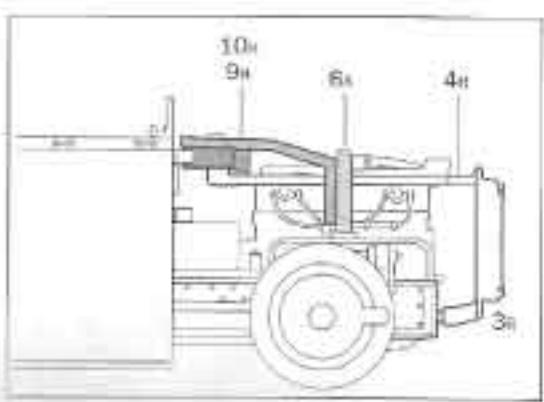
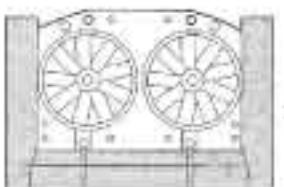
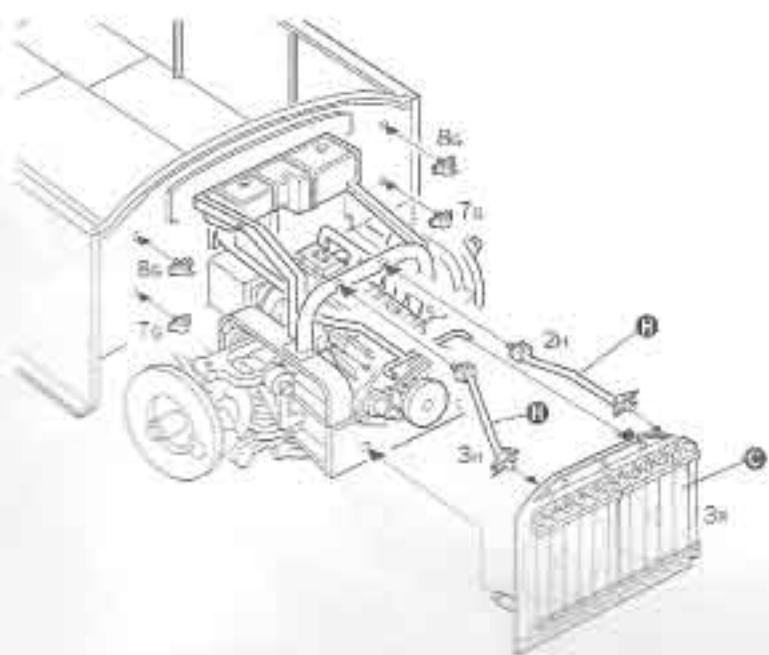
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15

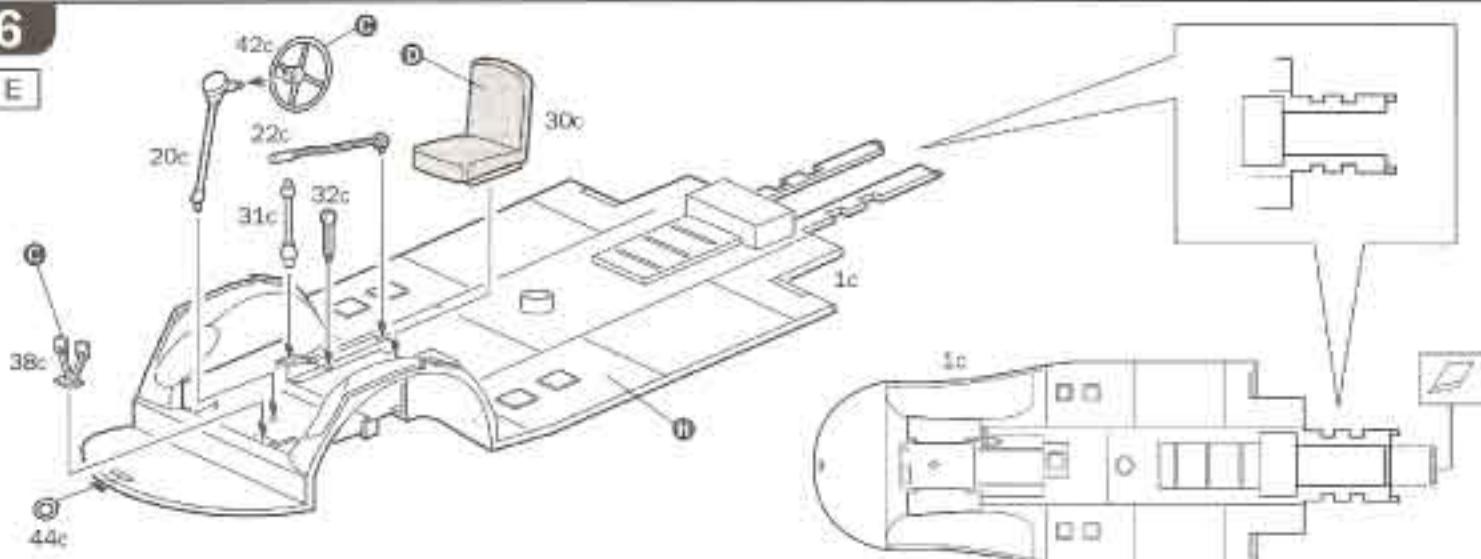


12**13****ALTERNATIVE**

9**10****11**

6

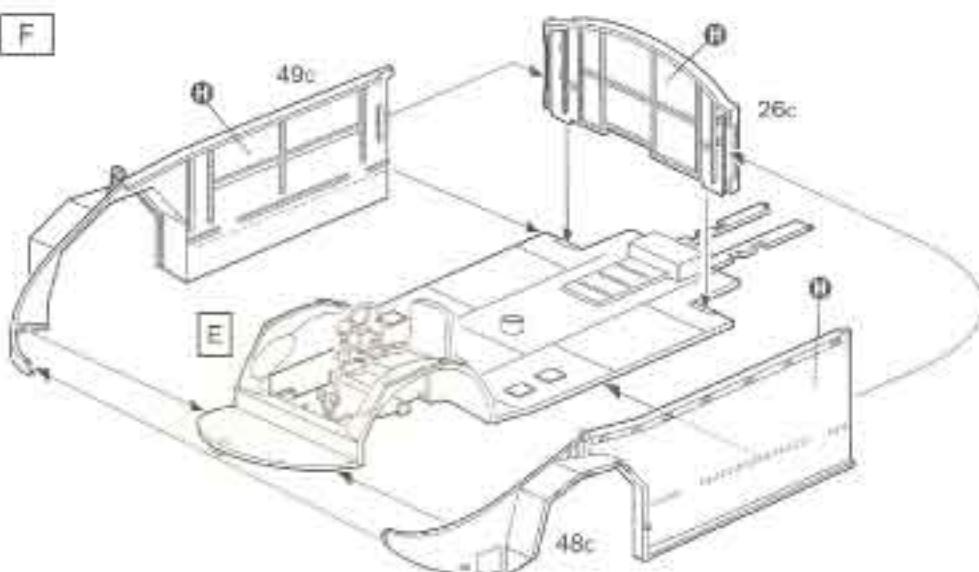
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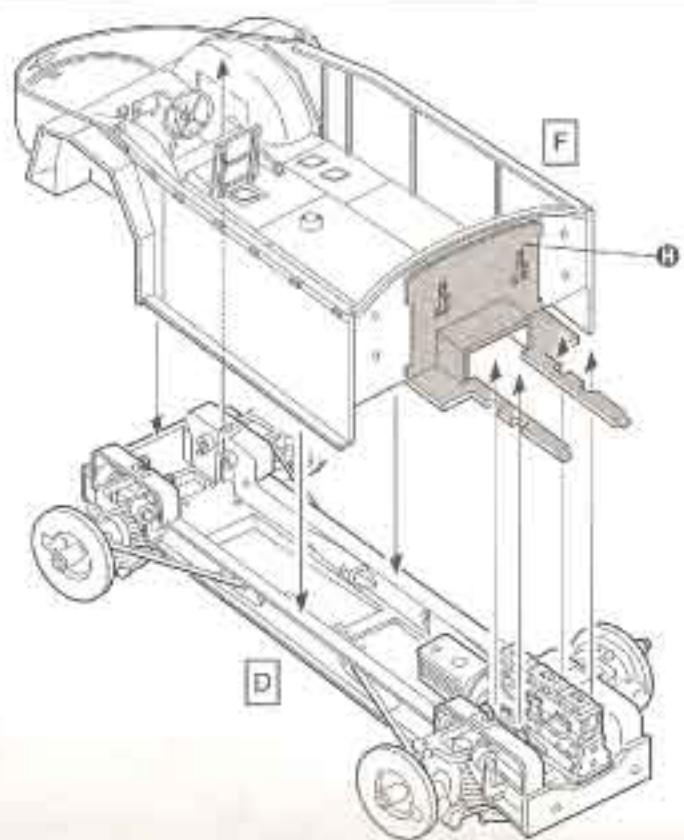
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48c - 49c CUT ON BOTH PARTS

F

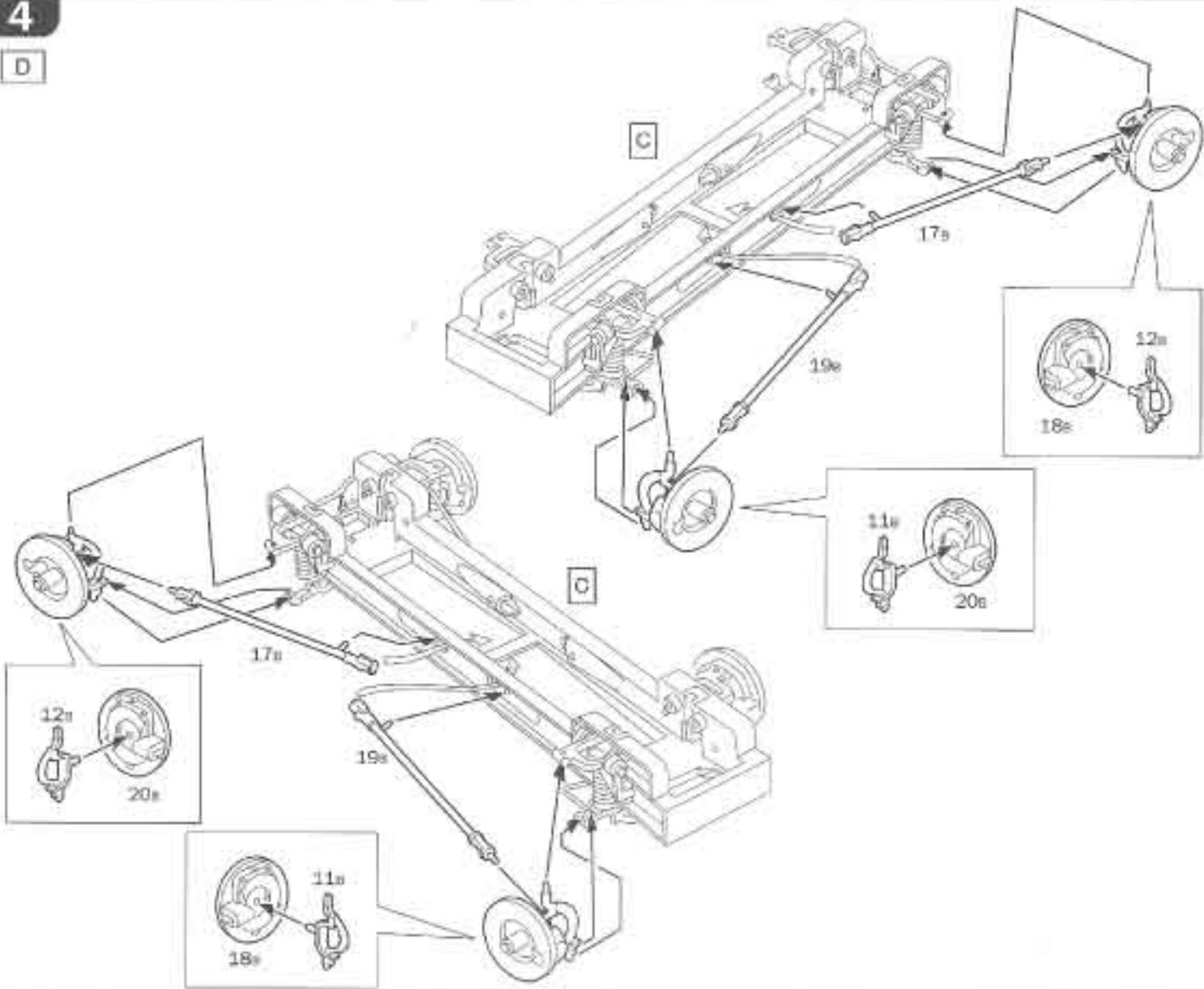


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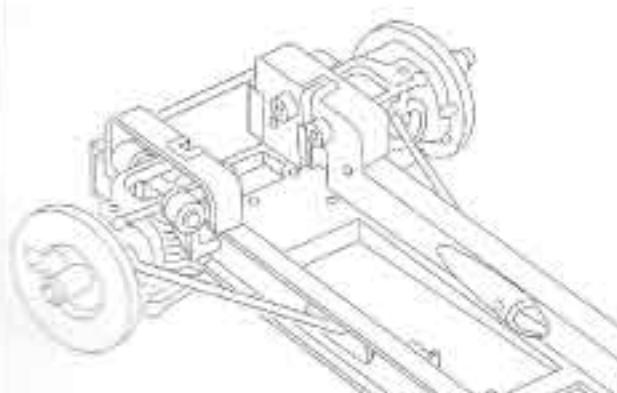


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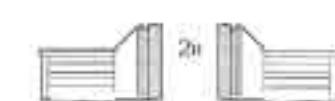
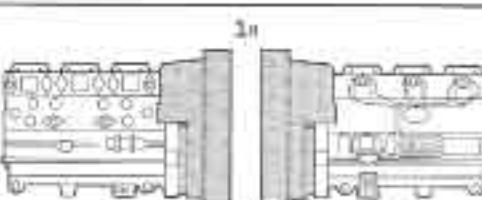
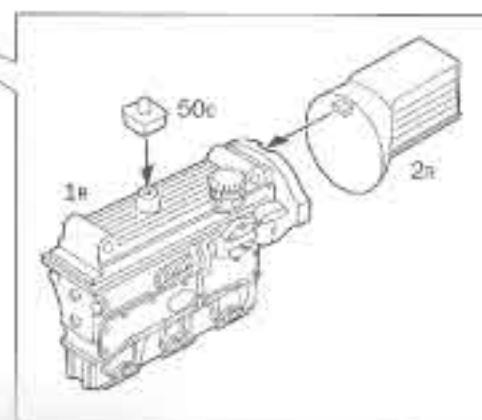
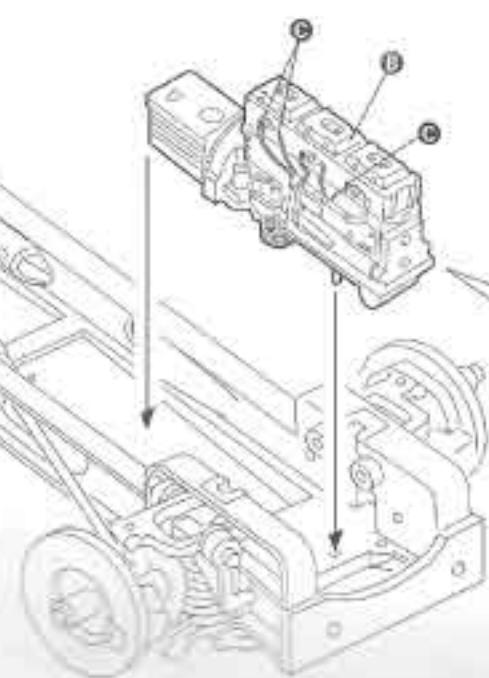
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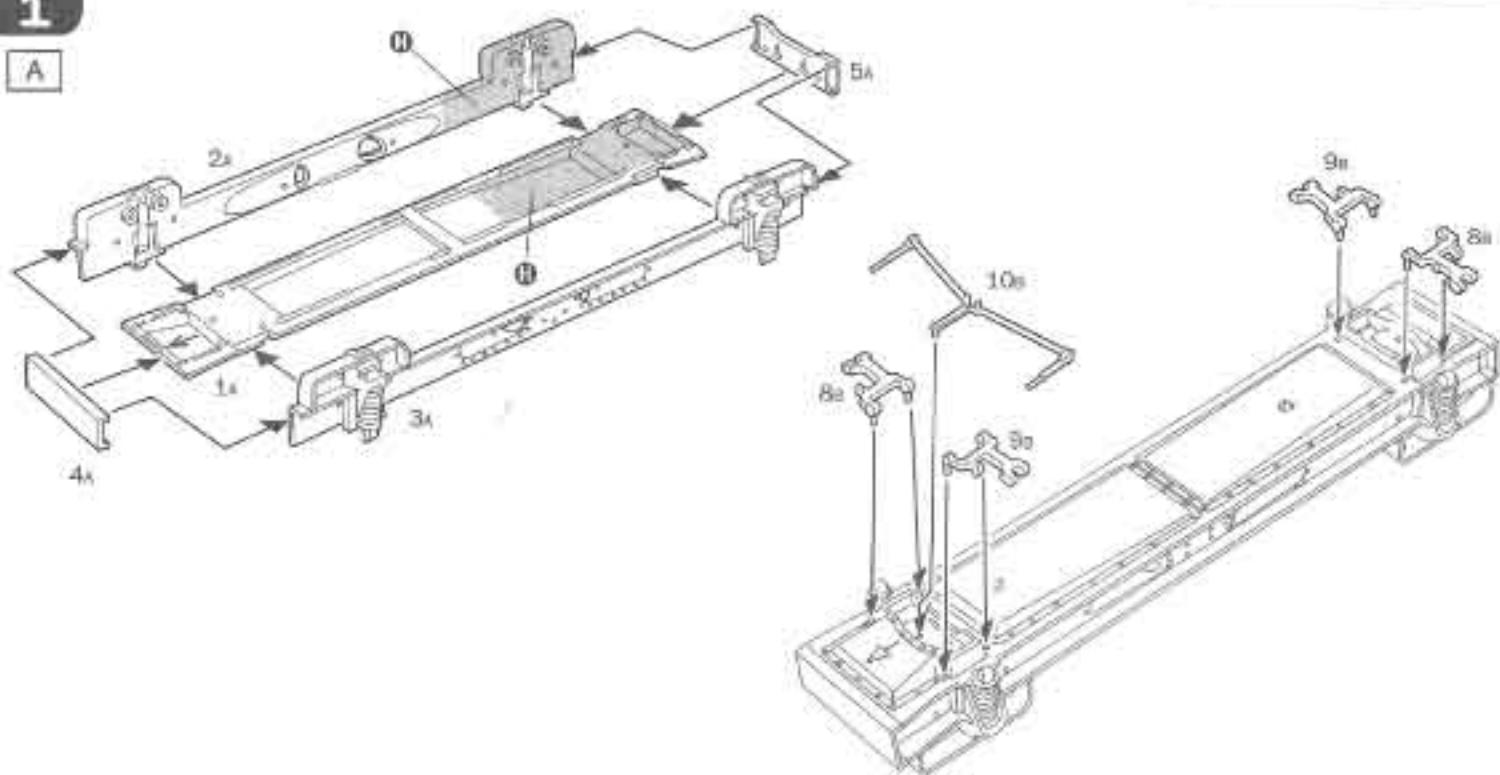
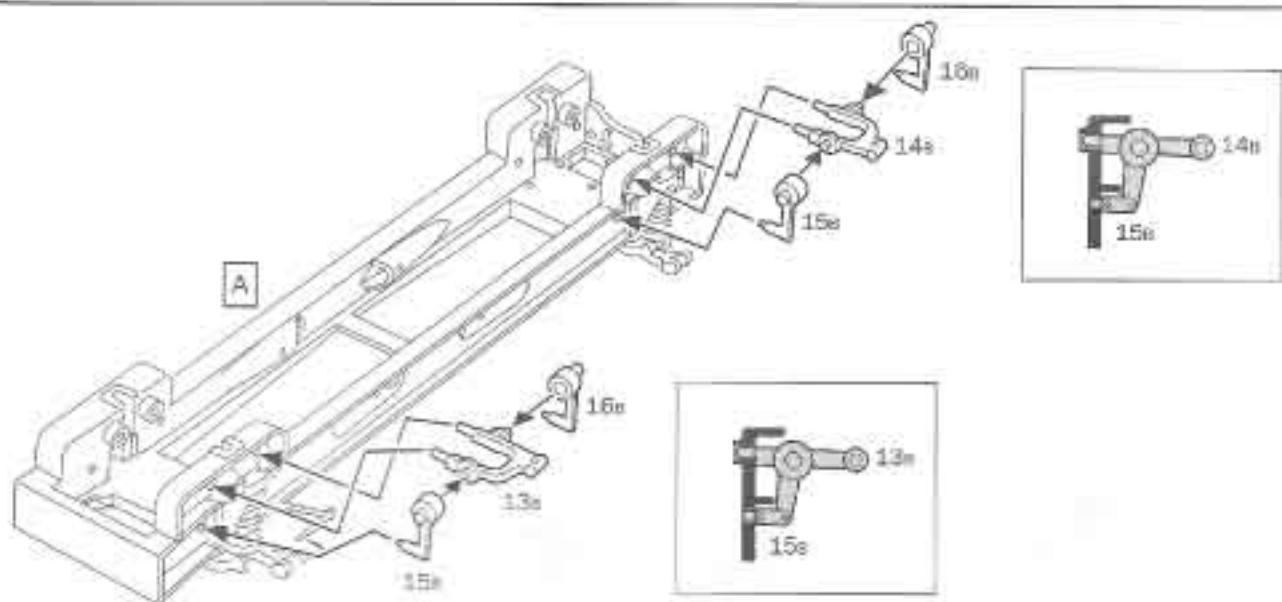
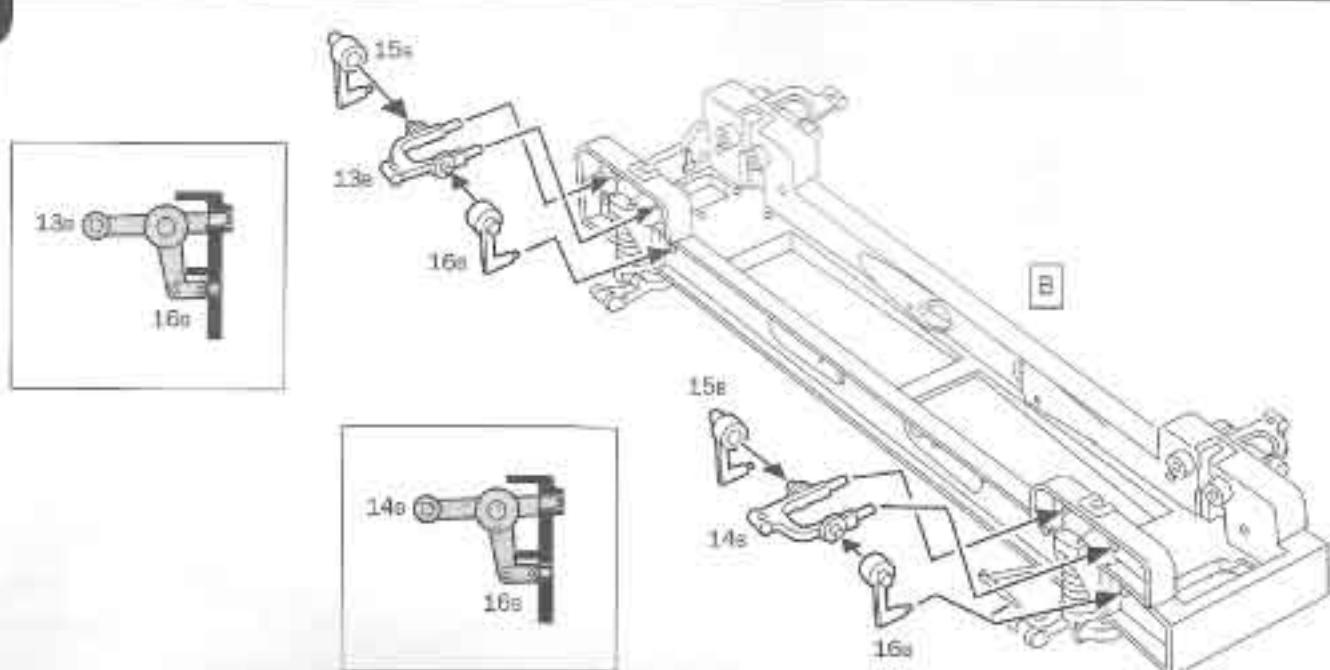


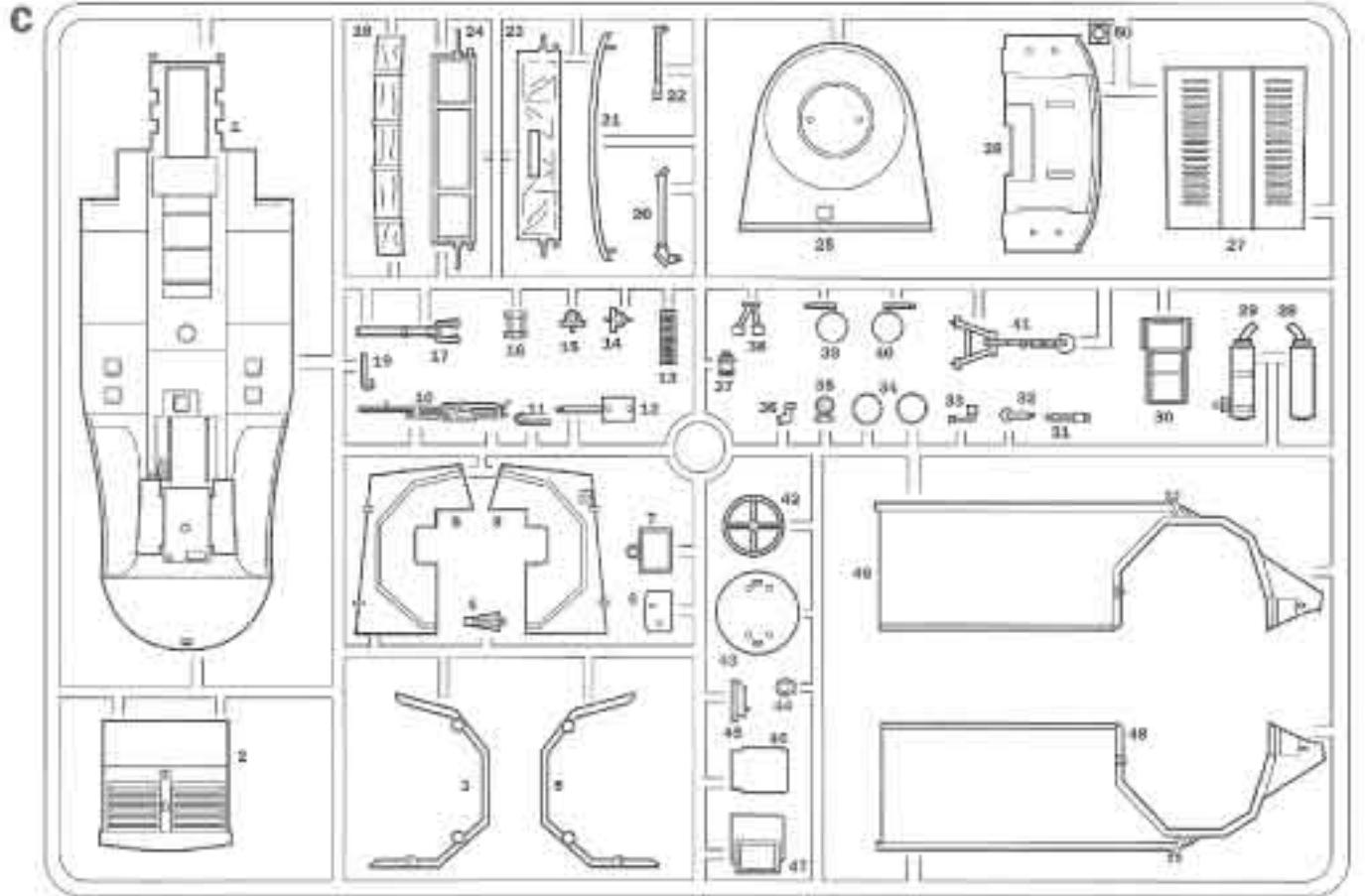
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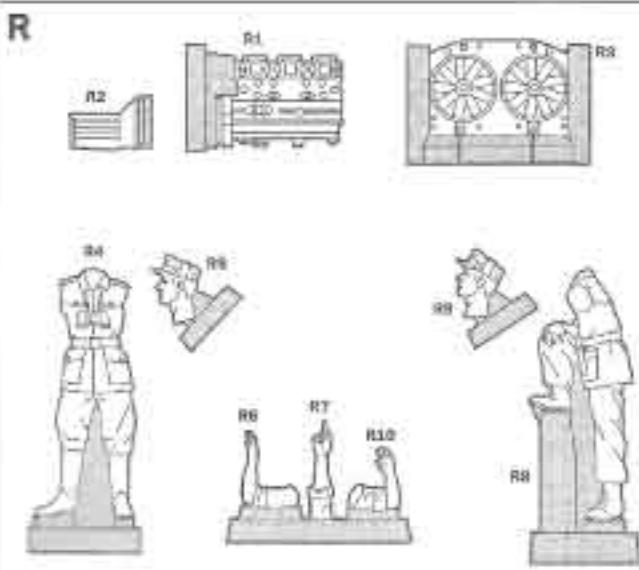
D



1**A****2****B****3****C**



SPECIAL RESIN PARTS



Per la uscita delle resine parti, attivare, elettrico, ogni singola parte in seguito alla istruzione. Per le parti con la placca di plastica, per la loro uscita dalla placca di plastica è necessario utilizzare un tipo di "superglue" o un componente simile di incollatura nella costruzione.

Per utilizzare le parti di resina è necessario estrarre, prima, una singola parte in precedenza rappresentata nel disegno di ogni singola parte in grigio. Senza questa condizione non sarà possibile assemblare i comuni ai modelli. Per evitare la perdita di tempo è necessario utilizzare soluzioni di tipo "superglue" o componenti simili di incollatura nella costruzione.

Vor der Verarbeitung der Resin-Teile müssen diese vorsichtig herausgelöst werden - siehe ausführliche Anleitung in der Bauanleitung. Dies ist sehr wichtig! Bei der Verarbeitung mit Harz kann mit dem zitierten Phänomen des Bauteils. Für diese Weichharzharze benötigt man Superglue-Harz (Silikonharze) nicht in dieser Menge.

Aunque las piezas de resina se extraen por separado, primero, se saca la parte en la que se indica en el dibujo de la descripción de la pieza de resina - sin la grasa de la pieza de resina. Si es necesario para la construcción de los componentes metálicos utilizados, como los troncos, usar la grasa de la pieza de resina. Para las piezas de plástico, es necesario emplear un tipo de pegamento a base de "superglue" que no está contenido en este caso.

Aunque las piezas de resina se extraen, las mismas se deben construir como se muestra en el manual de instrucciones con la ayuda de los instrucciones. Esta operación es importante para poder ensamblar las piezas sobre la base en múltiples. Para las piezas de resina, las piezas de plástico, es necesario utilizar el tipo de pegamento a base de "superglue" que contiene resina.

SPECIAL PHOTOETCHED PARTS

