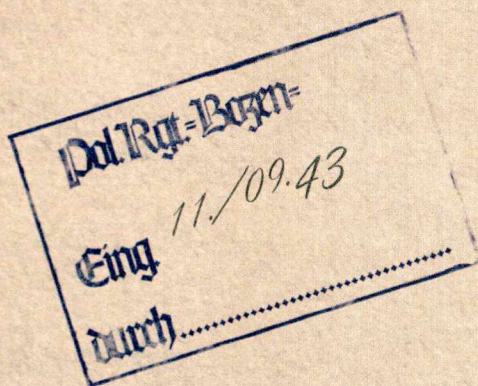


ART. 35008

Scala 1 a 35

AUTOBLINDATA IZ MODIFICATA

(con versioni coloniali e catturate)



Geheim!



IMPRIMATUR
RIGA, SEPTEMBER MMXXI

PZ.SP.WG. 1ZM (i) - ITALIAN ARMoured CAR LANCIA 1ZM

The Lancia 1ZM armored car was used to good effect by the Italian Army in World War I, and with some modifications, the vehicles remained in service in the interwar period both in Italy and its colonial possessions, the Spanish Civil War, and well into World War II. In 1943, when Italy switched sides to join the Allies, the German Army took possession of several Lancia 1ZM armored cars and used them in a non-frontline role, including with the Bozen Battalion.

The Italian Army had experience with armored cars since 1916, and during the Great War, there were several Italian armored car designs, but nearly all had to be abandoned because of a lack of sufficient experience. The most serious effort towards building an effective vehicle was from Ansaldo. His design led in 1915 to a vehicle of welded construction mounted on a Lancia 1Z truck chassis. This chassis remained the same on all Lancias produced from 1915 until 1918, with only minor variations. The Model 1917's (1Zm – the 1Z and 1Zm were simply an in-house Lancia designation) most noticeable features were more rounded mudguards, a bracket for a new signal light and more interior equipment. In this design, responsibility was split between the participants as follows: Lancia would produce engine and chassis, and Ansaldo would make the armored plates. The engine installation, in spite of some shortcomings, was probably one of the best features of the vehicle, a conventional Italian design of the time, with large displacement, relatively low r.p.m. and horsepower output: heavy but reliable. The air louvers in the front of the radiator armor were slightly modified and improved, two spare wheels were suspended under the rear of the body, and one was carried on the right side of the hull. The water-cooled machine guns used in the vehicles were not totally suitable for use in AFVs.

Soon after World War I ended, some 35 were supplied to the Regia Guardia (Royal Guard) – in seven units that were disbanded in January 1923, after the advent of fascism; some of their Lancias were handed over to the MVSN (the Fascist Militia) and to the Reali Carabinieri (the famous Italian gendarmerie) units. The very conservative postwar defence setup provided low defence budgets, eroded through continually lessening appropriations. None of the experimental models of armored cars that had been built were considered adequate to fill the role required. However, the Lancia was used extensively during peacetime and between the wars. Cars were frequently upgraded or modified, from a 1923 armament changeover (Fiat 14 machine guns instead of the wartime air-cooled French St. Etienne) until the last modifications



Illustration 1. Composite Battalion, 2nd Platon HQ, Ethiopia, 1936

of 1935-1936, when new wheels were used instead of the original disc pattern. The Lancia remained in continuous operational colonial service in Libya from the early 1920s to retake total control of the country, with three armored car squadrons. The campaign was long and intense, with the units engaged in a long series of trips across nearly uncharted desert. The peak number of vehicles in service, for the Lancias, was 90 examples in November 1933,

but only 45 could be considered to be 'combat-ready.' The Italian high command showed little interest in developing more modern armored cars. The Italian invasion of Ethiopia saw at least 40 – one source asserts maybe 56 – combat-ready Lancias sent to this far-off theatre of operations from the end of 1935. Many of the vehicles had the new suitable (32 x 6) wheels – conventional tires were simply too skinny to support a heavy vehicle on

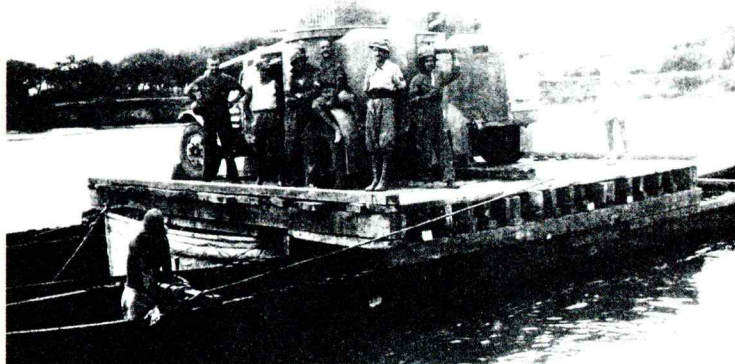


Illustration 2. 2nd Special Squadron "S" (for Somalia), Giuba River, Ethiopia, Summer 1938.

all terrain - shortened fore wire cutter rails, a cardan bracket for a compass, and, occasionally, stowage boxes on the rear sides. On appalling ground and in a very uncomfortable climate, much was left to the determination of the crews, which had to make up for the deficiencies of the vehicles. Only four up-to-date vehicles had their water-cooled machine guns replaced with the Regia Aeronautica air-cooled model of the same Fiat 14 (Fiat 14 AV). A long campaign and prolonged use with little technical support and a lack of spare parts, now acute, continued to take their toll. From 1936 to 1939, eight vehicles (one was from the twin-turret first series) were sent to fight in the civil war in Spain alongside the Italian volunteers of the CTV, but the Lancias clearly showed their limits, and only three were able to survive the hard battles with Republican units. These were later handed over to the new Spanish Army.

From the late 1930s until the outbreak of WWII, nearly all of the Lancias were allotted to reserve and/or second-line units or depots (even in North Africa). Although some weaknesses were noted, the Lancias were considered suitable for their role. At the beginning of WWII, the Italian Army had on hand approximately 62 Lancia 1915- and 1917-pattern armored cars, some re-armed with Fiat14/35 machine guns, and a few others with Breda Safat 7.7 mm – a good weapon from Regia Aeronautica (Italian Air Force) stocks. Only in the very later part of the 1930s some progress had been made in the general direction of mechanization.

Very few Lancias saw action during the early years of the war, as it rapidly became obvious that their thin armor and poor armament could not face enemy weaponry with impunity. The outbreak of war in June 1940 found the Italian armored units in AOI (Italian East Africa) almost completely unprepared, even for its own defence. Between the few armored vehicles present in the country were a few Lancias. This undesirable situation led to the development of

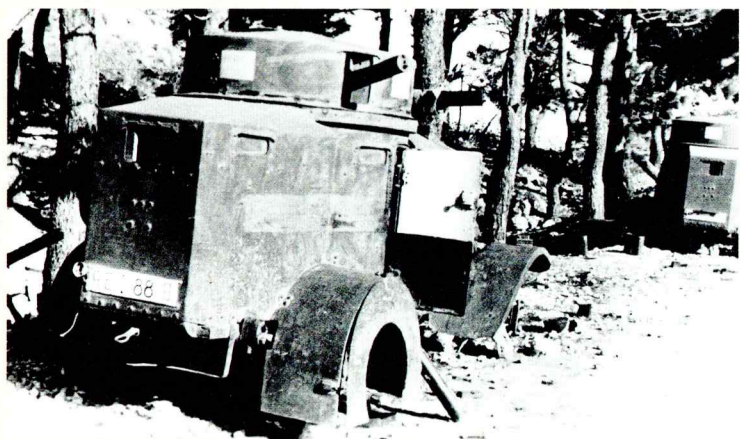


Illustration 3. 312th Mixed Battalion, Samo Island, September 1939.

some home-built armored vehicles in the last months of the year. Lancia units never made a serious attempt to fight after the initial good circumstances in Somaliland; instead they consolidated their gains and dug in at Dire Dawa and, after, in Addis Ababa. The few Lancias were scattered piecemeal among other units and, not surprisingly, they were ineffective. They announced their presence either with noise, their high silhouette and dust. It was easy using even heavy machine guns or the anti-tank rifles of

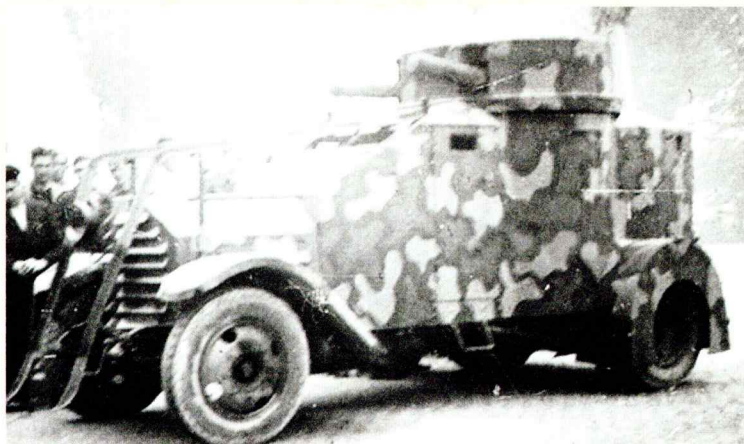


Illustration 4. “Raggruppamento Carrista” (Tank Group).
Barcelona, Spain, second half of 1938

'Regina' infantry division. They took part in the confusing events of the armistice in September 1943 and in the confrontation with the Germans, but the crews had to sabotage their vehicles to prevent them falling into German hands. A few of the armored cars were lost in the Balkans, but records are scanty.

Other vehicles were seized by the Germans after Italy switched sides in 1943 and given the designation of Panzerspähwagen 1ZM (I). They were used almost entirely from February 1944 around Abbazia and Fiume for anti-partisan duties, where their lack of armor protection and firepower would not be as critical. In that role, they were used by the German police unit known as the 'Bozen' Battalion (the German name for the northern Italian city of Bolzano). In one photo, it's possible to see a Lancia next to a near-mint AB41 Italian armored car. The unit was put into service near Fiume in northeastern Italy in February 1944 and received SS status in April. The Bozen Battalion served in the area of the Isonzo River until the end of the war. At some point in its service, the Lancia received small arms damage to its left rear side, and in photos, it's possible to see the modified wire cutters and the new Italian Fiat 14/35 machine gun. The last surviving example, rearmed with Breda-Safat 7.7 mm machine gun, which survived also from being scrapped after the war, is still exhibited in the Trieste Museum.



Illustration 5. “Bozen” Police Battalion, Northeast Italy.
This 1ZM has its wire cutters removed

CAMOUFLAGE AND MARKINGS

From late fall of 1917, vehicles started to be painted in a new grey-green, darker than the previous shade, a medium green with a little grey tone with a semi-gloss finish, very similar but not identical to the previous colour. In accordance with the first orders, no disruptive colour was applied, and overhead camouflage netting helped to prevent enemy observation. Some vehicles carried individual markings and/or names and some other unit markings, and the form of these varied greatly. The interior of the vehicles was painted ivory white, while nearly all had the bottom half of the interior surface and of their access doors camouflaged in grey-green or black.

Until late November 1917 no type of national badge was applied, but the capture of some Lancias by the enemy led to hasty adoption of nationality markings. Consequently, all Lancias in Italian service carried the unusual combination of a dull grey-green hull with the three highly visible national colors painted around the turrets. Bands were red, white and green, and every stripe was 30 cm wide, later reduced to only 20 and often seen with a thin golden border. Beginning in 1918, some Lancias had a pressed



Illustration 6. “Bozen” Police Battalion, Northeast Italy. A barely visible Italian national flag remained on the current front wall of at least one of these 12Ms

metal number plate: this 58x13 cm rectangular type was riveted and fastened by brackets on the rear of the hull, as long as they remained in service. The background was white enamel, with red S M (the abbreviation stood for Servizio Militare or Military Service) and five black digits, the known numbers are 30352, 30353 and 30355 and 30397. But, for some reason which wasn't explained, many Lancias had only a small five-digit white serial number stencilled on the bottom sides of the chassis. The known numbers are 30366, 30371, and 30389. From around 1934, the stamped plate kept the white enamel background, the red letters became R° E^{to} (the abbreviation stood for Regio Esercito, Royal Army) followed by a black number and by a block letter B. All the lines were 10cm high, and the numbers ran from 1 to 115.

Some tactical symbols were introduced from 1923 – a series of coded full geometric figures painted in three positions on turrets. The companies in a group or battalion were denoted by red for the 1st, white for the 2nd orange for the 3rd and light blue for the 5th.

Commanders' vehicles had a circle (20 cm diameter), while the section commanders had a triangle pointed upwards for the 1st and the same, but downwards, for the 2nd. Within the sections, the Lancias were distinguished by a series of stripes – 20 x 6 cm, one to three – horizontals for the 1st and vertical for the 2nd. From 1934, these markings became first a 'low-viz' outlined type, and after, they disappeared. These tactical signs were accompanied by an Arabic code number, painted in the company colour or in white on the bottom of the hull plates: first was the squadron, followed by the vehicle number. From March 1936, a new badge was adopted for all the Italian military vehicles. This embossed circular bronze cast plate (12.4 cm diameter) was required to be applied on the front horizontal frame between the two wire cutters, on the left, but photos provide sufficient evidence that many Lancias didn't have this plate. Capacity and tare (in quintals) were stencilled in white on the sides of the chassis.



Illustration 7. “Bozen” Police Battalion, Northeast Italy, 1944. Note battle damage on the superstructure and grey-green paint showing through

From around 1933-1935, the new standard camouflage colour for Italian vehicles became a new grey green, and from 1937-1938, markings changed in a system that remained until the Italian Armistice in September 1943. The system was built with rectangles (red for 1st company or section, and light blue for the 2nd) with platoon or section number shown by a series of white stripes – one to three – and the vehicle number by a red or light blue number, sometimes in white. Headquarters units – if prescribed – had plain rectangles in red or light blue.

During the Ethiopia campaign, some veterans' memories indicate the cars were painted a dark brown, nearly a chocolate brown seen on some, but probably this elusive colour was only a common dark brick red brown used on tankettes, which looks as they described when freshly applied. During World War II, many Lancias kept the grey-green camouflage, and very few were repainted with dark brown or light brown patches or stripes over the grey green after the last regulations of July 1943. No markings seem to have been carried with it – or at least none that remained visible after the camouflage application. Even the few Lancias employed in Spain kept the grey green, and only in 1938 the survivors were repainted in a French-style camouflage, with many irregular dark green and light green patches with black or dark red edges. The well-known German Lancia of Bozen Btn. shows German 'Type 43' camouflage, with green and brown (maroon) stripes sprayed on the dark yellow background colour, but without German national insignia or other German markings.

Text by Andrea and Antonio Tallillo, revised by Lt. Col. (Ret.) Ralph Riccio.

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Important Notes

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

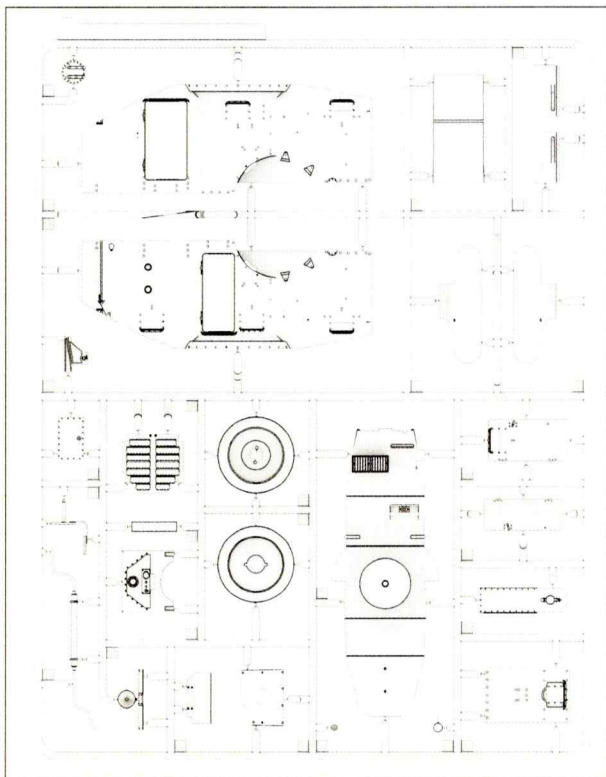


Fig. 1. Runner A

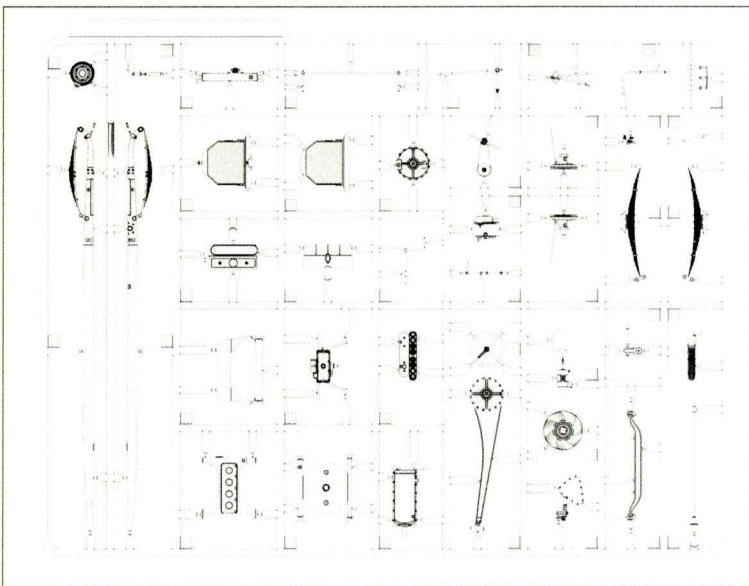


Fig. 7. Runner B

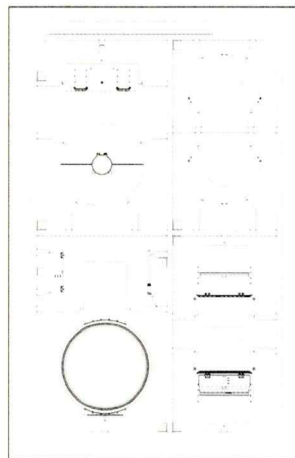
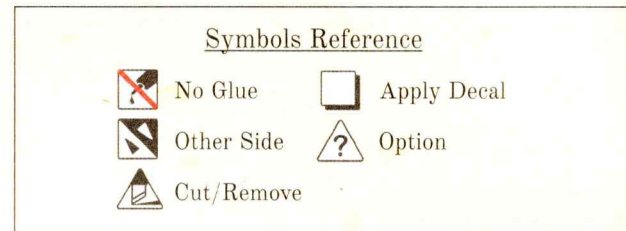


Fig. 2. Runner C

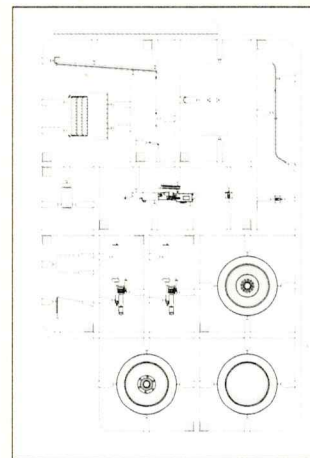


Fig. 3. Runner D, 2 pcs

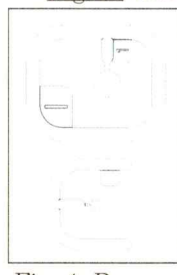


Fig. 4. Runners
E and I

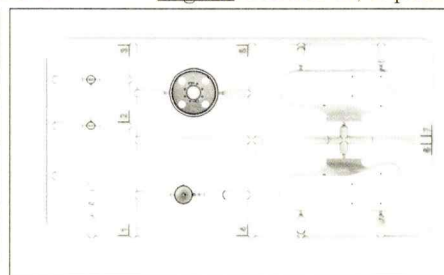


Fig. 5. Runner F

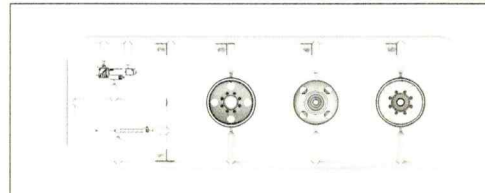


Fig. 6. Runner G

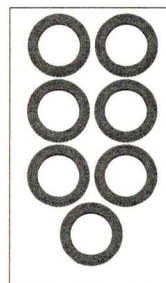


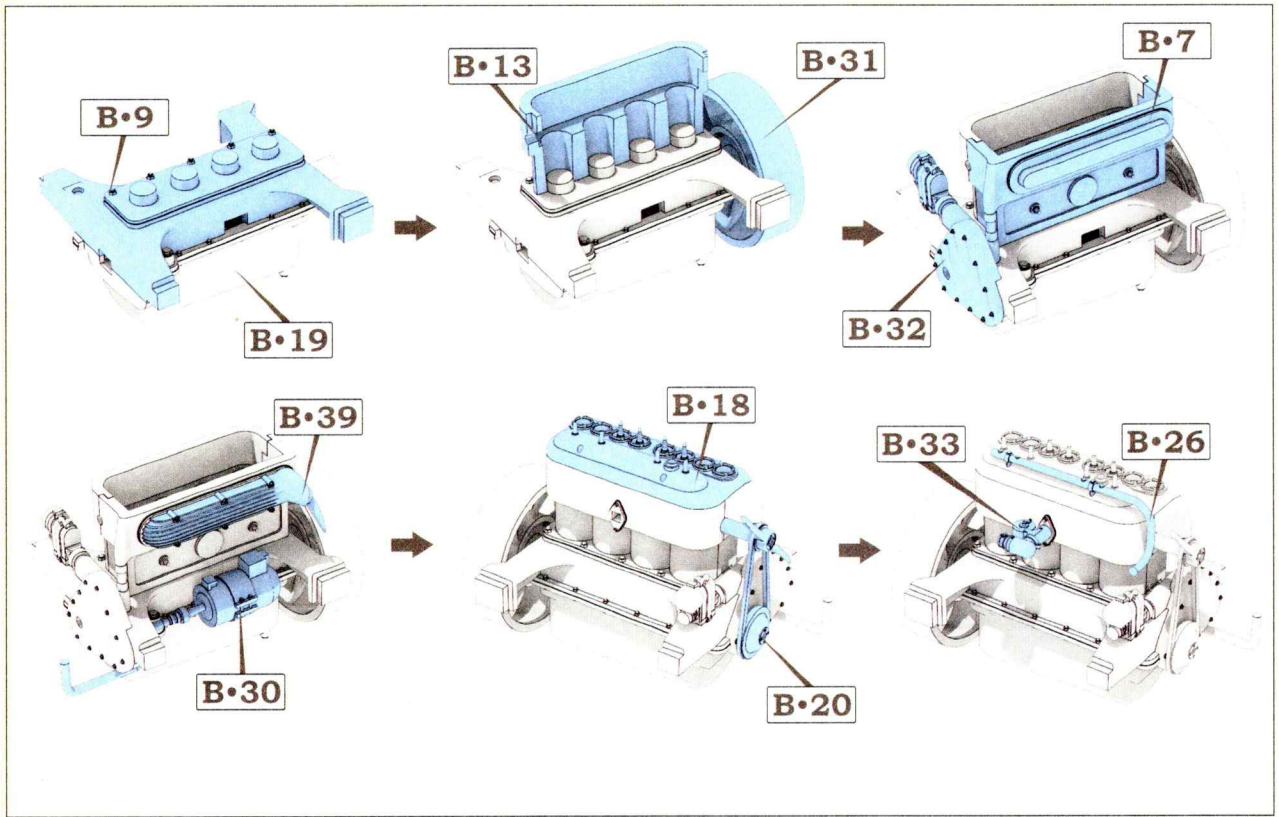
Fig. 8. Rubber
wheels, 7 pcs



Fig. 9. Decals

Colour numbers

1 Burnt metal (exhaust)	4 Steel	7 Wood	10 Gun metal	13 Grey green	16 Darl yellow
2 Aluminum	5 Black	8 Leather	11 Green	14 Dark green	17 Brown (maroon)
3 Copper	6 White	9 Brass	12 Light Green	15 Bakelite	18 Yellow ochre



Step 1. Engine assembly

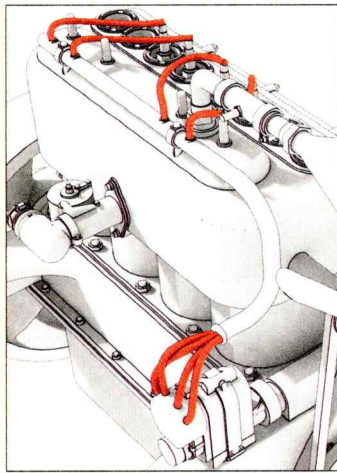


Fig 10. Engine wiring

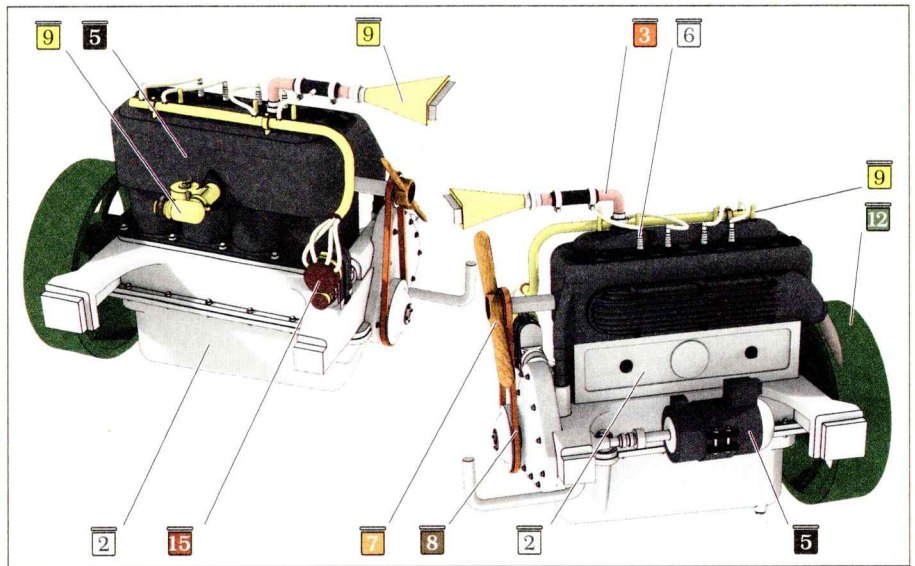
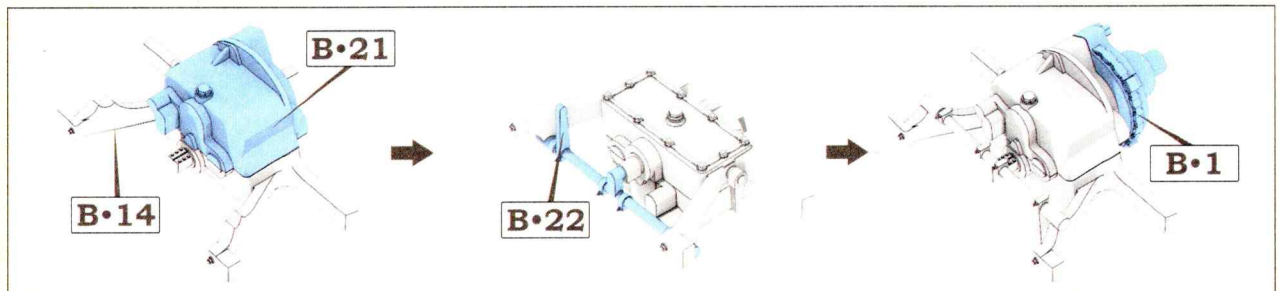
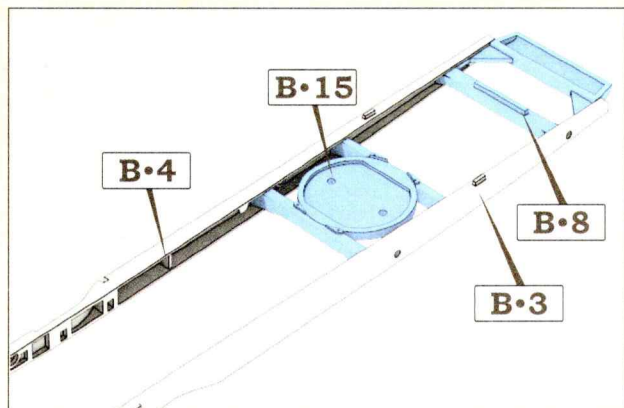


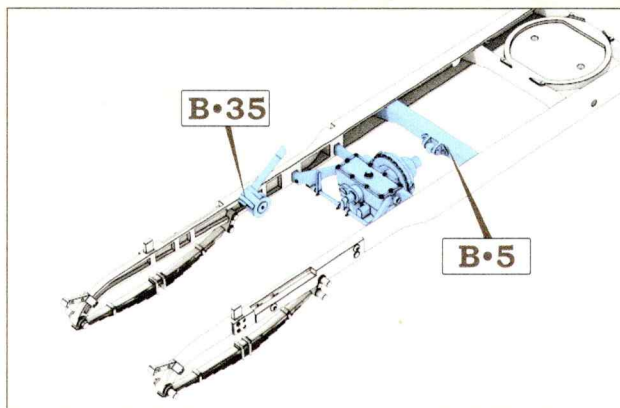
Fig 11. Engine assembly



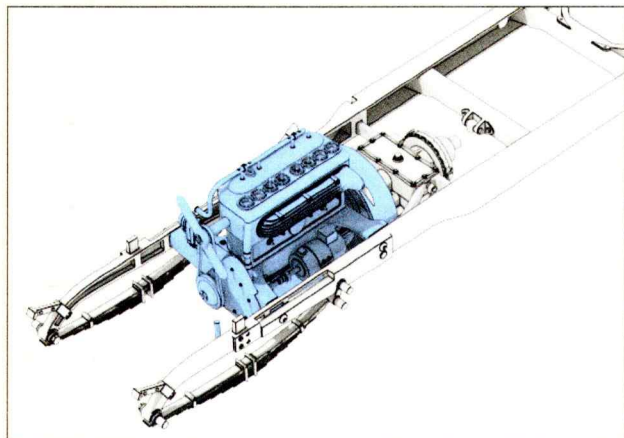
Step 2. Gearbox assembly



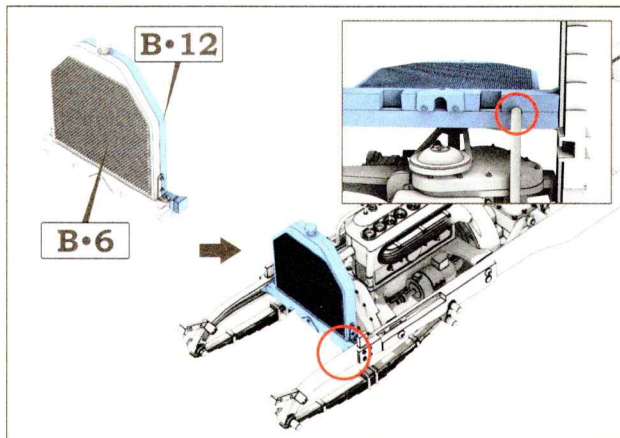
Step 3. Installing both side rails and the cross members



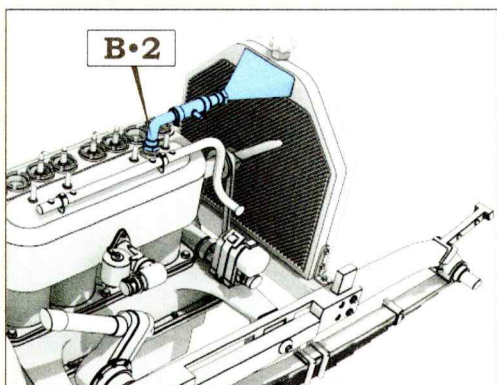
Step 4. Installing the steering gear, gearbox and other



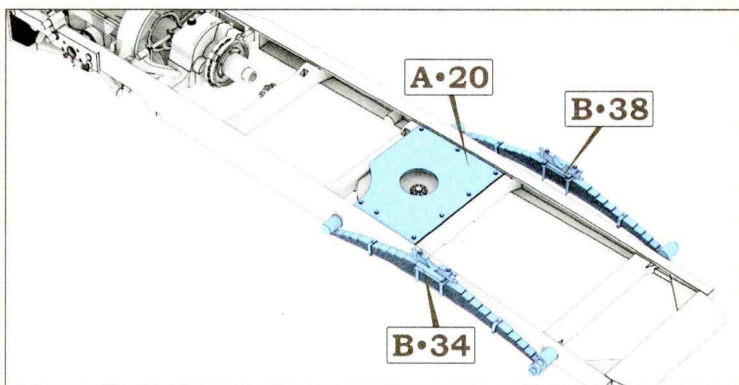
Step 5. Installing the engine



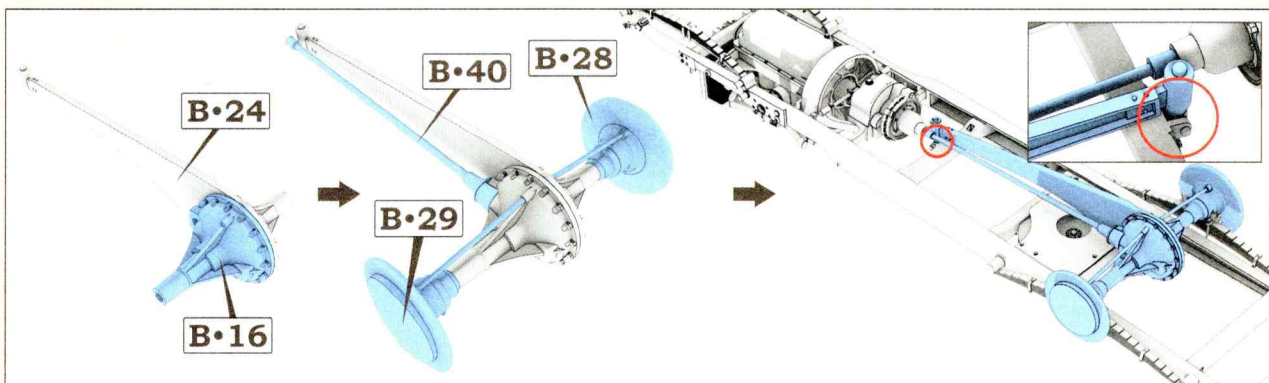
Step 6. Installing the radiator



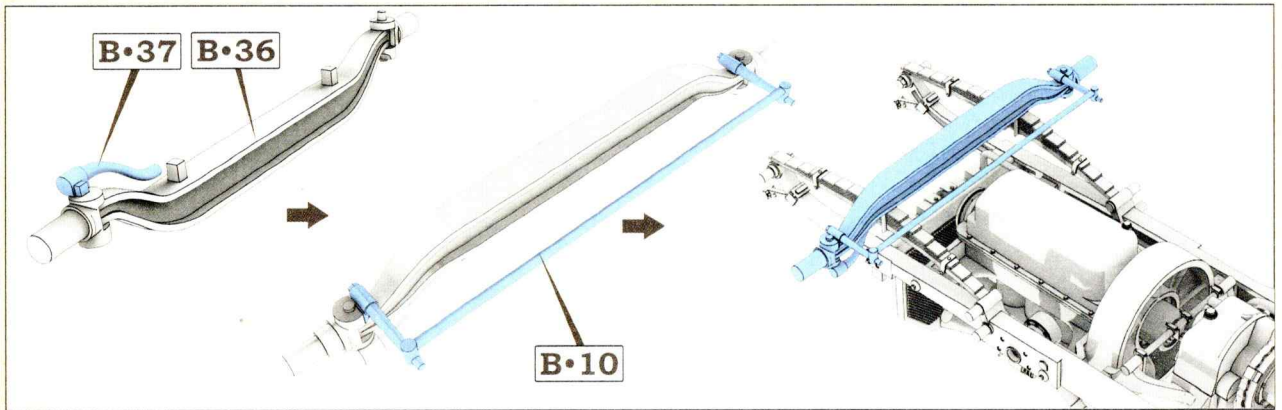
Step 7. Installation of the radiator pipe



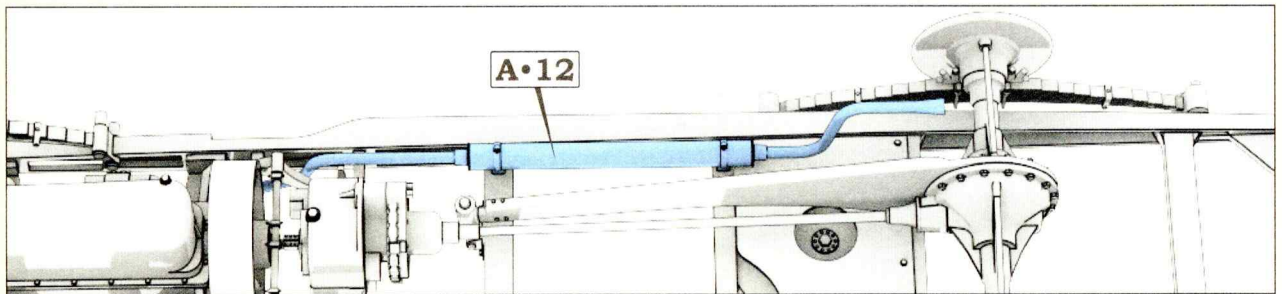
Step 8. Installation of the rear leaf springs and fuel tank protection



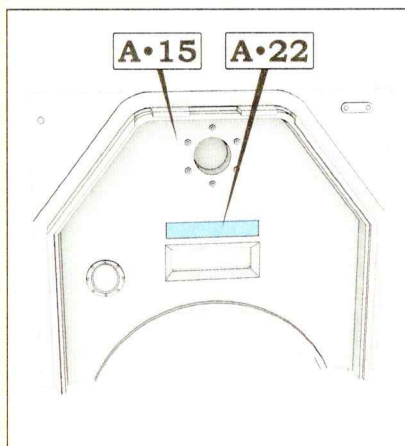
Step 9. Assembling and installation of the rear axle



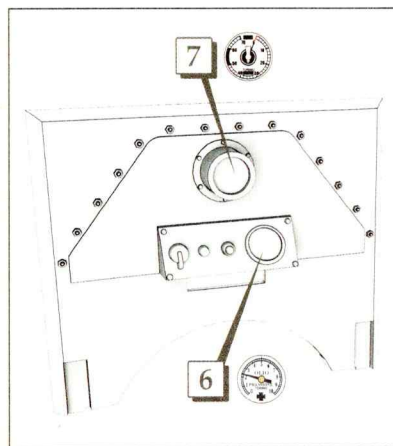
Step 10. Assembling and installation of the front axle



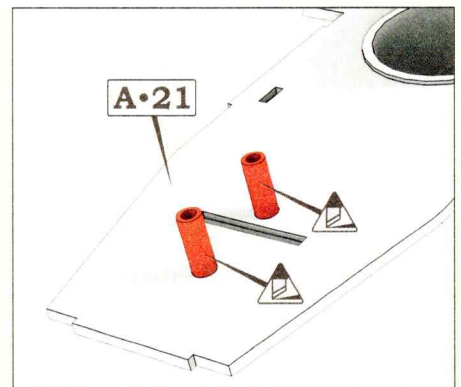
Step 11. Installation of the exhaust pipe with muffer



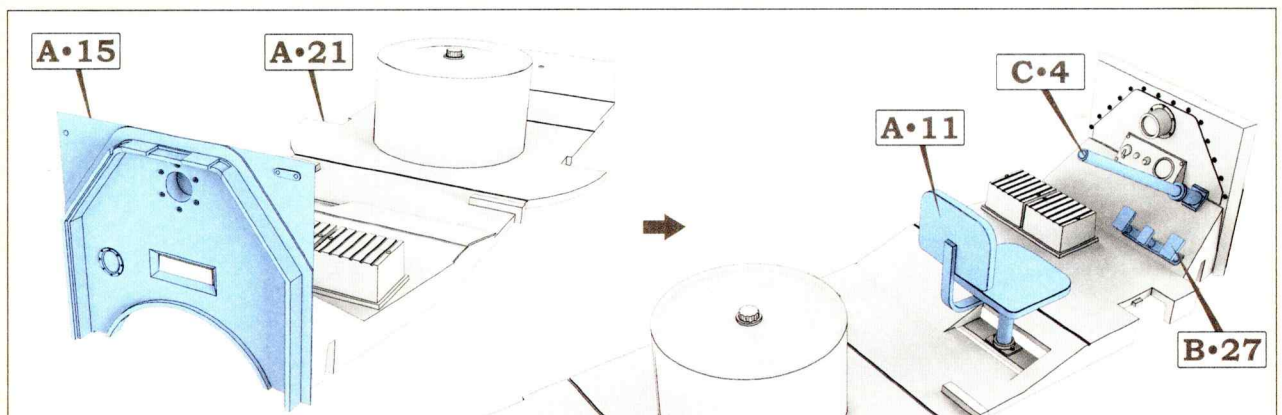
Step 12. Filling the hole



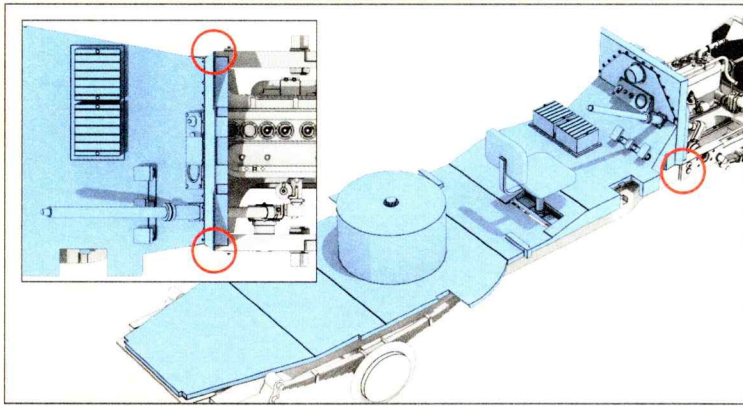
Step 13. Applying the decals



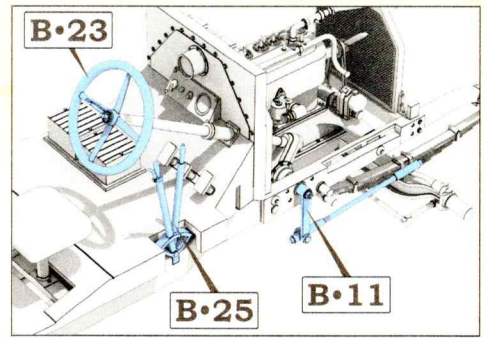
Step 14. Remove the pins



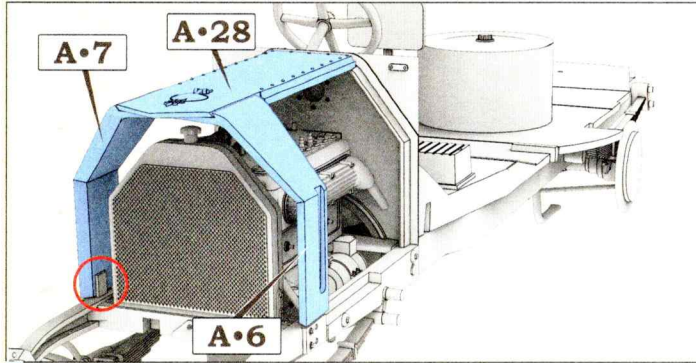
Step 15. Assembling the interior parts



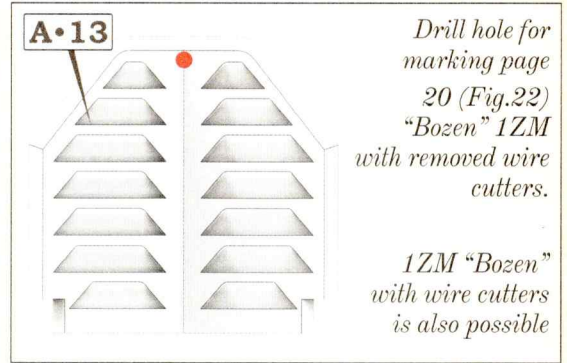
Step 16. Installing the floor with the interior. **Check the alignment**



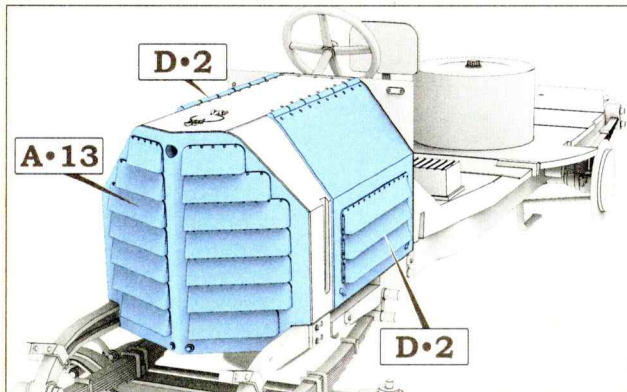
Step 17. Installation of the gear and handbrake levers, steering wheel and the steering arm



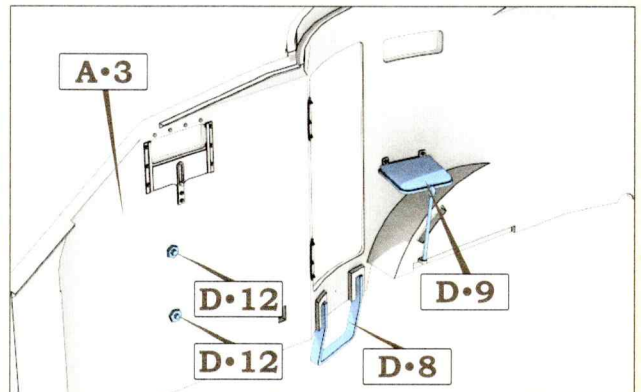
Step 18. Installation of the radiator and engine armour



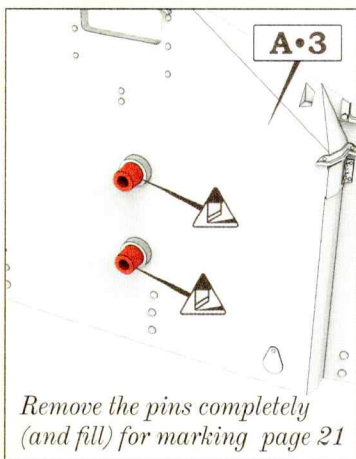
Step 19. Radiator armour additional actions



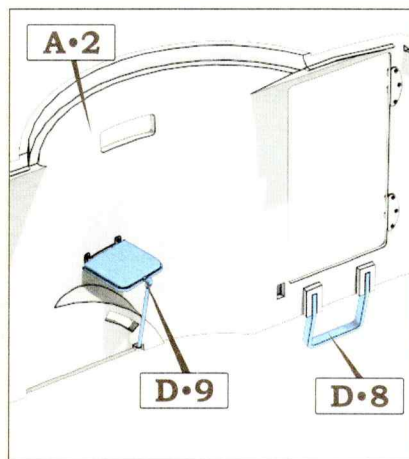
Step 20. Installation of the front and side radiator armour



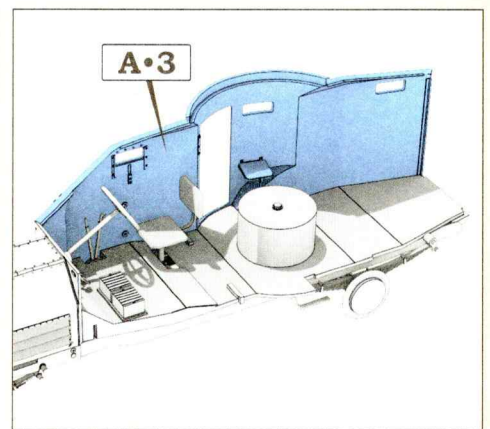
Step 21. Starboard armour interior parts



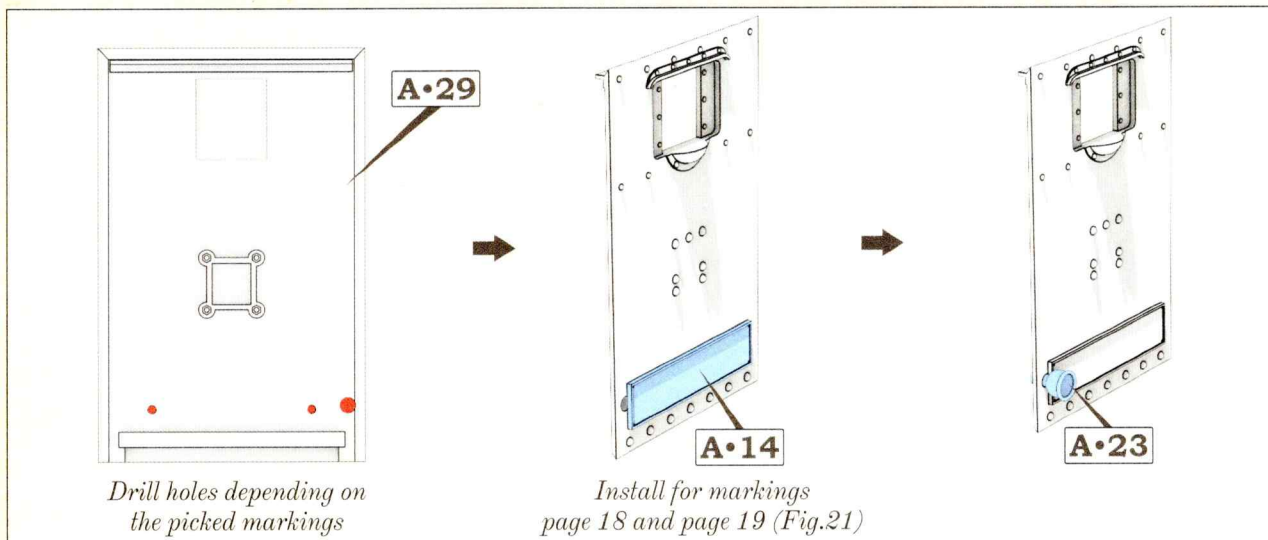
Step 22. Remove the top of the pins



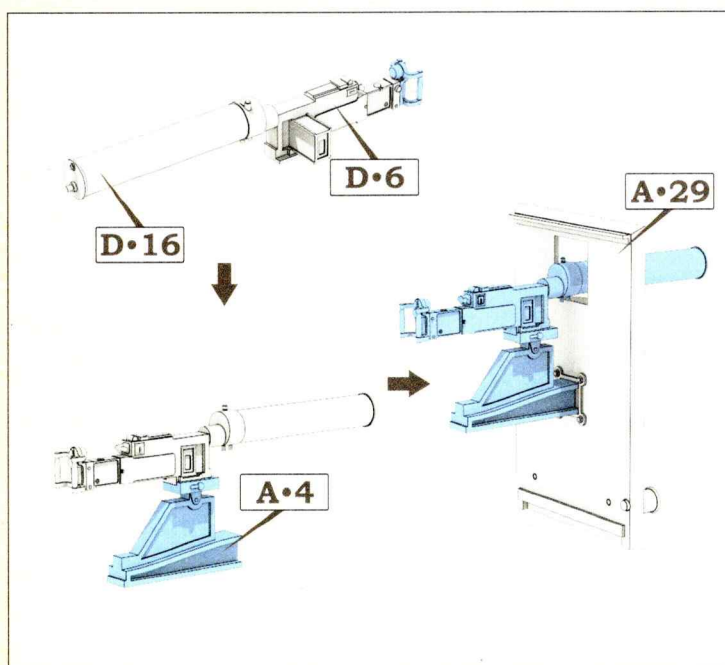
Step 23. Port armour interior parts



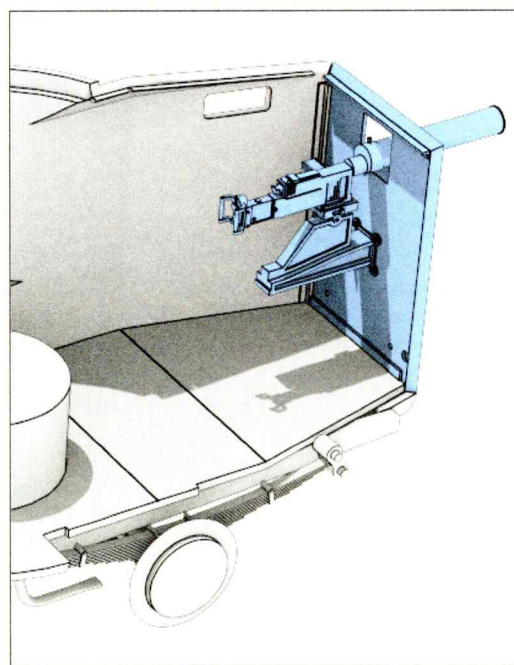
Step 24. Installation of the starboard armoured superstructure wall



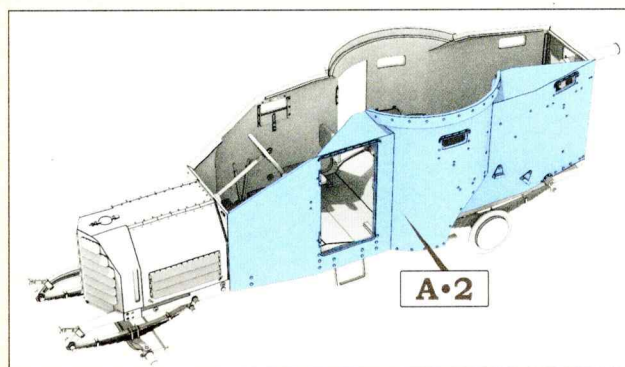
Step 25. Assembling of the armoured superstructure rear wall



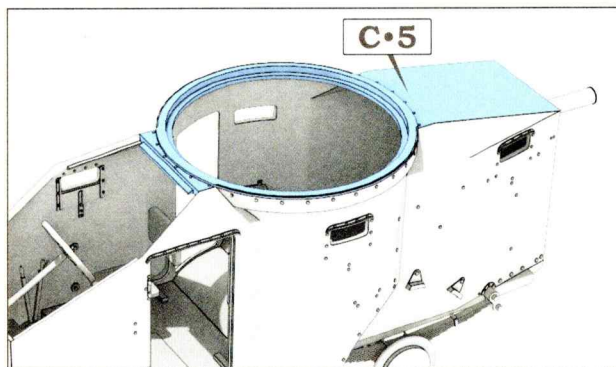
Step 26. Installation of the rear MG. Only for markings pages 18,19, 20 (Fig.23) and page 21



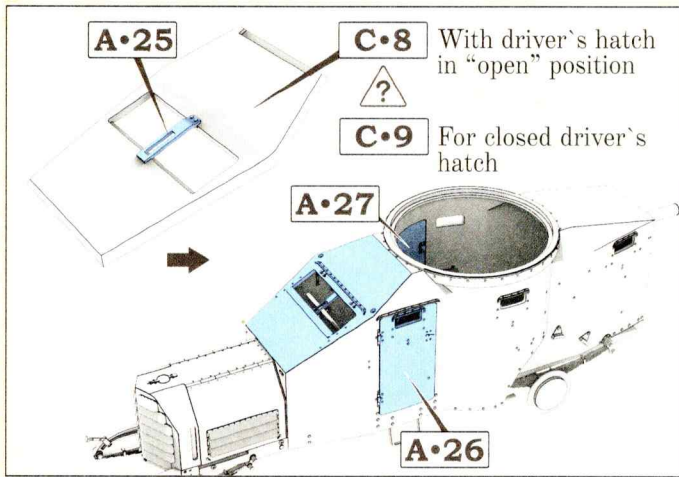
Step 27. Installation of the armoured superstructure rear wall



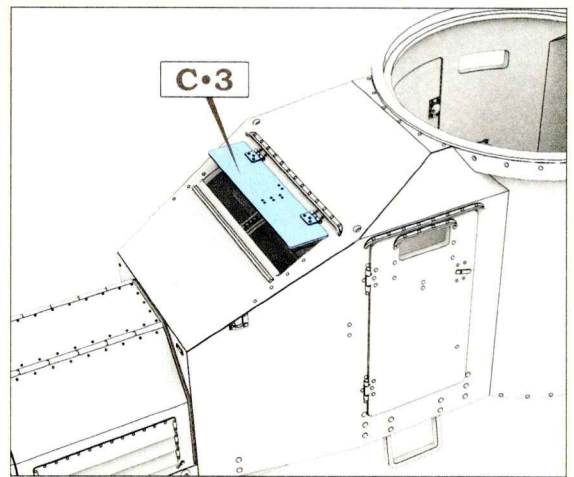
Step 28. Installation of the port armoured superstructure wall



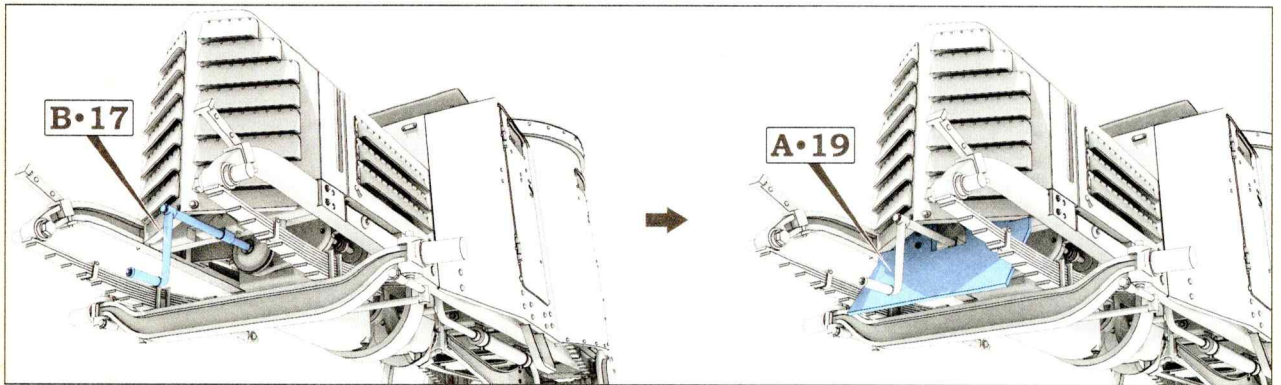
Step 29. Installation of the armoured roof



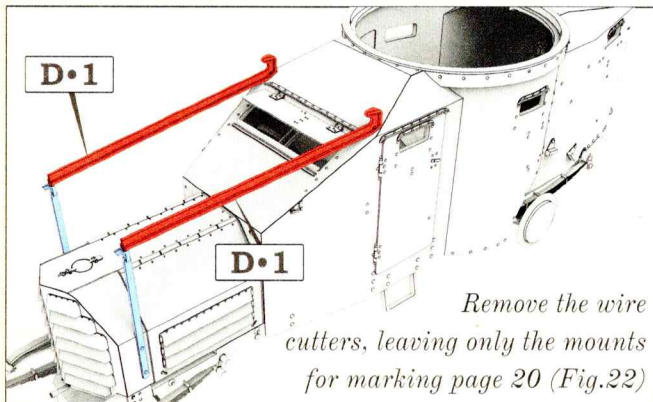
Step 30. Installation of the front armoured plate and doors



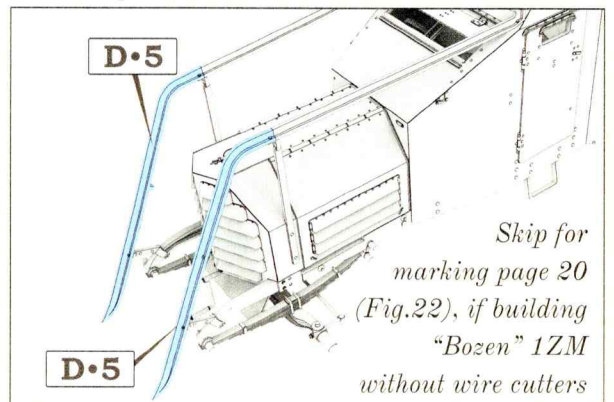
Step 31. Installation of the driver's hatch



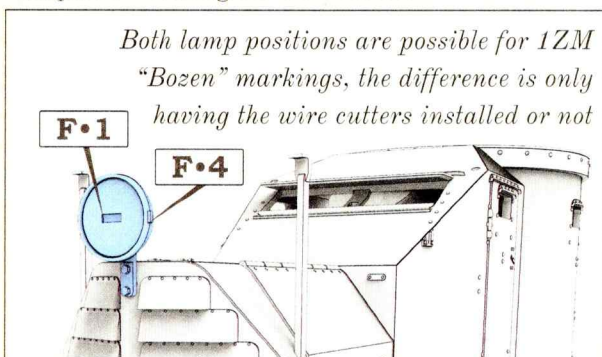
Step 32. Installing the hand crank and the radiator lower armoured plate



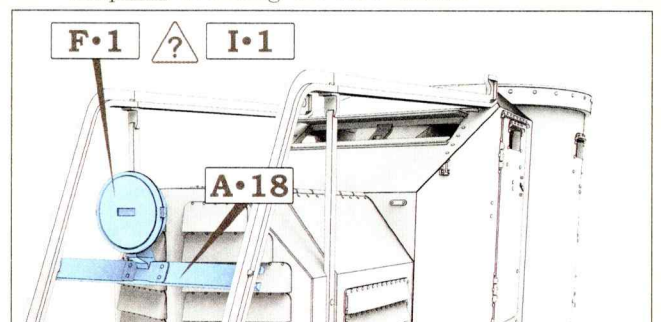
Step 33. Installing the wire cutters



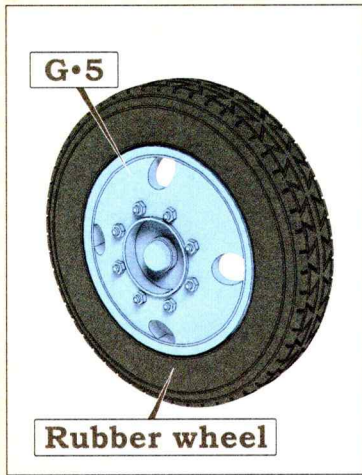
Step 34. Installing the wire cutters



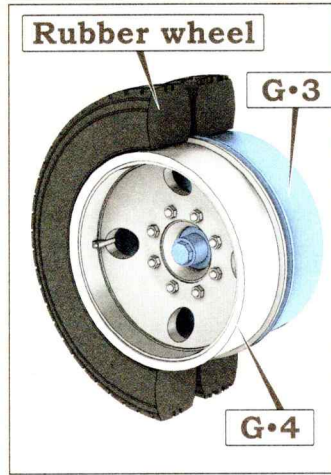
Step 35a. Installation of the headlamp.
Marking page 20 (Fig.22)



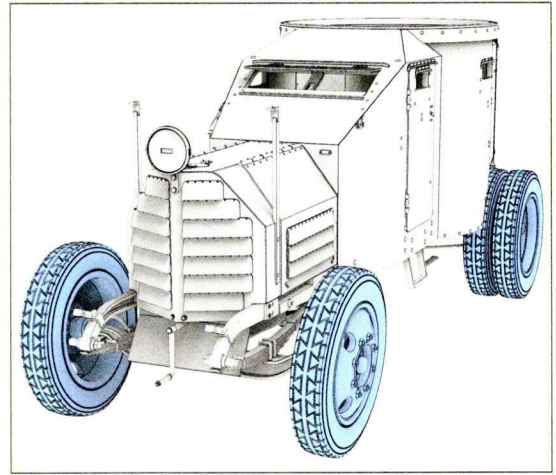
Step 35b. Installation of the headlamp
Part F.1 for marking page 20 (Fig.22)
Part I.1 for markings pages 18,19,20 (Fig.23) and 21



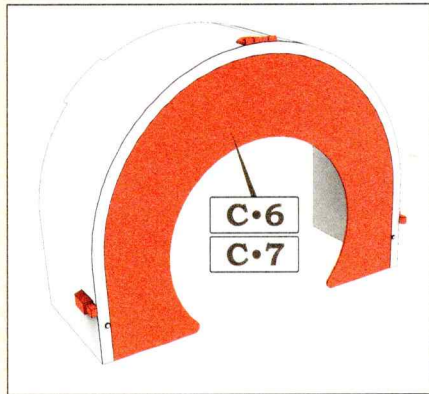
Step 36. Assembling the front wheel. Make two



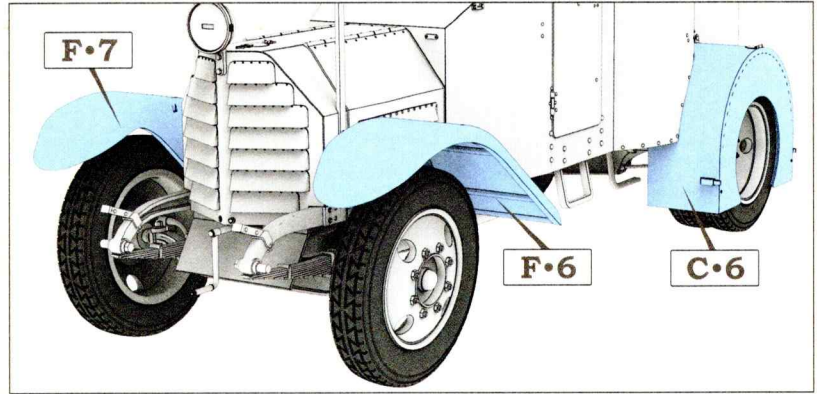
Step 37. Assembling the rear twin-wheel. Make two



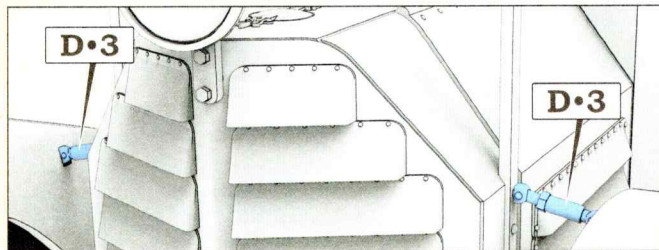
Step 38. Installation of the wheels



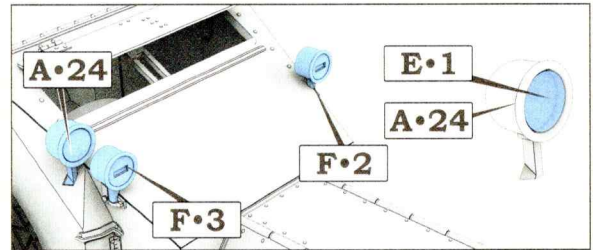
Step 39. Remove fenders panel only for markings page 18



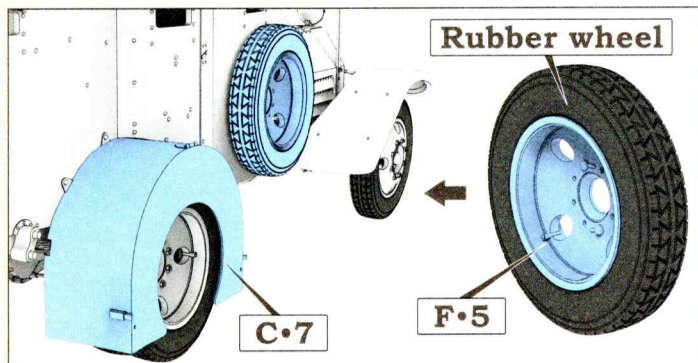
Step 40. Installation of the fenders



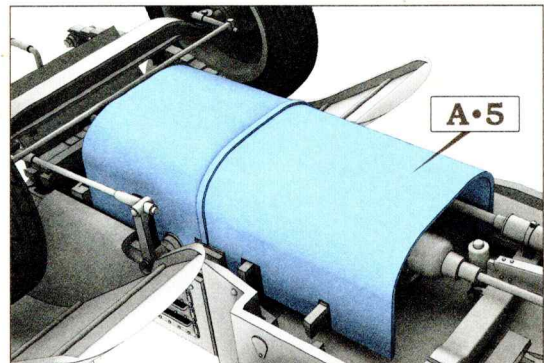
Step 41. Installation of the fenders turnbuckles



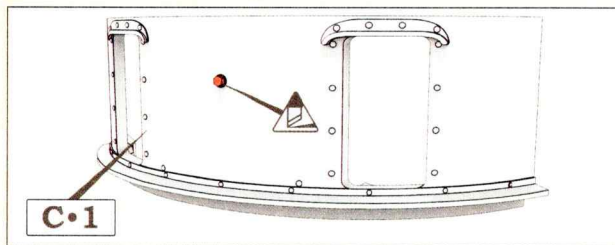
Step 42. Installation of the side lamps
A24 for markings pages 18,19,20 (Fig.23) and 21
F3/F2 for marking page 20 (Fig.22)



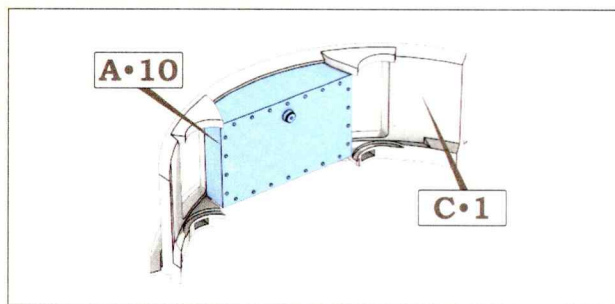
Step 43. Installation of the rear fender and the spare. Do not install spare for marking page 21



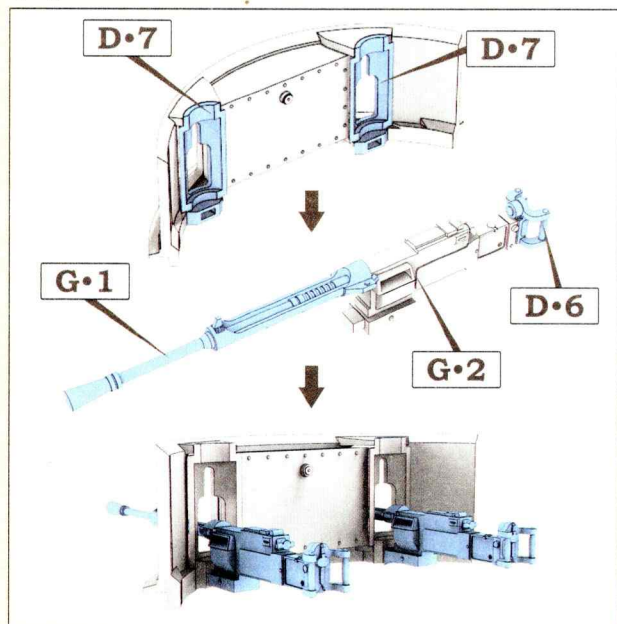
Step 44. Installation of the engine protection



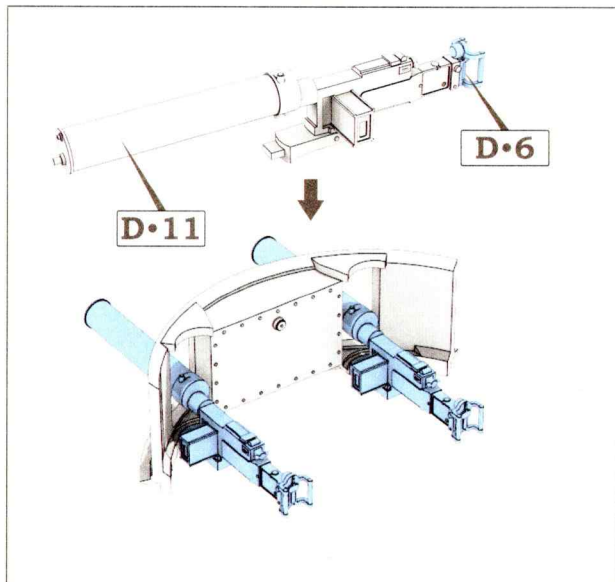
Step 45. Remove the hex head bolt for markings page 19



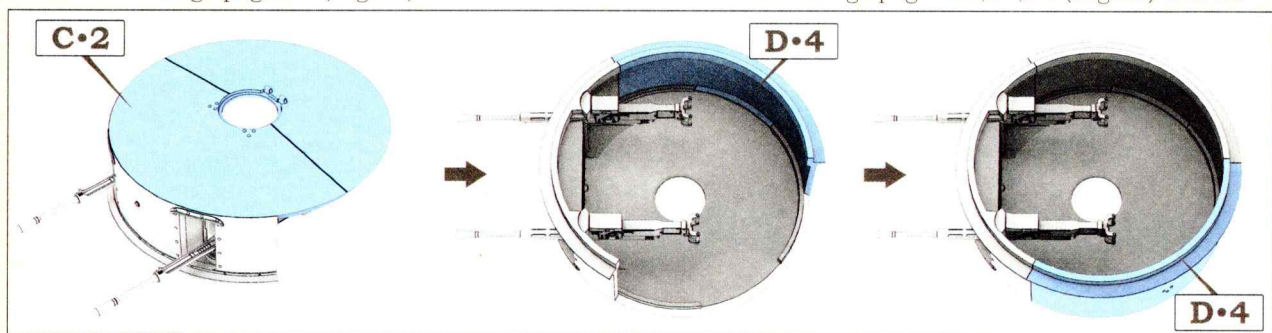
Step 46. Assembling of the turret's front wall



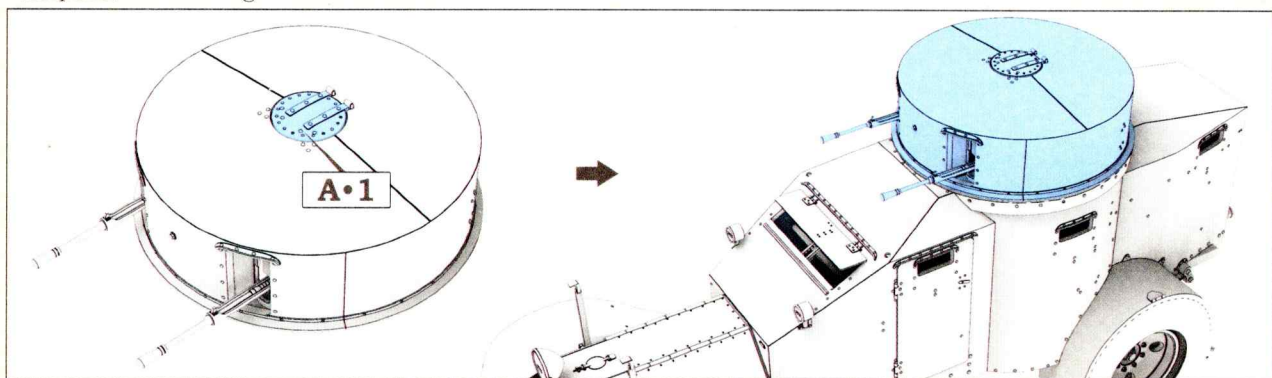
Step 47a. Installation of the turret's Fiat-Revelli 35 MG for markings page 20 (Fig.22)



Step 47b. Installation of the turret's Fiat-Revelli 14 MG for markings pages 18,19,20 (Fig.23) and 21



Step 48. Assembling the turret



Step 49. Installation of the turret



Fig. 12. Colours for the chassis

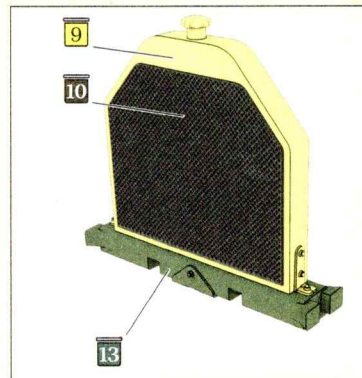


Fig. 13. Radiator colours

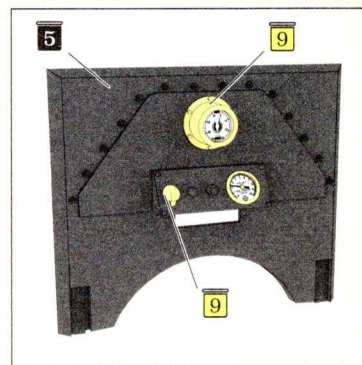


Fig. 14. Dashboard

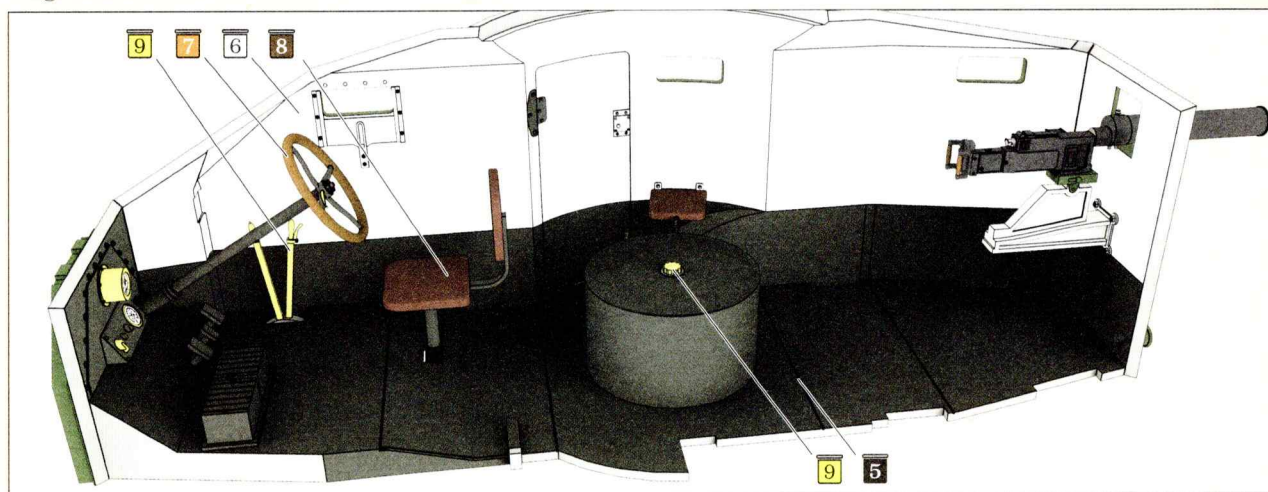


Fig. 15. Interior colours

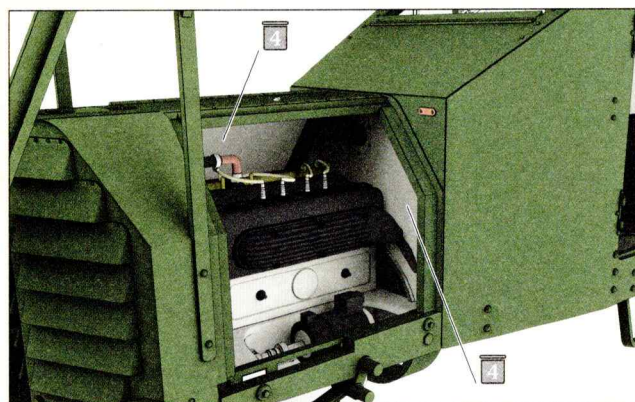


Fig. 16. Engine compartment

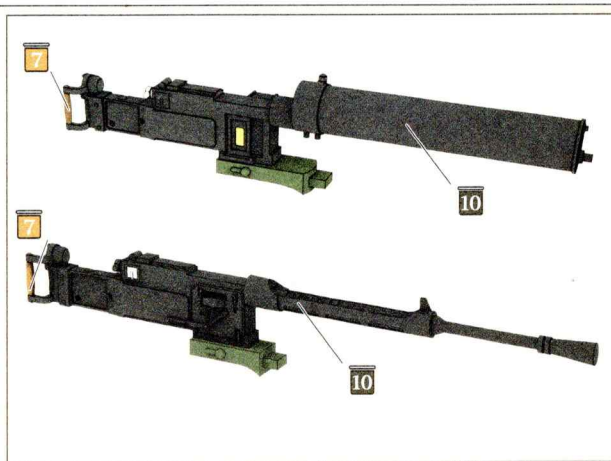


Fig. 17. Machine guns

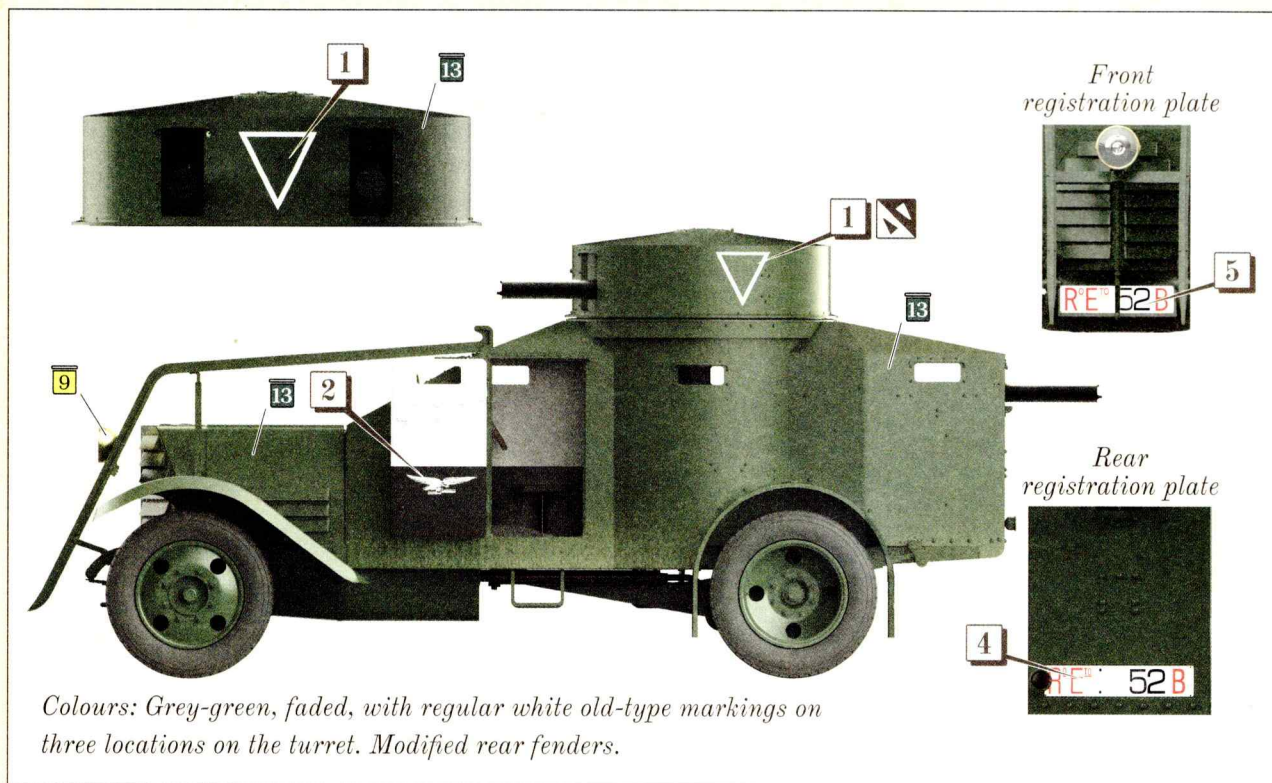
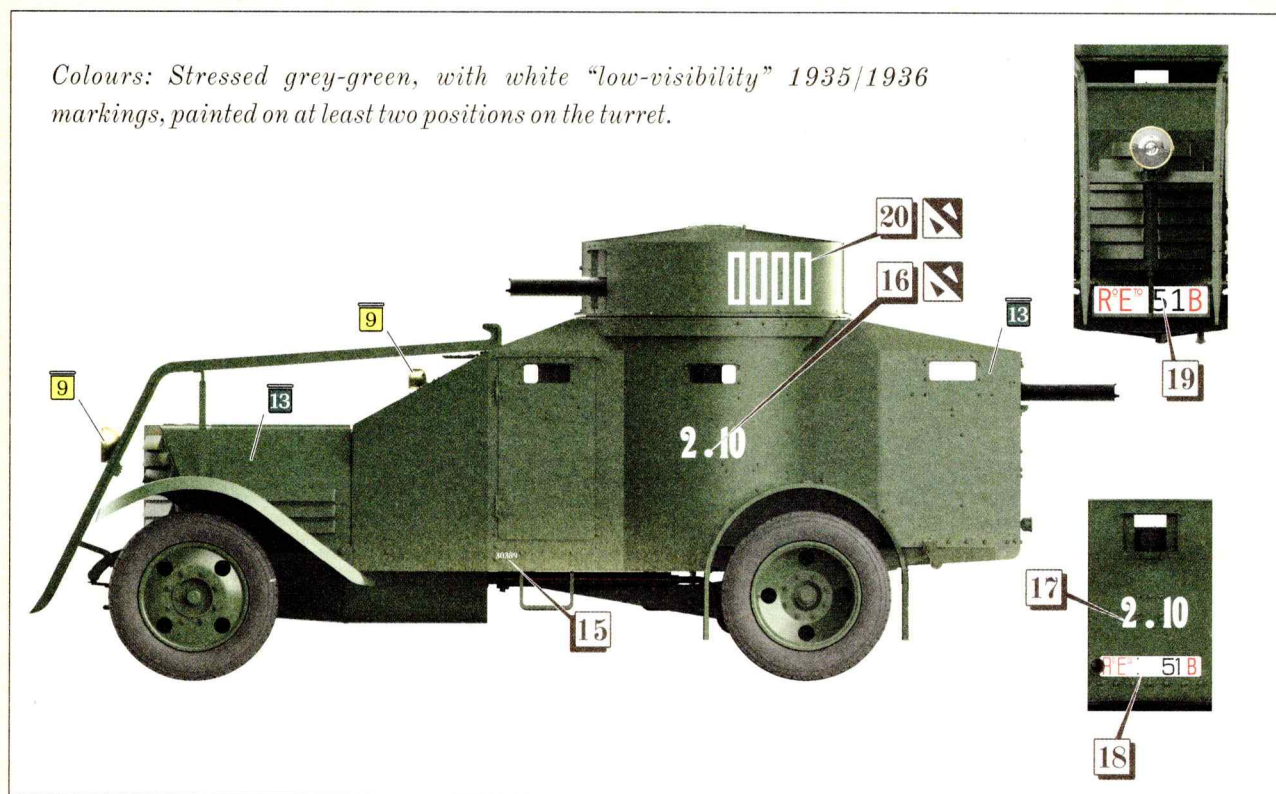


Fig. 18. Composite Battalion, 2nd Platon HQ, Ethiopia, 1936.



Colours: Grey-green (freshly repainted) with new-type markings (white rectangles with a small black "4" on three sides of the turret). On the hull sides is the name of the old unit in white (REGG.to CARRI ARMATI), and on the hull bottom in white are technical stencil for bridges TARA Q. 36 (upper row) and PORTATA Q.8 (bottom row).

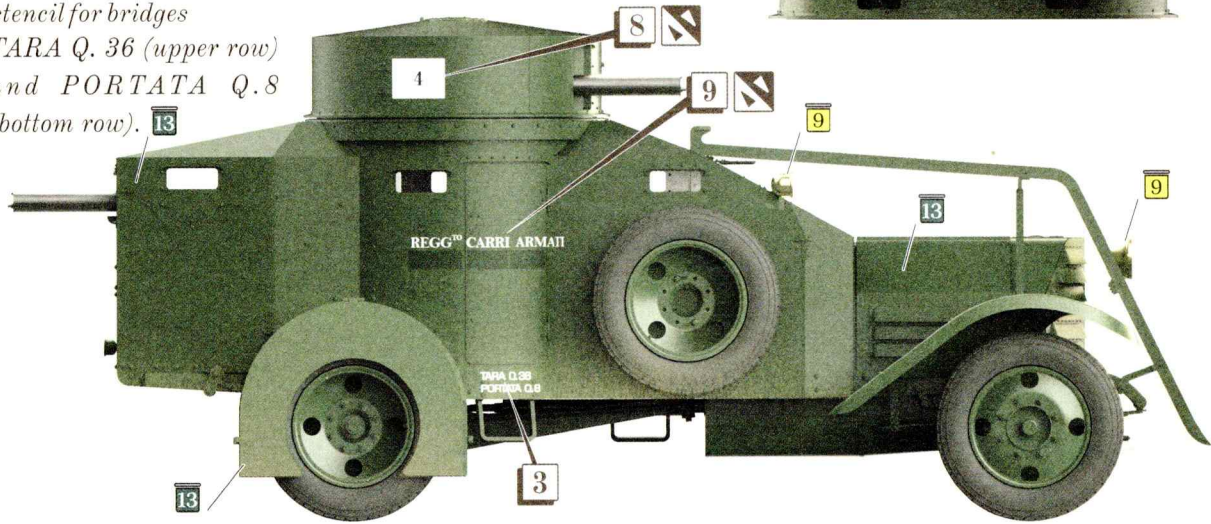


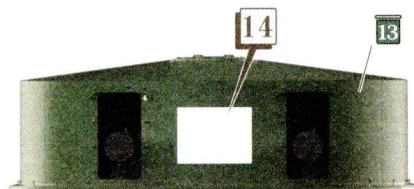
Fig. 20. 312th Mixed Battalion, Psito (Rhodes Island), around 1939

Front registration plate

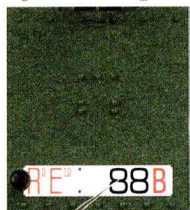


11 ? 13

Both vehicle registration plates are correct, since both cars were in the same unit, having the same visible white rectangle markings



Rear registration plate



10 ? 12

Colours: Ordinary grey-green, with white rectangle markings in three locations on the turret. The original unit identification on the hull side was overpainted in green.

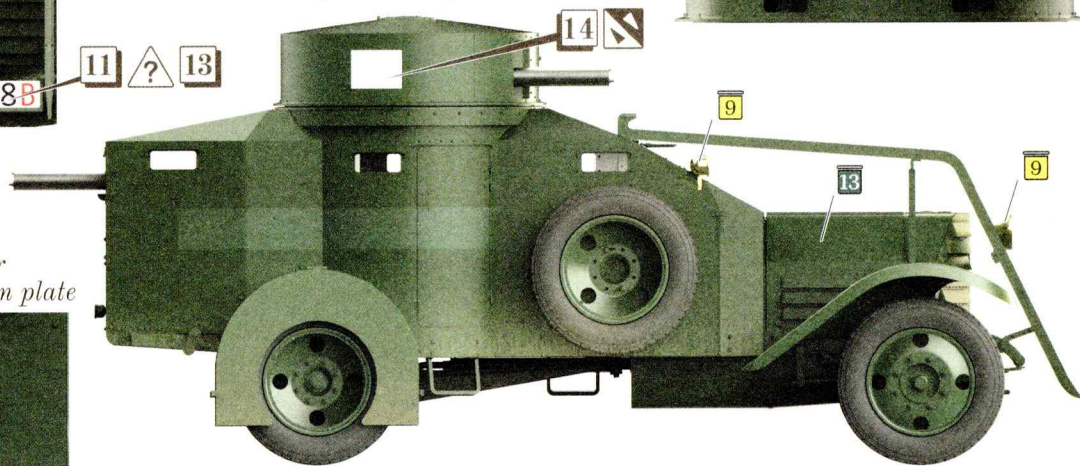


Fig. 21. 312th Mixed Battalion, Samo Island, September 1939

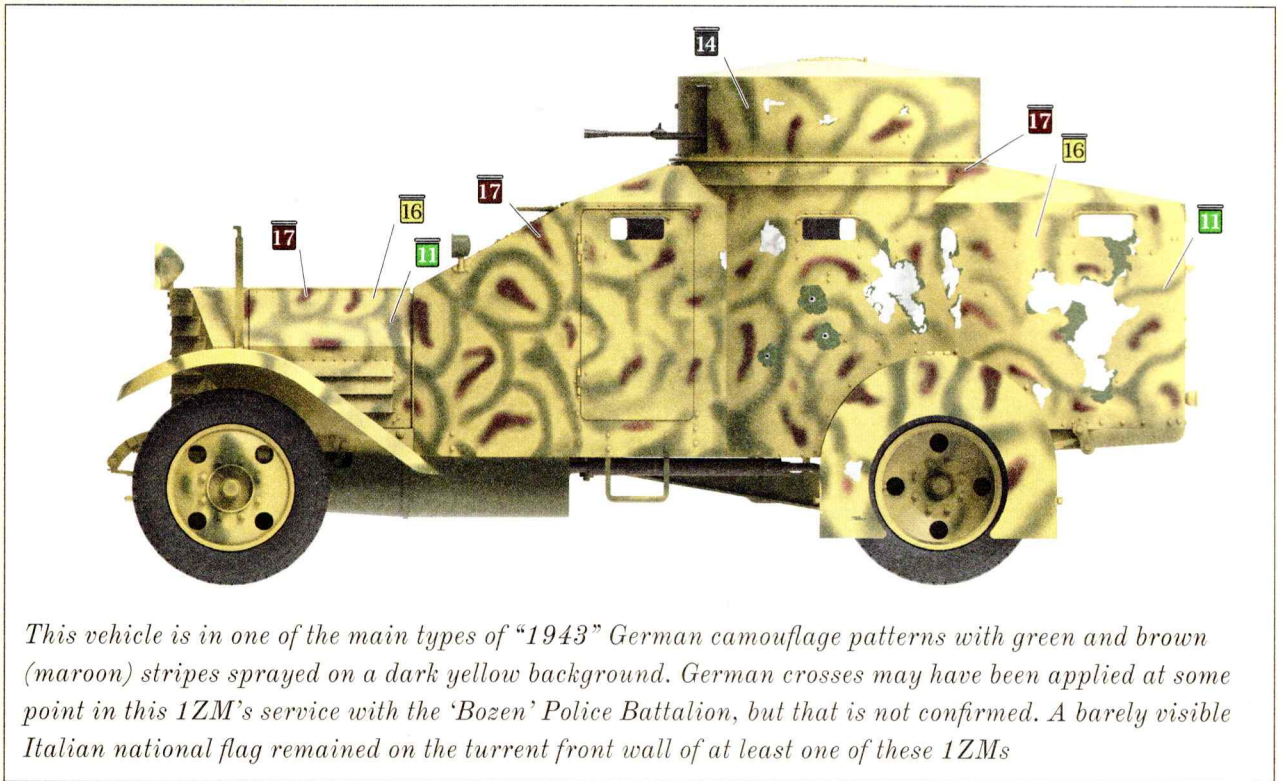


Fig. 22. "Bozen" Police Battalion, Northeast Italy, 1944.

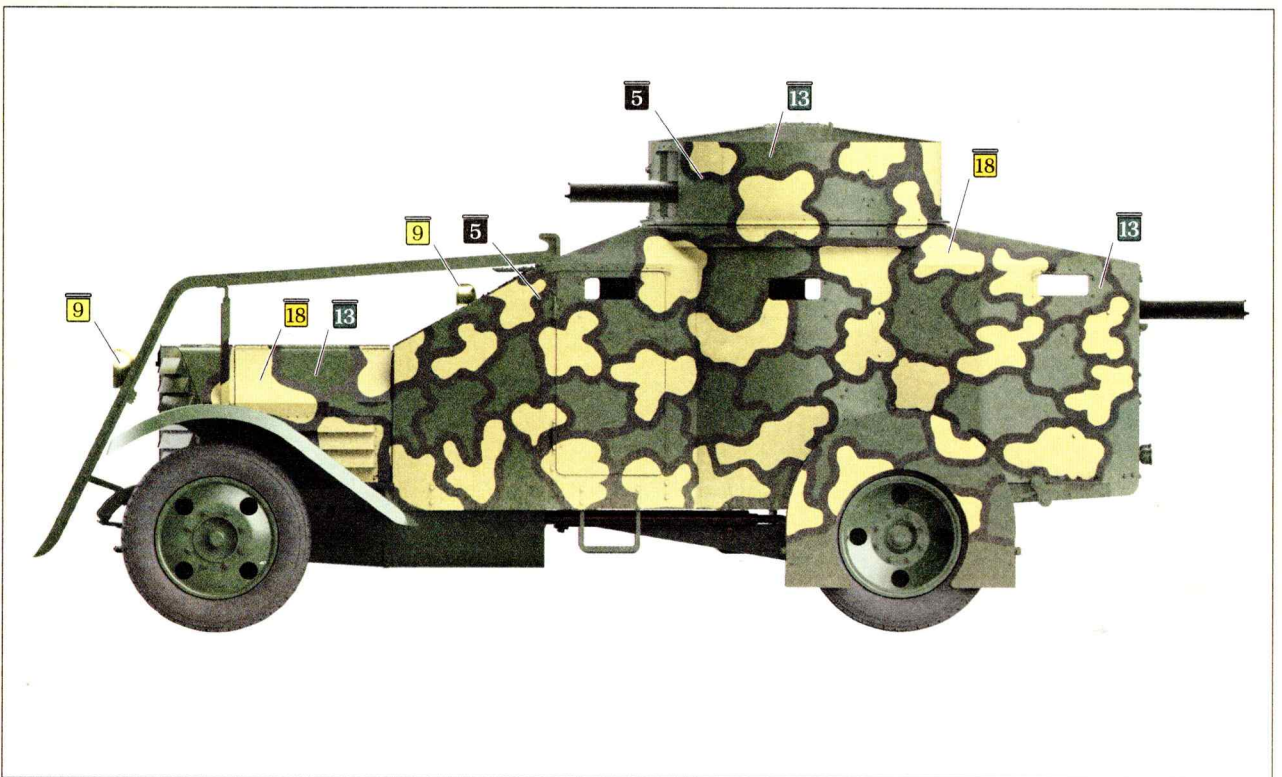
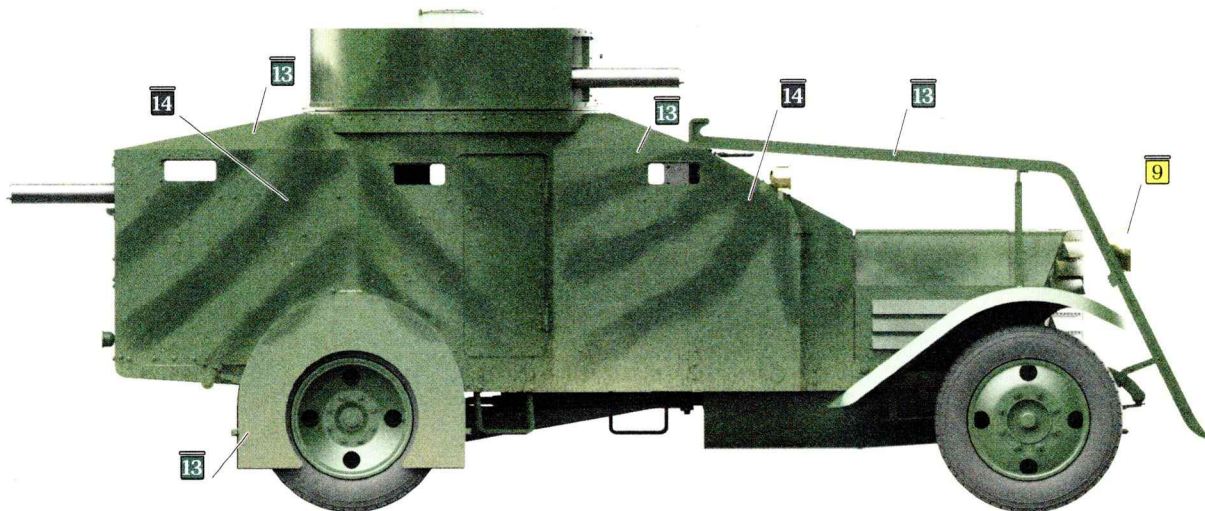
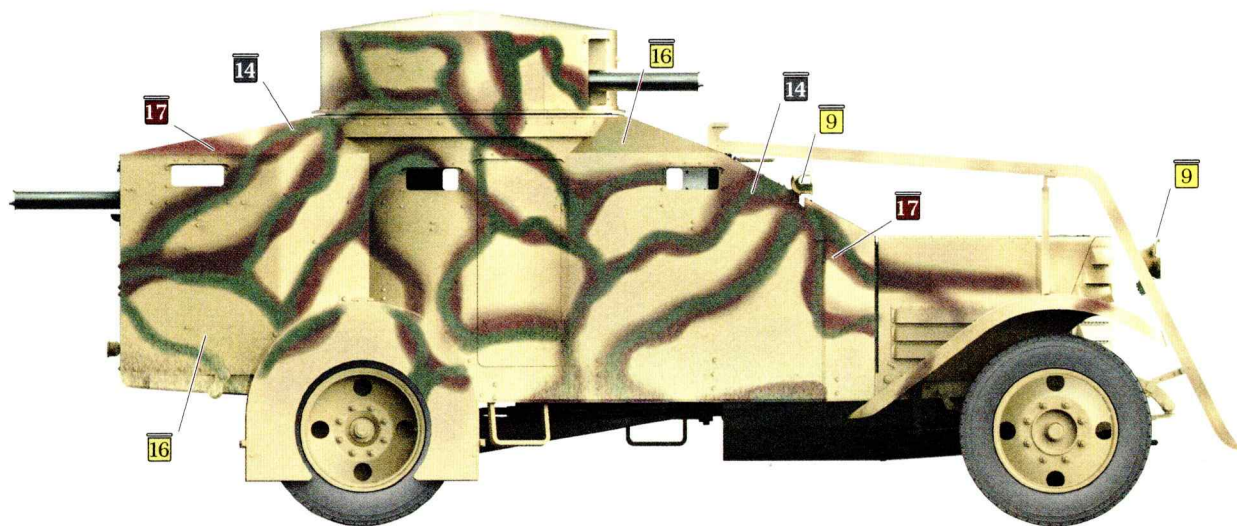


Fig. 23. This 1ZM belonged to the "Raggruppamento Carrista" (Tank Group). Barcelona, Spain, second half of 1938. During the Spanish Civil War, Italian expeditionary forces didn't carry Italian registration plates or national insignia, as Italy was not officially in the war.



Regulations for 1ZMs in the older grey-green paint called for the application of other colors. This 1ZM may have kept the grey-green base color with broad stripes of a darker green “Circolare M. 2174 /g, early July, 1943,” but that scheme is speculation.



A second speculation on the colors of this 1ZM is that those armoured cars employed in 1943, after the well-known “Circolare 550/M1941, March 13” established that the equipment in service was to be painted with matte Saharan khaki, and “Circolare 1234/M” established that armoured equipment had to follow the same scheme of Italian armoured trains, which means another base color for this vehicle may have been desert yellow.

Fig. 24. Unknown unit – Balkans 1943

CSM team would like to thank:

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