GECKO HEAVY INDUSTRIES GE72005
TGB M/42 VKPF / SKPF "LIKKISTA" SCALE: 1/72

History

During WWII, Sweden had an urgent requirement for an armoured personnel carrier to accompany tanks in theater. Due to the ongoing war, imports from foreign suppliers were not possible. AB Landsverk therefore designed an APC using Volvo and Scania-Vabis chassis from soft skinned 4 wheel drive army trucks equipped with an armoured shell with angled surfaces to provide better ballistic protection.

The Volvo and Scania-Vabis versions were known as Tgb m/42 VKP and SKP, respectively. The only real difference is the winch, which is on the left for the Scania version and on the right for the Volvo version. The first official series delivery was made in 1944 after initial weak points were corrected during 1943. Carrying capacity was 7 fully equipped infantrymen as well as the driver commander and gunner.

During the 1950s the vehicles were modified with double water cooled Browning m1917/KSP36 .30 caliber machine gun mounted on the cab roof and the designations changed to Tgb m/42 VKPF and SKPF (F = Fordonsluftvärn, or anti-aircraft vehicle).

In the 1961 to 1964, the SKPF was deployed by Swedish UN peacekeeping forces in the Congo and painted white. Armour plating was added around the machine gun ring creating a turret after a number of gunners were shot.15 of these SKPFs were later bought by the UN and used by the Indian and Irish battalions in the Congo. A few surplus UN SKPFs were reconditioned and used by the Congolese Army in 1964-65. SKPFs were also deployed by UN Peacekeeping Force in Cyprus during the Cyprus civil war where they were affectionaly called "white elephants" by the locals. The reliable vehicle was ironically nicknamed "Lykkista" by the troops on account of the coffin shape of the hull.

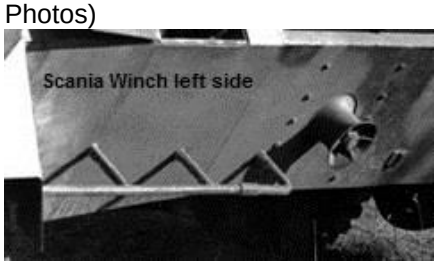
Despite the archaic unsynchronized transmission, which made the vehicle difficult to drive by untrained operators, in the 1980s and 1990s, many surviving SKPFs of the Swedish Army were modified with armoured roofs mountings for 2 KSP-58 machine-guns and in other ways including rear entry doors, resulting in several new versions, sometimes known as the Tgb m/42D and E. A handful of units were sold to the Estonia, Latvia and Lithuania Baltic republics after the fall of the iron curtain. Most were retired by around the year 2000 after a successful career spanning 6 decades. A good number are preserved in museums in Sweden and even Brussels.

Instructions Tgb m/42 VKPF / SKPF

Carefully remove parts from casting blocks. Clean all components and sand off any remaining injection gates. You may build this kit either as the Volvo or Scania version. You also have the choice of building the vehicle rear open or closed with a tilt as well as the armed or unarmed version.

Using Cyano Acrylate (superglue) cement lower rear hull to the chassis and then cement the top rear hull on the lower half while gently applying pressure keeping both halves pressed together. Then add engine compartment to the front chassis. Apply filler to the gaps and when dry sand smooth. If building a very early version, sand off the headlights.

If building the Scania version, cement the smaller winch to the left side of the lower hull and glue small triangular part in the gap on the right side of the hull and then fill the gaps. If building the Volvo version, sand off a fillet at the rear of the aperture, glue the thicker winch in the gap and fill the hole on the left side of the hull and sand smooth the rivets. (See Photos)

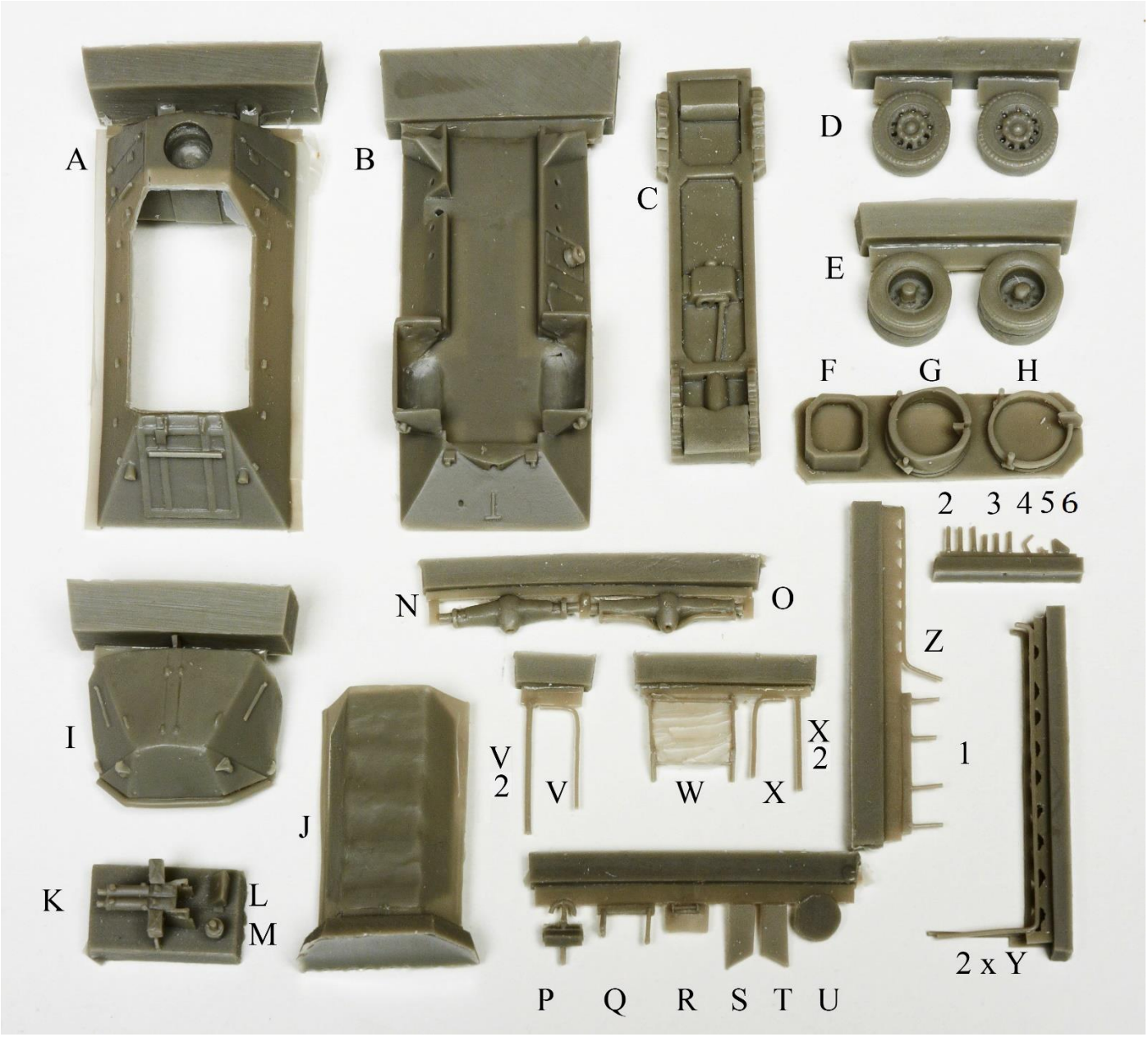


Attach back rests to the benches inside the rear hull. You may close the hull top with the tilt provided, in which case you should sand off the rectangular ports on the B pilar.

Glue the thin wheels to the front axle with the steering mechanism. Cement the thick double wheels to the simpler rear axle. Slide both axles into the respective wheel arches onto the pre-prepared chassis locations making sure the hole in differential points to the middle. Insert front and rear drive shaft between the transmission and the differentials as well attach as the exhaust pipe to the left side of the chassis using super glue.

You may attach the armoured visors to the front windscreen open or closed. You may close the roof hatch with the round hatch or add the gun mount, machine guns, hinge, ammo rack and back rest. If you are building the Congo version, please use up-armoured ring mount and cage for the turret as well as making sure you build the Scania SPKF version as no Volvos were sent to Africa.

Super glue the steps and railings into position on the sides of the vehicle. Attach small bent pipe, tow hook and baggage rack at the rear of the vehicle.
Prime all components with Gunze Sangyo Mr. Surfacer, Hallfords Grey or similar automobile primer spray paint in a well-ventilated room.



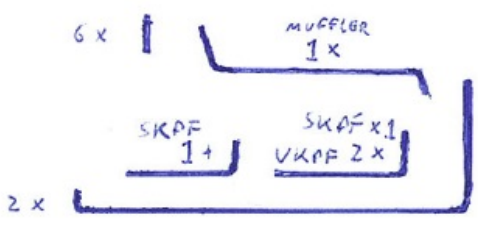
General instructions

Most of the original period photos of the Tgb m/42 S/VKPF are copyrighted and therefore cannot be included with these instructions. Please refer to the internet using a search engine for help with paint schemes, hatch and armament positions. Early versions were camouflaged while the later versions were in Swedish olive drab or white for the UN version in the Congo or on Cyprus. Special thanks goes to the staff of the Hässleholms Museum for the help provided in creating this model.

Useful Web Sites:

https://en.wikipedia.org/wiki/KP-bil
http://www.gotlandsforsvarsmuseum.se/fordon/kpbil.htm
https://sv.wikipedia.org/wiki/Terr%C3%A4ngbil_m/42_KP
http://www.ointres.se/terrangbil_m_42_kp.htm

Make railings and muffler out of paperclips bent to the following shapes:



We try to make our details and conversions as easy to fit as possible. However, we expect our customers to have some experience in modelling. We urge you to clean up the parts with soap and water, to remove possible remains of release agents. Usual plastic cement does not work on resins and metals. Cyano acrylate glue or epoxy does the job. Resin Parts are preferably sanded wet, to avoid inhaling the dust. The use of Cyano acrylate and epoxies should be done under well ventilated conditions. Read the instructions of your adhesive products.

NOT RECOMMENDED TO CHILDREN UNDER THE AGE OF 14.