



**Stories of those who made History**



MADE IN ITALY SINCE 1959









“My name’s Nino Cirani and I work as a photographer...”



Nino Cirani

Nino Cirani was born in Modena in 1926. Although he graduated in Architecture, he was renowned as a photographer, journalist, explorer and protagonist of car rallies around the world. Eating up thousands and thousands of miles, from the deserts of the Sahara to the forests of Amazon, in extreme and sometimes very dangerous conditions, he became a legend to all Land Rover drivers.

Throughout his journeys his travel companions varied, but there were two constants that never changed: his unstoppable Land Rover, named "Aziza", and his Air-Camping tent. Thanks to the experiences and suggestions of Nino Cirani, the Car-Top Tent is now a state-of-the-art, ergonomic, comfortable and practically indestructible tent.

Today Air-Camping honours Nino Cirani by creating a special edition of the tent which accompanied him for 30 years, and offers the same technical solutions adopted by the man who made it a legend.





## Statistics of a legend:

30 years of extreme car rallies on all five continents;  
500.000 km of roads, tracks and cross-country trails;  
2.000 nights inside the Air-Camping tent.



Nino Cirani, Tanzania 1964

It was 1964 and, like every year, I was exhibiting the Air-Camping tent at the Fair of Milan, when a person appeared in front of me: « ... My name is Nino Cirani and I work as a photographer and journalist: I am organizing a journey with my Land Rover and another Land Rover driven by some friends of mine. We need to cross the entire continent of Africa, first northwards, from Cape Town to Cairo, and then, west, across North

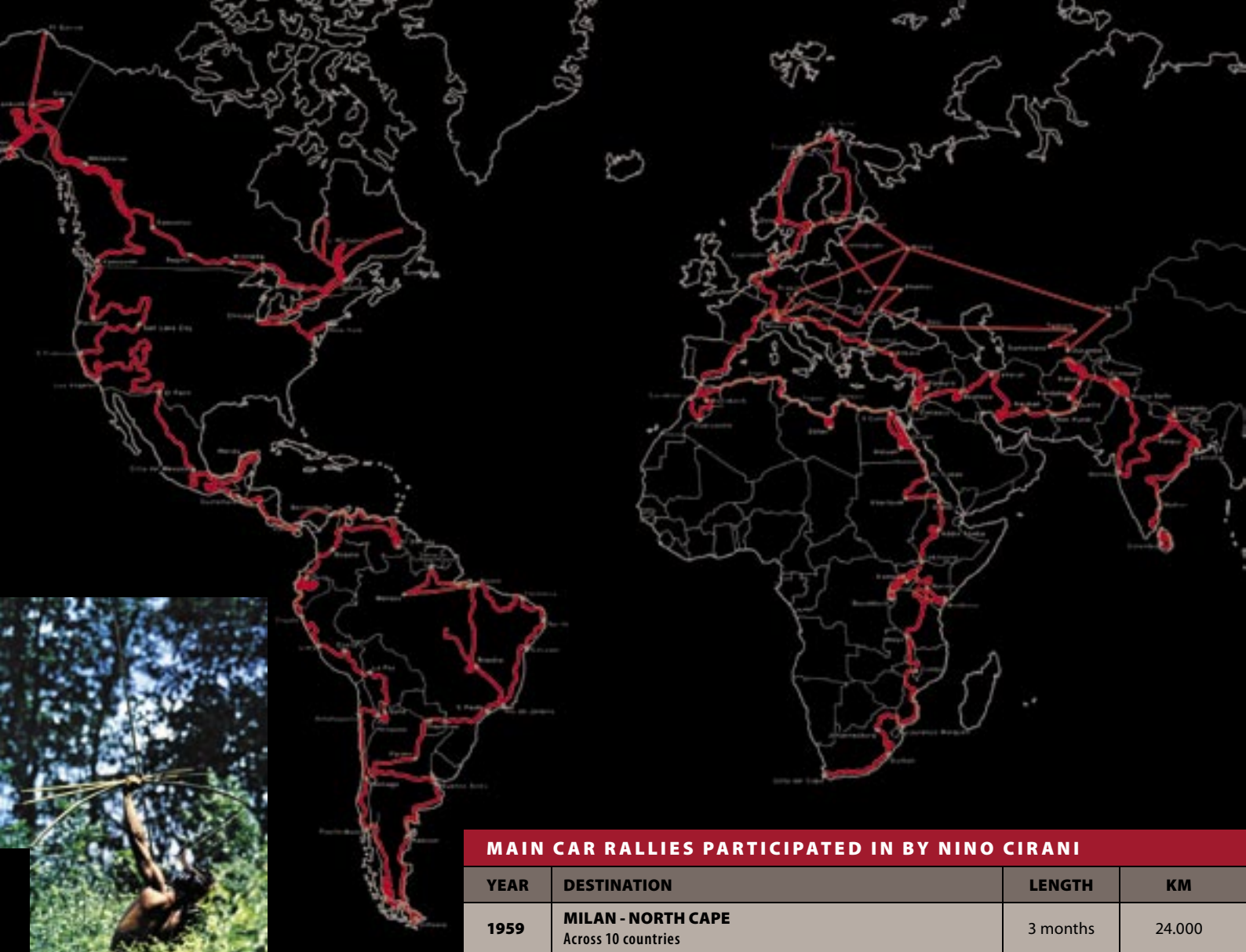
Africa to Morocco, we will then drive back to Italy through Spain and France. I have a taste for perfection, and would like my tent to be suitable for photographic purposes. I would also like to receive any updates, as our journey will be very demanding... ». An irrepressible joy was flashing in the eyes of this young man. I immediately understood that he was not looking for a simple tent, but for equipment to achieve a big dream.

### **Dr. Giuseppe Dionisio**

*Inventor and maker of the Air-Camping tent*







### MAIN CAR RALLIES PARTICIPATED IN BY NINO CIRANI

YEAR	DESTINATION	LENGTH	KM
1959	<b>MILAN - NORTH CAPE</b> Across 10 countries	3 months	24.000
1962	<b>ITALY - SINGAPORE</b> Across 13 countries	5 months	31.000
1963	<b>ITALY - former USSR</b> Across 7 countries	3 months	22.000
1964	<b>JOURNEY ACROSS AFRICA</b> 1 <sup>st</sup> Italian crossing - Across 17 countries	9 months	53.000
1968	<b>ALASKA - LAND OF FIRE</b> 1 <sup>st</sup> Italian crossing and record of length - Across 18 countries	11 months	103.000
1972	<b>1<sup>st</sup> SAHARA EXPLORATION</b> Across 8 countries	3 months	25.000
1973	<b>2<sup>nd</sup> SAHARA EXPLORATION</b> Across 9 countries	4 months	32.000
1974	<b>3<sup>rd</sup> SAHARA EXPLORATION</b> 1 <sup>st</sup> Italian crossing of the Great Erg of Bilma - Across 7 countries	3 months	26.000
1975	<b>ITALY - CEYLON</b> Across 9 countries	9 months	52.000
1976	<b>4<sup>th</sup> SAHARA EXPLORATION</b> 1 <sup>st</sup> World crossing from Fachi to Termit Mountains - Across 6 countries	3 months	30.000
1977	<b>JOURNEY ACROSS AFRICA</b> Across 25 countries	12 months	55.000
1978	<b>AUSTRALIA - NEW ZEALAND</b>	9 months	45.000
1979	<b>5<sup>th</sup> SAHARA EXPLORATION</b>	3 months	24.000
1980	<b>NORTH CAPE AND ICELAND</b>	4 months	25.000



“The big dazzling open space: the Desert, where the wind sometimes blows so hard that, mixed with sand, it succeeds in grinding the windscreens of cars”.



Where the sand dunes with their marvellous squiggles disappear beyond the horizon, under a hopeless and merciless sun, that hard, demanding nature, where everything is strictly motionless and essential, made me feel perfectly at ease, as if I was born and had always lived there.



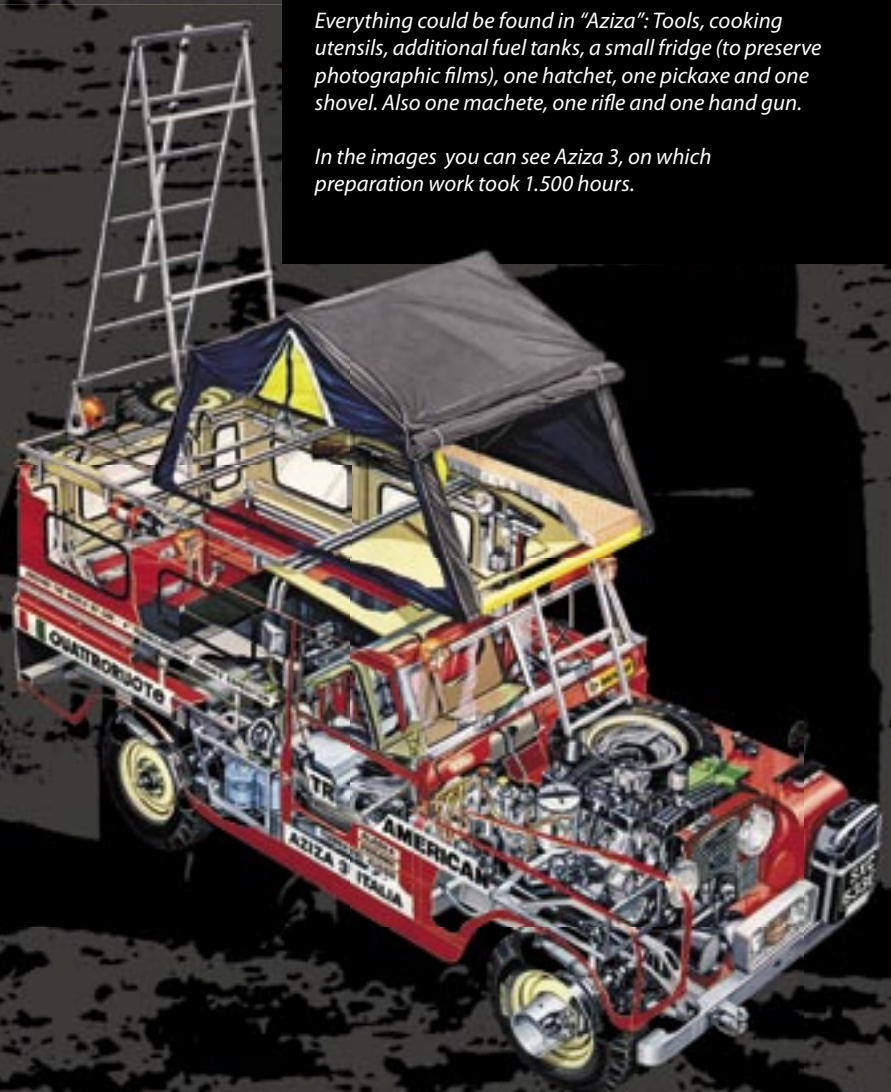
Nino Cirani published several photojournalist reports in the most prestigious magazines. In 1973, he published his experiences "The Car Rally; How, Where, When (Domus Publishers - "Il raid automobilistico. Come, dove, quando") a handbook full of suggestions, explanations and drawings to prepare for an adventure raid in the best possible way.

The equipment was prepared with the utmost care: including his Land Rover, where all the mechanical components and tanks were protected by means of metal plates, fabricated and modified by himself in the machine shop of his friend Amedeo Gaiani in Milan.

In the book, Cirani describes at great length how he used to prepare his car and the equipment required for the expedition or rally: his Air-Camping car-top tent is defined as "decidedly better than any traditional and competitive product".

Everything could be found in "Aziza": Tools, cooking utensils, additional fuel tanks, a small fridge (to preserve photographic films), one hatchet, one pickaxe and one shovel. Also one machete, one rifle and one hand gun.

In the images you can see Aziza 3, on which preparation work took 1.500 hours.





A sand storm caught us off our guard. We could no longer see anything and when, finally, the wind stopped blowing, we had to clear Aziza that was almost covered with sand. It had been a hard, very hard journey, but now, in my memory, it remains the most beautiful I have ever made.

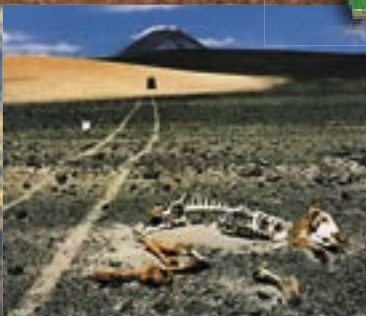
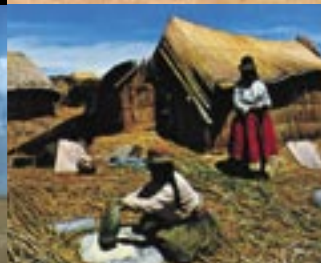
One day, in the desert of Nubia, on the track to Abu Simbel, I crossed an enormous truck of the Egyptian army. The soldier, who was driving, looked and smiled at my Land Rover and said "aziza", which, in the Arab language, means "nice" and is an adjective used for young, handsome and attractive girls. In this way is born the series of Azizas.





**“Here cross-country driving is completely impossible. For 34 days, we travelled on mule tracks at an altitude of 4.000 metres, always on the edge of the precipice. The smallest mistake would have been fatal”.**

Alaska - Land of Fire: it is the longest route that one can make on the Earth. It is a ride from the extreme North to the extreme South, a journey across all the latitudes, from the ice of the Arctic to the ice of the Antarctic, through all the climates, from the arctic to the equator, across all altitudes, from 80 metres below sea level, in the Valley of Death to 5.000 metres in Peru and Bolivia. By force of zigzagging in and out the different countries, we had to undergo a good 64 customs checks. Also this, I think, is a record for a single journey.



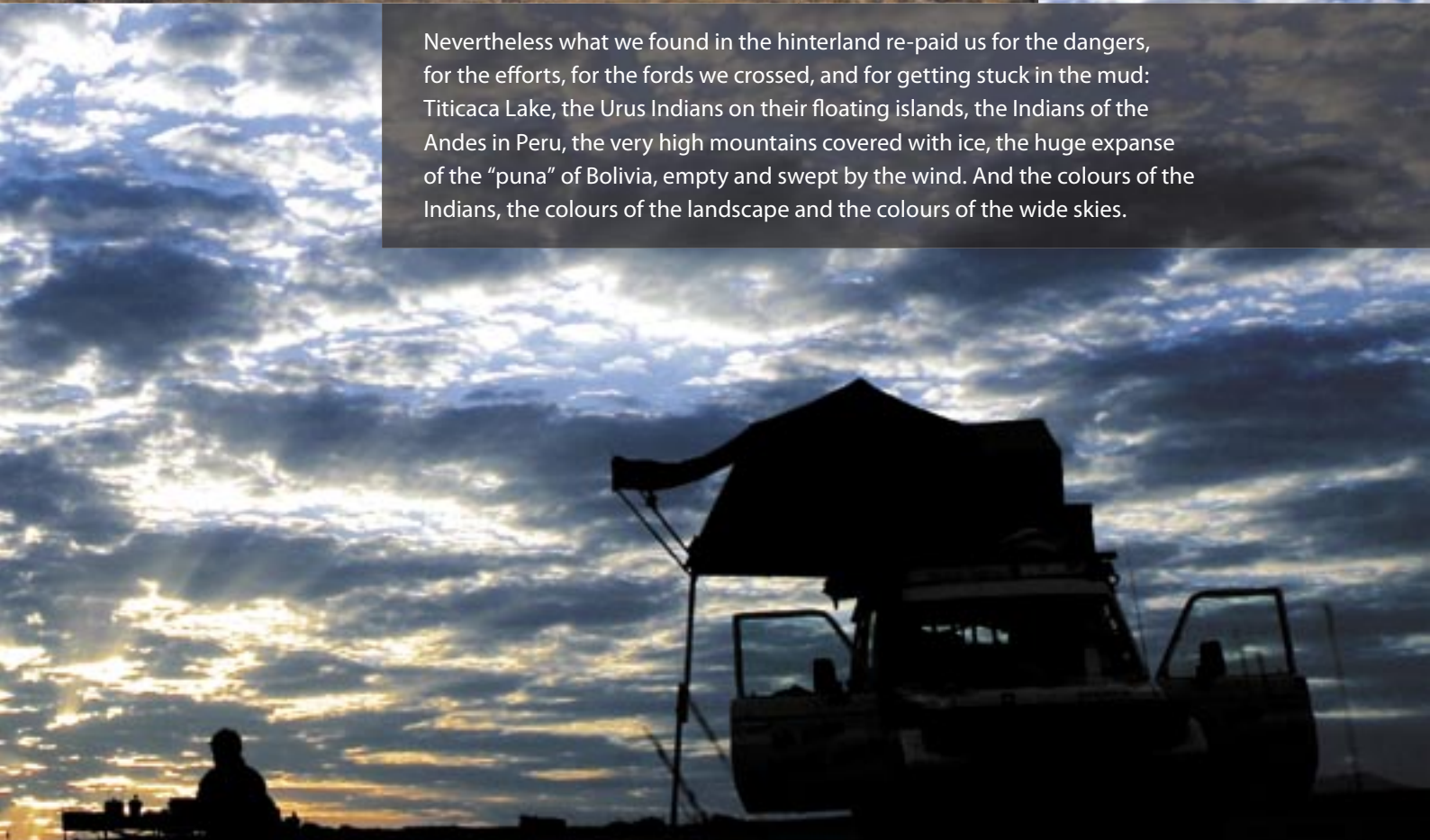
**Great Undertakings on a Reduced Scale**

*In 1970, the adventures of Nino Cirani aroused the interest of Mebetoys, which reproduced Aziza on a 1:43 scale, equipping it not only with doors, bonnet and hatchback that could be opened, but also with all the relevant equipment fitted. On its roof, beside the additional spare wheel, there is the Air-Camping tent. The Land Rover of the “Trans-American Tour” is still in demand by customers today, and is available in the BBurago catalogue both on a 1:43 and on a 1:24 scale.*





Nevertheless what we found in the hinterland re-paid us for the dangers, for the efforts, for the fords we crossed, and for getting stuck in the mud: Titicaca Lake, the Urus Indians on their floating islands, the Indians of the Andes in Peru, the very high mountains covered with ice, the huge expanse of the "puna" of Bolivia, empty and swept by the wind. And the colours of the Indians, the colours of the landscape and the colours of the wide skies.





# New tracks to beat and new goals: Air-Camping enters the Guinness World Records.

## A truck around the world.

One of the more important expeditions, during which Air-Camping was the essential support for the participants, was made by Daniele Pellegrini and Cesare Gerolimetto, with the first world tour by truck, an undertaking that is recorded in the Guinness World Records.

The "Fiat-Pellegrini" expedition covered 184.000 km in two years and eight months, crossing 40 countries: from the Middle East to Asia, Australia, Africa and the United States, thus completing the first round the world tour. To understand the stress and strain on the equipment used during this kind of journey, it's important to remember that, during the crossing of Canada, the temperatures were as low as -30° C (-22° F), whereas, in the African deserts, the thermometer reached +55° C (+ 131° F) in the shade.



## 1.200 nights in the Air-Camping tent of the Dragesco brothers.

Two brothers, Alain and Eric Dragesco, from Paris are professional photographers, have confirmed sleeping 1.200 nights in their Air-Camping tent in the space of 5 years. In 1988, when returning from a long journey in Pakistan, they wrote «This tent is comfortable and safe, a really outstanding tent, it has been very serviceable for us».

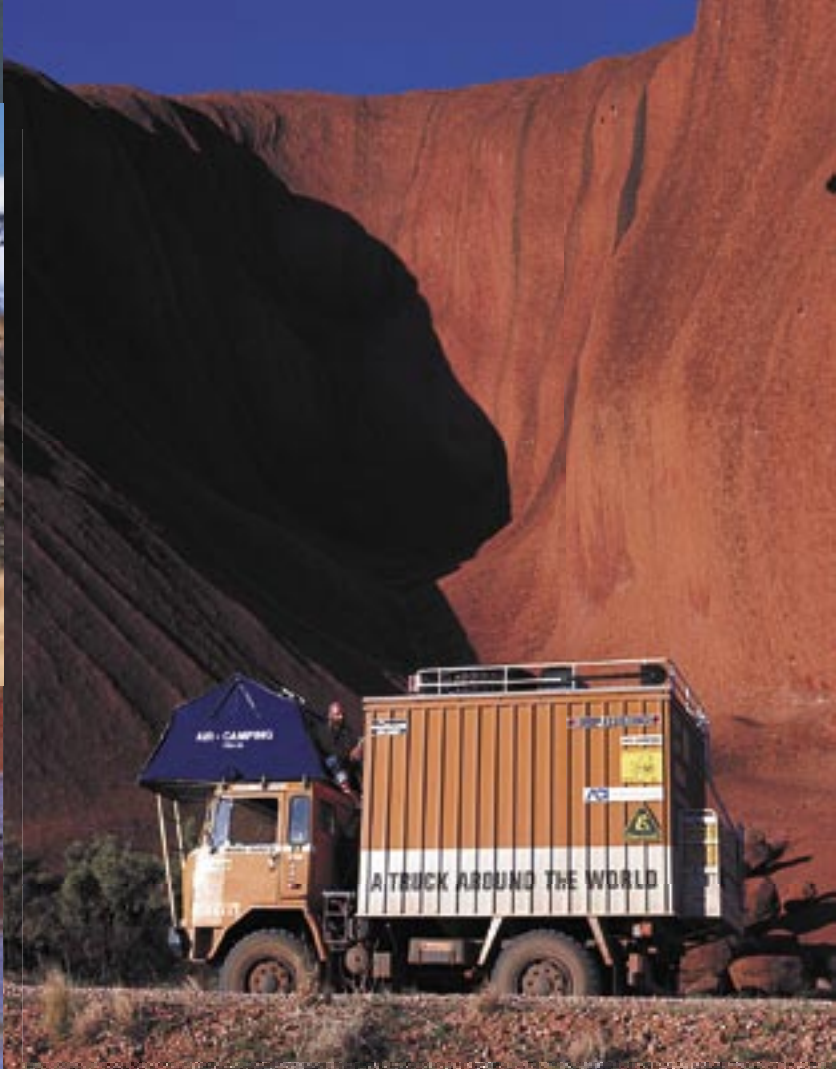


## On the route of silk with Hilmar and Romy Pabel.

With two all-wheel drive Audi 100 cars, equipped with two Air-Camping tents, the German husband and wife covered 20.000 km, crossing villages that had never seen a car before. From the Audi-Pabel expedition, a book is born: "Auf Marco Polos Spuren (On the Traces of Marco Polo)" - Süddeutscher Verlag Publishers, Munich.



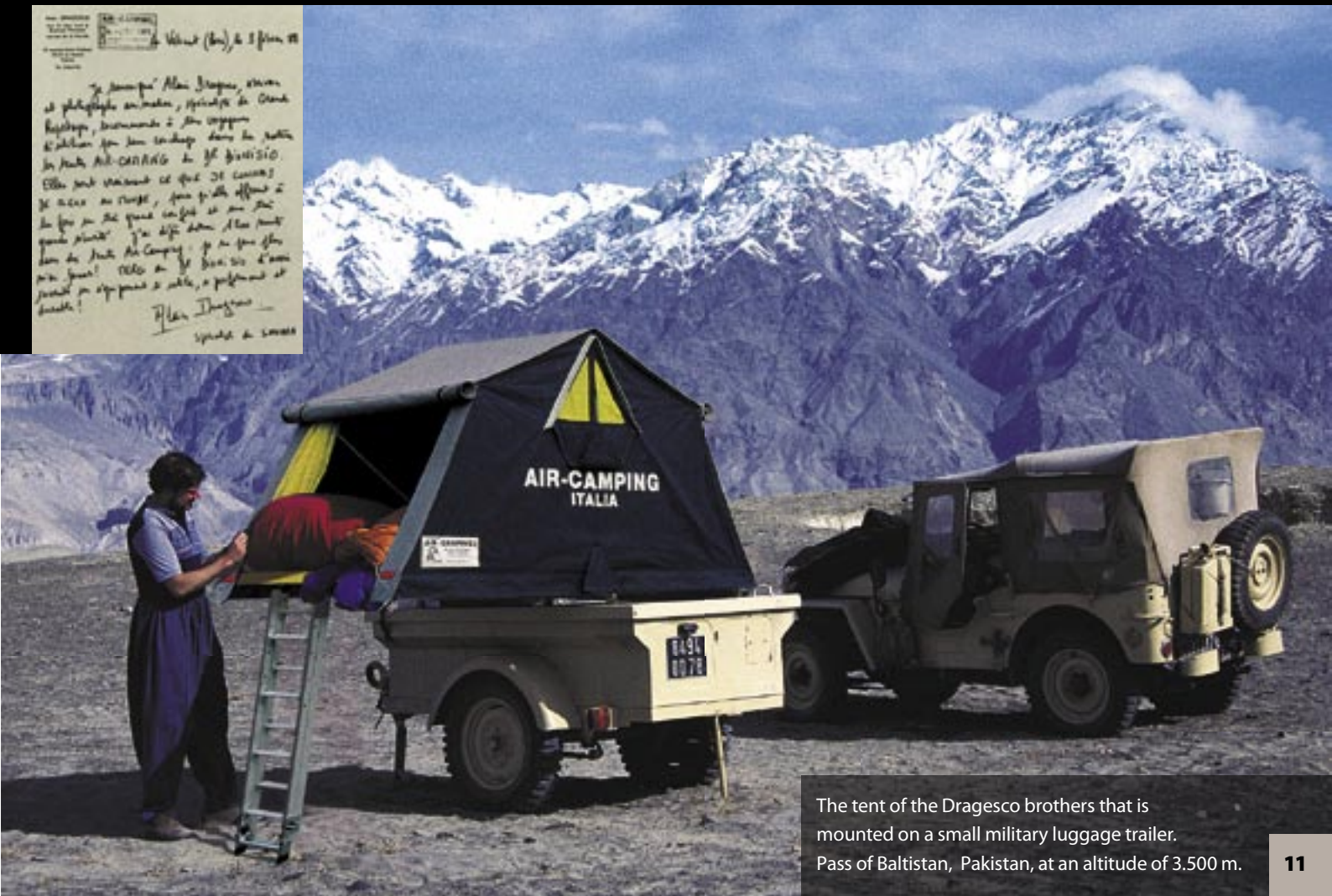




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 Web: www.air-camping.it

"Je soussigné" Alain Dragasco, titulaire  
 et photographe amateur, spécialiste de Grand  
 Rajasthan, désire passer à son voyage  
 d'été pour son camping dans la partie  
 du Nord AIR-CAMPING de l'Inde.  
 Elle me verrait ce que se compose  
 le camp au Nord, pour quelle offre et  
 de quoi se compose ce camp et son site  
 quel point? Je suis sûr que vous me  
 direz de l'Air-Camping: je n'ai que des  
 bons souvenirs! Merci de l'Air-Camping  
 j'espère en être sûr, à l'altitude et  
 grande!

Alain Dragasco  
 Spécial de l'Inde



The tent of the Dragasco brothers that is  
 mounted on a small military luggage trailer.  
 Pass of Baltistan, Pakistan, at an altitude of 3.500 m.

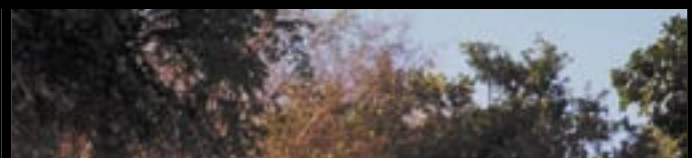


“Washing in the desert is a sacrilege:  
water should never be wasted”.



**Klaus Därr and the Sahara.**

The German engineer Klaus Därr has been using the Air-Camping tent since 1976. Every year, he goes to Africa in search of new tracks and new adventures, enriching his experiences as a land rover driver. From his travels, he's published several books, such as "Trans-Sahara" in 1985.



**Bernd Woick and his passion for Africa.**

A travel expert and master of survival, Bernd Woick involved his whole family in several tours in Africa for many years. Some time ago, Woick turned his passion for adventure into a real profession.





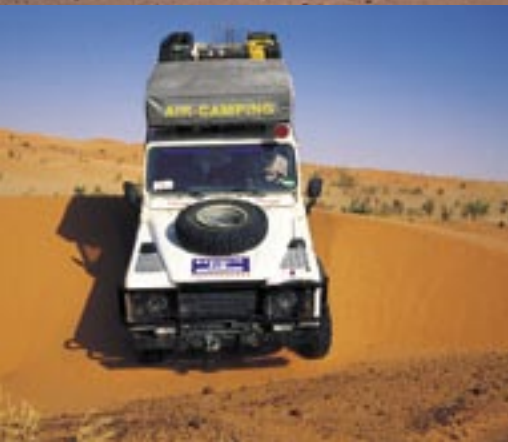


**Gianni Perotti in the tracks of the Roman General Maternus.**

Perotti has certainly never wasted water: the experience of this journalist from Milan is as hard as rock.

In 1985, he completed the "Maternus" expedition, by crossing the Sahara and passing through Niger, Mali, Senegal and Mauritania. Amongst his goals for this expedition was to verify the suggested routes from Carthage to the Niger River made by Roman General Maternus, using the writings of Livy and Pliny the Young as a guide.

He has been using the Air-Camping tent since the seventies and has travelled in the United States, Middle East, Malaysia and the Hawaii islands.







**Target: Africa.**

Francesco Delogu and five friends were members of a sport and scientific rally made in 1987 through Tunisia, Algeria, Nigeria, Cameroon, Central African Republic, Zaire, Rwanda, Tanzania and Kenya. In three months, driving two Toyota Land Cruisers, they covered 13.000 km of roads, tracks and cross-country trails. Their hotel room has always been their Air-Camping tent.







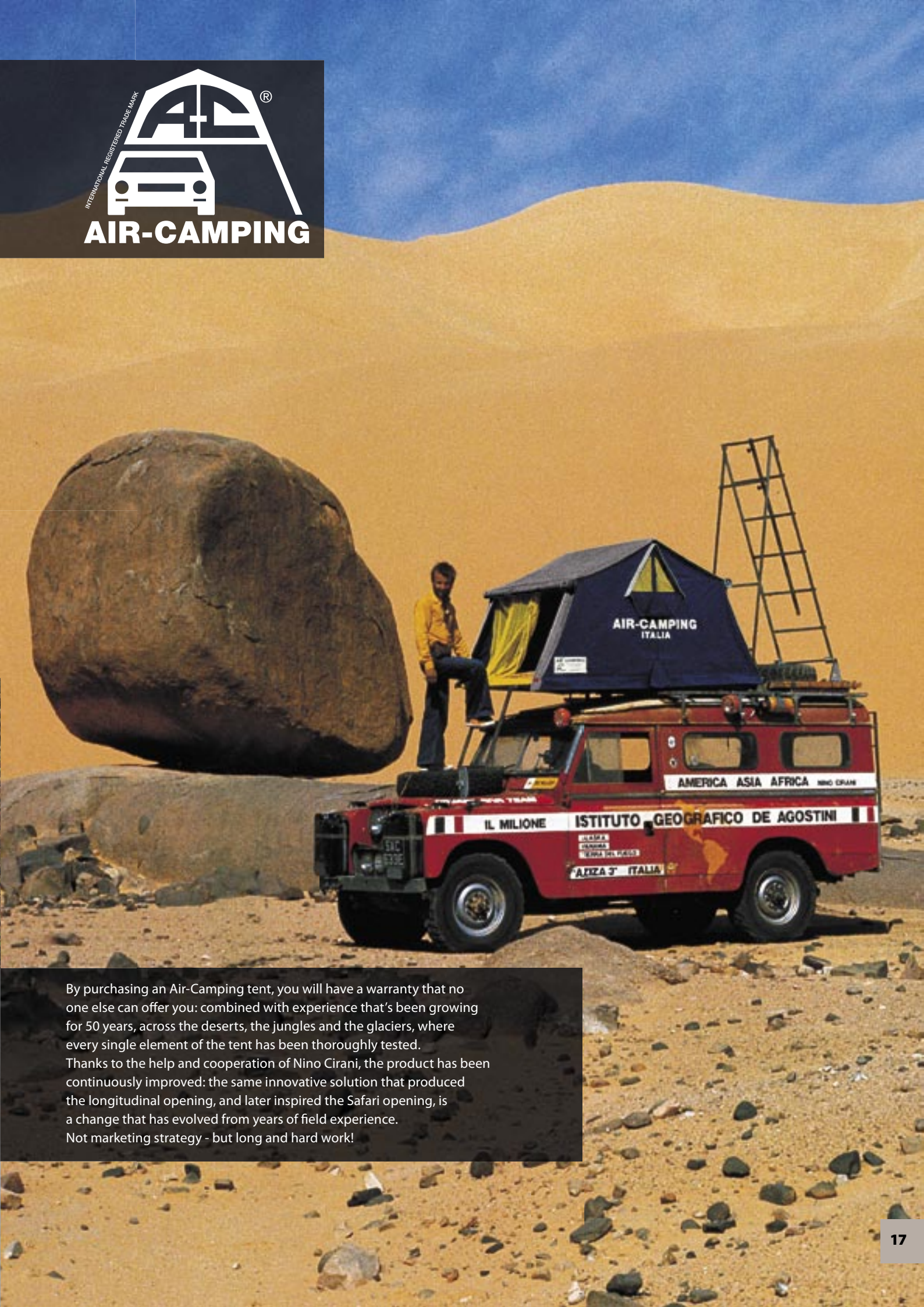
**Air-Camping, which has always been a synonym for Car-Top Tent, was patented in 1959. Since 1961, it's been a registered trademark. These are the plain facts.**



Sometimes certain trademarks reach such notoriety their name is used to denote a whole category of products. For many years now, the word "Air-Camping" has often been imprecisely used to categorise all "car-top tents" of all shapes, sizes and configurations worldwide. Actually, the real car-top tent with its original side-folding opening is an exclusive invention of Air-Camping: its patent dates back to 1959, its trademark and characteristic logotype have been registered, and are duly renewed since 1961. The trademark is registered in all countries where this product is exported.







By purchasing an Air-Camping tent, you will have a warranty that no one else can offer you: combined with experience that's been growing for 50 years, across the deserts, the jungles and the glaciers, where every single element of the tent has been thoroughly tested. Thanks to the help and cooperation of Nino Cirani, the product has been continuously improved: the same innovative solution that produced the longitudinal opening, and later inspired the Safari opening, is a change that has evolved from years of field experience. Not marketing strategy - but long and hard work!



# Air-Camping is ready to use in 3 seconds: comfort always holds the first place.

## CLASSIC SET-UP

Opening and entrance on the side of the vehicle. This configuration is available for all models.

### A-C 130 - Sleeps two adults

Sizes: 130 x 220 cm (when closed: 130 x 110 x h 30 cm)



### A-C 160 - Sleeps two adults + 1 child

Sizes: 160 x 220 cm (when closed: 160 x 110 x h 30 cm)



### A-C 180 - Sleeps two adults + 2 children

Sizes: 180 x 220 cm (when closed: 180 x 110 x h 30 cm)



## SAFARI SET-UP

Set-up with opening and entrance on the rear of the vehicle.

This configuration is particularly suitable for Land Rovers and 4x4s.

Option available for A-C 130 and A-C 160.

### A-CS 130



### A-CS 160



**FABRICS** – The roof and sides are made of a heavy duty single skin 430g/m<sup>2</sup>, 50% cotton and 50% acrylic fabric, which is water proof , breathable and rot-proof. This fabric has several advantages: it's extremely breathable, so inside the tent is fresh and airy, unlike plastic-coated or resin-treated fabrics, which are non-breathable and therefore create lots of condensation, which is the main cause of moulds. However the breathable nature of the fabric doesn't reduce it's impermeability to rain: on contact with water, the fabric weave swells and thickens; where sewing has occurred, the holes created by the needles swell and seal as does the thread used for stitching, whereas in plastic-coated fabrics, some permeable holes will still remain.

**YARNS** – A widely used, high-technology yarn, made of two different fibres: pure cotton outside, to swell on contact with water and fill the holes made by the needle plus a synthetic fibre core is used on the inside of the yarn to obtain a high strength seam.

**COLOURS** – The colours used since 1959, are for very practical reasons, including reducing the amount of light filtering through, by using medium grey on the roofs and dark blue for the sides.

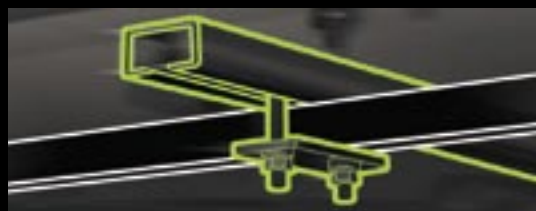
**PLATFORM BOARDS** – The boards used for the tent base are made of a poplar plywood, which, thanks to its long fibres, is very resilient and hard-wearing. This 12 mm thick plywood has been developed for this particular application; the different layers are bonded together by the cross-overlapping method, following the wood grain to produce the products unique features.

The Air-Camping procedure includes, veneering both outside and inside of the tent base, by applying two 0.3 mm thick Silver-Quartz CHPL (Casework with High Pressure Laminate Finish) laminated sheets.

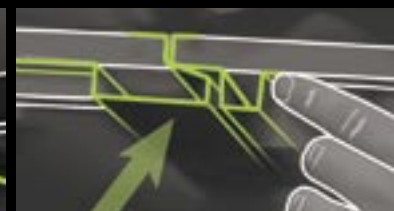
The plywood, therefore, has a double protection: it is waterproof and water-repellent both outside and inside, does not absorb humidity, will not warp and prevents the formation of harmful mould.

**METAL COMPONENTS** – Both steel and aluminium are used in a combination that achieves a tent with strength, high resistance to wear and the elements, yet still maintain a light overall weight. The metal elements used are first quality; being hot-galvanized during the mills' rolling process directly in the factory.

**LADDER** – Made of aluminium with steel stiffeners and extendable up to 2.30 metres. Quick release spring clips allow easy adjustment to the height of the ladder, and also keep it firmly locked in place on the tent base when in transit. With the tent in use, an automatic blocking mechanism prevents the ladder from slipping when being climbed, and allows for using the tent on uneven ground and smooth or slippery asphalts or pavements.

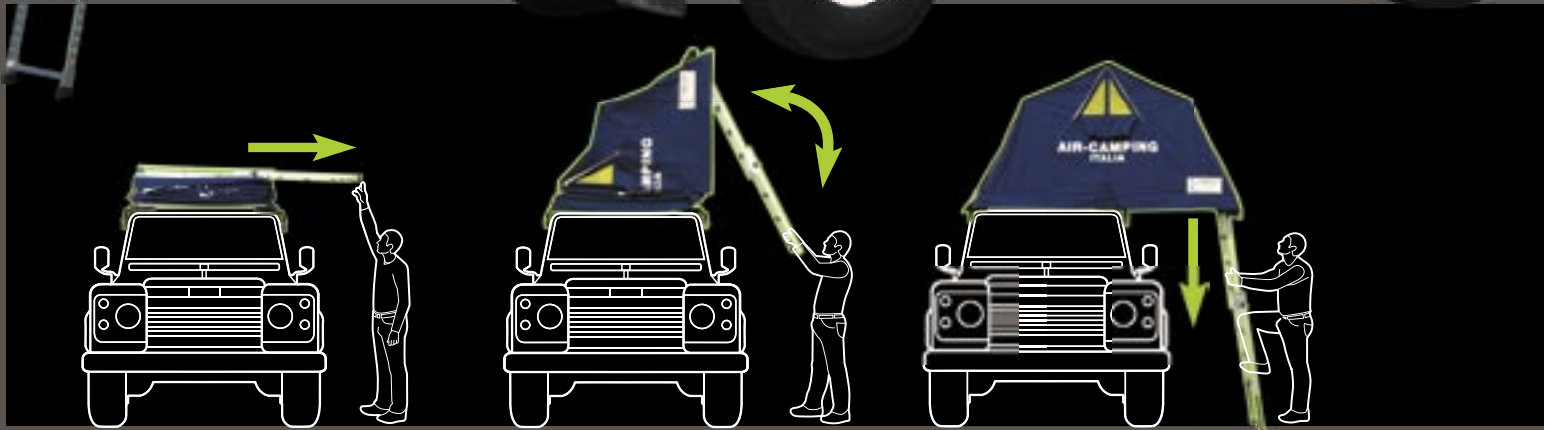


Two mounting channels on the underside of the tent base, plus locking clamps, enable a quick installation of the tent on any vehicles roof bars or rack, they also allow you to customize the opening system: Classic or Safari. The whole installation can be completed without further drilling or modification.



Exclusive hinge system allowing the two halves of the tent base to "lock" together.





**OPENING AND CLOSING** – The automatic pop-up, swivel opening is the main reason for the Air-Campings' success: since 1959, it has remained unchanged, faithful to its original design and well known simplicity. Once you have removed the cover, the tent opens in three seconds, simply by pulling down and lowering the ladder. Nothing further is required!



Ladder anti-slip mechanism.



The removable inner elastic cords (supplied) make folding the fabric much simpler.



Two attached cam buckle straps keep the tent closed and compact, when sleeping bags or blankets have been left inside the tent.



The poles supplied create a practical awning.

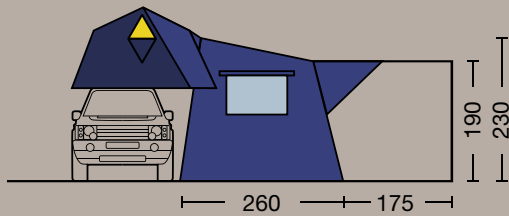


Double opening.

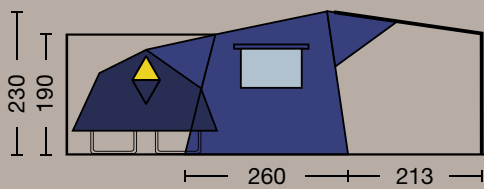


# Additional Fittings. If you really have to stop, make yourself comfortable.

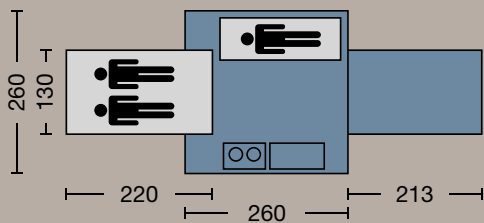
Additional tent with Air-Camping installed on the vehicle roof



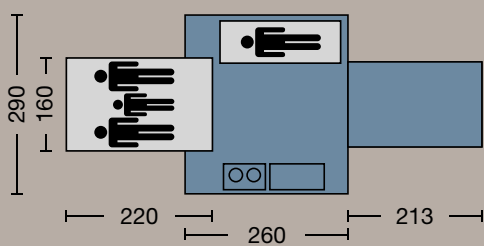
Additional tent with Air-Camping placed on the ground



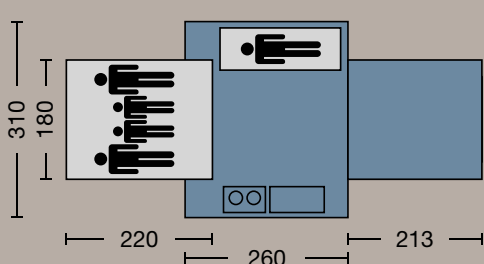
Item A-C TS130



Item A-C TS160



Item A-C TS180



**ADDITIONAL TENT** – A multi-purpose additional tent can be attached to each Air-Camping model. It's quick and easy to set-up, increases available storage or sleeping area similar to a traditional tent. It can be connected to an Air-Camping tent when it's installed either on the vehicle roof (Fig. 1), or when it is placed on the ground using the suitable support legs (Fig. 2). The additional tent may also be used in a totally independent way (Fig. 3) as it's equipped with two veranda-doors plus two big windows ensuring excellent ventilation.







Item **A-C 01**

**SOLAR REFLECTIVE AND WINTER COVER**

High tech fabrics, similar to those used for climbing jackets, offer extra protection from both from intense cold and torrential rains as well as offering solar reflectivity. An extremely useful accessory for overnight stops in the desert, where temperatures can drop as low as  $-10^{\circ}\text{C}$  ( $14^{\circ}\text{F}$ ).



Item **A-C 02**

**GROUND SUPPORTS** – Four folding supports can be permanently installed under the base of the tent. When the tent is removed and the supports unfolded, they will keep the tent some 25 cm (10”) above the ground.



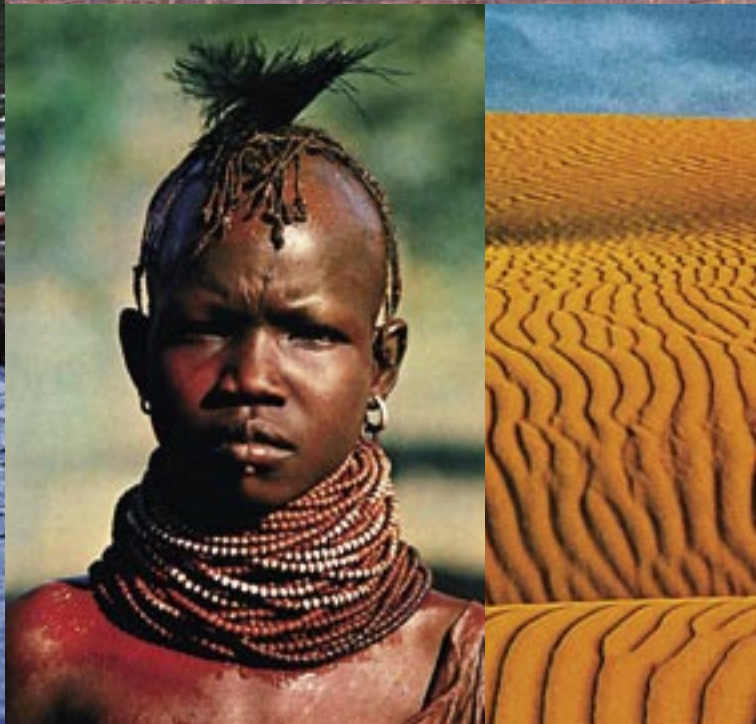
Item **A-C 03A** for cars

Item **A-C 03F** for Land Rovers, 4x4s and campervans

**CHANGING ROOM** – An extremely practical accessory! Four fabric wall panels, joined together by zip fasteners, create a dressing or shower room under the overhanging section of the tent. By supporting one of the side panels, with the poles provided, an useful canopy or sun shade is created.











There are people who dream of travelling,  
and people who make dreams travels.  
Allow yourself the biggest luxury in the world: Freedom.





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