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ple know anything about the trucks themselves so that is what this article is about.

Expedition motor homes

Jim Ince from Azalea, Oregon <http://www.eurotech-services.com/index.html> brought his 1996 Unimog 2450 L/38 double-cab camper. This truck was originally purchased by Steven Spielberg and used in his movie Jurassic Park: Lost World. It did not have the camper box and was a different colour in the movie. The truck was converted by adding a rear passenger box to carry eco-tourists. It was later converted to a camper for some really remote expedition-type trips in the USA. Although this truck is rather on the large size, what with its 51-inch diameter 455/70R 24 tires and 17,800 pounds ready-to-go weight, it comfortably cruises down the freeway at 65mph (105 kph). The air conditioner adds to the comfort factor. The turbo and intercooler diesel mates to a standard 8-speed – that is, standard in the Unimog sense with 8 forward and 8 reverse gears.



Mike Hiscox from Portland Oregon also had an unusual camper at NorthWest MogFest this year. His was based on a 1977 Unimog 416T. The 'T' stands for 'traction head' which is the front half of a Unimog ready to be bolted to some other rear frame and axle assembly. This factory option is available to those with very specialized applications. In the case of this Unimog it was so ordered by the Dutch Railroad Company. They then had Werner in Germany attach the unique 4-passenger cab. This cab has a pass-through to the rear and sliding doors which provide really good ventilation according to the previous owner who traveled with it throughout the Sahara. The previous owner converted it to a camper in 1995. There were only four cabs of this style ever made. When the Dutch Railroad was using this Unimog they had a very heavy workshop attached instead of the camper on top of which they mounted a large scissor lift. They mounted rail guidance bogies and in the centre, under the frame was a huge hydraulic ram that could lift the complete unit off the rails, rotate it 90° then lower it down so it can drive away from the tracks, or 180° so it can return on the tracks in the direction from which it just came. If all this sounds heavy, it was! That is why the Unimog was specified as a traction head. They needed a stronger axle in the rear than what was available from Unimog, so they chose a 6-tonne NAF rear axle with an auto-locker and an open drive shaft, rather than a torque tube with a drive shaft inside as is the normal Unimog fashion. The 'pumpkin' for this axle is huge compared to a Unimog's partly because of its load capacity and partly because it does not

have reduction gears at the outboard end of the axles. Instead, the pumpkin houses a rather large crown gear required to achieve the same ratio as the front axle's 6.061:1 ratio. It is testament to the Unimog design that the traction head, normally fitted with a non-powered rear axle is able to operate as a front wheel drive, air locker power unit with no modifications to the normal 416. Think about disconnecting the rear drive shaft from your favourite 4X4 and drive for 30 years with 4WD engaged! Mike purchased this Unimog in 2002 from: <http://www.classicunimogs.com/> based in Germany and selling Unimogs though out the world.

Unimogs come in all sizes as is shown by Jim Ince's 1996 Unimog 2450 L/38 double-cab camper (blue). Mike Hiscox from Portland Oregon also had an unusual camper at NorthWest MogFest this year. His was based on a 1977 Unimog 416T (white). T stands for Traction Head.



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