

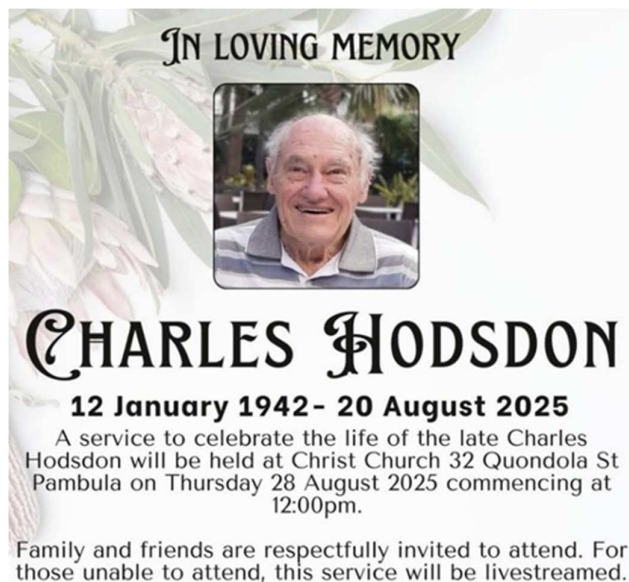
VALE CHARLES HODSDON

It is with sadness that we advise the passing of our long-time club member, Charles Hodsdon, last Wednesday the 20th August.


We extend our deepest condolences to his family and friends.

Charles' funeral will be held: Christ Church, 32 Quondola Street, Pambula Next Thursday 28th August at 12 noon.

If possible, we will once again park club vehicles along the fence line, as we did for Peter Learmont, as a mark of respect.



IN LOVING MEMORY



CHARLES HODSDON
12 January 1942 - 20 August 2025
A service to celebrate the life of the late Charles Hodsdon will be held at Christ Church 32 Quondola St Pambula on Thursday 28 August 2025 commencing at 12:00pm.
Family and friends are respectfully invited to attend. For those unable to attend, this service will be livestreamed.

British & European Motoring Heritage Lunch & Display

Thirty-seven members turned up with 18 cars proudly parked on the grassed area in front of the Seahorse Inn on Sunday the 24th. The get-together enjoyed great food, lively discussions, and plenty of laughter. Thanks to the initiator Ken and Doug for organizing.



Attendees were: Doug Parsonson, John @ Mary -Ellen Turbet, Jim & Dorothy Hepburn, Barry Fogarty, Rod & Liz McDougall, Bellinda & Ian Baker, Heather & Alec Percival, Geoff Graham, Tony & Judy Stove, Rhonda Sutton, Deirdre & John Easton, John Coleman, Irene Theris, Euan & Selina McKinnell, Merren & Dennis Ward, Dinah & Fred Silk, Geoff Dunstan, Phil Boyd, Walter Küng, Linda O'Kelly, Sandy & Ken Coates, Neal Middleton, Graham Angel, Geordi Schellhorn, Steve Faggotter, Ron & Amanda Harris

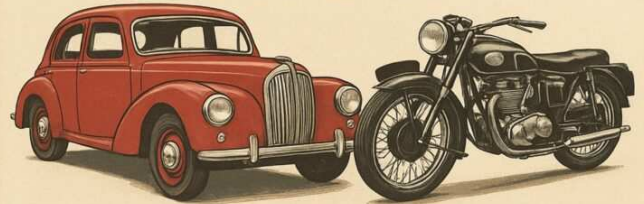




Announcing Spotlight Display for Terribly British Day 2025

This is to alert supporters that Terribly British Day this year will feature a Spotlight Display dedicated to Pre-War vehicles. As a reminder, Terrible British Day will be held at our usual venue, Queanbeyan Park, BUT a month earlier than previous years - on Sunday 2nd November.

TERRIBLY BRITISH DAY CAR AND BIKE SHOW



This year we will have a **SPOTLIGHT**
Display of Pre War Cars and Bikes

If you have a pre-war vehicle and would like to be included in this marquee display please send you vehicle / bike details to events@cacmc.org.au and we will save you a spot.

2nd November 2025
10am - 2pm
Queanbeyan Park, Lowe St.

The Unimog Story



The Unimog (short for Universal-Motor-Gerät, meaning "universal motor device") is a legendary line of multi-purpose, highly off-road-capable vehicles produced by Daimler Truck since 1948. Its history is rooted in the immediate aftermath of World War II when Germany faced the challenge of rebuilding its agricultural sector and infrastructure.

Origins and Early Development (1945–1951):

The Unimog was conceived by Albert Friedrich, a former Daimler-Benz aircraft engine designer, who envisioned a versatile vehicle that could serve as a tractor, truck, and mobile work platform for post-war Germany.

The first prototype was developed in 1946 by a small team at Erhard & Söhne in Schwäbisch Gmünd, with key input from engineers Heinrich Rößler and Hans Zabel. Zabel coined the name "Unimog" from the original project title.

Early Unimog's featured equal-sized wheels, all-wheel drive, portal axles for high ground clearance, and front/rear power take-offs (PTOs) for operating implements—features that set them apart from conventional tractors.

The first production Unimog's, powered by the Mercedes-Benz OM 636 diesel engine, were built by Gebrüder Boehringer in Göppingen starting in 1948. About 600 units of the initial 70200 series were produced, identified by an ox-head logo.

Transition to Daimler-Benz and Expansion (1951–1960s):

As demand quickly outpaced Boehringer's capacity, Daimler-Benz acquired the Unimog project in 1950. Production moved to the Gaggenau truck plant in 1951, where larger-scale manufacturing began.

The Unimog's versatility led to its adoption beyond agriculture, finding roles in municipal services, firefighting, forestry, and military applications.

Early Daimler-Benz models, such as the U 2010 and U 401 ("Bullnose"), became known for their reliability and adaptability.

In 1956, the 411 series was introduced, offering increased power (30 hp), improved comfort, and a new all-steel cab. This series further broadened the Unimog's capabilities and popularity, especially in transportation and industrial sectors.

Further Evolution and Legacy:

The Unimog continued to evolve, with new series introduced to meet the demands of construction, exploration, military, and extreme off-road environments.

By the 1960s and 1970s, heavier-duty models like the 406, 425, and 435 series expanded its reach into even more specialized fields. Over its 75-year history, more than 30 model series have been produced, with nearly 400,000 units sold worldwide. The Unimog remains unique for its ability to function as a tractor, truck, fire engine, expedition vehicle, and more.



Key Features Throughout Its History:

- Portal axles for exceptional ground clearance
- All-wheel drive with differential locks for superior off-road performance
- Multiple PTOs and mounting points for a wide variety of implements
- Robust ladder frame and durable construction
- Adaptability to a vast range of roles, from agriculture to military

Today, the Unimog is recognized globally as a symbol of engineering ingenuity and versatility, still in production and widely used in demanding environments.

