

nally designed as a troop carrier. The orange 1973 710M shown here is owned by Hans Purdy of Tacoma, Washington. Hans bought it in 2004 privately for recreational touring. He prefers this model because it is more agile, manoeuvrable, and reliable and parts are more plentiful than the 6X6 712M that his brother has.

The 6X6 version of the Pinzgauer, model 712M, came out shortly after the 4X4 710M. Erik Purdon from Washougal, Washington purchased this 1973 712M in 1999 from: <http://www.swissarmyvehicles.com/> in Fayetteville, Arkansas. Erik prefers the 6X6 because it is more stable in rough terrain and the leaf spring walking beam between the two rear axles moderates the ride over irregular surfaces compared to his brother's 4X4 model. Eric's 712M also has the 25% overdrive gear box which is good for 75 mph (120kph).

### ***The Swedish approach***

In the mid 1960s, the Swedish armed forces wanted a replacement for their small 4X4 which was itself a replacement for the post war Willys they were using. Production of the C300-series began in 1974 for both 2-axle and 3-axle versions for both military and civilian markets. The military model designation was TGB. These trucks were technologically advanced, that is to say expensive. By the time production ceased in 1980, less than 9,000 were produced. This compares to some 64,000 Unimog 404 models.

Dr. Jim Molloy, host for NorthWest MogFest has a very nice 1976 TGB11. This truck was originally used by the Jönköping, Fire Department in Sweden. The emergency response versions were equipped with faster axles. Jim purchased this truck in 2004, because at the time he was commuting daily across the Cascades to a clinic and wanted to have something that would be the last vehicle allowed through during one of the many snow storms that frequently close the highway. Although this truck has the usual



*Dr. Jim Molloy's 1976 TGB11 (Swedish model fire truck)*

*Jim's brother Sean, alias Uncle Buck, brought his 1975 TGB 1111 all the way from Houston Texas.*

