



## APRIL 2017 Newsletter



John MacIennan's Haflinger - *photo by John.*  
John has written an article for us about this amazing little vehicle.

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## ***THE COMMITTEE***

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### ***London Motor Show 4th-7th May 2017***

The London Motor Show is back again following a highly successful event last year with over 25,000 visitors.

As the show is intended for all car enthusiasts, and before the show sells out again, members of the Highland 4 Wheel Drive club are offered

a **special 10% discount on tickets.**

A food and beverage area for club members will also be on hand as a good meeting point with reduced rates on catering.

To use this exclusive special rate, members just need to add the promo code HIGHLAND when buying tickets online from

[www.thelondonmotorshow.co.uk](http://www.thelondonmotorshow.co.uk).

## **Editor's Corner**

**Many thanks to John MacLennan** for a fascinating look at his Haflinger, further on in the newsletter. Great article, John - thank you very much.

**Currently, I have one more article about one of your vehicles, for inclusion in next month's newsletter. How about someone else penning a few words about your 4x4? We'd love to read about it.**

**Many thanks to Fraser Hughes and Neil Taylor for organising and running the Alladale Wilderness Run, and the Whitebridge Challenge - see reports below.**

I didn't personally manage to attend the Wilderness run, but I did take part in the Whitebridge Challenge, and it was great fun, with more off road driving than a normal trial.

Unfortunately, the Corrieyairack Pass Run initially scheduled for May 7th has had to be postponed until later in the year. But here's a photo of a work party on the Corrieyairack, about 15 years ago.

Please send your contributions for the newsletter to:

[highland4wheeldriveclub@gmail.com](mailto:highland4wheeldriveclub@gmail.com)

I use a PC, so please try to send MS Word stuff if possible.

If not, photos of hand-written stuff may be sent.

*Cheers, Linton*



Corrieyairack Pass - About 15 years ago, near the top of the pass, above most of the hairpin bends. (Photo by Linton)

## 2017 - TRIAL DATES AND VENUES & PROGRAMME OF ROAD RUNS

**TRIALS** in yellow

NON-H4WDC events in grey

<i>Month</i>	<i>Trial Site</i>	<i>COC 1</i>	<i>COC 2</i>
<b>Apr 30 TRIAL</b>	Kinreve	Rob Hellett	
<b>May 7</b>	Corrieyairack Pass Run	<b>Postponed until later in the year.</b>	
<b>May 21 ** (WEEK changed) TRIAL</b>	Nuide	Neil Taylor	
<b>May 26 - 28</b>	Scottish Land Rover Show, Ingliston	Lewie Cameron	
<b>June 3</b>	Truckness, Bogbain, Inverness	Lewie	
<b>July 1-3</b>	Gairloch w/e	Lewie Cameron	
<b>Saturday July 15</b>	Novar Estate Run	Details to follow	
<b>July 30 TRIAL</b>	Inverarnie	Peter MacInnes	
<b>Aug 27</b>	Laggan Challenge	Neil Turnbull	
<b>Sept 3</b>	Grantown MotorMania		
<b>Sep 10</b>	Dam Fine Day Out (4 dams)	Peter MacInnes	
<b>Sept 24 TRIAL</b>	Belivat		Daniel Watson
<b>Oct 21 (WEEK EARLY) TRIAL</b>	Tordarroch	James Fraser	
<b>Nov 26 TRIAL</b>	Galcantray	Davie Miller	Lewie Cameron

Please note: All venues to be confirmed!

**NOTE:**  
The **CORRIEYAIRACK PASS RUN** has had  
to be postponed until later in the year.

## **Report on the Alladale Wilderness Reserve Run - Fraser Hughes**

24 vehicles met at Tarvie Services for a day driving through two estates.

We had many new members and a wide range of vehicles.

The weather was wet in places but that didn't spoil the scenery.

It was a nice change to travel in the opposite direction although that did make me take a wrong turning here and there but I don't think anyone noticed....!

**A total of £240 was raised and the club will round that up to a £300 donation to the Highland Hospice.**

**A very worthy cause.**

Thanks to all who came along and to Stewart Meikle for organising, but

**special thanks to**

**Donald at Strathvaich and**

**Innes at Alladale**

for allowing us access.

## **Report on the Whitebridge Challenge - Neil Taylor**

**First of all the results were:**

**First - Team TROLL ( Daniel Watson in the BIG Nissan)**

**Second - Team Panton (Angus and Roy)**

**Third - Team Abbeys Angels (Andrew and Elaine)**

**Fourth - Team Red Rooster (Linton and Mike), just missing out on a dram.**

First part of the challenge was an easy trial section which was made hard by doing it in reverse gear !!, It went well apart from a couple of vehicles getting stuck.

Second section was even easier !!, The drivers had to do the section in reverse gear again, but this time they were blindfolded and had to be guided by their co-driver. Reversing blindfolded isn't easy as they found out - a lot of left and right getting mixed up. I got a lot of laughs out of their antics trying to get round the course.

As a bit of fun there was also a Tug of War set up for anyone that wanted to take on another driver , I am sure everyone has seen the results on our facebook page.

After a small break the drivers got let loose on the hill to hunt for the canes and 12 toy soldiers, Also there was extra points for the team that found the big knitted MINION, Team Troll found it. Linton appeared with shiny new big tyres and promptly got stuck in a bog near the gate and eventually got pulled out by Wayne in his Jimny. The hill was very boggy and a good few people got stuck during the afternoon, but they all made it back to the start . I hope you all enjoyed the day

## MONTHLY FEATURE: YOUR VEHICLE

This month -  
John  
MacLennan's  
Steyr Puch  
Haflinger.



*Photo by Linton*

As a new feature for our newsletter, Linton requested that each member put a few words

together about their vehicle and asked if I would contribute.

Although rare now there are actually a few members who own them – Frank (Spencer) regularly trials his and Chris (Smith) has a couple tucked away. I've owned mine for just over three years now, purchasing it from a chap near Newcastle. It's actually named after a sturdy breed of horse used in the Alps - the vehicle was designed to transport men and goods along the same narrow tracks.



*Photo by John*

Steyr-Puch designed and manufactured a similar larger version called the Pinzgauer.

I've tidied it up with a lick of paint, new canvas and general metalwork repairs – the engine needed a top-end rebuild to get the best out of it (they only had 26HP when new and it needs every one of them!).

This one is one of the last, manufactured in 1974; they were amazingly advanced for the time and are very capable off-road (not so much on the road – noisy and fairly slow with a max speed of 48mph).

To give you an idea of what they're like to own and use  
here's a few pros and cons...

### Pros

- Lightweight (about 650kg – hard to get stuck and when it does you can easily recover)
- Portal axles (like a Unimog – definitely needed with the 12" wheels!)
- Diff-locks all round (mechanically operated)
- 5-speed synchro box (quite low-geared – 1<sup>st</sup> is a crawler)
- Simple engine (flat twin air-cooled 670cc; dynostarter provides charging and starter duties)
- Independently coil sprung all round (will carry a half-ton payload easily)
- Spine tube chassis (pretty much everything hangs off that, all props, driveshafts are enclosed)
- Well engineered.



*Photo by John*

### Cons

- Can be a bit tippy, especially on side-slopes!
- Not much power – you have to be in the right gear (usually 1<sup>st</sup>)
- With the engine in the back, deep water crossings can flood it.
- It can run out of ground clearance, especially when in the ruts from Land Rovers.
- Parts can be hard to get hold off and they're getting expensive.
- The drivetrain is quite complex and needs careful setting-up, not easy to fix in the field if it goes wrong.
- They rust!

It's a fun vehicle to own and trial and although its small size means it has advantages it still needs to be driven with care to get the best from it - after all, if there was no challenge there would be no fun!

If you want to know more catch-up with me at the next trial - Cheers! *John*.



*(here's a photo, by Linton, of the underside of John's Haflinger)*  
Central tube chassis, coil springs, clever, but also simple and basic.  
Cool.

## Scrutineering

**Changes have been made by the MSA which brings clubs like us and the events we do more into the spotlight.**

Now, the committee do their best to keep the running of the club as informal as possible but as things move forward we are going to have to start putting more actions in place.

**Namely, Scrutineering of every vehicle before every event.**

Please see the form attached that we will be following as of the next event - Kinreva Trial. This will be carried out by the 3rd Official (which is also another requirement) at each event and we will keep a copy on file to show we are doing our bit. As you will see there is nothing drastic or demanding of the form but please be aware that you will be kindly asked to sort any issues for the following event and if these repairs have not been carried out then the Club will have the right to stop you from taking part on that day. This may seem firm but it's all to keep us in line with MSA guide lines and without the MSA we wouldn't be able to hold any events.

So, from now on, all competitor vehicles will need to be scrutineered before they will be able to sign on for the days event. This may take longer in the first few events as we put this place but I'm sure we will have your full support in making sure the club is up to standard.



## **Scrutineering - Continued**

**Here is the list of items which must be checked during scrutineering:**

### **Exterior**

All body panels to be securely attached to vehicle  
No excessively sharp edges  
CB type aerial removed  
All items carried in load bed must be secured

### **Recovery points**

Fitted front and rear  
Substantially constructed and secured to chassis

### **Fuel cap**

Securely fitted  
Must not leak

### **Engine bay**

Nothing obviously loose  
No substantial fluid leaks

### **Battery**

Adequately secured to vehicle – must not be slack  
Positive terminal covered/insulated.

### **Steering**

No excessive play in steering

### **Brakes**

Hand brake and foot brake must hold vehicle on slope  
Firm pedal for foot brake

### **Seatbelts**

Mounted securely  
Must fasten and release correctly

### **Windscreen**

If fitted must be secure

### **Interior items secure**

All items carried inside vehicles must be secured or removed to prevent injury in event of a roll over.

***Scrutineer has right to refuse event entry  
or give improvement notice for the next event.***

**The plan is to keep a sheet on file for each vehicle.  
This way we have a paper trail and can keep tabs on any  
recommendations that the scrutineer has made from previous events.  
It allows us to have different people scrutineering at each event.  
There will be a folder kept with the trials kit with the records in it.**

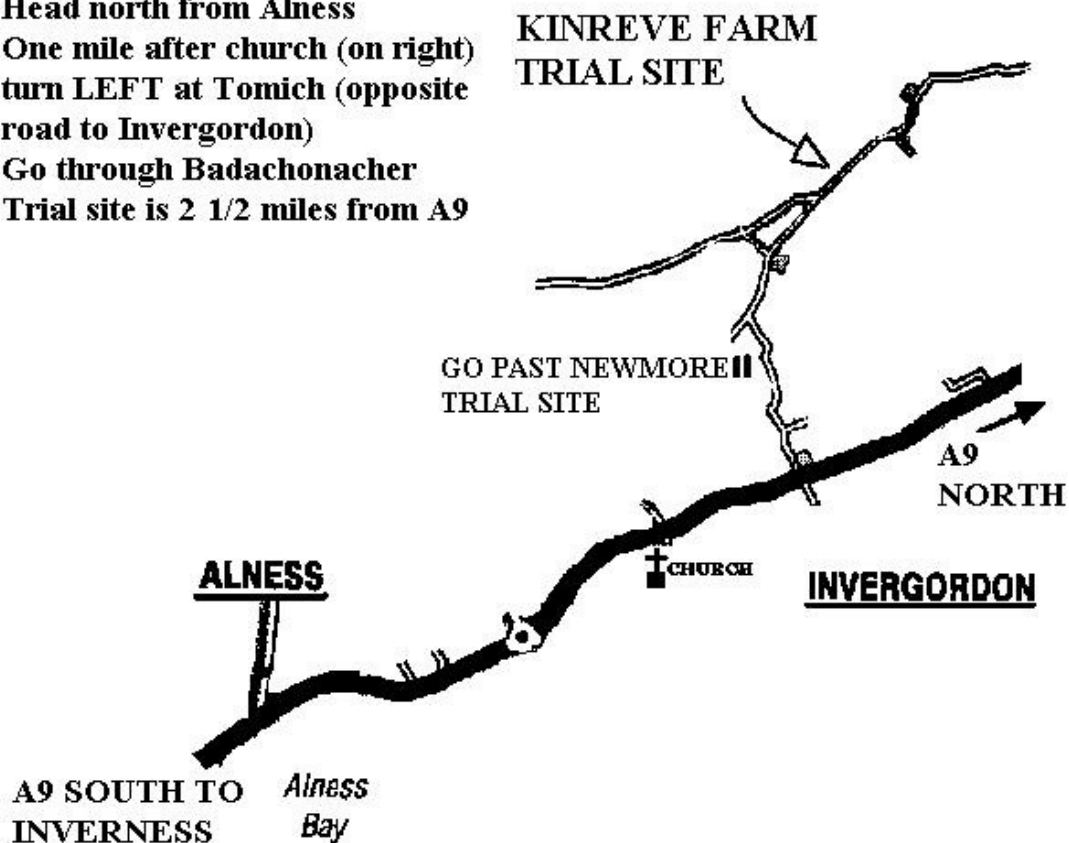
***Next EVENT***  
**Kinreave Trial**  
**SUNDAY April 30th**

**DETAILS:**

**Directions:**

Follow A9 north past Alness, past the Rosskeen Church.  
Pass Kinraig Castle Hotel then turn left at the Tomich Restaurant,  
follow the road up the hill to the T junction.  
Turn right and follow the road for approx. 1 ¼ miles, turn left up the  
farm track and carry on up the hill to the barns.  
Grid ref NH 700 753

**Head north from Alness**  
**One mile after church (on right)**  
**turn LEFT at Tomich (opposite**  
**road to Invergordon)**  
**Go through Badachonacher**  
**Trial site is 2 1/2 miles from A9**



**PLEASE ENSURE YOUR VEHICLES WILL PASS**  
**SCRUTINEERING, AS SPECIFIED ON THE PREVIOUS PAGE**

## **FOR SALE, or WANTED**

**For Sale items will stay in for 3 MONTHS.  
After that, tell me if you want them repeated, please**

### **MITUBISHI PAJERO DIESEL 2.8 AUTO - FOR SALE**

**PRICE:**

**£500 as is.**

**£1,000 with full year's MOT.**

Advertised on behalf of a friend: 23 year old Pajero, in really good condition. Unfortunately he developed a medical condition which means it has not been driven for 1 year and is no longer needed.

**Starts instantly (without cranking) - idles and runs perfectly.**

For its age, it's a **very sweet truck.**

Being a Jap import, it's in **very good condition**, except there is rust on the tow-ball frame. Other than that, it's in great nick.

**For MOT, it needs:**

Some welding in body near seat belt mounting.

Rear brake calipers (the carriers are seized).

Other minor bits and pieces.

I can get it MOT'd quickly, but I'm delaying doing so until it sells - that way, the new owner gets a full year on the MOT.

**Good BFG All Terrains fitted.**

E-mail: [highland4wheeldriveclub@gmail.com](mailto:highland4wheeldriveclub@gmail.com) if interested.





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