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Haflinger, Y.O.M. 1967 The Steyr-Puch Haflinger is a small, all-wheel-drive light SUV of the Austrian company Steyr-Daimler-Puch AG. It was produced from 1959 to 1974 and was mainly supplied as a military vehicle by the Austrian Army and the Swiss Army, but was also built in various civilian versions. Haflinger was developed mainly for use in the mountains. The story of Steyr-Puch Haflinger, named after the famous breed of mountain horses Haflinger, is the result of discussions at the demonstration of motorcycles for the Austrian Federal Army. Erich Ledwinka, son of Hans Ledwinka, an important automotive and longtime Tatra chief designer, was in charge of the construction. The manufacturer is called the AP 700 (short wheelbase) or AP 703 (long wheelbase). The combination of letters means a full-wheel-drive platform. Depending on the wheelbase, haflinger is about 2.85 and 3.15 meters long, 1.35 meters wide and powered by the boxer's air-cooled twin-cylinder engine with 643 cm3 displacement and originally 22, Later 24 and finally 27 hp It has a central tubular frame, similar to the frame of Tatra trucks, weighs about 600 kg, has a payload of about 500 kg and a towing load of about 350 kg and can be equipped with various add-ons. As a municipal car with a reinforced chassis and frame, as well as a brake amplifier, the payload is about 1200 kg. Haflinger proved to be an amazing success and was manufactured in a variety of versions. In addition to military projects for Switzerland, Austria, Sweden, Indonesia and Australia, there were also different models in the civil sector. These include, for example, Communalhaflinger Comes with fixed polyester cockpit), TropaHaflinger with an additional cyclone air filter on the muzzle, and country versions in accordance with the relevant rules of other states, such as Pathfinder with Frog Eyes (Sealed-Beam Headlights) for the U.S., Steyr-Puch 700AP called Italy version with H'rñchen-Beam headlights and right-hand drive. In addition, Haflinger sat in special versions were taken to the fire brigade and mountain rescue. Despite its small size, Haflinger was also used by some armed forces as a weapons platform. The Austrian army used it as a lavette for the M2-MG heavy Browning or the M18-type recoilless cannon. The swiss and Swedish armies equipped it with unusual weapons, six forwards and eight more BANTAM anti-tank missiles from Beaufort. Military and off-road fans appreciate the four-wheel drive as extremely roadless. Haflinger has two separate differential locks and a single wheel suspension on a forked portal pendulum semi-axle with coil springs all around, so even with a small wheel size great results of the ground clearance. Each half of the axis has about 25 cm of freedom of movement, the final translation takes place in wheel nodes. Special advantages of the vehicle, among other things: Low center of gravity due to the low central chassis of the tube and the lack of upper body structure a generous tilt of the corner of the project in front and back, As well as a favorable ramp angle in the middle, making it easier to cross obstacles Two separate differential locks allow the vehicle to progress, even if only one wheel has the thrust of the Portal axles lead to an axis center above the center of the wheel, which increases the road clearance without having to rely on the large suspension wheels completely independent on all four wheels and offers the maximum possible grip to the ground with a large locking capability. The downside of the vehicle, however, is the relatively low engine power and associated low top speed of 75, 64, 58 or even only 52 km/h (depending on the gearbox and axis factor), so it is less suitable for long driving distances, so today fans prefer to transport their Haflinger on longer trips to meetings, etc. with trailers or small trucks. The big brother of Haflinger, which at first glance seems like an enlarged version of this, was later on the market under the name Steyr-Puch Pinzgauer. The Pinzgauer was (and still is) additionally also available with a three-wheel drive axing with a 6x6 driven formula and is still one of the most off-road vehicles ever. H2, i.e. Haflinger 2, was planned as the successor to the small SUV, but was the concept is no longer implemented. However, it eventually became a Puch G or identical Mercedes-Benz G-Class, which is still produced today at the Magna factory in Graz. The Steyr-Puch Haflinger produced a total of 16,647 vehicles of all variants between 1959 and 1974. Haflinger Today Many retired army cars are gradually buying classic motorists around the world. Especially in southern Germany, Austria and Switzerland, regular star rides and meetings of Haflinger owners. There is a wide scene of fans of this vehicle in these countries, but there are also a number of owners in the UK, USA, Canada, Australia and Asia. One of the club's most famous and important meetings is held every year in the village of Haflego near Merano in southern Tyrol, northern Italy. Director Nikolaus Geirhalter tells us that with his Haflinger he was able to bring the film equipment to almost any mountain, if the production did not allow for helicopter operation. Steyr-Puch Haflinger at the Johann Puig Museum Graz Haflinger at the Steyr-Puch Pathfinder Army History Museum (U.S. version), Y.O.M. 1971 Haflinger with fiberglass cockpit. 1976 Haflinger in the circular path of Luhnensee Trainer of the Swiss Army (Johann Puig-Museum Graz) Steyr-Puch Pathfinder in Gotzgut, Tyrol variants Haflinger was changed in its production time however, there were some significant changes and options: Series 1: 4-speed gearbox (original model) Series 2: 5-speed gearbox with a crawl and higher engine power, On demand with a longer wheelbase Polycab: on request delivery with fully closed fiberglass cabin Schneewiesel: the wheel suspension was replaced for use on snow and ice by two small chain drives, the production of the engineering company Kahlbacher, a total of 81 units were built. Swiss Military: Hybrid version of elements 1st and 2nd series, as well as special bumpers, cover plan and other details of the U.S. version: Pathfinder (Pathfinder) is called a model with bug-eye-Sealed Beam headlights and other modifications in accordance with U.S. Weblinks Commons rules: Steyr-Puch Haflinger - a collection of photos, videos and audio files Haflinger types, Version Details - Changes Puch Haflinger - Promotional film (with 22 hp thick and thin - all-wheel drive ...), video (22:19), circa 1960, YouTube Johann Puch-Museum Graz standard data (concept): GND 1060061546 (OGND, AKS) Received from 2x Haflinger with German papers - many additional parts (4th full engine, 2x Dynastarter,... Agricultural vehicles 12,345 th VB 33824 Werther (Westphalia) Haflinger stood outdoors for years and completely neglected. So, is being used for ... Truck 1 No. 33824 Werther We still have 2 of these Haflinger models - see our website. All with GERMAN PAPER,... Agricultural Vehicles 10 VB 33824 Werther (Westphalia) option option

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