

By the Editors of CARS Magazine

# DUNE BUGGY & FUN CARS

HOW TO **BUILD • RACE • HOP-UP** VW & CORVAIR DUNE BUGGYS



EMPI IMP



MANX SR



ATTEX

ROUNDUPS: **10 TOP DUNE BUGGYS**

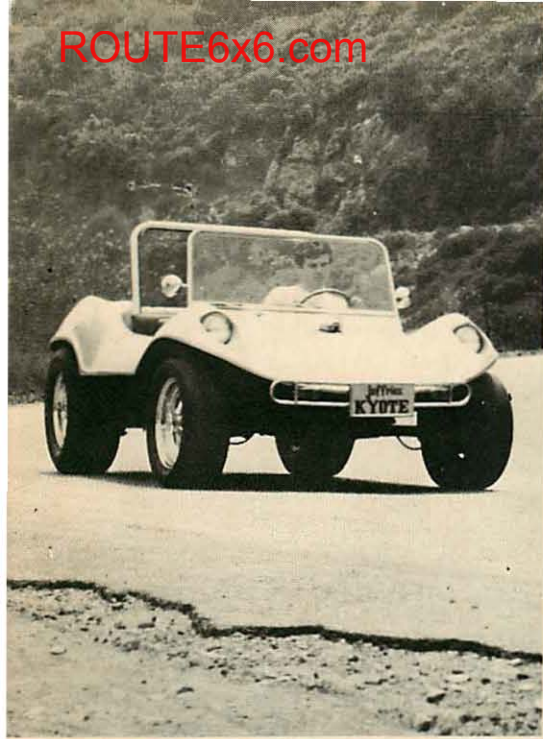
- OFF-THE-ROAD RODS
- ALL-TERRAIN VEHICLES
- MINI-BIKES & BUGGYS

**PLUS**

**CAMPERS • SNOWMOBILES • PICKUPS**



BERRY MINI-T



# Dune FUN BUGGY & CARS





# ALL-TERRAIN VEHICLES



# Make Tracks With The Tracker

A do-everything vehicle that makes it on the water, the sand dunes and even over deep snow

**O**F ALL the multi-purpose, all-terrain vehicles on the market, Alsport's *Dual Tracker* has got to be the most versatile. Because of its unique, extremely flexible drivetrain components, the *Dual Tracker* can be used on snow, on the dunes, in water and through heavy brush or swamps. With its easily-installed front skis, the *Dual Tracker* is capable of skimming across deep snow at 35 mph. With its low-pressure, high-flotation tires, the vehicle is just right for kicking up a roostertail in the dunes.

Unlike many of the basic utilitarian all-terrain vehicles on the market, the *Dual Tracker* is a highly-sophisticated and engineered do-everything machine. Underneath the sports styled, impact-resistant two-piece molded fiberglass body is a way-out aluminum suspension protected by a rigid steel perimeter frame. Because of its low center of gravity, it's almost impossible to turn one over accidentally. The constant control throttle and gear selector lets you choose the speed or direction with complete ease. Its dual tracks provide exceptional mobility in any terrain and under most conditions.

Stylewise, the *Dual Tracker* comes off more like a total vehicle than just a skimpy fiberglass-bodied chassis. The fastback styling, dual cockpit seating and console controls give the



The shape of things to come! Highly-styled body is of impact-resistant construction.

*Dual Tracker* that sports car flair. The dual head and tail lamps extend the vehicle's versatility and make it possible to make longer trips away from your campsite. Many of the goodies are actually standard equipment on this machine. The dune tires or interchangeable skis, contoured windshield, twin head and tail lights, passenger assist handle, cigarette lighter and heater are standard. Further comfort and safety features include twin disc brakes, forward and reverse gears, electric starter,

custom car steering wheel and vinyl-padded bucket seats. The skis can be bolted on in a matter of minutes for converting from sand or water operation to snow cruising.

What we liked about the model we checked out was its ability to handle most any situation. The rear cargo rack provides ample space for camping or sports gear and there's an optional Sceni-dome clear plexi roof for bad weather operation. There's even an emergency rope starter in case of electrical or starter problems when you're out in the boonies.

In addition to styling and engineering, the *Dual Tracker* excels in performance. Supplying the power is a 395cc Rockwell JLO two-cycle engine which pumps out 24 hp. On flat land you can get the 550-pound vehicle up to 40 mph and on water you can make approximately 5-6 mph. The Rockwell engine powers the *Dual Tracker* through a HD steel torque converter transmission and differential to a set of wide tracks. Individual disc brakes for each track provide tight turn control on all surfaces. On land the *Dual Tracker* can handle a 750-pound load capacity, while on the water it's reduced to 600 pounds. It will ford streams or ponds, go through mud, heavy brush or glide over deep snow with ease. More than that you really can't ask for.

Photos on the opposite page depict the "Dual Tracker's" versatility. Bolt-on skis fit in place of the front wheels and make the "Dual Tracker" ready for the slopes. With wheels in place it can make it through the boonies, over the dunes or even across a stream.

# SCRAMBLING

# FOR FUN

**M**ORE THAN ever before, people are on the move. Recreation is the key word and when weekends and vacation times roll around, people make tracks for fun country. Between our ever increasing economic affluence and the increase of free or vacation time, more and more people each year are looking to get away. And, if the four-day work week ever comes about, the situation will grow to unreal proportions.

The all-terrain vehicle, a new concept in functional as well as fun mobility, is coming into its own. These vehicles are capable of fording a stream, climbing a snow hill, making it through the brush country, serving as a mobile duck blind or romping through the swamps. They're do-everything, go-everywhere vehicles that are pure fun as well as functional. They're safe, inexpensive and can turn anyone into a hero driver after just a few minutes behind the controls!

One of the manufacturers offering a complete line of low to medium power all-terrain vehicles is Action-Age. Their *Scramblers* are popularly priced and are powered by four-cycle Briggs & Stratton or Tecumseh engines. Horsepower ratings run from 7 to 12 and steering systems range from stick to conventional wheels. The top line *Marc XII* is the 12-hp model which features racing stripes, sports wheel, padded bucket seats, disc brakes, electric starter and other little goodies.

Like most vehicles in its class, the Action-Age *Scramblers* are six-wheel, six-wheel-drive machines with reinforced fiberglass bodies. All six wheels are powered by a chain and sprocket drivetrain through a variable speed automatic torque converter. Special overload clutches at each wheel eliminate sheer pins and guard against drive component damage. The beauty part of driving an all-terrain vehicle is that it pivots rather than turns and it does it in its own length. This super maneuverability is accomplished by a steering wheel that actuates hydraulically-controlled disc clutches. Moving the wheel to the right disengages, then brakes all three right wheels while the left wheels sup-

The year of the do-everything, go-everywhere vehicle has arrived!

its super low center of gravity and wide track, the *Scramblers* are extremely safe vehicles.

The maintenance factor here is extremely good. The reinforced fiberglass body with a polyethylene abrasion shield and the built-in colors requires little or no attention. The simplicity of the open-faced dry transmission provides a built-in overload protection system, assuring safety and ease of operation. Anyone for Scrambling?

ply power and vice versa. The low-pressure high-flotation Ultra-Flex tires allow the vehicle to go anywhere, including snow and sand. Thanks to





This composite photo speaks for itself. The "Scrambler" is a fun and functional machine with unlimited potential on land and waterways. The "Scrambler" is an extremely durable machine which requires a minimum of maintenance. Top line Marc XII has a 12-hp engine.



# ATTEX

## PERFORMANCE PROVEN ATV

From Baja to Great Gorge, New Jersey, the Attex ATV has proven itself the do-everything, go-everywhere fun /sports vehicle

**T**HE VERSATILE, astonishingly maneuverable and rugged all-terrain vehicle, built to go deep into the remotest wilderness, has emerged into rightful prominence on the American recreational scene. It has happened quite suddenly, during the last year of the 1960's, while our space-age oriented technology is gearing itself for the challenge of the 'seventies.

The all-terrain vehicle was invented in Canada in 1961. For six years this imaginative new dimension in off-road travel and recreation remained in obscurity. But almost simultaneously, six companies created a new industry in 1967, when their machines rolled off the assembly line into consumer consciousness. These were the first generation of the all-terrain vehicles. Like most pioneering prototypes, they were exciting and different, but had relied upon the technologies of related vehicular predecessors. The early ATV's were part avante garde innovation and part borrowings from snowmobiles, tractors, motorcycles and even lawnmowers.

The first of the second generation all-terrain vehicles, which made its debut just as unexpectedly, was the ATTEX, manufactured by the ATV Manufacturing Company, of Pittsburgh, Pa. It was the brainchild of two unusual young men, both in their late twenties. They decided to make the first completely integrated design and with performance engineering. They were David McCahill and Roger Flannery, rugged individualists who

combined their pursuit of outdoor sports with the practicalities of founding a new business. Both saw the need for a more sophisticated off-road vehicle, specifically designed for all-season, all-weather, all-terrain use—a superior new off-road machine. They gave their new all-terrain vehicle the improbable name ATTEX, combining the initials for all-terrain, "A-T," with the suffix "EX," meaning experimental.

The new vehicle made its spectacular debut before the nation's press in a rugged section of New York City's Central Park in October, 1968. In one short year it was to capture one third of the expanding new market for ATV's and establish itself as the industry leader.

The first of the Attex second generation vehicles to be marketed in 1969 was the ST/297 model, which was powered by a Rockwell JLO 18.5 horse-power two-cycle engine. This model was taken out of production after only six months to make way for a more powerful vehicle, the ST/300, which was standard equipped with a Rockwell JLO 20 horsepower powerplant. With the added horsepower, the ST/300 reaches speeds of 40 mph, which has enabled this vehicle to dominate the new sport of all-terrain vehicle racing.

The superiority of the second generation of ATV's is due to mechanical improvements. The advance in the design of the transmission was of fundamental importance. Under development by ATV for more than a

year, the revolutionary new unit utilizes three sets of planetary gears. One set is used for forward and reverse, and is controlled by a directional lever. The other two planetary gear systems are used for steering, with gear-driven clutches actuated by disc brakes.

Because the gears are constantly meshed, there is almost no wear on the transmission due to gear shifting. This design eliminates clutch slippage, resulting in instant full power at the touch of the throttle. The transmission is made of aircraft aluminum and aircraft quality steel alloy.

Uniroyal or Firestone 11.5x20 tires give Attex exceptional traction on all types of terrain. Developed especially for this vehicle, the low pressure flotation tires have additional traction-providing treads on their side walls, an exclusive Attex feature for deep snow and sand. The deep reverse tread design provides increased maneuverability on water.

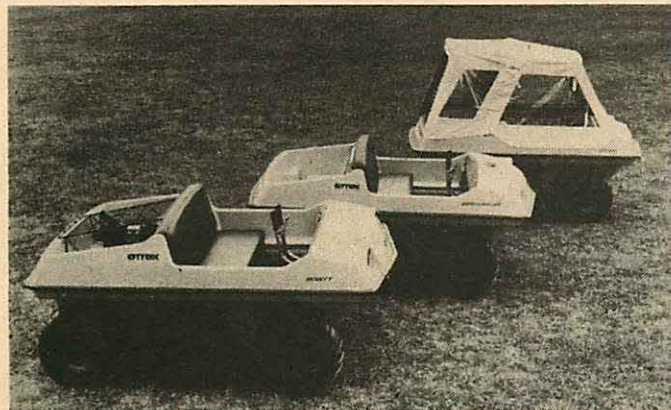
The vehicle features axles with exclusive design and mounting techniques that represent a significant technical advance in the industry. Made of strong aircraft alloy, the axles utilize automotive ball bearings mounted outside the body for increased support. This cuts down axle wear, resulting in smoother running, longer lasting axles.

The Attex is equipped with two powerful headlights, each with 75,000 candle power, providing twice the amount of light of standard automobile headlights. The Attex lights are mounted in the top section of the





Cheapest, stock Plain Jane model offers just as much fun motoring as more expensive and powerful job. Control is via twin-stick setup.



Backing up the \$995 208/TT are the \$1300 225/Hustler and an all-weather equipped \$1600 ST/300D. Competition model does its thing.



Neat kit converts Attex to 12-wheel-drive for banzai go-everywhere wailing. Specially-prepared Attex made the Mexican 1000 (Baja) scene.



Special ST/300 features an outboard motor for increased water speeds and duck blind paint treatment. It's for hard-core hunters.

body. The design results in a solid and watertight front and bottom section.

The Attex body is made of Royalite 20, an ABS thermoplastic which is superior to any other body material yet devised for an all-terrain vehicle. Manufactured by Uniroyal, Royalite 20 provides strength, durability, dimensional stability, lightness and beauty.

The Attex bodies are custom vacuum formed in the ATV Manufacturing Company's Comet forming machine, one of the largest in the industry. Strict quality control is exercised by a team of experienced executives. Less than 7 feet long and about 4½ feet wide, Attex is easily transportable by trailer or pick-up and will carry a full 800-pound payload up a 45-degree incline.

Optional equipment includes a six-wheel extension kit which enables owners to install three additional wheels on each side of the vehicle, making 12 in all, for greater traction and maneuverability, particularly on the water or in the snow. Windscreens and convertible fabric tops are available for all-season additional comfort. Other equipment includes a transport trailer with tilt-bed, rally-



Gee dad, roll up windows and a windshield!

pack (flush-mounted tachometer, speedometer and compass), custom-made fabric tonneau-cover, trailer hitch, outboard motor bracket and outboard motor. Special Attex jackets and jumpsuits are also available.

The ATV Manufacturing Company is currently the only all-terrain manufacturer anywhere that offers outdoor sportsmen a selection of models at different horsepower ratings and prices. There are three models to choose from: 208/TT Terrain Tamer, 225/Hustler and ST/300.

The 208/TT Terrain Tamer is pow-

ered by an 8-horsepower, four cycle, 320 cc Briggs & Stratton engine. The 8-horsepower vehicle will travel 25 mph on land and 4 mph on water. Its range on land is four hours. It has a recoil starter. Price (FOB) is \$995.

The ST/300 is powered by a 20 horsepower, two-cycle 300 cc Rockwell JLO engine. It will travel at 35 mph on land and 4mph on water. Its range on land is five hours. It has a 12-volt electric starter. Price (FOB) is \$1595.

A third generation of Attex all-terrain vehicles is already in prototype and has been tested at ATV rallies and races held in the Northeast, South and Midwest in the last six months of 1969. It is the new super Attex powered by a 440 cc Rockwell JLO engine which enables the vehicle to make 50 mph speeds. This vehicle has yet to be defeated in the competitions for unlimited, modified vehicles. Final testing of the super Attex is scheduled for the Las Vegas Mint off-road race in March of this year. An Attex racing team will compete in the rugged 400-mile event, one of the world's sternest driving tests. The third generation Attex will be available to sportsmen after the company has evaluated the performance data.



# ADVENTURE & FUN BUGGY & CARS





# ***dune & FUN BUGGY & cars***

