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Grand National  
story  
and  
photos

page 5



events

# GRAND NATIONAL EXHIBITORS

DAVID W. MARSTILLER CO.  
1331 Hampton Road  
Detroit, Mich. 48236

DON'S SPORT VEHICLE SALES  
24514 W. McNichols  
Detroit, Mich. 48215

KAWASAKI MOTORS CORP.  
5100 Edina Ind. Blvd.  
Minnie., Minn. 55435

OAKLAND MOBILITY  
2290 Walton Blvd.  
Rochester, Mich. 48063

NATIONAL CANVAS  
PRODUCTS CORP.  
Box 955  
Toledo, Ohio 43601

G. H. H. DEVELOPMENT, INC.  
45887 Mound Road  
Utica, Mich. 48087

MAJINEERING CORP.  
4420 Joslyn Road  
Pontiac, Mich. 48055

KENDALL REFINING CO.  
Bradford, Pa. 16701

McGUIRE DISTRIBUTING CO.  
3110 N. Logan  
Lansing, Mich. 48906

CASTROL OILS INC.  
10 Main Center — Upper Plaza  
Kansas City, Mo. 64105

CHALLENGER RECREATION CORP.  
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Iberia, Ohio 43325

ACTION ACCESSORIES  
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Liverpool, N.Y. 13088

CRUISE OUT INC.  
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Pontiac, Mich. 48054

JEN PRODUCTS  
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130 Orchard St.  
Grand Ledge, Mich. 48837

SEARS  
300 W. 14 Mile  
Troy, Mich. 48084

R V SPECIALTIES, INC.  
488 S. Main St.  
Lapeer, Mich. 48446

BLOND CO. CORP.  
17700 E. 8 Mile  
Harper Woods, Mich. 48236

HAY JO OIL CO.  
1111 Michigan Ave. Box 512  
E. Lansing, Mich. 48823

DONELSON ENG.  
101 Dayton Ave.  
Ames, Iowa 50010

LOCKLEY MFG. CO. INC.  
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Des Moines, Iowa 50305

TRACK & SPORTS INC.  
26950 Van Born Road  
Dearborn Heights, Mich. 48125

SPERRY RANL (DECKER & CO, INC.)  
Box 1228  
Lansing, Mich. 48904

RIVIERA CRUISER DIVISION  
LML Eng. & Mfg.  
Columbia City, Ind. 46725

C R INDUSTRIES  
Division G R Mold & Die  
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Grand Rapids, Mich 49504

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DECO  
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BOB LENLAND MFG. CO.  
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Flint, Mich. 48556

MASTERS ENTERPRISES, INC.  
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Flint, Mich. 48504

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Portland, Mich. 48875

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Mansfield, Ohio 44903

ACTION AGE, INC.  
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Cleveland, Ohio 44128

MEDALLION INSTRUMENTS, INC.  
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Spring Lake, Mich. 49456

ALLIS CHALMERS MANUFACTURING CO.  
1100 Kinnear  
Columbus, Ohio 43212

GROUP 3 (Mall)

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811 Woodward Hgts.  
Ferndale, Mich. 48220

DEECO  
Streetsville, Ont. Canada

RECREATIVES INC.  
30 French Road  
Buffalo, N.Y. 14227

I M P  
Box 321  
Iola, Kansas

CAMEL MFG. CO.  
329 S. Central  
Knoxville, Tenn. 37902

SEARS  
300 W 14 Mile  
Troy, Mich. 48084

R V SPECIALTIES, INC.  
488 S Main St.  
Lapeer, Minn. 48446



# GRAND NATIONAL EXHIBITORS

continued from previous page

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Box 1283  
Jonesboro, Ark. 72401

**MARINE & REC. NEWS**  
27601 Little Mack  
St. Clair Shores, Mich. 48081

**WARNER GEAR, BORG WARNER**  
1106 E Seymour St.  
Muncie, Ind. 47302

**KING INTERNATIONAL CORP.**  
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Portland, Mich 48875

**IRWIN LINOVICE**  
23003 Webster  
Oak Park, Mich. 48237

**FIRESTONE IND. RUBBER PRODUCTS CO.**  
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Moblesville, In. 46060

**GROUP 4 (Boot Area)**

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Utica, Mich. 48087

**KIEKHAEFER AEROMARINE MOTORS**  
1970 Aeromarine Drive  
P.O. Box 1458  
Fond Du Lac, Wis. 54935

**MARILYN BARNEY**  
138 Square Lake Road  
Bloomfield Hills, Mich. 48013

**KENDALL REFINING CO.**  
Bradford, Pa. 16701

## GRAND NATIONAL PRIZE WINNERS

### 4 GRAND PRIZE WINNERS

NAME	ADDRESS	PRIZE
Rita Brunett	13537 Chapel, Detroit, Mich.	Amphicat
George Hall	230 S. Bellevue, Orion, Mich.	Clinton ATV Bike
Del Gibbs	7373 Sashabaw, Clarkston, Mich.	Terra-Cat
Cass Schulte	3033 Partridge, Wixom, Mich.	Tri-Cart

### DRIVER GRAND PRIZE WINNERS

Joe Dunlap	Oxford, Mich.	Max.
P.O. Brauer	Utica, Mich.	Alloy Marine Trailer
Wm. Fritz	Massilon, Ohio	Sport King ATV Bike
David Carter	Oxford, Mich.	ATV Bike (Gamalski Hardware)

### GRAND NATIONAL PRIZES AWARDED THROUGH MICHIGAN SNOWMOBILER

Arthur D. Farrand	1730 Wellington, Lansing, Mich.	Mini-Mule (Donelson Inc.)
Robert Scharich	1422 Liberty, Saginaw, Mich.	Free Weekend (Fonro Lodge)

## GRAND NATIONAL GIFTS

SEE PAGE 16 AND INSIDE BACK COVER

FINAL STANDINGS  
1970-1971  
TOP DRIVERS

Owner-Dealer

Scott Slonaker, Pa. -538  
Robert Danner, Ind. -278  
Charles Stevens, Mi. -173  
Grover Graham, Jr., Pa. -166  
Paul Lechner, Mi. -143  
Robert Collier, Ind. -142  
George Peters, Pa. -138  
Doug Maxfield, Mi. -131  
Russ Kowalchik, Pa. -123  
Darrell Sennholz, Wisc. -116  
William Fritz, Ohio -113  
Doug Becker, Mi. -99  
Ken Kingsley, Mn. -97  
Don Fulton, Mi. -94  
Rod Hadlock, Ohio -86  
Dick Hamlin, Mi. -81  
Cliff Welker, Pa. -77  
L. Turner, Ill. -68  
Jim Kister, Ohio -67  
Gary Stevens, Mi. -65  
Robert Beebee, Nebr. -61  
K. Eppen, Mn. -60  
Robert Tremblay, Mi. -59  
Bill Blake, Ohio -59

Distributor-  
Manufacturer

Deek Scott, Pa. -592  
Howard Bohnert, Pa. -568  
Wayne Leis, Canada -300  
Jim Middleswartz, Colo. -210  
Keith Laur, Wisc. -138  
Gerhard Eser, Canada -136  
Gerry Charvat, Ind. -129  
Jim Ridgeway, Colo. -107  
Sandy McKee, Mn. -105  
(Scrambler)  
Richard Peckenpaugh, Ark. -104  
Jim Bartholomew, Pa. -103  
J. Plessinger, Ohio -91  
Dick Advay, Ohio -86  
Don Shaffer, Ohio -76  
(Scrambler)  
Bob MacAfee, Pa. -71  
Gary Zimmerman, Mi. -57  
Mike Hackett, Ind. -55  
Dennis Felmann, Wisc. -53  
J. Myers, Ohio -51  
Sandy McKee, Mn. -49  
(Max)  
Chuck Smith, Pa. -48  
Dowood Owens, Ohio -45  
Pete Gilbertson, Wisc. -37  
Bill Palmer, Canada -37

# All Terrain Vehicle Manufacturers' Association

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PRESIDENT

LOWELL CHRISCO  
FIRST VICE-PRESIDENT

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SECOND VICE-PRESIDENT

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## ACTIVE MEMBERS

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Outdoor Products Division  
P.O. Box 512  
Milwaukee, Wis. 53201

MOBILITY UNLIMITED, INC.  
P.O. Box 100  
Raymond, Miss. 39154

ATV MANUFACTURING CO.  
1215 Wm. Flynn Highway  
Glenshaw, Pa. 15116

RECREATIVES, INC.  
30 French Road  
Gardenville Industrial Park  
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329 South Central St.  
Knoxville, Tenn. 37902

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FTS CORPORATION  
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Denver, Colorado 80216

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Lebanon, Ohio 45036

HUSTLER CORPORATION  
Box 1283  
Jonesboro, Ark. 72401

VESELY COMPANY  
2101 North Lapeer Road  
Lapeer, Michigan 48446

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## ASSOCIATE MEMBERS

MORSE CONTROLS DIVISION  
NORTH AMERICAN ROCKWELL

21 Clinton Street  
Hudson, Ohio 44236

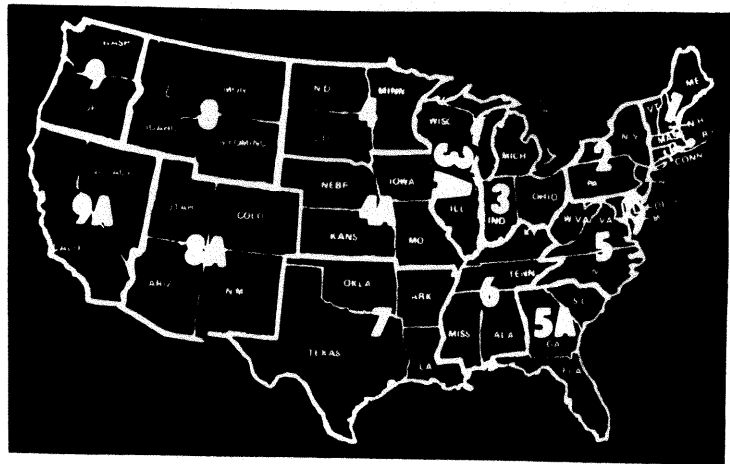
KAWASAKI MOTORS CORP.  
5100 Edina Industrial Boulevard  
Minneapolis, Minn. 55435

UNIROYAL TIRE COMPANY  
4500 Enterprise Drive  
Allen Park, Michigan 48101

From the  
Desk of the  
Executive Secretary



# NATVA PERSONNEL



The carnival atmosphere has disappeared, the noise of crowds, the roar of racing machines has all faded away and Pine Knob has taken on the appearance of an abandoned gravel pit. The Grand National Show and Rally was all we had hoped for and more. Over 16,000 people attended the two-day event and watched the toughest ATV competition ever staged.

Fifty exhibitors displayed their products to the enthusiastic crowds.

We feel the show and rally was a tremendous success in and of itself. Only time will tell if we accomplished our long range goal of kicking off the Spring selling season.

The rally would not have been successful without the tremendous support from the displayers and donors. A complete list can be found on the inside front cover and pages 1 and 16. My personal thanks also go the competitors for a fine performance.

## Executive Secretary

CHARLES P. LEACH, JR.  
342 Broad Street  
New Bethlehem, Pa. 16242  
814-275-1178

## Public Relations

E. J. BARNEY  
1380 Square Lake Road  
Bloomfield Hills, Mich. 48013  
313-646-3292

## National Director

LARRY L. HARMON  
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\$1.00

E. J. (Bud) Barney  
1380 E. Square Lk. Rd.  
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617-744-9350

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609-737-2711

### REGION 3

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Monroe, Mi. 48161  
313-241-6686

### REGION 3A

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608-884-8273

### REGION 4A

Ronald G. "Jeff" Kell  
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### REGION 9

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503-343-4633

## Safety Committee

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Pennington, N.J. 08534  
609-737-2711

LAURENCE C. MALO, JR.  
9 Franklin Street  
Salem, Mass. 01970  
617-774-9350

# ATV WORLD

OFFICIAL PUBLICATION OF THE NATIONAL ALL TERRAIN VEHICLE ASSOCIATION

MAY 1971 VOL. II NO. 2 "NATVA'S OWN"

## In this issue...

Grand National Exhibitors .....	inside front
Grand National Prize Winners .....	1
Pine Knob: ATV's Indianapolis? .....	5
H.B. 1175 - Sound legislation for ATVers-industry .....	7
The Sir Edmund Hillary of the recreational industry .....	10
Hiawatha Valley's fourth .....	13
Region 4 Rally .....	13
Grand National Gifts .....	16

## Departments

Final Standings 1970-1971 Top Drivers .....	2
ATVMA .....	2
From the desk of the Executive Secretary .....	3
NATVA .....	3
Driver Profiles .....	9
Klub Korner .....	11
Letters .....	11
Regional Reports .....	12
Ribit's Rallies .....	14
Rally Roger .....	14

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— John Lambert —

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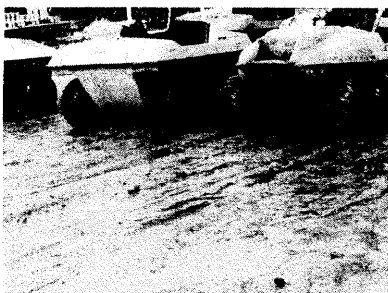
page 10



page 7



page 5



the grand national

# Pine Knob: ATV's Indianapolis?

Some 21,000 spectators trekked to posh Pine Knob ski resort north of Pontiac, Mich., on March 20-21 to witness the Grand National All Terrain Vehicle championship races.

And after 14 solid hours of droning competition among 321 entrants over the two days, the biggest winners were not drivers at all — but the All Terrain Vehicle (ATV) industry, and the Great Lakes ATV Association which planned the affair. The Michigan organization combined efficiency and showmanship to give the fledgling world of ATV competition its first "big-league" rating as a spectator sport. As a result, Michigan is being eyed as a permanent home for the ATV Grand National by industry officials and network television — in the way Indianapolis has become the Mecca for auto racing.

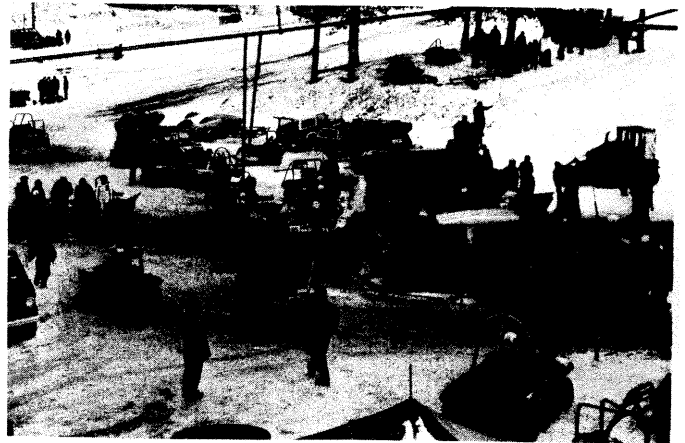
"Before we become any kind of mecca, we've got to resolve the parking situation," lamented E.J. (Bud) Barney, promoter of the event who silently suffered through Sunday's Finals with the knowledge that more than 6,000 spectators were being turned away for lack of parking. Not so despondent was Bill Terrvah, manager of Pontiac's Holiday Motel, and other area motel and restaurant operators who normally spend off-season weekends in relative solitude after waving a goodbye to their mid-week salesman clientele. Motels in a ten-mile radius of the ski resort were booked solid for the Grand National.

But, while Barney and his Great Lakes association were doing themselves proud as promoters for the state of Michigan — and making motel and restaurant operators happy — a contingent of racers from Pennsylvania were living evidence of the slogan: "Leave the driving to us", as they swept 12 of Sunday's 27 events.

And to prove this dominance at Pine Knob was no fluke. Two Pennsylvanians won the coveted Borg-Warner and Champion Spark Plug trophies, symbolic of year-long driving superiority for both amateur and professional drivers over the 44-ATV contests conducted in the 1970-71 season. The Grand National concludes the season under NATVA rules.



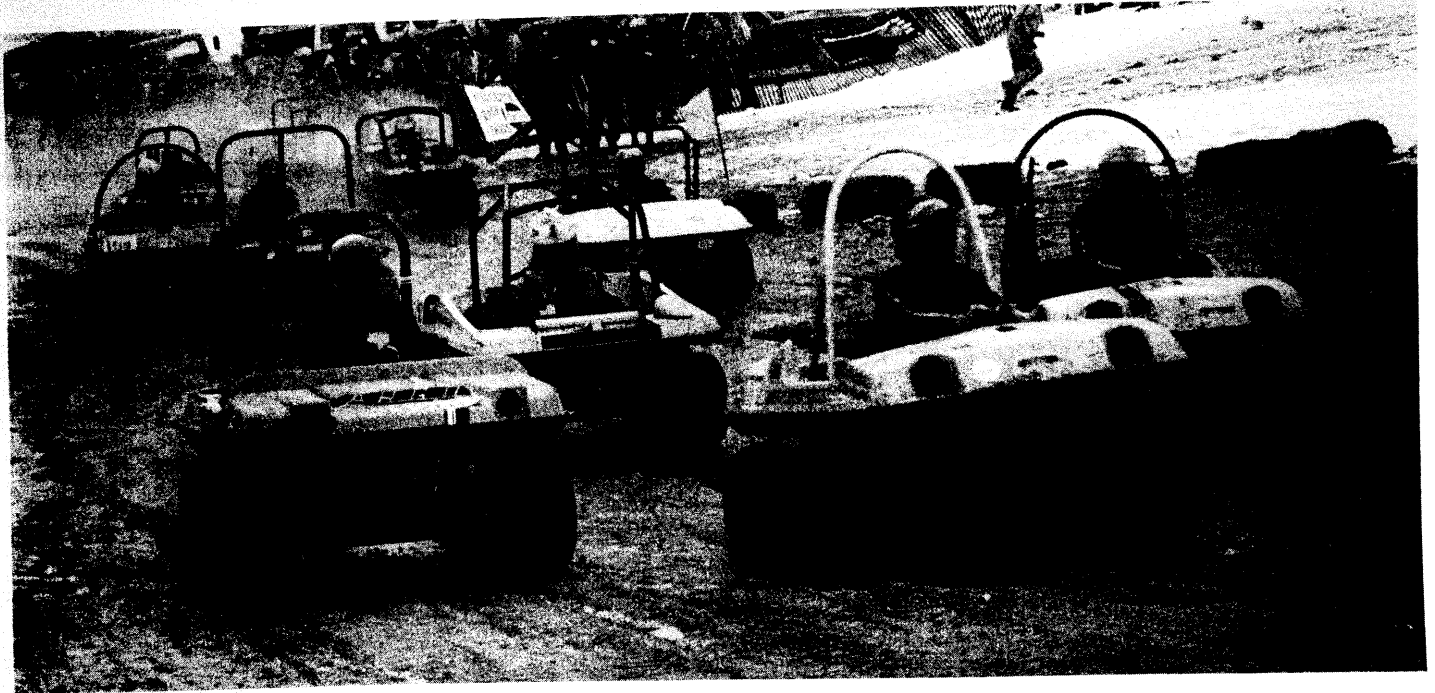
....and the juniors show the crowd they can race, too!



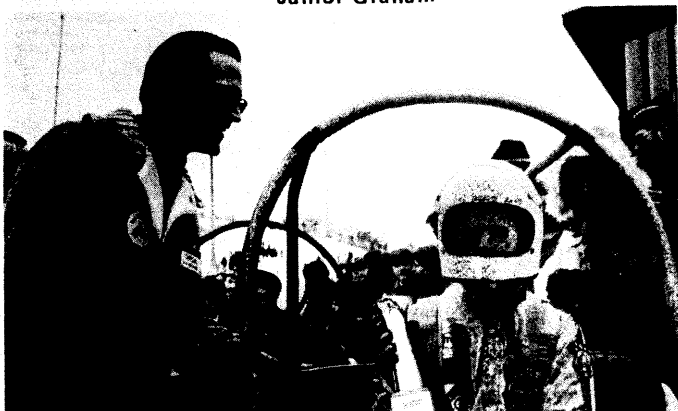
....the pit area was the busiest spot at Pine Knob.



....and E.J. 'Bud' Barney, general manager of the rally, chats with one of the race officials.



Junior Graham



Scott Slonaker



Scott Slonaker, 17-year old high school student from York Haven, Pa., was crowned the years' top amateur; and Deek Scott, of Wexford, Pa., was named the top professional.

The Pennsylvania drivers left only 15 contests open for entries from the other 23 states and Canada. Here is how they fared: Michigan — 5 winners; Indiana — 3 winners; California, Colorado and Ohio — 2 each; and Illinois — one.

Conventional ATV's have six wheels, but the Grand National included seven special events for the new 3 and 4-wheel units — and these proved to be the darlings of the television crews covering the affair.

In 4-wheel races, Bill Heppner, Owosso, won the Autolite trophy in a Ruppster; Ernie Littlejohn, Madison Heights, took the Kendall Refining cup driving a Gnat; and Tom Linton, New Castle, Pa., won the Feldman trophy in a Wrangler. A brother act from Whittier, Calif., Tom and Bill Stull, each won a Miller Brewing trophy driving Dunecycles; and John Taylor of Walled Lake also used a Dunecycle to take the Formsprag cup. John Plessinger, Massillon, Ohio, won the Champion Spark Plug trophy in a Wrangler.

Although NBC's cameraman counted some 58 vehicle roll-overs during the two days, not a single driver injury was sustained. Veteran drivers hailed the half-mile track "one of the best-planned ever, but most challenging too."

Six drivers who failed to make Sunday's finals left Pine Knob as big winners anyway — receiving ATV's in a special driver drawing. Joe Dunlop of Oxford won a Max; P.O. Brouaer, Utica, won an Allied Marine trailer; Bill Fritz, Massillon, O., won a Scrambler, Dave Carter, Oxford, won Gamalski Hardware's ATV Mini-bike; and Arthur Farland, Lansing, won the Mini-Mule ATV bike; Bob Scharich, Saginaw, won a weekend at Fonro Resort in northern Michigan.





—Indiana— Ralph R. Heine

**H.B. 1175** —

—the man—



Ralph R. Heine, Route 2, Columbia City, Indiana, 39, is serving his second two-year term in Indiana's General Assembly as a (Republican) Representative from the 9th District which includes Fulton, Huntington, Kosciusko, Wabash and Whitley Counties.

Heine is Chairman of the County and Township Committee and a member of the Agricultural, Affairs of Lake County, Public Health and Welfare Committees.

He is owner-operator of Gobbler's Retreat Turkey Farm.

Some of his other affiliations include: Director and past Vice-president of Whitley County Extension Council; past President of the Turkey Division of the Indiana Poultry Association; past Director of the Whitley County 4-H Clubs; former Chairman of Soil Conservation Division of Farm Bureau; Young Republicans; Columbia City Cham-

# — sound legislation for ATVer — industry

ber of Commerce; Lutheran Church; Beta Sigma Phi Fraternity; American Legion.

Heine is a veteran Army officer, Korean War and a graduate of Purdue University School of Agriculture.

## — the bill —

SECTION 1. I.C. 1971, 14-1, amended by adding a new chapter to the numbered Chapter 4 and to read as follows:

### CHAPTER 4. SNOWMOBILES AND OFF-ROAD VEHICLES

Sec. 1. As used in this act the term:

(a) "Operator" means any person who operates or is in actual physical control of a snowmobile or an off road vehicle:

(b) "Owner" means any person, other than a lien-holder, having the property in or title to a snowmobile or an off road vehicle entitled to the use or possession thereof:

(c) "Operate" means to ride in or on and to be in actual physical control of the operation of a snowmobile or an off road vehicle:

(d) "Person" means an individual, partnership, corporation, the state and any of its agencies or subdivisions, and any body of persons whether incorporated or not:

(e) "Snowmobile" means any motor driven vehicle designed for travel primarily on snow or ice of a type which utilizes sled type runners or skis, or any endless belt tread or any combination of these or other

similar means of contact with the surface upon which it is operated:

(f) "Off-road vehicle" means a motor driven vehicle capable of cross county travel, without benefit of a road or trail, on or immediately over land, water, snow, ice, marsh, swampland or other natural, terrain. It includes, but is not limited to, a multi wheel drive, or low pressure tire vehicle, motorcycle and related 2-wheel vehicle, amphibious machine, ground effect air cushion vehicle or other means of transportation deriving motive power from a source other than muscle or wind. It does not include a farm vehicle being used for farming, a vehicle used for military or law enforcement purposes, a construction vehicle used in performance of its common function or a registered aircraft;

(g) "Vehicle" means a snowmobile or an off road vehicle;

(h) "Dealer" means any person engaged in the commercial sale of snowmobiles or off road vehicles;

(i) "Highway, or street or right of way" means the entire width between the boundary lines of every way publicly maintained when any part thereof is open to the use of the public for purposes of vehicular travel;

(j) "Department" means the Department of Natural Resources;

(k) "Director" means the director of the Department of Natural Resources.

Sec. 2. (a) Except as otherwise provided, no snowmobile or an off road vehicle shall not be operated unless registered by the owner as provided in this act. Registration is not required for vehicles operated exclusively on lands owned or under the control of the vehicle owner.

(b) Registration is not required for

vehicles which are exclusively operated in a special event of limited duration which is conducted according to a prearranged schedule under a permit from the governmental unit having jurisdiction.

Sec. 3. Beginning with taking effect of this act each three (3) years thereafter, the owner of each snowmobile or off road vehicle requiring registration by this state shall file an application for registration with the department on forms provided by him. The application shall be signed by the owner of the vehicle and shall be accompanied by a fee of six dollars (\$6.00). Upon receipt of the application in approved form, the department shall enter it upon its records and issue to the applicant a certificate of registration containing the number awarded to the vehicle, the name and address of the owner and such other information as the department deems necessary. The certificate of registration shall be pocket size and shall accompany the vehicle and be made available for inspection upon demand by any peace officer.

Sec. 4. The revenues obtained pursuant to section 14-1 shall be dedicated to the department of natural resources for purposes of enforcement and constructing and maintaining vehicle trails.

Sec. 5. (a) The owner of any snowmobile having been issued a certificate of registration for the vehicle shall paint on or attach in a permanent manner to each side of the forward half of the vehicle the identification number in block characters of good proportion, not less than three (3) inches in height, reading from left to right. The numbers shall contrast so as to be distinctly visible and legible.

(b) There may be issued not earlier than ninety(90) days prior to the expiration date of a certificate, a registration renewal decal or other device indicating that the certificate of registration is in full force and effect. Display of the decal or other device shall be as prescribed by rule adopted by the department.

(c) Initial certificates of registration awarded pursuant to this act shall expire on each three (3) year interval, and thereafter certificates of registration and renewals thereof shall expire at the end of each three (3) year interval from date of purchase of the certificate unless sooner canceled.

(d) The department may award a certificate of number directly or may authorize any person to act as its agent for the awarding thereof. Records of the department made or kept pursuant to this act shall be public records except as otherwise provided herein.

(e) Beginning December 1, 1971, a manufacturer of a vehicle shall stamp into the frame of the vehicle an identifying number unique to that vehicle. The number shall be stamped where it is easily visible with a minimum of physical effort and it shall be termed the vehicle number. A manufacturer shall furnish to a requesting police agency or the department of natural resources, information as to the location of natural resources, information as to the location of vehicle numbers on vehicles it produces. The vehicle number shall be printed on the registration certificate issued by the department to the vehicle owner.

Sec. 6 (a) The owner of any vehicle shall notify the department with in fifteen (15) days if the vehicle is destroyed or abandon-

ed, is sold or an interest therein transferred either wholly or in part to another person, or if his address no longer conforms to the address appearing on the certificate of registration. The notice shall consist of a surrender of the certificate of registration on which the proper information shall be noted on a place to be provided. When the surrender of the certificate is by reason of the vehicle being destroyed or abandoned, the department shall cancel the certificate and enter such fact in his records and the number may be then reassigned.

(b) If the surrender is by reason of a change of address on the part of the owner, the new address shall be recorded by the department and upon payment of a fee of one dollar (\$1.00) a certificate of registration bearing such information shall be returned to the owner. The transferee of a vehicle registered under this act, within fifteen (15) days after acquiring it, shall make application the department for transfer to him of the certificate of registration issued to the vehicle, giving his name, address and the number of the vehicle and pay to the department a fee of \$1.00. Upon receipt of the application and fee the department shall transfer the certificate of registration issued for the vehicle to the new owner. Unless the application is made and the fee paid within fifteen (15) days, the vehicle shall be deemed to be without certificate of registration and a person shall not operate the vehicle until a certificate is issued.

(c) If any certificate of registration is lost, mutilated or illegible, the owner of the vehicle may obtain a duplicate of the certificate upon application and payment of a fee of one dollar (\$1.00).

Sec. 7. A dealer or manufacturer, upon application to the department, upon forms provided by him, may obtain certificates of registration for use in the testing or demonstrating of such vehicles upon payment of ten dollars (\$10.00) for each of the first two (2) registration certificates. Additional certificates, as the dealer may require, may be issued at a cost of five dollars (\$5.00) each and used by the applicant only in the testing or demonstrating of snowmobiles and off road vehicle by temporary placement of the numbers of the vehicle being tested or demonstrated. Any one (1) certificate issued pursuant to this section may be used on only one (1) vehicle at any given time. The temporary placement of numbers shall be as prescribed by this act or rules adopted hereunder. Such certificate shall be valid for a period of three (3) years.

Sec. 8 Possession of a vehicle with an altered, defaced or obliterated vehicle number is a misdemeanor, punishable by imprisonment for not more than six (6) months, or a fine of not more than five hundred dollars (\$500), or both.

Sec. 9. (a) A dealer shall maintain in safe operating condition all vehicles rented, leased, or furnished by him. The dealer, his agents or employees shall explain the operation of the vehicles being rented, leased or furnished and if such dealer, his agent or employee believes the person to whom the vehicle is to be rented, leased or furnished is not competent to operate such vehicle with competency to himself and to the safety of others, he shall refuse to rent, lease or furnish the same.

(b) Any dealer, renting, leasing or furnish-

ing any vehicle shall carry a policy of liability insurance subject to minimum limits exclusive of interests and costs, with respect to such vehicles, as follows: ten thousand dollars (\$10,000) because of bodily injury to or death of one (1) person in any one (1) accident and subject to said limit for one (1) person, twenty thousand dollars (\$20,000) because of bodily injury to or death of two (2) or more persons in any one (1) accident, and five thousand dollars (\$5,000) because of injury to or destruction of property or of others in any one (1) accident, or in the alternative, demand and be shown proof that the person renting, leasing or being furnished a vehicle carries liability policy of at least the type and coverage as specified above.

Sec. 10. A vehicle registered in another state or country to a nonresident of this state may be operated within the state under authority of such registration not to exceed twenty (20) days in any one (1) calendar year.

Sec. 11. (a) A person shall not operate a vehicle upon a public highway or street or right of way thereof or on a public or private parking lot not specifically designated for the use of snowmobiles or off road vehicles except under the following conditions and circumstances:

(1) A vehicle may be operated on the right of way of a public highway, except a limited access highway.

(2) The operator of a vehicle may cross a public highway, other than a limited access, highway, at right angles for the purpose of getting from one area to another when the operation can be done in safety. The operator shall bring his vehicle to a complete stop before proceeding across any public highway and shall yield the right of way to all traffic.

(3) Notwithstanding the provisions of this section, vehicles may be operated on a highway in a county road system, outside the corporate limits of a city or town, which is designated for such purpose by the county highway department having jurisdiction.

(4) A duly constituted law enforcement officer of a city or town or county or the state may authorize use of a vehicle on the public highways, streets and right of way within his jurisdiction during emergencies when conventional motor vehicles cannot be used for transportation due to snow or other extreme highway conditions.

(5) A vehicle may be operated on a street or highway for a special event of limited duration conducted according to prearranged schedule only under permit from the governmental unit having jurisdiction. The event may be conducted on the frozen surface of public waters only under permit from the department of natural resources.

(b) A person under the age of fourteen (14) shall not operate a vehicle without direct supervision of an adult except on land owned or under the control of such person or his parent or legal guardian.

(c) No person shall operate a vehicle, as defined in this act, on a public highway without a valid drivers license.

(d) A vehicle shall not be used to hunt, pursue, worry or kill a wild bird or any domestic or wild animal.

Sec. 12 A vehicle shall not be operated unless it has at least one (1) headlight, one (1) taillight and adequate brakes capable of

# DRIVER PROFILES



## John Plessinger

If anyone should ask about an expert on the Tri-Cart, John Plessinger is definitely the man. John has been involved with this three-wheeled all terrain vehicle since 1966 when he was a graduate student at Cranbrook Academy of Arts-Sciences in Bloomfield Hills, Michigan. A one-semester thesis on the Tri-cart turned into a 2-year project for John and he has been involved ever since. Although the Tricart is now owned by Sperry Rand Corporation, John is the man who actually developed the machine and now holds the position of design director for SPD

Division of Sperry Rand in Lebanon, Ohio.

As well as the talent involved in developing the Tricart, John is also an accomplished driver in the manufacturer-distributor class and has been "Tricarting" around for about a year now.

Even with such a full and busy schedule, John still found time to be married on April 10 to Lorrie Merdes, and he and his new wife plan to make their home in Franklin, Ohio. Congratulations, John, and welcome to the ranks of the married.

## Don Fulton

Congratulations are extended to this month's featured driver. On Saturday, March 13, Don Fulton and his wife, Linda, became the proud parents of a son, David Robert. The Fultons and their other child, Beth Lynn, aged 2, make their home in Livonia, Michigan, a suburb of Detroit.

Don is in his third year as an Amphicat dealer and operates Don's Sport Vehicle Sales, 24514 West 6 Mile Road, Detroit, specializing in all-terrain recreational vehicles. Since the Walled Lake Rally in 1970 Don has been attending ATV rallies in Michigan and competing in both stock and modified classes.

producing declaration at fourteen (14) feet a second on level ground at a speed of twenty (20) miles an hour.

Sec. 13. Any city or town may pass an ordinance regulating the operation of vehicles if the ordinance meets substantially the minimum requirements of this act. A city or town or county may not adopt an ordinance which:

- (a) Imposes a fee for a license.
- (b) Specifies accessory equipment to be carried on the vehicle.
- (c) Requires a vehicle operator to possess a motor vehicle driver's license while operating a snowmobile.

Sec. 14. A person shall not operate a vehicle:

- (a) At a rate of speed greater than is reasonable and proper having due regard for conditions then existing.
- (b) While under the influence of intoxicating liquor or unlawfully under the influence of narcotic or other habit-forming or dangerous depressant or stimulant drug.
- (c) During the hours from one half (½) hour after sunset to one half (½) hour before sunrise without displaying a lighted headlight and a lighted taillight.
- (d) In any forest nursery, planting area, or public lands posted or reasonably identified as an area of forest reproduction and when growing stock may be damaged.

ified as an area of forest reproduction and when growing stock may be damaged.

(e) On the frozen surface of public waters within one hundred (100) feet of a person not in or upon a vehicle or within one hundred (100) feet of a fishing shanty or shelter except at a speed of five (5) miles per hour or less.

(f) Unless it is equipped with a muffler in good working order and in constant operation to prevent excessive or unusual noise and annoying smoke.

(g) Within one hundred (100) feet of a dwelling between 12 midnight and 6 a.m., except on his own property or property under his control or as an invited guest.

(h) In such a manner as to commit a trespass as defined by law.

(i) While transporting thereon a bow unless unstrung or a firearm unless unloaded and securely encased or equipped with and made inoperative by a manufactured key-locked trigger housing mechanism.

(j) on or across a cemetery or burial ground.

(k) Within one hundred (100) feet of a slide, ski or skating area, except for the purpose of servicing the area.

(l) On a railroad or railroad right of way, except railroad personnel in performance of

their duties.

(m) In or upon any flowing river, stream or creek, except for the purpose of crossing by the shortest possible route, unless of sufficient water depth to permit movement by floatation of this vehicle at all times.

Sec. 15. The operator of a vehicle involved in an accident resulting in injuries to or death of any person, or property damage in an estimated amount of one hundred dollars (\$100) or more, shall immediately by the quickest means of communication notify a state police officer or officers, or the sheriff's office of the county wherein the accident occurred, or to the office of the police department of the municipality wherein the accident occurred. The police agency receiving the notice shall complete a report of the accident on forms prescribed by the director of the department of state police and forward the report to him.

Sec. 16. Unless otherwise provided herein, any person who violates any provision of this act is guilty of a misdemeanor and upon conviction shall be fined not more than five hundred dollars (\$500) or imprisoned for more than six (6) months or both.

Sec. 2. Whereas an emergency exists for the more immediate taking effect of this act, it shall be in effect after passage.

**Tom Shiftlet**

# the Sir Edmund Hillary of the recreational industry

## Alaska to Seattle

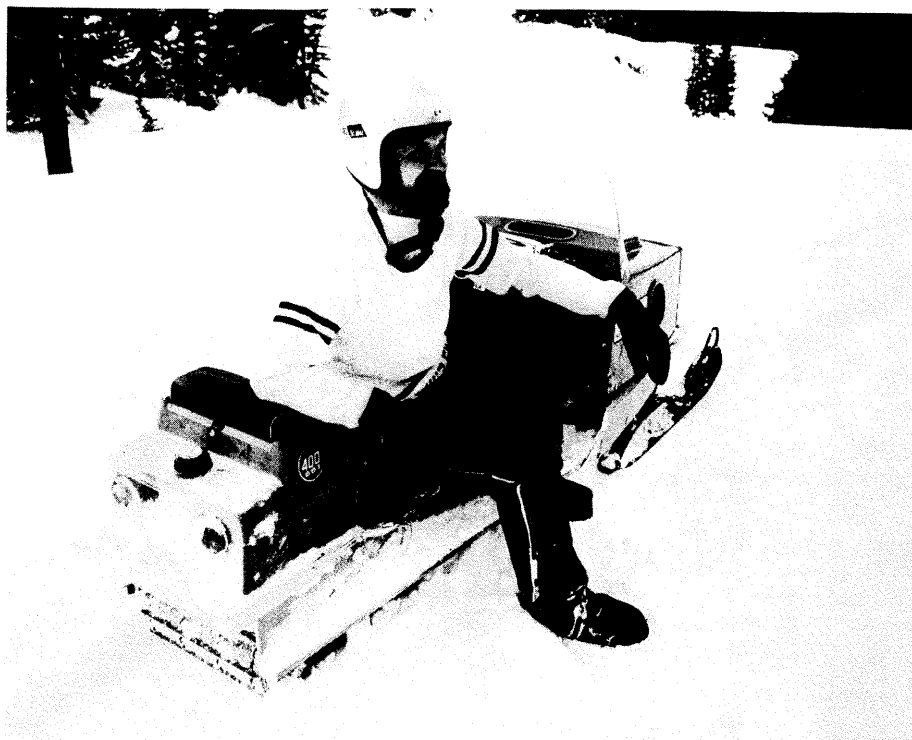
Tom Shiftlet, first man to drive a snowmobile from Point Barrow, Alaska, to Seattle, Wash., started his trip on March 1, 1970, with two companions - a newsman and a mechanic. Eighteen days later he arrived in Seattle. In between he covered 4,240 miles of rough, frozen terrain in temperatures that dipped to a minus 50 degrees below zero. Wind gusts reached 32 knots, producing a chill factor of more than 100 degrees below zero. His route took Shiftlet from Point Barrow to Prudhoe Bay, Fairbanks, Whitehorse, Williams Lake and Seattle. During most of the trip the team averaged 110-115 miles per day but toward the end of the journey, when terrain conditions improved, their average mileage increased to 250 miles per day. A day after starting out from Point Barrow, a cracked bearing forced the team to turn back. Replacement parts were flown in and Shiftlet set out again, this time with an Eskimo guide. Several days later a blinding snowstorm struck and Shiftlet and his companions were weatherbound for one day. Another couple of days were lost when the team was forced to detour around a crack in the ice.

Two of the biggest problems he faced on the trip, said Shiftlet, were dehydration and the psychological effect the weather had on the men. Dehydration said Shiftlet was a constant problem and to get enough fluid, the adventurers melted snow.

Other problems encountered by the men on the trip were the lack of radio contact with the outside world and erratic compass readings due to the magnetic field in the far north. The three men relied on the Eskimo guide's sense of direction.

## South Pole

The Alaska to Seattle run was excellent training for Shiftlet's planned expedition to the South Pole early in 1971. On this trip Shiftlet will be driving a Massey-Ferguson snowmobile



History-making Tom Shiftlet

and four supply sleds. The route he'll cover stretches for 1,200 miles up the Skelton Glacier over territory never before traveled by man on foot.

"One of the things we learned on the Alaskan trip that will help us on the South Pole expedition is not to put a cab on the snowmobile," says Shiftlet. "We used an aluminum cab on that trip and we just about froze to death because the metal held the cold. For the South Pole journey we're going to use open vehicles."

## New York to California and Pike's Peak

Tom Shiftlet made the 3,931 mile cross-country jaunt in 1969 taking time out during the journey to climb Pike's Peak in a snowmobile. He left New York City on September 22 driving a snowmobile equipped with wheels and accompanied by a safety-service car. Shiftlet arrived in San Francisco 11 days later, on October 2, making the trip

without requiring any parts replacement. Even the standard track with which the snowmobile was equipped survived the trip without service. Shiftlet's best travel time for one day was 738 miles from Ft. Wayne, Ind., to Council Bluffs, Iowa, a time-distance record.

## Mt. Fujiyama

Tom Shiftlet went to Japan in August, 1970, to climb Mt. Fujiyama in an ATV. Although he had permission to make the assault up the 11,600-foot mountain from both American and Japanese governments, he was halted about 6,000 feet from the top by local police. Shiftlet was refused permission to continue and returned to the states. He still doesn't know the real reason he was turned back.

## Endurance Record

A world endurance record for driving a snowmobile—26 hours 15 minutes—was set by Shiftlet early in

◇  
1970 at an outdoor sports show in Mansfield, Ohio. The previous record, also held by Shiflet, was 24 hours. During the record breaking run, conducted on an improvised track at the Richland County Fairgrounds, Shiflet stopped only for fuel and food. His snowmobile was equipped with wheels and averaged about 30 miles per gallon of gasoline-oil fuel during the record-setting event.

## KLUB KORNER

The Spring event and election meeting of the Grand Valley Scrambler Club included a moonlight fun-run on semi-pre-marked trails over seventy-five acres of varied terrain. Remnants of winter's snow and ice, along with the anticipation of Spring combined to stir up the drivers' blood, making the event one of memory-making quality. The cold, clear night made most welcome the hot coffee and doughnuts in the nearby farmhouse of one of the members.

After review and preview (of past and forthcoming events, respectively), and discussion of pertinent matters, elections were held. Gary Jaarda of Grand Rapids is the new keeper-of-the-gavel, with "Tiny" Drenth of Grand Haven Event Chairman, and Marth Despres (Grand Rapids) secretary.

This active club has plans for several exciting summer and autumn events this year, including one of overnight duration. This rapidly growing group has a high percentage of it's members turn out for events, and the rating given by the participants is always in the thousands!

## Letters

Dear NATVA,

I am 9 years old and want to race. How come you have to be 15 years old to race? Please change it.

Your friend,  
Jack Mathis

P.S. Let me race.

Dear Jack:

Thank you very much for your note regarding the age limit placed on racing. All organizations must have rules and regulations for the memberships to abide. Otherwise the organization could not exist.

I understand that you are a very ac-

complished ATV driver; however, most nine year olds are not. It is unfortunate that you have become a victim of a rule, however I am certain that you realize the necessity of having such a rule. Hoping you will remain our friend,

Charles P. Leach, Jr.

### from Region 9

James LaMarche, Jr.  
2045 Coventry Way  
Eugene, Ore. 97405  
503-343-4633

GOOD NEWS! At present it appears as if the Northwest (Region 9) is going to have some action.

Negotiations are now underway to secure rally sites in the Seattle, Wash. and Eugene, Ore. areas. Tentative schedule for the regional open will be Labor Day weekend, Sept. 5-6 in one of these areas.

I would like to take this opportunity to invite all members to communicate with your regional office concerning any programs you may wish to instigate in your particular area.

Let's all pull together and make this Great Northwest the ATV fun capital of the world.

### from Region 1

Laurence C. Malo, Jr.  
9 Franklin Street  
Salem, Mass. 01970  
617-744-9350

In my article in the December issue of ATV WORLD I made mention of the Massachusetts legislation and the noise level requirement included. The Massachusetts law included a section that stated all vehicles sold after January 1, 1971 would have to meet the maximum noise level requirements of 73 Decibels as certified by the manufacturer. Few if any snowmobiles or ATVs produced today could meet this requirement.

Following a number of conferences and discussions with Thomas Legere, director, Division of Motor Boating, the Commonwealth of Massachusetts removed the noise level requirement from the law. Legere indicated that the state would refile this portion of the bill in 1974 or 1975, after the manufacturers have had an opportunity to develop more efficient muffler systems. Legere also indicated that his department is planning to purchase a number of ATVs. How about that folks!



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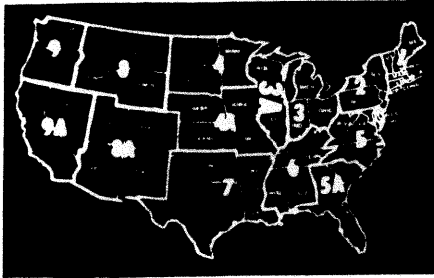
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## from Region 4A

Ronald G. "Jeff" Kell  
1280 Cerro Drive  
Dubuque, Iowa 52001  
313-556-3537

To the ATV dealer or salesman, the past several years have been ones of dismay and mental confusion. It's hard to close a sale and put bread on the table when the question you're asked most is, What is it? A lot of dealers and salesmen I have known have gotten out of the ATV business. They didn't realize a few basic reasons why they weren't selling any units or so few that it just wasn't worth while. I would like to direct the next few paragraphs to the ATV dealer or potential ATV dealer.

For three years I have been selling ATVs, 95% of the time I've been explaining, what it is, where it goes, and what it does when it gets there. Occasionally I tell them what it costs, and I've sold a few. Lately I've noticed a change in the attitude of the public. They seem to know most of the makes and types of machines on the market, and have pretty well made up their minds the type of machine they like best. I believe that the advertisement programs of the ATV manufacturers and distributors is starting to pay off. I also feel that the ATV rally gives the potential buyer a very good chance to see and compare the many makes and types of machines available.

The dealer that is most successful with ATV's realizes that in order to sell he has to demonstrate. A good 15 minute demonstration is better than a full day of talking in the showroom. The ideal demonstration is held in the potential buyers own back yard, or in the areas where he will be using his machine the most. If this is impossible, every dealer should have an area very close to his place of business where he can demonstrate with no inconvenience to the buyer. The customer should be allowed to drive the ATV after riding as a passenger for just a few minutes. This impresses the customer, to find

# THE REGIONAL REPORTS

that he too can go through a mud hole or climb a hill without a lot of schooling.

I have always found that while demonstrating an ATV, honesty pays off. I make it a point to tell the customer the types of areas where he is likely to have trouble and why. I also try to get the unit stuck or hung up during a demonstration. This gives me a chance to show why we got stuck, and how to avoid it, but the main reason is to show how easy the ATV is to get out of a jamb and get going again. A prospective buyer gets tired of hearing how good a product is, don't be afraid to point out a machines weak points. The buyer will find them the first day he has his unit, so he will appreciate being able to avoid these hazards while learning.

When the snowmobile first came on the market it wasn't very pretty or dependable. But now most of the snow vehicles are dependable, sleek and attractive. The ATV has followed this very same trend. Snowmobile racing proved to be a test track for the various manufacturers, just as ATV racing has without a doubt brought out the weak points of our different machines. The dealer and consumer will benefit by this, for now all of the ATV'S on the market are engineered better and far more dependably than they once were. The one thing that the dealer should keep in mind, is while ATV racing helps sell machines, only a very small percentage of the machines that he sells will ever race. The majority of your customers want an ATV for family fun, hunting, and outdoor sports, not for speed, so the actual results of a race mean very little to sales but the promotion is terrific.

In the southern section of the United States sales are expected to soar, because, there is no competition with the snowmobile in any respect. A person can do anything that a snowmobiler does, without getting cold, and then go fishing, all in the same machine. In areas of the country where the snowmobile has become popular, the progressive snowmobile dealer should realize that a lot of his

prospective customers are taking a long look at the ATV. Here is a machine that does not have to be put in the barn for nine months of the year. Many people are beginning to see the benefits of an ATV over a snowmobile. And with the many marshes and small lakes in the north the ATV is the best machine for year long fun and outdoor sports. The snowmobile dealer is fortunate because he is experienced with the two-cycle engine, which is the most widely used type of engine in the ATV. The snowmobile dealer should not consider the ATV as competition for the consumer dollar but as a product to give him a complete line as a dealer in recreational vehicles.

One of the biggest mistakes made by unsuccessful dealers is that they never try to advertise or promote their machines. The buying public has got to see a machine in action. A showroom is nice, but it is not the place to sell an ATV. The best forms of promotion are free, such as local parades, or county fairs. A donated ATV, with a small sign attached, to the fair police will get more promotion than a \$500 booth, it's also appreciated by the police. Another form of promotion that costs only coffee and doughnuts, is to give rides on a Sunday afternoon in your own demonstration area. There is no need to discuss prices at this time. Your main objective is to make the family happy, if Ma and the kids have a good time, Dad will be Back. As a dealer you should also attend all rallies in your area, with your machine.

There is no doubt that the ATV is here to stay, market research says so, and the recreational minded public will demand it, as it has boats and snowmobiles. Industry has done their part, every type and description of machine is available from three to eight wheels or tracks, or even a combination of both. It will be up to the local dealer on how fast and how soon ATV becomes a household word.

## from Region 7

William McCaughan  
1211 Tony Drive  
Jonesboro, Ark. 72401  
501-932-7632

Let me invite you to come along on a trip... vicariously enjoy it with us. Plans and phone calls begin about two weeks in advance. Everyone in our area is contacted and told about the



upcoming rally. Wives plan our food menu, and when the impatiently-awaited day arrives, everything is planned, purchased, and prepared. Our fellow enthusiasts begin arriving about 7 a.m. Generally, one of the first is Dr. Pollack from Osceola, Ark. Doc brings movie equipment and starts shooting film on arrival as we greet him at the Hustler factory. He continues shooting throughout the day, recording all the fun, so we can live it again and again during some of the drab winter months. After all have arrived, we begin our caravan through town, head for open country, and Sand Creek. Needless to say, this causes a lot of excitement, and many times a line of inquisitive residents trail us awhile. On every trip like this you can bet some manufacturer will sell at least one unit because people get a chance to see the ATV being enjoyed family-style. We are always happy to answer any questions (... "What's that?") ... and even take the interested ones for a ride.

At Sand Creek, we back the units off the trailers, and out the back of pick-up trucks and line them up. A number is given to each unit, and places must be held. This eliminates someone getting separated from the group and possibly having some trouble. The lead ATV and the ca-booze unit communicate by Walkie-Talkie. In case of any trouble, the entire line is stopped until we're checked out. Picnic coolers with food and drink are loaded onto the luggage racks and we're off playing our version of "follow the leader."

Sand Creek's beautiful this time of year, with early summer's colored weeds masquerading as flowers, and stretches of new green grass so long out of sight. The creek bed varies from 15 yards wide to 50-75 yards, with large, pure white sand bars, now on one side, then the other... the crystal clear creek a blue ribbon, winding its way through the countryside. Depth at our crossing points is only 5 to 8 inches deep, the firm bottom giving us no trouble at all. Stretches of deeper water offer the fellows with jet pumps a chance to explore during break times. Pools up to five feet deep tempt many to enjoy a pre-lunch swim. 1:00 p.m. arrives, and our trip up the creek is about half over. Before the afternoon ride begins, we change numbers to give everyone a chance at front-line places.

We're off again... water rushes by, sand dunes are conquered, and we run

across ever-changing rippled sand and gravel bars till around 5:00 p.m., when we take another break. Vines and underbrush begin to obscure the creek-bed completely at this point, and the going gets a little too tough to be fun. Like the old wagon trains, we make a large circle of the ATVs (in case of Indians) and make a fire in the middle to roast hot dogs and marshmallows. The everyday world's hustle and bustle seem a thousand miles away now... worries and cares are far away... you lie back in that nice warm sand and just cool it. Some of the fellows and their wives swim or play ball on the sand bar, while others just relax, maybe planning the agenda for our next outing. Since we enjoy this unspoiled outdoors so much, we believe it very important to keep it that way. One or two of the units are assigned to carry ice chests to be used for trash receptacles. It's strictly a no-no to leave any bottles, cans, paper, etc., and it doesn't take much time to clear things up.

We try to plan the last five miles back to our departure point after dark. If you haven't made a run at night, with several ATVs, you're really missing something. The whole scenic view changes as the headlight beams reflect off the water and strike the

## Hiawatha Valley's fourth

We, the Hiawatha Valley ATV Assn. of Lake City, Minnesota, located on beautiful Lake Pepin have plans now underway for our 4th ATV Rally to be held on May 15th and 16th.

Since we started our track last August each rally gets better and better in participation as well as in attendance. We've worked hard to promote our track and we're proud of it as well as being proud of being a part of the ATV Assn. But, it couldn't have been done without the participation of all you ATV enthusiasts. So we are looking forward to seeing new faces as well as welcoming back the familiar ones.

For further information write:  
Hiawatha Valley ATV Assn.  
410 Iowa St.  
Lake City, Michigan 55041

or call 612-345-2858 and we will be happy to make arrangements for you.

We hope that you will make plans now to attend!

sheer bluff on the creek-bed sides. Generally we will see deer, fox, coon, possum, rabbits, and an occasional skunk... (no reference to Lowell Chrisco) ... coming to the creek for water. It is truly a wonderful experience. Our little jaunt takes a full day, and everyone is happily tired by the time we return. We can face the coming week with the satisfaction of having "done our thing."

At least one weekend trip is scheduled down the beautiful Buffalo River this summer. If Dr. Pollack is as good with his fishing gear as he is with his camera, we should have all the fish we can eat along the way. He has made the trip by boat several times, and will be in full charge of all arrangements on this venture.

## Region 4

Snowbanks, zero temperatures and snowflakes didn't help, but the Region 4 Rally held at Lake City, Minnesota Jan. 9th and 10th was underway.

It took a lot of hard work and determination from our Regional Director Stan Engan and local club "the Hiawatha Vally ATV Assn.," and in all they did a fine job of running a great show.

Since our last rally in Oct., we have changed the track by adding more hairpin corners and higher jumps, but this didn't hinder our drivers -- with their fast thinking and ability they drove like the pro's they are.

We want to thank all that attended our rally -- to the individuals as well as the factory teams -- Argo, Scrambler and Max -- who traveled so far to support us. We had one driver come as far as Galesburg, Michigan, with interest and participation like this the ATV rallies will be around for a long time.

Thanks again, boys -- a job well done!



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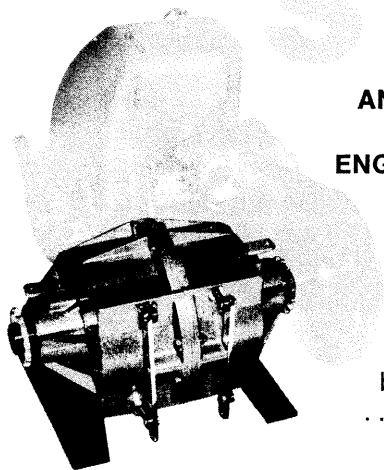


DATE	LOCATION	CONTACT
May 15 & 16	Hiawatha Valley, Hwy. 61, Lake City, Minn.	Dennis Bremer 612-345-2858
May 15 & 16	Lapeer VFW, Lapeer, Mich.	Terry Lake 313-241-6686
May 22	Nelsonville ATV Rally Nelsonville, Ohio	Terry Lake 313-241-6686
June 26 & 27	Region 3 Championship Matlock Acres, Rushville, Ind.	Carl Haynie 317-932-3752
Aug. 13 Friday	Monroe County Fair Ground In conjunction with Monroe County Fair	Terry Lake 313-241-6686
June 13	Deckerville Rally Deckerville, Mich.	Terry Lake 313-241-6686

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Class B-3	Deek Scott Howard Bohnert Jim Green	Wexford, Pa. Pittsburgh, Pa. New Cumberland, Pa.	Attex Attex McKee
Class 4C	Wm. Heppner Ernie Cates Mark Cockley	Owosso, Mich. Owosso, Mich. Lexington, Ohio	Ruppster Ruppster Ruppster
Class C-1	Rod Hadlock Doug Maxfield Vernon Delap	Jefferson, Ohio Columbiaville, Mich. Kenosha, Wisc.	Scrambler Trail Boss Scrambler
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Class D-3	Jim Middleswartz Deek Scott Wayne Leis	Denver, Colo. Wexford, Pa. Kitchener, Ont.	Chaparral Attex Argo
Class 4E-3	Tom Linton Joe Lockley Harry Lockley	New Castle, Pa. New Castle, Pa. New Castle, Pa.	Wrangler Wrangler Wrangler

Class E-1	Scott Slonaker Bob Danner Bob Collier	York Haven, Pa. Pierceton, Ind. Pierceton, Ind.	Attex Attex Attex
Class E-3	Deek Scott Jim Middleswartz Wayne Leis	Wexford, Pa. Denver, Colo. Kitchener, Ont.	Attex Chaparral Argo
Class 4MA-1	Ernest Littlejohn Mark Cockley Richard Watt	Madison Hts., Mi. Lexington, Ohio Hazel Pk., Mich.	Gnat Ruppster Gnat
Class F-1	Scott Slonaker Bob Danner Junior Graham	York Haven, Pa. Pierceton, Ind. Blanchard, Pa.	Attex Attex Attex



# WANTED



## DEALERS

for the **Gnat** . . . the first recreational vehicle priced to sell for only \$695 to reach the popular market . . . Unusual marketing plans allow for extra dealer profits . . . with a vehicle that performs spectacularly at speeds of 35 mph and climbs hills of 45° goes through marshes, sand and untracked lands.

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Tom Jones collect  
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American Pride  
Products, Inc.  
2568 Elliott  
Troy, Michigan 48084

# Pine Knob

<b>Class F-3</b> Deek Scott Howard Bohnert	Wexford, Pa. Pittsburgh, Pa.	Attex Attex	<b>Class MC-1</b> Scott Slonaker Robert Danner Rod Hadlock	York Haven, Pa. Pierceton, Ind. Jefferson, Ohio	Attex Attex Scrambler
<b>Class 3C-1</b> John Taylor Bill Stull Dennis Feldman	Walled Lake, Mi. Whittier, Calif. Plymouth, Wisc.	Dunecycle Dunecycle Mini-Brute	<b>Class MC-3</b> Deek Scott Howard Bohnert Rod Hadlock	Wexford, Pa. Pittsburgh, Pa. Jefferson, Ohio	Attex Attex Scrambler
<b>Class MA-1</b> John Rennie Bob Collier Junior Graham	Pontiac, Mi. Pierceton, Ind. Blanchard, Pa.	Scrambler Attex Attex	<b>Class 3MA &amp; 3MB</b> John Plessinger Barry Howard Larry Ruble	Franklin, Ohio Lebanon, Ohio Lebanon, Ohio	Tri-cart Tri-cart Tri-cart
<b>Class MA-3</b> Gerry Charvat Howard Bohnt Jim Green	Ligonier, Ind. Pittsburgh, Pa. New Cumberland,	Starcraft Attex McKee	<b>Class MD-1</b> Scott Slonaker Bob Danner Jim Kister	York Haven, Pa. Pierceton, Ind. Jefferson, Ohio	Attex Attex Scrambler
<b>Class 3D-1</b> Tom Stull John Taylor Bob Mills	Lamirada, Calif. Walled Lake, Mi. Whittier, Calif.	Dunecycle Dunecycle Dunecycle	<b>Class MD-3</b> Howard Bohnert Deek Scott Gerhard Eser	Pittsburgh, Pa. Wexford, Pa. Kitchener, Ont.	Attex Attex Argo
<b>Class MB-1</b> Scott Slonaker Jim Kister Bob Danner	York Haven, Pa. Kingsville, Ohio Pierceton, Ind.	Attex Scrambler Attex	<b>Junior Class</b> Gerry Beard Ray Phillips David Marstiller	Arenzville, Ill. Blanchard, Pa. Detroit, Mi.	Terra Tiger Attex Attex
<b>Class MB-3</b> Jim Ridgeway Keith Laur Aaron Hensley	Denver, Colo. Milwaukee, Wisc. N. Webster, Ind.	Chaparral Amphicat Starcraft	<b>Powder Puff</b> Marta Becker W. Fisher Lucy Bottsford	Port Huron, Mi. Ashtabula, Ohio Pleasant Ridge, Mi.	Attex Scrambler Argo
<b>Class 3MA-1</b> Bill Stull Tom Stull Bob Mills	Whittier, Calif. LaMirada, Calif. Whittier, Calif.	Dunecycle Dunecycle Dunecycle			

# GRAND NATIONAL GIFTS

**SOUTHWEST GREASE & OIL**  
Detroit, Mich.  
2 Cases Oil

**WALBRO CORPORATION**  
Gass City, Mich. 48726  
Carburetor

**WHARRAM SALES & ENGINEERING CORP.**  
4301 Western Road  
P.O. Box 6126  
Flint, Mich. 48508  
30 Plug Pals

**TRACK 'N TRAIL**  
NATVA Official Rules

**MANTALINE CORP.**  
(Bruce Haddock)  
Box M  
Mantua, Ohio 44255  
Promotion

**WARNER GEAR DIVISION**  
(Borg Warner Corp.)  
1106 East Seymour  
Muncie, Ind. 47302  
Promotion

**WOLVERINE WORLD WIDE**  
Rockford, Ill. 49341  
Pair of Snowmobile Mitts

**YANKEE MOTOR CO.**  
P.O. Box 36  
Schenectady, N.Y. 12301  
6 Cases Full Bore Oil

**REX CHAINBELT**  
369 Plainfield St.  
Springfield 1, Mass.  
50 Ft. No. 40 Chain  
50 Ft. No. 50 Chain

UNIROYAL  
U.S. Rubber Tire Co.  
4500 Enterprise Dr.  
Allen Park, Mich. 48101  
6 ATV Tires

A.C. SPARK PLUG DIVISION  
1300 N. Dost Highway  
Flint, Mich. 48556  
Promotion  
Jackets – Gifts

ACTION-ACCESSORIES  
P.O. Box 15  
Liverpool, N.Y. 13088  
2ATV Lubrication Kits  
ATV Mylar Compass

ALLOY MARINE  
P.O. Box 308  
Algonac, Mich.  
ATV Trailer

ASHLAND-VALVOLINE CO.  
Ashland, Ky. 41101  
3 Cases Oil

AUTOLITE SPEAK PLUGS  
P.O. Box 3000  
Livonia, Mich. 48151  
2 Trophies

CAMEL MANUFACTURING CO.  
329 South Central  
Knoxville, Tenn.  
Tent

CASTROL OIL  
Ten Main Center  
Upper Plaza  
Kansas City, Miss. 64105  
27 Cases of Oil  
2 Trophies

CAHMPION SPARK PLUG  
P.O. Box 910  
Toledo, Ohio 43601  
1 Champion Ash Tray  
Trophies

CLINTON ENGINES CORP.  
Maquoketa, Iowa  
ATV Bike

DECKER & CO., INC.  
Box 1228  
Lansing, Mich. 48904  
6 Cases of Oil  
6 Inflatable Chairs

DICO COMPANY  
P.O. Box 1344  
Des Moines, Iowa 50305  
Promotion

FTS CORPORATION  
Chaparral ATV Division  
Denver, Colo.  
Promotion

DAYTON MARINE PRODUCTS  
7565 E. 6 Mile  
Detroit, Mich. 48234  
6 Toboggans

LARRY HARMON  
9169 Bourbon St.  
Indianapolis, Ind. 46236  
4 Safety Helmets

MARATHON OIL CO.  
26400 Lasher Road  
Southfield, Mich. 48075  
10 Cases

MASSEY-FERGUSON  
1901 Bell Ave.  
Des Moines, Iowa 50315  
Promotion

MEDALLION INSTRUMENTS, INC  
917 West Savidge  
Spring Lake, Mich. 49456  
Compass

MILLER BREWING CO.  
4000 W. State St.  
Milwaukee, Wisc. 53209  
Promotion

MOBILITY UNLIMITED, INC.  
Raymond, Miss.  
Amphicat

NATIONAL CANVAS PRODUCTS  
P.O. Box 955  
Toledo, Ohio 43601  
Travelmate Tent

OAK DISTRIBUTION CO., INC.  
375 Franklin  
Pontiac Mich.  
Beer – Schlitz

PEPSI COLA  
20021 Exeter  
Detroit, Mich. 48203  
Pepsi Cooler  
Pepsi Radio

QUAKER STATE OIL REFINING  
Oil City, Penn. 16301  
Trophies

RANKIN MFG.  
924 N. Saginaw  
Durand, Mich.  
Terracat

RECREATIVES, INC.  
30 French Road  
Buffalo, N.H. 14227  
Max ATV

ROCKWELL MANUFACTURING CO.  
929 N. Lexington Ave.  
Pittsburgh, Pa. 15208  
395cc JLO Engine

ROBERT BOSCH CORP.  
2800 S. 25 Street  
Broadview, Ill.  
Promotion

R.D. SUTTON  
6509 Whitehorn Court No. 2A  
Indianapolis, Ind.  
Promotion

RV SPECIALTIES, INC.  
488 S. Main Street  
Lapeer, Mich. 48446  
Tent Sled

SACKS MOTOR CORPORATION, LTD.  
9615 Cote de Liesse  
Dorval, Quebec, Canada  
280cc Sachs Engine

SALSBURY CORPORATION  
1010 East 62 Street  
Los Angeles, Cal.  
2 Trophies

SEARS, ROEBUCK, & CO.  
925 S. Homan Ave.  
Chicago, Ill. 60607  
Promotion – Trophies

SOUTER OIL SALES CO.  
4500 East Navada  
Detroit, Mich.  
Oil (10 Cases)

SPERRY RAND  
Special Products Division  
New Holland, Pa. 17557  
Tri-cart

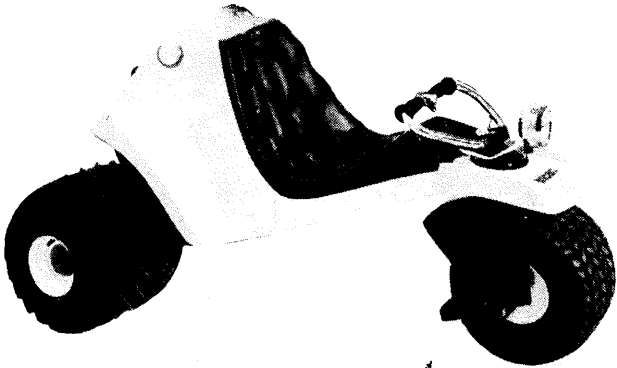
SPORT KING, INC.  
6025 Dwight  
Dearborn Heights, Mich. 48127  
ATV Bike

STANDARD OIL  
16025 Northland Drive  
Southfield, Mich. 48075  
Four 5-Gallon Gas Cans

TILLOTSIN MANUFACTURING CO.  
761 Berdan Ave.  
Toledo, Ohio  
2 Carburetor Racing Kits

# Which is the real you

?



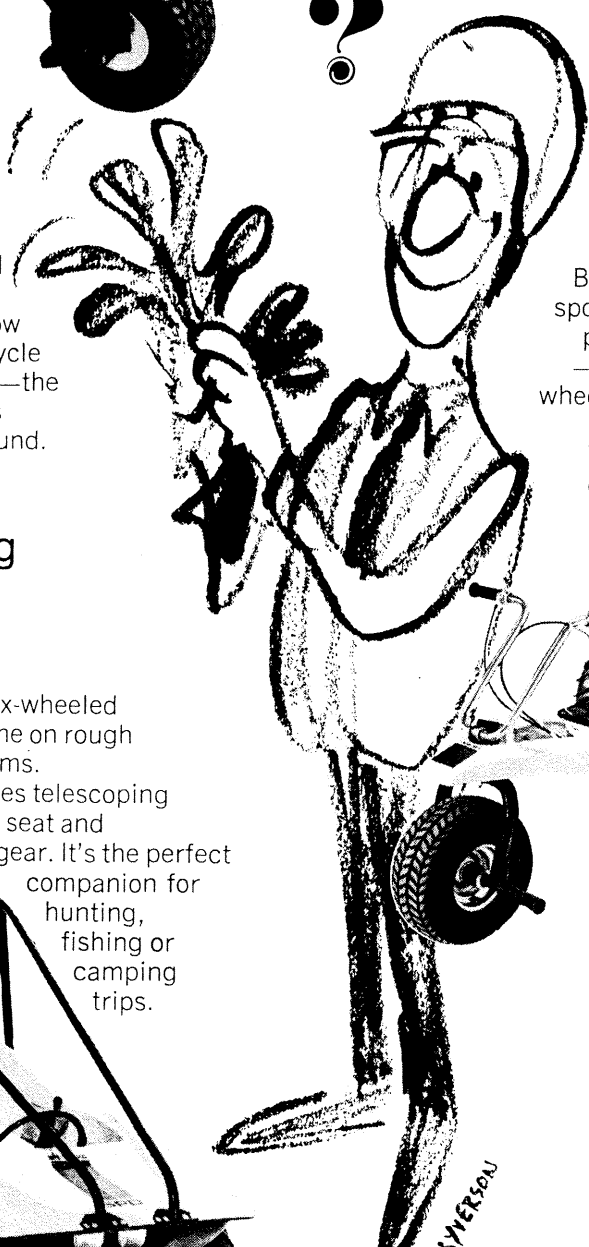
## The rip-roaring **Tricart**<sup>TM</sup>

Yippee! Here's the three-wheeled way to fun everywhere: sand, woods, light snow and even shallow streams. Choose from the hot 2-cycle units or the tamer 4-cycle models—the ones that work like utility vehicles when they're not out sporting around.

## The adventure-loving **Wedge**<sup>TM</sup>

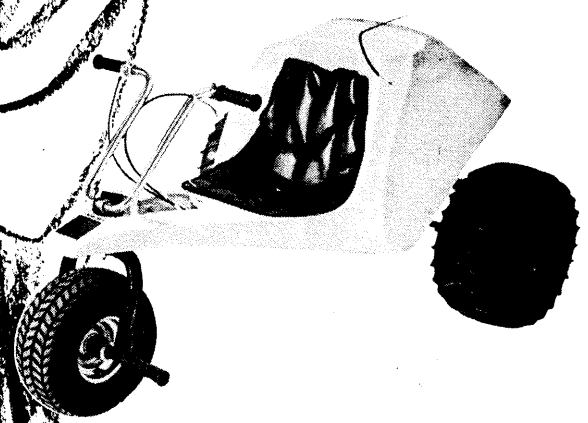
Here's a great new way to answer the call of the wild! The six-wheeled Wedge all-terrain vehicle is at home on rough ground or in ponds, lakes or streams. This amphibious sports car features telescoping steering wheel, cushioned bucket seat and room for two passengers or extra gear. It's the perfect

companion for  
hunting,  
fishing or  
camping  
trips.



## The frisky little **Tricub**<sup>TM</sup>

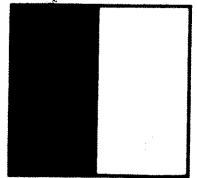
Brand new for 1971: The Tricub sports vehicle. Part beach buggy, part trail bike, part snowmobile — and all fun! The nimble three-wheeled Tricub is ready to take you where the action is, all year long. Here's a barrel of fun that doesn't cost a barrel of money!



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also send you  
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SPD dealer.

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**SPD**