

ATV WORLD



NOVEMBER 1970 75c

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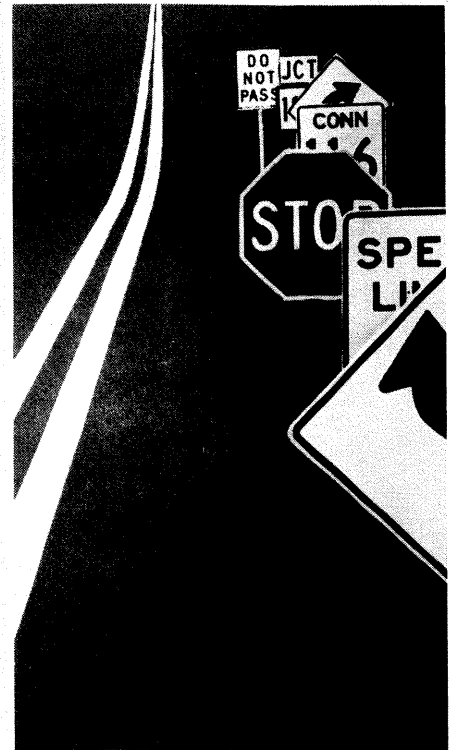
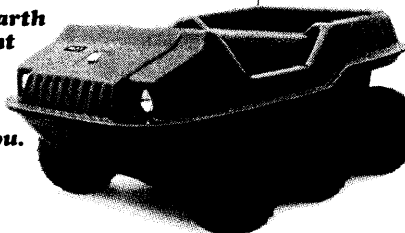
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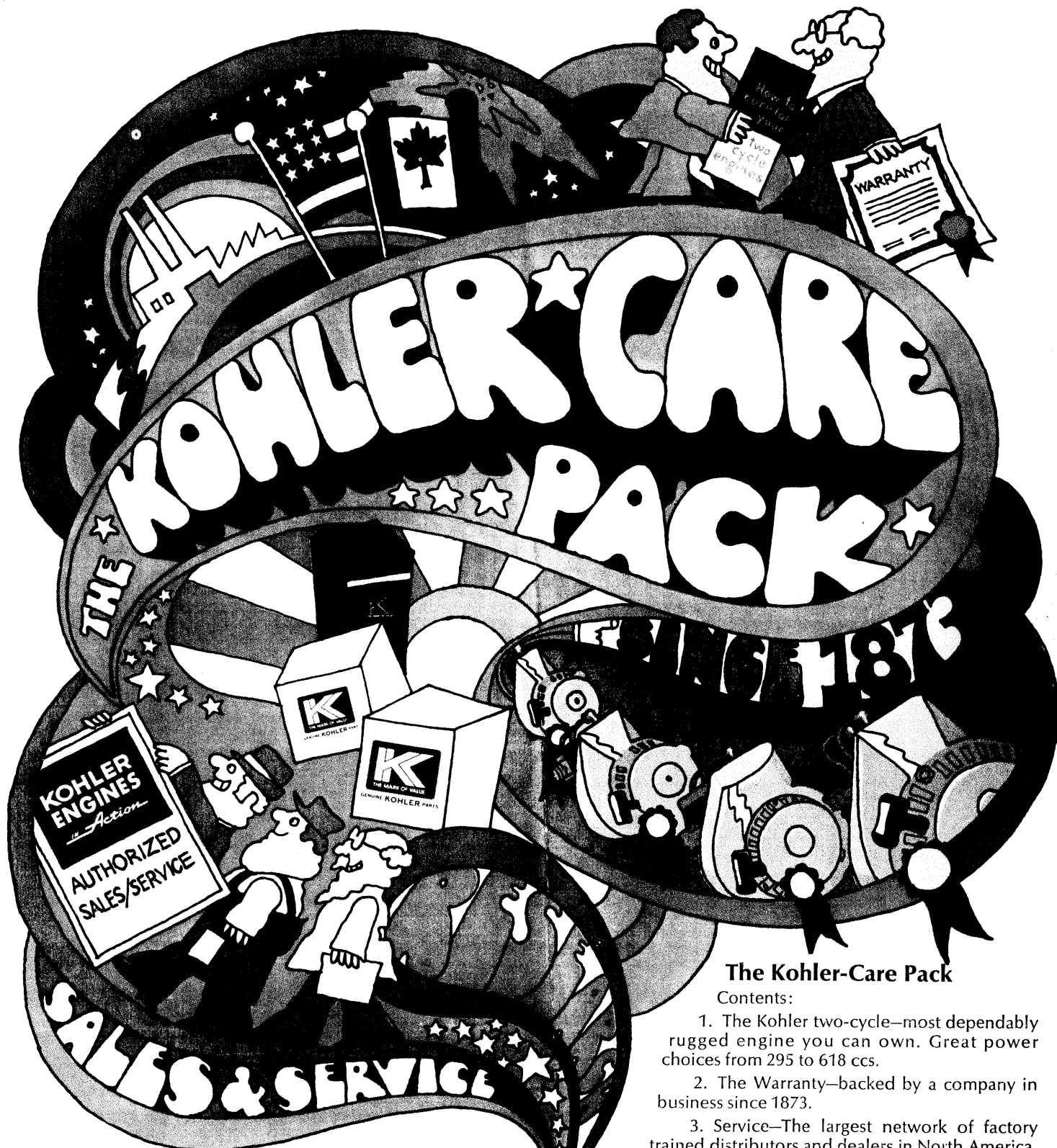
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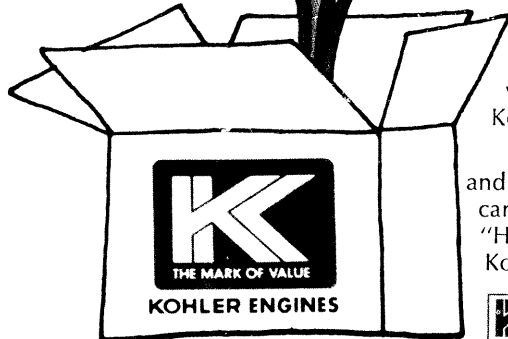


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From the Desk of the Executive Secretary

Any industry as young as ours is bound to be affected by economic changes to a greater extent than older, better established industries. The current economic condition of our country has placed tremendous pressure on our industry. I doubt if any manufacturer will show a profit for 1970 and I am sure few, if any, dealers are eating well from ATV sales.

For some reason, of which I am not aware, wild rumors always seem to accompany this type of economic climate.



Rumors of this company being bought, that company declaring bankruptcy and even that the Association is disbanding. The very fact that some companies are being bought by bigger companies is the most encouraging sign in the industry. And, of course, every industry has a certain number that are forced to close their doors. Obviously, the fact that you are reading this article is proof that the Association has not disbanded.

Our industry is young and vulnerable, and helping to spread rumors can do nothing but hurt. We stand on the threshold of the greatest segment of the entire recreational industry, and each of you CAN HELP make the industry grow. Support your Association, not only by belonging, but also by talking up the industry to everyone you know. Above all, take people for rides in your ATV. Form a local ATV club and make it both a social and service club in your community.

The more you support your Association, the more you support the industry. Think ATVs. ATVing is contagious, why don't you help spread the disease.

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ATV WORLD

OFFICIAL PUBLICATION OF THE NATIONAL ALL TERRAIN VEHICLE ASSOCIATION

NOVEMBER 1970 VOLUME 1 NUMBER 8 "NATVA'S OWN"

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The **ATV**



And **ME**

by *Christy*

Several innovations have come about in the format of articles with the publishing of the new *ATV WORLD*. One of the most noticeable of these is the advent of a maintenance section. In keeping with this trend, this month's article should be entitled: "The Care and Feeding of Your ATV."

My reason for writing the article is this — although there will regularly be a feature on maintenance, it will be very technical. Now gals, face it, very few of us know an airekin gear from a ratostrat. If I'm able, I'll attempt to put the facts and figures down so they're easy to understand.

To begin at the beginning (as good a place as any), the shell or body of most ATVs is either fiberglass or high-impact plastic. Both materials are known for easy care. A regular wash with soap and water will have it clean and sparkling. If desired, use a wax for a higher sheen. I prefer the one-step cleaning and polishing wax. This is fine for general use, but it won't remove scratches. There are several items on the market for this purpose. A pre-mixed rubbing compound that can be purchased in any automotive parts supply store or discount store's automotive section is best. It is an abrasive with a cream-type base. To prepare for the removal of surface scratches you first clean the area with soap and water. By applying the compound to a buffing pad and using some elbow grease, you've got the marks out in no time flat. An electric drill with a buffing attachment makes this job even more of a snap. Grass, tar or rubber streaks can be taken off with normal household cleanser. Just be careful not to rub too hard. That's about it for the body. Wasn't too difficult, was it?

Continuing now, the seats and upholstery are next. A few units have molded plastic seats. These can be cleaned the same as the body. However, on those vehicles utilizing leatherette or naugahide, I will recommend the regular vinyl cleaner. It incorporates a cleaner plus a special chemical to keep the leatherette soft and pliable.

Staying away from the mechanical end until a little later, the tires are next on the agenda. Proper inflation on the balloon tires is a definite necessity. Here is a little trick to ensure that your tires have the correct amount of air pressure.

Initially, make absolutely sure you have one tire that is perfect. Your ATV dealer can help you with this. After he has inflated one tire to the right pressure, take a piece of twine and place it around the outside center. Cut the twine to fit exactly. By putting the string around each of the other tires, you have an exact measuring device to tell at a glance if you require more or less air. It's a very simple way for getting proper inflation, thereby giving a better ride and a longer tire life. On the solid type tires, an ordinary tire gauge is the only tool needed to read the air amount. If you're unfortunate to have a flat, don't panic, just drive home on the other five tires. After you return — what to do about that tire is the question. If it's a puncture, a tubeless tire plug will fix it in a jiffy. If it's slashed, perhaps it can still be saved by a hot patch. Fortunately, these tires are superstrong and therefore, under normal use, will last a long, long time.

Another handy, dandy idea is to have fuel readily available for your ATV. If your vehicle uses plain gas, there isn't any special preparation. A five-gallon can of gas could be stored for use when the tank is low. But, as most units call for a gas and oil mixture, it might be well to have a limited quantity of pre-mixed on hand. In most cases, this is a combination of gas and air-cooled two-cycle oil (NOT outboard or some such). With this on hand, you won't have to worry about running out of gas.

Alright, so much for that. Now, down to business. Oh-ho; Ah-ha; this ought to be good. Can't you picture yourself as a female grease monkey? Well, with a few lessons, this simple preventive maintenance will have the old ATV running along smoothly. The only trick is in taking care of a quality item. Sure, just as with anything

(CONTINUED ON PAGE 23)

Each year in Atlantic City, N.Y., Bert Parks sings that one song that everyone knows, "There she goes." The Miss America Beauty Pageant is as common in Atlantic City as "mom's apple pie."

Next month, on the beach, at Convention Hall and at two intercollegiate football games, Miss America will get an added treat this year that no other has ever had. She will get to ride in an all terrain vehicle.

On Nov. 21 and 22, in conjunction with the New Jersey Lawn, Industrial and Farm Equipment Dealers Association convention, the Atlantic Coast Championship will be held in Atlantic City with many extra weekend bonuses.

According to Charles Baldwin, NATVA regional director for Region 2, this rally offers inside exhibit space in the Shelbourne Hotel in conjunction with the convention and trade show at no cost. Included in this space is display area on the boardwalk in front of Convention Hall, demonstration and test drive area on the beach, the privilege to participate in a parade with Miss America and a large group of dignitaries from Atlantic City and other cities along the eastern seaboard to dedicate the new wing of Convention Hall. The

participation in a parade with the football players and Miss America through Convention Hall prior to the kick-off of the football game of PMC vs Lebanon Valley. During half time of the game, there will be further ATV exposure in Convention Hall. During the game the exhibitors will be able to demonstrate their vehicles on the beach. In the evening, a second football game, again with ATVs and Miss America parading through Convention Hall. This game being Georgetown University vs Susquehanna University. All of this will be televised.

Atlantic City through their promotion and news media will publicize the Atlantic Coast Championship through newspapers and radio in southern New York, New Jersey and eastern Pennsylvania,

(continued on page 23)

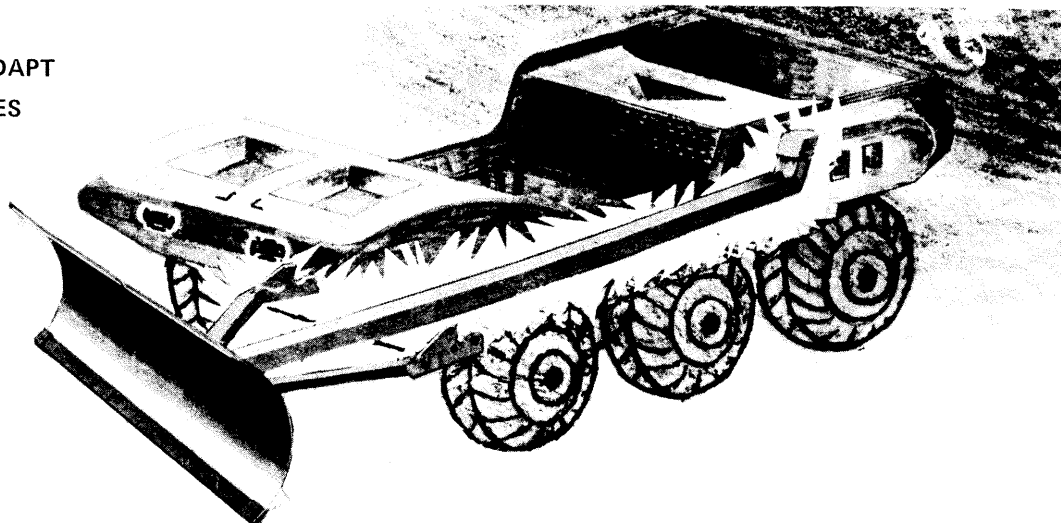


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Nov. 21 & 22**

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Presents ALL ALUMINUM Snow Plow

PLOW WILL ADAPT
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OF A.T.V.



Forty eight (48) lbs. weight makes it easy to operate manually with the right foot . . . No need of extra holes in ATV body . . . Main push of plow is from a MODIFICATION of the standard trailer hitch . . . (Modification furnished.) . . . Side thrust brackets bolted over front axle seal plate . . . Four (4) pins with snap clips makes installation possible in four (4) minutes and can be removed in just two (2) minutes.

Dealer Inquiry Invited

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Coot gets plant duty



by Terry J. Romano

Editor - Granite Stater

ED'S NOTE: This article appeared in the Granite Stater, official publication for the New England Telephone Company. It only goes to show that the ATV is more than just a recreational vehicle. Other ATVs such as the Trackster and the Hustler are utilized to maintain telephone and power cables.

Repairing cable troubles is one thing — getting to them can be something else.

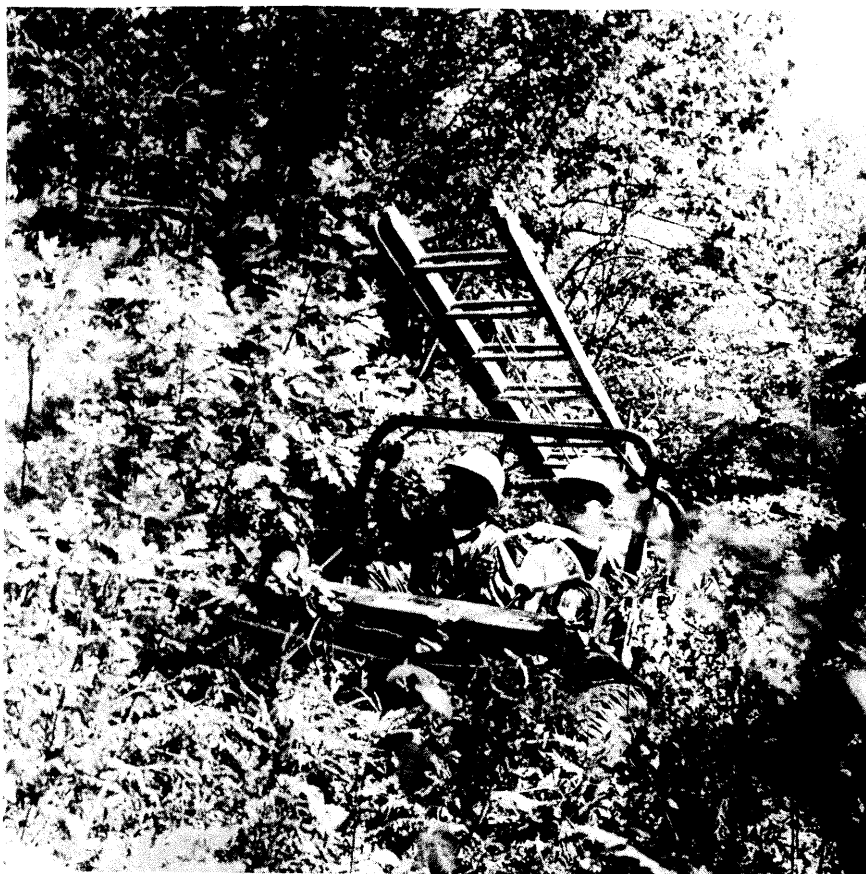
Ask any construction man who's lugged a 28-foot ladder on his shoulder 20 or 30 cable sections into the right-of-way.

After he's caught his breath, he'll admit it's great exercise, but figures there has to be an easier way.

There is, and inventive plant minds began churning to come up with one.

A short time later, Coot emerged on the scene.

That's the manufacturer's name for a nifty little land and water machine that's been



getting a heavy workout in the shunt between Salem and Concord, N.H.

The shunt is the rough country between those two points over which passes the state's major cross-country toll cable.

And keeping that important toll route properly maintained is the responsibility of Wayne McCabe and his Coot crews.

What used to be an access nightmare for cablemen hikers, is now cross-country work for the mobile crews.

The ride might be bumpy and at times a bit wet, but it sure saves shoe leather and an aching back.

The Coot is a gas-driven vehicle and can be likened to a dune buggy.

The only modification to the buggy was installation of a ladder rack which handily cradles the bulky 28-footer.

Time to clear the air

Recently, nearly 60 cars "raced" across the United States from Cambridge, Mass., to Pasadena, Calif. The cars varied in types of propulsion. There were electric, steam, gasoline-electric, propane, propane-electric and even some standard internal combustion engines. The purpose of this "race" was to measure the performance and exhaust emission. The official title was "Clean Air Car Race."

What has all this to do with all terrain vehicles? All terrain vehicles utilize internal combustion engines. And right now in this day and age, of great concern is our atmosphere and what all internal combustion engines are doing to it.

Of all the cars in the race, 26 of them were equipped with a relatively new device called a PTX Purifier. Manufactured by Engelhard Industries of Newark, N.J., the PTX Purifier harnesses catalytic action to oxidize harmful carbon monoxide, hydrocarbons and odor-causing compounds from the exhaust of engines. The purifier eliminates even the foul-smelling LP Gas odorizing agent.

A platinum metal catalyst, the heart of the system, causes purifying combustion, but is not itself consumed in the reaction. The catalyst, therefore, serves for thousands of hours.

In the late 1940s, Engelhard recognized the potential problem of automobile exhaust and established a limited catalyst research program. In the 1950s, the program was expanded and included the use of synthetic gas blends, simulating actual exhaust emissions.

In 1960, the formulation of automobile exhaust standards by California precipitated an increased activity in this area. At that time, the catalytic purifier seemed to be the most promising solution for

meeting the required standards. It was decided to establish an engine laboratory which included extensive test facilities. Supporting departments were available for the evaluation of catalysts on both leaded and unleaded gasoline.

In 1963, a 1962 Corvair substantially met the California requirements on leaded gasoline using the PTX Purifier. However, expected changes in legislation by that state was the deciding factor for management to curtail the program substantially.

A limited sales program was instituted in 1964 and a national distributor was licensed in 1965 for the sale of the purifier for use on fork-lift trucks using unleaded gasoline, liquified petroleum gas or diesel fuel.

At the present time, Exhaust Controls, Inc., a marketing, sales and service organization set-up for the purifier, has become an acquisition to Engelhard and will distribute the PTX in this country and Canada.

In the Clean Air Car Race, the overall winner was a 1971 Ford Capri powered by an internal combustion engine using unleaded gasoline and the PTX Purifier. In the various classes, a 1970 Chevrolet Nova with an internal combustion engine using liquid propane gas and the PTX Purifier won in that class. In the internal combustion engine burning liquid fuel (alcohol), a 1970 American Motors Gremlin came in first also using the purifier.

At the dinner following the race, Richard C. Glogau, president of Engelhard said, "Automobiles, trucks and buses account for more than half of all the air pollution in this country. In the cities, its up to 90 per cent.

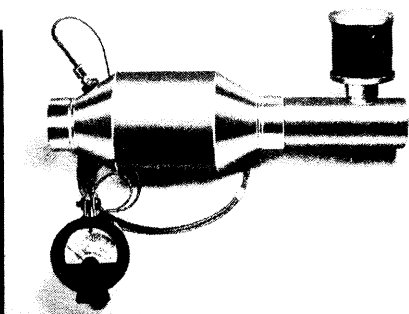
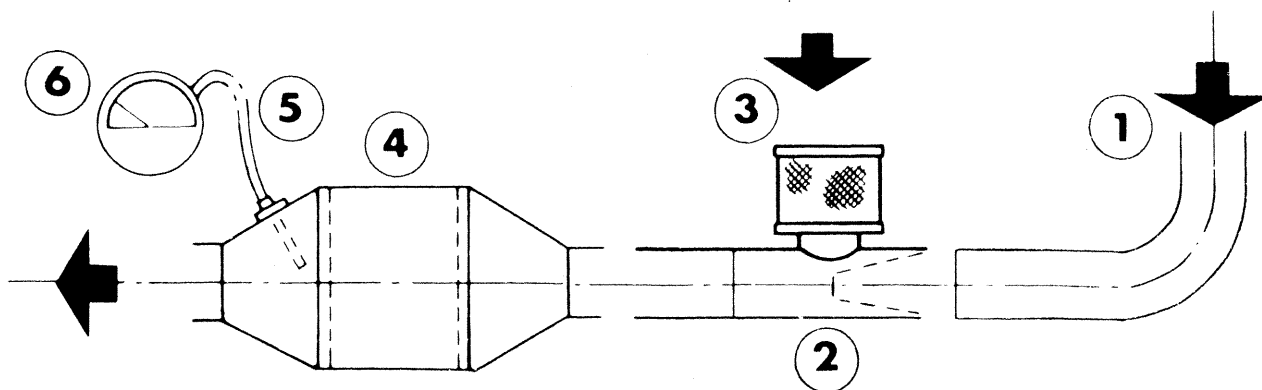
"We hope the Engelhard exhaust purifier makes a

ENGELHARD

PTX[®]

PURIFIER

NEW ENGELHARD PTX PURIFIER DESTROYS NOXIOUS EXHAUST FUMES AT THE SOURCE — Just how simply the PTX PURIFIER works is illustrated below: Raw exhaust, containing carbon monoxide and other combustibles, enters exhaust tubing (1) furnished in each PTX custom kit. The gases go through the venturi (2), bringing in air through the filter (3). Next, the exhaust gases, now mixed with air, are burned in the PTX catalyst chamber (4). The purifying oxidation generates additional heat which is sensed by the thermocouple (5) and pyrometer (6) circuit to monitor the reaction. At outlet, the purified exhaust includes carbon dioxide and water vapor, the final conversion products.



contribution towards cleaning up the air in our cities and countryside. We are working toward that end."

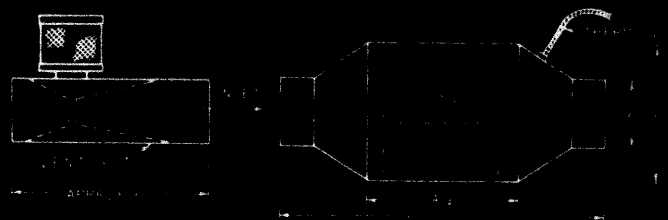
L.J. Van Mansart, of the chemicals and catalysts department at Engelhard, told *ATV WORLD* that this purifier will work on any internal combustion engine cutting the pollution to almost nothing. In an exhaust gas analyses taken shortly after a PTX Purifier had been installed on a 3000-pound fork-lift truck, the tests showed that the purifier cut the carbon monoxide content of emission from 3.54 per cent at idle to less than 0.006 per cent.

The price of a PTX Purifier at present is very high. But, with both state and federal legislation making it mandatory for the automobile companies and the petroleum industry to act on the new and proposed emission standards, the cost of the purifier will come down considerably.

PTX fume clean-up is excellent and the figures prove it. The purifier development represents more than 50,000 hours of stationary and field tests performed by Engelhard Engine Laboratory. A limited sales program initiated in October 1963, has allowed PTX Purifiers to prove themselves through hundreds of thousands of hours of customer use.

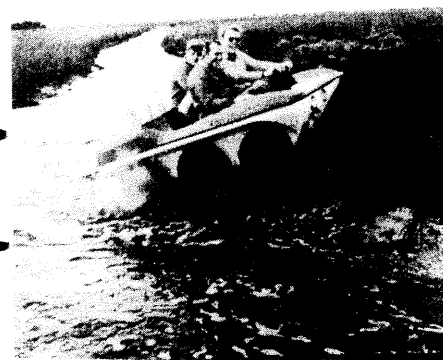
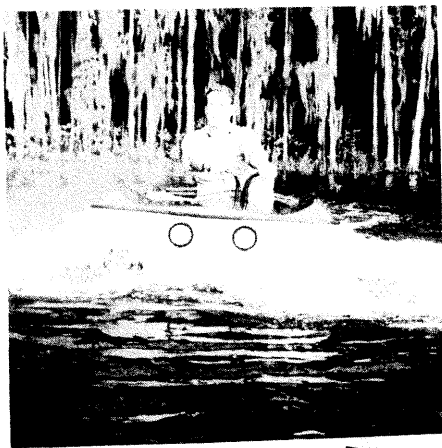
This article covers only a small portion of what the PTX Purifier does for pollution. They are making it possible for the whole *ATV World* to continue to view nature in its splendor, not through a haze.

SPECIFICATIONS

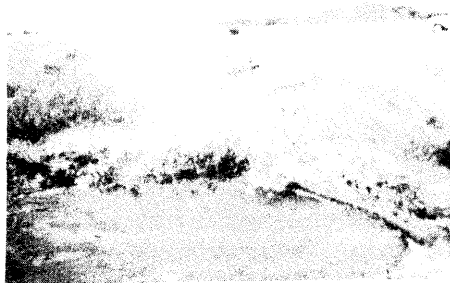
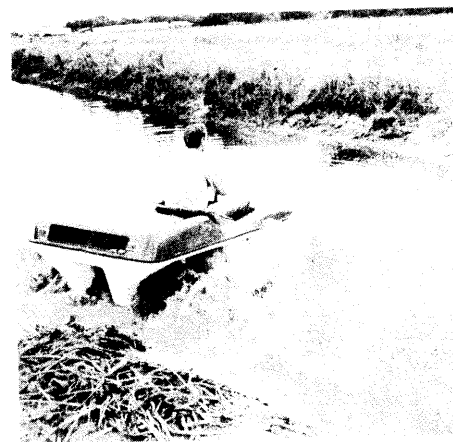


Dimension	PTX 3	PTX 4	PTX 5 or 5D	PTX 6 or 6D
A, diameter	3"	4"	5"	6-3/8"
B, diameter	1-1/2" or 2"	2"	2"	3"
C, length	9-1/4"	9-1/4"	10-3/4"	12"


Engine Cubic Inch Displacement	PTX Model
0-75	PTX 3
75-150	PTX 4
150-250	PTX 5
75-250 - 4 cycle Diesel*	PTX 5-D
250-400	PTX 6
250-400 - 4 cycle Diesel*	PTX 6-D



Hustler



Jacuzzi marine jet really move



All terrain vehicle manufacturers have been talking about a way to make their product move faster in water. Most machines do only about 2 knots.

And now, three boys from Arkansas have come up with the answer. Roger and Bill Hurt and Lowell Chrisco have put a Jacuzzi marine jet propulsion unit onto their product and came up with a vehicle that does better than five knots in the water.

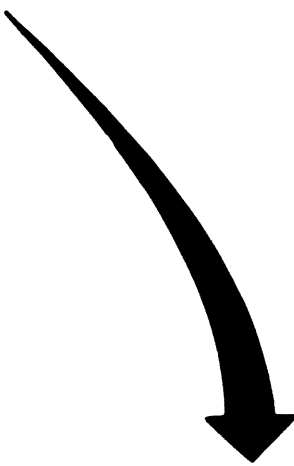
The Hustler, made by the Hustler Corporation of Jonesboro, Ark., is powered by a 20-horsepower Kohler engine. The land speed of this six-wheel wonder is around 35-40 miles an hour.

The 594-pound machine was recently featured in two magazines. One was an article by George Reiger, boating and outdoors editor for Popular Mechanics. The other article was in the AECC Generator, a periodical for the Arkansas Electric Cooperative Corporation which owns a Hustler.

George, in his article, said of the Hustler, "For two and a half days I drove the Hustler through soupy muck and smashed through thick palmetto so high I couldn't see over it, leaped ditches at speeds only a suicidal maniac (or a PM tester) would attempt, and raced through water and plowed up 50 degree embankments at speeds no conventional ATV could take." The only damage after such a grueling workout, according to George, was a headlight had jolted from its socket, a damaged drive belt on the jet pump, some leaking at the midriff seam after long driving in water — "and one mighty impressed (and mildly bruised) outdoors editor."

The Generator told how the Hustler is utilized for line inspections. J.W. Matlock, assistant to transmission superintendent, has in the past made a walking tour of the transmission line. It has taken three days using a truck and boat for much of the transportation, boots or any means of transportation to follow the line through the rugged Arkansas terrain. Matlock said he made the same trip in just one day. According to Matlock, the Hustler "provides dependable mobility in swamps and wooded areas."

Although the jet pump is one engineering feat, the Hustler has several others such as neoprene motor mounts for easy engine installation and removal. The Hustler boasts of the best vibration isolation in the

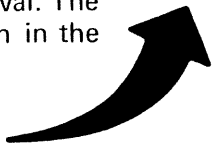


industry. A five-inch duct hose takes the hot air from the block, and the outside dual power-tuned muffler gives a 15 per cent greater horsepower rating over the other straight-pipe designs.

The \$250 jet pump option is controlled from the front seat. You drive into the water with the wheels and throw the jackshaft into neutral, throw the jet pump into operation — and now it's a boat. Steering is a little different in water. With the jet pump, only one of the "joy" sticks are needed.

Responsible for most of the engineering is 25-year-old Roger Hurt. Roger says he is really proud of the Hustler. Only two bronze bushings are used anywhere in the vehicle — at the two low-pressure points in the steering mechanism. "Elsewhere, we use a total of 44 ball, roller, and needle bearings," he said.

Hustler also claims to be the only manufacturer combining a steel frame with a fiberglass hull. Many have ABS plastic with everything bolted on, but Hustler's system gives better damage resistance and if the machine's body is busted up, the frame keeps it in line.



But, the engineering firsts for the Hustler are not yet over. Lowell told ATV WORLD that they are presently working on new types of transmissions for the ATV. Watch ATV WORLD for the full story on these new developments.

this ATV in water



Champion

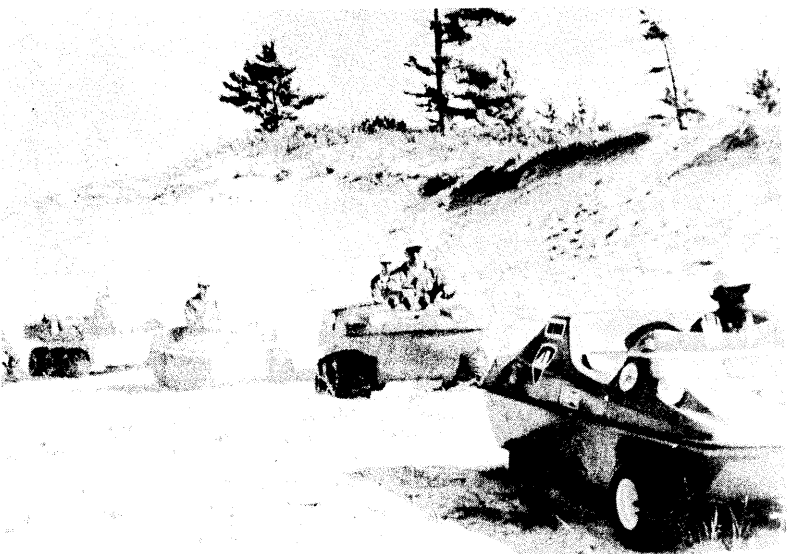
Sugar Loaf the biggest

**More ATVs
tested at
one time than
ever before!**

Sugar Loaf Village, north of Traverse City, Mich., will never be the same. At the end of September and the beginning of October, the all terrain vehicle was tested and retested through the rigors of the various terrains at Sugar Loaf by Champion Spark Plug Company of Toledo, Ohio.

A few days before the series of tests began, Champion invited ATV WORLD to come to Sugar Loaf to witness the first time that so many various makes of ATVs were gathered in one place to be tested. Some of the vehicles tested during that week were Amphicat, Attex, Trail Boss, Imp, Kid, Tracker, Trackster, Max, Argo, Tri-Cart, Mini-Brute, Roughrider, Coot, Stalker, Baja, plus several others. Also on hand were several machines not even on the market as yet such as the Starcraft and three-wheeled Honda.

According to Larry E. Dickson, staff engineer for the Automotive Technical Services division of Champion, the tests at Sugar Loaf not only included spark plug tests, but testing the vehicles themselves. At press time, Larry informed ATV WORLD that the



+ ATVs =

t test to date

results were in rough form. He said that at present the information was general on all machines, no specifics on any one machine. He did say that recommendations would be made to each of the manufacturers present at the tests.

James S. Pigott, senior engineer at Champion, said that only the Amphicat and Attex, which they own, were the only ones tested up to that time by his company.

The type plug being tested by Champion is called a Thermocouple plug. Larry says it is Champion designed and that his company is the only one using this type of plug. With this plug they are able to measure the temperature of the tip of the plug

insulator. Larry explained that the plug used in the tests was that recommended by the manufacturer. From there they used colder and hotter plugs to determine the best plug that would give the best dependable service to the ATV owner.

All in all, the week at Sugar Loaf was a big one for the ATV industry. Also at the tests was Bill Kilpatrick, senior associate editor for True magazine. J. Walter Thompson Company of Detroit had movie and still crews on hand as Champion plans to use these tests in some of their advertising next year. Champion representatives from all over the world, such as England, Mexico and the Orient were on hand to spread the "ATV word."

Every morning at around 8 a.m. the roar of ATV engines could be heard as they were put to test after test. Some of the machines broke down, but they were back on their wheels in short order and put back to work. They were taken down steep inclines, up the inclines, through the water, through sand dunes, through fields and through the woods. They even came in handy for carrying camera equipment and personnel to the test areas.

And Sugar Loaf was ideal. It even came equipped with some girls for the photographers to use as models. Donna Whiteman, Christine Endres, Jeanne Beauchamp and Helen Renollet all watched the ATVs leave Sugar Loaf with regret. Sugar Loaf will never be the same.



Drag Records

DIVISION I -- Six and eight-wheel drive vehicles

CLASS C 30.95 sec. 26.38 mph
Amphicat Joseph H. Wickman -- Portage, Mich.

CLASS D 29.45 sec. 34.69 mph
Attex Doug Becker -- Port Huron, Mich.

CLASS MA 31.15 sec. 32.24 mph
Starcraft Robert H. Hyndman -- Ligonier, Ind.

CLASS MC 21.32 sec. 48.93 mph
Attex Howard L. Bohnert, Jr. -- Pittsburgh, Pa.

CLASS MD 21.20 sec. 52.72 mph
Attex Grover Graham, Jr. -- Blanchard, Pa.

DIVISION II -- Three and four-wheel "sit on" type

CLASS C 25.26 sec. 39.68 mph
Tricart Fred Fischer -- Bucyrus, Ohio

DIVISION III -- Four-wheel weighing less than 625 pounds "sit in" type

CLASS 22.34 sec. 52.29 mph
Gnat Roger Jones -- Troy, Mich.

DIVISION V -- Two-tracked and two-tracked plus wheels

CLASS MC 29.54 sec. 37.68 mph
Tracker Fred Roth -- Norwalk, Ohio

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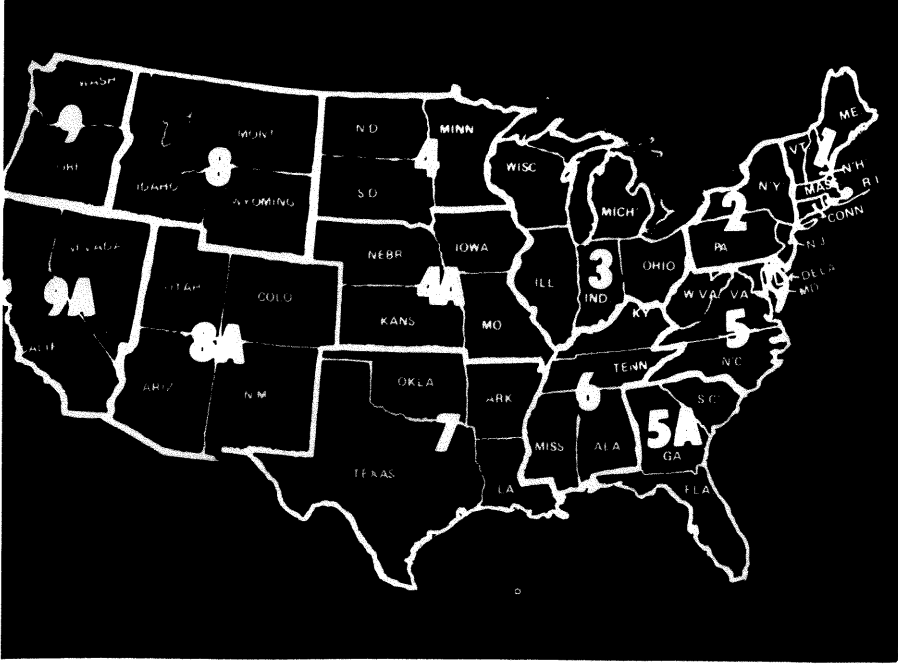
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THE

REGIONAL

REPORTS



Jack Sheahan
5440 West Osborn
Phoenix, Arizona

From Region 8A

For some of us who live in states with a profusion of ATVs, it might come as a surprize to know that in the southwest, NATVA's director for region 8A, Jack Sheahan, has his hands full just trying to educate the population as to exactly what an ATV is.

This area of mountains and deserts is very strong on the four-wheeled off-the-road vehicles, such as Jeeps and Broncos. There seems to be almost constant criticism of these machines and their destruction of land. It's an uphill battle for Jack to convince these people that our off-the-road vehicles

(ATVs, of course) are not destructive.

Of course, this is only one of the problems. In Jack's region, most land that could be used for ATVs is controlled by state or federal government or the Bureau of Indian Affairs. In essence, there is almost no place in this vast area where an ATV owner can operate his machine. Jack is now in the process of trying to put together a 350-acre track and run ATVs on a rental basis. This would not only get the attention of the population, but would give ATV owners a place to run their machines.

It seems regional directors don't get a lot of attention unless there's a rally held in their region. But, we certainly should all appreciate the fact that these men are, in a sense, pioneers trying to cultivate new lands and eventually each of us will reap the benefits of their toil.

Jack, formerly sales manager for Stalker, moved to Phoenix, Ariz., in May of this year, and is currently a sales representative for Hustler Corporation. Contrary to the normal image of a regional director, Jack is more concerned with the family aspect of ATVing and the necessity for good, solid legislation than he is with racing. Jack devotes an abundance of time to creating an image for ATVs that is either built around the entire family or

promotes the practical use of ATVs, such as use by police and fire department rescue squads, irrigation systems control, use in the field of conservation, and more. To Jack Sheahan, this represents the true value of an ATV. We agree with Jack's philosophy and strongly encourage all ATV owners, dealers, and manufacturers to support him in any way possible in his efforts. Each time Jack encounters municipal and state officials, he is helping each one of us connected with ATVs in any way, and, as stated above, we will all reap the benefits of his toil.



the *Rally Roger*

THE ATVs RALLY AT DWIGHT, CANADA

Dwight, the popular tourist center on the edge of Algonquin Park, was the ATV hotspot of Canada during the Labor Day weekend. To introduce the new sport of ATV rallying to locals and tourists alike, the Dwight Tourist Association in conjunction with the Canadian All Terrain Vehicle Manufacturer's Association, produced a well organized two-day event which drew competitors and spectators from as far away as Michigan.

Both days of competition were viewed by hundreds of spectators. As was found with previous successful rallies in Canada and the United States, many spectators commented that the ATV provides more visual excitement than any other type of competition previously attended.

Most of the major manufacturers sent factory rally teams including stock and modified machines and professional drivers.

As might be expected from such an inventive bunch as the ATV men, they came up with some new wrinkles to show the crowd what the ATV can REALLY do. In between events, they lined every available vehicle up at the start/finish line, then invited the spectators to jump in to see the course first-hand. Within seconds, kids, moms, and dads were competing for position in, around and on top of waiting machines...the only apparent difficulty encountered in the whole operation was in emptying the kids out before the next event. The ATV, according to a cottage owner from Toronto, "...is a convincing machine."

The enthusiastic crowd was invited to visit the separate pit and demonstration area. Some of the best action of the weekend was produced there by novice drivers in demonstration vehicles.

Some of the makes represented included Argo, Amphicat, Bazoo, Terra-Jet, Skipper, Roughrider, Beaver, and Multimobile. The trade marks alone give some indication of the nature of these beasts, but the actual performance over rough countryside is where the ATVs turn on. Watching one in action seems to produce an, "I just gotta try that," sort of feeling.

If the interest generated at Dwight is any indication, the ATV rally should become the fastest growing sport in Canada within the next year.

REBEL RIDGE RALLY BIG BEAR, CALIF.

Sept. 5, 6, & 7

HEAT EVENTS

Class A, B, C - 1 & 3

Bill Hook	Cerritos, Calif.	Amphicat
John Derurmeier	Temple City, Calif.	Scrambler
Bob Bailey	Gardena, Calif.	Scrambler

Class D - 1 & 3 First Heat

Ron Thompson	Ramona, Calif.	Chaparral
Steve Jones	Temple City, Calif.	Attex
Harvey Neville	Van Nuys, Calif.	Attex

Class D - 1 & 3 Second Heat

Bob Gebo	Sun Valley, Calif.	Attex
Norm Baston	Covina, Calif.	Chaparral

Class D - 1 & 3 Third Heat

Elden Webster	Fresno, Calif.	Attex
Mike Stevens	South Gate, Calif.	Chaparral
John Derurmeier	Temple City, Calif.	Scrambler

Class C & D Features

Bob Gebo	Sun Valley, Calif.	Attex
Harvey Neville	Van Nuys, Calif.	Attex
Bob Bailey	Gardena, Calif.	Scrambler

Children's Events

Ken Labossier	San Pedro, Calif.	Chaparral
Mike Dover	Maywood, Calif.	Amphicat
Gary Baston	Covina, Calif.	Chaparral

Powder Puff Race 1

Joanne Neville	Van Nuys, Calif.	Attex
Terri Reitenbach	Hemet, Calif.	Scrambler
Nancy Hook	Cerritos, Calif.	Amphicat

Powder Puff Race 2

Joanne Neville	Van Nuys, Calif.	Attex
Terri Reitenbach	Hemet, Calif.	Scrambler
Nancy Hook	Cerritos, Calif.	Amphicat

HILL CLIMB FEATURES

Class A & B

Mike Reitenbach	Hemet, Calif.	Scrambler
Cheryl Messick	South Gate, Calif.	Scrambler

Class C

John Deurmeier	Temple City, Calif.	Scrambler
Drexel Blankenship	Bell, Calif.	Scrambler
Bill Hook	Cerritos, Calif.	Amphicat

Class D

Steve Jones	Temple City, Calif.	Attex
Ron Thompson	Ramona, Calif.	Chaparral
Harvey Neville	Van Nuys, Calif.	Attex

Class C & D - Race 2

Bob Gebo	Sun Valley, Calif.	Attex
Jim Neville	Van Nuys, Calif.	Attex
Harvey Neville	Van Nuys, Calif.	Attex

DRAG RACE FEATURES

BROOM HOCKEY

Class A & B

Ron Messick, Jr.	South Gate, Calif.	Scrambler
Mike Reitenbach	Hemet, Calif.	Scrambler

First	Bob Bailey and Bill Hook
Second	Steve Jones and John Derurmeier
Third	Mike Stevens and Terri Reitenbach

Class C

Bob Bailey	Gardena, Calif.	Scrambler
John Derurmeier	Temple City, Calif.	Scrambler
Bill Hook	Cerritos, Calif.	Amphicat

Class D

Donald Aragon	Temple City, Calif.	Chaparral
Mike Stevens	South Gate, Calif.	Chaparral
Bob Gebo	Sun Valley, Calif.	Attex

NORWALK ATV RALLY

NORWALK, OHIO

Sept. 26 and 27

SLALOM FEATURES

Class A & B

Rhonda Messick	South Gate, Calif.	Scrambler
Ron Messick, Jr.	South Gate, Calif.	Scrambler

Class B-1

Scott Slonaker	York Haven, Pa.	Attex
Robert Obenour	Marshall, Mich.	Terra Tiger
Paul Lechner	Galesburg, Mich.	Scrambler

Class C - Race 1

Bill Hook	Cerritos, Calif.	Amphicat
Drexel Blankenship	Bell, Calif.	Scrambler
Bob Bailey	Gardena, Calif.	Scrambler

Class B-3

Howard Bohnert	Pittsburgh, Pa.	Attex
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Class D - Race 1

Jim Neville	Van Nuys, Calif.	Attex
Bob Gebo	Sun Valley, Calif.	Attex
Mike Stevens	South Gate, Calif.	Chaparral

Class C-1

Doug Maxfield	Columbia, Mich.	Trail Boss
Joe Spreeman	Lapeer, Mich.	Trail Boss
Bob Collier	Piercetown, Ind.	Amphicat

Class C-3

Howard Bohnert	Pittsburgh, Pa.	Attex
Keith Laur	Milwaukee, Wisc.	Amphicat

Class D-1

Bob Danner	Piercetown, Ind.	Attex
Scott Slonaker	York Haven, Pa.	Attex
Gary Stevens	Port Huron, Mich.	Attex

Class D-3

Howard Bohnert,	Pittsburgh, Pa.	Attex
-----------------	-----------------	-------

Class E-1

Bob Danner	Piercetown, Ind.	Attex
Doug Maxfield	Lapeer, Mich.	Trail Boss
Grover Graham, Jr.	Blanchard, Pa.	Attex

Class E-3

Howard Bohnert	Pittsburgh, Pa.	Attex
Wayne Leis	Kitchener, Ont., Canada	Argo

Class F-1

Bob Danner	Piercetown, Ind.	Attex
Scott Slonaker	York Haven, Pa.	Attex
Grover Graham	Blanchard, Pa.	Attex

Class F-3

Howard Bohnert	Pittsburgh, Pa.	Attex
Jas. Westerhuis	Grand Rapids, Mich.	Argo

Class MB-1

Robert Danner	Piercetown, Ind.	Attex
Scott Slonaker	York Haven, Pa.	Attex
Jim Bell	Essexville, Mich.	Stalker

Class MB-3

Howard Bohnert	Pittsburgh, Pa.	Attex
Gerry Charvat	Legionier, Ind.	Starcraft
W.H. Nichols	Topeka, Ind.	Starcraft

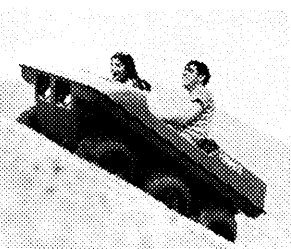
Class MC-1

Doug Becker	Port Huron, Mich.	Attex
Jim Bell	Essexville, Mich.	Stalker
Scott Slonaker	York Haven, Pa.	Attex



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Class MC-3	Grover Graham Gerry Charvat Howard Bohnert	Blanchard, Pa. Ligonier, Ind. Pittsburgh, Pa.	Attex Starcraft Attex	Class MB-1	Charles Stevens Robert Collier Grover Graham	Port Huron, Mich. Pierceton, Ind. Blanchard, Pa.	Attex Attex Attex
Class MD-1	Scott Slonaker Rod Hadlock Dick Hamlin	York Haven, Pa. Jefferson, Ohio Troy, Mich.	Attex Scrambler Argo	Class MB-3	Howard Bohnert Bill McBride Brent Joppe	Pittsburgh, Pa. Bay City, Mich. Ada, Mich.	Attex Stalker Avenger
Class MD-3	Howard Bohnert Grover Graham Gerry Charvat	Pittsburgh, Pa. Blanchard, Pa. Ligonier, nd.	Attex Attex Starcraft	Class MC-1	Doug Becker Don Fulton Scott Trembley	Port Huron, Mich. Detroit, Mich. Ann Arbor, Mich.	Attex Amphicat Argo
Powder Puff	Linda Obenour Becky Good Marty Hermatz		Terra Tiger Terra Tiger Argo	Class MC-3	Howard Bohnert Larry Foster Grover Graham	Pittsburgh, Pa. Lansing, Mich. Blanchard, Pa.	Attex Scrambler Attex
Children's	Roy Phillips George Peters, Jr. Robert Heverly		Attex Argo Attex	Class MD-1	Charles Stevens Robert Tremblay Jim Bell	Port Huron, Mich. Ann Arbor, Mich. Essexville,	Attex Argo Stalker

**PORT HURON RALLY
PORT HURON, MICH.**

Oct. 4

Class B-1	Douglas Becker Paul Lechner Steve Obenour	Port Huron, Mich. Galesburg, Mich. Marshall, Mich.	Attex Scrambler Terra Tiger	Class MD-3	Howard Bohnert Grover Graham Bill McBride	Pittsburgh, Pa. Blanchard, Pa. Bay City, Mich.	Attex Attex Stalker
Class B-3	Howard Bohnert	Pittsburgh, Pa.	Attex	Powder Puff	Linda Obenour Mary Hermatz Paula Lechner	Marshall, Mich. Detroit, Mich. Galesburg, Mich.	Terra Tiger Argo Scrambler
Class Four-Wheel	Tom Jones Roger Jones Ernest Littlejohn	Troy, Mich. Troy, Mich. Troy, Mich.	Gnat Gnat Gnat	Junior Race	Bob Bell Dave Marsthler Lee Zimmerman	Essexville Grosse Point, Mich. Grand Lodge	Stalker Attex Scrambler
Class C-1 Finals	Bill Fritz Don Fulton Doug Maxfield	Massilan, Ohio Detroit, Mich. Columbiaville, Ohio	Scrambler Amphicat Trail Boss				
Class C-3 Finals	Howard Bohnert Gary Zimmerman W.C. McIntosh	Pittsburgh, Pa. Brandledge Bloomfield Hills, Mich.	Attex Scrambler Scrambler				
Class D-1 Finals	Bob Danner Grover Graham, Jr. Chris Northmore	Pierceton, Ind. Blanchard, Pa. Farmington	Attex Attex Amphicat				
Class D-3 Finals	Howard Bohnert Gary Zimmerman	Pittsburgh, Pa. Grandlege	Attex Scrambler				
Class E-1 Finals	Bob Danner Charles Stevens Bob Collier	Pierceton, Ind. Port Huron, Mich. Pierceton, Ind.	Attex Attex Attex				
Class E-3 Finals	Howard Bohnert	Pittsburgh, Pa.	Attex				
Class F-1	Bob Danner Robert Collier Grover Graham	Pierceton, Ind. Pierceton, Ind. Blanchard, Pa.	Attex Attex Attex				
Class F-3	Howard Bohnert, Jr.	Pittsburgh, Pa.					

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NORWICH RALLY

NORWICH, N.Y.

Sept. 26 and 27

Class C-1	Ed Mantle Chuck Reynolds	Beech Creek, Pa. Thulls, N.Y.	Argo Trail Boss
Class C-3	Howard Bohnert	Pittsburgh, Pa.	Attex
Class D-1	Scott Slonaker Grover Graham	York Haven, Pa. Blanchard, Pa.	Attex Attex
Class D-3	Deek Scott	Pittsburgh, Pa.	Attex
Class E-1	Scott Slonaker Grover Graham George Peters	York Haven, Pa. Blanchard, Pa. Mill Hall, Pa.	Attex Attex Argo
Class F-1	Grover Graham George Peters Scott Slonaker	Blanchard, Pa. Mill Hall, Pa. York Haven, Pa.	Attex Argo Attex
Class E-3	Deek Scott Wayne Leis Howard Bohnert	Pittsburgh, Pa. Kitchener, Ont. Pittsburgh, Pa.	Attex Argo Attex
Class F-3	Deek Scott Wayne Leis Howard Bohnert	Pittsburgh, Pa. Kitchener, Ont. Pittsburgh, Pa.	Attex Argo Attex
Class MC-1	Scott Slonaker George Peters Jim Green	York Haven, Pa. Mill Hall, Pa. New Cumberland, Pa.	Attex Argo Roughrider
Class MB-1	Scott Slonaker	York Haven, Pa.	Attex
Class MB-3	Deek Scott Howard Bohnert	Pittsburgh, Pa. Pittsburgh, Pa.	Attex Attex
Class MD-1	Scott Slonaker Bill Kuncher George Peters	York Haven, Pa. York Haven, Pa. Mill Hall, Pa.	Attex Attex Argo
Class MC-3	Deek Scott Wayne Leis Howard Bohnert	Pittsburgh, Pa. Kitchener, Ont. Pittsburgh, Pa.	Attex Argo Attex
Class MD-3	Deek Scott Rick Payne Wayne Leis	Pittsburgh, Pa. Kitchener, Ont. Kitchener, Ont.	Attex Argo Argo

Top 25 Drivers

OWNER-DEALER DIVISION

Scott Slonaker, Pa. - 286
 George Peters, Pa. - 138 (Attex)
 Russ Kowalchik, Pa. - 123 (Attex)
 Doug Becker, Mich. - 91
 Charles Stevens, Mich. - 87
 Doug Maxfield, Mich. - 85
 Grover Graham, Jr., Pa. - 84
 Cliff Welker, Pa. - 77
 Gary Stevens, Mich. - 75
 Paul Lechner, Mich. - 67
 Dick Hamlin, Mich. - 63
 Don Fulton, Mich. - 60
 L. Turner, Ill. - 60
 D. Sennholz, Wisc. - 59
 Bill Blake, Ohio - 52
 Robert Danner, Ind. - 51 (Amphicat)
 George Peters, Pa. - 47 (Argo)
 G. Beard, Ill. - 47
 Ed Mantle, Pa. - 46 (Attex)
 Robert Tremblay, Mich. - 39
 Ed Mantle, Pa. - 36 (Argo)
 Chris Northmore, Mich. - 35
 Clyde Saylor, Pa. - 34
 R. Beebee, Nebr. - 34
 V. Delap - 33

DISTRIBUTOR-MANUFACTURER DIVISION

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 Sandy McKee, Ohio - 105
 Jim Bartholomew, Pa. - 103
 D. Peckenpaugh, Ark. - 99
 Dick Advay, Ohio - 86
 Charles Kreuer, Pa. - 86
 Gerhard Eser, Canada - 82
 J. Ridgeway, Colo. - 76
 Don Shaffer, Ohio - 73 (Scrambler)
 Bob McAfee, Pa. - 71
 Keith Laur, Wisc. - 69
 J. Plessinger, Ohio - 59
 Chuck Smith, Pa. - 48
 G. Charvat, Ind. - 44
 J. Myers, Ohio - 41
 Dowood Owens, Ohio - 40
 D. Feldman, Wisc. - 38
 Pete Gilbertson, Wisc. - 37
 B. Palmer, Canada - 34
 T. Dole, Colo. - 33
 Dick Walter, Ohio - 32
 L. Williamson, Ill. - 31

Turn back to Page 2.
 Give a NATVA membership
 for Christmas!

RIBIT'S

RALLIES



DATE	LOCATION	CONTACT
Nov. 21 & 22	ATLANTIC COAST CHAMPIONSHIP Atlantic City, N.J.	Charles Baldwin (609-737-2711)
Dec. 5 & 6	PIKE LAKE SPORTS ATV RALLY Duluth, Minn.	Pete Robinet (218-729-7777)
March 20 & 21	SECOND GREAT LAKES ATV RALLY Detroit, Michigan	Pat Begg (312-969-7880)

PERMANENT NATVA SANCTIONED TRACKS

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Name Class Vehicle No. NATVA No.

FOR OFFICIAL USE ONLY

Name NATVA No.

Street City State

Make of Machine Stock Modified

Displacement H.P. 2-Cycle 4-cycle

Weight

by

For Official Use Only

Release of Liability

WHEREAS, the Undersigned intends to and will operate the Vehicle described above; hereinafter referred to as the Vehicle; and

WHEREAS, the Undersigned will operate the Vehicle as a result of their desire to do so; upon their own initiative; and at their own risk.

NOW THEREFORE, in consideration of these premises and intending to be legally bound hereby, the Undersigned, for themselves, their heirs, personal representatives and assigns, do hereby remise, release, and forever discharge the owner of these premises, the sponsors of this Rally, and the National All Terrain Vehicle Association; and any and all Officers, Employees, Servants, and Agents of the Owners, Sponsors, and NATVA of and from any and all claims, demands, rights or causes of action of the Undersigned

arising from or by reason of any and all personal injury and the consequences thereof, sustained by the Undersigned during the time that the Undersigned are participating in these Events.

FURTHERMORE, The Undersigned do hereby fully accept total responsibility for any damage to property or injuries to persons as a result of their participation in these events. In addition the Undersigned agrees to hold harmless and indemnify the Owners, Sponsors and NATVA against any and all claims resulting from the Undersigned's participation in these events.

WITNESS the due execution hereof on the day of 19.....

Driver

Owner

Mechanic

Mechanic

Parent (If driver is under 21)

NEW PRODUCTS

Sierra Trail Boss



The Sierra Trail Boss, a six-wheel drive ATV, is the latest product to come from Vesely Company, manufacturer of the popular Apache brand camping trailers and travel trailers.

This ATV is designed to operate on sand, snow, ice, water or rough terrain for sustained periods of time. Top speed of the Sierra is over 35 m.p.h. on land and 5 m.p.h. on water. The unit easily climbs a 45-degree slope.

Power is supplied by a big 20 horsepower, two-cycle Kohler engine with automatic torque converter, and is controlled by a conventional foot-operated accelerator. An outstanding feature of

The latest

the Trail Boss is its two specially designed planetary-gear steering transmissions and control that makes it possible for the driver to go forward, turn, stop, or back-up by simply moving the two control levers from the forward position to the reverse position. With no gears to mesh or grind, this unique

from Vesely

arrangement eliminates the need to manually shift in order to back up, and the inconvenience of a conventional foot-operated brake. Zero radius turns are easily executed by driving one side forward and the other in reverse.

Salsbury has new organization

A new After-Market Service Organization has just been established by Salsbury Corporation of Los Angeles — the largest manufacturer of belt-type, automatic torque converters in the United States.

Based on a network of Central Warehouse Distributors, this new organization includes service distributors and local servicing dealers who will stock parts and complete units. Their people will be capable of maintenance, repairs, modifications of and conversion to Salsbury automatic drives.

Salsbury is the leading manufacturer of automatic torque converters for use in off-the-road recreational and utility vehicles such as snowmobiles, all terrain vehicles, mini-bikes, golf carts, cement buggies and railroad bed inspection cars.

This network of authorized parts

and service outlets was created to assure recreational vehicle owners speedy and competent assistance in their service needs. The dramatic growth of the recreational vehicle industry and of the Salsbury Corporation in meeting the requirements of the industry was the basis for establishing this new After-Market Service Organization.

The Central Warehouse Distributors have all been factory-trained in Salsbury products. They are now holding subsequent service schools with factory-supplied training aids and materials for the hundreds of service distributors and local dealers from whom parts, repairs, and replacement units will be available.

Salsbury Corporation, a division of Instrument Systems Corporation, is located at 1010 East 62nd St., Los Angeles, Calif., 90001.

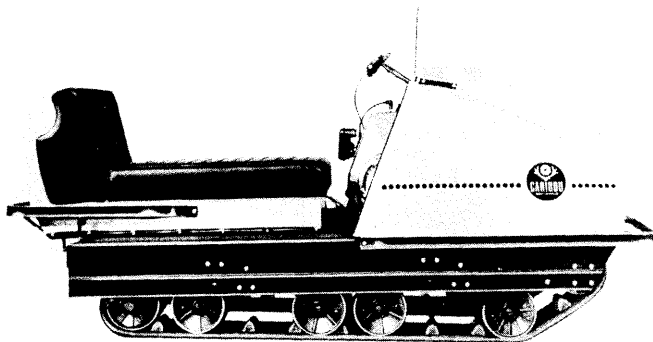
The Sierra Trail Boss body is made of tough, high-density Polyethylene and features two side-by-side bucket seats. A clever innovation is a rear utility compartment that doubles as a handy "rumble seat" for the small fry. Another important feature is Sierra's extra-low pressure nylon tires. Specially designed for Vesely by Goodyear, they are easily removed if repair is necessary. Standard equipment includes a 12-volt electrical system with electric starter and sealed beam headlights.

Vesely Company manufactures the Sierra Trail Boss in Lapeer, Mich., with dealers all around the country.

*MORE NEW PRODUCTS
ON FOLLOWING PAGE*

Caribou

A new ATV with tracks



The Caribou Ben Augus, marketed exclusively in the United States by Caribou International of Lewiston, Me., is a new all terrain vehicle, off-the-road fun and work vehicle that transports a load equal to its own weight over sand, snow, mud, marsh, brush or wooded terrain with incredible ease.

A full dual track vehicle, the new Caribou is powered by the famous Kohler 295 cc, 20 horsepower, two-cycle engine giving you complete freedom of movement in places where other off-the-road vehicles can't reach. Its rugged lightweight construction is combined with the unique suspension system for smoother riding. Simple T-bar controlled steering facilitates handling ease. The Caribou can pivot in its own length and stop quickly. Its low, functionally-styled profile enhances the Caribou's inherent stability and safety.

The Caribou Ben-Augus is 84 inches in length, 32 inches in width and weighs 575 pounds. It features a rear-mounted fuel tank with a capacity of five gallons for long-range trips.

The Caribou's cruising speed is 40 m.p.h. Manufactured in Canada, the Caribou Ben Augus is distributed in the United States by Caribou International, exclusively.

Starcraft chalking up victories

Followers of recent NATVA racing events have probably noticed a new entry in the ever-expanding ATV market — Starcraft! This yellow and black machine, distinguished by its innovative "wedge" design, has been a constant placer in the modified classes. Most recently the company's racing team garnered first place trophies in Class MA3 at the Ashtabula, Ohio Summer National and in Classes MA3, MC3, and MD3 at Lake Geneva, Wisc.

Starcraft has not yet introduced its vehicle to the public, but is using racing as a design and engineering proving ground. Andy Longo, marketing manager for Self-Propelled Vehicles, describes Starcraft's racing efforts this way, "Over the past 40 years, we have built our reputation by producing well engineered, quality-built products. We do not want to let a new product, hastily introduced, effect our sales of aluminum and fiberglass boats, camping trailers, travel trailers, snowmobiles, and motor homes. Racing is the most stringent test we can give our machine. Our primary purpose is to improve our machine; the trophies are just a little extra gravy."

Starcraft's ATV results are due

primarily from the efforts of Project Engineer Gerry Charvat and Starcraft's Chief Engineer, Les Miller. Both have been involved in ATV development for over three years. The cosmetic design comes from Herb Geiger's drawing board and Bob Hyndman who turned the drawings into "fiberglass flesh."

Gerry Charvat (who doubles as Starcraft's racing director) talks about racing. "Before racing, we thought we had a good design — and now we know so. We have learned much from racing. We have strengthened both our transmission mounts and fiberglass body structure. We have determined the proper chain size and tension to use, and have learned a great deal about tire construction and brands. Those are just a few of the items. It has been worth the investment in time and money.

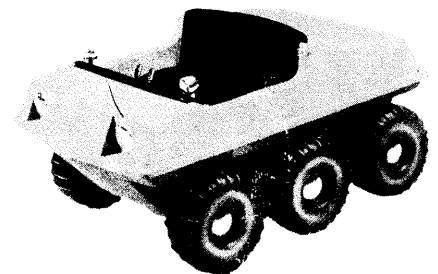
"An interesting side effect of our racing has been the spirit we have built up in the company for this product. It is not often one sees a purchasing agent like our Earl Meck with grease up to his elbows helping to replace a transmission. Or take Bill Gloor, our pit boss. His interest in our ATV goes beyond the normal working day. Mike Hackett, a snowmobile service representative, is our number two

driver."

The Starcraft ATV is a six-wheeler, 93 inches by 56 inches by 35 inches in size, with Borg Warner "Skid-Steer" transmission giving the Starcraft forward, reverse and neutral gears. A variety of engines are being tested, although initial production will feature JLO 14 and 20 horsepower engines.

New ATV toy

Perhaps some of the biggest ATV lovers, are the little ones. Now the ideal Christmas present for any boy or girl is an authentic ATV toy reproduction ready to roll or float. The large size toy is 8-1/4 inches long, four inches high and 5-1/4 inches wide and is made of hi-impact, shatter-proof



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Only \$1.98 plus 20 cents postage. For complete Christmas catalog of ATV accessories write: Action Accessories, P.O. Box 15, Liverpool, N.Y. 13088.

THE ATV AND ME

(Continued from page 4)

mechanical, there are failures. If, however, you keep a sharp eye and ear; they'll be few and far between.

Before driving your ATV anywhere, check the following:

1. Gas — is the tank full?
2. Brakes — will it stop readily?
3. Tires — are they inflated correctly?

If they are A.O.K., you're ready to play.

But, what to do after a full day or two or three of ATVing? Remind your husband or boyfriend "Super-Brute" to be sure that all the points of lubrication are looked after. These consist of:

1. Grease fittings on axles — should be done every 12 to 15 hours of running time. More often if your vehicle is used in the water a good part of the time. The tool to use for these fittings is a regular hand pump grease gun. Don't use a pressure gun as it may blow the seals. You gals may not comprehend this, but let me tell you, it's troublesome. Like, no more fun and games until the seals are replaced.

2. Lubricate the chains — this is something you and I can do. No fuss, no muss. Chain lubricant is available in an aerosol spray can. It's like putting on hair spray (except you aim at the chains).

3. Throttle cable — there are a variety of oils for this use. Some are sprayed, others glopped on. (That means a sticky mess.) The best is one that has a kind of anti-freeze in it. This is great for year-round use, but especially for the colder months. No worries about the throttle freezing. This is applied to the handle or gas feed area. It will permeate down the case to cover the whole wire.

4. Choke cable — lubrication is

done much the same as the throttle cable. The difference being that the choke is oiled at the dashboard connection and the carbureator.

5. Transmission — if your vehicle has a transmission, there will be a indication for oil capacity on the case. Check this for amount. Oil is added when the transmission is less than full. Be sure of the type of fluid for your particular transmission uses. Read your owner's manual for this info.

6. Battery — unscrew the little caps on top of the battery. Check the water level in each cell. Add to it if it is low. (Regular tap water.)

7. Engine — should be

periodically checked out by your ATV dealer.

These tips are all manufacturer suggestions. (If you or "Super-Brute" are mechanically inclined, do this — inquire as to the purchase of a shop manual for your vehicle. Your ATV dealer will be more than happy to supply you with one.) With these step-by-step procedures, you have attained an insight on what makes and keeps your ATV running like a clock.

Watching these jobs being performed, you may be right in there helping. It's really kind of fun knowing the hows and whys. So — join me in my ATV — up to your elbows!! See you next month. "RIBIT"™

ATLANTIC COAST CHAMPIONSHIP (Continued from page 5)

Delaware and Maryland. The coverage of this event is expected to extend as far west as Harrisburg, Pa., and possibly as far northwest as Buffalo, N.Y.

The city will use ATVs instead of buses to provide transportation for the dignitaries in the parade for the dedication of the new wing of Convention Hall plus the parading of the football teams. At least 100 ATVs will be needed to achieve this.

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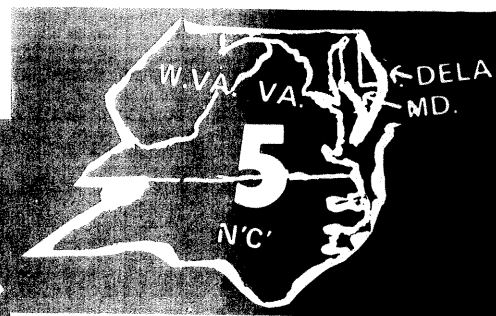
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