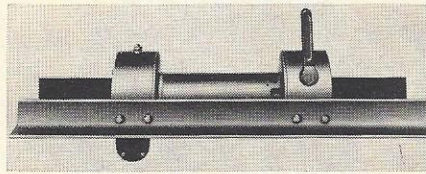


# TERRA FIRMA FUNNY CARS

slightly more protection and considerably more class at a slight sacrifice in ditch maneuverability.

Four-wheel-drive is not mandatory, obviously, depending more on the dictates of financial investment and the type of activity preferred. Horsepower and traction per pound have most to do with it in sandy going, as evidenced by the ability of the two-wheel-drive dune buggies with their helicopter tires, but in the tall rocks, where speeds grind to a crawl, traction at all four wheels starts to pay off. The FWD jobs offer big rewards in payload, too, hauling more passengers and often even a trailer



over the worst imaginable terrain. For the family man, then, who contemplates overnight or extended campouts and deep probes into the wilderness, the Jeep-type is the way to go.

With the nearest garage many rough miles behind, special emphasis must be given to spare parts and emergency (Continued on following page)

*LEFT - Bumper-mounted Ramsey winch uses power take-off from engine. BELOW LEFT - Good engineering is evident in use of watts linkage in this super neat dune buggy front end set up. BELOW - Utility vehicle built for shop use by Roger Smith - VW versatility. BOTTOM LEFT - For simplicity you can't beat Desre Sholl's buggy, built on 3-inch chrome moly tubes utilizing front and rear sections from '58 Renault Dauphine. Note rollbar and safety flag. BOTTOM RIGHT - Bill Chisholm of North Hollywood has made plans available for those wishing to build this dune bug, another VW-based machine.*

