

Snow Trac Resto



Right A great period shot of Snow Tracs being loaded on to a ship. Note the white roof panels

Below At the Aktiv factory in Sweden, a Snow Trac is being fitted with one of its tracks. It was a two man job and it doesn't look easy



Right This Snow Trac still has a long way to go. Note how they ran around on four-spoked 'roller' wheels before the main wheels were fitted



www.forumsforums.com/snowtrac.html

SNOW TRAC FACTS

The Snow Trac ST4 was designed by Swedish engineer, Lars Laarson, during the mid-Fifties. The story is that Lars would visit the place he grew up in, a small village called Oviken, where he still had a cabin. However, the severe Swedish winters made it hard work to get there. The answer was to design a vehicle, which could cope with the job. He registered the patent for the vehicle in 1955 and soon after a company known for producing farm equipment, Vasteras Maskiner, in Sweden bought the rights and started production in 1957. The company later became known as Aktiv and production carried on until 1981, when just over 2000 units had been produced. Of the total production, around 75 per cent of the vehicles were exported. Snow Tracs were used in both the Arctic and Antarctic, and in Alaska.

They were very popular in the Scottish highlands, where they were not only purchased by the owners of large estates, but also by the Scottish Hydro Board for use on power cable repair work.

The British Army and The Royal Marine Commandos also used the Snow Trac for NATO border work in Norway during the Cold War. The Royal Electrical and Mechanical Engineers has one on display at its museum near Reading, Berks.

The main agent for Snow Tracs in the United Kingdom was Alex MacLarty in Crieff, Perthshire and this is who supplied Bob Bateman's example originally. When production of the ST4 ceased in Sweden, all of the spare parts and components were bought up and shipped to Perth, and a few further examples were produced.



SNOW TRAC TECH

Snow Trac ST4 and Snow Master were powered by Volkswagen 1584cc flat four air-cooled engines (industrial engine) – perfect for extreme cold weather use. The engine was mounted in the front of the vehicle rather than the rear. Other VW components were used, such as the gearbox, brakes and some electrical parts, such as wipers, motors and switches. You will also notice that the steering wheel is from an early Standard.

The tracks are belt driven via a CVT (Continuous Variable Transmission). Steering is via stepless change drive chains (right or left). Do not expect anything special in terms of turning circles – a super-tanker could probably turn quicker.

Chassis: Box section steel ladder chassis

Bodywork: Plywood floors, steel roof, the rest is aluminium

Tyres: Special Snow Trac fitment by Trelleborg – seven wheels each side, two 600x100, five 300x100

Maximum speed: 18mph