

# SANDBOX

## TWO FOR THE PRICE OF ONE

**E**ver wanted to overpower the dunes like a monster truck and tower over the earth like a gargantuan? Ever fantasized about blazing through the desert like Ivan Stewart? Apparently Doug Deberti of DeBerti Designs couldn't decide which fantasy he'd like to fulfill, so he built two toys that take dramatically different routes to conquer the sand. Like his other vehicles that have been featured in *Truckin'*, these two off-road machines each sport billet accessories. Many of them are custom one-off pieces, the only ones in existence—so don't bother asking where you can buy them. Actually, aside from some custom billet and purple paint, these two vehicles don't have much in common, which is exactly what makes them such a blast to drive.



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PHOTOGRAPHY: WES ALLISON



# TOYS



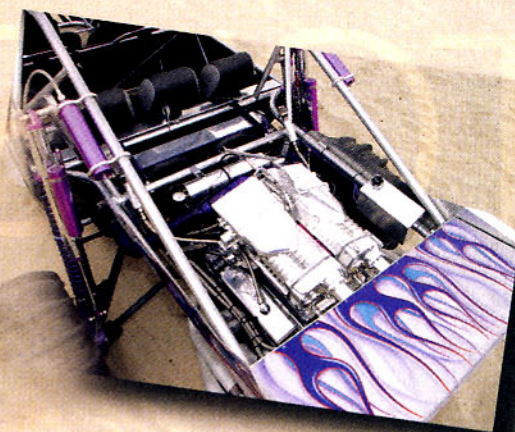
A DeBerti Design Phantom Billet Grille and SMA Bumper guard add to the imposing stature of the H2. A Warn winch is tucked behind the bumper just in case.

For the late-night banzai runs on the dunes, the H2 sports four PIAA lights mounted on the factory roof rack.





The 406ci small-block with its twin Whipples tear up the sand to the tune of 720hp.



A FAST injection system adds fuel just behind the throttle butterflies mounted to the Whipple superchargers.

Thanks to a Cognito Motorsports (in Bakersfield, California) 12-inch lift, Doug's 2003 H2 now clears 40x13.5-22 Toyo tires, giving plenty of contact patch to float over the dunes. A little extra power comes in handy when those tires are churning the sand, so underneath the hood are Gibson headers with a Corsa after-cat that help the 6.0L Vortec breathe a little easier. An H2 with 12 inches of lift doesn't exactly blend in with the scenery, but just to make sure it's not lost in the crowd, the daunting machine now wears a two-tone paint scheme that features House of Kolor Violette Pearl paint. Continuing the modification on the exterior are a DeBerti Design custom grille, an SMA tire carrier, billet gas door, hood hinges, and side vents.



A Cognito Motorsports 12-inch spindle lift provides clearance, while Fox Racing Shox tame the massive tire/wheel combo.



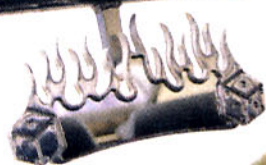


# SANDBOX TOYS

The theme continues inside; an SMA billet floor shifter and vent trim accent the Violette Pearl center console and dash to continue the color scheme. To impart some luxury to the utilitarian H2 interior, the seats were treated to Classic Soft Trim leather that match the lower dash and door panels.

While the H2 is plenty capable, the Extreme Performance Double Throw Down sandrail is purpose-built for fun, so it shines out in the dunes. Despite the amazing graphics, the focal point of this sand toy is its twin Whipple-supercharged fuel injected small-block. Starting with a Dart aluminum block and heads and Lunati rotating assembly, Bill Standridge built the engine to dominate the sand. Displacing 406ci, the powerplant, like the rest of the buggy, has several unique pieces. An Erson cam with .675 inches of lift on the intake and .645 inches of lift on the exhaust was custom ground for the application. While they were at it, Erson gave the cam the LS1's smoother firing order. This combo initially dyno'd at 828hp, but Standridge installed larger pulleys to reduce boost and increase reliability.

Twenty-four inches of suspension travel and quad King shocks front and rear soften the landings.

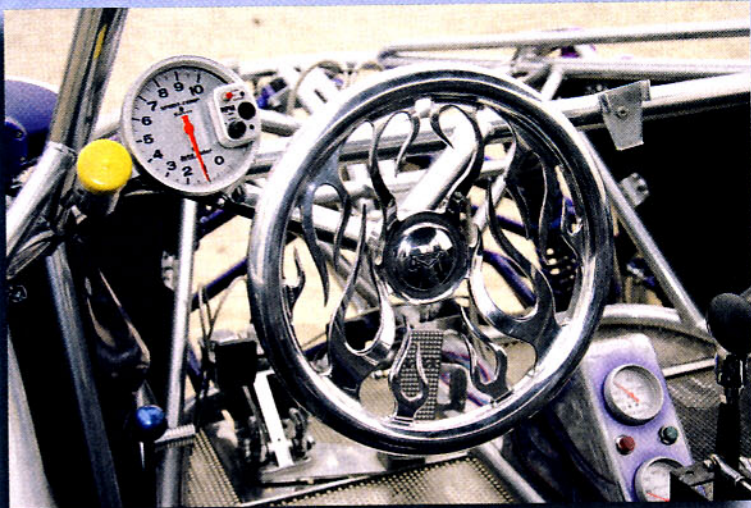


The rearview mirror is—you guessed it—a DeBerti piece.





The interior is minimal, with Auto Meter gauges, cutting brakes, and a DeBerti billet steering wheel.



Craig Fraser laid down the overlapping flame licks that are mirrored in the DeBerti steps.



The business end of the buggy shows off the billet pulleys and polished everything. The heads are Dart 220cc runner aluminum pieces, hand ported by Bill Standridge.

