

# MODERN KARTING

SEVENTY FIVE CENTS ■ AUGUST 1968

NEW KOMET K-88 ■ RED DEVIL TEST



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NEW KARTS  
RIVERSIDE ENDURO PICTORIAL

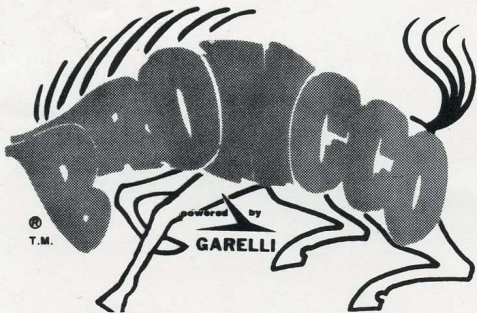
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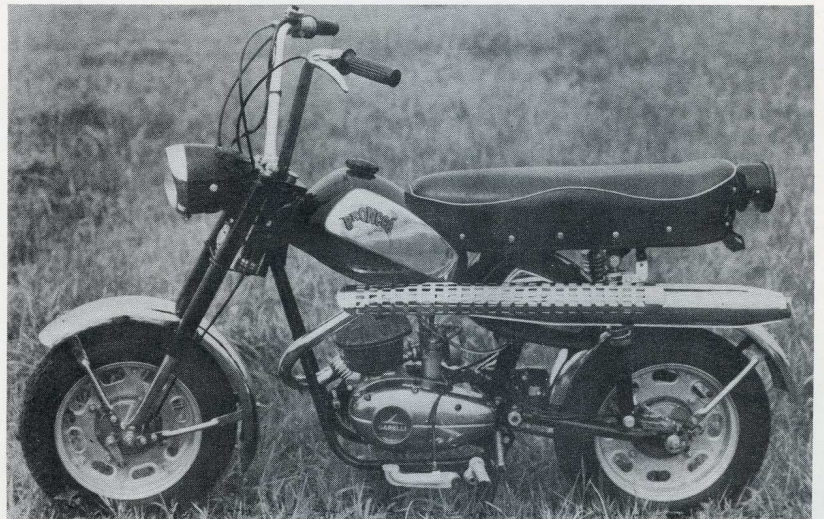
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THE COVER: Dr. Al Noah assumes the driver's position in his famed Noah Septre/ Suzuki. Ektachrome by J.R. Angermeyer.

# 1968 IKF ENDURO NATIONAL CHAMPIONS

Green Valley, Raceway, Smithfield, Texas July 4/5

## JR AMERICAN REED

*Mark Dismore - Greenfield, Indiana*

## JR STOCK

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*Gene Renegar - Dallas, Texas*

## A STOCK HEAVY

*Mike Shaw - Harper Woods, Mich.*

## A OPEN LIGHT

*Nelson Lingle - Houston, Texas*

## A OPEN HEAVY

*Jim Akkerman - Houston, Texas*

## B LIMITED

*Sonny Jordan - Ft. Worth, Texas*

## B STOCK

*Dave Hayden - Broomfield, Colo.*

## B OPEN

*Jack Murdock - Jonesboro, Georgia*

## C OPEN

*Pete Berlt - Huntington, W. Va.*

## FKE I

*Rick Paronelli - Monrovia, Calif.*

## FKE II

*Rocky Moran - Arcadia, Calif.*

## FKE III

*Mike Walker - Wichita, Kansas*

The 1968 Enduro Nationals ended just prior to presstime for this issue of MODERN KARTING and while the full story follows next month the winner's names are presented at this time in the interest of expediting the news to our readers.

# publisher's column

July and August, to put it mildly, are perhaps the two busiest months of the year — for karters in general, Gene Ford and the IKF organization and Modern Karting as well. The 1968 Nationals are upon us in full force so in July we make tracks for Fort Worth, Texas for the Enduro Nationals and then hit the road again in mid-August for Batavia, New York and the 1968 Sprint National Championships.

Don't Miss the September 1968 issue of Modern Karting — featured will be all of the activity and action at the Enduro Nationals held June 30 — July 5. Some 500 entrants from every corner of the U.S. were expected to converge on the Smithfield, Texas track for the week-long bash destined to go down in anybody's record book as the greatest Enduro event ever held. So, coming your way next month will be the first 84 page Modern Karting issue to be published this year. MK will present a complete word and picture record of the day by day and event by event happenings as they occurred. This September 1968 edition will be truly a collector's item.

For the first time in a decade of Karting, the Sprint Nationals will be hosted in the East. Kelly's Speedway at Batavia in upstate New York is the site. With the big upsurge in sprint karting in the East the past couple of seasons it wouldn't surprise hardly anyone if the Sprint Nationals attracted another five hundred hopefuls.

Tom Kelly, genial owner of the Batavia Kart Racing Plant, will have the sprint plant completely refurbished in time to greet early Nationals arrivals. Included in this "face lifting" is a complete asphalt resurfacing job.

It promises to be a tremender — certainly long overdue in the East. As we reported in an earlier issue, sprint karting is on the move again and is probably enjoying its greatest popularity in the East, so — we repeat — the selection this year of the East to host the Sprint Nationals is timely — and long overdue. And, one plus factor for Eastern karters is the opportunity they

now have to balance the record books. Nine of the 10 1967 IKF National Sprint Champions were from California. Even though the perennial problem of travel to the Nationals still exists, Midwestern and Eastern sprint enthusiasts who were unable to make last year's event at Riverside (Calif.) will have their day — and in their own back yard.


Modern Karting's coverage of the Batavia Nationals will be presented in the October 1968 issue, so — there you have it — back to back issues of top Nationals coverage.

This month, we're privileged to offer our readers the story of Dr. Al Noah's classic FKE III racing machine — the Noah Septre/Suzuki. Here is the type of equipment this class must field before any appreciate amount of spectator interest can be generated. And, too, what red-blooded American Karter couldn't imagine himself seated in the cockpit of the Septre tooling around Riverside, VIR, Meadowdale, or any number of endurance plants at — say — 100 to 125 MPH in the long stretches. It has to be sheer joy, to say the least.

Al Noah is willing to share with you the benefits of his experiences via an upcoming series of articles in Modern Karting on the "care and feeding" of FKE III's. In other words, preliminary planning, designing, engineering and building the true Class Three formula racer.

We're anxiously awaiting the start of this series. Hope you will be, also.

One final note in the formula racing department — I have just been informed prior to presstime that Modern Karting will soon be delivered a complete, ready-to-run Formula Five car for inspection and testing. Our benefactor is Ed Hillman, whose Wichita, Kansas firm is slated to start production this summer of the F/5 Cutlass Mark II. This is good news for F/5 proponents, we're sure.

 continued on page 56

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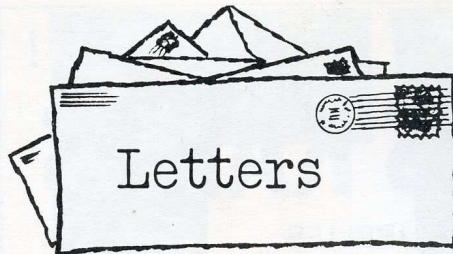
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UTAH Grants Kart Sales, Woods Cross

VIRGINIA Doran's Service Center, Alexandria

WISCONSIN Competition Enterprises, Brodhead; Badger Kart Shop, Milwaukee

CANADA Dundas Kart & Cycle, London, Ontario



Gentlemen:

I want to wish you all the success a magazine can have.

We didn't start with Karting until '61 and the magazines that were published along then sure did a lot to keep a fellow's interest up. There were three on the newsstands that we could get, most of them I still have. In fact, I have been rereading them lately — they are more interesting to me than the present (ed: ?) publication we receive.

Karting has had many a struggle in our part of South Carolina. When we started there were two paved tracks we could run two nights a week. By the end of '63 we were driving 75 miles to run on a dirt "path." We can run one nite a week now on two dirt tracks that are pretty good. This is Mac country, we've had a Mac 2, 8 and 90 and we added the 91 carb to stay competitive. We are the first to try a Komet in these parts, haven't run it yet, but expect to let it go Sat. night. My son, Pat, is the driver, he is now 18 and doesn't have a wild move in his driving. I feel sure that Karting has taught him to respect an auto and other drivers on the streets. I want to say thanks for your effort in behalf of Karting, it will be more than worth it if it keeps a few more young boys safety and courtesy conscious.

Yours truly,  
D. G. "Red" Simon  
Ballantine, S. C.

Dear Editor:

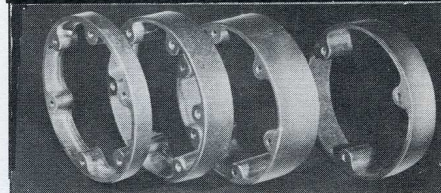
This is a letter of appreciation! At the June 1st and 2nd Enduro at Riverside Raceway, Riverside, California I was given an assist by an unknown karter. I'm hoping you will print this note and he will see it to receive my heartfelt thanks.

I'm new to karting and this was only my second race. Because of this I have not yet learned to anticipate all the problems before they happen. (Do you ever?)

My race was the first of the day (A Stock Heavy) and due to an accident there was a restart. On the second start when the starter lowered the green to half mast my wife hit the starter button but only the starter motor shaft turned. The pulley had come loose, spun on the shaft, and the engine would not, of course, turn over!!

Without hesitation, the pit man on my

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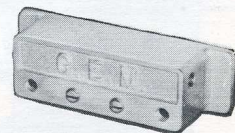
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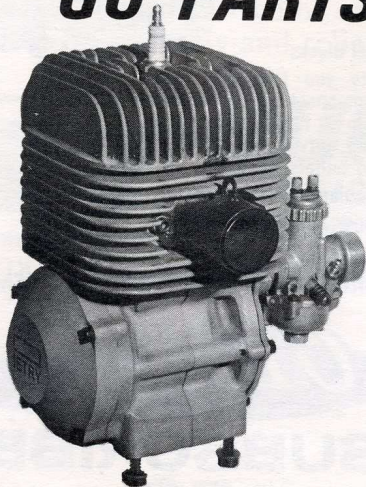
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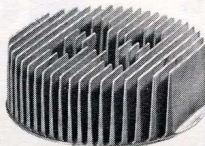


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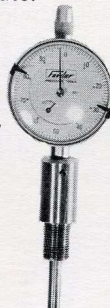
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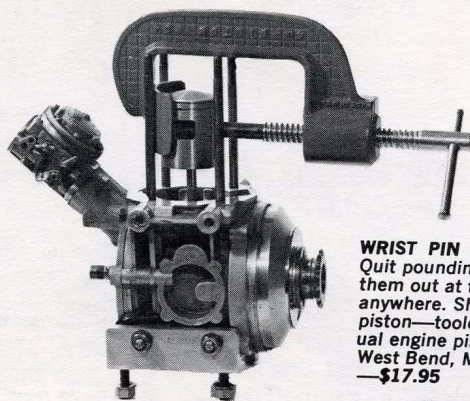
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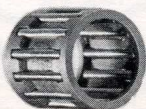


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left (car number 14 -- I was number 16) brought his McCulloch chain saw starter to my kart, slipped on his belt and my Parilla roared to life. What a great sound!!

I was away only a few yards behind the pack instead of being a "could not start", thanks to this man's great show of sportsmanship to a competitor.

Thanks, Buddy, I hope I can repay the favor someday.

M.P. Trader  
Canoga Park, Calif.

*Ed: According to our records, car number 14 was driven in Stock Heavy by Everett Brown, Malibu, Calif. We have no record of his pitman's identity.*

Gentlemen:

Congratulations on your new magazine. I am really happy to see Karting get an uplift that I'm sure your publication will give.

If suggestions are welcomed; having technical articles on a down to earth level would be at the top of my list -- working in fundamentals, principles, and recommended publications for further reference.

I sometimes have trouble putting thoughts into words. But, for the possibility of improving the sport of Karting I thought I would at least try. Thank you for your time and best of luck with "Modern Karting."

An Avid Karter  
Tom Hardgrove  
Canal Fulton, Ohio

Dear Jack:

I was asked to send you a copy of our monthly newsletter, the Pit Patter and keep you posted on the fun and games of the Pacific Northwest -- or at least Tacoma and Seattle.

Would also like to express the pleasure we get from your magazine. It's the most complete & worthwhile reading on karting that we've seen in a long time. May you expire of old age rather than lack of karting items.

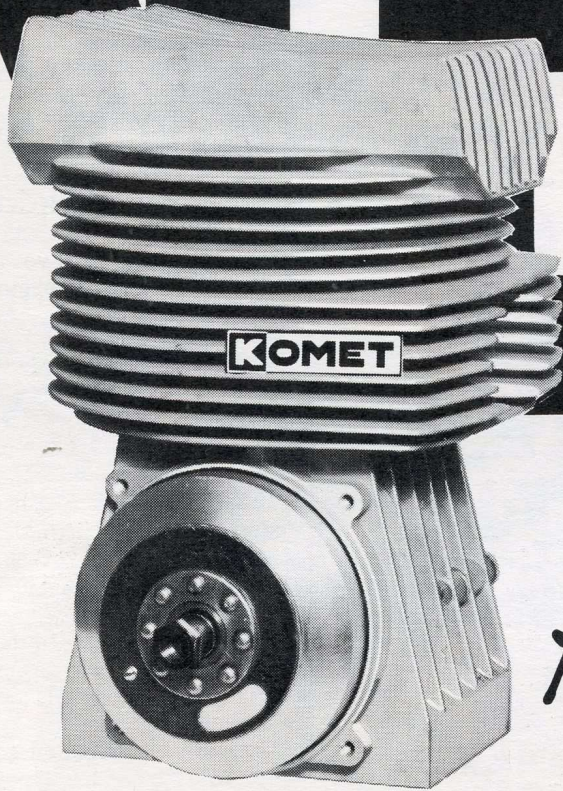
Shirley Maestas  
P.S.G.KA - Tacoma

Dear Jack,

You're amazing! I've just seen MODERN KARTING MAGAZINE for July, your third issue, and if I didn't know better, I'd assume M.K. to be a long-established publication. I'm not



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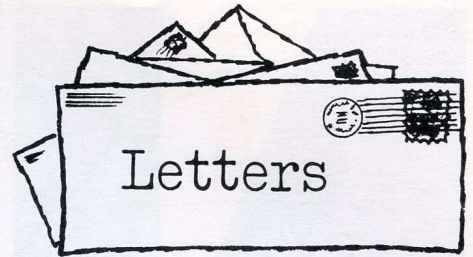
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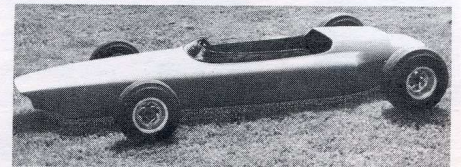
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speaking only of the beautifully planned pages, having been cognizant of your talents for years, but what a wealth of current, fascinating material! With your first (May) issue, you started right off-the-bat with a magazine ABOVE the quality-level of the others which preceded yours. You're doing a magnificent job!

As you know, I'm a "has-been" karter now, and deeply involved in FORMULA FIVE, the new kart-engine class for formula racing you've introduced in print. Here is a photo of the F5



"Broadsword" car I've been working on lately. Its still in primer, and sans roll bar (which makes it look a pinch bare behind the cockpit), but at least your readers can see how nicely the shell cradles "down between the wheels" and how the lines look long and sleek, even though overall length is only 86 inches on a 53 inch wheelbase.

I would be delighted to spend more time away from this typewriter so that car building could progress more rapidly, but as a Director of the F5 organization, I can only indulge in my "true love" a few hours each week.

I'm still interested in karting activities, but no longer as a "gung-ho" participant. MODERN KARTING MAGAZINE should be a big breath of fresh air to all who read it. I enjoy it immensely, and I applaud you as its Editor and Publisher.

Most sincerely,  
Bill Cowling  
Evansville, Indiana

### DEPT. OF CORRECTIONS

We goofed in the July issue of Modern Karting--among the omitted were photo credits on the Cancilla FKE article (pages 42-43) and our Remember When feature (pages 53-54). Both featured photos by Jim Tanji, a Modern Karting staffer. Our apologies Jim--still a buddy, we hope? ALSO omitted in error was photo credit on the San Angelo enduro report (pages 21-23) by Wayne Panter. Photos were by Wayne's son, George Panter--a budding photographer with a lot of promise.

Can't win 'em all, can we?

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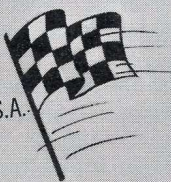
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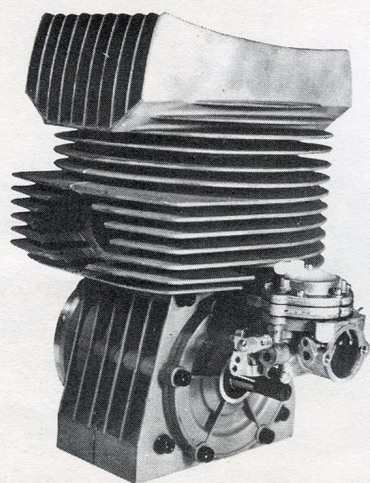
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# RACING ROUNDUP

## EVERGREEN KART CLUB, DE KALB, ILLINOIS

The 4-Track Championship race at Twin Lakes Raceway at Joliet in June was a huge success with over 80 drivers and karts signing in to race. The results of that race are as follows:

SPORTSMAN	1. Ken Waller, 2. Martin Oster, 3. Dave Lamb, 4. Larry Mayhun
JR. MOD.	1. Delmar Uphoof, 2. John Budzik, 3. Greg Yates
JR. STOCK	1. Bill Recls, 2. Ed Gantzer, 3. Roy Frank
ROOKIES	1. Tim Fairman, 2. Bob Waller
STOCK LIGHT	1. Al Roghan, 2. Bob Lapke, 3. John Livingood
MOD. LIGHT	1. Warren Bischoff, 2. Tom Cassidy
STOCK HEAVY	1. Wendall Hosk, 2. Cliff Sharp, 3. Ken Ceranek
MOD. HEAVY	1. Charles Alten
B LIMITED	1. Bob Bjonneby, 2. Jerry Lockwood, 3. Bob Margentina, 4. Jack Gates
C CLASS	1. Terry Ahern

## ODESSA RACEWAY PARK ENDURO AUG. 10-11

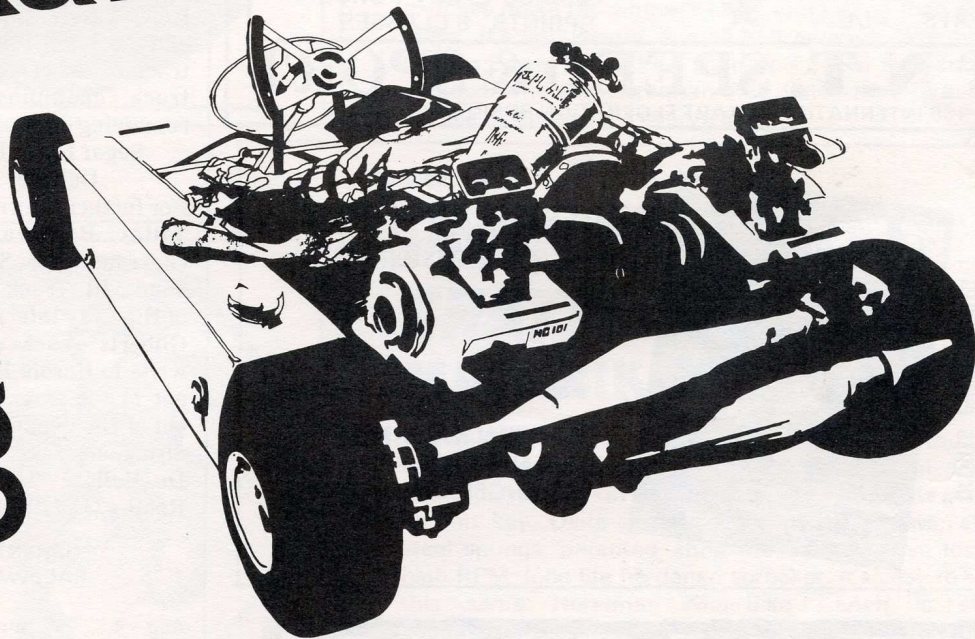
The first enduro to be staged at the 2.1 mile Odessa Raceway Park (Penwell, Texas) is scheduled for August 10-11 and according to Lee Christian, Lubbock, one of the original organizers of the West Texas event, the enduro will take the place of the Hobbs (New Mexico) Oil Patch Enduro which has been cancelled. Sponsoring group is the Permian Basin Kart Racing Team of Odessa.

Odessa Raceway Park, located fifteen miles west of Odessa on Interstate 20, features almost a 4000' main straight and nine turns of varying degrees. It is a comparatively new course and should prove challenging to all entrants.

IKF rules will be in force and national classes will be run, states Bob Winger, Midland, Texas kart owner and PBKRT official. Starting positions will be awarded by order received and local entries will be held until one week before the event.

Here's how the racing schedule shapes up: four classes will be run in two events on Saturday, August 10 including American Reed Jr and Rotary Valve Jr; American Reed Sr and Sportsman. Sunday's racing card includes four one hour events starting with Modified Light and Stock Heavy, followed by B Limited

# california kart



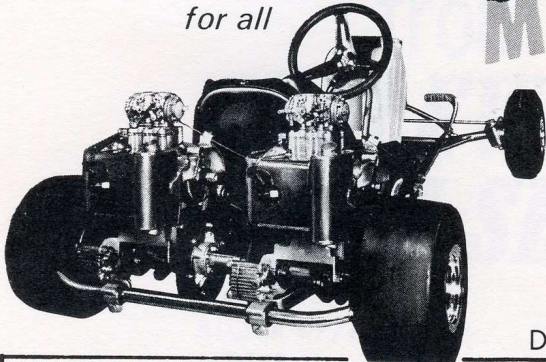
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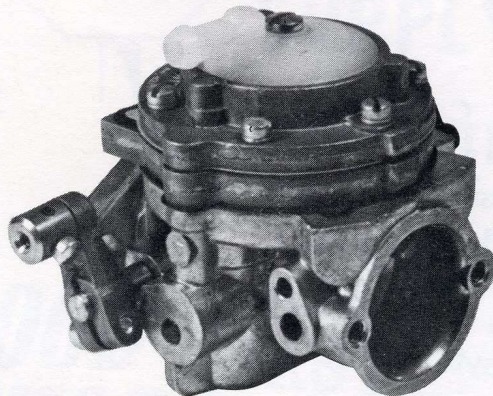
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# ROUNDUP RACING

and B Stock, B/C Open and FKE and Modified Heavy and Stock Light. There will be practice each morning -- 7 to Noon on Saturday and 7 to 9:30 on Sunday.

Race Headquarters will be at the Ramada Inn, Odessa. Race Director is Bill Jones. For entry information, write to Mrs. Perry Nelson, PBKRT, 3612 Springbrook Dr., Odessa, Texas 79760.

## SUGAR RIVER RACEWAY

For 1968, Sugar River Raceway, Evergreen Kart Klub, De Kalb, Ill., the River Valley Kart Klub at Gilberts Ill., and the Joliet Kart Klub from the Joliet track have agreed upon a round-robin 4-track championship schedule. The remaining dates of the big ones are:

Sugar River Raceway . . Aug. 18  
DeKalb. . . . . Sept. 8

For further information on these tracks:  
**Joliet Raceway** — Contact: Cel Giarrante, 465 South Des Plaines St., Joliet, Ill. Track located at intersection of Highway Interstate 55 and Ill. #52.

**Gilberts Track** — Phone LE 7-1619 or write to Harold Helbogat, Dundee, Ill. To get to the track take Highway 72 west out of Dundee to Gilbert, Ill. and ask for directions.

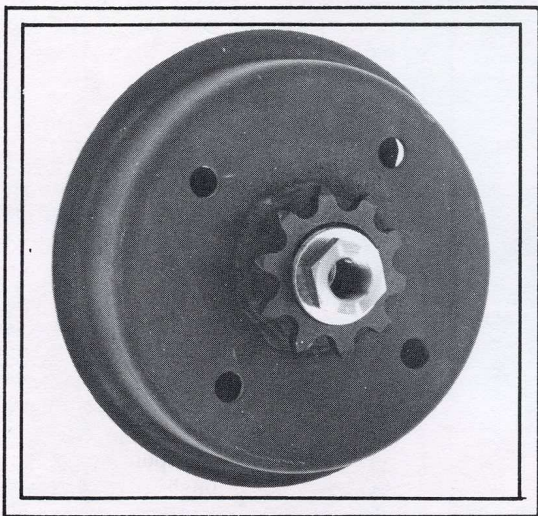
**De Kalb** — To get to the track take Route #23 south and watch the signs.

### CURRENT SUGAR RIVER RACEWAY SCHEDULE:

Aug. 4 . . . Sprint Race at Sugar River Raceway  
Aug. 11 . . . Spring Race at Sugar River Raceway  
Aug. 18 . . . 4-track Championship Race at Sugar River Raceway  
Sept. 1 . . . Sprint Race at Sugar River Raceway  
Sept. 15 . . . Sprint Race at Sugar River Raceway  
Sept. 29 . . . Sugar River Raceway Season Championship

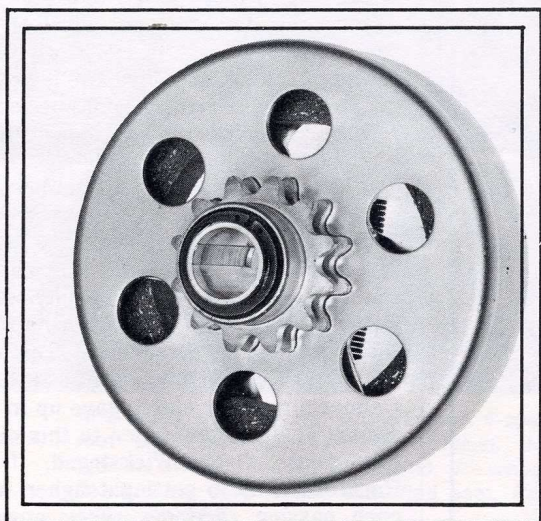
**Race Results Sunday June 23.** It was cloudy in the morning and looked like it could rain any time — and several places around Brodhead, such as Dubuque, Oregon, and other towns did have rain. But nearly 40 competitors showed up anyway. We had a little sprinkle of rain during the time trials and a real dark cloud poured rain down just 1/2 mile south of the track. The temperature was real hot and so was the competition. The Mac 49 class continued to be everyone's favorite class — it seems everyone likes to watch the kids go. Tim Fairman was the fast qualifier

# "clutch-power"



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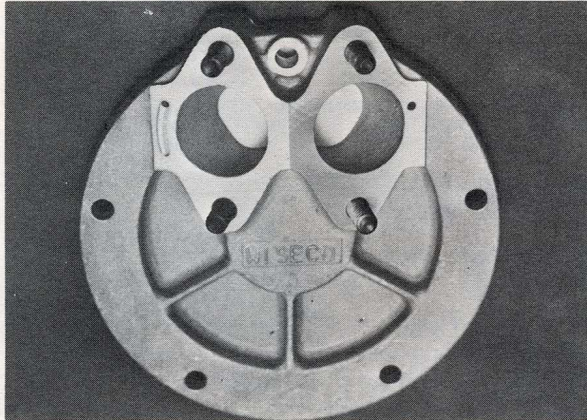


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# ROUNDUP RACING

and, as usual, Joe Moser of Delavan, Wis., was hot on his tail. Jay Gough of Loves Park, Ill., and Tim McBride from Polo, two of our novice 49er competitors, are continuing to improve with each race.

In the Senior 4-Cycle class the same three competitors were there to battle it out, but the stock appearing rule was in effect and the competition was closer. Cinda Rogahn has not figured out how to get to the 290# minimum weight and as a result collected no points. Bill Myers, another arch competitor in this class, is on vacation, and Palmer Rude is still recovering from his recent surgery. The new owners of Kohler 4-cycles have not yet decided to enter competition. After the races last Sunday Arnet Moser, owner of Moser Machine Co. in Delavan, Wis., and I were talking about the Senior 4-Cycle class. We more or less decided that the hot set up for the 4-cycle class would be a side-winder kart with a Kohler mounted low and ahead of the right rear wheel. This would give low center of gravity and adequate leg room for an adult. I think you might be seeing a prototype Blackhawk along these lines.

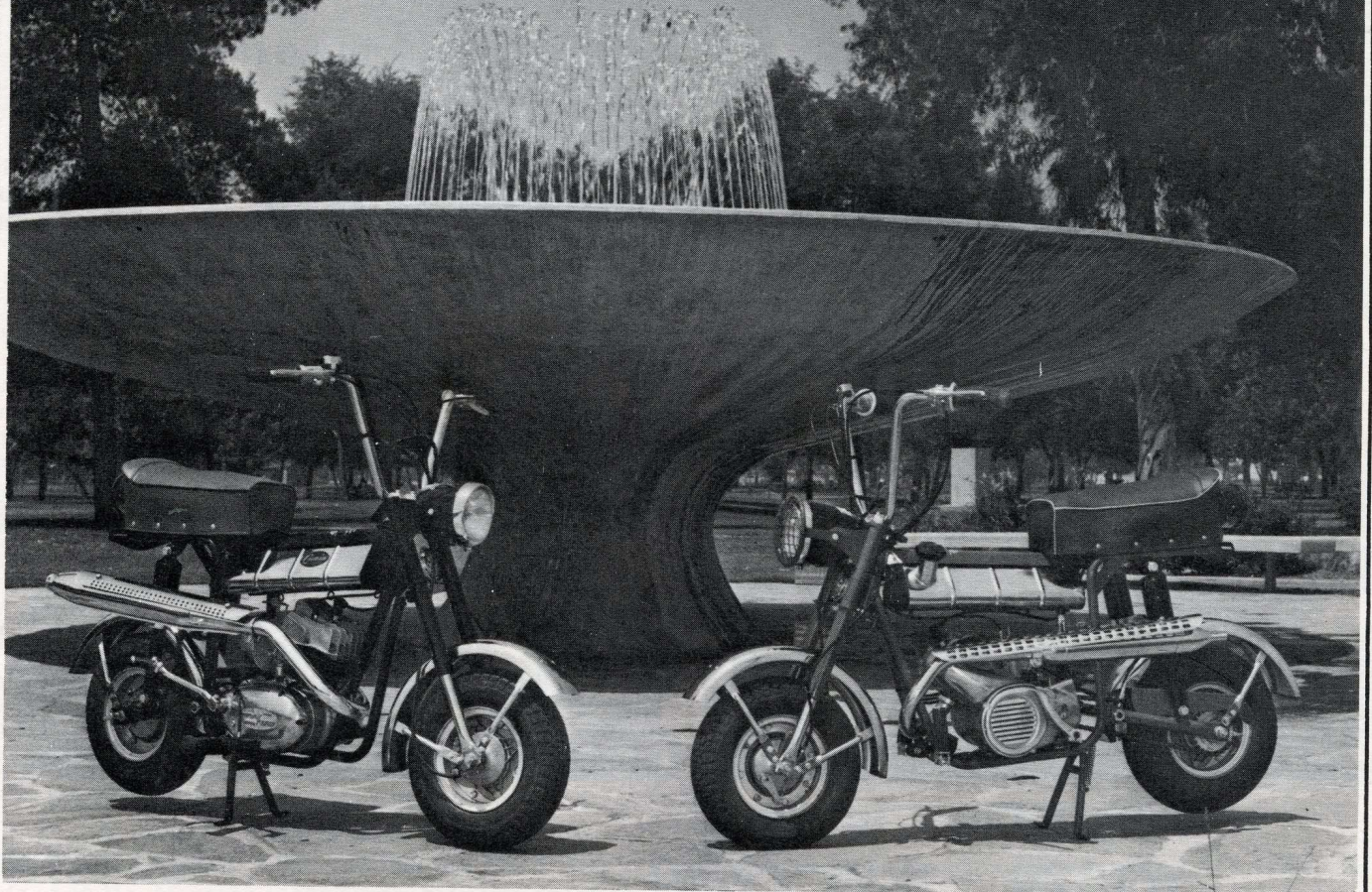
**Junior Super Stock.** This has become our largest junior class, and even with the bad weather we had 8 entries. My #1 son Marshall was the hot dog on his Blackhawk Poison Arrow by only 1/100. Delmar Uphoff of Cottage Grove was 2nd fast with 39.47 seconds. The two were having a real ding-dong battle until Delmar's gearbox clutch gave up in the second heat. A newcomer to this class this year, Greg Wickstrand, from Rockford, Ill., is getting tougher with each passing race day. Four novices were entered and all had varying degrees of lack of luck. Don't panic, men, it happens to everyone. That saying, "races are won by preparation" is really true.

**What are the 1968 Sugar River Raceway Classes?** Basically, we are still sticking to the "run what ya' brung" set up, although we break them down a little bit into classifications to make the competition a little closer. Basically, our groups break down into 4-Cycle, Mac 49, Sportsman, Super Stock, Modified, and Dual classes. As stated last year, the competition rules and regulations are not going to change until January, 1970.

There were 13 entries in the Senior Stock and Super Stock classes. In the Super Stock end the same gremlin, lack of mechanical reliability, plagued over half the competitors. Men, you're going to have to learn how to fix them

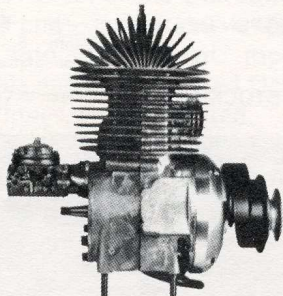


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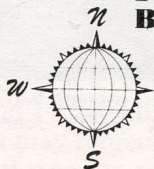
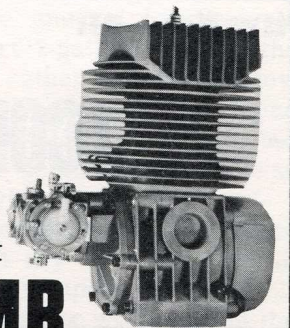
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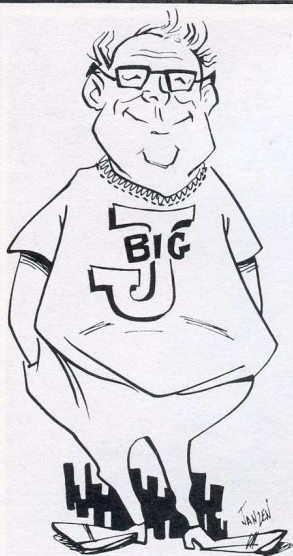
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# RACING ROUNDUP

yourselves or find a mechanic who can help you because a lot of you are having problems. Come around on Wednesday nights and we'll be happy to help you iron them out. Then we've got time to talk.

Don Fairman

## ENDURO DIVISION II CHAMPIONSHIPS

V.I.R. May 25-26-27, 1968

They did it again -- Barney Peeler Jr. and gang held another superbly managed Championship event. This time it was for the Division II titles. The weather was cloudy and cool which meant all classes were running very fast. Speaking of time, Jr. Stock winner, Rick Rudd, turned the 3.2 mile course in a flat 2:58:00 which was a lot faster than the time turned by many Senior class winners. Those who placed in the trophies were:

JR. AMERICAN REED

1. Dennis Griffith, 2. Johnny Faber, 3. Larry Griffith, 4. Robert Koch

JR. STOCK C OPEN

1. Rick Rudd, 2. Ken Faison  
1. Charles West, 2. John Blanton, 3. Jerry Sattenfield 4. Dick Flippen

B OPEN

1. Bob Nelson, 2. Phil Bachman, 3. Hunk Hollowell

B STOCK

1. Bob Lawrence Jr., 2. Sonny Gott, 3. Carey Kearns, 4. Bob Lawrence, Sr.

FKE III

1. Joe Laris

A OPEN LIGHT

1. Barney Peeler III, 2. Bill Jordan, 3. Peyton Miller, 4. Clint Dalton

SR. AMERICAN REED

1. Skip Wilson, 2. Carey Kearns, 3. Alvin Garver, 4. Bud Speed.

B LIMITED

1. Hunk Hollowell, 2. Dave Gough, 3. Peyton Miller.

A STOCK HEAVY

1. Dean McCall, 2. John Cosgrove, 3. Carl Alvis, 4. Jim Sims, 5. Jim Faison

A OPEN HEAVY

1. Phil Bachman, 2. Ben Griffith, 3. Charles Benson, 4. Tom Statham

A STOCK LIGHT

1. Dean McCall, 2. Joe Kelly



A Stock American Reed Jr. winners (left to right): Robert Koch, Larry Griffith, Johnny Faber and Dennis Griffith.

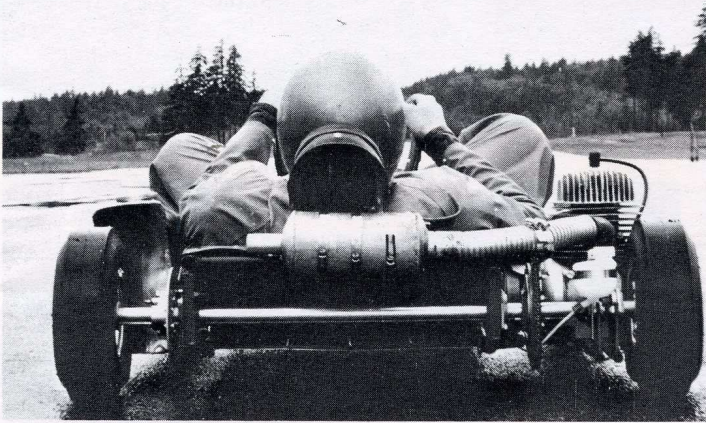
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# KARTTEST

## red devil



Jack Lehman (left) and Jim Petitti discuss racing strategy.



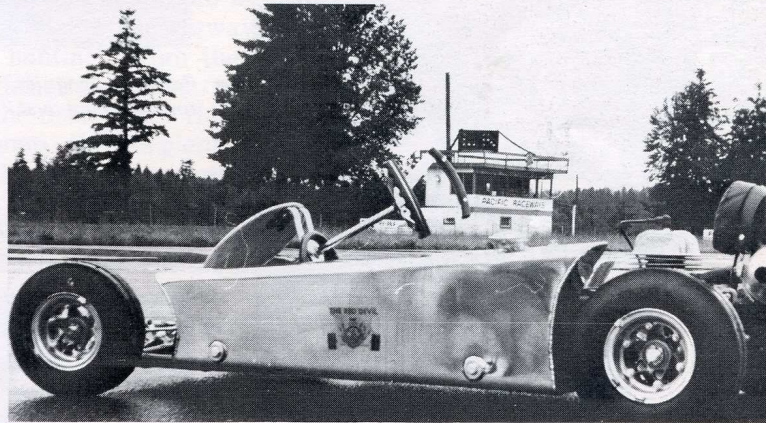
19 1/2 inches (measure it) from ground to top of headgear.

With the introduction of the new 1968 Red Devil, Don's Karts of Butte, Montana makes their bid for a share of the national market. It's been our privilege to test this all new design and we happily present to you the benefits of our experience.

To begin with, Don's Karts has been in existence several years as a builder of, more or less, one-off machines. However, owner Don Hanley recently pumped many dollars and considerable work into his operation - changing it into an efficient, modern manufacturing facility and his end product, Red Devil Karts, are among the best machines we have tested.

We previewed a Red Devil some months ago in prototype form -- to say we were curious about the production version would be a gross understatement. To our great good surprise the #1 kart off the production line fell to our lot for testing. For this good deed a sincere vote of thanks goes to Jack Lehmann, Western distributor of Red Devils and proprietor of Tacoma, Washington's Kart-O-Rama. Jack not only secured us the machine but personally set it up for our use.

We'd decided the best type of test would be under actual race conditions and so entered the machine in the June 1-2 200-mile enduro at Kent, Washington. Some of you may remember the Pacific Raceways track at Kent, as it was the site of IKF 1967 Enduro Grand Nationals. Bad luck visited us in the form of rain - washing out the



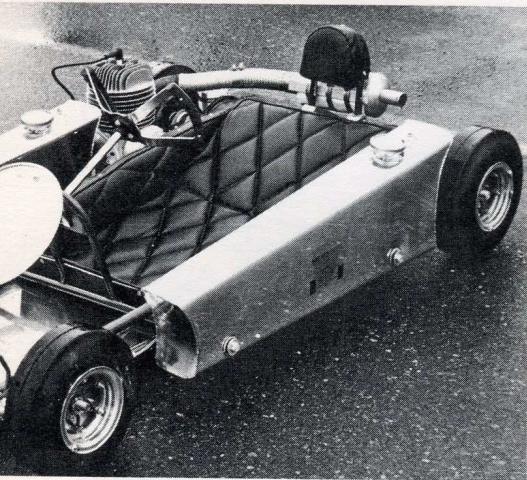
Red Devil sidewinder looked and drove like the Grade A machine it is.

200 mile event on Saturday. We then decided to hold over Sunday and run in an impromptu "regular" enduro. After a drizzly morning, the sun gave us a beautiful smile and dried off most of the excess water.

Our first look at the new machine came early Sunday morning. The model tested was the Italian sidewinder version for which the driver's office is offset 2 inches to the left. While this does give unequal length, axle handling is unaffected. A short 2-gallon tank on the machine's right side allows a rather longish and low slung swing mount to be fitted. Nestled into the engine room was a "stock appearing" BA-13 Parilla - outfitted with a Christensen adaptor and Hartman clutch. Noise suppression was by AAA.

Since our class was to be stock light, we made haste to pass over the scales. Weighed dry with the Parilla, clutch and muffler, the scale beam tipped at a light 121 lbs., a weight that will find good favor with those of the Crisco class. Back to the pits for some petrol and then a few hot laps, we discovered the curse of haste - in the form of flat tires. Seems everyone plumb forgot to air up the rear Eliminators. After huffing and puffing the tires to recommended pressure we strapped on the Devil for some serious practice.

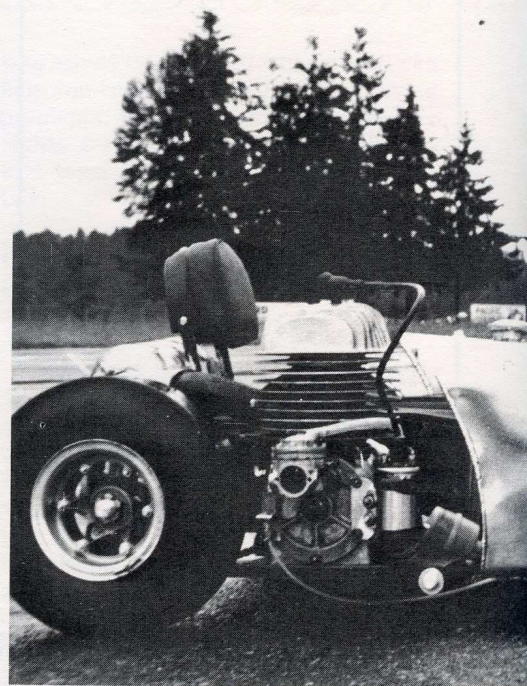
Riding in the Red Devil is a new experience - it's the first lay way down kart in which we could clearly see upcoming roadway. Perhaps this is due to the slanted



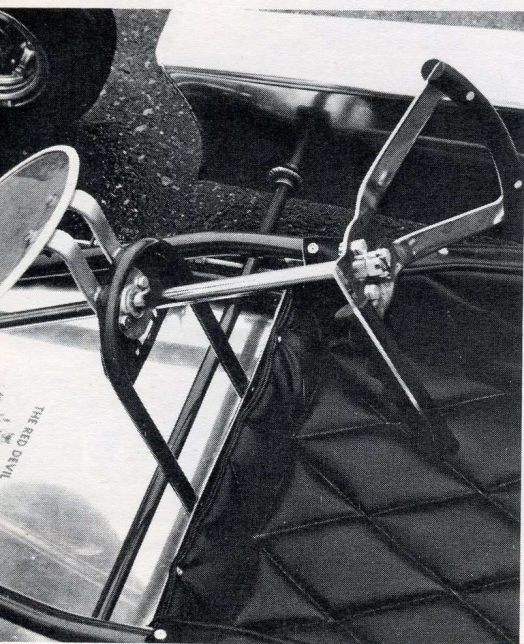
*Two and four-gallon side tanks.*



*Petitti's "baggies" ward off Washington "morning mist."*



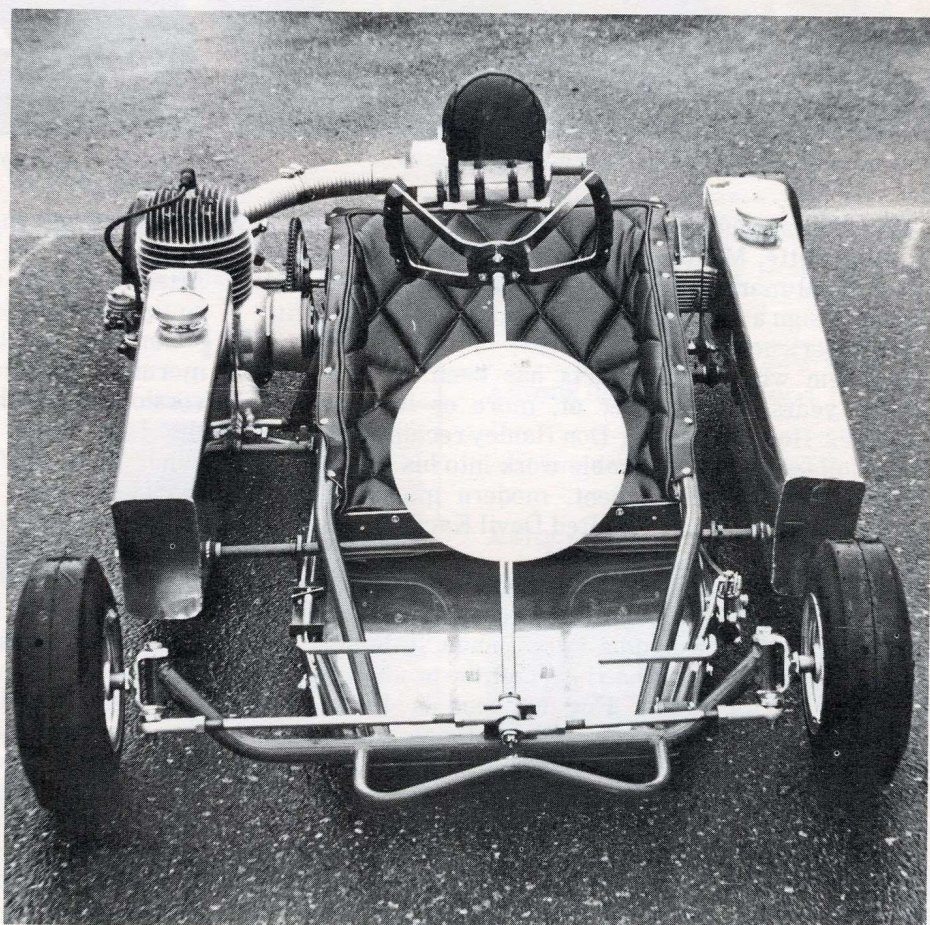
*Number panel is supported by freestanding bracket.*



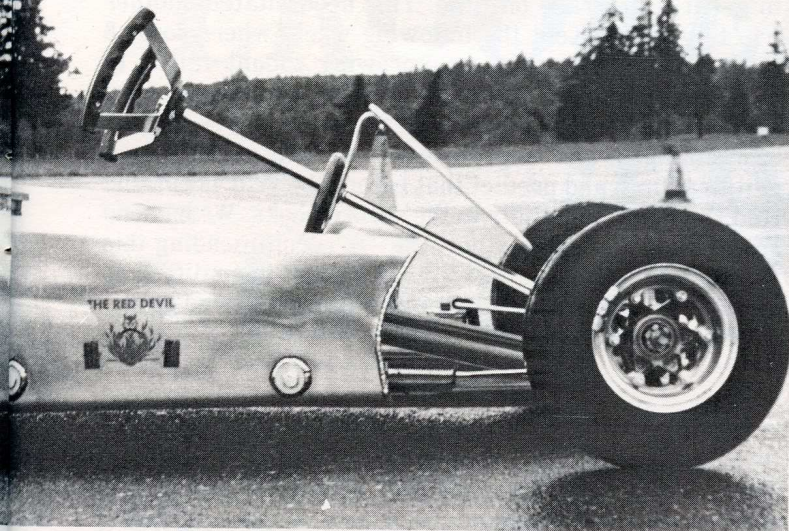
*Steering shaft bracket provides for adjustable steering wheel height.*



*Driver's compartment features comfort and butterfly wheel.*



*Low, lean and hungry—note main frame rails and control rod layout. Pedals are equipped with PVC sleeves.*



“shoulder board” effect of the belly pan. High marks go to “office” room in the cockpit --- even my six-foot frame found dimensions adequate for driver comfort. We have to raise trivial objections about the placement of muffler, though - mounted as it was to the adjustable headrest, was murder on the hearing if one leaned against it. However, this nitty pickin is not the fault of the maker, as he does not supply the machine with a muffler mount. Should you buy one of these, take our advice and mount the muffler in a different manner (like to the ends of the upper frame rails).

Cornering the Red Devil is great bags of fun - fun - fun. It can be driven into the outer limits, wrenched about in complete abandon, and still behave in an absolutely predictable form. One drives the Devil with the abandon of Nuvolari - banging away on the sides of the machine for more, more and still more. At no time could we make the machine understeer. Oversteer could be induced at will yet precisely controlled with the throttle.

Sitting up in the steep down hill corner at Kent and driving around sprint kart fashion proved the clincher on our assessment of the Devil's cornering prowess - the machine exhibited no bad habits whatsoever. Tracking on the straightaways is dead true with no sign of “hunting” from the front end. Our test kart did have rather excessive rear wheel vibration - which we laid at the door of the flat tire incident. Tuning on the fly is a snap - there's plenty of room to reach the fiddle knobs on the carb without making like a contortionist.

With an adjustable headrest and steering column, it's easy to tailor the cockpit to the driver's dimensions. During the test the height at the top of both adjustables remained at 18½”. Lowest position is a neat 15” making for an indeed low profile.

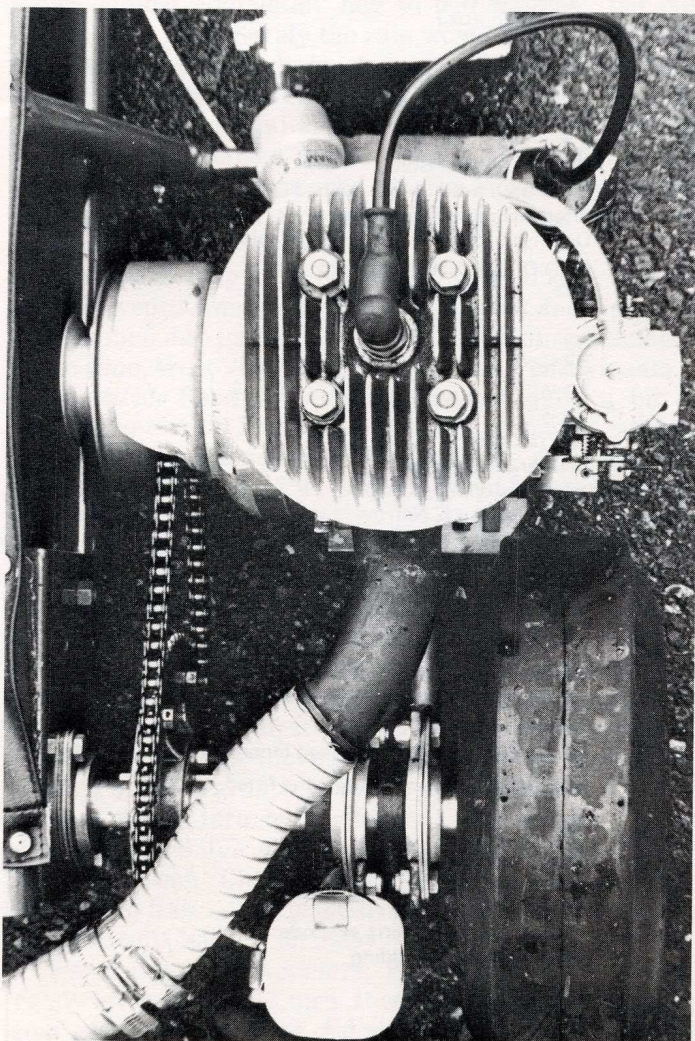
With 19 degree castor one might think the Devil would require a bit of muscle in the corners. We're happy to say, taint't so. Don Hanley has added a very clever innovation to ease steering efforts - namely thrust bearings. These bearings are installed between the bottom of a bronze bushed king pin bore and the strap style spindle and measurably reduce the turning effort.

Speaking of steering, brings us to the hardware department. The Red Devil uses double drag link steering - the ball ends of which are captured between dual pitman arms on the steering shaft. Naturally - all front end components are keyed and wired in approved (IKF) manner. Chrome plate accentuates the positive - both spindles and tie rods getting the dip.

Brakes are the tried and true Hurst/Airheart - a single 6” disc and caliper fitted as standard equipment. For those more timid or possessing go-fast engines, front wheel brakes are offered as an optional extra. As a tribute to quality - at no time during the test did the brakes give any problem.

Turning an eye to the aesthetics for a moment, we'll get rash and say this is one of the best looking machines around. Acres of polished aluminum, deeply iridescent red paint, quilted black vinyl upholstery and fine workmanship grace well balanced lines. Margay wheels shown on the test rig are optional items - standard equipment is 5” Precision magnesium front and rear.

With such an eager attention to detail, it seems incongruous the machine does not come with an attached chain oiler. Queried about this - the factory feels that oiler systems are an item of highly personal taste - so - fit what makes you happy. I don't know - maybe they've



Sanitary engine layout--domestic (Macs and Benders) engine drops right on by moving mount closer inboard.

got something there. Our test kart had a Volks master cylinder reservoir fitted - seemed to work well, so no comments.

The frame of the Red Devil bears special mention, for it provides suspension features unique to its kind. Upper and lower rails extend rearward from the offset 1" O.D. front axle. At the rear the upper rails are equipped with boxed brackets which serve to mount the axle bearings. The lower rails are affixed to the boxed brackets via a flexible lord mount. To permit maximum flexure the two piece belly pan is riveted only to the bottom frame rails. This arrangement allows the frame rails to act as torsion bars and are the secret to the Red Devil's good handling characteristics.

Speaking of numbers, brings up the number panels. On the Montana Devil, the sheet alloy tanks are sufficiently wide to permit mounting one's number. The pie plate front panel is regulation size and equipped with a clear acetate cover to protect the number from road splash. The front panel is mounted with a cleverly formed "free standing" bracket. Our fears, that it might vibrate

excessively or break off, proved groundless. The panel remained as vibration free as any part of the machine.

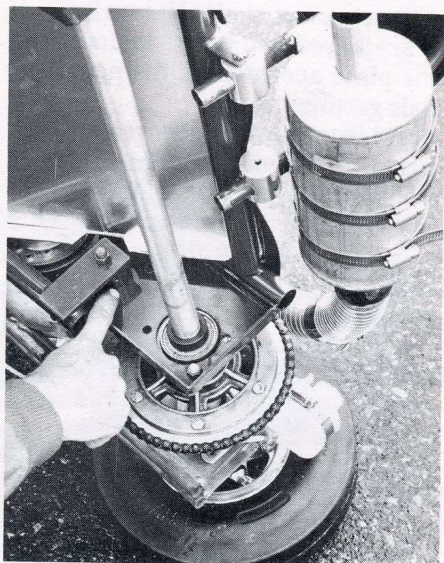
We regret to say the machine failed us during the race (on lap three to be exact). Seems as how the swing mount broke in two just ahead of the bearing brackets. While we were hot to roast the builder of such frail stuff over a slow fire, we waited until his explanation could be heard. A phone call revealed the engine mount was not a production item - but was fitted to the machine in order to get it to the race on time. This necessitated another trip to good ol' Kent the following week, where some 8 hours of running on the new swing mount failed to produce a problem. Nuff said - we'll buy it for now. Pity though - we were running with leaders.

Summing up our experiences - we will go out on an editorial limb and predict that before the year is out, the Red Devil will be solidly in the record books. We have no reservation - price or otherwise - in recommending this machine. Its habits are forgiving enough to qualify it as an excellent choice for newcomers or experienced pros.

What more can we add?



Red Devil boasts stopping power by Hurst/Airheart 6" hydraulic discs.



Lower frame rail Lord mount.

Manufacturer	Don's Karts Butte, Montana
Year & Model	1968 Red Devil Sidewinder Enduro
List Price	\$435 f.o.b. Butte
Curb weight as shown	121 lbs. (dry)
Curb weight less engine	97 lbs. (approx.)
Front Axle Geometry	
Castor	19 degrees
Camber	0 degrees
King Pin Inclination	0 degrees
Toe-In	0 degrees
King Pins	1/2" dia. Special Bolt
Spindles	Fabricated assemblies, bushed & fitted with thrust bearings
Steering	Direct Double drag link - double pitman arms
Rear Axle	1" O.D. 7076 T6 Aluminum
Wheelbase	47"
Tread Width (center to center)	
Front	33"
Rear	35 3/4"
Overall Length	59 1/2"
Overall Width	38 1/2"
Height (top of headrest)	18" (as shown)
Wheels	5" Margay (optional)
Tires	5" Precision Mag (std.)
Front	3.40 x 3.00 x 5 Narrow face Eliminator
Rear	4.10 x 3.50 x 5 Narrow face Eliminator
Brake System	Hurst Airheart 6" disc. sgl. caliper
Engine Mounting	Sidewinder style swing mount
Frame Construction	1" O.D. 4140 Chrome Moly tubing - stress relieved. Frame is jig aligned and Sigma welded.
Suspension	Lord mounted lower frame rails at rear—uses parallel frame rails as torsion members.
Number Panel	IKF approved 10" disc
Steering Wheel	Azusa Butterfly IKF approved tapered and keyed hub.
Pedals	Formed rod, chrome plated and fitted with PVC sleeves
Wheel & Axle Bearings	
Front	Koyo 5/8" sealed precision BB
Rear	Linkbelt 1" flangette-style sealed precision BB
Upholstery	Diamond quilt pattern, expanded vinyl-Poly foam padding
Fuel Tank Capacity	
Left Tank	4 gal. (approx.)
Right Tank	2 gal. (approx)
Fuel Tank Construction	Formed sheet aluminum, baffled and sumped w/1 outlet per tank.

# CROOKED CREEK SPRINT CHAMPIONSHIPS

The IKF Sprint Championship held at Crooked Creek Kart Club, Ford City, Pa., May 25-26, was our first IKF race this season. And it was held on our first partially dry day in a month. Our work detail had been slowed down almost completely due to bad weather, but our hopes were high. Surely the rain would stop. Finally our new extended asphalt track was completed---the new extension doubled the original oval.

The 25th (Saturday) dawned a cloudy, dreary day but the rain had stopped at the track even though it had continued to rain all around us. The sun finally peeked through and we had a beautiful day for time trials and practice.

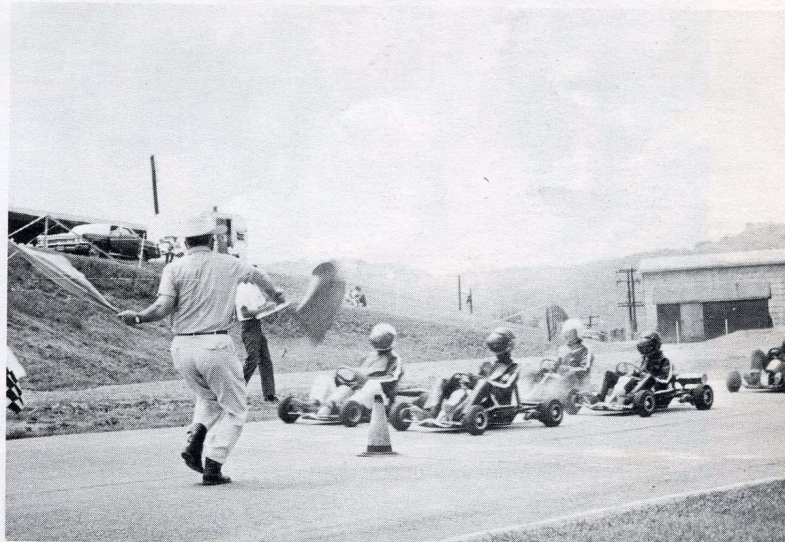
Sunday morning, it rained again. Several karters gave up and went home---but, finally it cleared and we had a rather nice day for racing for the karters in attendance from Ohio, West Virginia, New York and Pennsylvania.

American Reed Junior class created quite a bit of excitement with first place position changed several times as Jeff Householder, Youngstown, Ohio and Lou Malone, Pittsburgh, Pa., battled it out for first place. Lou Malone almost lost out as his sister Cindy spun out in front of him, causing him to lose ground. But Lou came back to a grand finish. Of course he gave his sister a talking to when they came off the track.

American Reed Senior action found Charlie Craig, Coropolis, Pa., and Randy George, Kittanning, Pa., really battling it out for the lead. Although Charlie led the race from the first lap he did not dare breathe as Randy George was moving up fast from the back of the field. For several laps it was a toss-up to see who the winner would turn out to be as Larry Bregar, North Lima, Ohio, Butch Ake, Pittsburgh, Randy and Charlie battled it out. Charlie Craig came in first for the checkered flag, a first place trophy and a piece of cake to celebrate his 56th (?) birthday.

One of our club members, Ed Gallager, Kittanning, really loves that south turn. It seems his kart just had to spin out in all that mud. Ed should know that the grass hasn't had a chance to grow since we extended the track. We have volunteered him to reseed that section of the track.

By Mrs. Duane George



American Reed Senior drivers get the green flag for the start of action.

Photos by James Addison, Sewickley, Pa.



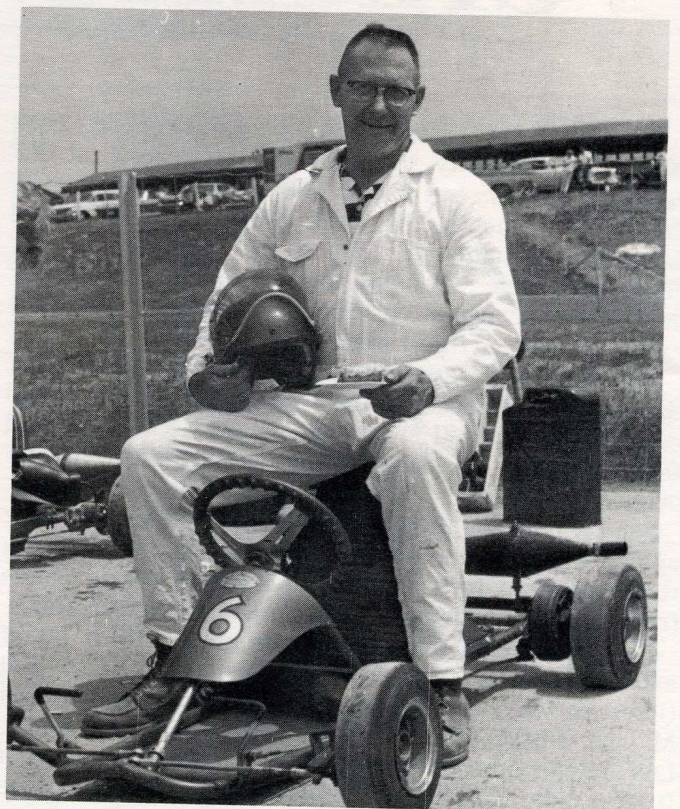
You can't run 'em on their side, fellows. Lynn Palmer, left, Butch Ake and his father make needed pit repairs.



*Junior karters take the green flag.*



*Sign in time---Ed Gallagher (left) Andy Wyant (and unidentified karter) fill out driver applications while Wes Shoemaker, Club Official and proprietor of Shoemaker Motor Sports, Ford City, Pa., Mary Jane George (secy of CCKC) and Ernie Fleming, IKF Governor-Ohio, approve.*



*Charlie Craig celebrated his birthday by winning first place American Reed Sr.*



*CCKC race officials hold a brief session before the start of the day's races. (L to r) Wes Shoemaker, Duane George (president) and Bill Mateer (pit steward).*



*CCKC driver's meeting before the start of the IKF Sprint Championship event.*





*IKF TROPHY WINNERS:--left to right (Front row) S. Staab, G. Hooker, Bill Miller, Bryan Miller, Lou Malone, Gary Archer, C. Craig, Lynn Palmer and Craig Ray. (Second Row) J. Viltro, Randy George, Diane Bregar, Sandy George, Lance Householder, Butch Ake, Jeff Householder. (Top row) Larry Bregar, Andy Wyant, Ed Gallagher, Butch Kavanaugh.*

## RESULTS OF THE DAY'S RACING

### AMERICAN REED JR

1. Lou Malone, Pittsburgh, Pa.
2. Jeff Householder, Youngstown, O.
3. Diane Bregar, North Lima, O.
4. Sandy George, Kittanning, Pa.
5. Andy Wyant, Kittanning, Pa.

### STOCK JR

1. Gary Archer, Wheeling, W. Va.

### ROOKIE CLASS

1. Bryan Miller, Bridgeport, O.
2. Lance Householder, Youngstown, O.

### AMERICAN REED SR

1. Charlie Craig, Coropolis, Pa.
2. Randy George, Kittanning, Pa.
3. Butch Ake, Pittsburgh, Pa.
4. Larry Bregar, North Lima, O.
5. Ed Gallagher, Kittanning, Pa.

### A OPEN

1. John Viltro, Winterville, O.
2. Lynn Palmer, Pittsburgh, Pa.

### B LIMITED

1. Bill Miller, Bridgeport, O.
2. George Hooker, Dillonvale, O.

### SR MODIFIED

1. Craig Ray, Reading, Pa.

### DUALS: C OPEN

1. Dave Vardy, Butler, Pa.

### DUALS: B STOCK

1. Skip Staab, Murraysville, Pa.
2. Butch Kavanaugh, Tallmadge, O.



*This feminine foursome, competing in Junior racing, include (l-r) Sandy George, Diane Bregar, Cindy Malone and Debbie Montgomery.*



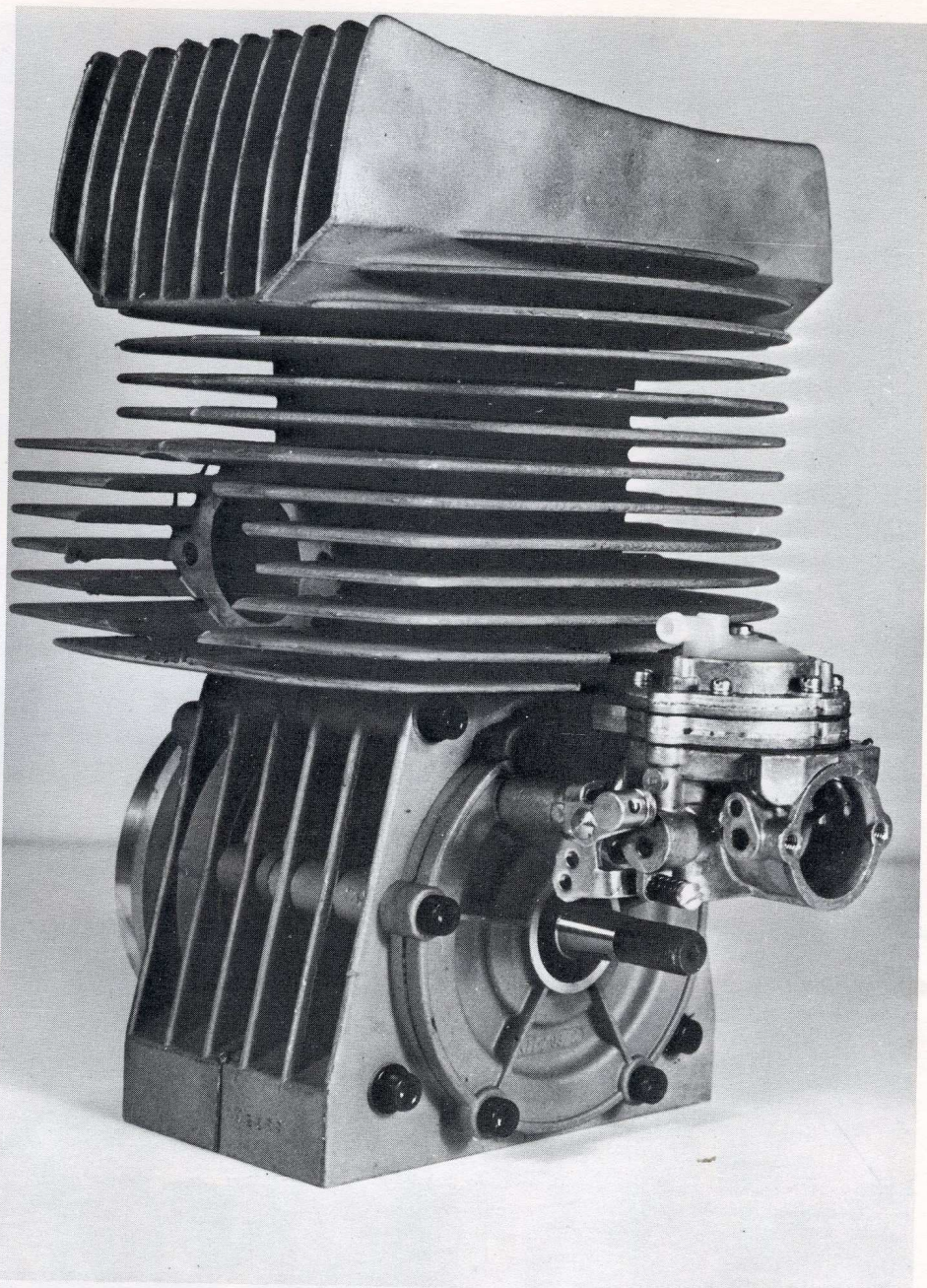
*Ernie Fleming, Ohio IKF Governor, checks rookie drivers Lance Householder, left, and Bryan Miller.*

# NEW 1968 KOMET ENGINE

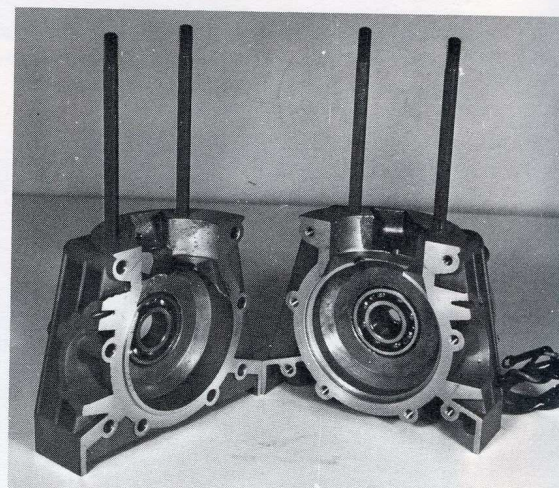
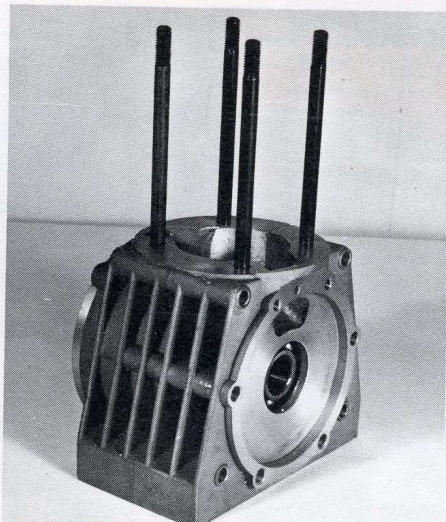
The new Komet for 1968 --- the K-88 --- features a new look for the popular Italian-made kart engine. Its outward appearance has more of the flavor of a B-Bomb two-stroke engine than of Komets of old. A new, flat mounting base is another new feature of the K-88 which now enables the engine to adapt to almost any engine mount. Certain internal changes over the K-77 Komet are illustrated on these pages. The price remains the same however --- list price is still \$99.99, according to George Russell, owner of Russell Karting Specialties of Kansas City, Missouri, importers of the Komet kart engine.

*Basic specifications are as follows: Bore--50.8 mm; Stroke--48.5 mm; Weight--22 lbs.' Compression Ratio--14:1; Displacement--98.25 cc; Intake--Rotary Valve; Carburetion-- HL 227-A Tillotson (optional: HL 250-A Tillotson).*

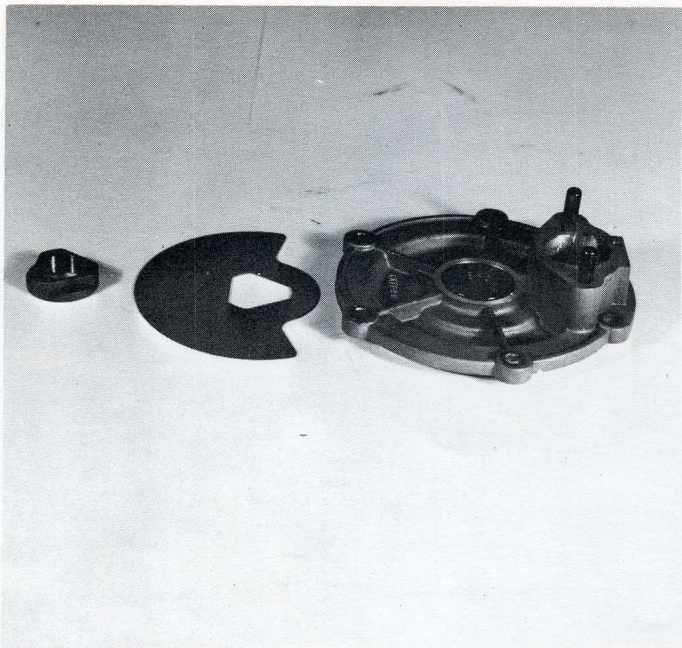
Shown (right) is the crankcase assembly (without the crank). A new, husky ball bearing assembly for the crankshaft is incorporated into the K-88 Komet and the die cast aluminum base has more fin area for cooler running.



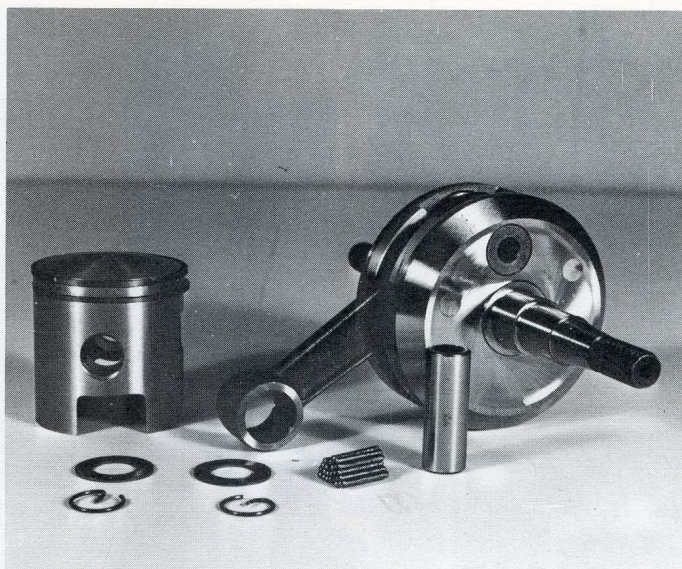
Note the new appearance of the 1968 K-88 Komet---new cylinder head design and flat mounting base.



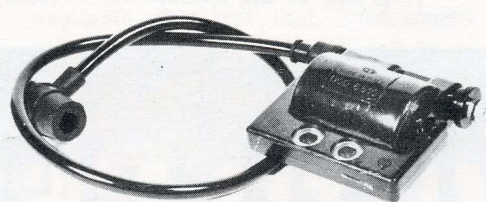
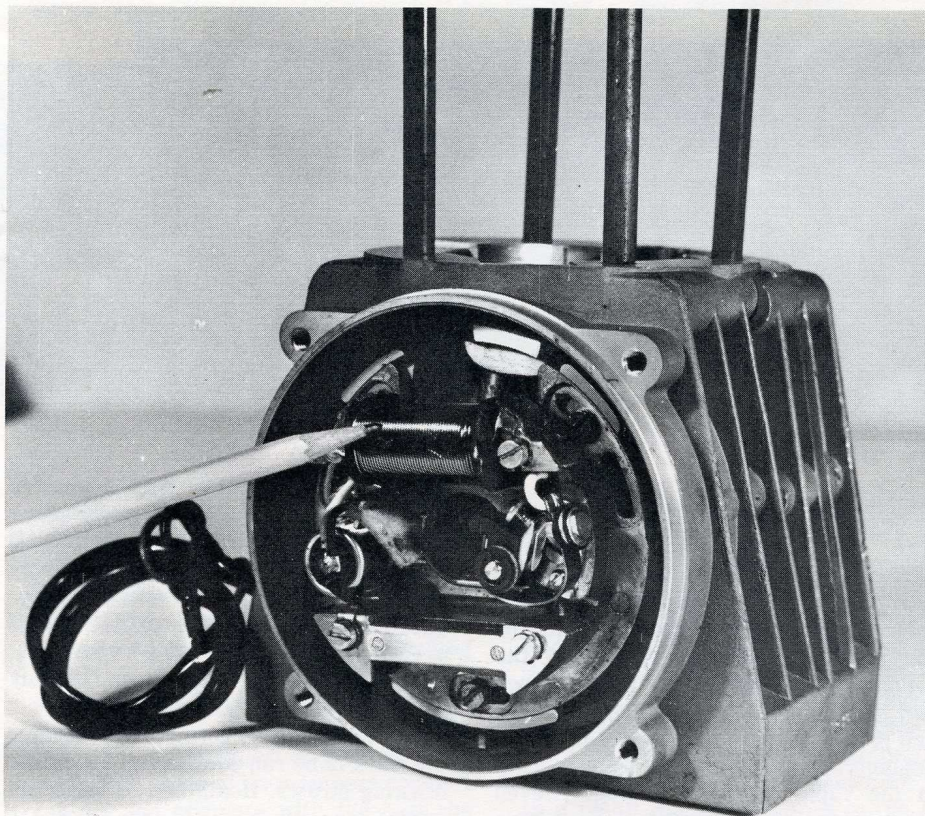
The cases split showing attention given to the interior finish. Each half contains a heavy duty ball bearing to house the crankshaft.



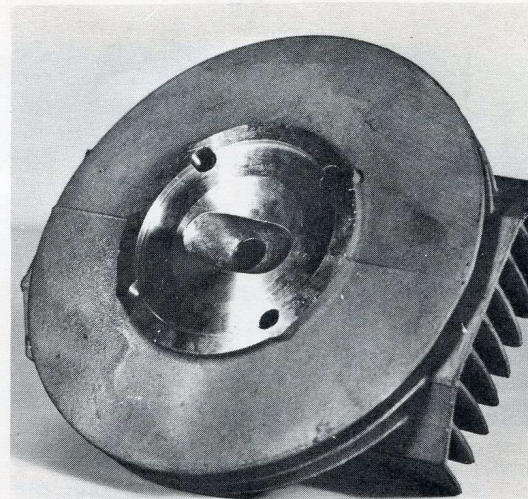
(Right to left) Rotary valve cover, the valve and drive. These are a holdover from the K-77 Komet engine.



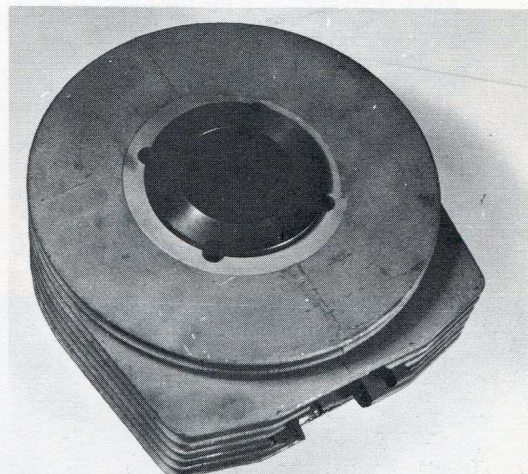
Ala the motorcycle engine, the new K-88 features one-piece rod and full circle crank and needle bearing wrist pins --- which allows the engine to wind free'er and higher. Shown is the standard K-88 piston with Dykes ring and standard bottom ring.



Pencil points to additional windings on the low tension coil. The high tension coil is pictured in the insert. These new parts are designed to eliminate the high-speed miss which sometimes plagues the enduro karter.



Cylinder head has been redesigned internally as well as externally. This trench-type combustion chamber gives added low end and mid range with a slight help on the top end.



Deep finned K-88 cylinder for cooler running.



Drivers listen attentively to Tony Miglizzi at meeting before start of action.



IKF "hotshoe" competitor Jack Nelson, (left) on hand for a day of racing with the Roadrunners, is shown here assisting Ronnie Boudreaux.

Karting is busier than ever at the former race track of champions --- and the home of karting --- Go Kart Raceway in Azusa, California. The name is different now, and the track is modified somewhat --- but the game is the same, karting.

J & B Raceway --- named for its present owners, Jack and Betty Johnson --- is now the home base of the colorful Roadrunners Kart Club whose members, once a month, ply the same course that hosted the 1959 and 1960 G.K.C.A. Nationals. The track is still about the same length, slightly less than four-tenths of a mile and encompassing 13 turns, but the main straight that ran parallel to Irwindale Avenue has been lost to the progress of freeway construction, the back straight has been shortened somewhat and the familiar banked curve is no longer in evidence. Still, J & B Raceway is a fast track and more than adequate for the average of 80 plus karts that sign in on race day.

Roadrunners Kart Club, presided over by genial Tony Miglizzi, was born in May, 1966 with a membership of thirty-four very active karters. Its membership averages about 75 per year and over a hundred names are expected to be on the roster by the height of the 1968 season.

Family karting is the theme of RKC



Debbie Leon and Anne Marie Karbowski, tussle a bit in Powder Puff event.

activity and this is very much in evidence on raceday when as many as five members in a family have participated in a single event. In fact it is this family-style competition, where race day is a fun day, that accounts for the rapid membership growth of the Roadrunners. Club racing features two and four cycle racing, girls only classes and provides, as well, as sound basis for beginners to get their feet wet gradually in the rapid sport of karting. Eleven classes are run on raceday --- none have any similarity whatsoever to the usual lineup of IKF competition events. Roadrunners run by the clock only --- weights or engine size have no bearing on

the class to be run --- with beginners starting at the back of the pack. Each karter on hand for racing at J & B Raceway has the opportunity to run in as many as five events in a single day. Three heats and a main event are run off in each class and a one class trophy dash, consisting of the top three of any particular group, is also staged.

The Trophy Dash consists of four laps, the class to be run determined by simply drawing straws. Heats are 8 laps, main events are 10 laps. In an effort to equalize the competition, the first heat is run fast man on the pole --- the 2nd, 3rd and 4th are inverted starts.

It is not at all unusual for several

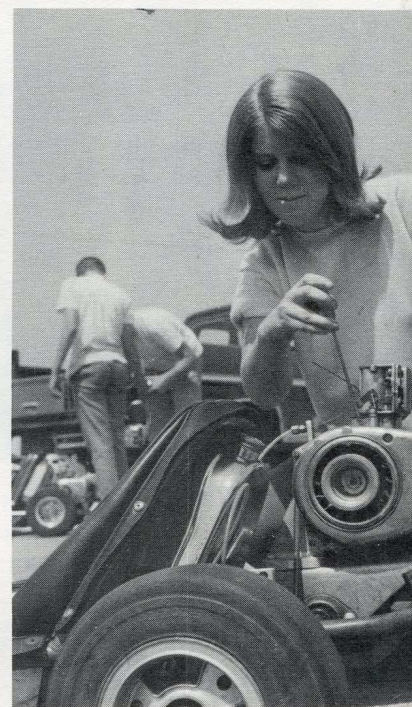
# ROADRUNNERS



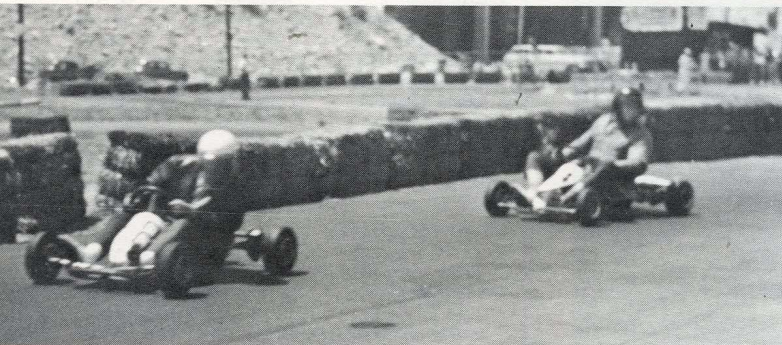
Starter Joe Butler is about to send Junior III onto the track.



Jimmie Bettini, fastest qualifier of the day is congratulated by his sister, Mrs. Holst, and pit boss Ed Miller.



Karen Biggers tunes her Mac.



Mens I action---Karen Biggers leads Steve Hix down the main straight.



David Biggers and Mike Discoe out in front of the field in Junior III.

members of one family to run the same kart, thus keeping down the expense of participation for the family. The Walt Biggers family, of West Covina, runs three karts --- two Bugs and a Chaparral -- for the karting family of five including Walt's daughters Karen and Anne and sons Mark and David.

The fact that the club detours from IKF rules and regulations doesn't at all mean that some of its members couldn't get out and compete with the best the national group has to offer. And, the equipment that shows up at J & B Raceway every fourth Sunday is for the most part the finest racing iron available. It's just that Roadrunners

members prefer to go it alone, run their own club race card and then every once in a while visit another club track up state (generally the Tulare club) and also run an event once a year at the Hacienda (Las Vegas) course. Nor does the non-IKF affiliation not permit IKF members to run with the Roadrunners, in fact they are encouraged to come out for a Sunday afternoon of competition when they're not racing elsewhere and as a result many big names in the IKF galaxy have been spotted dicing with the Roadrunners on occasion.

Miglizzi's theory is that clubs such as the Roadrunners would make an ideal minor league training ground for the

later jump up to the "Big League" competition. Certainly some of its members do graduate on to the more exotic racing such as provided by IKF sanctioned events but feels the Roadrunners serve a vital need in providing racing-as-you-like-it for youngsters just starting out, for others who want to run but not under the strenuities of heated "big league" competition.

Safety is by no means compromised at J & B and the Roadrunners elders keep a watchful eye on all the equipment that shows up to be sure nothing reaches the track that doesn't conform with strict standards of racing quality.

# KART CLUB



Jeff Masters gets an assist from his father, Wayne.

A relaxed atmosphere is quite apparent in the pits on raceday --- since everyone's there to have a good time this attitude is reflected in the helping hand given new karters and the technical assist given others with engines, pit repairs, etc. This "picnic" atmosphere culminates each season in an annual Summertime barbeque and an end-of-year Christmas banquet.

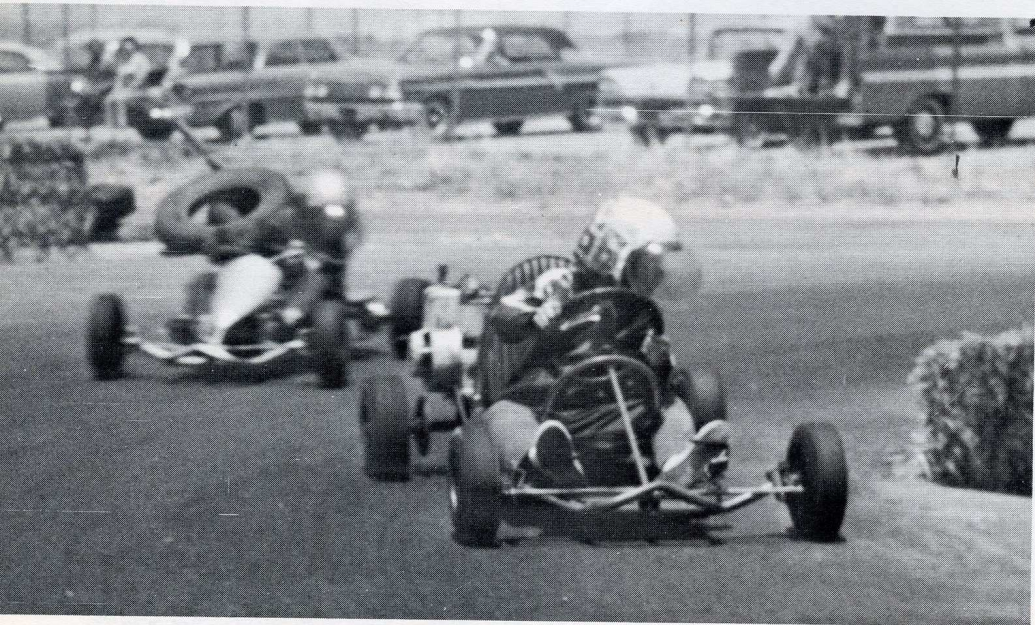
Whatever the formula has been, it's an apparent successful one for the Roadrunners Kart Club. Membership shows continual growth and the club, Miglizzi states, is operating in the black.

Credit must be given to Roadrunner officials for the smooth organization

approach they have instilled in the monthly events. They include, in addition to President Tony Miglizzi, Bonnie Dannaman-Recording Secretary; Joe Butler and Jim Bettini Sr. -- Pit Stewards; Bill Willis -- Starter and the technical crew of Miglizzi, Bill Dannaman and Chuck Ashby.

Karting got its first big push here at Azusa and on this very track, so it's no more than fitting that the sport is perpetuated here. And, remember, the welcome mat is always out at J & B Raceway for any karter who wants a change of pace from the gruelling, all stopspulled type of competition.

It's certainly refreshing.



Johnny Johnson and Lanny Miglizzi head into the main chute in 4-cycle action.



Lou Ciulla heads Jeff Masters through an ess turn in a Junior II heat.

## RESULTS OF MAY 26 RACING

### ROAD RUNNERS KART CLUB J & B KART RACEWAY

#### TROPHY DASH

1. Frank Mills Las Vegas, Nev. Komet

#### MEN'S #1

1. Jim Bettini Eaglerock Mc-75  
2. Pete Eastman Pasadena Mc-100  
3. Walt Meyers Bellflower Komet

#### MEN'S #2

1. Mike Miller Pasadena Mc-101  
2. Bonnie Dannaman Huntington Park Mc-100  
3. Rich Settle Reseda Mc-91

#### MEN'S #3

1. Ray Hicks Gardena MOMc-91  
2. Dennis Reinhard Los Angeles Mc-100  
3. Steve Bahl Alhambra W.B. 820

#### MEN'S MAIN EVENT

1. Dennis Reinhard Los Angeles Mc-100  
2. Jim Bettini Eaglerock Mc-75  
3. Pete Eastman Pasadena Mc-100

#### JR. #1 MODIFIED

1. Rod Whorton Lynwood Mc-91  
2. Bill Summers, Jr. Duarte B-Bomb  
3. Randy Stubbs No. Hollywood Mc-101

#### JR. #2 STOCK

1. Manuel Maldonado Mission Hills Mc-91  
2. Gary Wells Las Vegas, Nev. Komet  
3. Jeff Masters Glendora Mc-9

#### JR. #3 STOCK

1. Mike Disco Ontario Mc-91  
2. Eddie Maldonado Mission Hills Mc-91  
3. Pete Ciulla Pasadena Mc-7

#### JR. #4 STOCK

1. Steve Hawks West Covina Mc-75  
2. Randy Reinhard Los Angeles Mc-6  
3. Bob Meehan Whittier Mc-30

#### JR. MAIN EVENT

(Mod.)

1. Rod Whorton Lynwood Mc-91

(Stock)

1. Gary Wells Las Vegas, Nev. Komet

(Stock)

2. Debbie Leon Pico Rivera Mc-9

(Stock)

3. Mike Disco Ontario Mc-9

#### TWIN'S #1

1. Jack Nelson El Monte Mc-91's  
2. Bill Dannaman Huntington Park Mc-100's  
3. Bob Krill Long Beach Mc-75's

#### TWIN'S #2

1. Gary Southern Glendora Mc-101's  
2. Al Deckman Sylmar Mc-91's  
3. Art Parker, Jr. Long Beach Mc-75's

#### TWIN'S MAIN EVENT

1. Jack Nelson El Monte Mc-91's  
2. Gary Southern Glendora Mc-101's  
3. Al Deckman Sylmar Mc-91's

#### POWDER PUFF

1. Ann Marie Karbowski Azusa Mc-30  
2. Debbie Leon Pico Rivera Mc-9  
3. Linda Enderle Pasadena Mc-8

#### 4-CYCLE

1. Bob Hewitt Covina B & S  
2. Ann Biggers West Covina Clinton  
3. Ronnie Tull Ontario B & S

# FKE'S AT "INDY"

*There was a good turnout for the Enduro-FKE bash at Indianapolis Raceway Park, but on Raceday, May 19th, the weatherman was in a nasty mood. It was indeed a chilly, wet, windswept day . . . downright uncomfortable!*

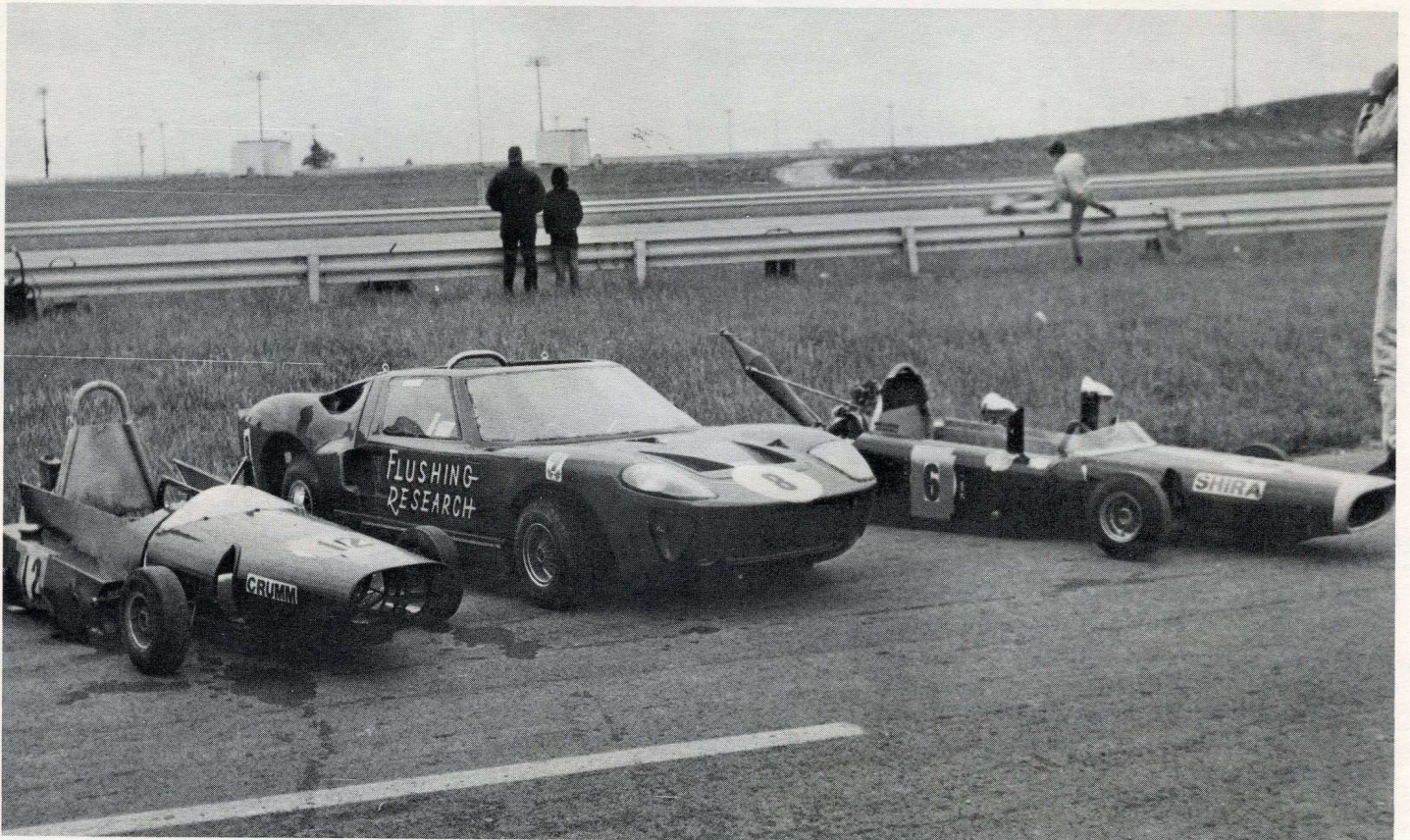
*This event drew entries from a broad area which included several Midwest & Eastern States, and it was efficiently staged by the Chainbreakers Kart Club, of Indianapolis, ably managed by Mr. Bob Ahlefeld who passed out some handsome trophies:*

*Many of the Junior drivers were crankin' on a bunch at the end of the long (and extremely broad) main straight. Whew, the small-fry set "do move" on courses of this length! Single-engine, rotary-valve rigs were generally predominant, except of course in the American-Reed Class.*

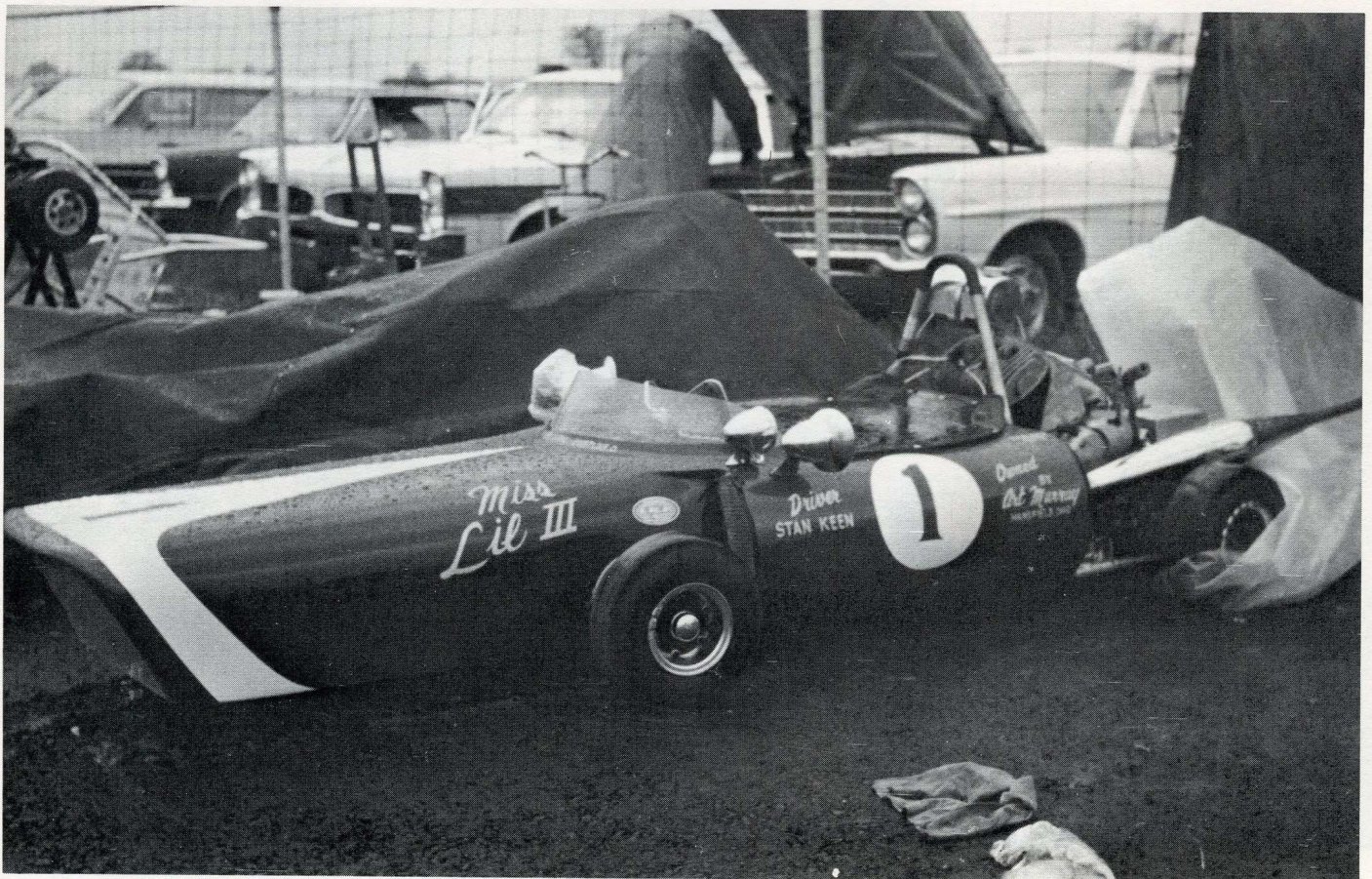
*It's a shame the weather couldn't have been more conducive to enjoyable racing, but the enduros go "in the wet" which is GOOD. Rain dates are a mess, especially when owners travel so far to compete. There seems to be some excellent organization in the Indy area this year.*



The nine FKE-I & II machines were combined with a sizable field of B-Limited enduro karts. Quite a variety of configuration here...one huge spoiler, an "open-legger" with exterior pedals, a sleuth-nosed FKE-II from Ohio with a home-crafted 2-speed arrangement on an 820 West Bend, and a maroon Ferrari, scarcely visible behind all the legs.



The FLUSHING RESEARCH scale Ford GT is one of the Michigan entries. Its painted a luscious plum color and powered by a 100cc Yamaha, but the body is exceptionally heavy, and with considerably more frontal area than the other FKE entries. Young Jeff Cookingham, who isn't exactly a lightweight himself, did a commendable job of herding the miniature vehicle around the 2 ½ mile course...and the little Yamaha cranked for all it was worth (and then some)!



No tight fit up front here! Art Murray's neatly decorated 250cc FKE-III machine (driver: Stan Keen) made it all the way from Mansfield, Ohio, but there were only two entries in this class. The other one is behind "MISS LIL III," well covered because of the drenching rain.



# NOAH Septre Suzuki

SLEEK, POWERFUL FKE CONTENDER



*The business end of the Noah Septre/Suzuki, a 250cc mill.*

Four times out and four first place wins for the powerful Noah Septre/Suzuki is a distinguished achievement for this distinguished hunk of racing iron but there's more to this story than can possibly be related in discussing the quantity of wins alone.

The man behind the machine---Dr. G. Alvin Noah---is really where we must begin in relating the merits of this fabulous competition vehicle, featured on this month's cover of MODERN KARTING.

Al Noah, a Burlington, North Carolina chiropractor by day (and sometimes half the night, too) and FKE builder after office hours, got his first baptism in karting at about the same time many of us first became exposed to the sport---the late fifties and early sixties. He built some very competitive sprint karts for local Burlington racers and continued this creative kart construction and racing while attending Chiropractic College in St. Louis. His proximity to Wentzville, Missouri enabled him to race in first enduro for karts to be staged at the Mid-America track several seasons back.

Dr. Noah's total commitment to the sport is pretty well voiced in this statement to MK, "I have raced in SCCA and NASCAR events, but nothing can or will ever compare with FKE and karting." Al Noah also feels strongly that the growth of the FKE classes has been stunted by the efforts of too many to convert conventional karts to FKE specifications. This type of conversion, Noah states, generally ends up looking like something less than what the true enthusiast feels the classes should be. And, often they perform equally as bad and a blow is generally dealt to the owner's pride, not to mention the increased cost of FKE conversions as compared to engineering and building a competitive FKE machine from scratch. And, as Al Noah emphasizes --- he knows, he has been the whole route.

Experience generally being the best teacher---whether it be car building or whatever---Noah, along with his father, George A. Noah Sr., have formed a company especially designed to help FKE-minded individuals avoid some of the costly mistakes he has experienced in the past, in kart building, in FKE building. The company, Formula Design & Production, can specifically help others get into a good, safe FKE racer without spending a fortune. It's just this type of professional approach to FKE design and construction that make the formula classes what they were intended to be---beautifully styled racing machines to catch the eye of the spectator and further broaden the base of karting and formula racing.

The Noah Septre/Suzuki was, of course, designed, engineered and constructed entirely by Al Noah. This is quite a feat in itself considering he has the usual family responsibilities, a wife Nancy, a 3 1/2-year old daughter Traci and another Noah offspring expected by presstime plus the demands of his chiropractic practice at his clinic in Burlington where he spends from 60 to 65 hours a week. Dr. Al figures he has some 98 hours of actual building time in the Septre, and then there are countless hours in its design. But, even with his very full daily

schedule he still finds an hour or two left in the day to spend on his FKE.

While the Noah Septre/Suzuki was specifically designed for all out FKE III competition, currently acceptable Formula One construction techniques were employed in its engineering. All suspension and chassis components were built in permanent jigs.

As its name implies, the machine is powered by a 250cc Suzuki with a six-speed gearbox. This power when harnessed in the Septre provides rapid acceleration up to 111 MPH. The rate of acceleration decreases from this point on up to top speed which has been timed at 136.2 MPH with its present gearing @ 12,000 RPM. It's interesting to note that Dr. Noah claims that vibration is totally non-existent at all speeds and RPMs.

An outward inspection of the FKE reveals a semi-monoque design with stressed aircraft aluminum riveted over a space frame of 3/4" tubing; a hand laminated, removable, fiberglass nose cone. It sports Goodyear tires, 6 ply in rear, 4 ply up front. As our cover illustration colorfully shows, the kart is painted a bright, gleaming yellow, the frame is finished in contrasting black, all aluminum is polished and all suspension components are chromed to the highest lustre.

Chassis dimensions are as follows: fully loaded ground clearance of 2"; wheelbase--54 3/4"; overall maximum width--42 3/4"; dry weight--297 lbs.; height to top of roll bar--23 1/2"; fuel capacity--5 gallons and an optional total of 13 gallons.

Al Noah says the cockpit will accomodate almost anyone since he is 6'2" and tips the scales at 170 pounds.

The Noah Septre/Suzuki features four wheel independent suspension incorporating anti-dive and anti-squat factors. It is fully adjustable for spring rate, ride height, roll center heights, roll couple distribution, caster, camber, toe-in and shock rates. Front suspension features upper "A" frame locations by transverse leaf. Rear suspension incorporates single upper transverse link, reverser "A" lower link, upper and lower trailing link radius rods, centrally isolated transverse leaf spring, conventional outer U-joints, Metalastik inner joints.

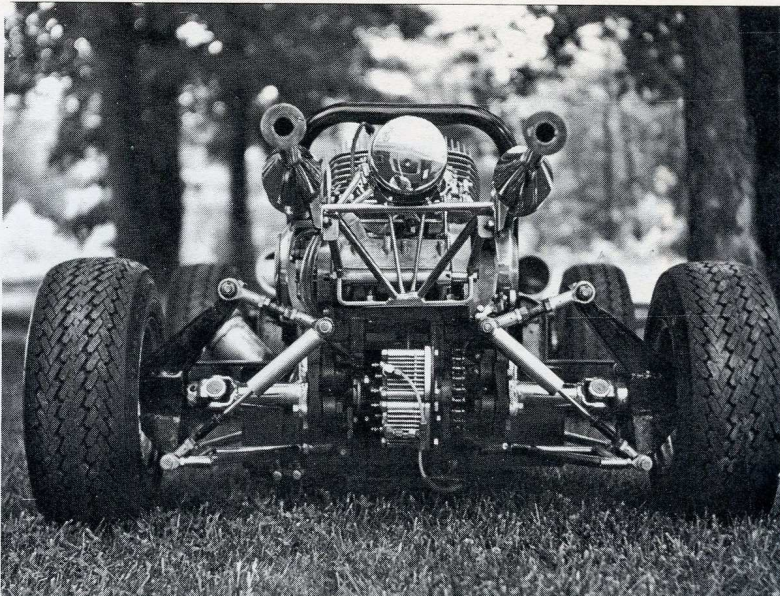
The entire suspension system is designed to complement the unusual high engine location and, according to Noah, there has not been a single chassis failure to date.

Braking is provided by a left foot operated Hurst/Airheart four-wheel hydraulic disc system. Dual cylinders are adjustable for front to rear ratio. Throttle is controlled by the right foot.

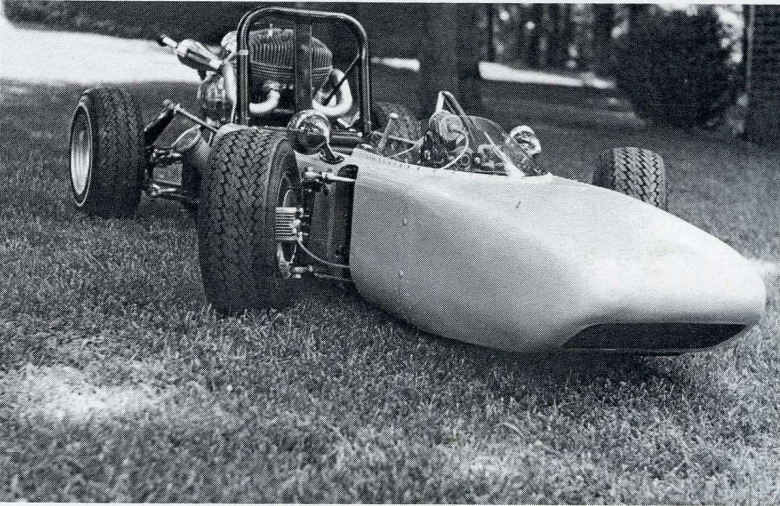
The clutch is used only for starting and stopping the machine --- never for gear changes. In an interesting mounting situation both the clutch (right hand) and the gear shift lever (left hand) can both be easily controlled without the need to remove either hand from the butterfly steering wheel. A centrally mounted tach, separate right and left cylinder kill switches, seat belt, shoulder harness and a comfortable bucket seat round out the driver's compartment.

Each FKE III event the Septre participates in is a further proving ground for the concept and manufacturing principles behind this outstanding machine. Hardly a race goes by, Noah reiterates, that doesn't produce some change. This is progress, for a season's racing experience for the Noah Septre/Suzuki means that some other karter will need to learn that much less the hard way.

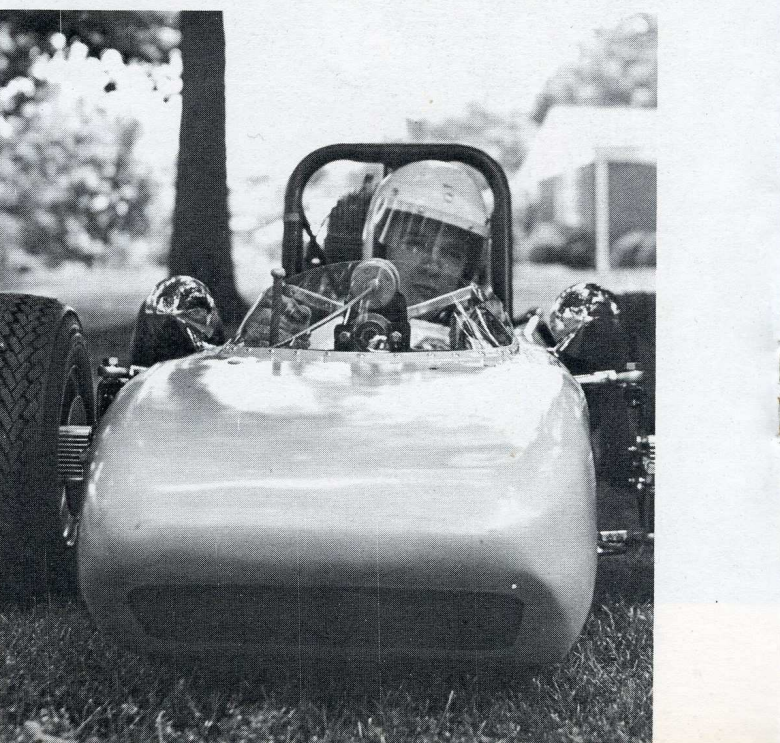
Modern Karting salutes Dr. G. Alvin Noah for his stirring contribution to the advancement of the concept of FKE racing in its purest form. We look forward to the day when the nation's enduro courses can host an entire starting contingent of this type of racing machinery. Don't you?

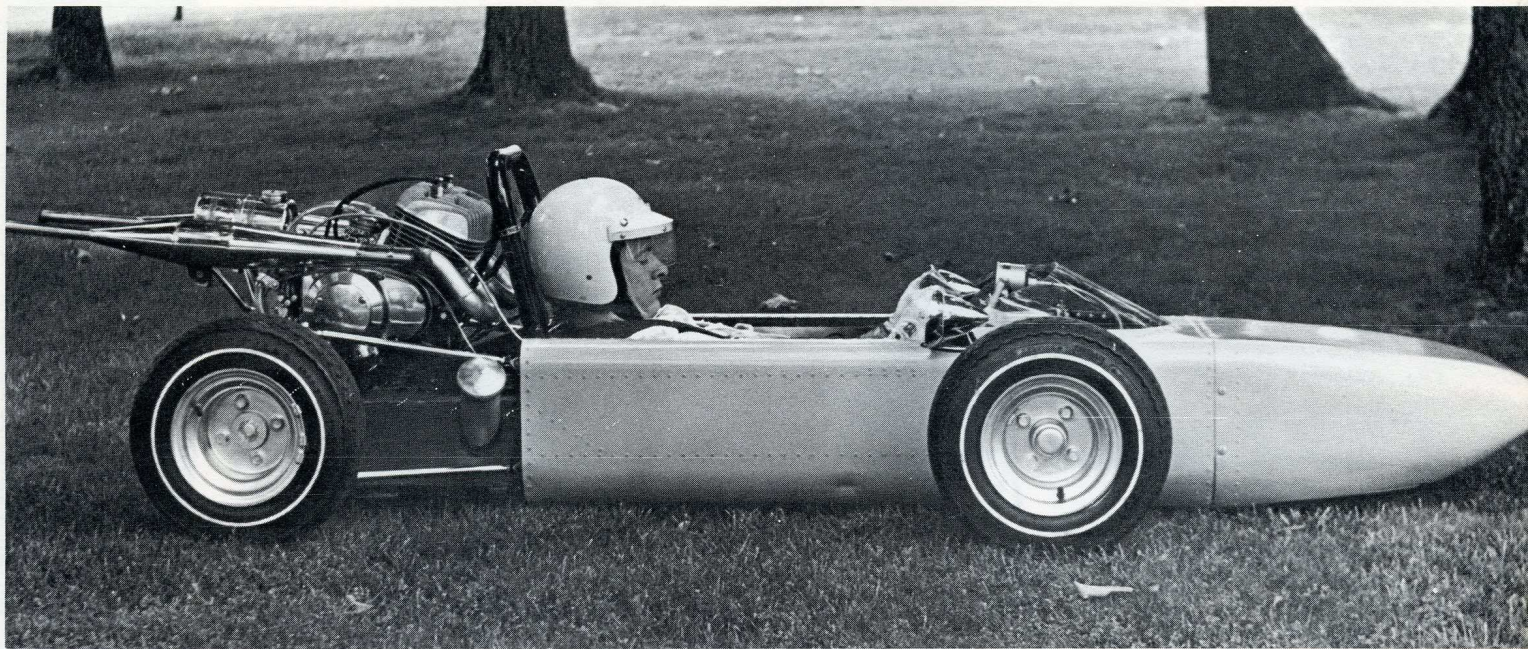


*Here's the view that many FKE racers have already seen -- at the track. Height from ground to top of roll bar is 23 1/2 inches. Rear tires are 6-ply Goodyears, fronts are 4-ply.*

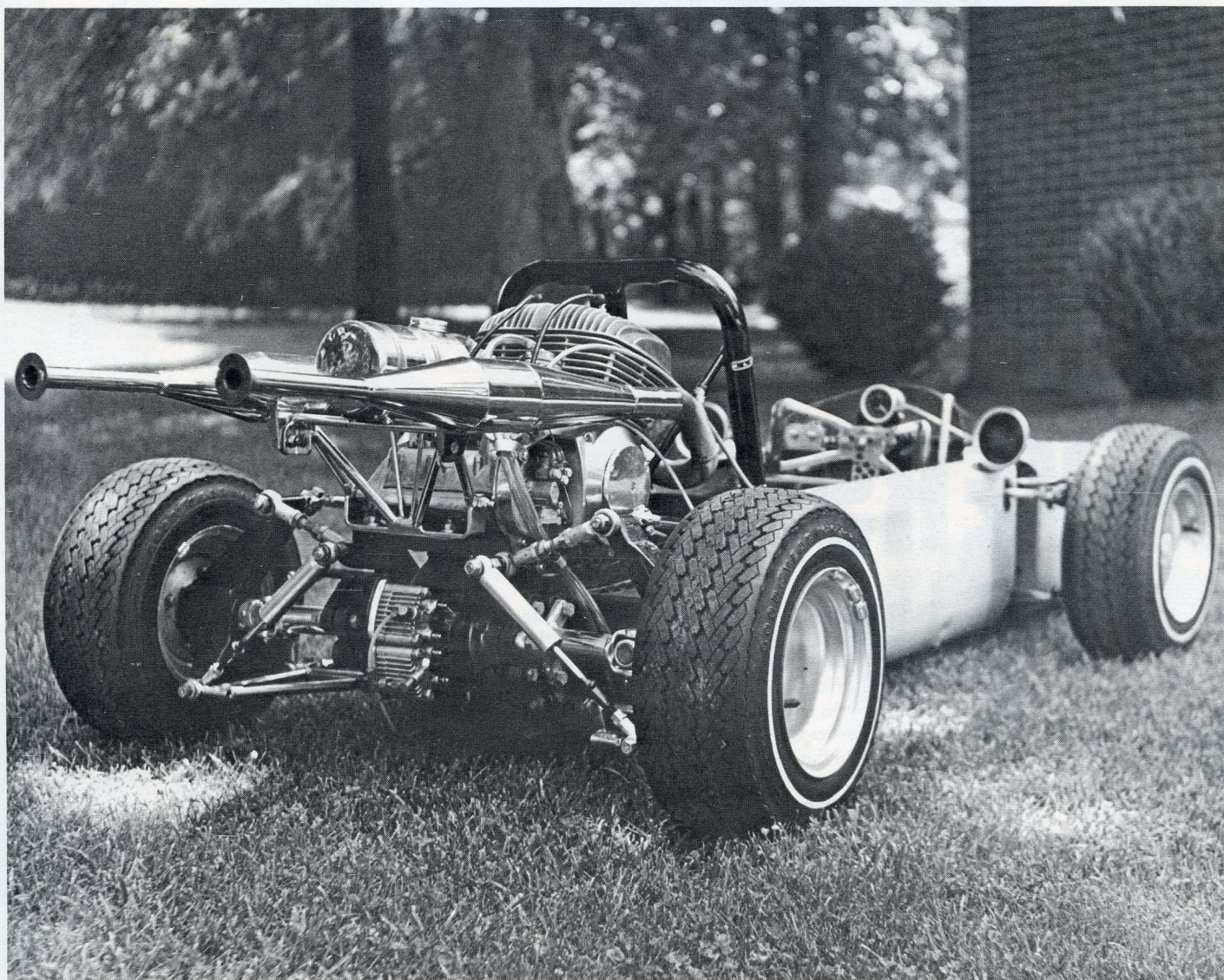


*Hurst/Airheart hydraulic disc is clearly visible in this front view (above). The Septre/Suzuki features a four wheel adjustable braking system, left foot operated.*





*Dr. Al Noah displays driver's position. Both clutch and gearshift are controllable without removing hands from the butterfly steering wheel. Ground clearance of the sleek FKE III machine is 2 inches, wheelbase is 54-3/4 inches. Powerful Septre has been clocked at better than 136 miles per hour.*



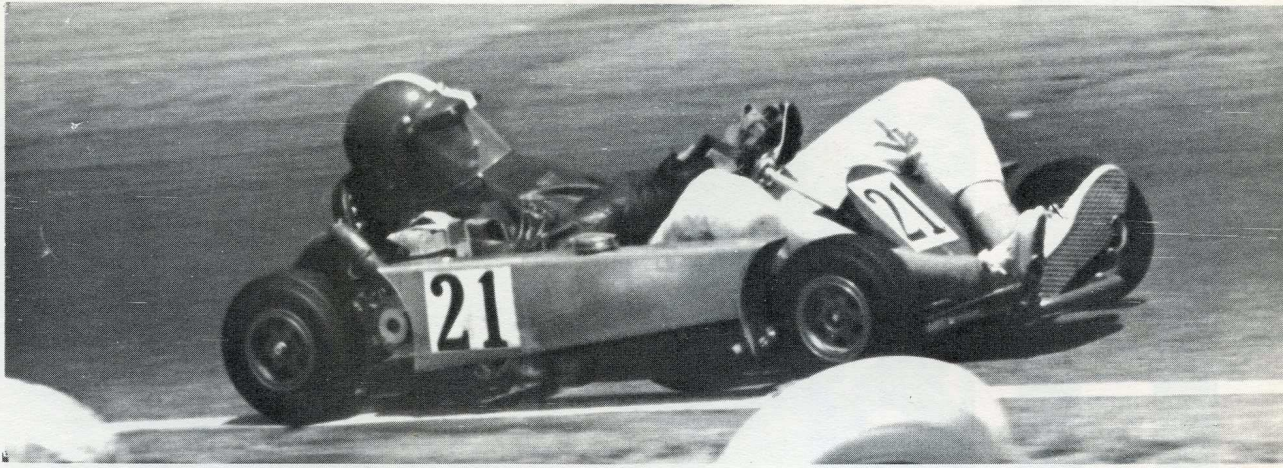
*Chrome is in abundance everywhere and note the tach just above the butterfly wheel. The Septre features four wheel independent suspension which is fully adjustable and is designed to compliment the unusually high engine location. The 250cc Suzuki engine has a six-speed gearbox which provides rapid acceleration.*



# RIVERSIDE PICTORIAL

The Far West staged its prelude to the 1968 International Kart Federation Enduro National Championships at Riverside, California June 1/2---the occasion was the finals of Division 7 endurance karting. A fast track, hot weather and about 260 entrants combined to make the outing a first-rate affair. Five events were scheduled for Sunday (June 2) and, as is the case in Southern California enduro karting, the race meet was staged by the capables from EKA--Enduro Karting Association. With the exception of an accident on the first lap of the first race and a restart in the Junior contest, the day's racing went off reasonably well. The large entry list was felt mostly in the fifth and last race of the day when, of necessity, four classes had to be grouped into one event. The starting grid was seemingly packed solid from one straightaway to the other. This phenomenon is illustrated in the series of photos across the bottom of pages 42 and 43. Big gun of the day was Gary Hartman, Montrose, who booted home two winners in Stock Light and B Standard. First place wins also went to Mike Burgett, Amer. Reed Jr; Bill Fetty Jr, Jr. Stock; Richard Burton, Stock Hvy; Jim Whitehead, Open Hvy; Jack Sabine, Mod Lite; Ed Schiffert, B Ltd; Bob Allman, B Open; Don Tamburo, C Open; Ken Eaton, Amer Reed Sr; W. J. Zander, Duffy Livingstone and Vic Hedemark, for FKE I, II and III respectively. Race Director for EKA was Bill Woolard.

# RIVERSIDE PICTORIAL



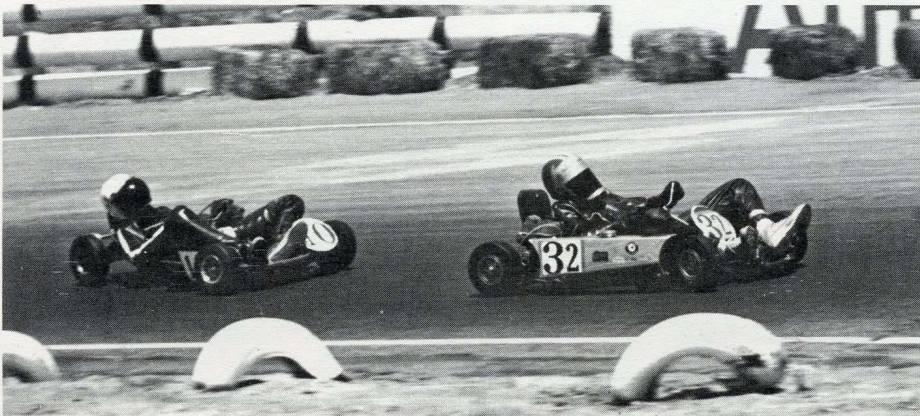
Jack Sabine drives to victory in Modified Light field of seventeen starters.



With driver identification number wiped out, Rick Paronelli, Monrovia, roars thru turn six to take second spot in Modified Light action.



Richard Burton traveled to the Southland from San Jose to capture an impressive first place win in Stock Heavy.



Two Reseda Stock Heavy racers--Bob Clodfelter (32) and John Barber (10) drove a tight race and finished third and fourth respectively.



McCulloch's Chuck Hammond called the day's race in his usual colorful delivery. Chuck's core of spotters around the Riverside course aided in keeping the action moving smoothly and swiftly.

# RIVERSIDE PICTORIAL



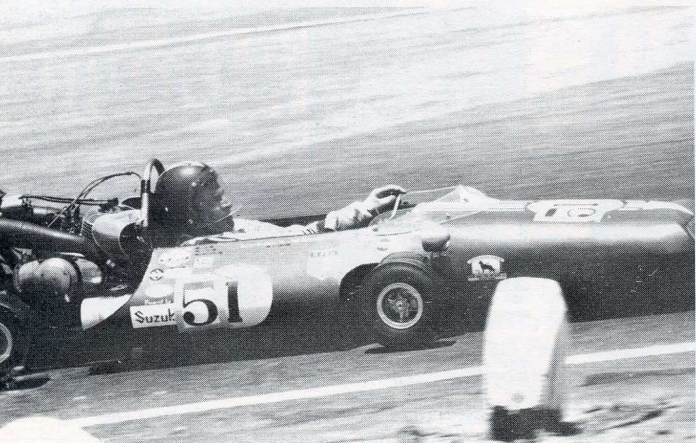
Jack O'Donnell, Lynwood, leads a tight C Open field past "spectator row."



C Open field headed by Arvy Lyon, Hacienda Heights, includes Dave Oakley (7), El Centro, who placed fourth; Jack O'Donnell, Lynwood, and Chuck Pate (13), Bell Gardens, who took third place honors.



First Place win in B Open went to hard charging Bob Allman of Lakewood.



Vic Hedemark, San Jose, tools through turn six at Riverside on his way to FKE III victory.



Don Tamburo, Long Beach, follows his recent winter-nationals Willow Springs C Open win with victory at Riverside.

# RIVERSIDE PICTORIAL

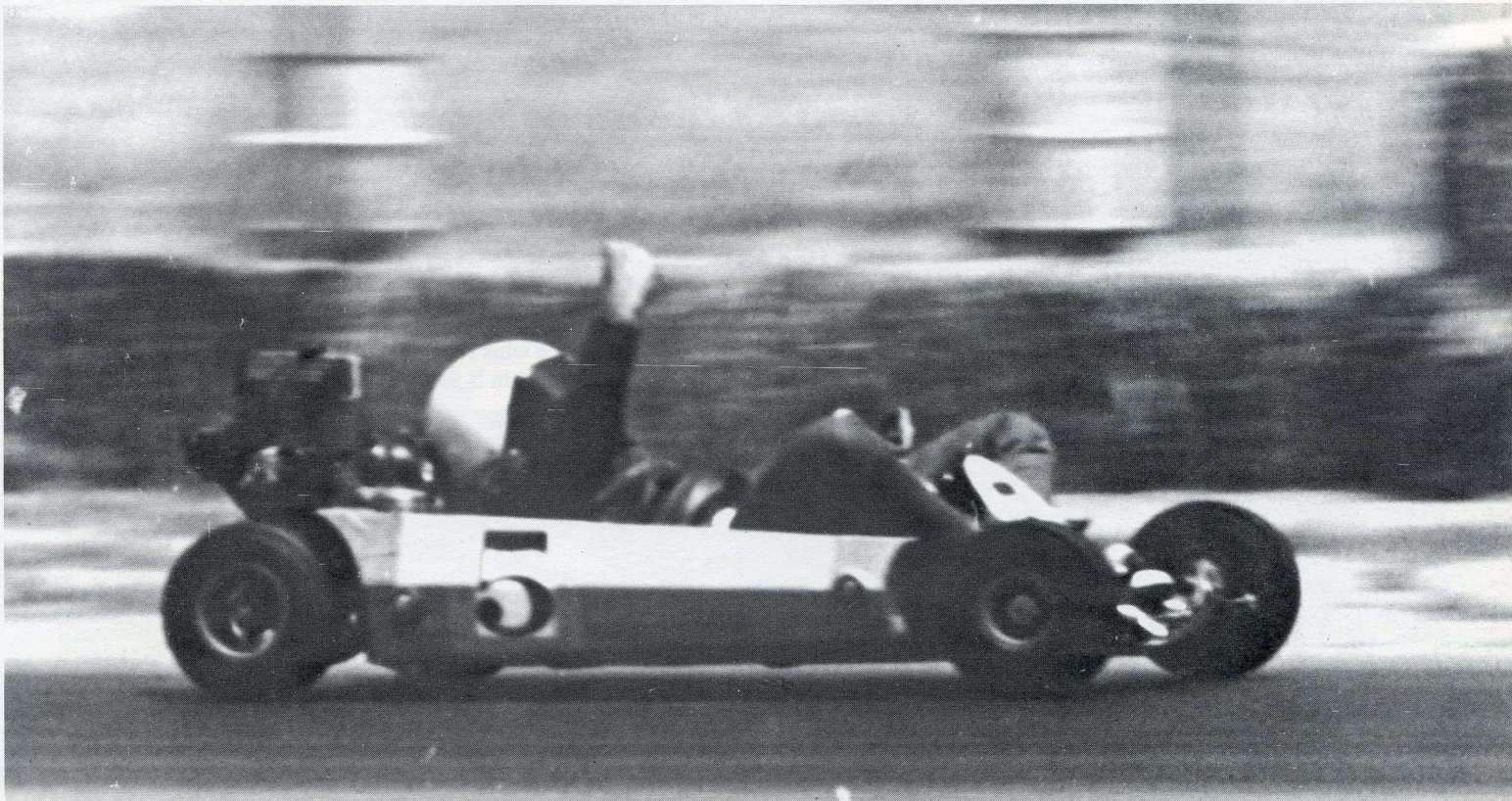


EKA official, Hank Paronelli, (with flag) holds driver's meeting for Junior title aspirants.



Junior karters off and running in this restart.

Bill Fetty Jr., La Mesa, appears to be shielding the sun from his visor as he roars down the back straight in front of the Jr Stock field. Young Bill captured first place gold in this event.



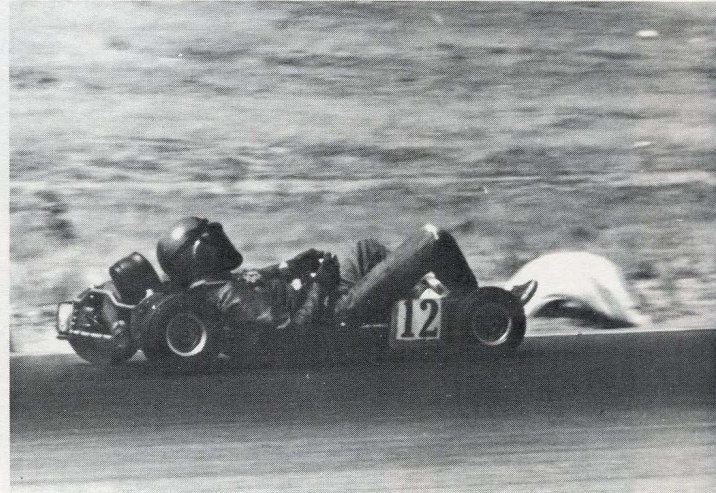
# RIVERSIDE PICTORIAL



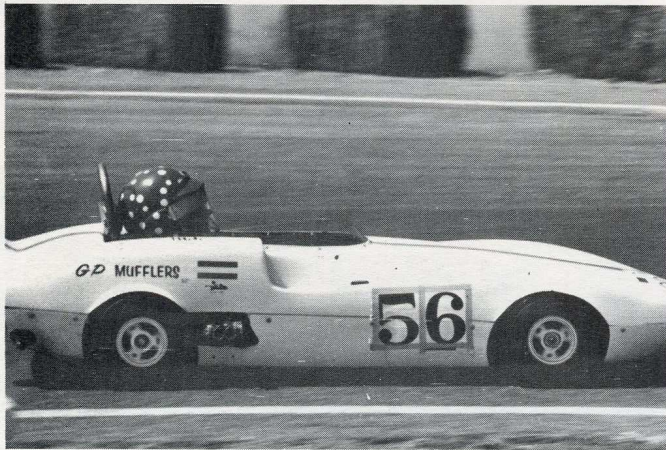
B Stock on and off the grid -- fast!



Modern Karting publisher's son, Jon Pelzer, hitches a ride in John Julis' FKE racer into the pits.



Glen Goodlett, Newhall, defending B Limited National Champion, scored a second place win at Riverside



Defending National FKE II Champion, Duffy Livingstone, Monrovia, pours it on thru turn six for a first place win.



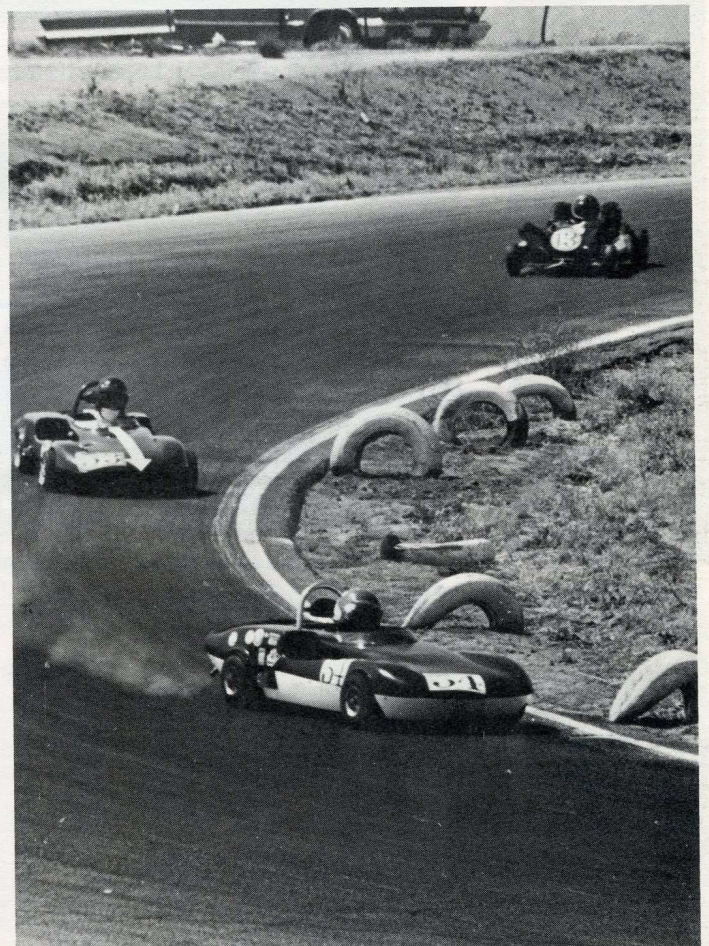
Gary Hartman, Montrose, gives a victory wave to Modern Karting's photographer as he comes out of turn nine on his way to the first of two wins for the race meet. Gary took back to back first place wins in B Stock and Stock Light.



B Limited and FKE II head out for an hour's fun (?) under the sun.





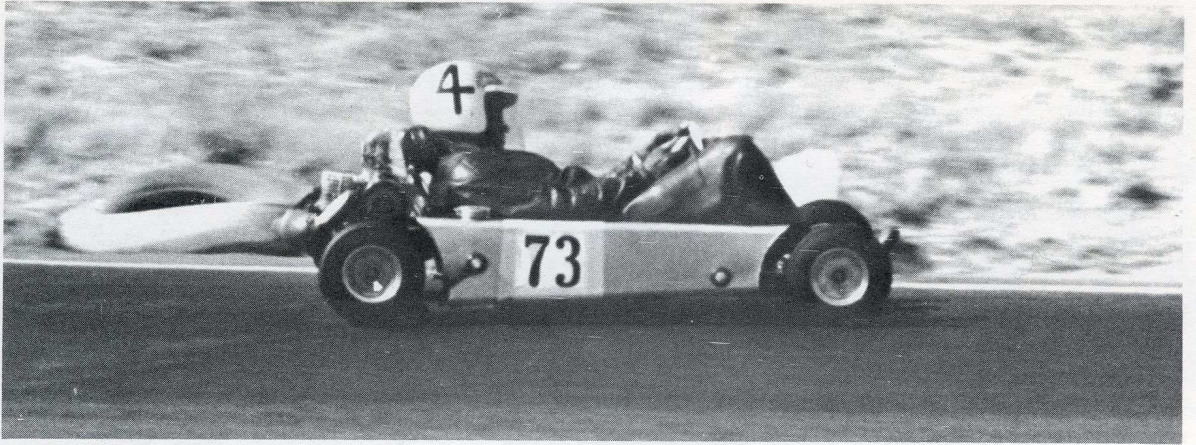


Ed Shiffert, Visalia, (2), leads Darryl Domes, Claremont, (1) and Mike Colver, Ontario, through slippery turn nine. Shiffert went on to win first place in B Limited. Colver took fifth.

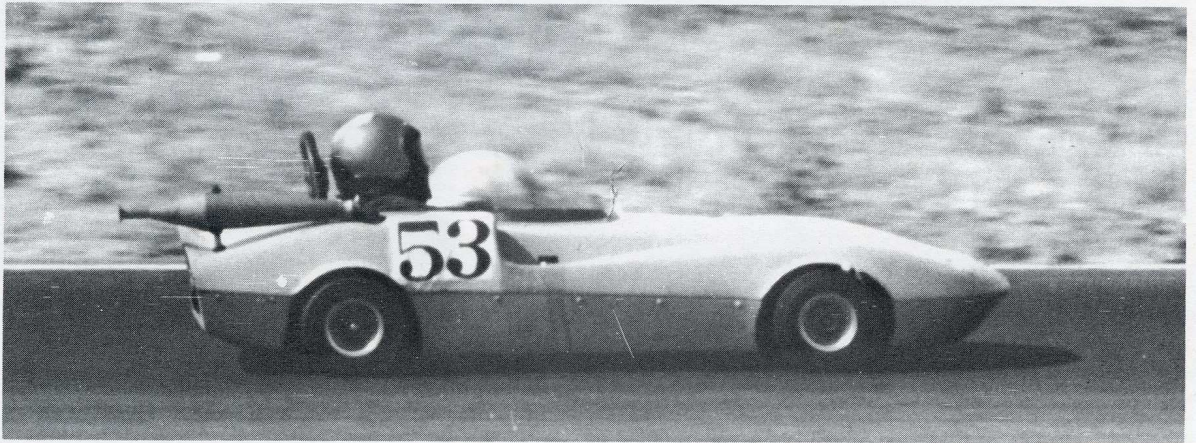
FKE II and B Stock mix it up through turn nine. John Julis, Inglewood, (54), leads Rocky Moran, Arcadia and Larry Elliget, San Diego, down off the hill and thru the esses. Moran scored 2nd in FKE II, Julis, third. Elliget was runnerup in B Stock.



# RIVERSIDE PICTORIAL



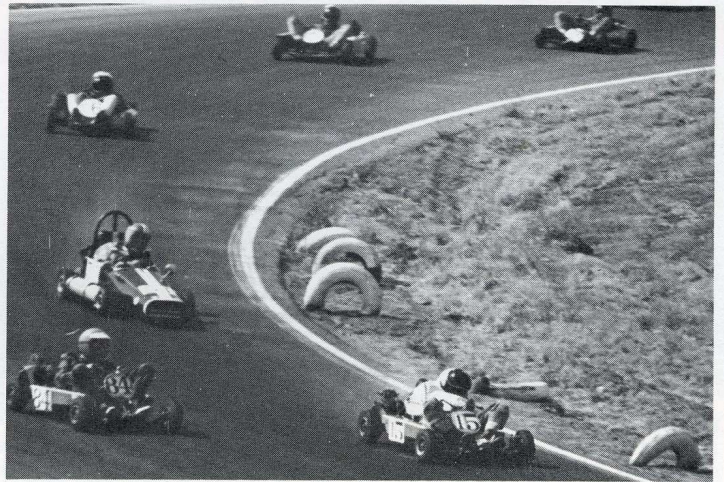
Ken Eaton, South Gate, took home the marbles in Sr. American Reed, scoring an impressive first place win.



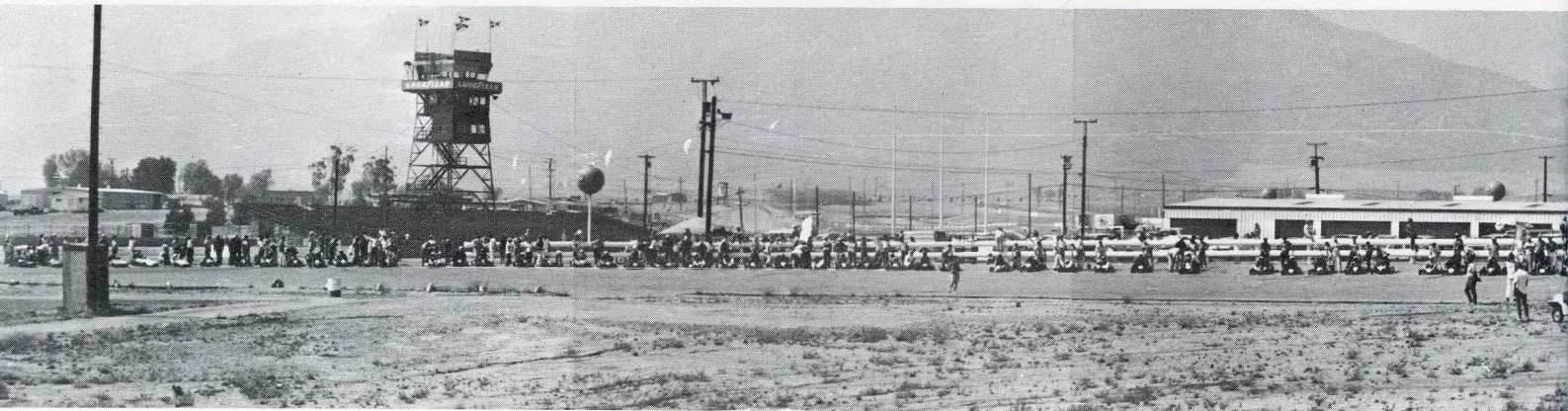
W.J. Zander, Huntington Beach, won first place honors in FKE I.



Down the hill with four races of rubber already laid down storms Doug Henline (77), Anaheim, who went on to a second place win in Sr. American Reed, followed by Rick Paronelli (7), Louise Dodson, (71), Rialto, who came in third in Sr. Reed, and Edward Anchmeir, Buena Park.



Like on the freeway--the massive fifth race saw bunches of karters over the entire course. This is turn nine.





Ron Wahlman (24), Northridge, led Stock Light at this point in the race. Gary Hartman (20) topped Ron for the win. Wahlman placed second.



### AMERICAN REED JR.

1. Mike Burgette	Riverside	Dart/MC-91
2. Debbie Bennett	Hesperia	Hornet/MC-91
3. Doug McManus	Phoenix	Go Kart/MC-91
4. John McManus	Phoenix	Dart/MC-91

### JUNIOR STOCK

1. Bill Fetty, Jr.	La Mesa	Dart/Komet
2. Dave Robertson	Fresno	Hornet/Komet
3. Danny Dodson	Rialto	Bug/Parilla
4. John Thomas	Palm Springs	
5. Charles Thomas	Palm Springs	

### AMERICAN REED SR.

1. Ken Eaton	South Gate	Merit/MC-91
2. Doug Henline	Anaheim	Hornet/MC-91
3. Louise Dodson	Rialto	Bug/MC-91
4. Bob Coryell	Ventura	Spec/MC-91
5. Hayes Krueger	Pico Rivera	Caretta/MC-90

### STOCK LIGHT

1. Gary Hartman	Montrose	Caretta/Saetta
2. Ron Wahlman	Northridge	Caretta/Komet
3. Kathy Hartman	Montrose	Caretta/Saetta
4. Jim Dodson	Rialto	Bug/Parilla
5. Rusty Barron	Encino	Hornet/Komet

### OPEN LIGHT

1. Jack Sabine	Westminster	Caretta/MC-9
2. Rick Paronelli	Monrovia	Caretta/MC-9
3. Bob Bubenik	San Diego	Spec/MC-9
4. Larry Elliget	San Diego	
5. David Hancock	Indio	Bug/MC-9

### STOCK HEAVY

1. Richard Burton	San Jose	Hornet/Saetta
2. Chuck Pittenger	Van Nuys	Caretta/Saetta
3. Bob Clodfelter	Reseda	Caretta/Parilla
4. John Barber	Reseda	Boone/Komet
5. Terry Caves	Fresno	Spec/Saetta

### OPEN HEAVY

1. Jim Whitehead	Los Angeles	Dart/
2. Bob Welcher	Bakersfield	Caretta/MC-9
3. Bob Clodfelter	Reseda	Caretta/Parilla
4. Jack Sabine	Westminster	Caretta/MC-9
5. Tommy Thompson	Hesperia	Caretta/MC-9

### B STANDARD

1. Gary Hartman	Montrose	Caretta/Saetta
2. Larry Elliget	San Diego	/Komet
3. Doug Milliken		
4. Mike Burris	Hawthorne,	Dart/Komet
5. Jay Stambler	Beverly Hills	Merit/MC-91

### B LIMITED

1. Edwin Shiffert	Visalia	Special/B-Bomb
2. Glen Goodlett	Newhall	Special/B-Bomb
3. Richard martin	Covina	Dart/Parilla
4. Dean Winkler	San Diego	Special/W.B.
5. Mike Colver	Ontario	Hornet/B-Bomb

### B OPEN

1. Bob Allman	Lakewood	Merit/MC-91
2. Manuel Lopez		
3. John Beals	La Habra	Merit/MC-40
4. Don Hudson	Lakewood	Kolb/MC-91
5. Mark Brewer	Placenta	Spec/MC-91

### C OPEN

1. Don Tamburo	Long Beach	Dart/B-Bomb
2. Ted Miller	Hacienda Hts	Hornet/W.B.
3. Chuck Pate	Bell Gardens	Bug/MC-101
4. Dave Oakley	I Centro	Dart/W.B.
5. Jess Poe	El Cajon	

### FKE I

1. W. J. Zander	Huntington Beach	Mole/MC-9
2. Al Bolsta	Ontario	Spec/MC-9
3. Al Pearce	Bakersfield	Hornet/MC-9

### FKE II

1. Duffy Livingstone	Glendora	Mole/B-Bomb
2. Rocky Moran	Arcadia	Mole/B-Bomb
3. John Julis	Inglewood	Mole/B-Bomb
4. Robert Vest	Bellflower	Spec/B-Bomb

### FKE III

1. Vic Hedemark	San Rafael	MKII/Suzuki
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By Jim Holmes

Let's face it, when karts get out on a long track and get spread out, it just doesn't make for an interesting spectator race. You can sometimes wait for what seems like minutes before a kart will come by a spectator area and no one can tell you who is leading the race after the first two have dropped out for tires or blown engines or whatever. They are fun to drive on a long course, but there, too, you can sometimes get to feeling like you are not gaining on someone in front and no one is catching you from the rear.

What I am getting around to is that maybe the concept of the Enduro race as we have been running it is not doing karting any real good and we should take a look at some alternatives to the sport that might help bring in some spectators.

The Chicagoland region, one of the largest in the world, and one of the best organized, allowed the local Meadowdale Boys Club, (Keith Andres Club) to sell tickets to their May 4 & 5 race at Meadowdale. The boys and their older leaders also took over the handling of the corner positions. In all fairness, their ticket sales were not a big success---maybe they sold a couple of hundred to parents and friends---but the important thing is that there were a couple of hundred new people exposed to the sport of karting. And it sure was nice to have the corners manned by someone who was interested in the job instead of some enforced labor from the pit area.

The track itself for this event was the short, 1.1 mile North end which is a hilly, tight track that is just made for karts. (Karts turn the track almost 2 seconds faster than the hairiest of the Sporty cars). This combination of a short course that is being helped to some extent by a spectator ticket sales prompted the organizers to try

# MEADOWDALE ENDURO

*May 4 & 5, 1968,  
Meadowdale International Raceway, Inc.  
Carpentersville, Illinois.*



*Coming off a long straight onto a tight turn right in front of a big spectator area kept excitement at a peak. Watchers could see the karts for almost half the race and thus could keep track of the leaders.*

some other innovations to make the races more interesting from the onlookers point of view. One of the things they decided to try was the Sprint Duro concept which had never been used in the midwest. . .the Sprint Duro is essentially a race of relative short duration held on a long track. In this case it meant that there would be two thirty minute heats for each race, and these heats would be held on this short 1.1 mile road course track.

To say the least, it was a big success - everyone in the pits and spectator areas enjoyed watching the karts come around often enough to keep track of the leaders and be continually either passing or being passed during the short races. You can drive a little harder when you know that it is only going to last half an hour, and if someone was to go out in the first race he would still have a chance to recoup in the second one to save the day.

**WINNERS OF THE EVENTS ARE AS FOLLOWS:**

**A OPEN LIGHT**

- 1. Leonard Ledvora
- 2. Jim Fry

**A OPEN HEAVY**

- 1. Jim Loffredo
- 2. Charles Alten
- 3. Wm. Maivald
- 4. Bob Jensen

**STOCK LIGHT**

- 1. Ronald Johnson
- 2. James Stenger
- 3. Steve Panawash
- 4. Jim Martino

**STOCK HEAVY**

- 1. Bill Markee
- 2. Jack Grossi
- 3. Don Kuttler
- 4. Bob Robbins

**B LIMITED**

- 1. Richard Sellman
- 2. Bob Schwarz
- 3. Kenneth Poffenberger

**B OPEN**

- 1. John Gardner

**B STOCK**

- 1. Chuck Dawson
- 2. Robert Sudik

**C OPEN**

- 1. Mike Bromer

**SPORTSMAN**

- 1. Don Hauslit
- 2. Ray Dion

**AMERICAN REED**

- 1. Bob McCarty
- 2. Red Verstraete
- 3. Alan Smith
- 4. Ronald Berg
- 5. Gordon Whitney

**FKE I**

- 1. Bob Donahue

**FKE II**

- 1. Gary Probst



*Drifting thru the turns in tight formation adds spice to karting and the Sprint Duro concept keeps the karts in tighter groups.*



*"Where did everyone go" asks this sit up kart driver---that's another advantage to the Sprint Duro race - the old sit ups are welcome and competitive for a thirty minute-no pit stop type of race.*

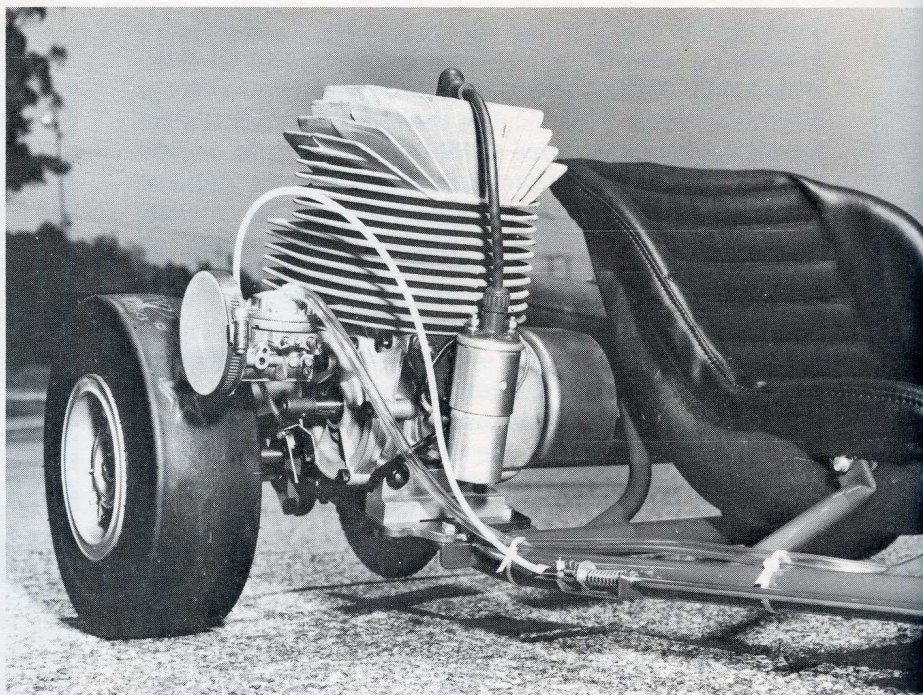


*Some sections of the track were so new that the shoulders had not yet been filled - if you left the track you also left your sprockets.*

# NEW KARTS

Limited production run karts are fast becoming an increasing factor in the competitive aspects of the sport and this new sidwinder machine from IKS (Inglewood Kart Shop) reflects the hand-crafted quality available in this limited type of manufacture. Wally Baynes, proprietor of IKS and a long-time karter combined his knowledge with that of Harry Maeda—another veteran of the karting game—and together they came up with the "Banzai Express" . . . 78 pounds of fightin' racing iron that expresses quality from stem to stern.

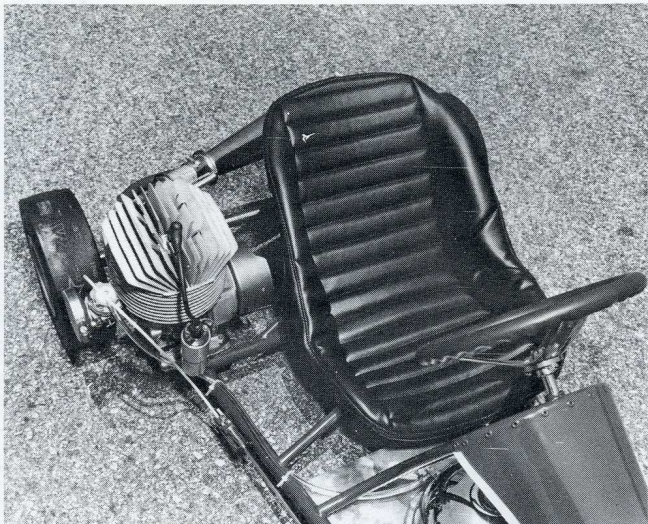
## IKS BANZAI EXPRESS



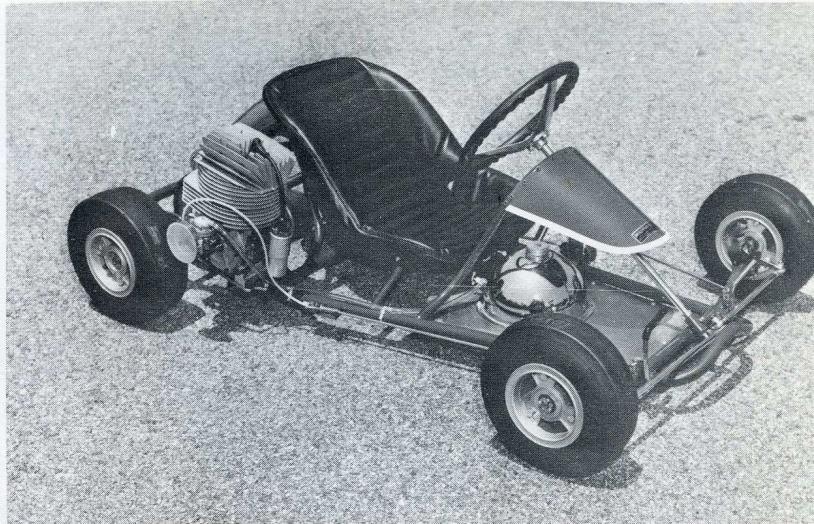
Engine mount is 1/4 inch 4130 bolt-on plate and accepts Komet K-77 and K-88, B-Bomb, Saetta, Parilla, etc. Suspension is built into the frame which is constructed of 4130 chrome moly, 1" O.D., .083 wall and is heliarc welded.



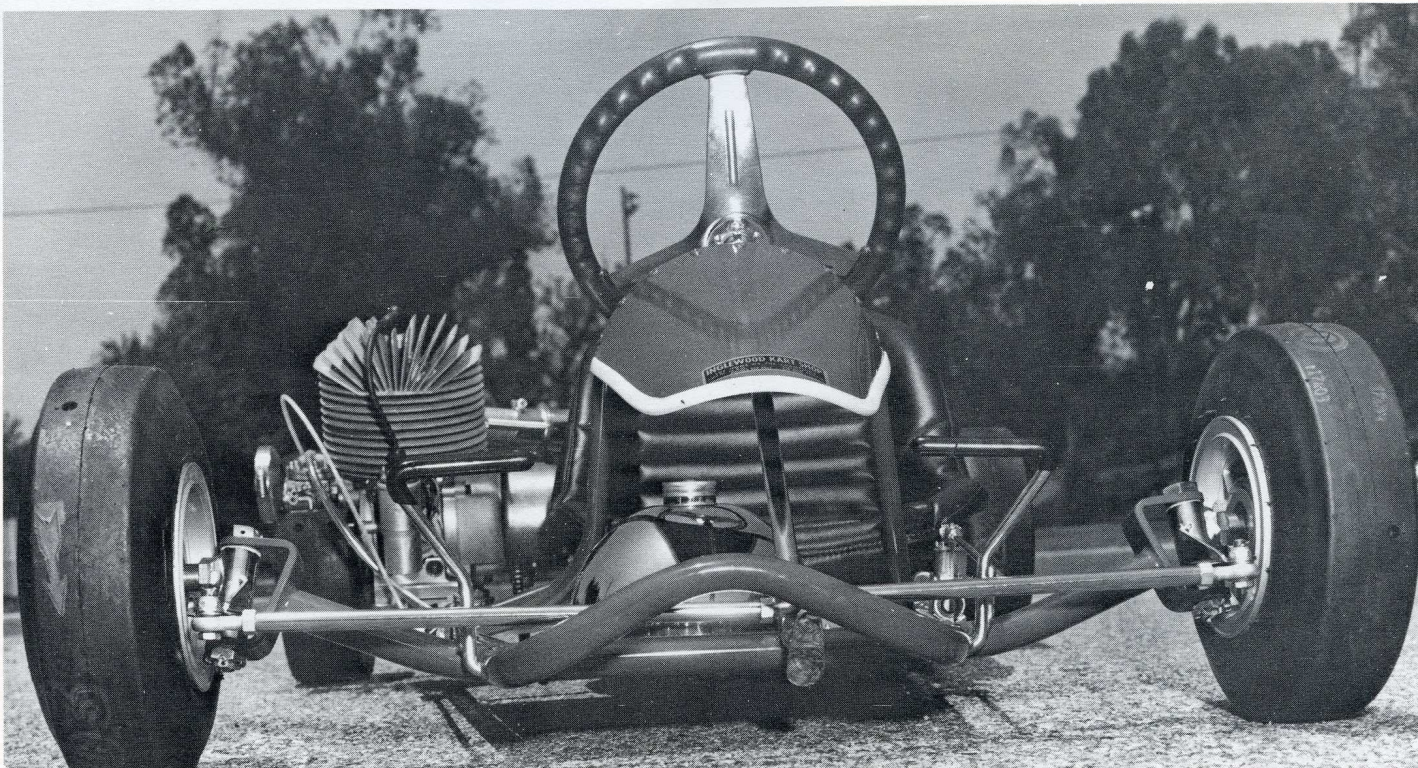
IKS manager, John Julis, illustrates driver position. The 1969 "Banzai Express" has an overall length of 54"; a wheelbase measuring 42 inches. With the Komet engine mounted as shown, the "Express" weighs in at approximately 105 pounds race ready. Steering is direct with double tie rod—a 12" Azusa steering wheel is standard equipment. Eliminators are mounted on 5" aluminum Azusa wheels.



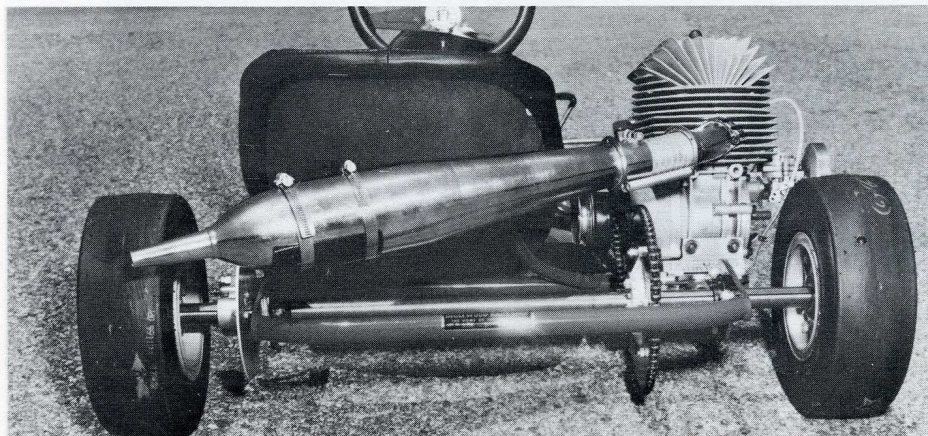
The "Banzai Express" features a comfortable foam/naughahyde bucket seat in a fiberglass base.



Additional (standard) equipment includes Azusa tank, IKF approved attached aluminum number panel, Dart pedals, Hurst/Airheart (rear) hydraulic disc brakes.



Ground clearance is 2 1/4", seat height averages 18 inches and can be tilted or raised for driver comfort. 4130 tubing features Mandrel bends. Front axle is of 4130 1" O.D., 1.25 wall tubing with 5/8" New Departure sealed ball bearing. Front tread is 32". Hoops are of 4130 3/4" O.D., .065 wall tubing.



Steel rear axle has Sealmaster bearings with attached collar. Rear tread is 32". Overall width is 36".



Standard color is gleaming IKS Red. Options include Nylite, Go-Power or Dart wheels; Techno 5-qt. tank; Carlisle tires and choice of colors. List price is \$379.00, less engine.

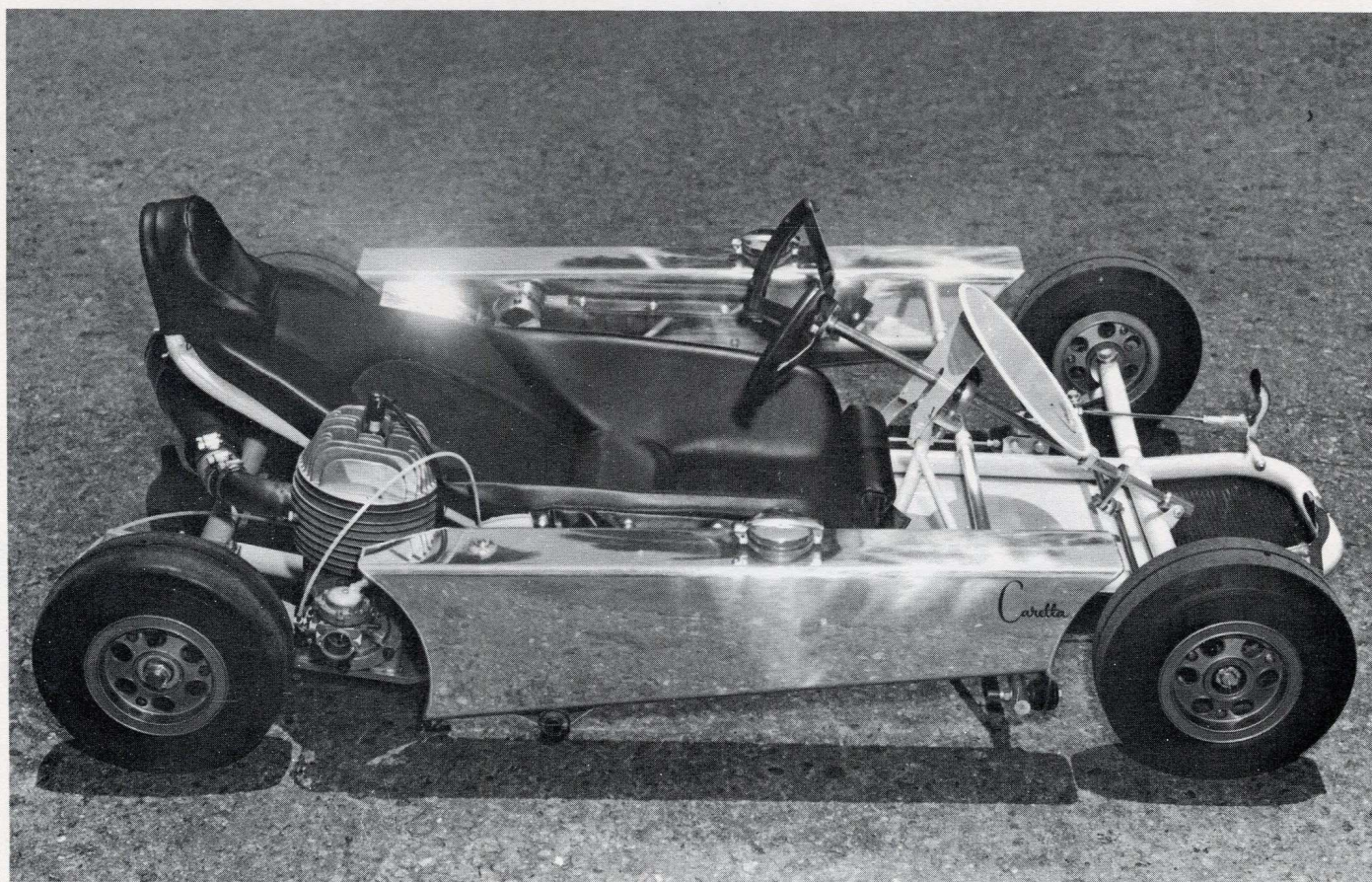
# NEW KARTS

Lou Borelli of The Caretta Works, Los Angeles, has been building karts, it seems, since the beginning of time---well at least since the beginning of karting and all along the way Carettas have been big winners including many national championship titles. The offering presented on these pages typifies the rugged construction and unsurpassed quality that have made Carettas a byword in the sport. Refinements over the years would turn the eye of many who perhaps have not been on the karting scene the past half dozen years---or so---Carettas are precision racing machinery. Lets get right into it and take a look at this new Caretta Sidewinder Enduro SAE.

## CARETTA ENDURO

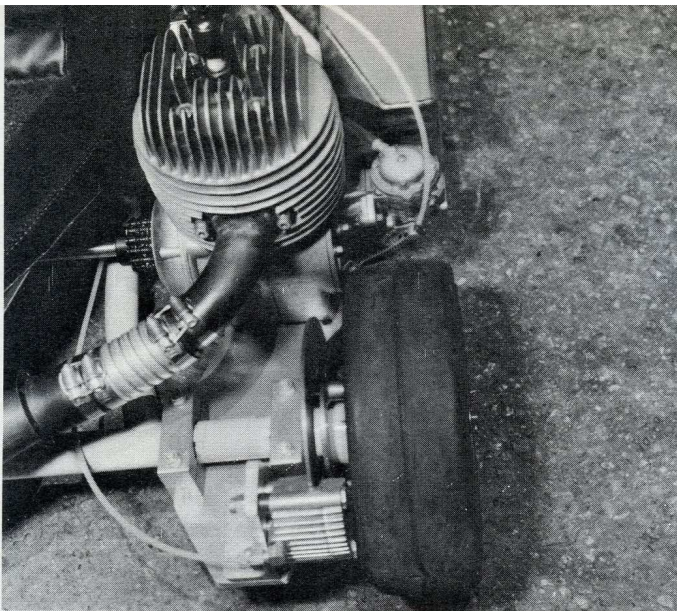


Featuring Shelby tubing, Caretta Enduro frame is 1 1/4" O.D. wall, .083 seamless steel, heliarc welded. Steering is direct--5/8" splined shaft. Ground clearance is 2", 18" to top of seat back.

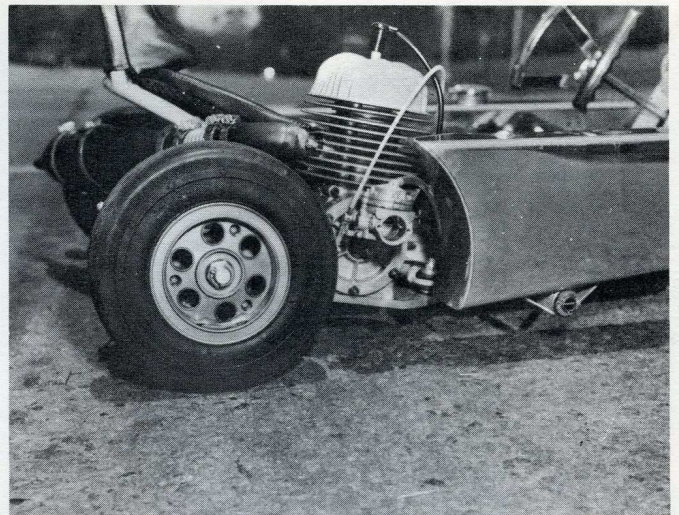


Caretta aluminum gas tanks carry a total of seven gallons of fuel. Measurements include wheelbase--45 inches; overall length--60 inches; tread width front and rear--32 inches and overall width is 3 feet. tires are Carlises, 3.00 x 5's, 5" mag wheels are by Go Power. Comfortable driver's compartment is foam cushioned, naugahyde covered. Azusa butterfly wheel with hand grips rounds out the cockpit. Parilla, shown, is one of stock engine availabilities included in \$865.00 price tag (Monza muffler is \$27.50 additional). As shown, the Caretta weights in at 135 pounds; less engine, 105 lbs.

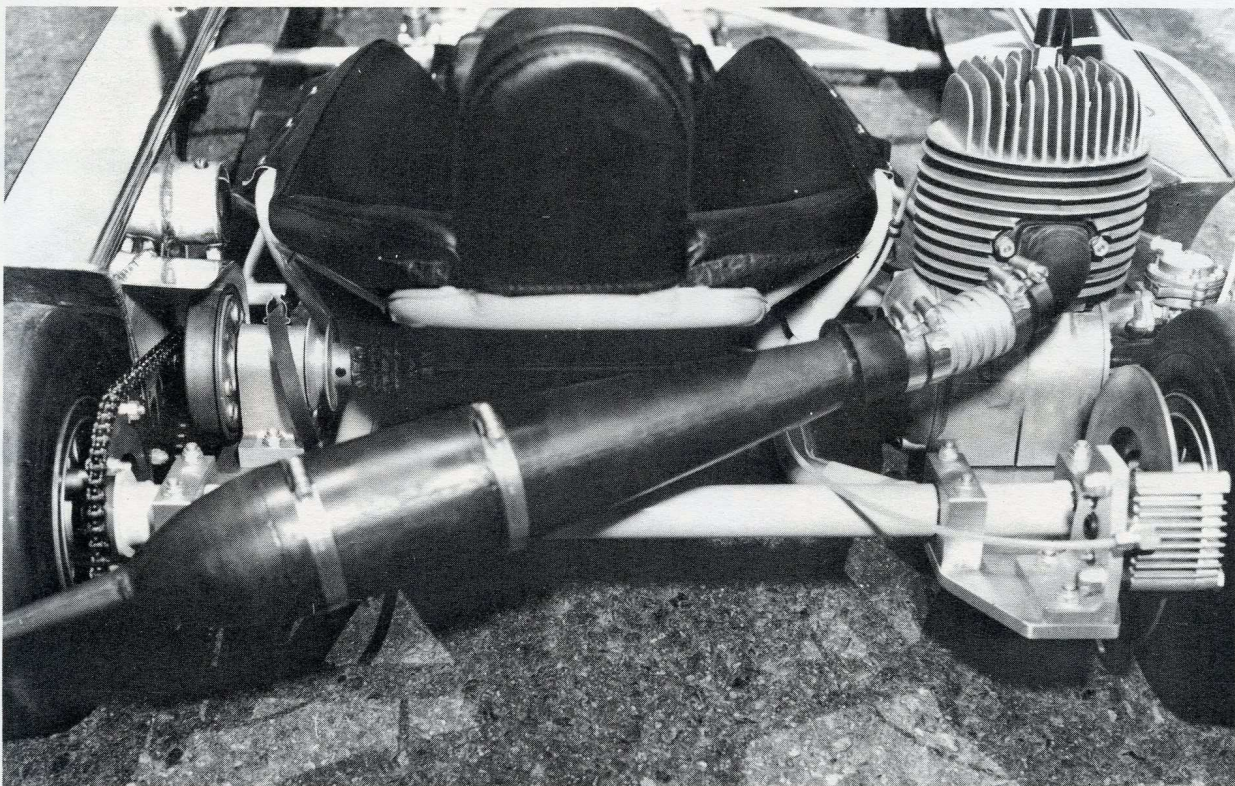




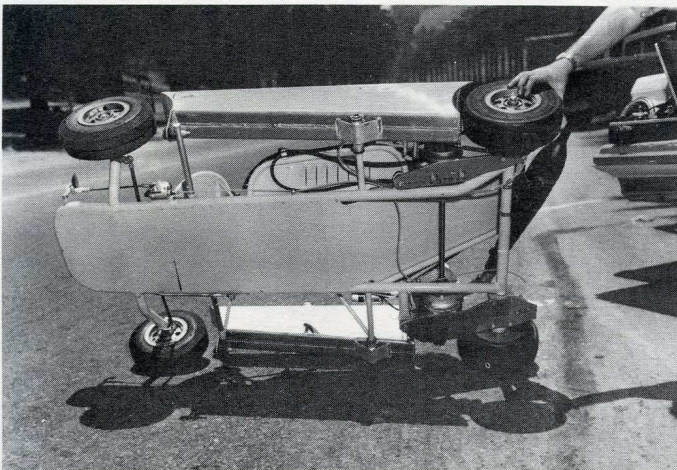
Braking is by Hurst/Airheart, of course.



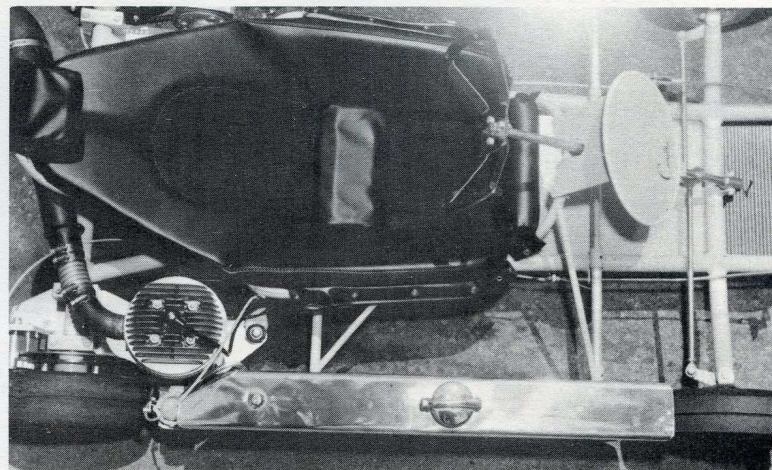
Carlises are narrow fronts, standard rears.



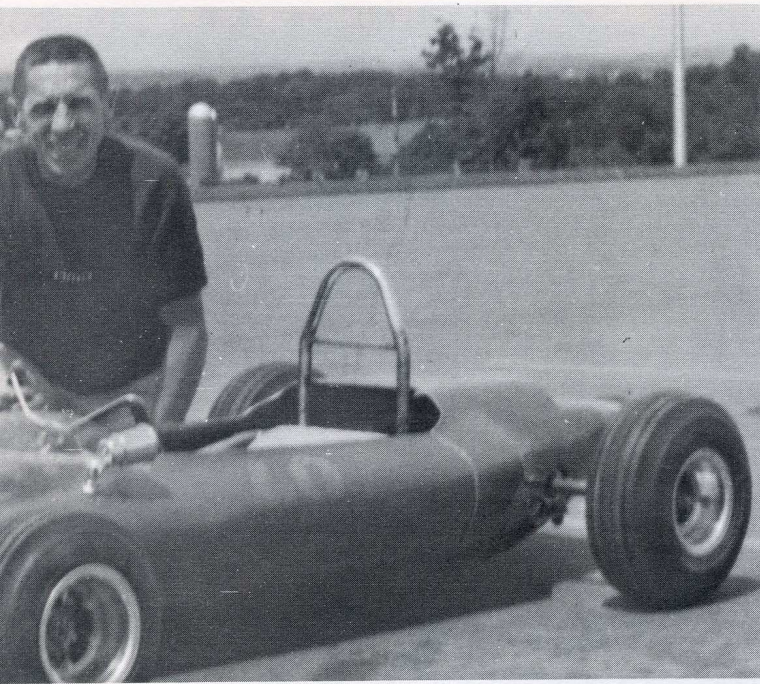
Caretta drives off mag side through a clutch that isn't attached directly to engine. This transverse drive shaft feature takes strain off the engine.



Caretta belly pan is a one piece steel affixed to frame by pop rivets.



Sidewinder side of the Caretta Enduro SAE.

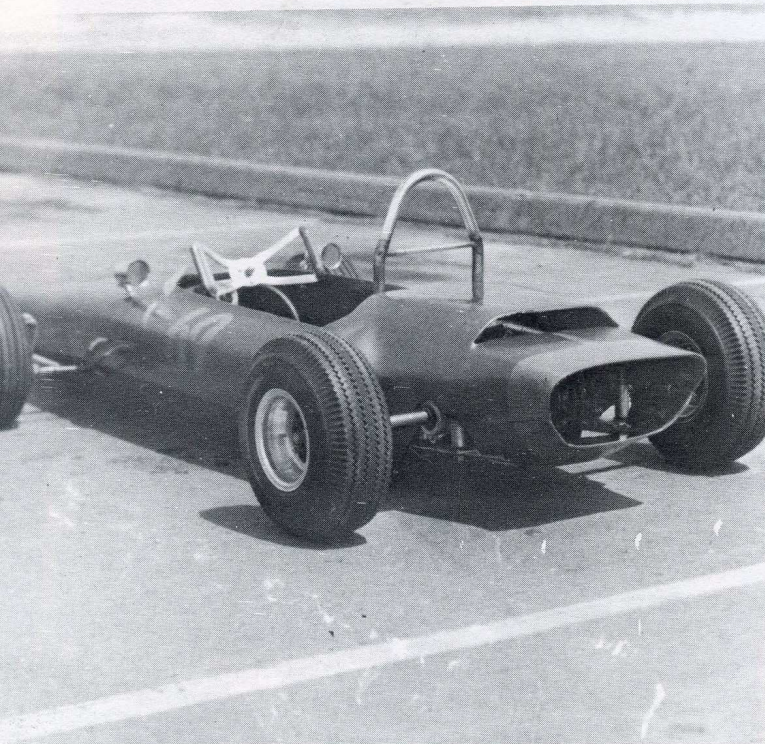


We promised to print photos of several F/5 cars in this issue, but we're pretty tight on space this month, so how about just one car, with more photos in the September MODERN KARTING? Okay?

Tom Johnson built this little FORMULA FIVE CAR from absolute SCRATCH in less than three months of spare time. He built it without previous experience, and he built it ALONE! How do you like his FIRST EFFORT? Tom raced sprint karts briefly in 1961. Thereafter, he was active in Half Midget competition before moving to the Mid-West a couple of years ago. His F/5 car is a PRIME EXAMPLE of what intense desire can accomplish . . . in short order!

Now don't get the wrong idea about Tom Johnson. He's not clumsy with everyday hand tools, and he's no dummy, but neither is he a machinist, a welder, an experienced body builder . . . nor does he have any special facilities and "connections." He's a sincere, likable, enthusiastic guy with a penchant for small car racing. He's not afraid to tackle a new building project, and he's DELIGHTED that FORMULA FIVE "happened." As you can see, he has also demonstrated that it isn't all that difficult to build a first class F/5 car. Sure, he worked at it with dedication, and he worked hard too, but he enjoyed every minute of it!

# F/5 PROGRESSES



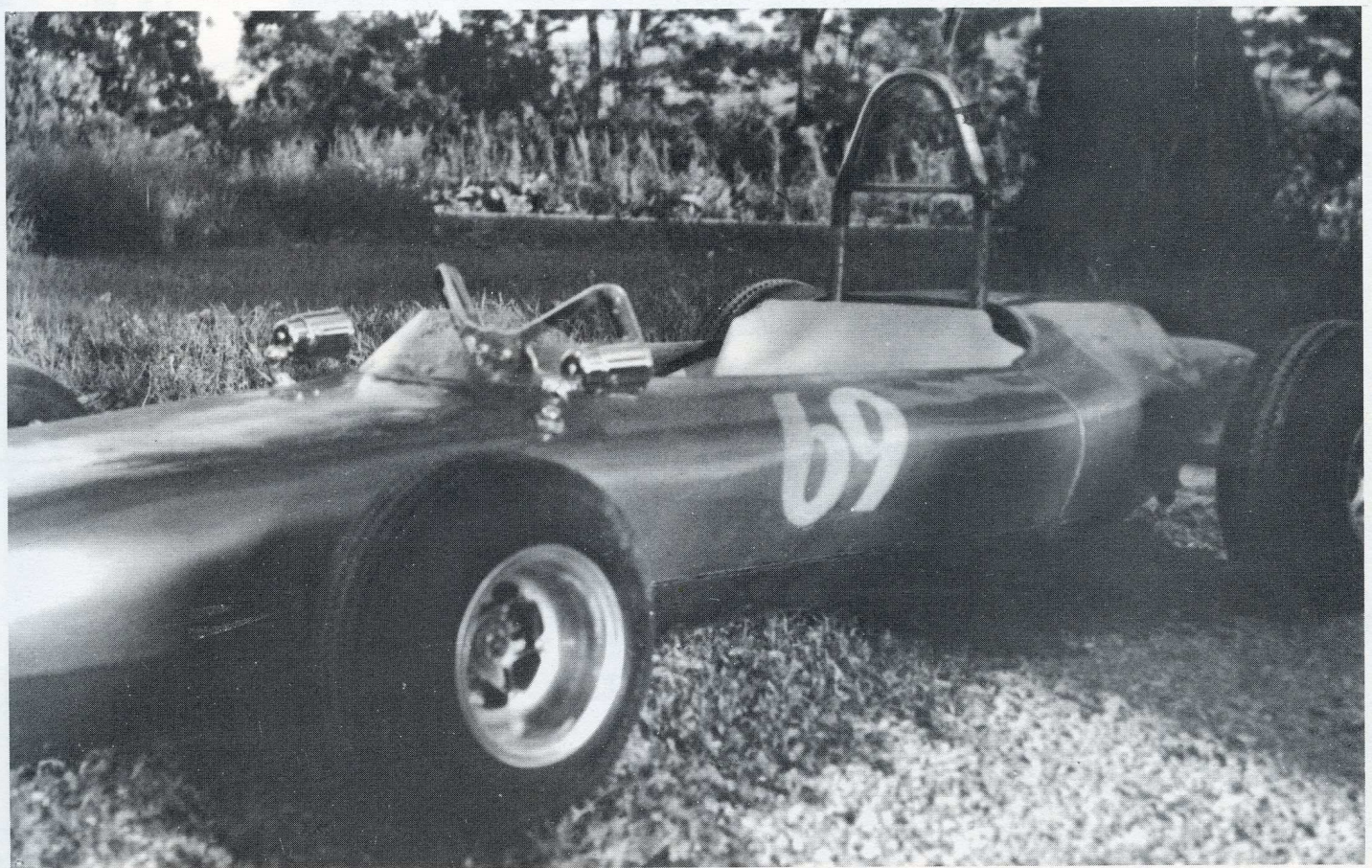
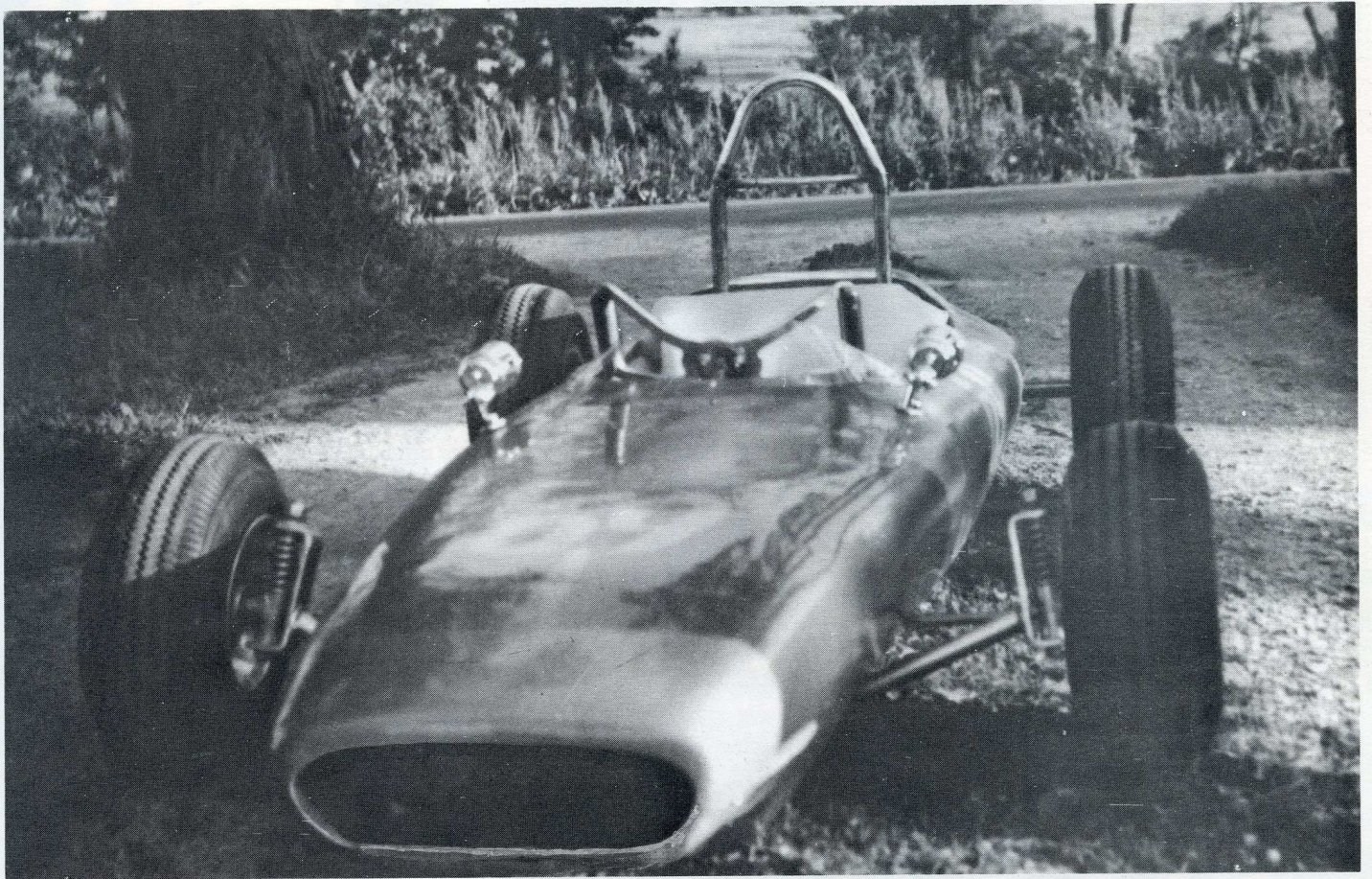
Tom first heard about FORMULA FIVE in March of this year, and it appealed to him immediately. He ordered full size body patterns from the F/5 Organization and went right to work with wood and fiberglass. His chassis design, which incorporates effective coil/post suspension FRONT AND REAR, also came from F/5 Headquarters. Tom worked directly from the prints and sketches provided, and although he executed the little car's construction, he'll tell you that the design guidance furnished by the parent organization proved invaluable.

The F/5 space-tube chassis was fabricated from two diameters of seamless 4130 Chrome-Moly, and 4-wheel suspension moves on ground and polished surfaces. Special lightweight racing rubber is on broad-base six inch rims. An ingenious underslung engine platform isolates vibration advantageously and accommodates either a WB-820 or a MAC-101. All up weight is just over 135 pounds.

Tom is most anxious for others to understand F/5 cars better, and to see the class continue to grow. He'll go out of his way to help new builders get started, convinced that once they do so, they'll enjoy the experience as much as he has. If you are genuinely interested in knowing more about F/5 cars, contact:

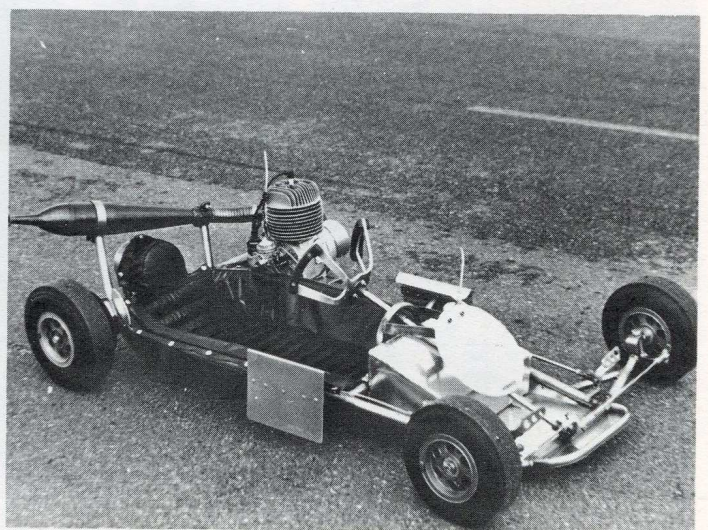
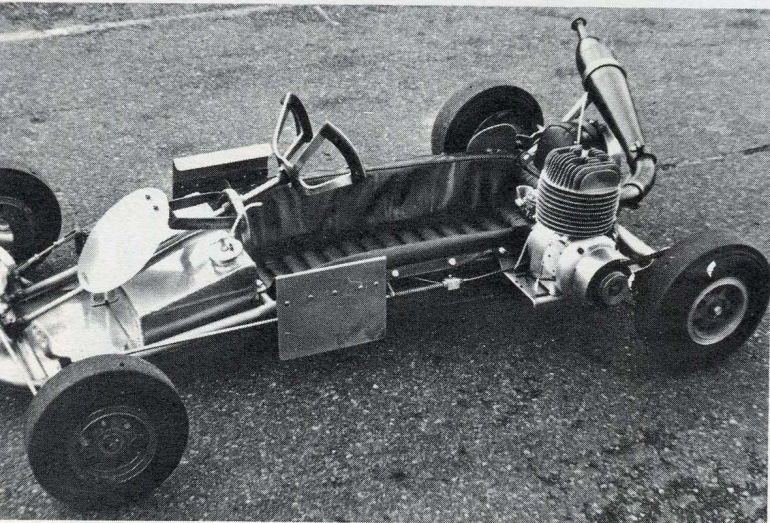
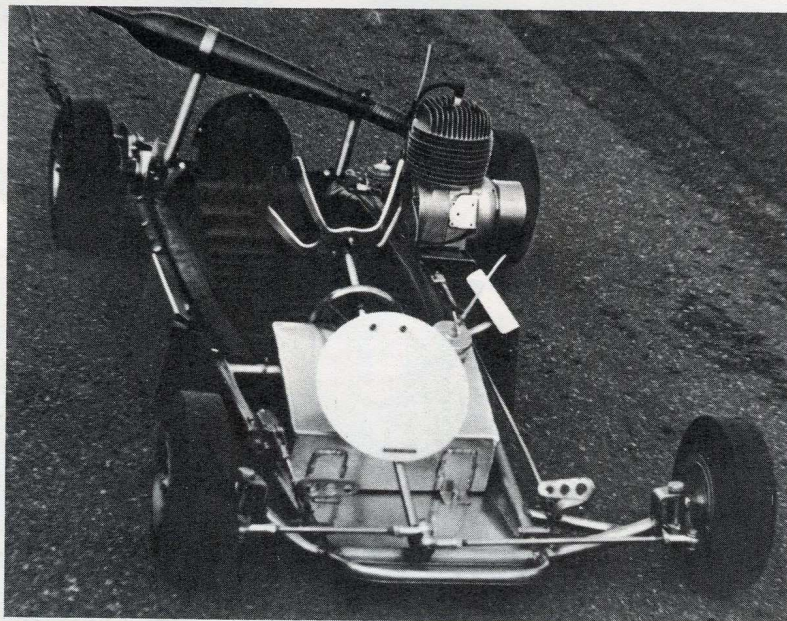
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Promptly thereafter you'll receive an illustrated brochure and, if you enclose a dollar, you'll get a set of F/5 INTERNATIONAL RULES, too.



# KENT CUSTOM KART

This handsome custom laydown enduro kart was designed and built by Bryan Karsen of Vancouver, B.C. These pictures were provided Modern Karting by Jim Petitti who was on hand at the rained out June 12 200 miler at Pacific Raceways --- Kent, Washington. A safari through the pits produced this exceptional custom-made sidewinder machine and Jim wanted MK's readers to have the opportunity to view it from all angles. The machine, powered by a BA-13 Parilla, runs in Stock Lite and is a consistent winner, we're told. Some of the features incorporated into its design include Hurst/Airheart hydraulic disc brakes, reversed throttle and brake controls, Go Power Wheels, a long and wide and comfortable tub-type driver's compartment, regulation number panels front and sides, dragster-type butterfly steering wheel. If Modern Karting had a Kart Builder of the Month award it would certainly go to Canadian Bryan Karsen for this exceptional enduro effort.



# NORTHWEST FORMULA T.C.

# 200

# 2 BIG DAYS

## rescheduled

## AUG 31-SEPT 1

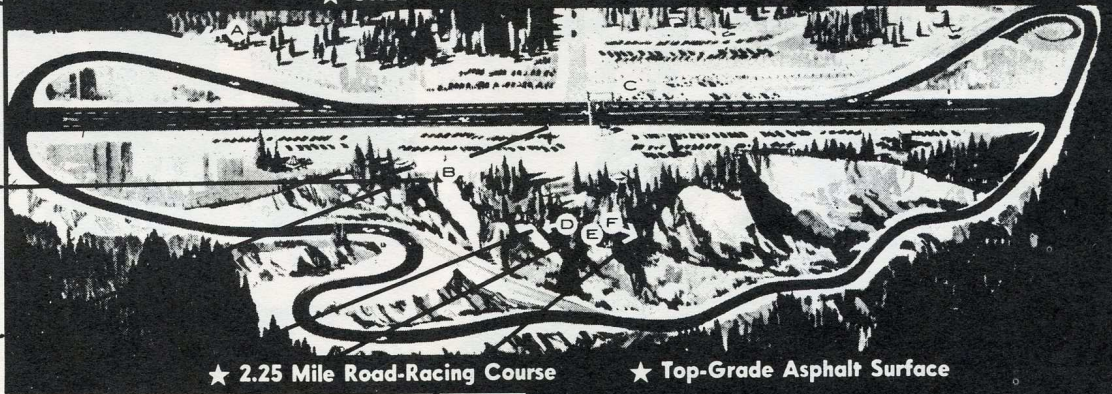
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**A** Leaving straightaway, cars enter banked Indianapolis curve at maximum speeds.



**B** Slope above double-hairpin turns affords panoramic view of contestants gearing down.



**C** Pit areas are located along North edge of straightaway, within view of racing fans.



**D** Coming out of last hairpin, drivers accelerate into curving mountain valley road.



**E** Safely below spectator areas, track features high banks and wide shoulders for spin-outs.



**F** Chicanes in backstretch wind up hill to final high-speed turns at Start-Finish line.

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★ Very Rigid Kart Inspection Will Prevail

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Juniors	\$10.00	Seniors	\$15.00
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# MINI BIKE

Preview

# BONANZA HODAKA



*Jan Sherman pauses for the MK lens before giving the Bonanza/Hodaka a workout.*



*A pair of minis just go to double the fun.*



*A Hodaka 100cc mill makes a mighty brute of the already rugged Bonanza mini-bike.*

Mini-biking is rapidly becoming one of the nation's fastest growing sports. And Why? Because mini-bikes are inexpensive to buy, and upkeep is easy and economical.

The sudden popularity of the mini-bike can be compared, up to a point, with other unexplainable American phenomenon like the hula hoop and the skate board. One day you never heard of it, and the next day it's surrounding you. But the mini-bike is no fad. It's a practical little vehicle that is here to stay. America is taking it to its heart for several good reasons.

One of the best is that the mini-bike is a contemporary answer to the contemporary need for personal participation in sport. With a mini-bike, you make your own fun. Another reason is that youngsters can participate.

**WHAT EXACTLY IS A MINI-BIKE?** The mini-bike is the result of a healthy cross between a scooter and a motorcycle. Not everyone can or wants to ride a motorcycle, but the scooter is designed only for low cost transportation and limited to road use. The mini-bike is a pint-sized motorcycle, a fool proof scampering little rig. It's a Jeep in miniature, and a motor scooter isn't made to follow a mini-bike.

It uses a small engine to efficiently propel a large weight, and that's the secret of the mini-bike. Yet an engineering-

minded father or son will be impressed at the design and sophistication of the mini-bike. Many models are jack-shaft equipped for on and off the road use. Brakes are the highly efficient internal expanding drum type, and motorcycle type hand controls for gas and brakes are common.

**WHO RIDES MINI-BIKES?** Because they can go almost anywhere and are easy to handle, even a vacant lot can become an exciting family playground. The mini-bike is so easy to balance, anyone can become an adequate rider with only a few moments practice. 80 year olds and 8 year olds ride them, and since the mini-bike weighs up to a 100 pounds less than a light motorcycle, it can be lifted and shoved around like a child handles his tricycle.

**WHAT DOES A MINI-BIKE DO?** The mini-bike explores trails and small roads, is ideal around the pits, bounces over fields and beaches, rides to picnics, to camps, to fishing grounds. For the back country, gears can be changed, and then the mini-bike climbs like a goat, and the weight advantage over the trail bike can be appreciated at the end of the day.

Girls like to ride mini-bikes too! A good example of this is Jan Sherman, who first rode a Bonanza Mini-Bike on a La Jolla, California, beach while ad agency BBD&O shot a television commercial for a national beverage firm using Bonanzas for promotion. Within minutes, Jan had mastered the bike and was dirt-tracking and pulling wheelies. A few weeks later, Jan appeared in the International Motorcycle Show at the Los Angeles Sports Arena putting the Bonanza through its paces over the obstacle course.

Summing up the mini-bike's story, it's an off the back-porch way to travel, and almost anyone who walks can ride. The mini-bike is earning its place as a part of the American family.



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## PUBLISHER'S COLUMN

Continued from Page 4

Bob Burgen--IKF Governor for the State of Oregon -- Informs us that Pacific Raceways' (Kent, Wn) June 1/23 hour Enduro for Karts, which unfortunately was rained out, has been rescheduled for the Labor Day holiday period (Aug. 31 - Sept. 1). Labor Day falls September 2, so there will be ample time for travel home before reporting back for work Tuesday -- in case this happens to be one of your considerations. Bob says big, beautiful trophies are to be presented winners along with a whole bag full of valuable merchandise awards through tenth place.

The race weekend shapes up like this -- three 3-hour races will be staged, one on Saturday and two on Sunday. Also a 1-hour Junior event will be run Saturday (Aug. 31). All IKF classes will be run, relief drivers and engine changes are allowed. Of course, the event will come off rain or shine (it can't be rained out twice) and, Bob affirms, weather in the Pacific Northwest at that time of the year is ideal. Here is an excellent opportunity to run an extended race which could be a lot of fun -- and, after all, that's what Karting is supposed to be all about.

Karting "500" fans will be delighted to learn that Modern Karting magazine is giving serious consideration to re-activating this popular event. Possible sites are now being researched and working plans are being formulated. We would like to hear from you on this -- would you be interested in competing? What time of year would you like to see the event staged? Where would you like to see it held? Take a moment and drop me a card -- your voice in this matter

is important, the event would be staged solely for your karting pleasure.

\* \* \* \* \*

And, lastly -- an "open letter" to our subscribers is in order, especially those subscribers who are also members of International Kart Federation. The response from our subscription promotion mailings to the IKF current membership has been most gratifying -- in fact, it has been overwhelming. But, so that we can continually give the rest of IKF's members the opportunity to subscribe to Modern Karting we followed the first introductory offer mailing with a second, and, now a third sub promo mailing has gone out to IKF members. It is important to note here that IKF cannot separate our subscribers from its list so when a new mailing goes out it must of necessity be sent to all club members -- even those who have already subscribed (by far the majority). What we don't want to happen is for our present subscribers, upon receiving a second or third sub promo letter, to think we have not entered their order. In fact, we have. What we would like to see happen is for our subscribers to pass the letters on to their friends who may not yet know about Modern Karting.

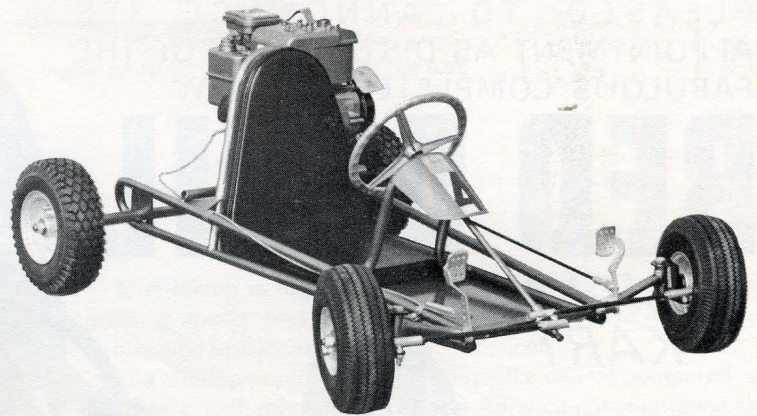
I hope this explanation will clear up some of the questions in the minds of some of our subscribers and perhaps eliminate some of the letters we get on this subject.

And a P.S. to Kart dealers everywhere.

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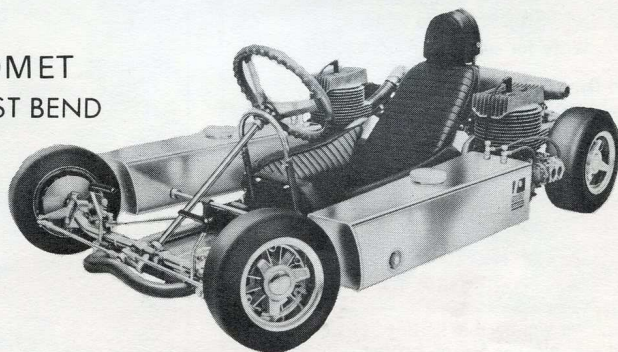
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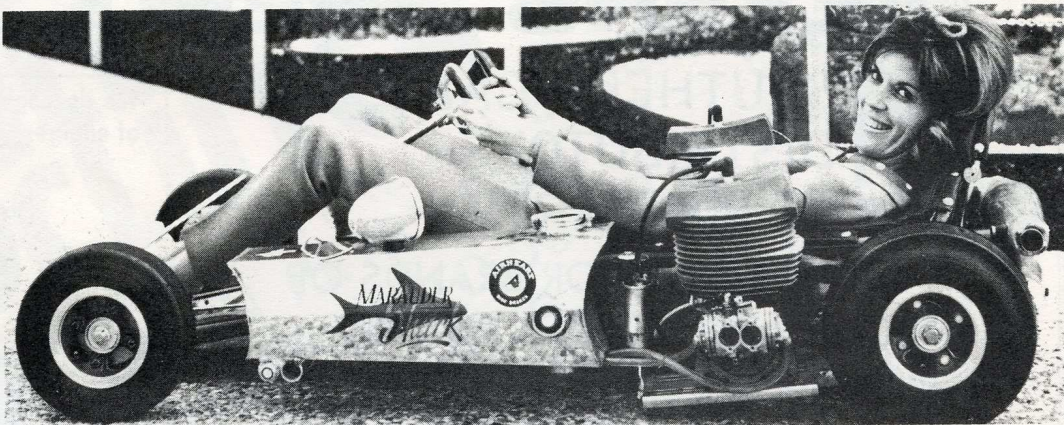
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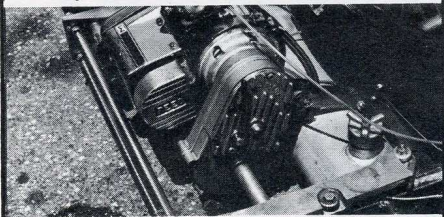
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# RACING ROUNDUP

*Continued from Page 18*

A Open Light winners (left to right): Barney  
 Peeler III, Bill Jordan, Peyton Miller, Clint  
 Dalton and Greg Derrick.



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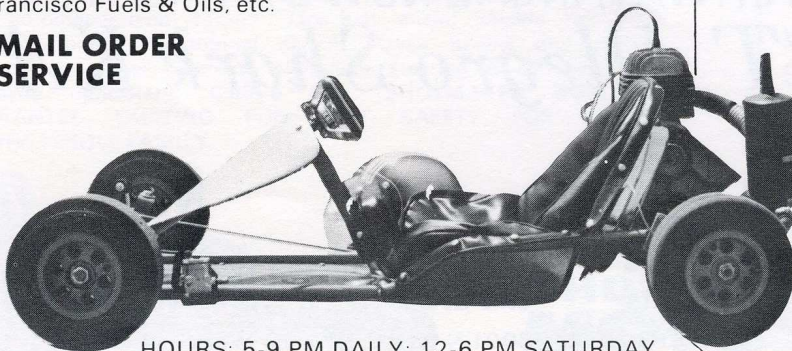
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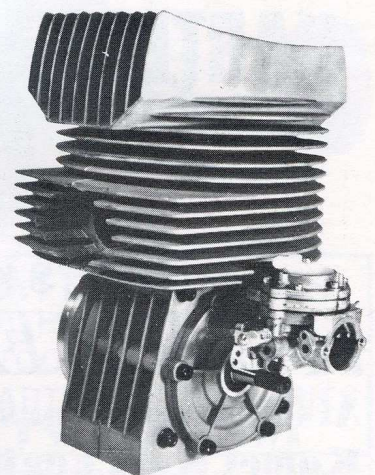
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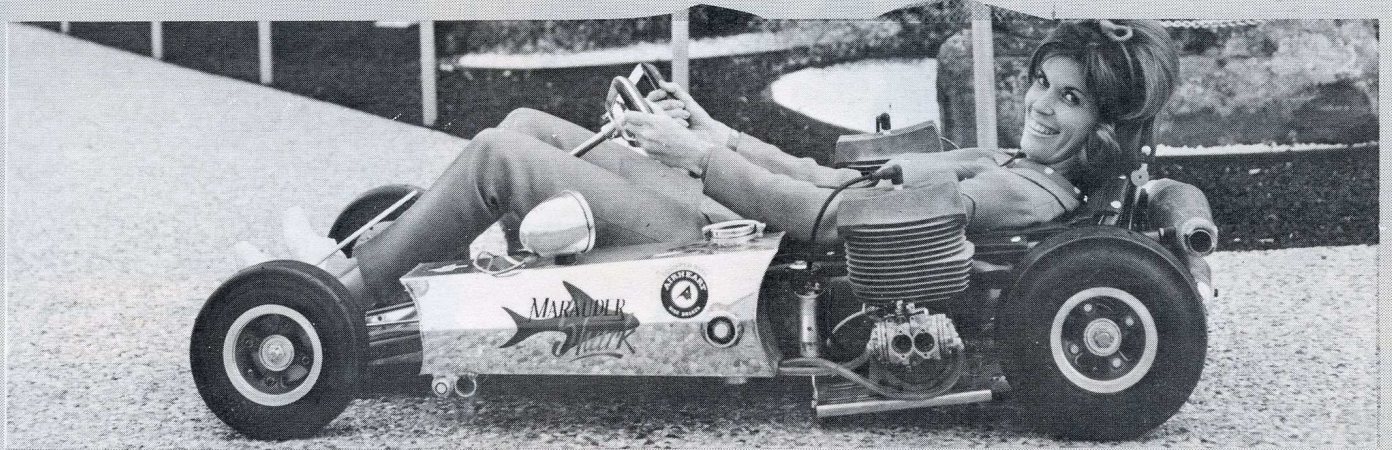
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# RACING ROUNDUP



Barney Peeler III, Lawndale, N.C. winner of A Open Lite.

say you saw it in

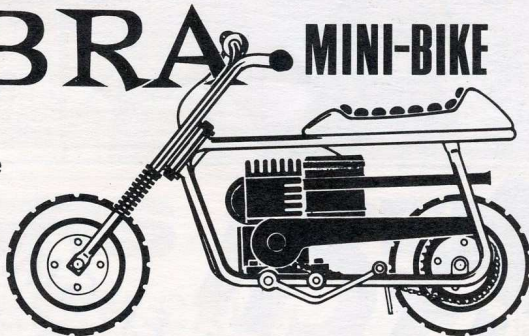
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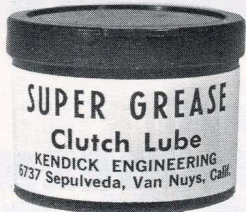
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**MICHRINA**

MINI MAIDENS



Katie Alfsen, 18, Miss Los Alamitos, and Melody Wright, 18, Miss San Clemente, get set to try out the new Zebra 300 Mini-Bike, just being introduced to the cycling public by Jan/Ho Industries of Huntington Beach. Katie and Melody will be representing their cities in the competition to select "Miss Orange County Tomorrow," Queen of the

**PRODUCT MART**





Orange County Fair and Exposition, on Tuesday, July 16, opening day of the Fair and Exposition. The Zebra 300 will also be on display all six days of the Fair and Exposition through July 21, courtesy of Ron's Mini-Cycle City in Huntington Beach. The new Zebra's said to rev up to 35-40 mph on its 3 horsepower motor, get 100 miles to a gallon of gas.

### DAYTONA RESTYLING

Daytona Sports Company announces the successful completion of a restyling program for their complete helmet line. This includes the Daytona "150" (3/4 model), the "300", "500" and "Grand Prix" full coverage models. All models are now certified to exceed the USASI Z90, 1-1966 specification and they have also been awarded the coveted Snell Memorial Foundation seal of approval. The Daytona "150", "300" and "500" are now manufactured in sizes Small, Extra Small, Medium, Large and Extra Large, and feature three different size exterior fiberglass shells, guaranteeing a proportioned fit and super comfort. Interiors have been "upholstered" thru a tuck-and-roll sewing pattern. All models are available in white plus the full range of five glistening Starfire metalflake colors. Flourescent orange color has been added to the "500" and "Grand Prix" line at slightly additional cost. For more information see your local dealer or write to Daytona Sports Company, Dept MK-7, P.O. Box 668, 7032 Darby Avenue, Reseda, Calif. 91335.

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# PRODUCT MART

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One of the largest karting distributors  
in the midwest has discontinued their  
retail outlet and are concentrating their  
efforts on dealer sales. Effective May  
1st, they will cater to wholesale business  
only. This action was taken to better  
serve both new and old dealer  
customers.

In addition to this change, C.C.S. is  
also producing a line of mini bikes  
known as CHARGER. The Charger line  
has 6 models available and all interested  
dealers are invited to inquire on their  
letterhead. Write to C.C.S., 51025 U.S. 31  
North, South Bend, Indiana 46637.



### LARK MINI-BIKE FOR 1969

Here is the brand new Lark Mini-Bike for  
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plated special high-lift handlebars, new  
banana seat with a spring loaded chrome  
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shock out, a Tecumseh 4-cycle 2 1/2 HP  
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and a precision jig welded 2 piece frame  
with jet-smooth styling.

The all new 1969 Deluxe Lark has all of  
the features as the standard Lark, but also  
you get front and rear fenders, mirror,  
headlight, taillight and horn. Each Lark is  
individually boxed for shipment. The  
Standard Lark sells for \$129.95 complete  
and ready to go. The Deluxe Lark with  
fenders sells for only \$149.95 complete as  
shown. Financing is available at terms of  
\$10 down and about \$9 per month. For  
additional information on the Lark, contact  
Bird Engineering, Dept. MK-8, Post Office  
Box 427 DTS, Omaha, Nebr. 68101.

### EMBROIDERED PATCHES FROM FRANCISCO

New on the karting scene is this  
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**ENGINE SPECIALTIES BUYS  
GARELLI CORP. OF AMERICA**

Exclusive American rights for the world-famous Garelli line of Italian-built motorcycles have been purchased by Engine Specialties, Inc., of Cornwell Heights, Pennsylvania. The sale of Garelli Corp. of America to the Pennsylvania firm was announced in Monticello, Italy, by Mr. A. Agrati, board chairman of Agrati-Garelli, and Mr. Carmen DeLeone president of Engine Specialties.

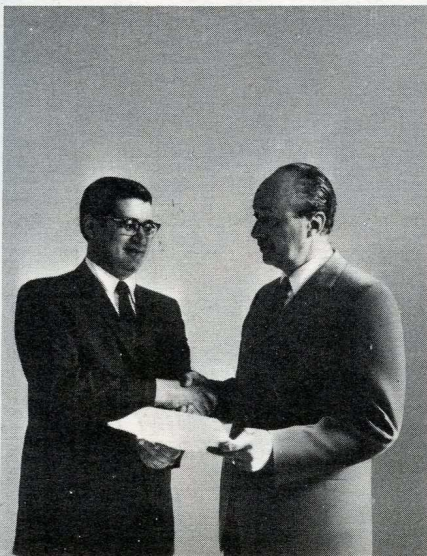
DeLeone announced that the Garelli motorcycles will be warehoused in San Mateo, California, and Cornwells Heights, Pa. All parts will be distributed from the main Engine Specialties plant at Cornwells Heights.

The agreement also includes the retention of Engine Specialties as the exclusive agency for all Agrati-Garelli products in Canada and Mexico.

"We plan an immediate expansion of the former Garelli distribution and sales network in the U.S.," said DeLeone, who with his brother, Frank, started Engine Specialties as a go-cart and hot rod repair shop 9 years ago. The company is now one of the world's largest distributor of karts and mini-bikes.

The addition of the Garelli line, one of the world's highest quality motorcycles, will more than double E.S.I.'s sales volume. The company will shortly move to its large new headquarters building and warehouse under construction in Croydon Industrial Park, Pa.

Details concerning distributorships and dealerships in key areas throughout the country can be obtained from: Sales Manager, Engine Specialties, 2600 Bristol Pike, Cornwells Heights, Pa., 19020. (Phone 215/639-6500).



Sale of exclusive American rights to Engine Specialties, Inc. for the world-famous Garelli line of Italian-built motorcycles is signalled by this handshake. Shown are (left) Mr. Carmen DeLeone, president of Engine Specialties, Inc., of Cornwells Heights, Pa., and Mr. A. Agrati, board chairman of Agrati-Garelli. Agreement was signed in Monticello, Italy.

**EARHART NAMED V.P.**

Rupp Manufacturing, Inc., Airport Road, Mansfield, Ohio, has promoted Thomas E. Earhart to Executive Vice President. H. E. (Mick) Rupp, President, simultaneously announced Mr. Earhart's election to the corporation's Board of Directors. Mr. Earhart has been Director of Engineering since 1966.

Mr. Earhart joined the manufacturer of snowmobiles, cycles and karts in May of 1966 as a design engineer. He headed primary development of the Rupp Sno-Sport, the firm's entry in the mushrooming winter recreation market.

"We have new product ideas underway and this is one area where I'll be closely involved... research and development in new products," Earhart said.

The Vice President also indicated that he would remain active in the Company's snowmobile and kart racing efforts. Elaborating, Mr. Earhart said, "A lot of our business is tied directly to competitive racing and we've found factory participation is an ideal way to prove our product's dependability... and to improve the breed."

for the Lotus of Karting it's

**S.A.E.**

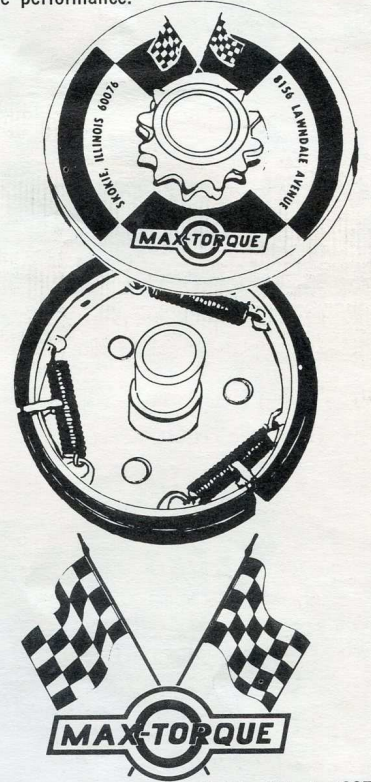
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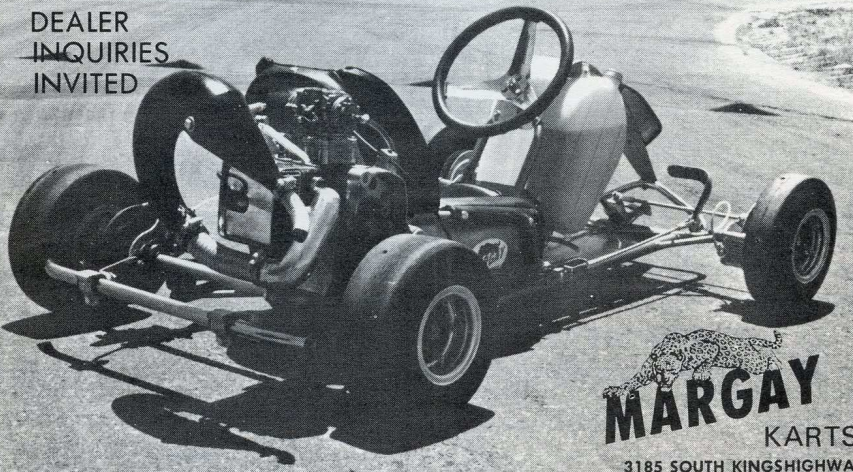
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This bit of acrobatics is courtesy of Cathy Hartman who was snapped just as she was up-ended at the 1967 Sprint Nationals at Adams Kart Track, Riverside, California. A real competitor, Cathy brushed herself off and went right back at it again.

*Photo courtesy Rod & Custom Magazine*

# ELEMENTARY!



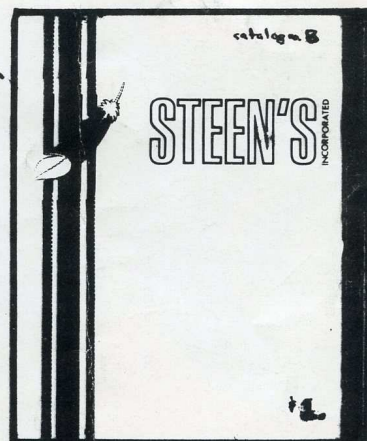
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Egad, Holmes — the Butler did it, of course!

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