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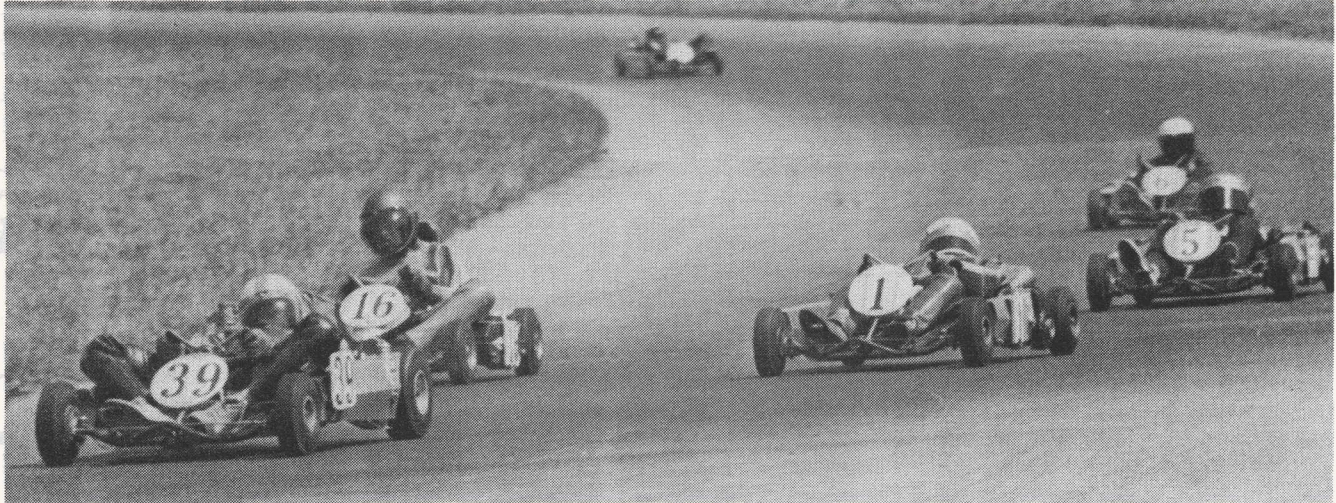
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MODERN KARTING

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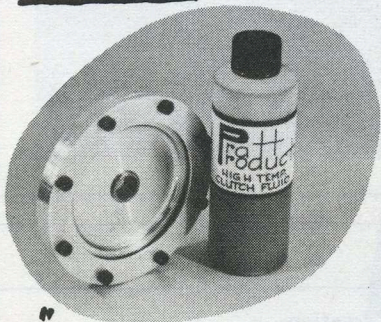
EDITORIAL CONTRIBUTIONS are welcome and should be addressed to the Editor, Modern Karting Magazine, Box 1880, Huntington Beach, California 92648, accompanied by return postage. All material will be handled with care, however, the Publisher assumes no responsibility for return or safety of artwork, photographs or manuscripts.

EDITORIAL

by RON BLACK

AT LAST!

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In the last issue of MK we inadvertently left out some story credits that should have been printed with the Michigan Enduro coverage. Somehow, the cover letter got separated from the contributed story, and...well, we goofed. The story was written by Lee Sorenson, and the photos were taken by G. Livesay, B. Livesay and D. Shore. This was a very well written story, and the pictures were good. Thank you all very much.

Many of you readers and kart clubs may wonder how to get coverage of your events. Obviously, it is impossible to send a staff member to each race all over the nation. We don't have that many staff members, and if we did, the costs to us would be staggering. This is not to say that we don't want to cover all of the various races. We would be tickled to death to receive a report from each and every race that takes place. That is what this magazine business is all about!

So, now you ask: "How does our Podunk Center Enduro get coverage?" The answer is this: just like the aforementioned Michigan Kart Club did. They sent a recap of the race, and photos to back it up. May I be so bold as to suggest to your club how to do the same?

The recap of the race needn't be a long, detailed account. It only needs to give some of the high spots, and a general outline of what happened. It is generally at this point that people say to me: "But I'm not a writer!" To this I answer that we don't expect you to be a writer, that is our job. We can edit and put into good form for publication here. If you can write a letter to someone, you can recap the race just as if you were telling someone what happened in a letter. The hardest part is just getting someone to sit down and try it. It really isn't all that hard.

Now about the photos, we like to have 8 x 10 enlargements, but that doesn't mean that is what we always get. We can work from snapshots as well. However, it is usually very hard to get sharp, clear photos from a snapshot. Sometimes this is because of the poor lenses on some cameras, but more often it is due to the person shooting the pictures not focusing correctly, or jerking his hand when he pushes the shutter button. Most Polaroid and Instamatic-type cameras have a very slow shutter speed, and if you push the button hard, the resulting camera movement blurs the shot. Here's a tip for all who want to take good pictures - press the shutter button so slowly and gently that you don't know

exactly when the shutter will go off. Nine times out of ten, this slow, even pressure on the release button will keep you from blurring the shot. Now, back to your club's publicity. If we can get 4" by 5" or larger snapshots, we will probably be able to use them. But if you can't get enlargements that big, don't sweat it. Captions on photos should identify who is pictured and in what race or situation. Entry lists and number assignments will help on this score. Stories that are sent to us without photos will usually be printed in our RACING ROUNDUP column. Maybe you could get some volunteers to act as a "Publicity" committee, or even one person as a "Publicity Chairman". Send us your events!

While on the subject of giving credit where credit is due - we have found more information concerning the "Winged Thing" that was featured in the last issue of MK. It seems that Walt Meyers and David Banks of Meyers Speed Shop had quite a lot to do with the design and building of the machine. The concept of the winged kart and the general idea of the kart to put it on, originated with these two gentlemen. K & P Manufacturing was convinced by them that it was a good idea and it was a joint effort from that point. The wing itself was built by Banks and Meyers, and installed on the machine for testing. The testing itself was done by Dave and Walt also. I think it showed a lot of originality and ingenuity, and in a way, it is a shame that IKF has seen fit to ban all wings on karts. Their point that the wing could be a hazard in case of an accident is well taken, but it also seems a little on the lame side. If the bracing for a wing could be made strong enough to act as a roll bar, what is the harm? (Yes, I remember the big flap in the very early days of karting about whether or not a kart should have a roll bar, but I doubt that either side can point to conclusive evidence that their position was more right than the other.) My real beef is, I guess, that there is so very little ingenuity being shown in today's karting. There are notable exceptions to this (such as Mike Culver's water-cooled B Bomb, adjustable expansion chamber, and I-don't-know-what-all). but just think back to when the pits were full of new fandangled rigs (some good, some bad) that showed that everybody was really doing some thinking. In a way, I'm just trying to do my part to see that karting doesn't stagnate. Do you think that everything is being done the very best that it possibly can be done? Please don't let



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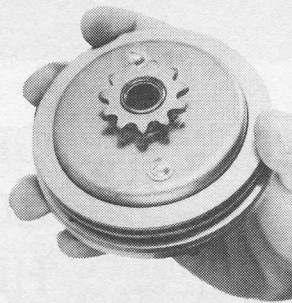
Last month we introduced the new Horstman Reinforcement Ring for the TORK-MATIC Clutch. We repeat our original opinion: this is a "must" for the serious karter! The machined steel ring fits snugly over drum to prevent expansion from excessive heat caused by slippage. Simple bolt-on installation to replace existing ring on any TORK-MATIC Clutch.

We also showed you the new Heavy Duty Spring for REV-GRIP and TORK-MATIC Clutches. Special temper .063 stainless steel wire (.007 heavier than standard)...designed for higher RPM engagement...same O. D. as standard spring so fits easily on clutch. For goers, this is worth a second look!

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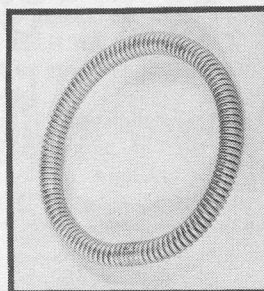


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EDITORIAL

(continued)

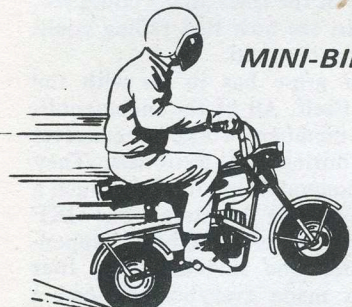
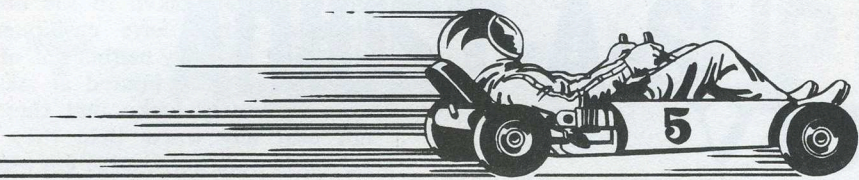
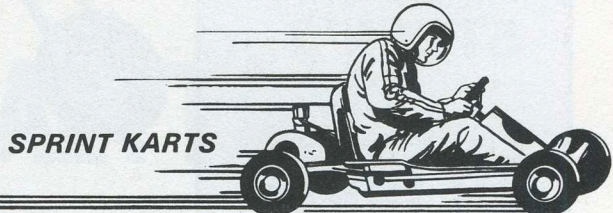
IKF become as narrow minded as has USAC, when they banned four wheel drive from the Indy 500. (USAC has been roundly put down by nearly everyone on that point). The decision is up to you, because you are IKF. Let your representatives know what you are thinking on various points. If things don't suit you, and you haven't registered your opinion one way or another - you can't gripe. IKF merely operates on the response from the membership, and if you don't respond, you have no gripe coming on their actions.

THE NATIONALS

That was really some shindig that was held up there in Indianapolis. Seven-hundred and seventy-five entries! At times it was hot, and sometimes everybody was tired, but the overall impact was really something to behold. One of the television cameramen that came out to do some spot coverage was completely overwhelmed. He said that if he'd known that karting was anything more than a kiddie sport, he'd have paid more attention. He was really impressed, saying over and over that this was real racing stuff. He also said that if he'd had any idea that karting was like this, he would have had complete coverage on their sports show, and possibly have been able to get some action over the major news wires. People outside of the karting "fraternity" just have no conception of what racing karts and their capabilities are. This is where you all can help. How many clubs notify the local newspaper about upcoming events, or send the results, facts, figures, etc. to the news media? I don't mean the every Saturday night meeting with thirty or forty entries, that isn't big enough to be a real sports item on a large newspaper. But when you have a really good sized event, I think you will find that the newspaper and the network media will be interested. Remember though, you have to let them know in advance. Wide World of Sports once had the Nationals on one of their programs. Wouldn't it blow their minds to know that they had missed the largest participant race ever held in the motor sports world? That's what we had, you know. Nobody has had seven-hundred-seventy-five entries at any motor racing event before.

However, IKF (and that means you) must also shoulder the responsibility of organizing and maintaining the professionalism necessary to sponsor a program of racing events of this magnitude. Two things bugged me about the way the Nationals were run. They were probably rather minor in impact, at least one of them was, but they are things that make the difference between professionally run events, and tragedies. The first thing that struck me was why the steel guard

McCULLOCH



McCulloch thanks all past and present participants for their continued loyalty and support, and announces the following awards:

FLASH!
 Chuck Pittenger captures "C Open" at the Indy Enduro Nationals, driving a Merrit Kart with Mc101.s. Despite a late start, Chuck defeated 53 entries in the championship

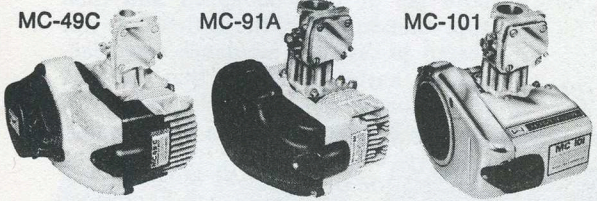
SPRINT GRAND NATIONALS Camden, Ohio

- 1 MC-49C — *First McCulloch-powered Finisher, Rookie Class*
- *1 MC-91A — *Winner, American Reed Junior*
- 1 MC-91A — *Winner, American Reed Senior*
- 1 MC-91A — *To be presented to the person whose name is drawn from a hat containing the names of any (other than Rookie, American Reed Junior and Senior) 6.1 Cu. In. Engine Class (including Dual Engine) McCulloch-powered winners.*
- 1 MC-101 — *To be presented to the person whose name is drawn from a hat containing the names of any 8.2 Cu. In. Engine Class (including Dual Engine) McCulloch-powered winners.*

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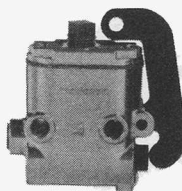
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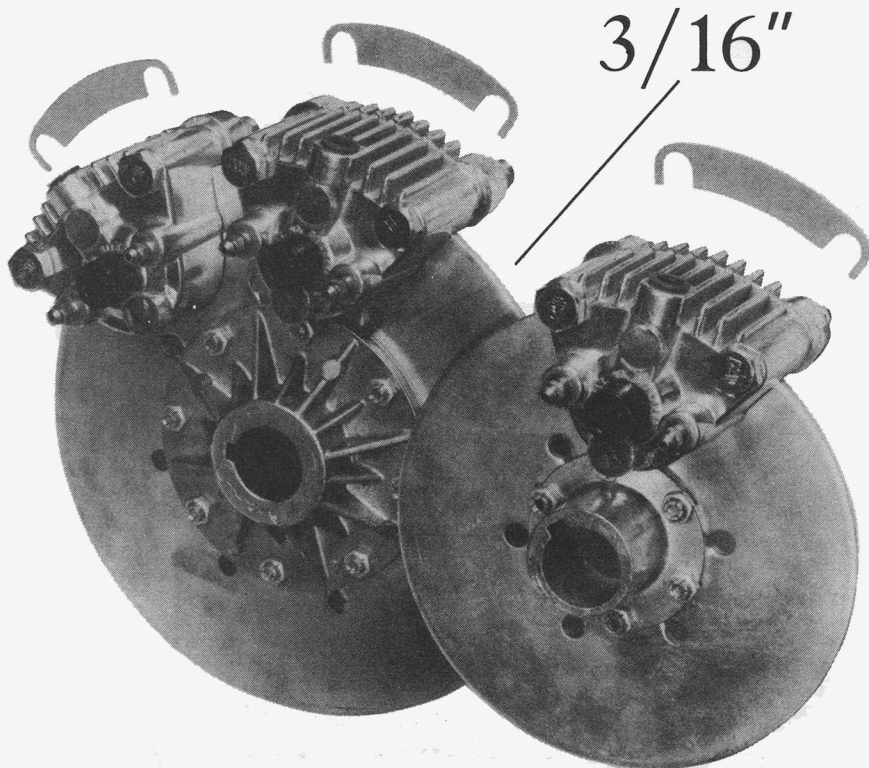
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EDITORIAL (continued)

rails along the straight were not hay-baled. These rails were really solidly erected affairs, and were approximately two feet high. But the really dangerous part about them was the ten to twelve inches of space left underneath the rails. This would just about be enough space for the front of a kart to get under them, but at racing speeds, Lord help the driver if he went under that rail. Haybales are not usually needed on straightaways, but what happens if there is an equipment failure that throws the kart out of control? That is exactly what happened to John Markham and Mike Rupp. Both were seriously injured, and both were taken to the hospital. Haybales would have cushioned the blow, and probably neither one of them would have been injured at all. Both were extremely lucky that they were not hurt any worse than they were. Haybales were not needed anywhere on the pit-side of the track that I could see, but I fail to see how that railing could have been over-looked.

My other gripe has to do with the organizing itself. All of the Indianapolis Kart Club members worked themselves to death during the Nationals. They should be congratulated for being such a bunch of willing workers. The IKF officials worked hard too, but I happened to notice one singular thing that could have made everybody's load a little lighter, and helped the organizing to boot. This is a simple little thing called "delegation of authority". If everyone at IKF had been willing to let the Indianapolis Kart Club run their own area of authority, I think things would have been better. For instance, a call came in from a cornerworker that there had been an accident, and it looked as though an ambulance would be needed. This was during practice, and no real problem would have been created by stopping everyone right there so that an ambulance could enter the track. Rather than let the chief flagman make a decision (he's responsible, you know) as to what flag should be displayed to get the desired action from the other karters on the track, the IKF officials in the tower attempted to get a confirmation on whether or not an ambulance would really be needed. The flagman was instructed by the officials to display the checkered flag. A checkered flag means to continue for one more lap at reduced speed and then stop. Consequently, the course was not cleared in case an ambulance was needed. The karters, knowing that the time period for the practice session could not possibly be up, still were not aware that there was a need to clear the track. The confirmation was received, and the flagman was instructed to fly the black flag.

(continued on page 42)

FORMULA FOR SUCCESS:

HART-LUBE + SAETTA

+ ADJUST-A-SLIP CLUTCH

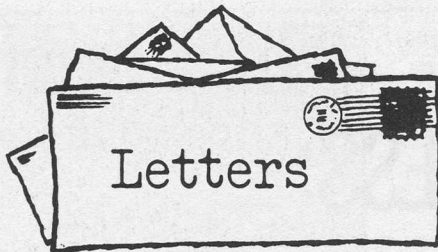
= WINNERS

* THE PROOF IS IN THE PERFORMANCE

1969 ENDURO NATIONALS AT INDIANAPOLIS RACEWAY PARK				
ENGINE	ENTRIES	% OF ENTRIES	LAPS IN LEAD	FINISH IN 1st 5
KOMET	187	43.6	42	8.5%
PARILLA	55	12.8	30	3.6%
McCULLOCH	133	31.0	72	5.3%
SAETTA	54	12.6	94	18.5%

** HART-LUBE HAD 4 WINNERS — AM. REED JR. — AM REED SR. — STOCK HEAVY — B-STOCK

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A BEAUTIFULLY DONE FKE

Some of the karters in this area suggested that I send you some shots of the FKE II that I just finished, so I will comply.

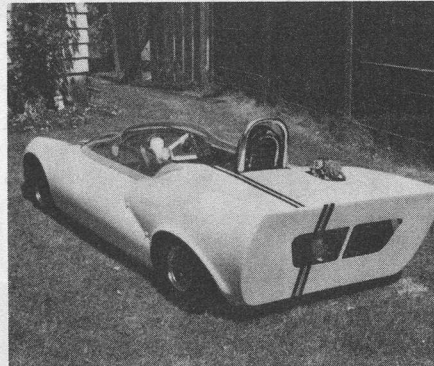
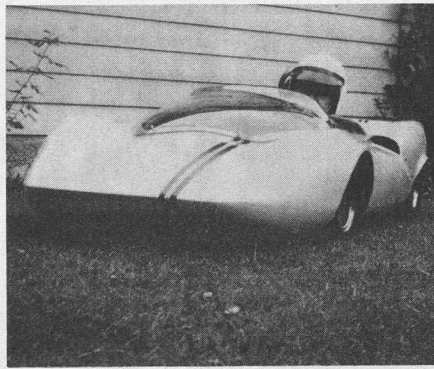
The body is from the mold of Ed Shield's scaled-down Chapparal. I inserted a Dart "E" chassis (older model) not "J" and am running "101" stock except for crescent carbs. I will modify more as competition demands.

Dash panel is spring mounted to protect heat gauge. I have padded and upholstered the interior as the photo shows. This machine handles very well and seems to have good potential.

We sure enjoy your fine magazine and would enjoy coverage at some in our region occasionally.

Bill Thompson
Seattle, Washington

P. S. Would you believe, six pounds over minimum? The car with 4½ gallon alcohol equals 236 pounds, my weight is 150 pounds.



BALANCING THE McCULLOCH

The crankshaft balancing article of May 1969 was a very revealing study. It is doubtful that many karters (myself included) had an idea of the high

shaking force that is produced by the A-class engines. No wonder my exhaust system is difficult to keep in place. Counterweighting with the sintered tungsten is a novel idea— it's inventor should be congratulated.

A close study of the article shows two errors in the printed portion of the material. I believe the stock Mc 91 at 10,000 RPM actually produces a peak shaking force of 1035 pounds - not 900 pounds as indicated on pages 29 and 40. Both the 1035 pound figure and the 900 pound force can be gathered from the authors Table II.

By correcting this oversight, the value of the tungsten becomes quite apparent when the three configurations are compared at 10,000 RPM.

CRANKSHAFT PEAK IMBALANCE

Stock Mc91	1035 lb.
Steel Weights	900 lb.
Tungsten Weights	680 lb.

This significant improvement in engine balance should really increase the top end RPMs. I am going to try the tungsten modification on my Mc 91-A. It can only result in better performance, and I can use the extra revs to good advantage!

Gary W. King
North Hollywood, California

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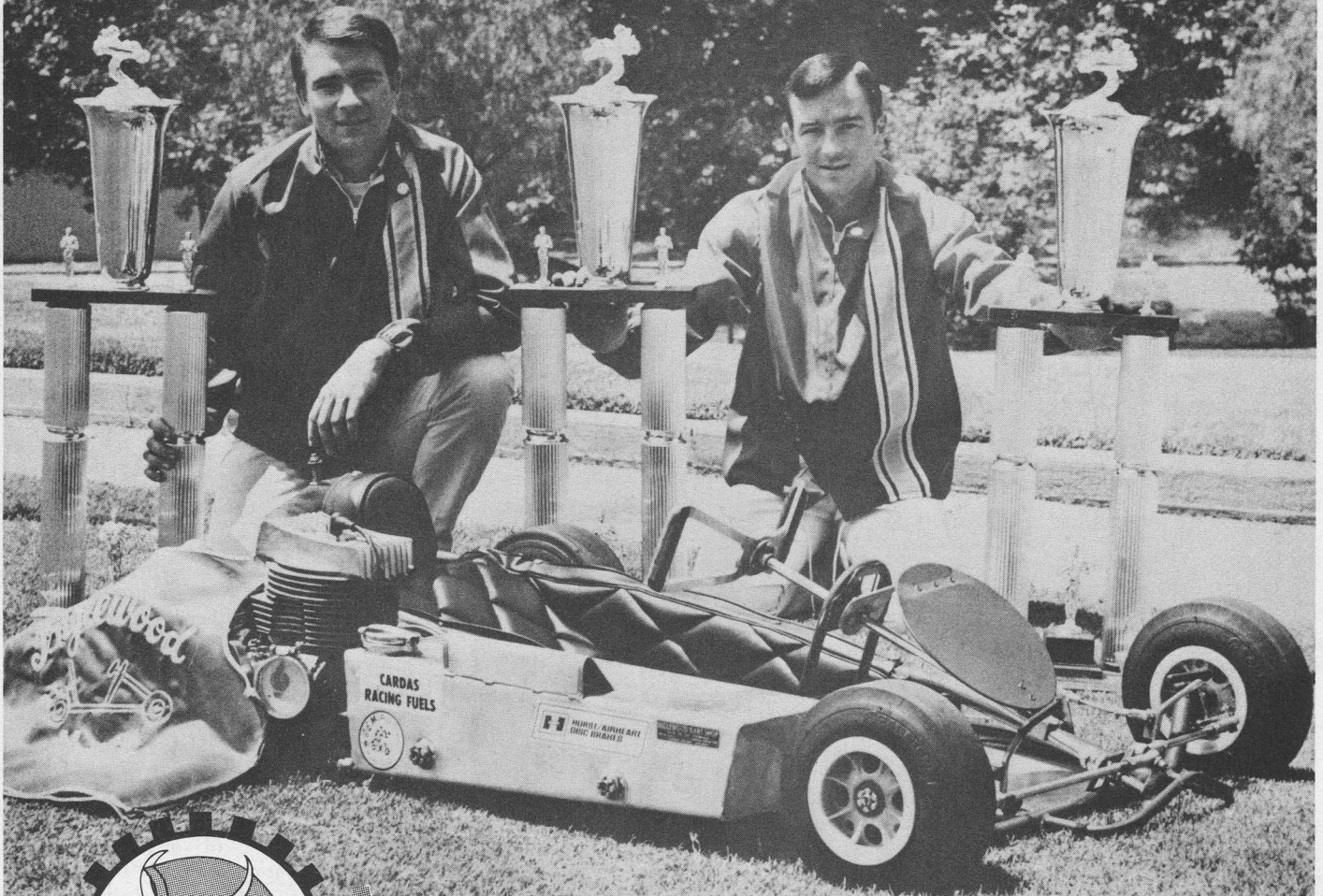
1969 ENDURO CHAMPS

A OPEN LIGHT
Ed Hundley

A OPEN HEAVY
Chuck Pittenger

A STOCK LIGHT
Ed Hundley

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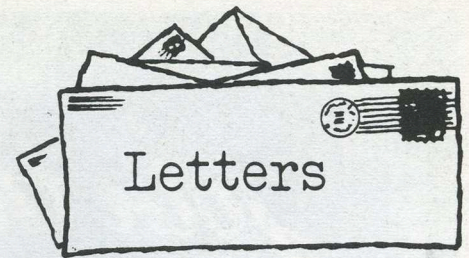
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EAST LANSING GOING STRONG

Just a line to let you know that the East Lansing Kart Track, located 3 1/2 miles north of East Lansing on Abbott Road, East Lansing, Michigan, is still going strong. It had been rumored that karting around our area was on its last legs. Whoever started that one couldn't have been further from the truth. We run open competition every Sunday, averaging about 40 karts a week. The classes are set up on a time trial basis, which we feel makes for good close competition. The drivers not only get that feeling of speed they desire, but also have an opportunity to use their driving and mechanical ability as well. The races are run on a 3/10 mile road course. Normal gearing for a single engine is 9/74 with 10 1/2" tires. Dual engines would run about 9/72 with 11 1/2" tires.

Mickey and Dorothy Cochrane, owners and operators of the track, have planned some special races for the next few months. Scheduled for September 28th is the Fall Classic. There is a \$10.00 entry fee for driver and pit man for this race only. Besides the normal five trophies per class which are given at special races, there will also be bonus kart merchandise awarded, to drivers only, commensurate with the number of drivers present. Two of the items to be awarded are a new Mc 91-A and a Fury 400 helmet of the drivers' choice.

October 12th has been selected for our annual Fowl Race. Instead of trophies - turkeys, cornish hens, and turkey rolls are awarded. On October 19th, we will have our Season Championship. Both of these races have a \$7.00 entry fee for drivers and trophies will be paid back five places.

At the end of the season, sometime in November, we will hold our Annual Awards Banquet. The karters accumulate points for each days' racing. At the end of the year, these points are totaled and the top twenty drivers are given prizes according to their point standings. For the past two years, the first place award has been a new engine.

I might also add that Karl's Karting of East Lansing is on hand every Sunday with an ample supply of parts and alcohol for the karters convenience.

Happy Karting!
Fay A. Simon
East Lansing, Michigan

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KOMET



still the star!

LET THE RECORD AT THE INDIANAPOLIS 1969 ENDURO NATIONALS SPEAK FOR ITSELF!

ENGINE	NUMBER OF WINS	CLASSES WON
KOMET	SIX	STOCK LIGHT "A" MODIFIED HEAVY STOCK JR. "B" STOCK "A" MODIFIED LIGHT "B" OPEN
MC-91	TWO	JR. AMERICAN REED SR. AMERICAN REED
PARILLA	ONE	FKE-1
SAETTA	ONE	STOCK HEAVY
B BOMB	ONE	FKE-II
MC-101	ONE	"C" OPEN
WB-820	ONE	"B" LIMITED
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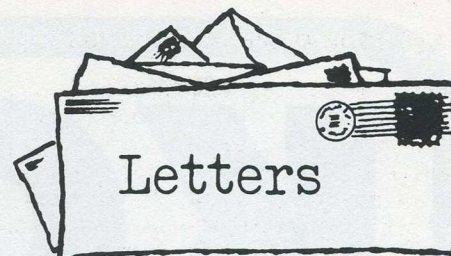
'LIL' INDIAN MINI-BIKES KOMET K88 ENGINES

AIRHEART AZUSA HORSTMAN

TORONTO AREA DEALER
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MODERN KARTING



EPOXY IN A McCULLOCH

In the February 1969 issue of MODERN KARTING there was an article on modifying a McCulloch engine. In this article they mentioned the use of epoxy cement to make a full circle crank and to modify the intake ports.

Could you tell me what type or brand of epoxy cement is used for this and where it can be purchased. Thank you.

Sven C. Johnson
Voluntown, Connecticut

Just about any high temperature fill-type epoxy will work. There are several brands - Devcon 1000 Degree, Marine-Tex and many others. The real point is the proper surface preparation, binding, and curing so that you don't wind up with lots of little pieces bouncing around inside the engine. Study the epoxy process carefully before embarking on the project. You can't know too much about epoxy filling - especially when that crank is spinning at 10,000 rpm. It isn't a hard process, but know what you're doing first.

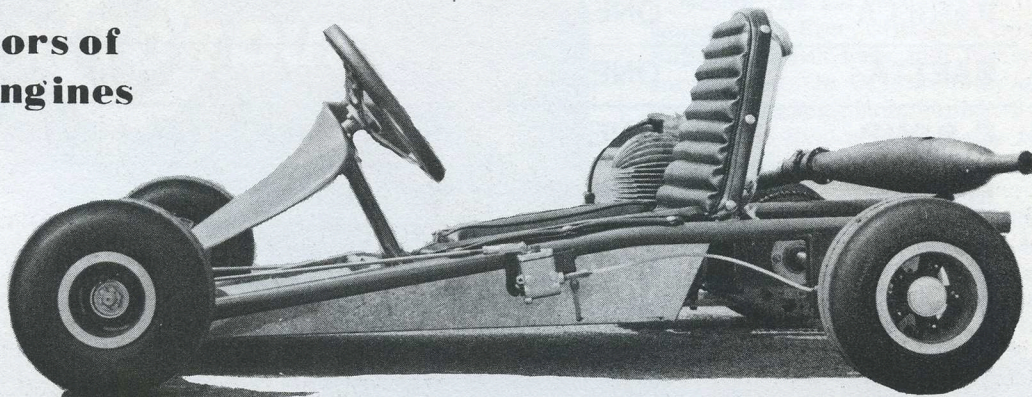
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CHLEBORAD MEMORIAL RACE

Bill Chleborad, a veteran karter in Central California, suffered a fatal heart attack while practicing at Kerman Kartway, two weeks before the Western Winternationals. He was always available to lend a helping hand to any karter in need, anytime of the day or night.

The Kart Owners' and Drivers' Association presents Bill Chleborad Memorial Benefit Race at Kerman Kartways, Sunday, September 14, 1969. Practice: September 13, 1969, 10:00 a.m. to 5:00 p.m. Track opens at 7:00 a.m. Sunday, September 14th with qualifying at 10:00 a.m. Race time is 12:30 p.m. The entry fee is \$5.00 with IKF rules and regulations. Trophies to 5th place; one trophy for every two karts.

Proceeds from this event will go to his widow, Esther, who had been, and still is, very active and devoted to Karting. For more information, please contact:

Pete Ayala
3349 North Lafayette
Fresno, California
Phone: (209) 222-2815

WE GOOFED

Countdown to the Nationals:

Enjoyed your write-up very much 'til I got to the part of American Reed Seniors. The pictures on page 36 happen to be the ones fighting for second place. Larry Elliget (No. 7) home on leave prior to going to Vietnam (July 5th) took off at the drop of the flag and was in the lead all the way being 25 seconds ahead at the end of the race. He has been in the Army since January 22nd. Guess I've griped enough - thanks.

Nita Elliget
ONE PROUD MOTHER
Spring Valley, California

How right you are! Larry was too fast for us and got out of the frame before we got the shot off. In the meantime, it slipped our mind - anyway, congratulations to Larry for a great "going away" accomplishment. - Ed.

GENE FORD FUND

I am sure all of you by now know that Gene Ford (former administrative director of IKF) sustained a massive heart attack on December 13, 1968. He has had heart surgery and is recuperating nicely, but has a long recovery period facing him.

Realizing what Gene and his wife, Kay, have done for karting, the Big "D" Pacer Kart Club is starting a "Gene Ford Fund" to help relieve the financial burden that circumstances have caused.

For those who wish to participate: make your check to Gene Ford and mail to:

The Big "D" Pacers
Attn: Mrs. Ray Spring
P. O. Box 34472
Dallas, Texas 75234

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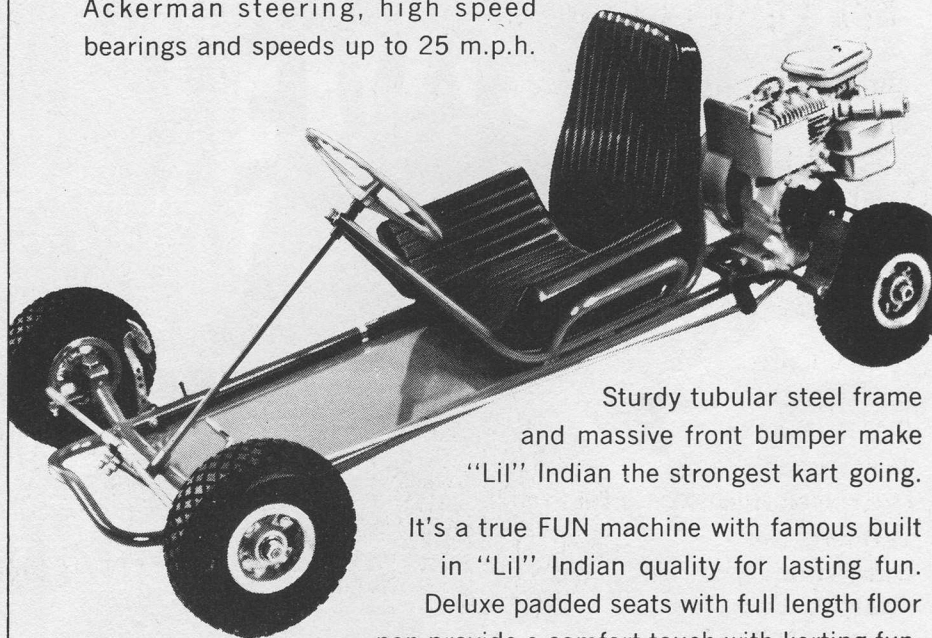
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"Lil" Indian Fun Kart comes with 3 and 5 H.P. Briggs & Stratton engine, dual rear brakes, mag-type wheels, true Ackerman steering, high speed bearings and speeds up to 25 m.p.h.



Sturdy tubular steel frame and massive front bumper make "Lil" Indian the strongest kart going.

It's a true FUN machine with famous built in "Lil" Indian quality for lasting fun. Deluxe padded seats with full length floor pan provide a comfort touch with karting fun.

Available in kits too!



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Jim Dodson—owner, driver & winner FKE I National Champion.

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OF RACES, RULES & REGS.

First I'd like to say I enjoy MODERN KARTING very much and being a printer the layout and the use of screen backgrounds makes for a real professional looking magazine, keep up the fine job that you are doing in creating a good image for Karting. Enjoyed your article on the Kentucky Sprintduro, would like any information to whom I can write to for information on schedules for future type racing in Kentucky. Would like to attend.

Richard Raub
Bellbrook, Ohio

I have a Fox sprint go-kart with a Mc 101 motor. It is balanced, stroked, bored and set up for alcohol. I would like to know the sprint tracks in Ohio and Pennsylvania.

Charles Hrach
Smithton, Pennsylvania

Please send me the name(s) and address(es) of sponsoring/regulation organization(s) concerned with kart racing. Also advise title of publication containing current racing regulations. Thank you.

Clyde Marshall
Palo Alto, California

Would you please send me all rules and specifications for all classes of karts, FKE's and F/5's. Thank you.

Robert Mikeelay
Los Angeles, California

I am building a sprint kart and I haven't bought an engine yet. I've narrowed it down to a Saetta or Komet. My problem is that I don't know what that qualifications of an engine and kart in the different classes, according to the I.K.F. All that I know is that I want to race in a stock class because I can't afford modifying. After reading advertisements in your magazine, I learned that a stock competing engine can be modified to an extent. Would you please send me the qualifications of the different classes, or the address of someplace where they can. I enjoy your magazine very much, but on your race coverage everyone is more interested in the equipment used by the drivers than the drivers name and picture (I think so

anyway). Thanks very much for taking your time reading this letter.

Brian Harte
East Los Angeles, California

The largest kart racing organization in the U. S. is the International Kart Federation located at 529 South Second Avenue, Covina, California 91722. IKF runs both sprint-type races and enduro types. Rules and regulations concerning all aspects of equipment, competition, classes etc., are available for \$1.00

Modern Karting carries listings of all racing from all over the nation in our RACING AHEAD section (both IKF and others, too) so stay tuned...

There are other kart racing organizations, but their organizations are usually fairly local. Check with your local kart shop owner or stop by a kart track on a week-end if there is one near you.

F/5 regulations are available for \$2.00 from Formula Five, 4430 Tremont Road, Evansville, Indiana 47710

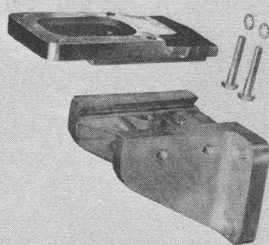
NITRO JOE TROPHY AWARDED

Nitro Joe is please to announce the award of Nitro Joe's National Championship Enduro trophies.

Dwain Leiber was awarded a trophy for outstanding performance and endurance. Dwain is from Bluffton, Ohio. In the B-Open class he started far back in the pack. Within a few laps he took the

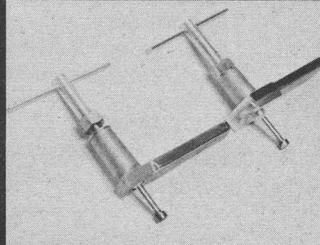
(continued on page 43)

FOUR FROM HEGAR 4 PRODUCTS



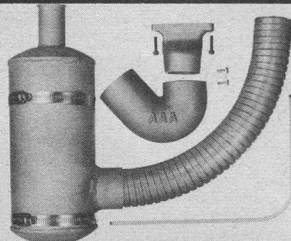
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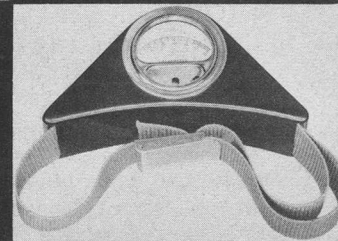


WRIST PIN PULLER
Mac 91, 91A
Mac 101
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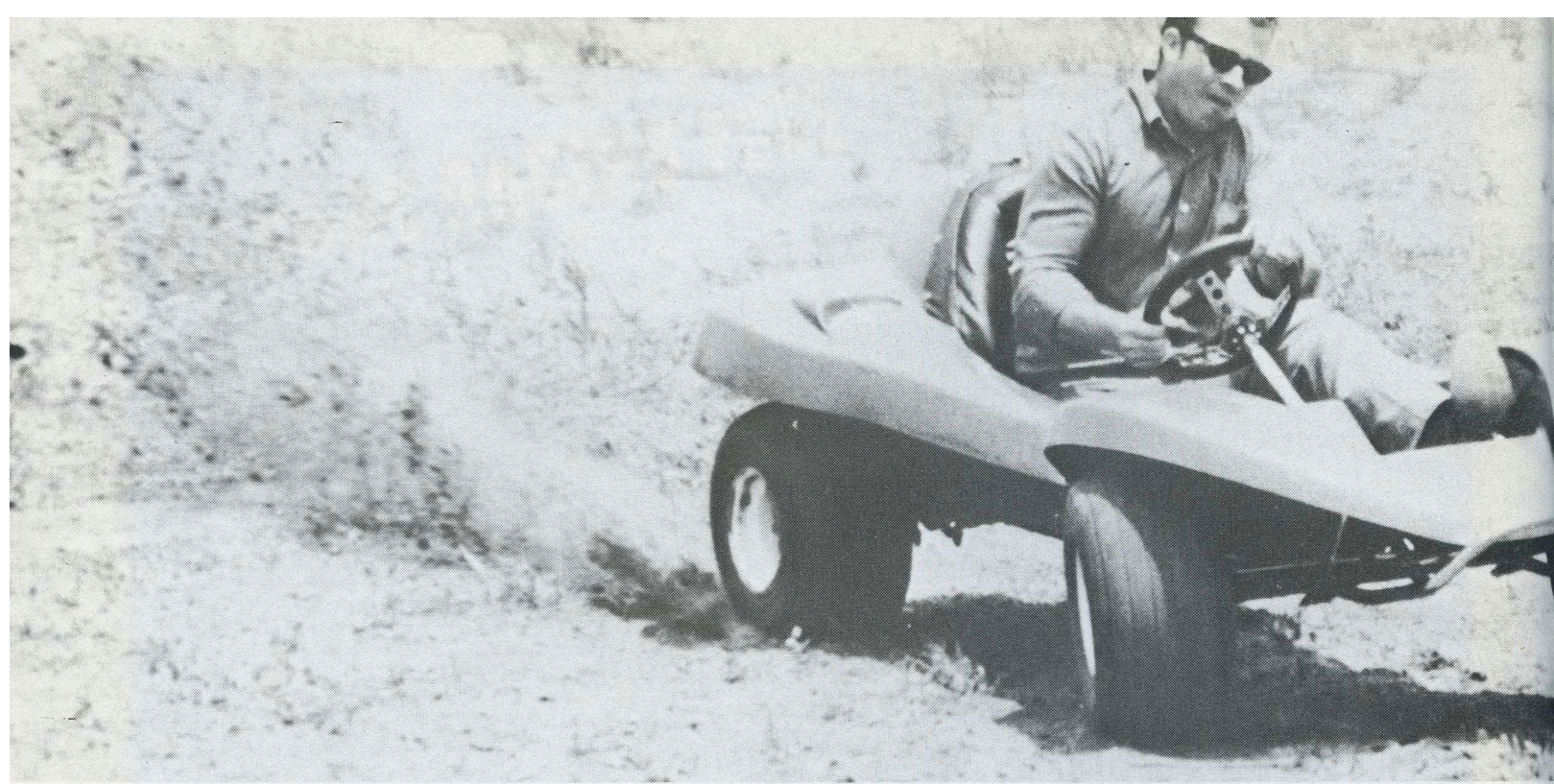
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his "baby" with
considerable
verve.*



Gee! That's funny, I thought you said something about karting around in sand dunes...you did? Hmmmmm. That could be a bit of fun. Let's see, you'd need.....MINIBUGGY!

Another new facet of the "kart genre" may be opening up. Just sneak a peek at Bonanza's new venture called the Minibuggy. The concept is very similar to the karting concept - that of scaling down a larger machine and perpetrating fun onto the driver. It seems that when you apply miniaturization to an automotive-type project, you come up with something akin to karts. With this in mind, we decided to do an impression test on the Minibuggy so that our readers would be "up" on the latest variation of their machines.

Now, just what in the world is this Minibuggy thing? Basically, you can come up with any number of descriptions to nail it down, ranging from a "sand kart" to something like an unsanforized dune buggy. Since Bonanza has a history of successful kart building, we think it would be more accurate to consider it a kart. The frame of the Minibuggy is of the "hairpin" design that Bonanza used on their karts, but of course, much heavier. The steering linkage too, is typical of karting practice and of Ackermann geometry. A standard internal-expanding kart brake brings everything to a halt.

The engine and transmission system vary from karting practice with a 15 hp Tecumseh 4-cycle driving a Salisbury infinite-ratio transmission and jackshaft. This system is pirated from snowmobile applications, and provides a very reliable setup.

Then there are the tires. If those aren't the toughest-looking little doughnuts

you've ever seen, we'll throw in the towel! They are 18" diameter by 9.50 width. Here lies the whole crux of karting in the dunes. With fat little devils like this, the Minibuggy can roll over the loose stuff, yet seems to be large enough in diameter to preclude getting lost in the sand.

What's it all like? Well, I'll start at the beginning. Ken Robinson brought the machine into town in the back of a medium-sized station wagon. One of the biggest advantages of a Minibuggy is the fact that since most "dune areas" are some distance from population areas, the owner can ride in comfort to the area and unload the Minibuggy for his "bash in the sand pile". So, we headed out to a rather large dry riverbed for our test. Upon arrival, unloading took two of us, but with a little organization, one man could accomplish the task, mainly because the Minibuggy only weighs 300 lbs.

Our first impression of the machine was struck with the beautiful fiberglass shell that was (naturally) "Bonanza Metallflake Blue". This shell is approximately 3/8" thick and is finished with a glossy metallflake gel coat surface. After many favorable comments, Ken says something like "You wanna have a go?" Silly question!

The seat is molded into the shell, and padded naugahyde upholstery beckons—so in we went. The seat has a generous amount of room even for the largest person, and the snug fit around our tester lent a feeling of security. Then, Ken says just turn the key to start it.

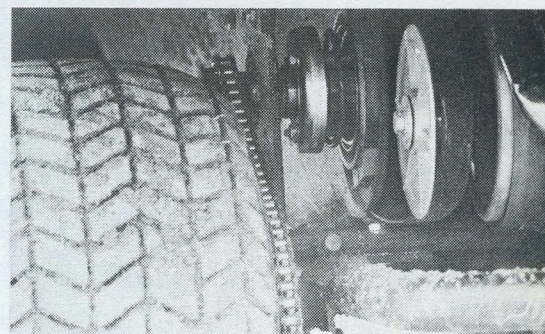
Talk about "uptown" - electric starting even!

The Tecumseh came to life through the spark arresting muffler (required in some states) and settled down to a smooth idle. To get underway, just press on the gas a bit—and so, we're off. It wouldn't be truthful to say that the ride was good, but when you're driving the Minibuggy, you just plain don't care. There is no suspension per se, but the hairpin type frame lends some flexibility to the ride. When coming across ridges in the sand left by motorcyclists, the Minibuggy got downright rough. After tooling around slowly to get the feel of the machine, we got a bit braver and decided to see what the higher end of the ratios had in store. The sliding sheaves on the crankshaft pulley come closer together as rpm's increase, and at the same time, the sheaves on the jackshaft pulley spread further apart. In effect, these sliding sheaves cause the main drive belt to ride higher or lower in the pulley when the sheaves move. Therefore, as rpm's go up, the main drive pulley diameter increases, and the jackshaft pulley diameter decreases. There are a few ratios in there!

Claimed top speed for a 15 horse Minibuggy is around 40mph, and that's plenty fast enough when you're off-road

running. We were tearing across the riverbed and having a ball at top speed most of the time. Rocks, humps, sticks, and small gullies had no effect on handling, and Minibuggy felt completely stable at all times.

Being really brave by now, we decided to see how it cornered. There was some apprehension about cornering ability due to the seemingly high center of gravity, but on later inspection, we found that everything is fairly low and it is just the unfamiliar size of the tires that makes one think the Minibuggy might be topheavy. Rearing out across the smoother part of the riverbed, we cranked the steering wheel over hard to see the reaction. The Minibuggy settled into a nice sedate powerslide, dirt-track style. At no time did any feeling of topheaviness or skitterishness creep into the handling. We were a bit amazed! Go as hard as we could - time and time again - no problem. If the turn was too wild the float-type carburetor would flood a little, and power would fall off some, which leaves you in a nice powerslide. It would take real work to spin the Minibuggy. In the meantime, dirt-



The Salisbury infinite ratio V-belt drive.

tracking all over the place, we were really getting a charge out of driving the thing.

Deciding that a few pictures might be in order, we reluctantly turned the Minibuggy over to Ken. He had been saying something about the machine being tough, and he went out to show us just what he was talking about. Would you believe jumps and bounces where there was three feet of light showing under the wheels? This sort of thing can knock the drivers' upper plate out, but it won't phase the Minibuggy! Ken would come crashing down on the front wheels sometimes, other times on the left side or the right side wheels, but no bends, breaks or springs in the frame resulted.

Will it get stuck? Yes, you can get it stuck, and when we took over from Ken once more we headed over to unexplored parts of the riverbed. The river was alive and kicking in this area, and thoroughly soaked silt was the buggy's nemesis. But, the remedy for this situation was simply to get out of the machine, and hand throttle the accelerator. Minibuggy blithely crawled up and

out of the considerable hole that had been formed in the mud, and we walked, hand-in-accelerator, to dryer land. No winches, trucks or etcetera would be necessary to get the Minibuggy out of any conceivable situation, mainly due to the light weight and small size of the vehicle.

Was there anything wrong? Well, yes, there were some things that we felt could be improved upon. Karts needn't have suspension due to the fact that the areas where they will be running are fairly smooth. Not so with the Minibuggy. Since the vehicle will likely be used in other than smooth sand areas, we felt that some sort of limited suspension ought to be in order, even if only to take the edge off the jolts that the rider receives when playing hotshoe in the boonies. After wringing out the Minibuggy for a couple of hours, our insides felt just a little loose from the tremendous jolts we deliberately put the machine through. It occurs that if one were to spend a whole day in the rough, something might really be shaken loose.

The other faults we found came to

light while doing some hillclimbing. Granted, the test driver's weight has an awful lot to do with Minibuggy's climbing ability, but on one really steep hill, the transmission drive seemed to let the engine run, but didn't let the power get to the wheels. As the forward motion began to give way to the hillside, the engine remained wound-out but the wheels were stopped. For really serious climbing, it seems that the engine should begin to bog down before the wheels stop turning over. Since we weren't the first people to test this particular machine, it is possible that there was a problem in the mechanics somewhere such as an improperly adjusted belt or some such thing. Ken suggested that if this model didn't suit our tastes in hillclimbing ability, Bonanza has a 38hp engine option, and also a 60hp option for the heathens among us. Sixty horsepower! It boggles the mind! It seems that Bonanza had Joe Leonard of big car racing fame do some initial testing on the Minibuggy for them and his one suggestion was to offer more horsepower. But SIXTY horsepower!

Now for our last gripe. Ken wouldn't let us have it for our own. Rats! Well, anyway, we tried.

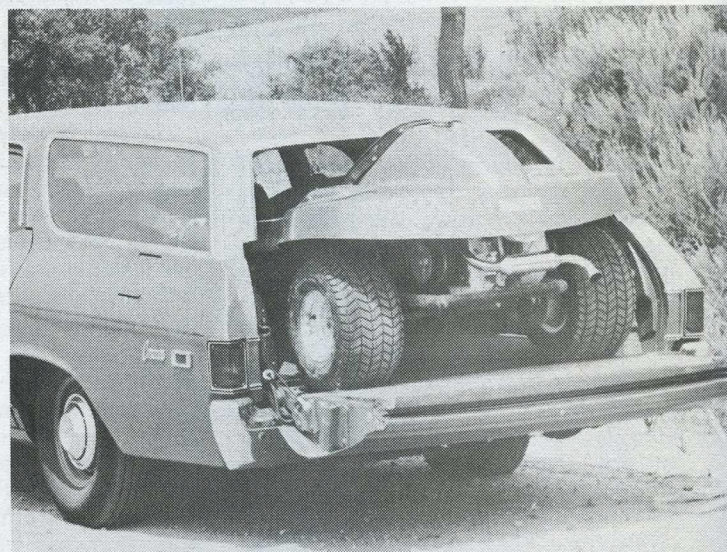
Bonanza has had a tremendous reaction to their introduction of the Minibuggy, and are having considerable problems building enough of them for current requests. It is the perfect way for a family to go "duning" because the amount spent for one full-sized dune buggy will buy two Minibuggies. Bonanza is also looking out for the small fry in the family. They are readying a two-seater model so that the younger members of the family can go too.

In any case, the Minibuggy provided us with an afternoon of sheer fun and a taste of what sent the dune buggy craze into orbit. If you like blasting around in the back country, nothing else will fill the bill any better than the Minibuggy.

Now then, if we call Ken, maybe we can talk him into bringing down one of those 60 hp jobs. Just gotta get into one of those things. First there might be the land speed record, then we might try the Baja 1000, and there's always the north face of Mt. Everest...

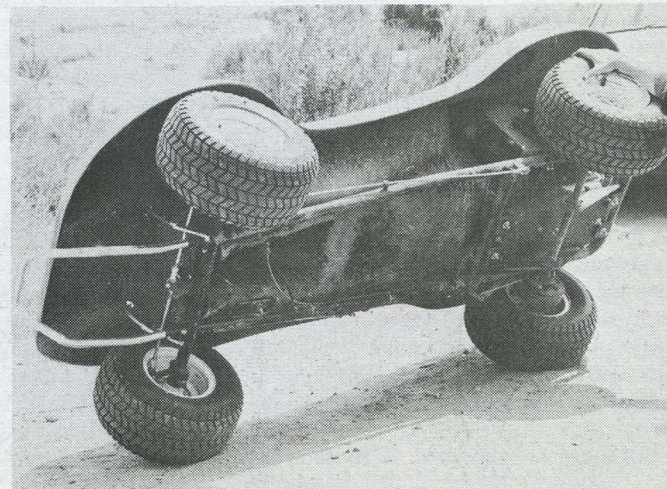
SPECIFICATIONS

Manufacturer	Bonanza Industries, Inc. 1775 South First Street San Jose, California 95112
Curb Weight	300 lbs.
Steering	Direct - Ackermann geometry
Brakes	Internal Expanding
Frame Construction	1-1/4" steel tubing "hairpin-type"
Engine (standard)	15 horsepower Tecumseh 4-cycle incorporating solid state ignition system.
Engine Options	38 and 60 horsepower
Transmission	Salisbury infinite-ratio belt system to jackshaft, No. 40 chain to axle.
Top Speed	Approximately 40 mph
Wheelbase	56"
Overall Width	44"
Overall Height	34"
Overall Length	90"
Ground Clearance	8-1/2"
Tire Size	18 X 9.50 tubeless on 8" rims
Body Material	Fiberglass laminated with blue metalflake gel coat finish.
Suggested Retail	\$895.00 fob San Jose, California
Other Options	Electric Start

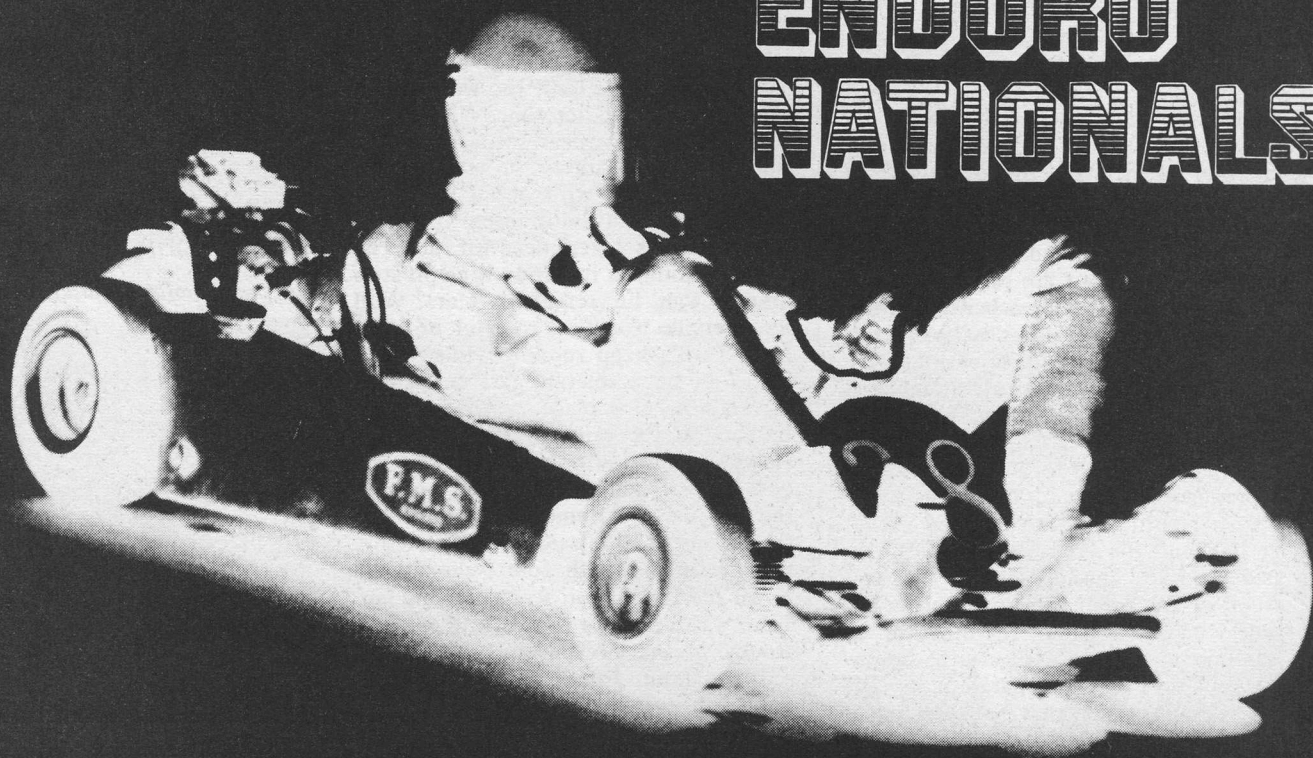


One of the principle advantages of the Minibuggy. It will fit even easier into a full size station wagon.

The frame is similar to kart design, and has the fiberglass shell mounted to it at four points.



1969
ENDURO
NATIONALS



Consider this for a moment. Three years ago, the sport of karting was considered, for all intents and purposes, dead. The Nationals were poorly attended, few big races drew much over 125 entries, and less and less was heard of the sport. A few diehards were still in the thick of things, but karting was generally considered to have gone the way of midget racing, Davey Crockett, Hula Hoops, and various and sundry other crazes that in their peak were considered to be around forever. The "old timers" would speak of the good 'ol days with the factory racing teams, and the "hotties" who raced at Tecate, Vacaville, Go Kart Raceway and myriads of other sprint tracks all over the U.S. under GKCA. Then a new karting term was coined, called "RECYCLE". This word was used to describe a small upsurge in karting interest that some chose to ignore. Next, the Enduro Nationals of 1968 drew just a few shy of five hundred entries. The doubters were impressed - maybe there was something to this "recycle" business.

Friends, there is no lingering doubt now. The 1969 Enduro Nationals drew 775 competitors to Indianapolis Raceway Park. Yes, we said seven-hundred-seventy-five warm bodies in fourteen classes of heated competition. Doubters of our sports' health will please line up for a smart rap on the knuckles.

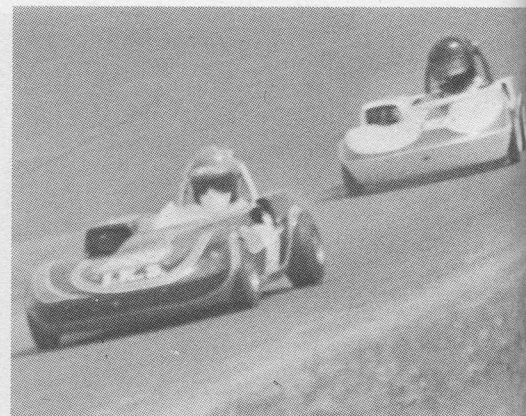
The Indianapolis Kart Club was this year's overworked host for enduro kartings' biggest blast. Head Honcho for the Nationals was IKF's Eastern Competition Director, John Stader. John was found off in a corner muttering something like "...but...but...but...we only expected something like 650 entries!" Be that as it may, the overload was carried by the Indy Club without a whimper and done in fine style when all things were considered. The efforts put forth by the Indy Club probably won't be fully appreciated by other clubs until they have to face the situation themselves. The facts read something like this; new record set for total number of entries - 775, new record set for number of entries in one class - 95 (Am. Reed Sr.), new record set for number of states represented - 34, and there was probably a record number of gripes leveled at IKF and the Indy Kart Club. If you had a gripe, consider this - can you think of any other sporting event in the world that must handle the functions of administration involved with seven-hundred-seventy-five separate competitors? Remember that all technical inspections, equipment registrations, numbering assignments, class determinations, and legality questions concerning drivers must be collated for each entry. In short, our sport has conducted the largest participant meeting ever assembled in the motor sporting world! (Who was it that said Karting was dead?)

So much for the perspectives involved.

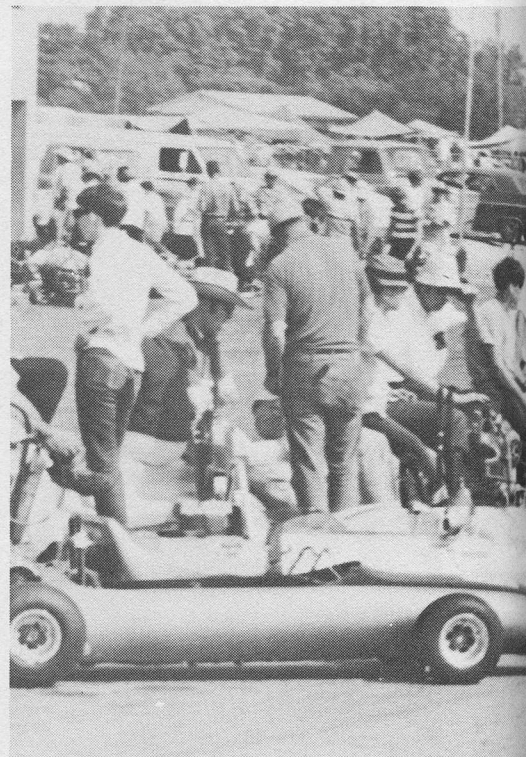
What happened? July 3rd opened with practice for FKE I and II, Open Heavy, B Open, Stock Light, American Reed Senior, and B Limited. There was no sweat of rain, but there was plenty of sweat from the temperature. The drivers reported that Indy Raceway Park was probably one of the best tracks they had run on, with outstanding facilities and a good, smooth surface.

The first main event was the FKE I and II classes. Their race was scheduled for 9:30 a.m. but teething troubles with handling so many entrants (already 738 at this hour) delayed the first race until 11:00. Several new machines graced the grid in these two classes. Notable was the open "shell" machine of Bob Stockton, which was finished in a beautiful metalflake blue, with yellow frame members. Hank Paronelli's new "Pumpkin Seed" FKE's were also new entrants into the FKE grid. Bob Sommerville and 1968 National Champ Rick Paronelli were both "Seed" mounted. Dave Cuthberton had a "flipper" wing mounted on his machine, and when the brakes were applied, the wing would flip up at the rear - the intent being to increase braking adhesion and cornering power due to air pressure on the wing. Shades of the Can-Am Series!

The pack blasted off and got right down to business with Rocky Moran using a liberal helping of "leadfoot" for the lead spot in FKE II. Bob Sommerville had his Pumpkin Seed in the lead for a short time in FKE I, but Jim Dodson's Mole stormed through the pack and took the lead. Jim was turning some really strong lap times - in fact, he was turning very nearly the same lap times as the B Bombs. Jim also got in a little excitement with about four laps left, by frantically motioning to his pits that there was a great need for fuel. The next lap found a real Indy-type pit stop drama. Can he refuel in time? Will Sommerville have time to catch up? Will Jim's Parilla keep running while refueling? Can he accelerate fast enough to maintain his first place. . . All eyes were trained on the pit-grid for the action. However, the Rialto crew was up to the best Indy tradition, and Jim snapped the cap just as Sommerville roared onto the far end of the straight. FKE II action was heating up with John Julis cutting down the interval on Rocky lap by lap. John was not to be denied, and got past Rocky in the sweeper just before the scoring stand. John's Mole (with that paint job) was really stretching his lead throughout the contest, and no one could challenge him. John ran strong, steady and long to take the checker with almost fifteen seconds to spare. Eddie Schwope was maintaining third and running steady with an extremely quick Mc 101 in his Shark. Fourth and fifth places in FKE II were fought over by Paul Moore and Lorraine Gregory.



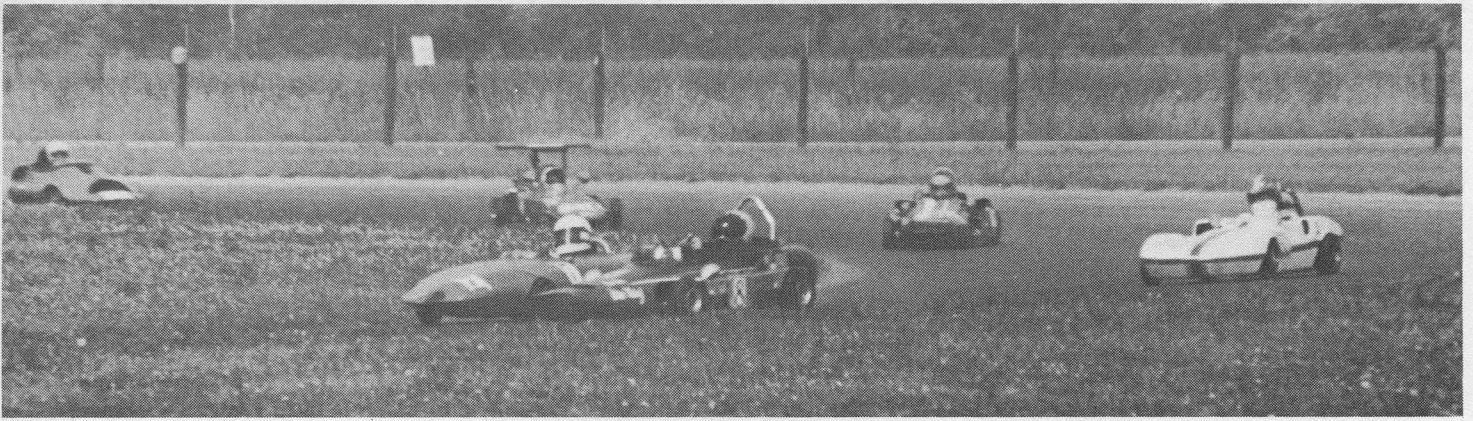
John Julis taking the lead from Rocky Moran in FKE II.



The FKE I and II grid.

Jim Dodson refuels—quickly to retain his lead.

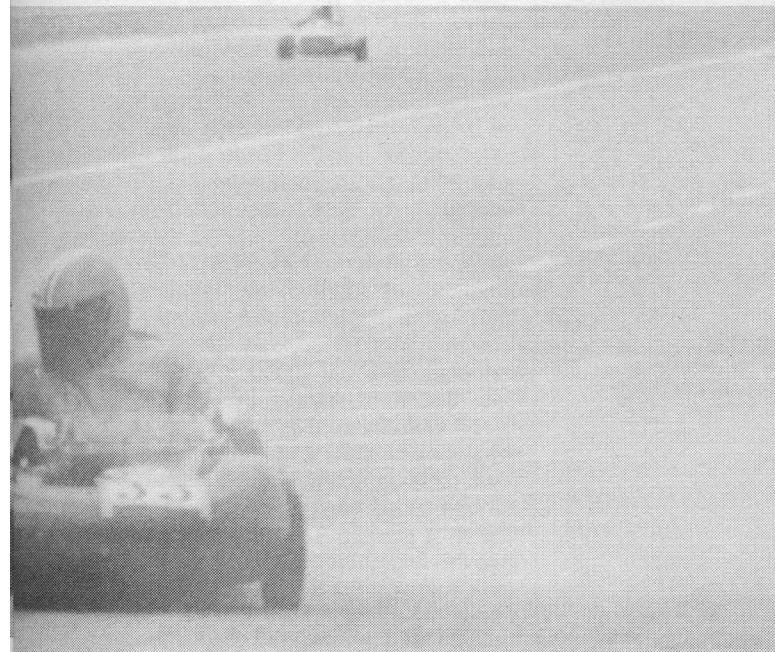




FKE I and II action (7) Rick Paronelli, (8) Lyle Coddington Jr. and (52) Sandy Satullo.

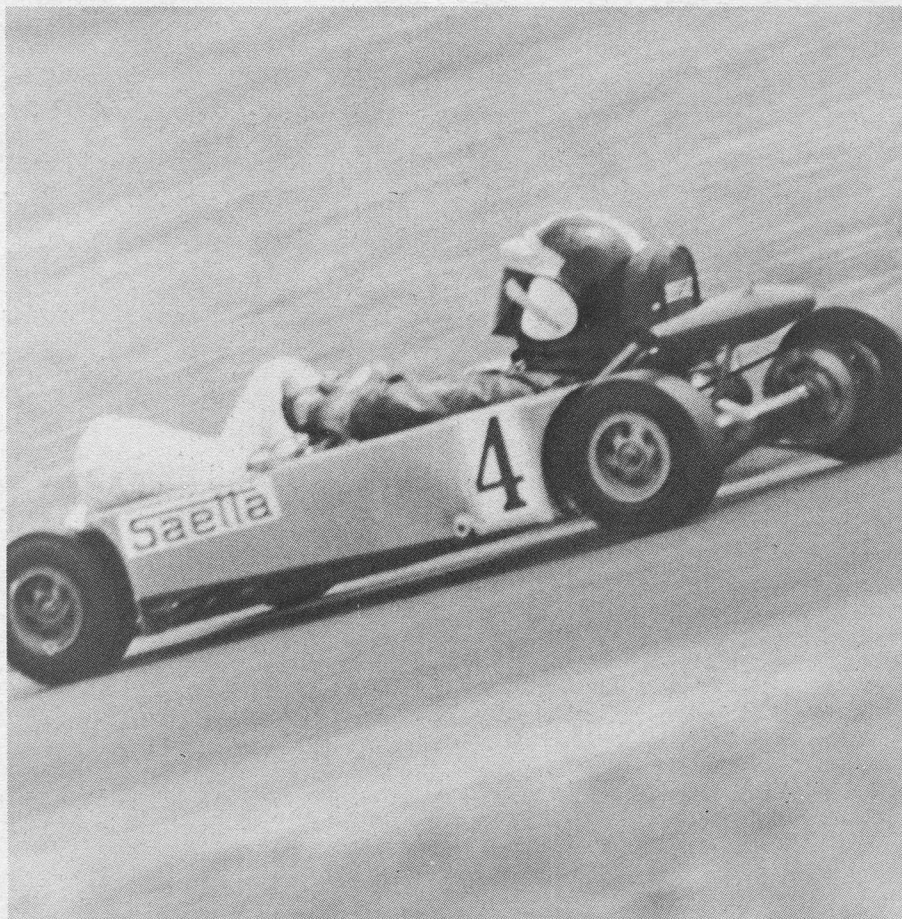


John Julis' championship FKE II ride in progress.

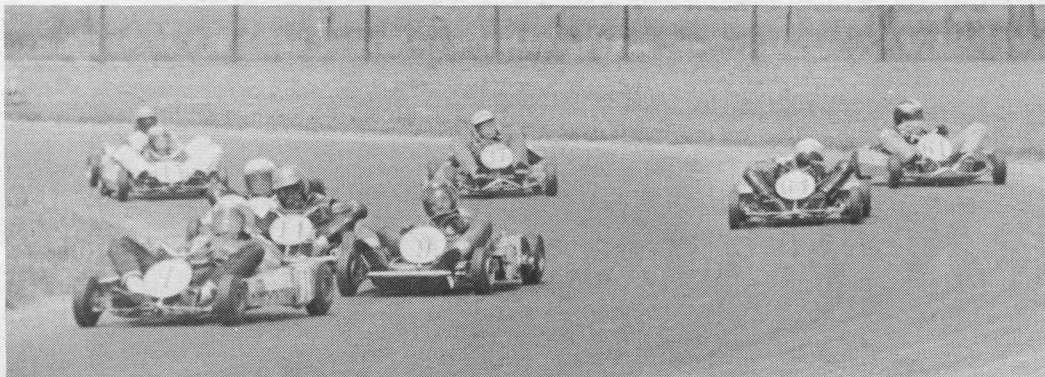




The Stock Heavy pack.



Kathey Hartman put her foot well into the carb—result: Stock Heavy championship.



Am. Reed Sr. (1) Yancey, (9) Delaney, (14) Stewart, (32) Barber, (64) Coffman, (61) Stader, (37) Bandixen, (45) Adams.

Someone made the comment that this was the "battle of the pharmacies" since Lorraine's husband, Norris, is a pharmacist, and coincidentally Paul Moore is a pharmacist also. Paul pushed a stronger "pill" into his machine to take fourth place, but he'll tell you that it was his two-speed gearbox that made the difference.

FKE I wound up with Dodson out front - his Parilla sounding stronger every lap. Sommerville was still keeping Dodson in his sights, but couldn't quite catch him. Both of these fellows were on the same lap with the winning FKE II's - and with only 6.1 cu. inches! J. Haney, Jr.'s Glove had quite a dice with Lorraine Gregory in the later stages of the race, and took third place honors. Harvey Packard's Formula Five Broadsword carried him to fourth, but had to give it up just before the flag fell due to mechanical difficulties. Gene Zarembka was awarded fifth to round out the FKE I action.

At 1:30, the "roof" fell in. It seems that somebody had let ninety-five entries into the American Reed Senior class! (Aw, come on now...) It's true - 95 entries - we'll swear it on a stack of yellow and black engine shrouds! We tried mightily to get over to the scoring chicane for a picture of the scoring personnel while in the agonizing throes of scoring the first lap. Alas, by the time we got there, it was all over and the second lap scoring was started. After trying to keep up with 95 machines trying to get through the scoring chicane all at once, it was easy to see why some of the scorers were quietly sitting in the grass, babbling to themselves.

The action on the track was progressing nicely as well. Doug Henline started in the number two spot, but by the time the first lap was over had a strong hold on first place. While everybody else was fighting traffic, Doug proceeded to make a speedy getaway from all of the crowd, and beat it into open track. His lead gradually opened up quite a bit of light between him and second place. Second place was another fight on its own. Jon Hitch and Mark Shepard ran so close they could recite each other's engine serial numbers. Each lap was a see-saw, back and forth with Jon leading, and then Mark. Back and forth it went, lap after lap. The whole field was made up of small packs, racing for all they were worth. John Barber, Alan Smith, Larry Gioe and John Brading had a momentous hassle over fifth. You can bet your sweet accelerator that these fellows couldn't have cared less what position they were disputing over, their sole concern was to explore the outer reaches of the rpm range and race amongst one another. Bob Pitcock and Wayne Reynolds were tied together in their own version of blanket tag, as were Larry Adams and Neil Allegree. A little further back, Paul Delaney and Jerry

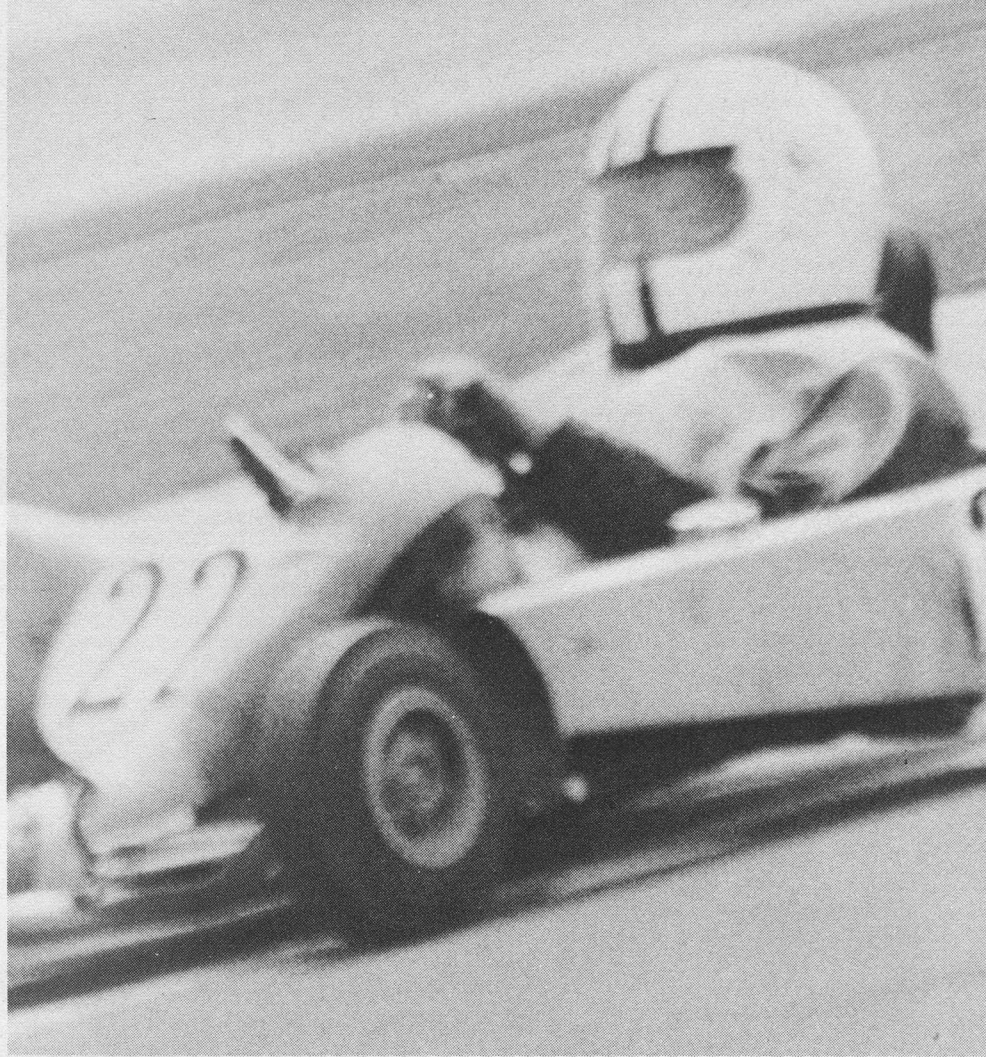
Bristow were tie rod-to-tailpipe. All down the line, the whole pack was racing at a fever pitch, and each of these races were continued over the whole hours' racing. Everybody seemed to have found his match, and on and on it went...

Donald Hall had found an open spot in fourth place just ahead of the Barber, Smith, Gioe and Brading war games, and stayed there. Henline had opened a comfortable lead when gremlins entered his mechanics, leaving him with an impressive showing, but a heartbreaking finish. After Henline's unfortunates struck, Mark Shepard had staved off Jon Hitch, and the lead fell to him. A happy Shepard pit crew frantically waved Mark on, and Mark complied to take the flag first, just ahead of the pressing Hitch. Don Hall had held onto his place and took third. That four-way battle behind Hall had sorted itself out, and Alan Smith prevailed over Barber and Gioe for fourth-place gold. After driving a great race John Brading sat out the last four laps with a snootful of the same sort of gremlins that felled Doug Henline.

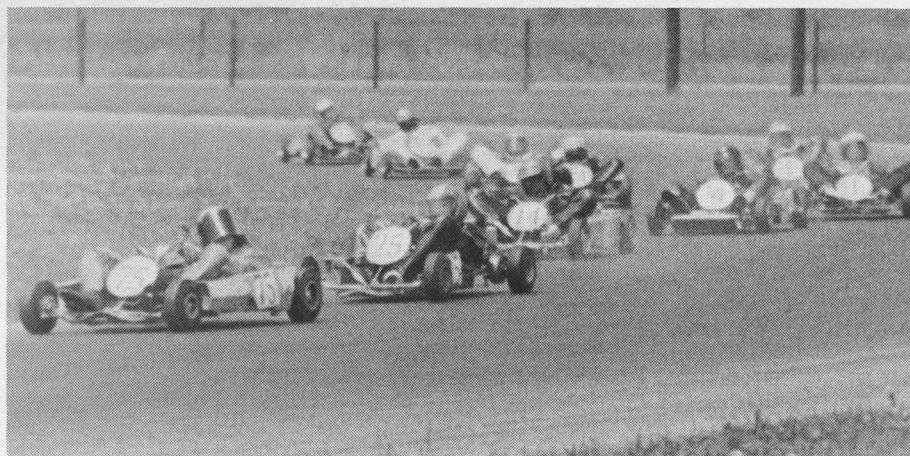
From any viewpoint, it was an hours' worth of great racing. Then came the action in tech inspection. Jon Hitch had his beautiful drive to second place nullified when tech inspection revealed that a lightweight piston pin was being used. It seems that a dealer had sold him what he thought was stock pins, but alas....it is always up to the competitor to know what he purchases.

Needless to say, teardown inspections were very thorough affairs, and many competitors wailed to themselves when Dave Bailey and his tech crew returned the long sweated over engines in a box. No screw was left unturned and each engine had been completely and toally disassembled. Let's face it, though, that's what tech inspection is all about! Anyway, the final placings were Shepard 1st, Hall 2nd, Smith 3rd, Barber 4th and Gioe 5th.

Running somewhat behind schedule due to the late start of the first race was aggravated due to the long waits between classes (seemingly long waits, anyway) and the Stock Heavy race didn't flag off until 2:25. The 1968 Enduro Nationals had 67 entries in Stock Heavy and was the largest class at those Nationals. This year, Stock Heavy broke last years' record for number of entries, but still had only the second largest field. All 86 entries smoked off to harass the scorers for the second race in a row. Kathey Hartman and Bob Allman immediately began to run off and hide from third place with a testy dice from one end of the course to the other. Bob was barely in the lead when the stress of it all caused his engine to turn in its resignation with many sorts of mechanical protests. Kathey breezed on to stretch out a fantastic lead over the rest of the field. Since there was no



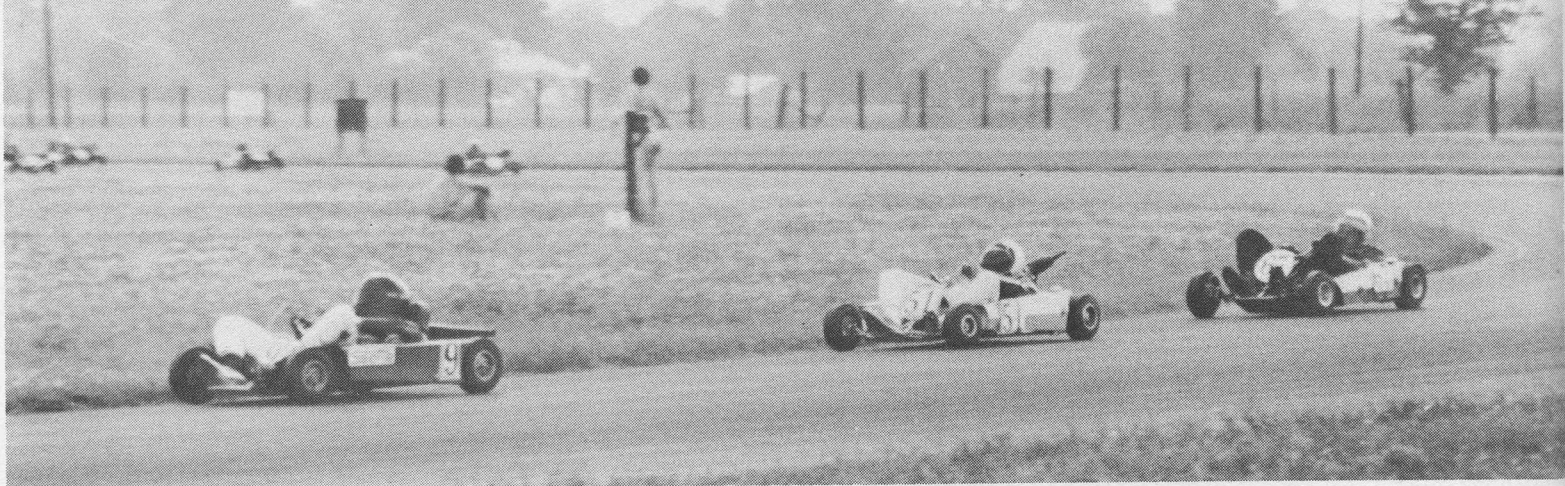
Mark Shepard bagged the American Reed Sr. championship.



Am. Reed. Sr. (75) Howard, (25) Hargrove, (14) Stewart, (9) Delaney, (1) Yancey, (3) Baynes.



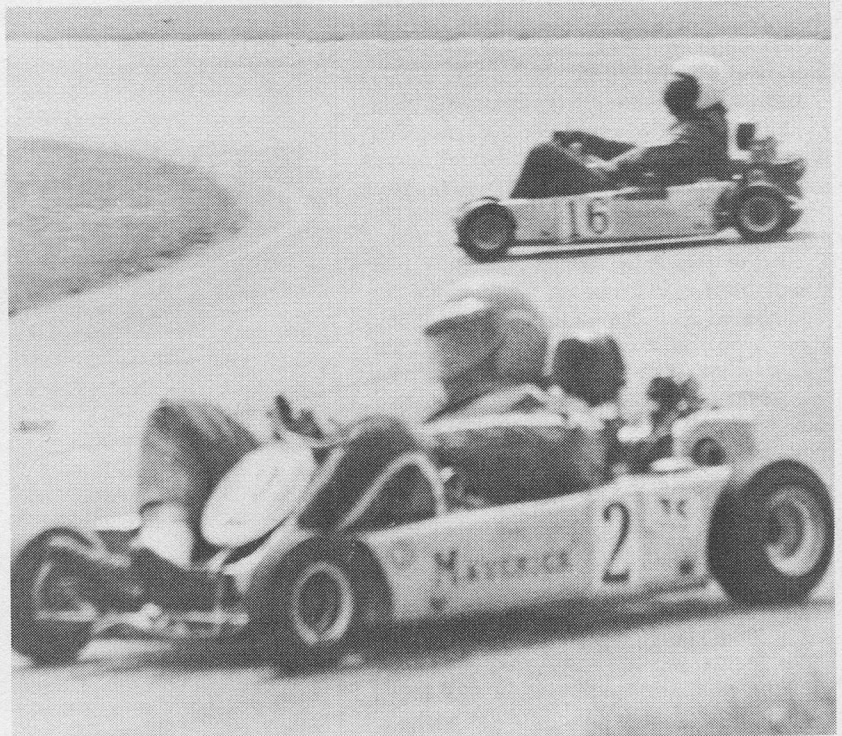
A "heavy" bunch of Stock Heavies blast off.



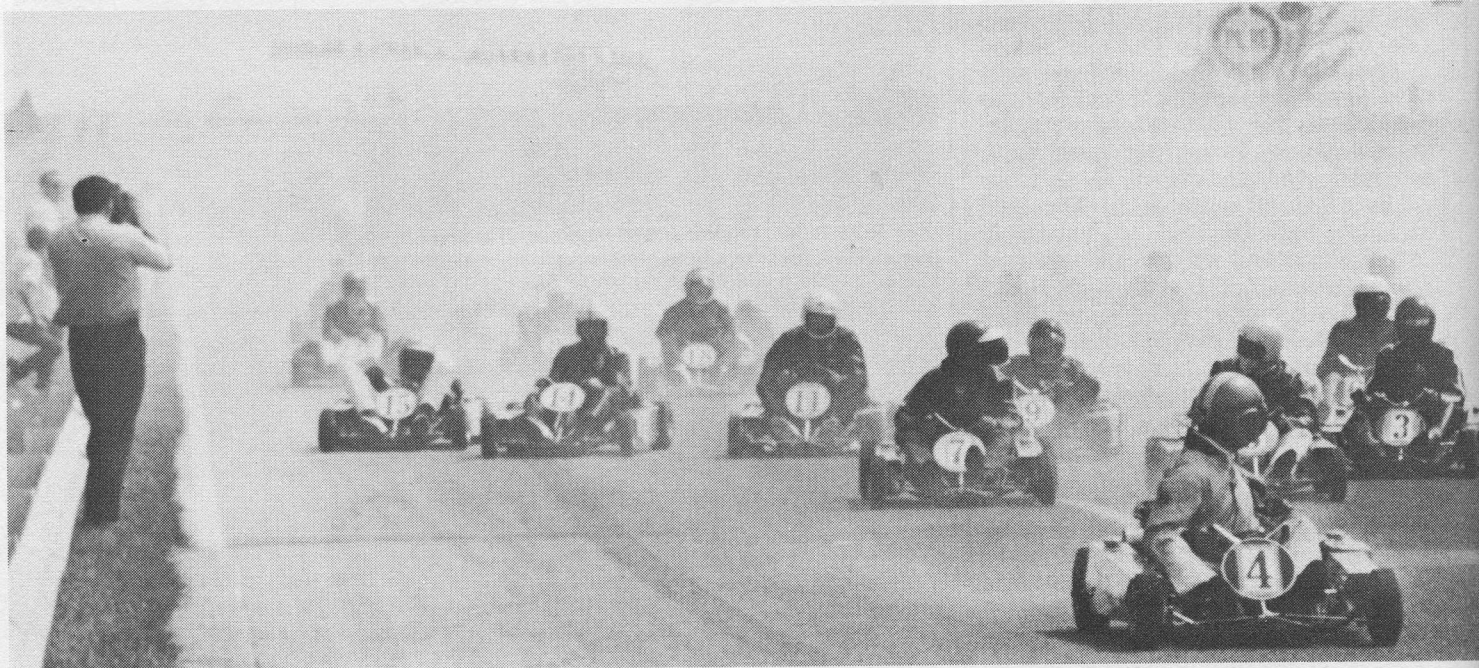
Ron Walhman leads Jack Peck and Michael Di Monte in the Stock Heavy scrap over 4th place.



*George Stephanich in a short-lived lead.
B-Open heads for an hour of hassle.*

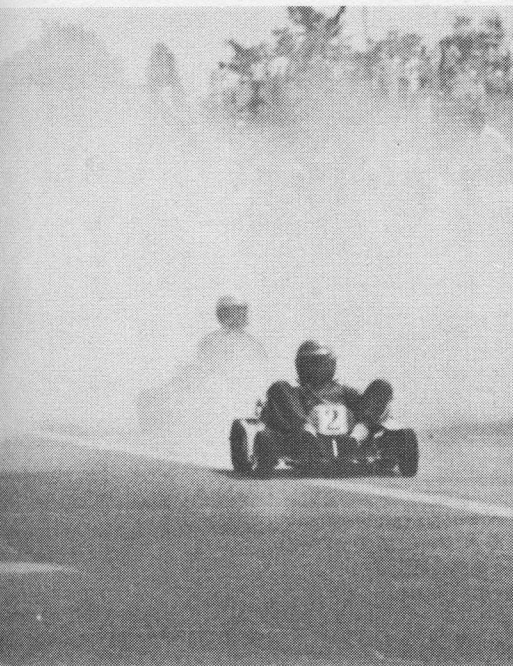


Pat Tancred finds his way while Bob Sudik finds the groove somewhat slick





Dwain Leiber's lead is in jeopardy from Darryl Domes.



contest over first place, the racing action through the rest of the field decided to make up for everything. Tony Paronelli vaulted into second only to retire on the ninth lap with problems. Tony's departure left second place up for grabs among Jim Fry, Michael DiMonte, Jack Peck, Ron Muench, Ron Wahlman and Mark Shepard who was running his second race of the day, and back to back to boot! This six-way battle was a real scrap throughout the race. Nobody, but nobody would make predictions about who would be leading next time around. Ron Muench found the pace to be detrimental to his machinery, and left the others to bash the affair out without him. Unfortunately his ride ended abruptly about the halfway point after a fine effort. By this time Mark Shepard had begun to continue his out front drive of the last race by holding off Fry for the second spot, and right behind Fry came a knot of equipment carrying the selfsame Wahlman, DiMonte, and Peck - all going just as hard as before. All at once, from out of nowhere (seemingly) Jim Stroud stormed up through these hotshoes and into third place, putting in a tremendous late effort. Jack Peck got a bad case of unfortunates on the next-to-last lap and had to watch the remainder from the sidelines. The checker fell on Kathy Hartman for first. Jim Fry second after unhinging Mark Shepard near the end, and the stormin' Stroud under the wire for third. Fourth went to Wahlman just ahead of DiMonte, and Mark Shepard. Mark couldn't hold off the stretch drive of the others, and had to settle for sixth. Not bad, a first and a sixth over 180 competitors in about three hours time!

There were, of course, many, many other individual races going on, but unfortunately, it's just not possible to keep track of each one - even if there was enough space to write about them. To all of you in both classes, we doff our hats to you for the greatest racing action in karting history!

The first edition of the "big thumpers" were up next in the B Open thingamajig. Buck Keen shot into the lead for one lap, but hard luck put him out, leaving Dwain Leiber and Bill Novotny hassling over first place. This dispute was settled when Novotny's motoring came to an abrupt halt at the 1/3 mark. Dwain set his "cruise control" for the checkered flag, and sat back for 40 minutes of 1st place running. A ways farther back, Darryl Domes was holding down second place ahead of Bob Allman in third. The pack was fairly well spread out, but Dave Vincent, Jim Brannon and Phil Bachman played some high-speed tag until the mid point of the race. Leo Dugo and Don Nash had their own thing going too, but first place now became the center of interest. Dwain's lead was in trouble from Darryl Domes.

Dwain was experiencing some steering shaft problems, and on lap 27 Domes took over the lead. Dwain carried on valiantly, but the problems persisted, and lap 30 ended Dwain's bid for the National Championship. What a really foul end for a superb effort! Domes packed off first place ahead of steady Bob Berry who zapped into second when Bob Allman (running 3rd all the way) had a tire go chunky two laps from paydirt. Bob smote the wall tidily, and though he wasn't hurt, found words to describe the situation most succinctly. Jim Brannon had climbed through the pack after a bad start, and walked off with third ahead of Phil Bachman. Dwain Leiber's hard luck was very slightly relieved with a 5th place award.

Chuck Hammond, race announcer par excellence, and McCulloch's "Prime Minister of Karting" had made some small talk while waiting for the B Open pack to get away, mentioning that this class was usually dominated by the yellow and black of McCulloch engines. A happy pit crew member for Darryl Domes' twin Komets powered machine got in his licks by yelling "Wonder where the yellow went?" for Chuck's benefit.

Two more races had yet to be run, and the tempo quickened for the start of the B Limited race. And talk about a fast start! Every "man-jack-one" of the sixty-seven entries smoked off at the flag. Not one machine was left on the grid with starting problems! There has to be some kinda record there. George Stephanich took off as if his crew had set his upholstery afire. However, Jim Akkerman worked up right on his tail - and everybody knew there was going to be a battle royal for that first spot. However, all was not well with Stephanich's Boone Kart. The "outrigger" chain guard had worked loose, and was neatly slicing his slick to shreds. The inevitable happened just before the scoring chicane, and George left a rather dejected looking machine in the infield for the duration. Akkerman in the meantime was making tracks in a rather quick fashion to retain first place. Larry Fairfield was running second and was feeling pretty good since he'd just gotten married the week before, and now was second overall on his "honeymoon" race! Dick Lambert thought he'd get into Fairfield's act and climbed past Larry into second at the midpoint of the hour. Eight laps from the end Lambert's Waterloo raised its ugly head and put him out of the action, and Fairfield reinstated himself in second. Bobby Woods was steadily hanging in there behind Fairfield for third when Joe Sousley came into the picture. Sousley had gotten a lousy start and had clawed his way through the field to harass Woods. The pressure proved a bit too much, and Sousley nosed past Bobby with only four laps to go. Bobby ate

Sousley's exhaust for a while, but shook loose for a real effort on the last lap and nipped under Sousley to take third place. Akkerman was running like a freight train, and took first ahead of Fairfield. Ron Brittson drove a brilliant race to finish fifth. Ron was 'way down the line on the start, and chopped away at the pack until he met up with Al Kimbleton who had started even worse off. These two fellows roared right through the crowd and it was nip 'n tuck between them all the way up until Al encountered really serious difficulties in the mechanics that dropped him down to last place. Meantime, Brittson and Kenneth Rapp began to push Harry Alkire for fifth in a frenzied dash for the end. Alkire held them both off until the last lap when Brittson dived through and charged under the checker for fifth, leaving Alkire sixth and Rapp seventh.

The sun was making noises like it was about to bed down for the night when Open Heavy got underway. Jim Akkerman, driving back to back races, found the competition testy for first place. Jack Sabine, Chuck Pittenger, and Bud Garside were all over Akkerman and a bang-up battle was underway from the start. The lead was changing constantly during the first ten laps. The section of the track you happened to be watching determined who had slipped by whom in the ensuing drag races out of the corners. Garside finally got sorted out a bit and began to maintain a tiny lead over Sabine, Akkerman and Pittenger. Akkerman's machine gave up the chase at the half hour mark, and Rick Paronelli inherited fourth. Garside hadn't much more than gained a little breathing room when his fine drive ground to a heartbreaking halt, letting Sabine into the lead. Chuck Pittenger decided that this nonsense had gone far enough and dragged out a few more rpm's to overhaul Sabine and take the lead. Sabine just couldn't quite reciprocate on Pittenger, and Chuck took the race five laps later with Sabine hot on his heels. Rick Paronelli took third just ahead of Kathey Hartman and Bernie Cozad.

If the excitement of that battle for first place wasn't enough, there was a knot of racers who literally put on a "wowee" of a dice back in the pack. Charles Heinrich, Phil Bachman, Dan Lumello, Terry Hegar, and Nile White were putting on an exhibition in high speed mayhem. All of these boys had their machines cranked on tighter than Aunt Bessie's corset strings. What a battle! The lead rotated amongst all of them, and one lap would have so much passing going on that no one of these fellows could claim any particular position as his own. The heat of the fight carried the whole bunch through the pack like a battering ram. Nile White fell out when his steed breathed its last gasp on lap nineteen. The others had no

time to notice since one twin-sized blanket would have covered them all at times. Bob Rowe had been collected into the fight by this time, and unfortunately it wasn't long before he too had to park it. A little semblance of order was finally worked out when Phil Bachman grabbed the lead and determined to hang on for all he was worth. The momentum of all this action had carried the group through the charts so that it was now a fight for sixth place. On the last lap, Charles Heinrich decided to "let it all hang out" in a desperate grab for Bachman. Bachman just couldn't quite stave him off and had to settle for 7th ahead of Lumello and Terry Hegar. A fitting end to the first days' racing, wouldn't you say?

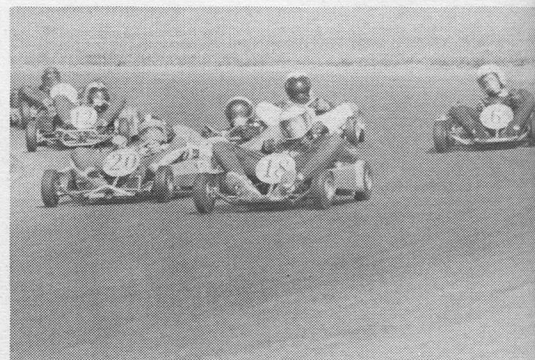
Sunday fell with a thud at what seemed an unearthly hour when practice opened at 7:45. The sun was already out and beginning to harass the Saturday sunburns with a promise of another hot day to carry on some heated racing.

The first race of the day was Stock Light, and Kathey Hartman's Caretta/Saetta took off like a scalded cat, opening up a huge lead before anyone had a chance to draw a bead on her. An early scrap over second among Jim Fry, Ronald Johnson and Ed Hundley was finally decided in Hundley's favor, with Fry right behind, just to keep him honest. Kathey was long gone and everything seemed to be settling down nicely - and it did too, that is until the word came out that Kathey was out of the race. Her engine's piston decided not to slide up and down anymore, and Kathey will allow as how that might slow anybody a bit. After hard times had descended on Kathey, Ed Hundley inherited the lead and Jim Fry chased him all the way to the checker to wind up the bridesmaid. Steve Panawash, Daryl Hill, and Jim Yates "did the deed" on Ronald Johnson in the last two laps to take third, fourth, and fifth respectively.

American Reed Junior tore off with fifty-three entries, and Rod Whorton set out to display what National Champions are made of. The "Whorton Way" is merely to lead every lap - no nonsense, no fuss, just go so cotton pickin' fast that nobody has a chance to even challenge you! Roy Kuennen and Dave Allen didn't have time to study over Whorton's example since they were too busy passing back and forth over second place. This, friends, was a RACE...and not just for a while either, it went on and on and on for the whole hour. The official lap charts only scored these two at one point on the track, and they show four changes in the second position during the race between these boys, but if you could have watched all the way around the course, you would have seen as many as four changes in a single lap! Right behind came another fray over fourth place. Dave Knapp, Terry



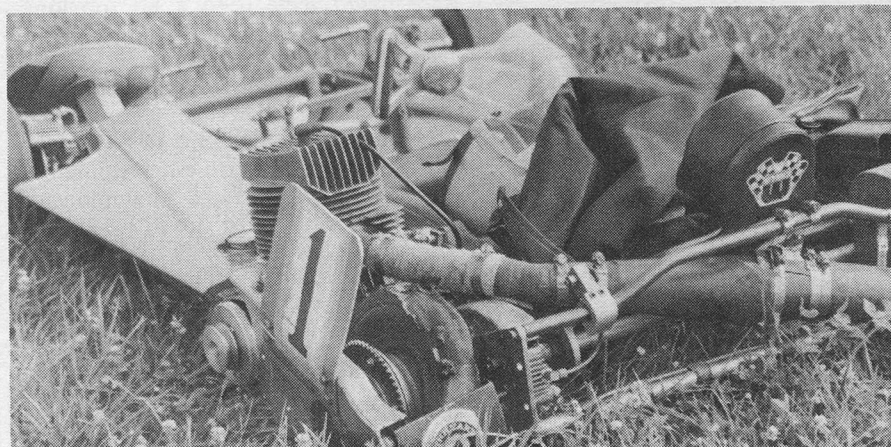
Open Heavy on the line.



Stock Light action with R. Johnson, S. Panawash, J. Brown, J. Yates, J. Welsher

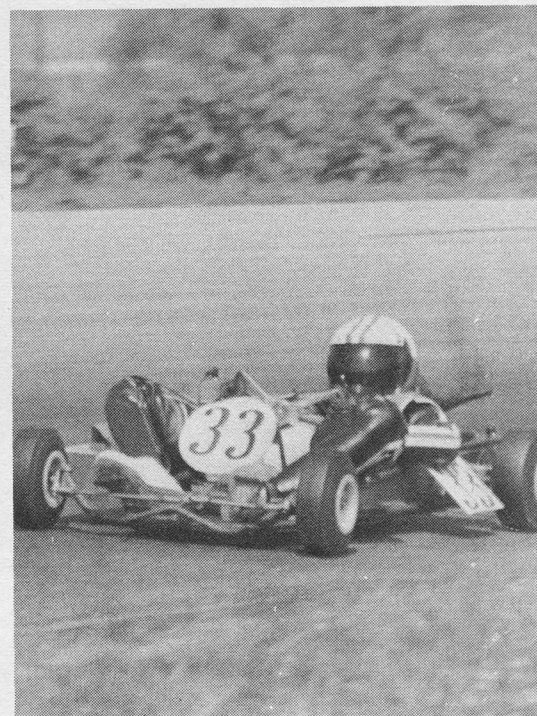
Open Heavy was a scrap royal. Here, Garside leads Sabine, Akkerman and eventual winner Chuck Pittenger.



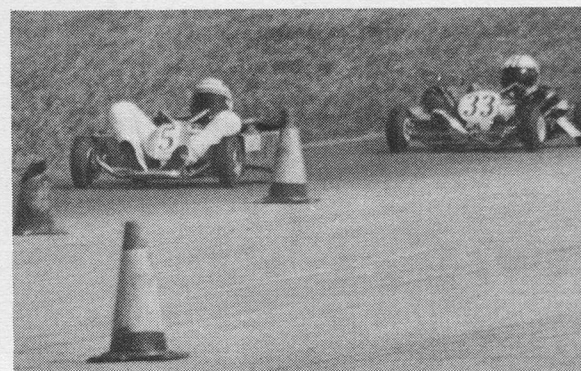


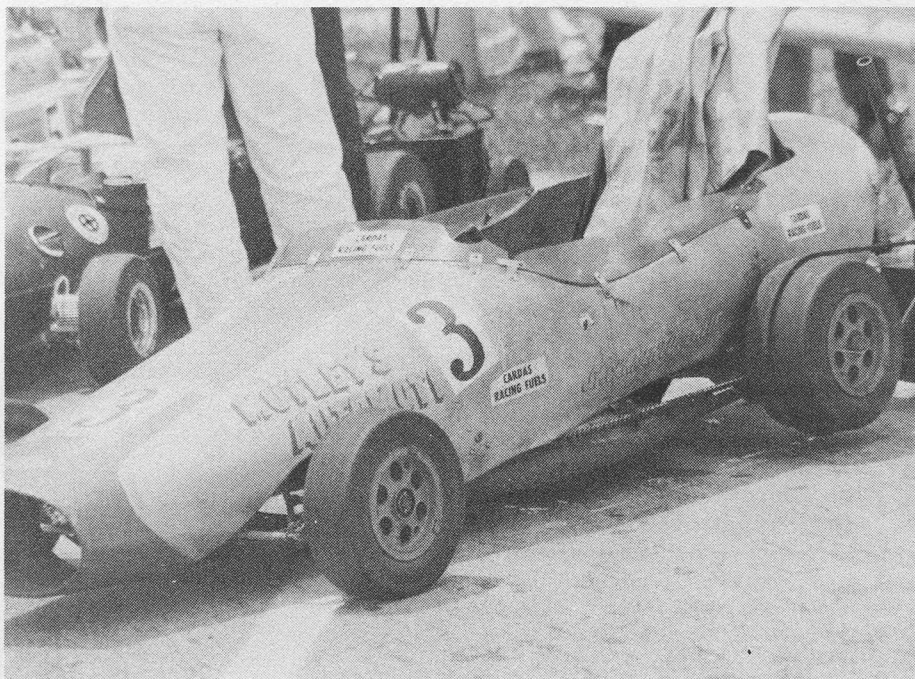
George Stephanich had a hard day due to a shredded tire.

Jim Akkerman does "his thing" in B-Limited for one of his two championships.

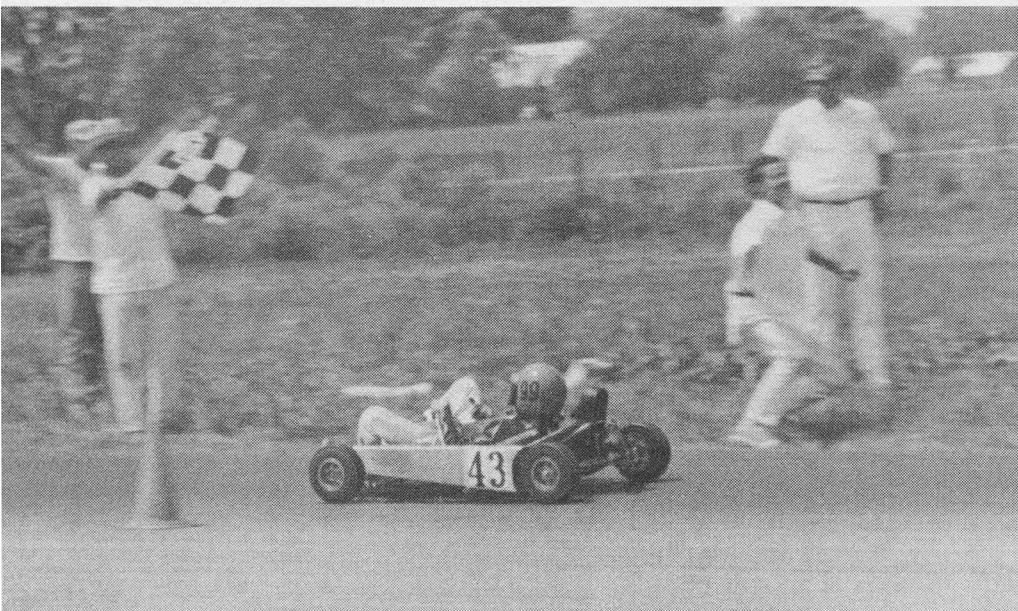


*Ed Hundley scorches the track for a win in Open Light.
Kathey Hartman leads Ed Hundley through the pylons.*



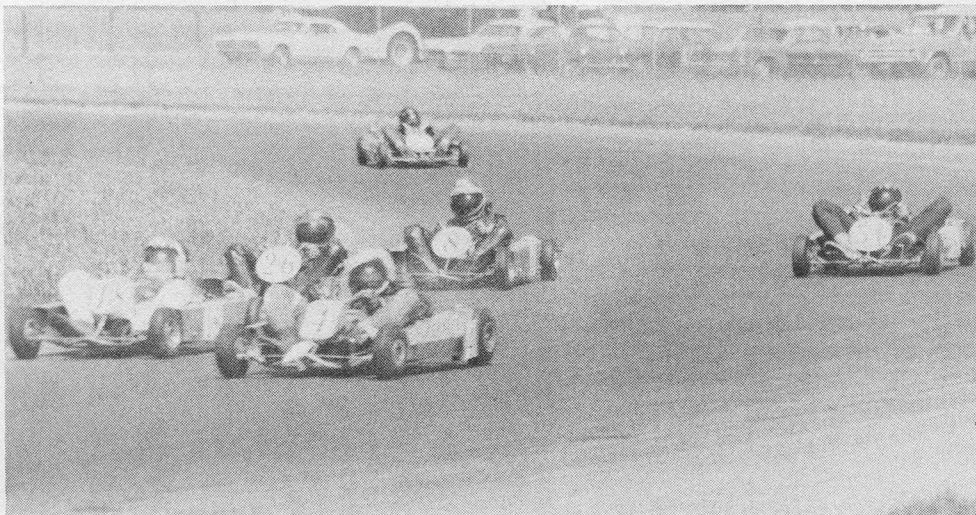


FKE III Champ Buford Motley's machine awaits the flag.



Rod Wharton takes his Championship in Am. Reed Jr.

B. Korngold (18), B. Gormley (4), L. Knapp (26), R. Johnson (8), J. Horn (51), K. Kern (17). American Reed Jr. action.



Christian, and Dexter Stroud chased one another all over the track until late in the race when Knapp ducked past Christian into fourth and made it stick for the rest of the race. Christian's bad luck was still with him and two laps from payday, his machine gave out. Dexter Stroud was still right there and picked up where Christian had to leave off for fifth place honors.

The next race brought out tigers - B Stock and FKE III. After a delay at the start (when somebody noticed that the FKE III number assignment duplicated some of the B Stock numbers), B Stock set off thirty seconds before the FKE's. It was kinda lucky that the number mixup was caught before the race started. Can't you just imagine the scoring hassle that would have developed with two number 1's, 2's, 3's...and so on? Now, back to the race itself - the boys got right down to brass tacks over the lead. Gene Renegar, Ron Wahlman, Darryl Domes, and Jim Akkerman were all doing their derndest to occupy identical track space all at once. If you'd been trying to measure the interval amongst the four of them, a six-inch ruler might have been a bit too long. Stopwatches were out of the question! Twenty minutes into the race, Renegar encountered misfortunes and left the other three to haggle it out. Domes had found leading to his liking in Saturday's racing and seemed to be determined to take a Second National Championship home with him. With fire in his eye, he was driving like a madman to stay in the lead spot ahead of Wahlman and Akkerman. The hour wore on, and still the lead was up for grabs. The pressure for the lead was building more and more with a tremendous game of musical chairs (karts?) screaming around the track. All three would come down the straight side-by-side-by-side. Only a fierce game of "chicken" determined who would lead into each corner. Even the pits had quieted to watch this duel. With four laps remaining, Domes had almost reached the end of his rope, and Akkerman and Wahlman clambered past. The heat was really on now and Akkerman lost the lead to Wahlman on the next lap, but next time around Akkerman studied his strategy to sneak under Ron. Wahlman led going into the last lap, but Akkerman's study let him slip under Wahlman in the last corner before the finish line and take a second National Championship back to Houston with him. Wahlman was second and Domes right behind him for third. Man, what a "hand wringer" that was! Fourth place was taken by Roy Harrington one lap back of the first three, and fifth came William Johnson.

While all this was going on, FKE III was tooling merrily along as well. The star of this show was Buford Motley's Kawasaki-powered terror. This machine is a very interesting job, with a front

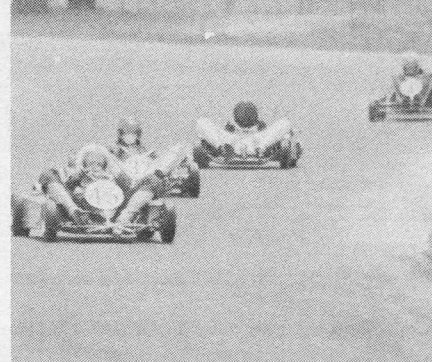
engine, and a chain about three feet long! But, you should see all of those mechanicals go 'round in that thing! And as the mechanicals go 'round, the machine goes like the bonkers! Buford seems to have spent his time making it all work so well that trips to the paint shop were bypassed. The thing about it is, though, he goes so fast that nobody has much time to notice what it looks like. An expected battle with last year's National Champ, Mike Walker in his new machine, didn't materialize because Mike found his gearbox disarranged in practice and didn't make the grid. Buford screamed off the line thirty seconds after the B Stockers took off, and by the start of the second lap was zapping past the tail-enders. Coming down the straight, Motley crammed the Kawasaki into top gear and came by like a screaming-mimi. Few of the B Stockers could hold off an onslaught such as that, and his lap times were really something to behold. Consequently, his progress through the Stockers was like a wolf through a herd of lambs. At this time, Motley's performance had slightly overshadowed another extremely fast machine that, though a little ways back, was tearing along in a most speedy manner. This was Louis Barnes' twin 'Bender powered machine. These two fellows had almost three laps on third place by the final gun. Bruce Grimes held down third for most of the race and finished ahead of Duinink and Gary Probst who were 4th and 5th respectively. When the smoke had cleared, Motley had climbed forty-two places and Barnes forty-four through the pack. Pretty fair performance, huh?

One occurrence clouded the race when John Markham's B Stocker "camel-backed" a tire at full tilt on the straight. The tremendous bouncing threw John out of control, and his machine bashed the steel guard rail along the straightaway. John was vaulted out of the kart and slid headfirst into one of the supports for the rail. It was feared for a while that John had a broken back, but late reports have indicated that he sustained a crushed vertebra and a broken shoulder. Luckily, there seems to be no paralysis and John wants to get back in shape for more racing. The question that comes to mind is why the guard rail wasn't haybaled, especially since there was almost enough room for a kart to slide under the rail, and that would leave the driver and the steering wheel to take the blow. Yes, I know the straight usually doesn't require haybaling, but what about equipment failure such as John's? The kart struck an I-beam supporting post so hard that the beam was left twisted - and that's a big 6-inch wide I-beam! John was lucky to come out as well as he did.

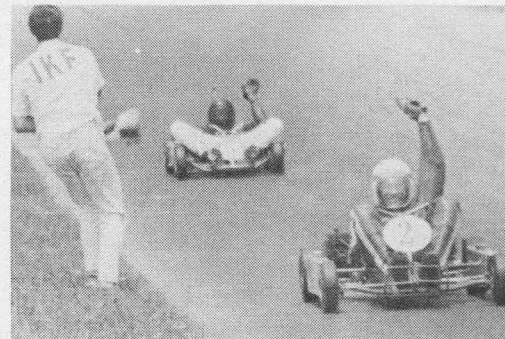
After Markham's accident, everyone hoped that the dark clouds would roll away for the rest of the day, but

unhappily that just couldn't be. The Stock Junior race was flagged off, and one lap was completed when a tremendous pile-up occurred just beyond the north turn. Three young gentlemen were taken to the hospital with injuries, and the race was stopped. Eyewitnesses to the accident said that it looked as if someone overcooked it a bit and got sideways. Three others piled into him. At this point, the pile-up wasn't too serious but several spectators decided they could be of some help, and ran onto the track to flag down the oncoming pack. By the time the leaders of this pack had a chance to see the unofficial "flagmen", they had no place to go to avoid running right over the spectators, and they spun trying to stop before hitting them. The spinning karts were struck again and again, and this whole mess piled right into the original pile-up, creating a very nasty situation. Could it have been avoided? Yes, it could have. But several factors enter here. First, racing is a competitive sport, and the parents of some of these boys may have been "prepping" them into such a fever pitch before the race that good judgement may have been adversely affected in this situation. Some kids are actually afraid to slow down for anything - for fear of what their parents will say. This is an extremely unhealthy situation to say the least! Then there are the "helpful" spectators. Granted, there was an emergency, but these spectators prevented oncoming karts from being able to take appropriate evasive action, and made the situation much worse. Then, there was the fact that these spectators were in an unauthorized area. IRP had beautiful facilities, with huge grandstands that afforded a better view than any other one point around the track. And finally, it would seem to be a good place to place a flagman but none was provided.

The Stock Junior race was restarted, but the pall of the foregoing dampened everybody's spirits. Rod Wharton and George Fielder were dicing over first place, and after Fielder had taken the lead, Ron had a freak occurrence that put him out of it. Rod's thermocouple wire had gotten disconnected, and his temperature gauge was reading very cool. Rod figured that he could safely lean out the carb a little, and just after that, the engine stuck nicely! Another case that pointed up the need for haybaling along the straightaway railing was the unfortunate accident involving Mike Rupp. Mike had just entered the straight running in 5th place when the steering and front end of his kart failed, throwing him into the guard rail. Mike was taken to the hospital and it was feared that he had injured both legs. Haybales would have cushioned the impact and Mike probably would not have been hurt, but the lack of bales must only be termed unfortunate.



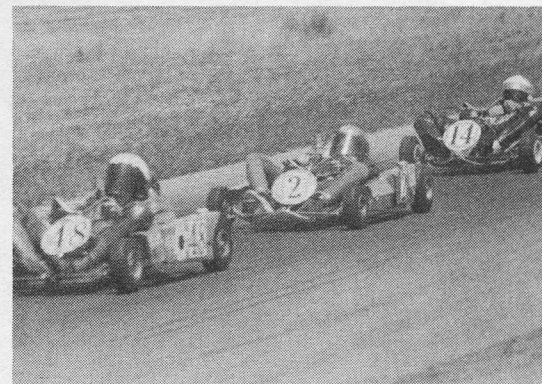
R. C. Hashman is harried by the battle for the lead in B-Stock. D. Domes, R. Wahlman and J. Akkerman haggle it out.



"V" for victory by winner of B-Stock, Jim Akkerman, Just ahead of Ron Wahlman.



Buford Motley screams toward the FKE III Championship.

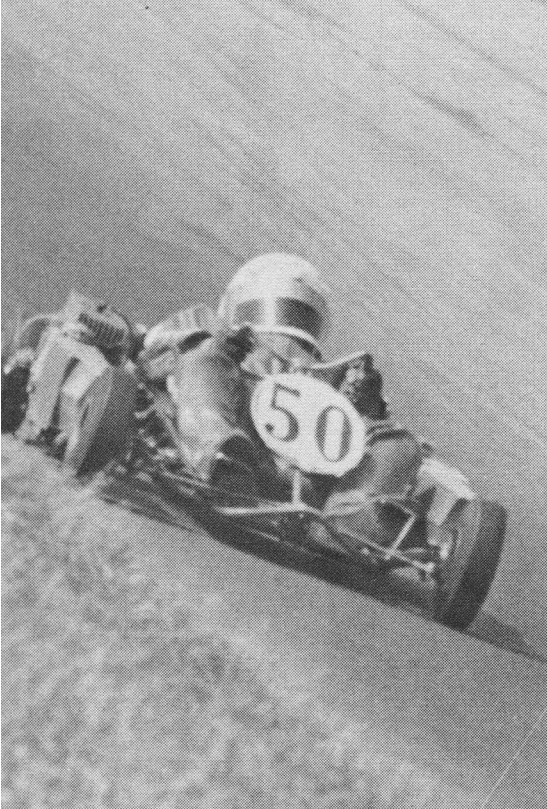


D. Dodson beats it past with R. Kuennen and D. Allen flailing away at one another.

*Ed Hundley takes home the Open Light honors—
his second National Championship in one day.*



Dave Knapp takes his championship in Stk. Jr.

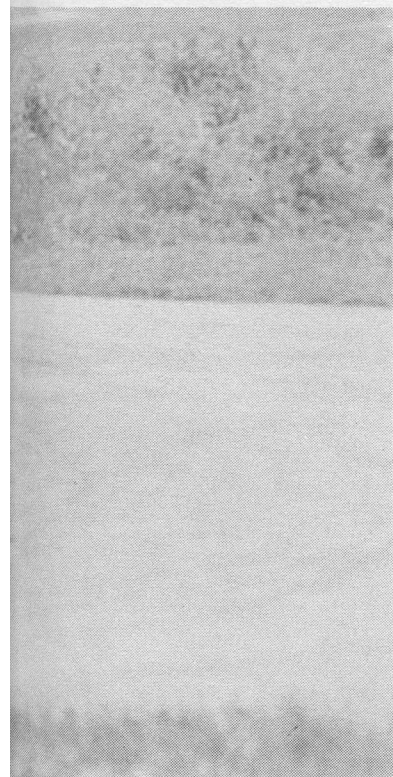


D. O'Neal waves the snarling Stk. Jr. pack through (21) Myers, (31) Rupp, (36) Kasprzak, (64) Larson, (23) Basha, (1) Corbett.





Chuck Pittenger steams into the chicane on his way to winning C-Open Rex Cotnam follows.



Dave Knapp came on like gangbusters to challenge Fielder, and took his Hornet/Komet into first position on the sixth lap. Knapp began to stretch it out a bit, and Fielder had to settle for running second just ahead of Dave Allen. This lineup seemed to persist while Albert Basha moved up to do battle with Edward Wrye for fourth. This turned into a mighty dice and both fellows stayed right with it till the very end. It seemed that each lap had a change in fourth position between these two. Dave Allen's third place drive came to a disgusting halt with only ten minutes left when something let go and he had to park it. The battle over fourth then became a race for third, and the frenzy picked up. Finally, Basha prevailed over Wrye to finish third. Fifth place finisher was K. C. Yates who led another exciting finishing effort between himself and Harry Myers. Myers had just gotten by Yates three laps from the flag, but Yates pulled out a great effort and took it back just before the flag fell.

A severe case of Open Lite racing broke out next, and Kathey Hartman headed out for open track smartly. Her Saetta opened a lead to the tune of almost four seconds a lap. There wasn't too much doubt about the lead but second spot was another proposition. Rick Paronelli, Ron Wahlman and for a short time, Ricky Tate, were really having it out. Tate's bid ended early, but Wahlman and Paronelli continued the hectic pace. The battle was complicated some when Ed Hundley joined the mess to really put second in dispute. Paronelli finally got away from the other two somewhat, but not far enough. Kathey Hartman had to retire (or maybe re-tire?) when one of her slicks chunked and blew. Thus ended an extremely quick racing effort in disappointment for the fleet young lady. While Kathey was fighting her tire problem, Paronelli, Wahlman and Hundley had been invaded by William Lingle, and the whole bunch was right at one another. Hundley decided that if the lead was going to change anyhow, he might just as well take it himself. Ed took his Red Devil/Komet past both Wahlman and Paronelli at once to take over the lead on the same lap that Kathey had to quit. Everybody seemed to be relatively happy with their placings at this point, (if they weren't, they didn't seem to be able to do anything about it anyway) and first through tenth places did not change during the last eleven laps. A little further back, Jeff Brown and William Miller were having quite a tussle, but finally Jeff got a little light between himself and Miller. The final showed Hundley first, Wahlman second, Lingle third, Bernie Cozad fourth, and Rick Paronelli fell off the earlier pace to finish fifth.

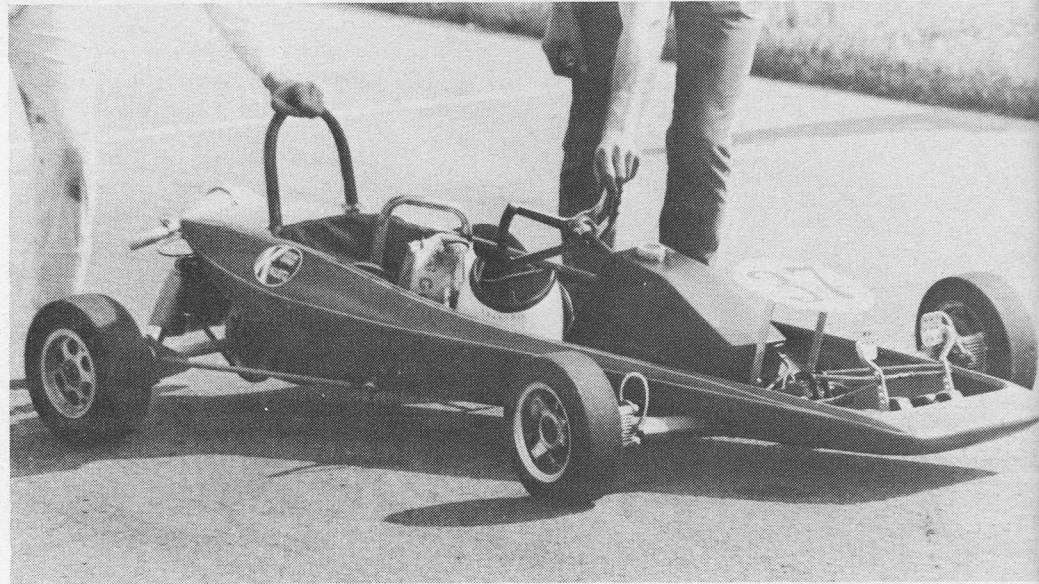
The grand finale fired off about 6:30

and the C Open provided the excitement with Pete Berl taking the lead and being pushed hard by Jim Whitehead. Dwain Lieber jumped into the thick of battle along with Charles Roberts. Then, out of nowhere (nowhere being 35th place on the first lap) stormed Chuck Pittenger to take second place on the ninth lap. That same lap spelled trouble for Pete Berl in the form of a broken engine mount which left Jim Whitehead running for his life from the screaming Mac's of Pittenger. But Chuck was not to be denied and blasted into the lead two laps later. Whiteheads' ride came to a halt about this time, and Pittenger was long gone for the big trophy. Junior Neal had come up to shade out Dwain Lieber for second. Charles Roberts found himself walking, and there was this fella named Jim Akkerman who was doing a nice job of climbing through the rabble only to have a "cob" show up in the works after gaining fourth place. Don Surwall came up to challenge Lieber, but Lieber's steed gasped its last to hand over third without a fight. Two laps later, Surwall's machine contracted the same disease as Lieber's, and third went to John Harp. Carl Codello grabbed off fourth, but two laps to go, his effort came to naught, and Don Nash capped off a great charge from 27th place to fourth. Fifth place hardware was taken by Stanley Willis after a real steady drive.

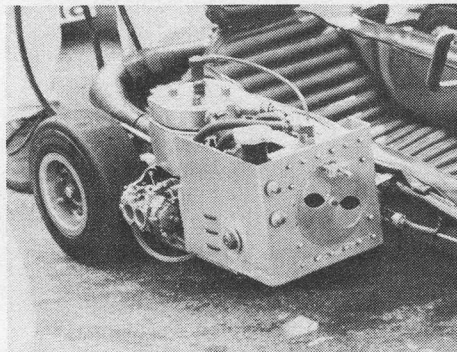
The racing was over, but the banquet lay ahead. The banquet location was changed due to the great numbers wanting to attend, and over three hundred fifty people showed up at the Knights of Columbus Hall to partake of some mighty tasty grub. Once everybody had allayed their hunger pangs, the trophy and award shindig got under way. Our trophy presentations were graced by the comely form of June Cochran, our honorary Trophy Queen. (You remember - Playmate of the Month, Playmate of the Year, and Playmate of the Decade....Oh! That June Cochran! pant, pant...) June spent most of the evening trying to hand out trophies to people who generally forgot all about them when they got on stage with her. MODERN KARTING's technical editor, Ormel Duke, was introduced as the new executive director for IKF - Good luck Duke! Duff Livingstone made a mistake and asked for a show of hands of those who agreed with IKF's dispensing with cumbersome time trials at the Enduro Nationals. It came out about 100 to one in favor of reinstating time trials.

Well, to those who did, congratulations. To those who didn't, there's always next year. To those who were about to, you have a whole year to reload. The greatest karting event in history is now in the record books, and if anyone asks if karting is still healthy, just reply: "Not much healthier than a herd of wild horses!"

IN THE PITS



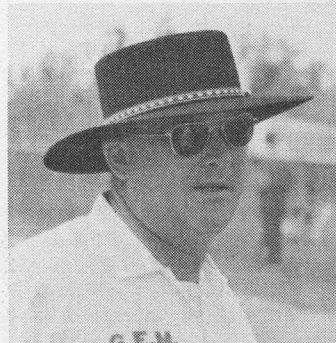
Bob Stockton's beautiful open shell FKE I.



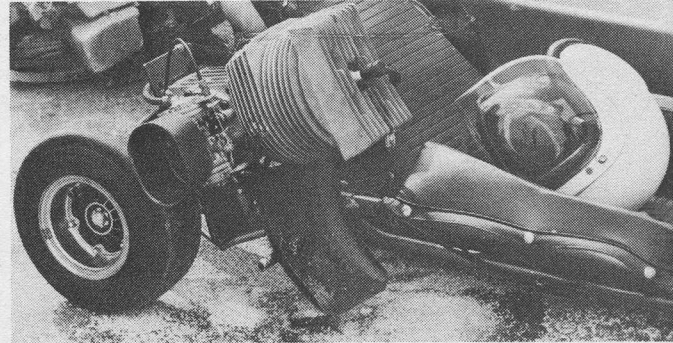
Mike Culver's water cooled B-Bomb.



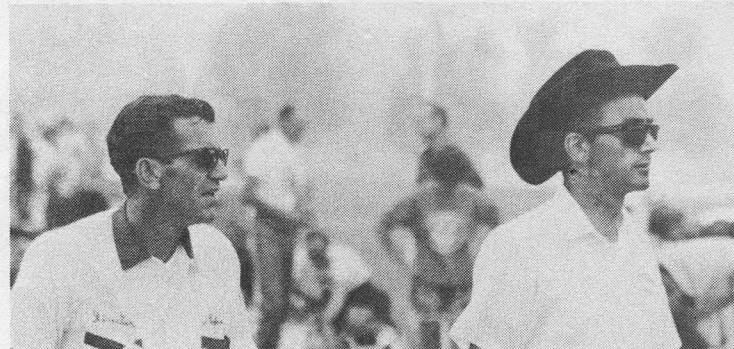
The Hartman's contemplate the next hour's work.



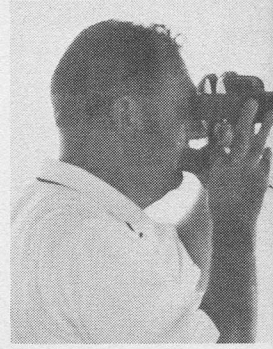
"Black hat" Earl Larson of G.E.M.



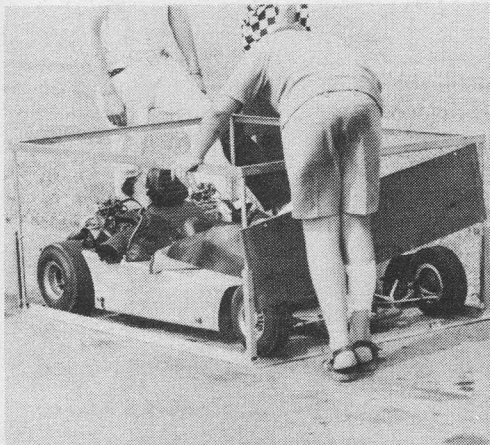
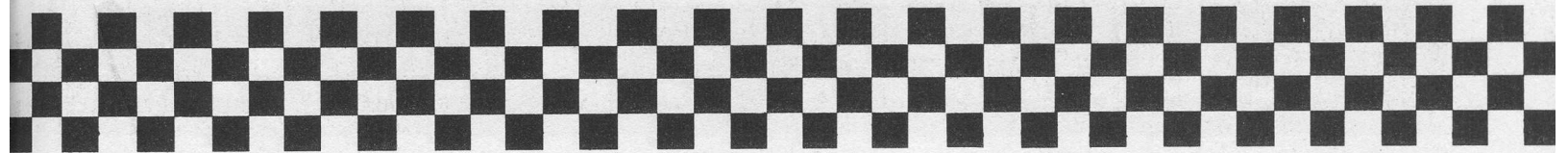
A mini-bike fender makes a good air direction scoop.



East meets West—IFK's competition directors, John Stader and Bud Coffey



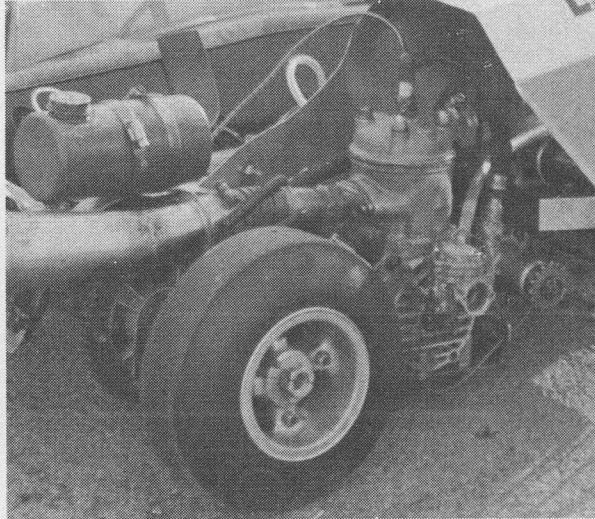
Chuck Hammond keeping everyone informed.



The "legal box" in tech inspection.



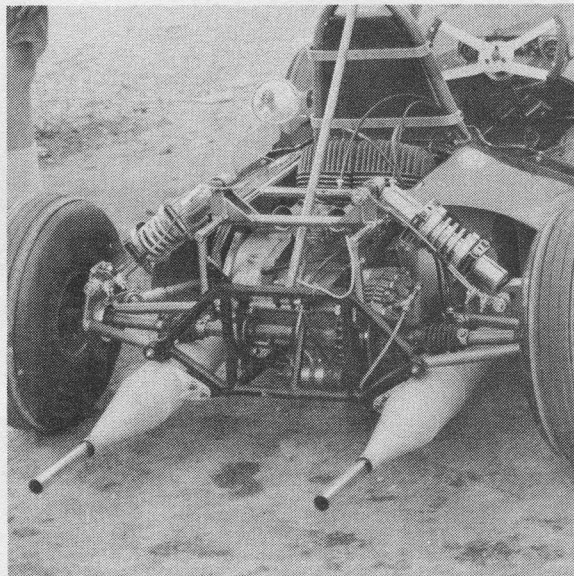
That long, hard pull. . .



The Vega Vic waterpumper.



Big "J" — any port in a storm.



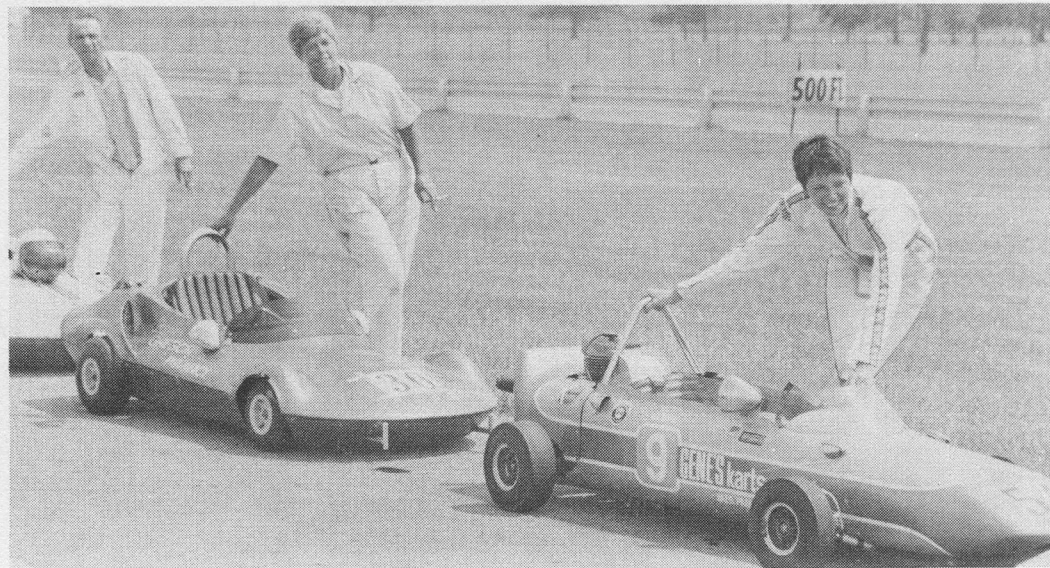
A mini-GP machine was too late too enter FKE III.



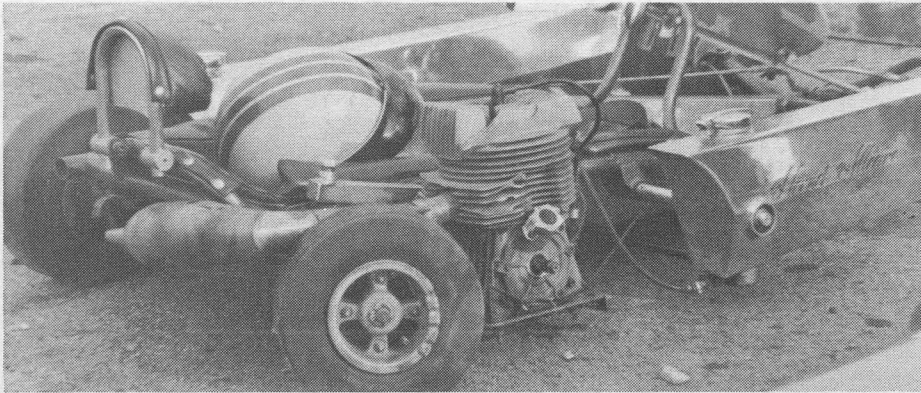
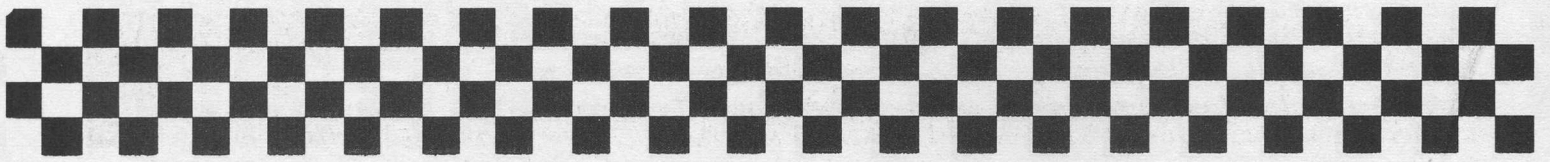
Duff Livingstone and Tom Medley check over the doin's



"Any port in a storm"



Good looking machines and good looking drivers. Lorraine Gregory and Sherri Boetcher.



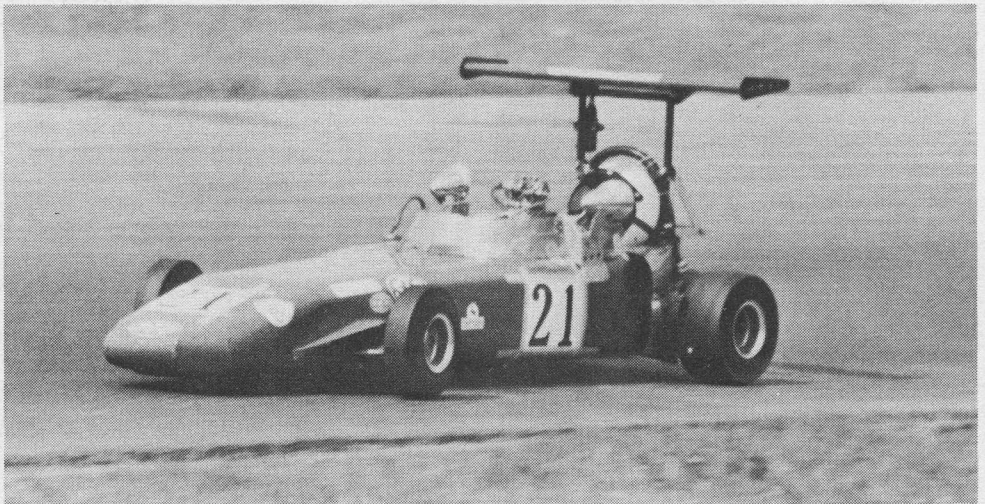
“...We found that we had a slight alignment problem!”



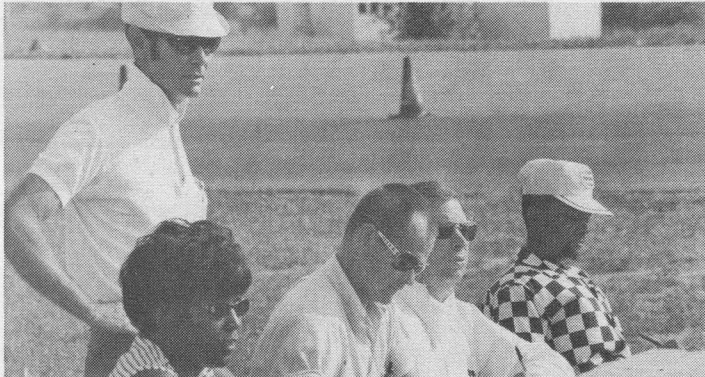
Harry Hannah, chief pit steward and Jack Stevens, Flagman.



The Ford tower “action central”.



Dave Cuthbertson’s flipper “wing”.



Some of the scorers at work, L to R Dorothy Jordan, Dave Ellis (standing), Rick Fields, Mack Blackburn and C.P. Smith.



The Dodsons of Rialto Kart Center.



A disturbing message—

awards banquet



Dwain Leiber received the Nitro Joe trophy.



The Troy Ruttman Jr. memorial award, won by Buford Motley.

June Cochran—the IKF Trophy Queen. (trophies? what trophies?)



To the victors—the spoils.

Duff Livingstone acts as substitute trophy "queen" to present Lorraine Gregory with her trophy and smooch.



Jim Akkerman gets "spoiled" too.

To the victors, go the spoils—John Julis takes care of the "spoils" part.



1969 ENDURO NATIONALS RESULTS

FKE I

1. Jim Dodson, Rialto, California
2. Bob Sommerville, Monrovia, California
3. J. Haney, Jr., Rialto, California
4. Harvey Packard, Bay City, Michigan
5. Gene Zarembka, South Bend, Indiana
6. Bruce Sutton, Bay City, Michigan
7. S. Speakman, Jr., Wilmington, Delaware
8. Warren Walker, Wichita, Kansas
9. Dave Cuthbertson, Mansfield, Ohio
10. J. L. Cooper, Jr., St. Clair, Michigan

FKE II

1. John Julis, El Segundo, California
2. Rocky Moran, Arcadia, California
3. Eddie Schwoppe, St. Joseph, Missouri
4. Paul Moore, Dayton, Ohio
5. L. Gregory, San Diego, California
6. William Gregory, San Diego, California
7. Eddie Villiesse, Green Bay, Wisconsin
8. Louis Barnes, Decatur, Illinois
9. Sherri Boetcher, Detroit, Michigan
10. L. Coddington, Jr., Omaha, Nebraska

AMERICAN REED SENIOR

1. Mark Shepherd, El Segundo, California
2. Donald W. Hall, Newark, Illinois
3. Alan Smith, not listed
4. John Barber, Reseda, California
5. Larry Gioe, Indianapolis, Indiana
6. Henry Howard, Wellis, Wisconsin
7. Larry Adams, Muncie, Indiana
8. Clayton Hargrove, North Canton, Ohio
9. Wayne Reynolds, St. Joseph, Missouri
10. Bob R. Pitcock, Richardson, Texas

A STOCK HEAVY

1. Kathey Hartman, Montrose, California
2. James E. Fry, Michigan City, Indiana
3. Jim Stroud, Tulsa, Oklahoma
4. Ron Wahlman, Northridge, California
5. Michael DiMonte, South Salem, New York
6. Mark Shepard, El Segundo, California
7. Ronald Johnson, Independence, Missouri
8. Bruce Hill, Topeka, Kansas
9. Roy Bystrom, Chicago, Illinois
10. Jerry Bowsman, Jr., Omaha, Nebraska

B OPEN

1. Darryl Domes, Claremont, California
2. Bob Berry, Buffalo Grove, Illinois
3. Jim Brannon, Austelle, Georgia
4. Phil Bachman, Greenville, Tennessee
5. Dwain Leiber, Bluffton, Ohio
6. Bob Allman, Lakewood, California
7. Leo J. Dugo, Marlyn, Missouri

8. Dave Vincent, Indianapolis, Indiana
9. Bill Sanders, Toledo, Ohio
10. Jim Akkerman, Houston, Texas

B LIMITED

1. Jim Akkerman, Houston, Texas
2. Larry Fairfield, Independence, Missouri
3. Bobby Woods, Odessa, Texas
4. Joe C. Sousley, Prairie Village, Kansas
5. Ron Britton, Fort Wayne, Indiana
6. Harry Alkire, Brownsburg, Indiana
7. Kenneth P. Rapp, Sr., Decatur, Illinois
8. Robert Owens, Rockford, Illinois
9. Roy Valiquette, Bothell, Washington
10. Thomas Christie, Delvin, Wisconsin

OPEN HEAVY

1. Chuck Pittenger, Northridge, California
2. Jack Sabine, Westminster, California
3. Rick Paronelli, Monrovia, California
4. Kathey Hartman, Montrose, California
5. Bernie Cozad, Chicago, Illinois
6. Charles E. Heinrich, Cleveland, Ohio
7. Philip Bachman, Greeneville, Tennessee
8. Dan Lumello, Monrovia, California
9. Terrence Hegar, Portland, Oregon
10. Chas. Alten, Prospect Heights, Illinois

A STOCK LIGHT

1. Ed Hundley, Long Beach, California
2. James E. Fry, Michigan City, Indiana
3. Steve Panawash, Waukesha, Wisconsin
4. Daryl D. Hill, Topeka, Kansas
5. Jim Yates, Kansas City, Missouri
6. Ronald Johnson, Independence, Missouri
7. Roger Ross, Tulsa, Oklahoma
8. James Carraway, Oak Park, Michigan
9. David Dow, Tucson, Arizona
10. Pete Tomko, Cincinnati, Ohio

AMERICAN REED JUNIOR

1. Rod Whorton, Lynwood, California
2. Roy Kuennen, Grand Rapids, Michigan
3. Dave Allen, El Cajon, California
4. Dave Knapp, Manteca, California
5. Dexter Stroud, Tulsa, Oklahoma
6. David Larson, Wheaton, Illinois
7. Tim Landon, Indianapolis, Indiana
8. Jimmy Lawrence, Asheville, North Carolina
9. Mark Dismore, Greenfield, Indiana
10. Kevin Sterner, Nebraska City, Nebraska

B STOCK

1. Jim Akkerman, Houston, Texas
2. Ron Wahlman, Northridge, California

3. Darryl Domes, Claremont, California
4. Roy Harrington, Clinton, Iowa
5. William Johnson, Detroit, Michigan
6. Jerry Bristow, Indianapolis, Indiana
7. Tom Dagnillo, Des Moines, Iowa
8. Mike Bromer, Loment, Illinois
9. Charles Koopman, Pella, Iowa
10. Lee J. Davidson, Cleveland, Ohio

FKE III

1. Buford Motley, Sacramento, California
2. Louis Barnes, Decatur, Illinois
3. Bruce Grimes, Bellbrook, Ohio
4. Howard Duinink, Pella, Iowa
5. Gary Probst, Chicago, Illinois
6. Keith Lawyer, Millard, Nebraska
7. Joseph Butterfield, Waukesha, Wisconsin
8. John R. Davis, Wichita, Kansas
9. Terry VanWinkle, Des Plains, Illinois

A STOCK JUNIOR

1. Dave Knapp, Manteca, California
2. George Fielder, Los Angeles, California
3. Albert M. Basha, Fraser, Michigan
4. Edward Wrye, Warrow, Michigan
5. K. C. Yates, Kansas City, Missouri
6. Harry R. Myers, Topeka, Kansas
7. Joey Cottone, River Grove, Illinois
8. S. Sandy Satulla, Fairview Park, Ohio
9. Dennis Orr, Wichita, Kansas
10. Ricky Rudd, Chesapeake, Virginia

OPEN LIGHT

1. Ed Hundley, Long Beach, California
2. Ron Wahlman, Northridge, California
3. William Lingle, Houston, Texas
4. Bernie Cozad, West Chicago, Illinois
5. Rick Paronelli, Monrovia, California
6. Pat Parrish, Marshall, Texas
7. Jeff Brown, Dearborn Heights, Michigan
8. William Miller, Portsmouth, Virginia
9. Mike Wickler, Stamford, Connecticut
10. James D. Carraway, Oak Park, Michigan

C OPEN

1. Chuck Pittenger, Northridge, California
2. Junior Neal, Greenville, South Carolina
3. John Hays, Michigan
4. Don Nash, Dearborn Heights, Michigan
5. Stanley Willis, Wilmington, North Carolina
6. Al Wright, London, Ontario, Canada
7. Bud Snow, Indianapolis, Indiana
8. J. L. Kern, Jr., Liberty, Missouri
9. James R. Vail, Toledo, Ohio
10. Tom Lawrence, Dayton, Ohio

As most of you know, Gene Ford was forced to resign from the IKF Administrative Director's position due to poor health. Gene was going to have heart surgery, and he felt that IKF should have the benefit of a full time person

DUKE

for a more than full-time job. After much consideration, the IKF Board of Governors selected a very good friend of ours to head up the organization. He is Ormel Duke, our technical editor. Since "Duke" (as he is known) has been with us, we would like to introduce him personally to you.

Duke has been doing our technical articles on a freelance basis since Karting World days. Few people will be able to tell you as much on the technical side about karting as Duke. More important, you don't have to be a mechanical engineer to figure out what has been said when he writes the story. We feel fortunate to have had him with us.

Duke is not from California, originally. He was born in Missouri, went to school in Evansville, Indiana and then on to Columbus, Ohio where he attended Ohio State University. But the call of automobile racing was felt by Duke, and he entered the sport at that time. He



migrated to Southern California in the late thirties, and got into Midget racing. His career as a serious Midget driver was interrupted by many other things that were going on at the time and he never broke into the real "big time", but he did race at such famed places as Ascot, Atlantic Speedway, The Coliseum, etc. To use his words, "I was never a real

ding-a-ling driver or anything like that, but I had a lot of fun."

After his Midget racing days were completed, he had a brief go at jalopy racing, but by this time he was getting out of racing altogether.

Duke was with the McCulloch Corporation when the karting "thing" took off. He became interested in karting at the outset, and although he never ran in the original races at Eastland Shopping Center in Covina, he was racing at the old Hollywood Bowl parking lot races. This was when karting was first underway and the races held at that time were pretty small affairs to say the least. By the time Duke had begun to travel up to the Eastland area, the racing had been shut down, and the karting action then began to move to tracks. Most of his racing was done at the old Butler Speedway, run by Jim Butler, who, by the way, became editor of Karting World. Jim was running races under an early organization called Formula K racing. This was one of the very early organizations formed for kart racing. At that time most karts were home-built machines, and Duke was doing design work for karts, and, since he was with McCulloch, was one of the very first to begin converting chain-saw engines to kart racing.

Duke became involved in magazine work when the editor of Karting World asked him if he would do a technical article on McCulloch engines. Later, he took over the "Tech Tips" column for KW, and from that point, his involvement just sort of evolved. He hasn't been really actively campaigning his karts of late, but his two boys are still active. Duke hasn't had too much time to race himself, what with trying to keep his three karts running and the kids' racing. "My cars haven't seen the inside of the garage in quite some time, what with all of the karts and mini-bikes stored in there." Sounds like the average karter, doesn't it?

Previous to becoming Administrative Director of IKF, Duke has been working in the aerospace field and doing freelance technical writing. There are three children in the Duke family, the two boys are John, 18, Larry, 13, and the youngest, Linda, is now 10 years old. "Linda hasn't started to race, and hasn't shown too much interest yet, but I can see the signs coming on."

This is Duke, and we congratulate him on his new appointment. But we also congratulate IKF - you have a very capable man, and a fine gentlemen at the helm. We are proud to be associated with both of you.

CROOKED CREEK KART CLUB

by MRS. DUANE GEORGE

photos by

SAMUEL BALL PHOTO

MID-SEASON CHAMPIONSHIP

Crooked Creek Kart Club, Ford City, Pennsylvania, held their mid-season championship race June 22nd with sixty karts signed in.

The weatherman must be a true karter as he called for 60% chance of rain, but luckily for us it was a beautiful day until half an hour after the races. While the trophies were being awarded we really had a downpour.

The rookie class was a real treat to watch. The three top drivers were all nine years old. You senior drivers had better get those karts running as you can see what you are going to have to compete against in a few years!

The Junior I class was really a race from start to finish in all three heats. One of our girl drivers, Debby Montgomery of Kittanning, Pennsylvania led the way. It was quite a battle from the green flag to the checkered with Kerry Breitenbach of Pittsburgh right at Debby's side. In fact, in the second heat for about three laps it was a toss-up to know who was leading, but each time Debby crossed that finish line a wheel ahead. In the 25 lap feature Debby and Kerry started on the front row. It was a close race between them until the 18th lap when a sudden change in the front runner surprised everyone. Dave Stokes, Pittsburgh, Pennsylvania, flew by both karts to take and hold the lead for the rest of the race. Debby still emerged the victor of one of the first place 36" trophies given in each class.

Senior II division, one of the largest classes of the day, was won by Chuck Graham, Elderton, Pennsylvania. Chuck won both heats and the 25 lap feature even after the feature race had to be restarted three different times. In the first heat Dick Frye of Elderton, Pennsylvania finished second after giving up on the final lap. It was a close race all the way. The second heat was a very exciting race as Dick Hamilton, Jefferson, Ohio, who started near the end of the line-up really came through the pack for a close second only an inch or so behind Graham. The feature race, won by Graham, and followed closely by Lodi Podvasnik, Harmony, Pennsylvania, had to be restarted after a pile-up which kept several of the drivers from finishing the race. In the 24th lap another entanglement caused the race to be called for the day. James Saylor, Coropolis, Pennsylvania, just doesn't seem to like to drive our track on his wheels. That new red helmet he had on sure looks better on top of the kart than under it. Dan Kaufold, Valencia, Pennsylvania, also involved in the upset says he and his kart will both be repaired and ready to run our big July 4th race.

Senior III division was won by Tim Gallagher, Kittanning, Pennsylvania, who won the first two heats and was leading in the feature when Dale Shaf-

fer, Bloomfield, Ohio passed him in the 22nd lap and took the checkered flag. Gallagher and Shaffer were followed across the finish line by Bob Englert, Pittsburgh, Pennsylvania. Englert had run a close race in the first two events by crossing the finish line right behind the winner.

Jeff and Joel Eaton, Linesville, Pennsylvania, appeared at our track for this big race equipped with karts and helmets. These boys run a class of their own as they are only three years old. Grandfather Ray Bullis was very proud of his twins as they were each presented a trophy even if they were very unhappy at having their picture taken.

Trophy winners of the day were:

Yard Kart Class

1. Mike Woodward, Kittanning, Pa.
2. Brad Robinette, Pittsburgh, Pa.
3. Kerry Hawkins, Kittanning, Pa.

Rookie

1. Gary Gallagher, Kittanning, Pa.
2. Mike Anderson, Pittsburgh, Pa.
3. Rodney George, Kittanning, Pa.

Junior I

1. Debby Montgomery, Kittanning, Pa.
2. Dave Stokes, Pittsburgh, Pa.
3. Kerry Breitenbach, Pittsburgh, Pa.
4. Jay McKain, Pittsburgh, Pa.
5. Rick Shaner, Pittsburgh, Pa.

Junior II

1. Rick Gobel, Clarion, Pa.
2. Dave Englert, Pittsburgh, Pa.
3. Denny Tlickinger, West Middlesex, Pa.
4. Sandy George, Kittanning, Pa.
5. Ed Thomas, Linesville, Pa.

Senior I

1. Jack Boot, Morgan, Pa.
2. Tom Berry, Erie, Pa.
3. Jim Wyant, Kittanning, Pa.
4. Jim Montgomery, Kittanning, Pa.
5. Joe Audiutori, Erie, Pa.

Senior II

1. Chuck Graham, Elderton, Pa.
2. Dick Frye, Elderton, Pa.
3. Lodi Podvasnik, Harmony, Pa.
4. Bruce Hall, Pittsburgh, Pa.
5. Dick Hamilton, Jefferson, Ohio

Senior III

1. Tim Gallagher, Kittanning, Pa.
2. Dale Shaffer, Bloomfield, Ohio
3. Bob Englert, Pittsburgh, Pa. AND Dave Rainey, Talmadge, Ohio
4. C. L. Craig, Coropolis, Pa.
5. Rusty Bump, Cortland, Ohio

Duals

1. Dick Shaner, Pittsburgh, Pa.
2. Warren Smith, Sharpsville, Pa.
3. Junior Jewett, Lockwood, Ohio
4. Rusty Bump, Cortland, Ohio
5. Pat Bonasera, Sharon, Pa.



Yard Kart Class winners were (l. to r.) Kerry Hawkins, Brad Robinette, and Mike Woodward.



These nine year old karters are all members of our local club. Trophy winners of Rookie Class were (l. to r.) Rodney George, Mike Anderson, and Gary Gallagher.



Debby Montgomery (right) holds checkered flag which shows a girl can hold her own even on the race track. Winners (l. to r.) were Kerry Breitenbach, Dave Stokes, Jay McKain and Debby.



Junior Class trophy winners were (l. to r.) Rick Gobel, Ed Thomas, Sandy George, Denny Flickenger and Dave Englert.



Dual engine winners were (l. to r.) Pat Bonasera, Warren Smith, Rusty Bump, Dick Shaner, and Junior Jewett.



Drivers of Senior III Division pause wearily after feature race for picture. They are (l. to r.) Tim Gallagher, Butch Ake, Dave Rainey, Rusty Bump, Bob Englert, and (back row) Ray Bullis, Ed Fetzner and Dale Shaffer.



This happy looking group are Senior Division II drivers (l. to r., front row) Charles Graham, Dick Frye, Dick Hamilton, Bruce Hall, Lodi Podvasnik, Dan Kaufold (standing) Ted Dobrosky, James Salyer and Norman Head.



These karters express themselves with mixed emotion after Senior Division I race. (l. to r.) Tom Berry, Jim Wyant, Jack Boot, Bill Kerfoot, Joe Adiutori and Jim Montgomery.

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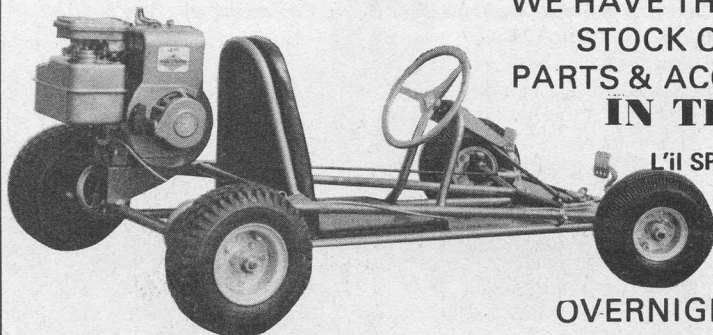
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EDITORIAL (continued from p. 8)

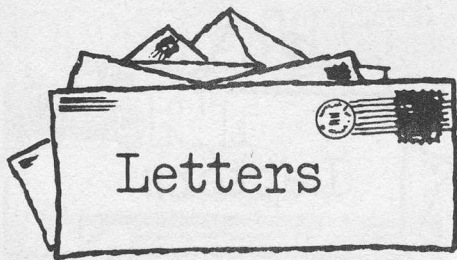
The black flag means that there is a need for consultation, continue for one more lap at reduced speed and stop at your pits. This was the manner that the officials hope to clear the track so that the emergency vehicle could enter it? Needless to say, the red flag should have been used so that the track could have been cleared immediately. It was about five minutes before the track was finally cleared so that the ambulance could enter. Luckily, this foul-up was practiced on what turned out to be a false alarm, and no one actually had to go to the hospital. Heaven help him if he had been hurt badly, and it took five minutes to clear the track so that the ambulance could reach him. It was a rather clear-cut case of too much red tape, because there was no need for the officials to tell the flagman what flag to use. The flagman must be competent, or he wouldn't be flagman - so let him handle the track.

The same sort of thing was evident when the Stock Junior race had their unfortunate accident. The tower officials would not trust the first report of the accident, and this, of course, lead to a delay, trying to get confirmation. It seems to me that if a cornerworker calls in an accident and asks for an ambulance, there should be action first, and questions later. Even if the accident turns out to not require an ambulance, it would be better to rectify the problem with the errant corner worker than to risk delaying an emergency vehicle getting to an injured person.

It all boils down to using good sense and delegating authority. IKF is handling events that are too big to be "one or two man shows", and it is imperative that a team effort run these events. IKF events are big-time affairs now, and it is vitally important that organizers realize this fact, and plan for it.

I sound as though I'm thoroughly disgusted, don't I? I'm not though, the people at Indy this year did one whale of a job to have things go as well as they did. Maybe you are mad about something in particular, but overall I'd say it was our greatest event. Remember, if you have a beef, let your governor know, or write to IKF. Beefing to the buddies or fellow competitors won't let IKF know if you're unhappy. If IKF doesn't know, they can't work to rectify it, can they?

All in all, a big congrats to Indy Kart Club, IKF, and all of you competitors. You did it up pretty cotton-pickin' well if you ask me. A big thank you to the corner workers too. They were from the "Teen Barn", a local teenage club who was manning the corners as a community service project. They stayed out there without relief for a whole day's racing at a time. Try that sometime when you've got a real hankering for a red, roasty sunburn!



(continued from page 17)

lead and held it throughout the entire race, until the very last lap where his steering malfunctioned. He still scored fifth even without completing the last lap.

Dwain also entered the C-Open class where he started 54th and moved to 10th spot by the end of the first lap. Within 10 laps he was first. Because of a faulty clutch, once again Mr. Leiber had to retire from action. It is my opinion that Dwain will be a champion in every race that he enters, whether or not he finishes at the head of the pack. If a trophy had to be engraved for this gentlemen, the plaque would outsize the trophy for all the compliments we have for him.

Our second trophy was awarded to Alan Smith of St. Charles, Illinois for exceptional performance, starting 94th and finishing third in the American Reed Senior. Alan is an outstanding driver, and we are certain that we Karters will be hearing more about him.

Both of the above drivers were using our products.

Joseph A. Victoria
President
Nitro Joe's Products
Monroeville, Pennsylvania

SPORTSMANSHIP AT INDY

The Indianapolis Kart Club should be congratulated for staging the greatest

karting event. Tremendous organization made it a success along with about 700 entries.

During pre-grid I blew a head-gasket and two strangers walked up and started helping us replace it. Thanks to these Big D Pacers I was able to make the race - they really showed sportsmanship.

By the way, I would like to see an article on pressurized tanks and the water-cooled B-Bomb I saw at Indy.

Don Kronmeyer
Cranford, New Jersey

HYDROKART INFORMATION

Your August issue of Modern Karting had a letter to the Editor from a Steve Morris, Las Vegas, Nevada, inquiring about hydrokart plans.

Since no street address was indicated, would you please let him know that he can buy plans, outboard lower units, and other hardware from Jack Ehlen, 438 Calle De Felipe, Torrance, California 90505. Jack is also Commodore of the South Bay Hydrokart Club and can probably direct Steve to some hydrokart action.

C. L. Hammond
Manager - Special Products Sales
McCulloch Corporation
Los Angeles, California

EASTERN FAIR CHAMPIONSHIPS

Seasoned fair-goers accustomed to the usual displays of canned beets and dairy cattle will find something considerably different at this year's Carbon County, Pennsylvania Fair. Karting will jump into the spotlight in a full day of racing on the 1/2 mile crushed limestone track that acts as the focal point for the fair. The event, which is being billed as the Eastern States Fair Karting Championships, is the brainchild of the Leighton,

Pennsylvania Baer Memorial Kart Association.

The small, but extremely successful Baer Memorial organization has been one of the few clubs in its area to survive. One of the reasons for its longevity has been the special events the club holds in addition to its regular Saturday night racing program. In past years the club has held marathon street races through the town's streets and major championships on its kidney-shaped track with great success. This year's attempt marks another first for the organization and offers karters in the East something quite different.

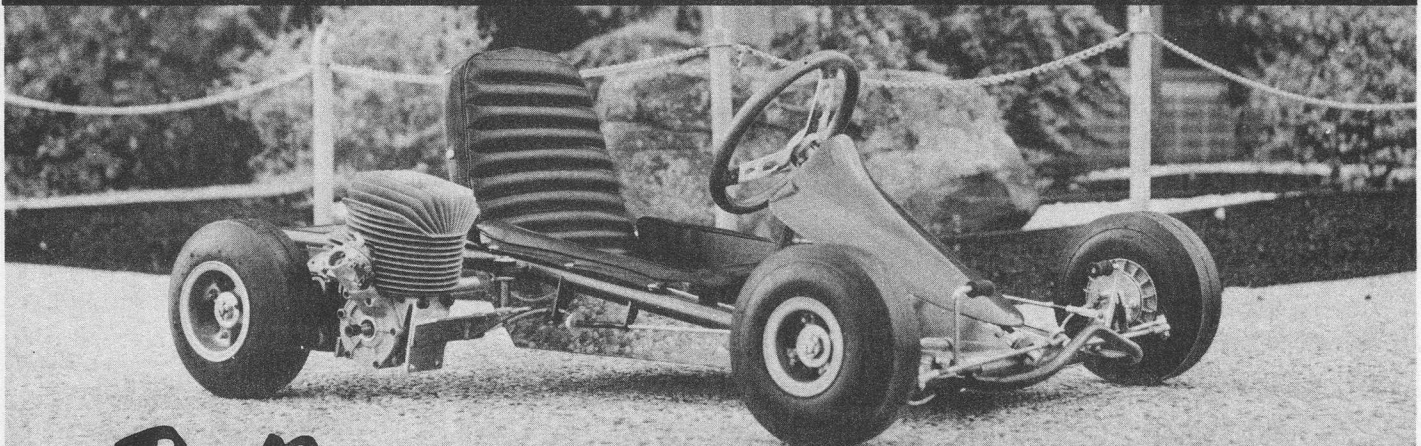
During the early years when karters were running anywhere they could, unpaved tracks were in many areas the rule rather than the exception. Gradually, however, karting evolved into strictly asphalt competition and in the past few years an entirely new generation of competitors has come into the sport. When the Baer Memorial organization holds its Championships on September 6th at least part of the new breed of karters will get a chance to race on the crushed limestone surface and many of the older competitors will get a chance to again use their dirt track skills. Fortunately, the surface of the track is such that the drivers will be able to compete without destroying their equipment.

The full day of competition will feature racing in the Junior, Senior A Stock, Senior A Modified, Senior B Single, and Dual engine divisions with ten lap heats and twenty-five lap features in all classes but the Junior where they will dispense with the heat.

The winners in each of the five classes will each walk away with \$100.00 for their efforts while the second place finishers will each receive \$50.00, the third place finishers will take home

(continued on page 44)

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(continued from page 43)

\$25.00 each, the fourth place finishers will win \$15.00 and the fifth place finishers will earn \$10.00 each. In all, the association will award over \$800.00 in cash prizes and trophies.

Anyone interested in the event can get more information by writing Paul M. Allen, 207 Center Street, Jim Thorpe, Pennsylvania 18229 or Dick Kirkendall, 267 South Second Street, Leighton, Pennsylvania 18235.

WESTERN WINTERNATIONALS

I am writing in concerning the race report on the Western Winternationals. Even though not many karters turned up at Carlsbad to have a go at it, I think Mr. Severson could have made a more detailed report. His coverage told merely of who won and maybe a short story. Luckily I made it up there to catch the action so this didn't really bother me, but there are a lot of karters who wait for your magazine and then only to be disappointed.

Steve Schuette
South Gate, California

EASTERN WINTERNATIONALS

In looking at your excellent coverage of the Eastern Winternationals (Enduro), several thoughts came to mind which might be of interest to you and your readers. First of all, the engine with which Neil Akkerman won so handily at VIR is the actual one pictured in Jim Akkerman's article on "Modifying Your Mc" (February MK). This certainly should be an indication that the modification is effective to say the least. The pictures on page 20 of MK pictures the entire Akkerman racing clan (left to right, Jon - in the Navy on special leave, normally a Mod. Heavy driver; Jim, Papa (our special Texan) and Neil - an engineering student at the University of Houston). This is the same kart which won both A-Open Heavy and A-Open Lite (Nelson Lingle aboard) at the Green Valley Nationals.

Sincerely yours,
Jim Lindsay
South Houston, Texas

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MAVERICK MINI-TRAIL

The first shipment of new Maverick mini trail bikes arrived from the Orient via Japan Airlines July 1st. The Maverick III is a new member of the Maverick family of mini-bikes, according to Roy Lewis of the importing company,

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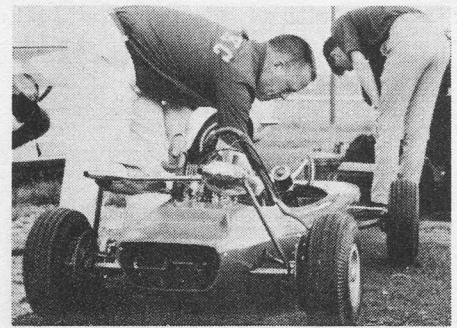
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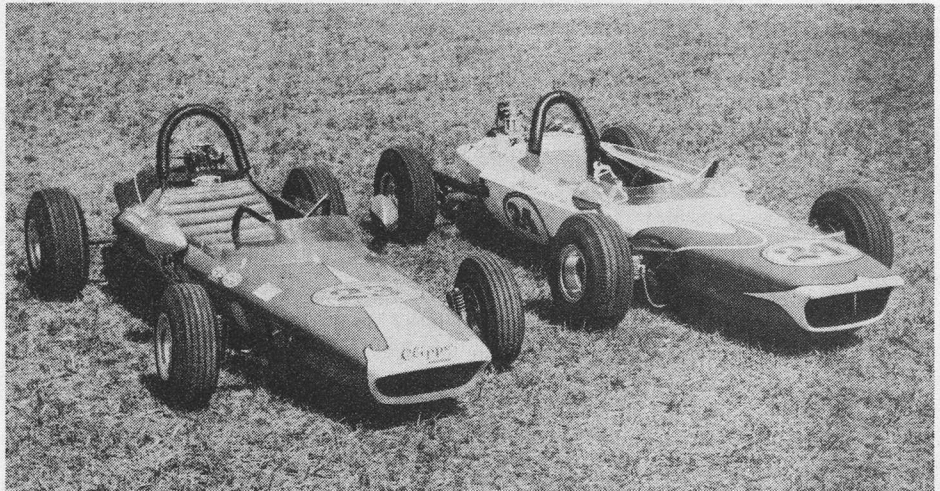
F/5 NEWS

INDIANAPOLIS RACING: The May date at I.R.P. was plagued by very adverse weather conditions. Formula Five Director Charlie Brooks, Enduro Director Pete McNamara, and Chain-breaker President Paul Stainbrook were successful in procuring excellent insurance coverage for the event but, as rotten luck would have it, severe weather warnings were being broadcast throughout the midwest (the Indy 500 time trials were rained out completely y'know) and the foreboding radio/TV news made several F/5 drivers decide against making the long tow to Indianapolis. Nevertheless, the "fives" did race Saturday afternoon, May 17th...in the rain on a fantastically slippery track surface. Bruce Sutton was the winner, Jim Johnson 2nd, Harvey Packard 3rd. Bruce and Harvey entered their F/5 cars in FKE-I the following morning and, on a somewhat moist track between showers, finished one/two, turning laps from 2:16 to 2:19 which were indeed excellent times under the circumstances. But Sunday's Formula Five race was completely washed out. It was pouring rain and, worse yet, a funnel cloud was in sight,

so cancellation of the second 30 minute race was unavoidable. Charlie Brooks' superb looking F/5 Monte Carlo class car got on the track, still lacking wind-screen and paint, but drawing much attention. Clutch trouble deprived him of taking a trophy but eyeball the accompanying photos and see how you like the Indy pipes, etc. Really, its a marvelous hunk of racing equipment, no larger than the F/5 Americana cars and potentially super potent! Look for pictorial coverage of the race in this issue of MK.



Check the "Indy" pipes - Yamaha powered.



This photo compares the two beautiful F/5 Broadsword body shells. (Broadsword III at right)

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F/5 APPEARANCES: Formula Five cars have been making "token appearances" in Ohio, Michigan and elsewhere. As this exposure develops into separate Formula Five events (there'll be a "mini-Indy" somewhere) the dates will be announced in MK.

CALIFORNIA ACTION: F/5 Director Charlie Hays (Healdsburg 707-433-3849) reports that his car is now completed...and that it's also plenty swift. The first Northern California F/5 race is now history. Feel free to telephone Mr. Hays for information pertaining to F/5 action in the Northwest.

F/5 CARS AT VACA VALLEY: The cluster of Northern California "fives" was welcome cordially by Dick Abbas and included in his recent program at Vaca Valley where spectators were numerous and appreciative. The slick little F/5 cars ran three separate races and made an exceedingly favorable impression with respect to both appearance and performance. Charlie Hays won the big first place trophy and (driving his F/5 Broadsword) turned the rather rough 2.1 mile road course in 1:43 which was an excellent lap time. There are a couple of new cars in the San Francisco Bay Region which are now track ready so next time the field

will be a little larger. Neatly dressed in clean driving suits, all of the Formula Five drivers looked very professional and there was much congratulatory hand shaking after the competition was concluded. A gratifying amount of new interest was generated at Vaca Valley and several more F/5 race dates are scheduled for Northern California.

WISCONSIN DISAPPOINTMENT: F/5 cars made their "debut" in the rain at V.I.R. Severe storm warnings kept numerous cars away from the recent I.R.P. action, the track sloppy wet for one Formula Five race, the other washed out completely! So what happened at the next F/5 race at Wisconsin's State Fair Ground June 22nd? You guessed right - it was "monsoonville" again for the "fives" and at 2:00 p.m. the extremely adverse weather conditions made it necessary to announce cancellation of the racing program. Rotten luck, but it's hopeless to argue with mother nature and full scale road courses under roof are a trifle rare!

NEW F/5 BODY SHELL AVAILABILITY: The early F/5 "pioneer" enthusiasts fabricated their own fiberglass shells, aided by the accurate full size design patterns still offered by the Formula Five Organization. More recently, excellent pre-constructed shells have been developed, offering a

great savings of time and effort and insuring total satisfaction. Now the inordinately beautiful F/5 Broadsword design is available (through F/5 Headquarters) in two sizes, the Broadsword I for small drivers, the Broadsword III for those who are tall. These meticulously crafted shells are realistically priced and virtually flawless. Additionally, two totally different F/5 chassis are offered for American Class Cars. Such developments (which include four bodies, racing tires, etc.) are intended strictly as an accomodation to Formula Five enthusiasts, making it a simple matter for YOU to put a "five" on the track, should you be interested in doing so. The accompanying photo reflects the comparative size of the two F/5 Broadsword shells, the "III" being 92½ inches in overall length. Both are "pure gorgeous" so, depending on your driver size, take your pick!

F/5 RULES AND REGULATIONS: No modifications to Formula Five rules have been made since January, nor are any contemplated. Rules folders for all three F/5 classes are only \$2.00. All orders for rules, body shells, or chassis should be addressed to:

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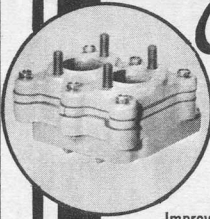
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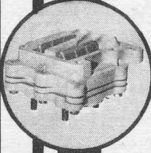


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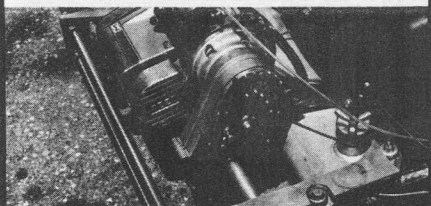
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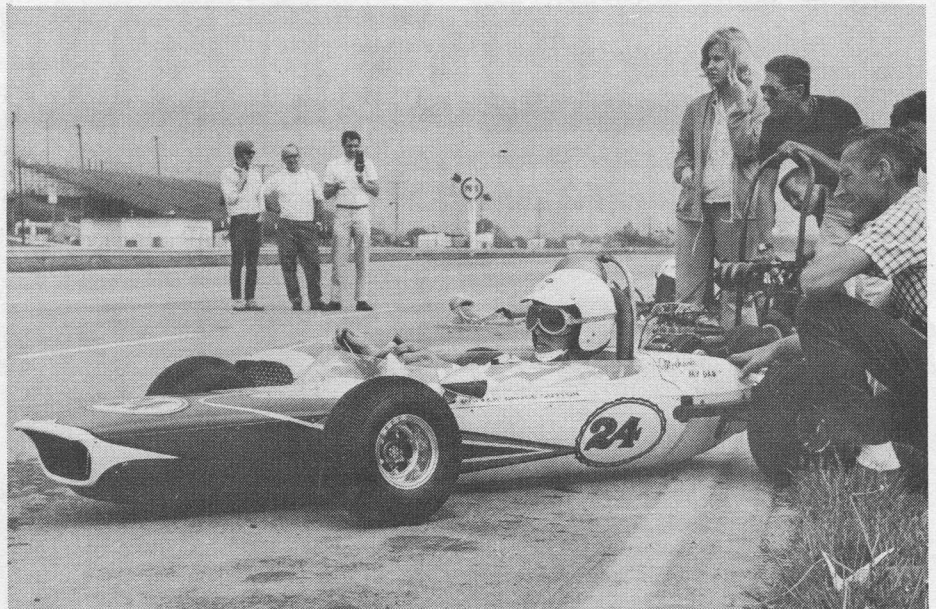
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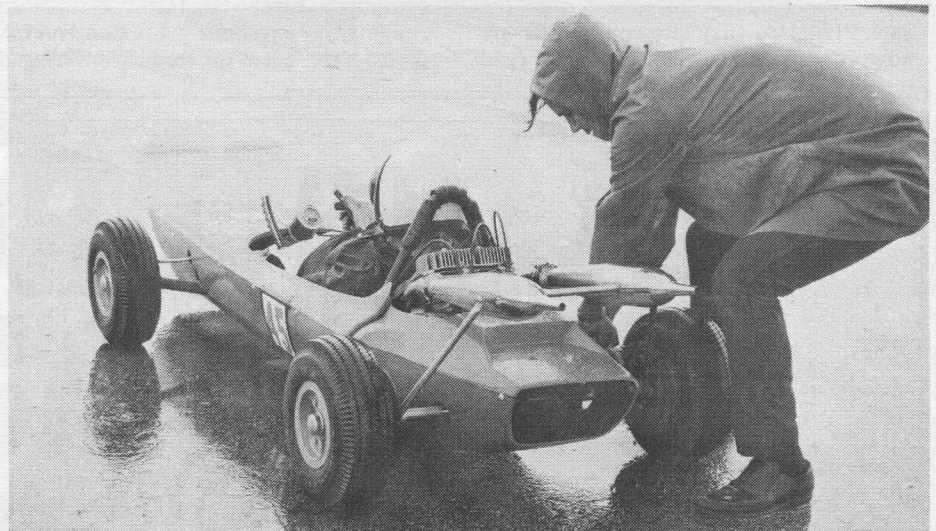
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RACING PICTORIAL

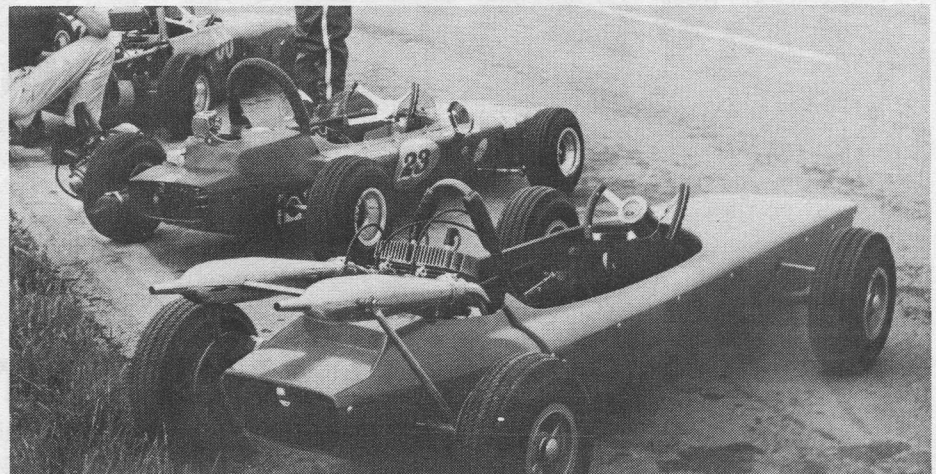
Formula Five at IRP



Number 24, owned and driven by Bruce Sutton drew pole position, lost the lead a couple of times but ended up in front when the checkered flag fell.



On a sloppy-wet track under foreboding skies, No. 45 gets a hasty restart.



Tail end of the Formula Five grid scene.

RACE IN THE DIRT

This is to introduce you to the Southern California Mini-Bike and Kart Association. This Association was formed for the basic purpose of getting the young people of Southern California off the streets and giving them an organized place to ride and race, with adult supervision and guidance.

These young mini-bike riders are prospective motorcycle and kart owners, riders, and racers. Starting off young learning all they can about their machinery will give them respect and knowledge for their future equipment.

We aim to help all work and compete as a member of a group and instill the code of sportsmanship and courtesy.

The Southern California Mini-Bike and Kart Association holds their events once a month at Saddleback Park in Irvine, California. We have both mini-bike scrambles and hill climb for the mini-bikers. The karts have a separate three-eighths mile banked dirt road course, which is a challenge to all asphalt and oval dirt drivers. Events include time trials for the trophy dash and either



heats or moto races determined by the number of entrants.

The karts are divided into classes - Class A-6.1 ci., Class B-8.2 ci., and Class C-16.4 ci (duals).

Trophies and merchandise are awarded in all classes and events.

Our calendar of events for the remainder of the year is as follows:

August 24th, September 21st, October 19th, November 23rd and December 21st.

The association holds their regular meetings the last Friday of each month at Marina High School in Huntington Beach. We would like to invite you to join us at our racing event and also at any of our meetings.

For further information regarding the Association write Southern California Mini-Bike and Kart Association, P. O. Box 1455, Huntington Beach, California or call (714) 847-6620.

Donna Keller,
Corresponding Secretary
S. C. M. B. & K. A.
Huntington Beach, California

UP FOR GRABS - PRIVATE SALE *(back to school - have to sell immediately)*

KART, ENGINES, PARTS & ACCESSORIES TO BE SOLD TOGETHER

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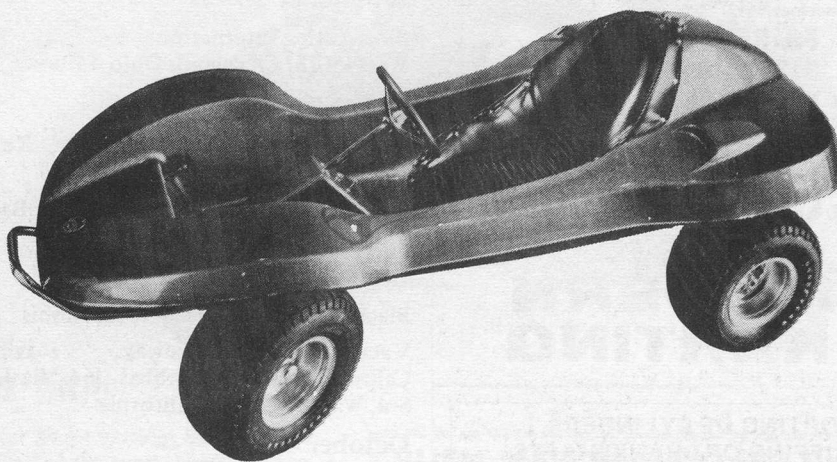
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Tele: A.C.713 465-7169**

GUARANTEE: All parts, kart, engines, dyno, in better-than-new condition.

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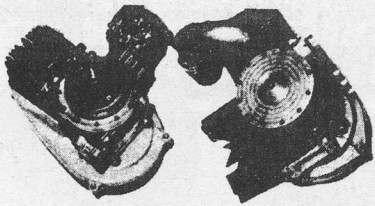


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F.M.S.-25. Oil Clutch with sealed drum and sprocket ready to install with your hub and shoe assy. MC and W.B. 9 thru 15T\$29.90

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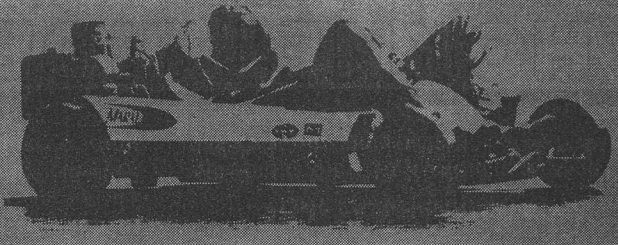
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RACING AHEAD



CHAMPIONSHIP ENDURO

August 30 - 31

C. D. R., Castle Rock, Colorado, c/o
Glen Shook, 230 Jay, Lakewood, Colo-
rado

Wisconsin State Fair Park, West Allis,
Wisconsin

Green Valley Raceway, Dallas, Texas,
c/o Ray Spring, 1810 Wilbur, Dallas,
Texas

Mid-America Raceway, Wentzville,
Missouri, c/o Richard L. Mullen, 3944
Sims, St. Ann, Missouri 63074

September 13 - 14

Wall Raceway, San Angelo, Texas, c/o
Don Holley, 1328 South Bell, San
Angelo, Texas

Grattan Raceway, Grattan, Michigan

September 20 - 21

Steel Cities International Raceway, 3411
West 150th, Cleveland, Ohio 44111

Bridgehampton, New York

Pacific International Raceway, Kent,
Washington

"Big Red" Kart Club, Lincoln Air Base,
Lincoln, Nebraska

September 27 - 28

Blackhawk Farms, Rockford, Illinois

Vaca Valley Raceway, Vacaville,
California, c/o Dick Abbas, 164 Via Del
Sol, Walnut Creek, California

October 4 - 5

Lake Afton, Doug Keener, Box 7101,
Wichita, Kansas 67201

V.I.R., Danville, Virginia, Barney Peeler,
Jr.

Mid-Ohio Sports Car Course, Lexington,
Ohio

October 11 - 12

I. R. P., Chainbreakers Kart Club

October 18 - 19

Warbonnet Raceway, Clayton Walker,
5643 South Pittsburgh, Tulsa, Okla-
homa

Blackhawk Farms, Rockford, Illinois

October 25 - 26

(continued next column)

October 25 - 26

Vaca Valley Raceway, Vacaville, Calif-
ornia, c/o Dick Abbas, 164 Via Del Sol,
Walnut Creek, California

CHAMPIONSHIP SPRINT

September 6 - 7

Texas State Championship, Lubbock,
Texas, Lee Christian, 3110 Avenue "H",
Lubbock, Texas

Mountain View Speedway, Monroe,
Virginia

September 13 - 14

Woodbridge Kart Track, Woodbridge,
Virginia

September 20 - 21

Santa Fe Raceway, Santa Fe, Indiana

September 27 - 28

Richwood Kart Track, 190 Beatty Ave-
nue, Richwood, Ohio 43344

October 4 - 5

Bakersfield Kart Track, Bakersfield,
California

October 11 - 12

Loudon Co. Kart Track, Loudon, Tenn-
essee (October 12th only)

San Antonio, Texas, Jack Harrison, Post
Office Box 13298, San Antonio, Texas

October 18 - 19

Dart Kart Speedway, Stan Keen, Post
Office Box 685, Mansfield, Ohio

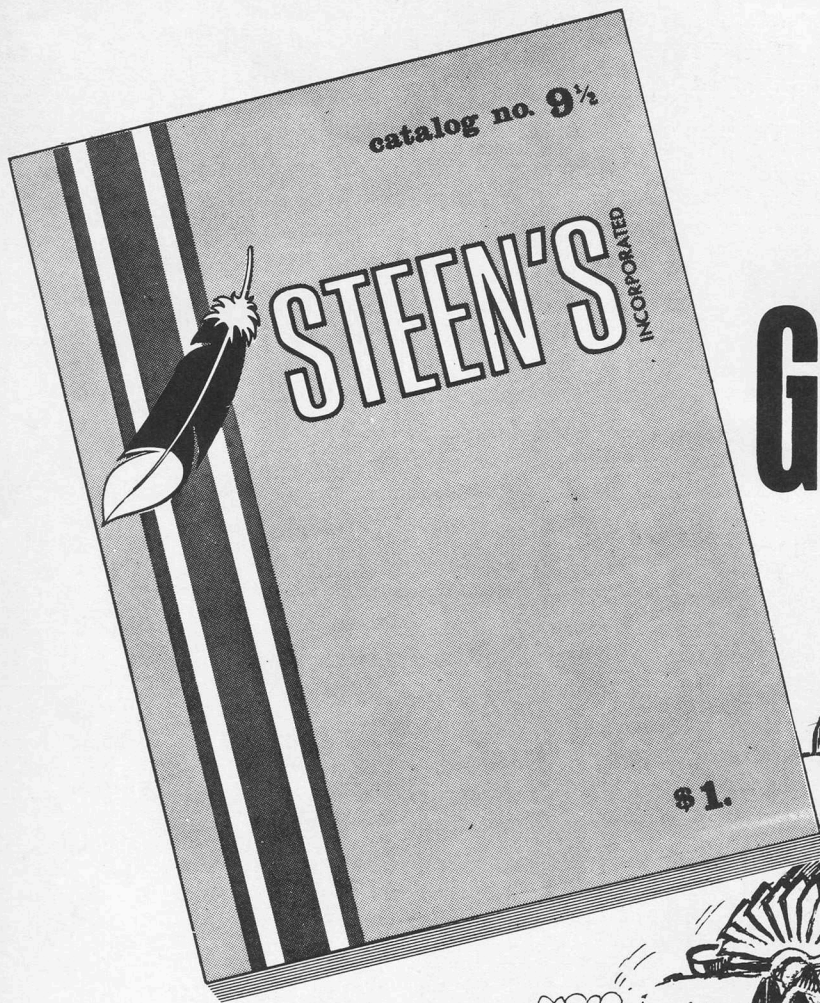
October 25 - 26

New Whiteland Track, Chainbreakers
Kart Club

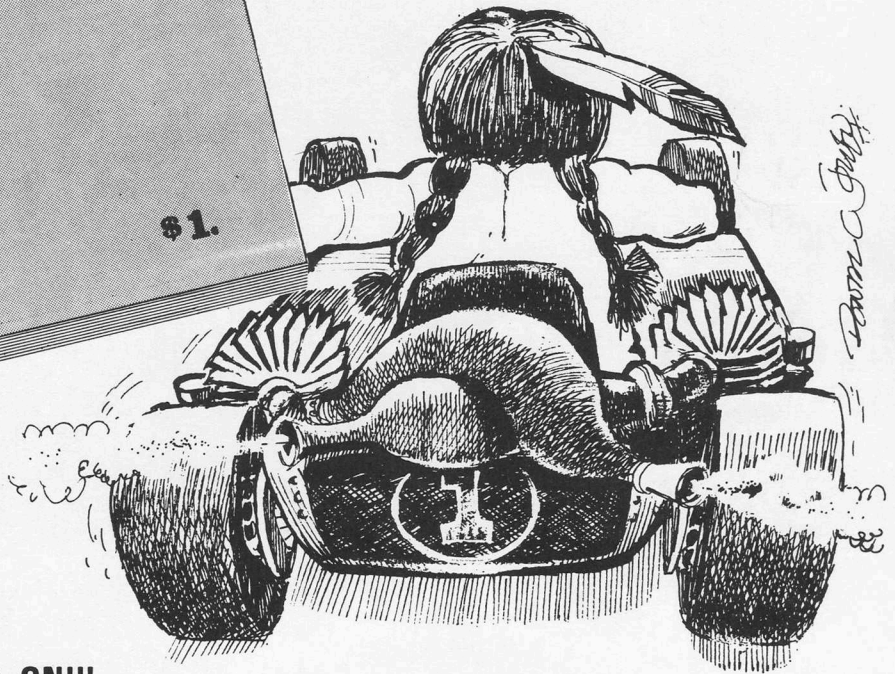
Woodbridge Kart Track, Mildred Kock,
1371 California Street, Woodbridge,
Virginia 22191

Waco, Texas, Alex Chunn, Post Office
Box 5190, Waco, Texas

*Race dates will be printed as space
permits. Send announcements to:*
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Twentieth Century Publications
P.O. Box 1880
Huntington Beach, California
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GO GET-UM!



THE WILD WEST LIVES ON!!!

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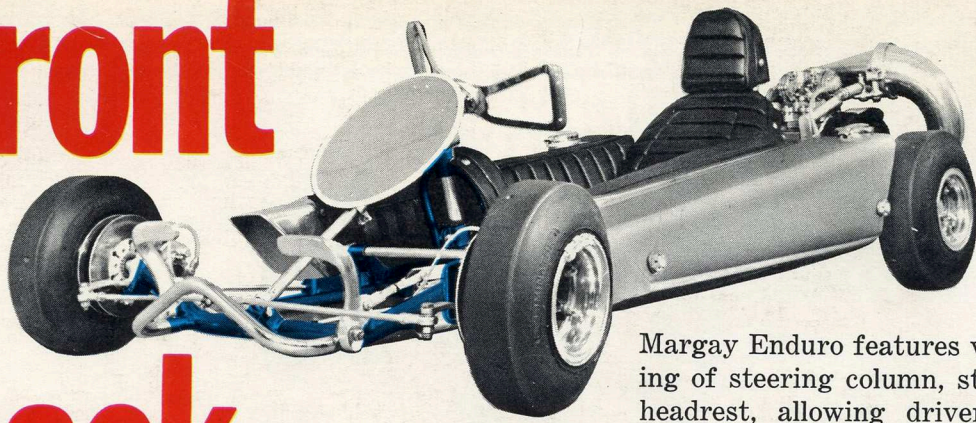
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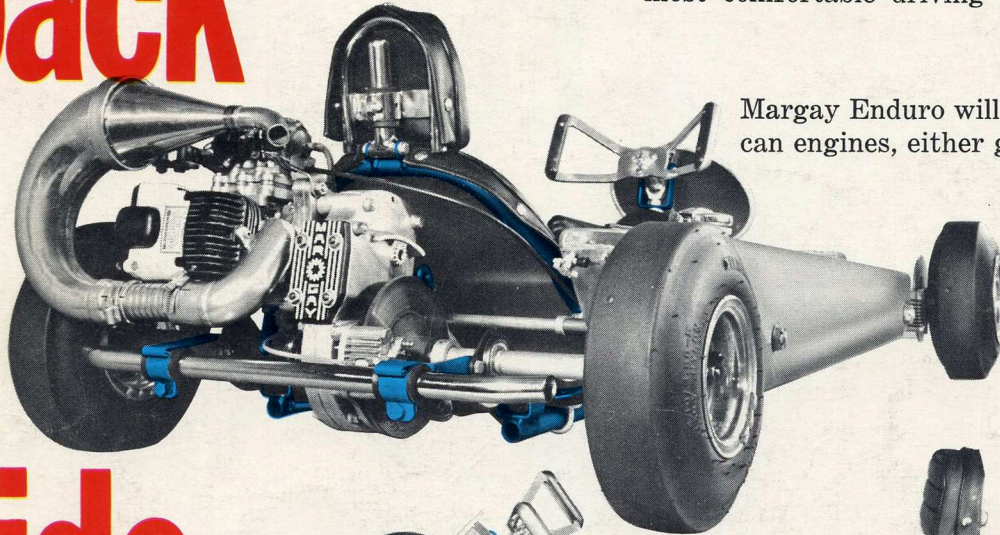
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Margay Enduro features variable positioning of steering column, steering hoop and headrest, allowing drivers to adjust to most comfortable driving position.

back



Margay Enduro will accept popular American engines, either gearbox or chain drive.

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