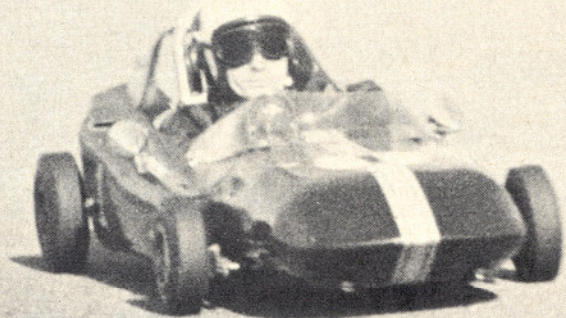


REBEL COUNTRY ENDURO



Lou Trousch and his FKE machine appear to be all alone on the stretched out Virginia Raceway.

YES, KARTERS, THERE is a Virginia International Raceway—but, oddly, it is located in North Carolina, not Virginia. Geographically, the sprawling and twisting 3.2 mile road course is located just outside the town limits of Milton, North Carolina. However, despite the variation between name and location, the track is a karter's dream come true for enduro competition!

Imagine—two straightaways, each approximately .9-mile long, connected by 12 major turns, plus hills and grades. Despite the long chutes, it is not a full-bore, all-out-and-go even for a fast-handling kart. Separating the long straights are a number of turns that start out as mild sweepers, but they suddenly trap the unwary as they tighten to such extent that even Class A equipment is forced to reduce speed in order to negotiate the tail of the turn. In fact, it was not just the novices that suddenly found themselves off the pavement, but the old-line hot-shoes, as well! To complete the picture, the course is free of guard rails or other contrivances that could offer resistance to high speed racing equipment.

A tab of the entries showed that 150 machines were on hand to participate in this "escape winter" event, and the ice-locked northern states were certainly well represented. Thus, on a bright and sunny day, with the temperature in the high seventies, the largest karting event for the course got underway on the excellent track surface of Virginia International Raceway.

First off the grid were drivers of the B-C Open machinery, in combined competition with B Stock equipment. Shortly after the start of the race, it was fairly obvious that it was Don Surwall's day, unless the fickle finger of fate provided a bit of unseen competition. Dame Fortune was content, however, and as time ran out it proved to be Surwall in the number one slot, tailed by Kane, Neal, Gilmore, and Brown. Of interest, the top five positions in this class were filled by Dart Karts powered with WB-820 engines. In the B Stock competition, George Buckner, aboard a Fox machine pushed by Mc-9's, was the first to receive the checkered flag, with Don Miller, and Bob Lawrence following.

The A Stock event, with light and heavy divisions combined, was next on the program, and the field ran pretty much a follow-the-leader race. In the lightweight section, top hot-dog was J. Walker, Mansfield, Ohio, chased by Bob Lawrence, and Robert Sidnam, Sr., who was given a merry chase by his son, Bob, Jr. Fourth spot was garnered by Bud Sneed, with Sandra Moody finishing fifth. Davy Cuthbertson, also of Mansfield, was the leader of the heavies, and the second, third, fourth, and fifth spots were collected by Moody, Davis, Davis—Tom and Will, respectively—and Soroka.

In the A Modified class—and the heavyweight contenders were there in numbers—the steady pace set by Tom Cuthbertson ate up time and distance

to gain him the coveted victory. Second in line was Paul Hohn, while Jerry Fulp moved steadily through the pack to snare third place. Slots four and five were filled by Tommy Davis, who also drove to third place in the stock class, and Stan Causeway, of Pinetops, North Carolina.

Kathy Machala, Toledo, Ohio, gave the boys in the Modified Light class quite a driving lesson when she virtually ran away from the pack. Although Kathy admits that she gets her engines from Big J, she does most of the work on her kart and her efforts—as shown here—are most respectable. Kathy was chased across the finish line by Walker, Moody, McCoy, and Stanley.

The closing race, and one that was virtually run in the dark, saw the FKE and B Limited machinery take to the track. From the time the flag fell to start the drivers on their way, there was little doubt as to how it was going to end. Right off the grid, pushed hard by a modified Mc-75, Kenny Fox jumped into the lead. His closest competitor through the entire event was Lou Trousch, driving the #1 FKE machine. As the racing day ended, Fox took the checkered flag in his class, followed by Dick Brown, Jerry Fulp, Larry Frishman, and Paul Hohn. Needless to say, Lou Trousch carried the victory for the FKE class.

by **JIM HOLMES**

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