

2017 Early Events



Bushnell, FL and Riverside, CA
Feb. 2 – 4, 2017

In this issue:

- Avon Summary & Results
- Camden Summary & Results
- Ask Bill
- Mid-Ohio Enduro
- Vintage Kart Restoration Tips
- Guess Weight-FREE Membership
- ... and more

2017
VKA WALL CALENDAR
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I'M THE VKA BY BILL MCCORNACK

This IS vintage karting and ...

I am the VKA ...



NEW MEMBERS SINCE LAST PUBLICATION:

Bob Austin
Jim Fair
Alan & Cindy Paolercio

2016 Event Schedule

1/29 – 31 <input checked="" type="checkbox"/>	Bushnell, FL	7/9 & 10 <input checked="" type="checkbox"/>	Grattan CES
2/4 – 6 <input checked="" type="checkbox"/>	Riverside, CA	7/28 – 30 <input checked="" type="checkbox"/>	Avon, NY (Tier I & II)
3/11 – 13 <input checked="" type="checkbox"/>	Savannah, GA	7/28 – 30 <input checked="" type="checkbox"/>	Camden, OH
3/17 – 19 <input checked="" type="checkbox"/>	Barnesville, GA	7/29-31 <input checked="" type="checkbox"/>	Thornburg, VA
3/18 – 20 <input checked="" type="checkbox"/>	Kershaw, SC AKRA	8/12 – 14 <input checked="" type="checkbox"/>	Adkins, OH
4/28 – 30 <input checked="" type="checkbox"/>	Circleville, OH	8/27&28 <input checked="" type="checkbox"/>	Summit Point, WV
4/30-5/1 <input checked="" type="checkbox"/>	Shenandoah, WV	9/16-18	Dawsonville, GA
5/21 & 22 <input checked="" type="checkbox"/>	Sandy Hook, MD	9/16 & 17	Oreville, PA
5/21 & 22 <input checked="" type="checkbox"/>	MKC MIS AKRA	9/22 - 24	Delmar, IA NOW 3-day
5/27 & 28 <input checked="" type="checkbox"/>	Springfield, IL	9/24 & 25	MKC/MIS AKRA
6/4 & 5 <input checked="" type="checkbox"/>	Summit Point, WV	10/1 & 2	Sandy Hook, MD
6/16 – 18 <input checked="" type="checkbox"/>	New Castle, IN	10/1 & 2	Savannah, GA
6/17 – 19 <input checked="" type="checkbox"/>	Mid-OH Enduro	10/8 & 9	Summit Point, WV
7/7 – 9 <input checked="" type="checkbox"/>	Brodhead, WI	10/13 – 15	Bakersfield, CA (Tier II)
		11/5 & 6	Atwater, CA (Tier II)

VKA Events in BOLD

Vintage Enduro Events in ITALICS

AKRA = Amer. Kart Racing Assn. CES = Championship Enduro Series

MKC= MI Kart Club MIS = Michigan International Speedway

Please check the official schedule posted on the VKA web site for any last minute changes (www.VKAkarting.com).

EDITOR'S COMMENTS

*[Full disclosure: I've only raced **rear** engine karts. I got out of East Coast karting in 1965 and did not follow it for 45 years. Gear boxes were just coming in. Sidewinders were nowhere.]*



In the span of eternity ... it's going to happen! I just hope it is **NOT** in my lifetime. Rear Engine Karts will go the way of the dinosaurs. "Time" will be the asteroid that destroys them.

The Sidewinder and Yamaha Classes are growing by leaps-and-bounds. This Sidewinder Era is likely to be the "meat and potatoes" of vintage karting for the next several years. Some thought needs to be given to how to control this "more aggressive" class. (Just my humble opinion.) (I discussed one option in last month's Editors Comments ... cones in the first turn for the start.) The dialogue needs to begin.

Some of you may have heard me say, “the modern karts of today **WILL BE** the vintage karts of tomorrow.” I saw a random video recently of vintage karts on display. I took note because there was **one** Fox Kart in the video. Then something else struck me. I replayed the video. I counted. There were 33 sidewinders on display and only **THREE** Rear Engine Karts!

With that in mind, what do **WE** do to ensure VINTAGE karting is always recognized ... even beyond the Sidewinder Era? Here’s a thought. (All you tater-digger haters need to sit down.) Start a Junior Class for four-cycle engines.

It’ll accomplish a couple of things: **a.** open the door for the inevitable; **b.** pave the way for growth; and **c.** get vintage karters used to the sound. 🏆 *Rolf*

JUNE BOARD MEETING - SHORT SUMMARY – BILL BLOODWORTH

JULY: (The July Board Meeting Minutes Summary was not available for publication since the deadline for this issue was before the August Board Meeting. The meeting was postponed one week due to a conflict with the Adkins Event. The July SUMMARY will appear in the next issue of the VKA FIRSTTURN®.)

Bill Bloodworth



This is vintage karting!

JOIN THE FUN



ASK BILL BY BILL MCCORNACK

Follow-up to same question last month: **Q.** How do you remove baked-on oils and grease from aluminum components? (See pictures next page.) **A.** Spray a heavy coat of Easy-Off® oven cleaner on the block. Next, use a paint brush and work-in the cleaner. You may want to add more cleaner while brushing. You’ve only got about seven minutes to do your work or the cleaner will start to corrode the aluminum. Lastly, rinse with water, clean and air hose dry.





Cleaner/Dirty Block

Spray/Scrub/Wait

Rinse/Dry

AVON SUMMARY & RESULTS BY SCOTT KNEISEL

Wow, what can I say!! Our seventh annual event was very successful. This year there were 45 entries in the flagged events and 60-70 karts total present at the event, a good showing for us. The weather was decent; hot on Thursday, beautiful on Friday, rainy and cloudy on Saturday morning, but everyone chipped in and we got the track dried out with only a half-hour delay. Avon is a classic facility with nicely kept track and pit areas, covered grid, snack bar, pavilion for meetings, watching the races and eating, and even men's and women's rest rooms. Many thanks go out to the GVKC for hosting us at Avon.



The three days went very well with practice Thursday afternoon and all day Friday and Saturday morning. Demonstration events were on Saturday afternoon followed by more track time for those who were up for it. Friday after the track closed, we had a great picnic of grilled chicken breast and all the trimmings, provided by Linda our concession stand owner. After we all ate, the karts for show were rolled out onto the track and there were some beauties, which gave the judges a tough job. There was also a Peoples' Choice award for the favorite kart of the people attending the meet. It was a great show with lots of entries.

Saturday morning during a moment-of-silence, names of karters who have passed away and have contributed so much to our sport were read over the PA system. There were 35 names on the list all provided by fellow karters.

The kart mix was pretty good this year. We definitely had many historic karts, lots of rear singles, a few rear duals and several sidewinders. The rear single class was the biggest with 14 entries. They really gave us a good show, as did the ten Yamaha class entries and the remainder of the entrants. They all provided a good demonstration of what racing was like back in the day; all

coordinated by GVKC. Best of all, there were no incidents and no injuries. Demonstration events were grouped into seven classes, running three Heats for each class. Rear single 6.1 and Yamaha were electronically timed and trophies given to the first **five** places.

All in all it was a great event and fund raiser for the GVKC who really welcomes us vintage guys to run at their track just like back in the day. The 50/50 raffle was a success; many extra prizes were contributed by our karting friends; and the cash proceed will be given to VKA.

Pictures and some short video clips should be posted soon on the VKA site. Thanks again, all who attended and to the GVKC for their enormous help.

Scott Kneisel

AVON DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Rear 6.1	Phil Ames	Mark D'Elia	Rick Balliet
Yamaha S/W	Skip Owen	Kent Windham	J. Fairoaks

This was a modified Tier II Event, which included only these two scored classes.

AVON KART SHOW WINNERS





THIS IS VINTAGE KARTING !



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AVON SHOW RESULTS BY GARY WLODARSKY

REAR

Unrestored	Bitz Kart; MC-6; Paul Hunter
Restored	Margay New Breed; MC 91b1; Ted Tine
Modified	Champion Speed; dual Clinton E65s; Chris Marchand
Past Champion	Putnik Super Leo; Clinton' John McCorvey

SIDEWINDER

Unrestored	Yamaha Kart; Yamaha KT100; Kent Windham
Restored	Margay Concept; Komet K88; Roger Santee
Modified	Invader; dual Pirella; Ralph Alexander
Past Champion	Margay; dual MC-91b; Bob Anderson

Peoples' Choice **Perciville Hellcat/Wildcat; dual WB; Audrey Postiglione**

MINIBIKE

Best-In-Show	Rupp Minibike; Mike Schlager
--------------	------------------------------



This is vintage karting!

JOIN THE FUN



CAMDEN SUMMARY BY JEFF BROWN

Weather was great, but hot. Early rain on Thursday am only.


We had 47 entries and the track was in good shape. There were no incidents. Several new faces showed up, ran and had fun.

Gary Wlordarsky fish fry was better than last year! Awesome ...

Great impromptu party Friday evening with lots of bench racing and socializing.



JOIN THE FUN

This is what 90% chance of
rain looks like at Camden. 



CAMDEN DEMONSTRATION EVENT RESULTS			
Class	1 st	2 nd	3 rd
Historic Participants	Jeff Sullivan		
Junior	Jack Sullivan	-----	-----
Mac 49	Tom Bowman	-----	-----
Sportsman Rear	Alan Hasenfratz	-----	-----
Rear 6.1	Jerry Nagel	Scott Klingler	Jeff Sullivan
Rear 8.2	Butch Stewart	Marc Nagel	-----
Over-60	Tom Day	Ken Wooldridge	Ted Klingler
Yamaha Piston Port	Troy Brown	Dean Sauter	Kirt Bennett
S/W 6.1	Troy Brown	Gary Young	Kirt Bennett
Sportsman S/W	Kory Bennett	-----	-----
80-85 S/W	Bill Arrandale	-----	-----
S/W 100cc Foreign	Sandy Stropko	Jim Stropko	-----
S/W 135cc Foreign	Jimmy Gay	Rick Gilmore	Steve Jamison
Straight Axle S/W	Tom Day	-----	-----
Dual Rear	Kirt Bennett	Marc Nagel	Jerry Nagel
Dual S/W	Jerry Nagel	Scott Nagel	Bobby Brown



The owner of the track,
Gary Gregg, and the club
want us to come back.

CAMDEN SHOW RESULTS	
REAR	
Unrestored	<i>Due to limited turnout,</i>
Restored	<i>an abbreviated show was held.</i>
Modified	<i>A complete list was not available at time of printing.</i>
Past Champion	Tom Bowman
SIDEWINDER	
Restored	Ken Wooldridge
Modified	Rick Gilmore
Past Champion	Results not available at time of printing.
Peoples' Choice	Results and picture not available at time of printing.

2017 EAST COAST & WEST COAST VINTAGE KARTING OPENING DAY BUSHNELL & RIVERSIDE

2017 will be the 50th anniversary of the IKF Sprint Grand Nationals at the Adams Kart Track in Riverside, CA. Wouldn't it be fun to re-live that event? As usual, the VKA Riverside event will be the first weekend in February ... the 2nd, 3rd and 4th. Mark your calendars now and start developing a plan to get your kart there. I am.

We also just learned that Bushnell, FL will be the same weekend. What a great venue. Reports are the round scoring tower with snack bar is ready. If you were there this past January, you know the great venue it is (tunnel/overpass and all). We are back again for East Coast Vintage Karting Opening Day.



Since getting into vintage karting back in early 2007, I have restored a number of sprint and enduro vintage karts and rebuilt a number of foreign and McCulloch engines. If there is one piece of advice I could give someone undertaking a restoration project, it would be to do a good job of planning the project. Planning is critical to organizing the tasks to be done and doing them in the correct sequence. It also allows you to keep working on some parts of the project while you are waiting on other items like painting, power coating or chrome plating.

I like to plan the project in my head and then commit the work items to a computer document so I can revise and update them as I move along in the project. I like to use Microsoft Word, but there are other computer programs that could work equally well. Having the items written down also keeps me from forgetting some items or doing them out of sequence, which oftentimes requires reworking them. For example, making a list of all the items you want to get chrome plated and reviewing it from time to time will save you from making an extra trip to the chrome plater to take an item you forgot.

I like to pre-fabricate my restoration projects to make sure everything fits and I don't need to weld something like a bracket to the frame later on. Imagine the problem you would have if, after you get the frame powder coated, you realize that you need to weld a throttle bracket to the frame. It's a little easier with a painted frame, but the finished product is still better without any rework.

I usually organize my restoration projects along the following lines:

- Disassembly and cleaning of all the parts
- Obtaining missing parts
- Fabrication of some parts
- Repair of some parts
- Pre-assembly and fit-up
- Disassembly after fit-up
- Painting and/or powder coating
- Chrome plating of selected parts
- Final assembly
- Testing (if appropriate, like for an engine rebuild)

Quality is also very important. Don't cut corners on your restoration project and be proud of your work. I recall that during one of the engine restorations, I was grinding smooth a weld on the underside of the engine mount. I realized that

nobody would ever see what I was doing. However, I knew that **I** would know and that **I** would not feel right about the restoration if I didn't do that part of it the correct way. You have to be able to look in the mirror each time you do a job and confirm to yourself that you did the job to the very best of your ability.

Understand up front that a restoration project will take a lot more time than you thought it would. It will also be a lot more work than you thought it would be. And lastly, it will cost more than you thought it would cost. But, if you take the time to plan the sequence of your work, do quality work on every part of the project, do the work to the very best of your ability, and spend what it takes to do it right, you will be happy with the end result of the restoration.

Below are a few “before” and “after” photos showing what can be accomplished if you follow the above tips on your restoration project. Good luck!



Dart A-Bone





Margay Cheetah Mark II



Kavalla





Mid-Ohio June 17 – 19, 2016 was another great event put on by the Dart Kart Club and AKRA.

The Vintage Classes were pretty well balanced between the Vintage Piston Port/USA Class and the Vintage Unlimited Class with 5 – 6 vintage karts in each class.

Saturday, in the Vintage Piston Port Class, saw the return of Greg Wright (Rapid Racing Kart Shop) to enduro racing. Greg, driving a beautifully restored Margay Concept, immediately took his place as the leader of the pack, but was dogged through most of the race by Joel Walworth. Twenty minutes in, Joel's throttle broke and sidelined him for that race. Rick Chapman inherited the second place slot.



lead, but again, Walworth ran with Greg for the entire 30 minutes.

Sunday saw Wright take the immediate



During the 30 minutes, Joel and Greg passed each other many times and put on a great show. At the finish, it was Greg Wright, Joel Walworth and Rick Chapman.

As Rick made the last turn and was about to take the checkered flag, he dropped a wheel off the track and ended up stuck in the Pea gravel ... 75 feet from the flag.

Mark D'Elia came from New Castle to run Sunday and joined Todd Giles to be the only McCulloch engine karts at this event. These two usually attract a lot of attention, and this race was no different.

In the Vintage Unlimited Class, John Copeland set the bar for the others in the class. John ran from green flag to checkered flag unchallenged both days. Marty Powers kept John in his sights, but was never able to catch Copeland as did Colm O'Higgins. Arthur McKenny had his engine troubles and was not able to get up with the pack.



After the day ended, as usual, many modern racers came by and talked about the old days. It was truly great weekend for Vintage Karters.

Rick Chapman



The person who can guess closest to the actual weight of **this restored, bare Simplex Mark 15 frame** will get a **one-year VKA membership (or 12-month extension) paid by me.**

One guess per person. Only your first guess will count. My scale is the measuring device. **This is the contest frame and is minus all bolt on parts and weighs a minimum, for sure.**



Most people knew the early Simplex karts with thick mild-steel tubing weighed a lot and the people at Simplex got that message early on. The major change was to thin-wall 4130 tubing, which made quite a difference. When the **Mark**

14 came out, it was advertised as being one of the lightest karts in the market place. Next came an ad for the **Mark 15**, showing the weight of a complete Simplex kart with seat back gas tank, seat cushions, direct drive Mc-6 engine, knobby tires, weighing 87 3/4 pounds.

Look at the picture above and send me what you think it weighs (within 0.2 pounds). You can enter your guess by USPS mail (7856 Amestoy Avenue, Lake Balboa, CA , 91406) or email me at tthorin@socal.rr.com. Guesses must be received no later than midnight, September 30.

The prize-winner will be announced in the November issue of the **VKA FirsTurn®**, so get your guess in now.

Tom Thorin

NEW SIMPLEX Lightest of all major karts

These Howe certified weight figures prove it!

Make & Model	With Knobby Tires	Slicks All Around
SIMPLEX Mark 15	87 3/4 lbs	92 lbs
MERCURY Hornet	90 3/4 lbs	95 lbs
FOX Mak-Kart	98 3/4 lbs	103 lbs
GO-KART 800	105 1/2 lbs	109 3/4 lbs
MCCULLOCH R-1 (Racing)	105 3/4 lbs	110 lbs
BUG Scorpion	119 1/4 lbs	123 1/2 lbs

SIMPLEX Mark 15-160'Light'
(without engine)—67 1/4 lbs.



SIMPLEX Prices Start at
\$148 complete with engine
Freight Paid

DEALER
INQUIRIES
INVITED

Get **LIGHT** Weight with **RUGGED** durability

There are so many false notions about kart weights, it's time to set the record straight! Now you can see for yourself the true weight of these major karts. The nationally-known Howe Scale Company weighed live axle models of six major kart manufacturers. Each model was equipped with one McCulloch MC6 engine, engine sprocket, manufacturer's rear sprocket, chain and chain guard, live axle, seat back gas tank, and cushions. Each was weighed twice, once with knobby tires, once with slicks. According to the certified weights Simplex weighs only 87 3/4 pounds with knobby tires (92 pounds with slicks), lightest of all karts tested!

The secret of Simplex's lighter weight is in its chassis aircraft design. Here is a chassis, light enough for racing, yet has the ruggedness and durability for which SIMPLEX is famous.

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ADJUSTABLE WHEEL BASE—adjusts to any track conditions in minutes.
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Send for free literature—Dept. W. 540 N. Carrollton Ave., New Orleans 19, La.

2016 RESOURCES FOR VINTAGE KARTERS

Bud, Kirt, or Craig Bennett - RM Motorsports

Remanufactured S/W karts similar to Invader. Fabricating, restoration.

Tel: 248-344-1515 rmmotorsports.com

Jeff Brown – Full Engine Service; Modifying & Rebuilding foreign, WBs and Macs since 1967; Honing, Inertia Dyno Testing jeffbrownvintagekarting.com

Tel: 248-613-5839

Email: invaderjb@gmail.com

John Copeland - Fox Valley Kart - - VKA required 3rd Bearing supports for sidewinders. Also motor mounts and other machined accessories.

Tel: 765-742-0935

Email: John@foxvalleykart.com

Jim Donovan - Max-Torque Ltd. – Clutches for most engines

Tel: 630-369-9600

www.MaxTorque.com

Richie Engel – Clutch & Brake Shoe Relining, McCulloch Engine Repair

Tel: 705-445-5766

Email: rtengel55@hotmail.com

Mike Golembesky: New Komet B-Bomb pistons; 55.45mm thru 55.65mm ; \$135 (free shipping for VKA Members) www.VintageKartParts.com

Tel: 818-321-0564;

Email: copenkarter@gmail.com

Greg Gouveia – New Fuel Tanks: Chilton, Azusa & Palmini

Shop Tel: 805-541-4310 Cell Tele: 805-305-2074

Web Site: GregsSpeedShop.com Email: GregsSpeedShop@att.net

Charles Groetke - Vintage frame repair & parts, stripping and re-plating

Tel: 636-942-9988

Email: slkcharlie@sbcglobal.net

Nils Gustafson - Reproduction vintage tires

Tel: 541-471-7212

www.VintageSpeedTires.com

Ken Head – KRH Engineering – Restore/sale of Sprint/Enduro Vintage Karts.

Tel.: 714-612-4102 Fax: 714-528-8873

Email: 1HeadRacing@gmail.com

Rolf Hill – 2017 VINTAGE KARTING WALL CALENDARS. \$15 each (\$10 at track). This year, advertising space available; all proceeds will go to support Friedreich's Ataxia.

Tel: 301-717-2872 ORDER OR REQUEST FLYER FROM: KartNumber4@Yahoo.com

Tim Hinson – Dealer for Azusa, RVL Tuned Exhaust, USMP West Bend; 510, 580, 700 NOS & used parts; restoration/rebuild of karts and WB & PP.

Tel: 661-253-9000,

CatKart@gmail.com; www.CatKartRacing.com

Terry Ives - MAC engine repair, pistons, rings & gaskets. Azusa and Hortsman

Tel: 916-201-7707

Email: tii@surewest.net

Gordon Juhasz - Vintage Karting Specialty

Quality Kart Restorations. Buy - Sell- Trade. Ph: 765-969-7756

Howard Kapland – DXL N.O.S. High temp, semi-metallic friction discs

Nippondenso – W34EN – Alky racing plugs for most foreign & Yamaha

Tel: 773-965-9755

Email: HowardKaplan@comcast.net

Bill McCornack – McCulloch and Yamaha engine building, Tillotson carbs, L & T oil clutches, Big Volume Pipes, Red Line oils

Tel. 630-400-2645 nights /weekends Email: bill.mccornack@comcast.net

Jack Murray – Collector of Early and Mid 60's Karts, Engines, and Rare NOS Parts. NOS GEM Pyramid Reed Cages, NOS Margay Dual Engine Gear Boxes and Parts, New Tourek Type Ball Joints. Tel: 619-501-5066

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Jim Perry - CKT Racing Engines, Inc.- - Full-time, full-service Kart shop;
Frame/Axle straightening; In-house Dyno – Red Line Oil; Gas; Alky.
Tel: 630-513-5857 Email: CKTracing@sbcglobal.net

Al Postiglione - Reproduction "Vintage Kart and Engine Stickers." Please email
inquiries about current offerings/availability to: Email: apost@optonline.net

Bill Rowan - R&I Metals- , 1876 S. Taylor Ave., Ontario, CA 91761
Fox Satellite Seat shells and foam;
Tel: 951-897-4951 www.RImetal.com Email: Bill@RImetal.com

Robert Stanton - Robron Incorporated - Dart chassis, parts and repair
Tel: 800-624-7383 Email: robroninc@bellsouth.net

Will Rogers - Rogeo Enterprises –, recast Hands Wheels, Hovey Hawk kart frames,
welding, parts casting. Tel: 530-878-7594 Email: rogeo2@sbcglobal.net

Ed Sahagian - Line boring, blueprinting, head surfacing, helicoiling & prototyping
Tel: 912-330-9120

Lake Speed – B Bomb Engines – Parts –Buy & Sell – Service & Repair
TRIC-LOC Kart Clutch Oil Tel: 704-938-4912 Email: LakeSpeed83@gmail.com

Dick Teal – Reproduction Fox pedals - floor pans - throttle arms – etc.
Tel: 920-485-2844 Email: teal@charter.net

Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets
Tel: 763-784-9095 Email: wrenchhead944@hotmail.com
www.blackdogvintageracing.com

Thomas Thorin - Simplex decals, brake linings & 5 inch cast wheels
Tel: 818-708-7232 Email: tthorin@socal.rr.com

Samantha Weakley (Price) - Early 70's Margay Cheetah reproduction seats
Tel: 618-792-8438 Email: SpeedyChic@aol.com

Scott Wigginton - ASW R&D Machining, 3535 Victor St., Santa Clara, CA 95054;
4" & 5" Go Power rims; front and rear. Tel: 408-748-6949 Email: aswInc@aol.com



upcoming
Events . . .



See VKA website for more
Info. : www.VKAkarting.com

Delmar

9/22 – 24 **Three-Day
Event**

61kartway.com

Sandy Hook

10/1 & 2

SandyHookSpeedway.com

Bakersfield

10/13 – 15 Tier II

BakersfieldShootout.com

Atwater

11/5 & 6 Tier II

AtwaterKartClub.weebly.com

MEMBERSHIP REMINDER: 12 mo. Full Mmbr = \$35; Assoc. Mmbr = \$10 Foreign Mmbr = \$45; Expanded/36 mo. U.S. Membership = \$95. New VKA Memberships are issued for a 12-month period. Only Full Members receive **VKA FIRSTURN®**.

Applications are on the VKA website (www.VKAkarting.com) or from BillBloodworth@gmail.com. Completed forms should be sent to:

Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016.

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