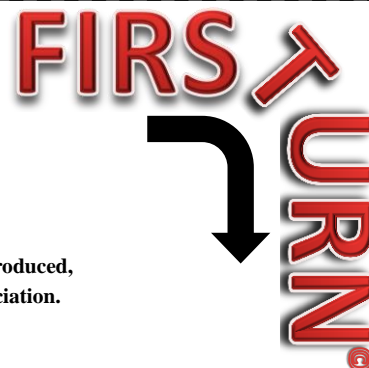




The Official **VKA Newsletter**
July 2013



Editor – Rolf Hill

MMXII – No.7

www.VKAkarting.com

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Join the Fun!

IN THIS ISSUE

NEW CASTLE – MEMBER MEMORY (Rick Chapman) – THEFT PROTECTION – HALL of FAME – DRAGIN SKIN® and more.

VKA EVENTS, VINTAGE ENDURO & OTHER VINTAGE EVENTS

1/24 – 26	Jacksonville, FL	✓	6/13 – 15	New Castle, IN	✓	9/6 – 8	Quincy, IL/MO
1/31 – 2/1-2	Riverside, CA	✓	6/7 – 9	DKC Mid-Ohio	✓	9/13 – 15	MKC at MIS
3/14 – 16	Barnesville, GA	✓	7/11-13	Brodhead, WI	✓	9/26 – 29	Alton, VA (CANCELLED)
4/27 – 28	Whiteland, IN	✓	7/26 – 28	Avon, NY (VKCA)		9/27 – 28	Delmar, IA
5/9 – 11	Camden, OH	✓	8/9 – 10	Circleville, OH		10/11 – 13	Cuddebackville, NY
5/17 – 19	DKC Gratten, MI	✓	8/31- 9/1	Rock Island GP		11/2 – 3	Atwater, CA
5/24 – 25	Springfield, IL	✓	8/31 – 9/1	Fremont, OH (TBO)			

VKA Events are BOLD

TBO = The [R.E.A.R.] Big One

Italics indicates vintage enduro event

MKC = Michigan Kart Club

DKC = Dart Kart Club

MIS = Mich. Int'l. Raceway

Please check the official schedule posted on the VKA web site for any last minute corrections: www.VKAkarting.com

EDITOR'S COMMENTS

By now, everyone most likely has heard of the passing of Bob Lapke, VKA Treasurer, vintage karter extraordinaire and enthusiast, and ... friend on June 20th. A great guy and a huge asset to VKA. He will be missed (see p.5).

New Castle is in the books. 101 entries made it a great turn-out to match the great weather. There was a contingent of drivers from as far away as California. Terry Ives, Louie Figone, Steve Shaw and Richard Swantek made up the team of west coast drivers. One Heat and the Kart Show were held on Friday along with *hors d'oeuvres* (that were a meal) at the track Social Hour. Jeff Brown announced the new inductees to the **Vintage Karting Hall of Fame** (see p.5). Unbeknownst to Jeff, he, too, was inducted into the **Vintage Karting Hall of Fame**.

Perhaps the highlight of the Social Hour on June 13th was the Skype™ hook-up with Bob Lapke ... just seven days before his passing. A very moving tribute to a fellow racer everyone respects.

The weather was great for the rest of the event. The Second and Third Heats were held on Saturday. Awards were given to all First Place Winners and participants were on the road by early afternoon. A couple of classes were combined to compress the overall event. In my class, especially, it made total sense to combine Rear 6.1 and MAC-49. The MAC-49s started several kart-lengths behind the Rear 6.1s, and they stayed "separated" for the entire Heat. Rear 6.1 didn't lap any MAC-49, and since Jimmy Gay wasn't there, no MAC-49s passed me. 🏆

Vintage Enduro Karting is now getting the recognition it deserves. Rick Chapman was appointed Chairman of the Enduro Committee, the Events Calendar (above) includes vintage enduro kart events and the VKA website now has a Forum specific to Vintage Enduro Karting. VKA **FIRStURN**® even included a Member Memory on Dick Charest in the May issue and how he's been involved in both vintage Enduro and Sprint racing. This month we have a Member Memory on Rick Chapman, Enduro Chairman (see p. 6).

My wife was in my shop the other day. She doesn't come in there often. I needed some help moving things around from kart-stand to kart-stand. With the three karts I'm working on, she asked, "How many more of these things are you going to get?" I've gone from none to three in as many years. Dick Teal (trouble-maker that he is ... not!) suggested I show her pictures of his "museum." I don't think so, but I hope to share the pictures of his museum with all of you in next month's *FIRSTTURN*®. Stay tuned. *Roff #4*

MAY BOARD MEETING SUMMARY

Multi-year Memberships were discussed. Membership committee will come back with recommendations. The effort to move the VKA website to a GoDaddy server is in progress. The Safety Committee continues to work on the clutch-safety issue. The Judging Committee will send guideline revisions for posting on the website. A display package is being put together for promoters.

Balance as of 5/31/13 = \$11,131.64.

NEW CASTLE PHOTOS



California Cut-Ups/Terry & Louie



NEW CASTLE RACE RESULTS

CLASS		1 ST	2 ND	3 RD
HISTORIC	5	Jerry Nagel	Mark D'Elia	Terry Armstrong
JUNIOR	2	Autumn Nagel	Bennett Armstrong	-----
SENIOR	3	Pete Williams	Gary Wlodarsky	Ted Klingler
S/W FOREIGN 100CC	7	Scott Ader	Matt Morgeson	David Sagen
SPORTSMAN	4	Lyle Caswell	Gary Wlodarsky	Debra Oakley
MAC 49	6	Pam LeMay	Steve Seewer	Roy Fenwick
REAR 6.1	7	Bobby Lee	Jim Walter	Craig Bennett
YAMAHA	7	Kent Windham	Mathew Klunk	David Turner
S/W FOREIGN 135CC	7	Troy Brown	Butch Stewart	Rick Gilmore
DUAL REAR	9	Kirt Bennett	Scott Nagel	Louie Figone
S/W AMERICAN 6.1	12	Bobby Lee	Ron Funkhauser	Bob Noel
REAR 8.2	7	Louie Figone	Pete Williams	Lindsay Winegarden
S/W AMERICAN 8.2	7	Tom Tedrow	Jerry Culp	Kevin Rice
S/W 80 - 85	7	Bill Winegarden	Scott Ader	Phil Rogers
DUAL S/W FOREIGN	11	Lake Speed	Lake Speed, Jr.	Troy Brown

NEW CASTLE SHOW RESULTS

GROUP	FRAME	ENGINE(S)	OWNER/PRESENTER
REAR			
Restored	'65 Rupp Chaparral	WB 820	Butch Stewart
This kart was a Mickey Rupp restored kart and was recently given to Butch when he visited Mickey.			
Modified	'67 Rupp/Dart Chapparal	WB 820s	Gordon & John Juhasz
Past Champ	'60 Gopher	WB 580	Jim Thompson
SIDEWINDER			
Unrestored	'74 Margay Concept	MC-101	Paul "Gooch" Billson
Restored	'82 Speedcraft SpeedKart	Parilla TT25	Scotty Campbell
Modified	'76 Hartman Sprint	Atlas 100cc Reed	David A. Sagen
Past Champ	'81 Dual Trick	BM 130 - 135cc	Danny & Gil Birge
PEOPLES' CHOICE			
	'60 Gopher	WB 580	Jim Thompson



See VKA Web-Site (www.VKAkarting.com)
for pictures of all the winners ... in color!



DRAGIN SKIN® SPRING CHANGER BY JIM DONOVAN

DRAGGIN SKIN® spring changers are needed mainly for the orange springs which are the strongest springs we have for the **Max-Torque** clutches. We have made twelve of these tools and given them to our biggest distributors or someone that is

MID-WEST

- | | | |
|-------------------|---------------------|--------------|
| 1. Gary Doemelt | Arcola, IL | 217-268-4243 |
| 2. Scott Klingler | Ortonville, MI | 313-590-5200 |
| 3. Pearl Gamble | New Bloomington, OH | 740-499-3735 |
| 4. Dick Teal | Horicon, WI | 920-296-5786 |
| 5. Nip Swenson | Siren, WI | 507-244-1080 |
| 6. Scott Nagel | Napoleon, OH | 419-579 4729 |

always at the track. They are the property of **Max-Torque** and it is understood that we get them back if the person decides to get out of 2-cycle karting. They were given to these people to assist racers at the track:

WEST COAST

- | | | |
|-----------------|------------------|--------------|
| 1. Terry Ives | Granite Bay, CA | 916-201-7707 |
| 2. Faye Pierson | Azusa, CA | 626-334-0334 |
| 3. Will Rogers | Meadow Vista, CA | 530-878-7594 |
| 4. Larry Brown | Tucson, AZ | 520-327-7669 |

(NOTE: Jim Donovan also carries one to all the tracks he goes to all across the country.)

There are several people that have made their own tool that was originally designed (invented by) **Steve Seewer** of Floyds Knob, IN. Steve made one for Dean Scarbrough of Deshler, OH. Another person that made his own is Brian Santee.

If you want to make your own tool for getting the spring assembly IN & OUT of the **DRAGGIN SKIN**, some of the parts are available commercially:

- Puller Yoke- NAPA Part # 41705
- Slide Hammer Jaw Kit- NAPA Part # 41708

The other parts can be picked up locally- 5/8"-18 threaded rod, one 5/8"-18 nut, 5/8" flat washer, flat stock to weld on the legs (1/4" thick x 1 1/2" wide x 6" long), make a taper cone with a 5/8" bore, 1/4" long rod for the handle. **Jim Donovan**

VINTAGE KARTING HALL OF FAME

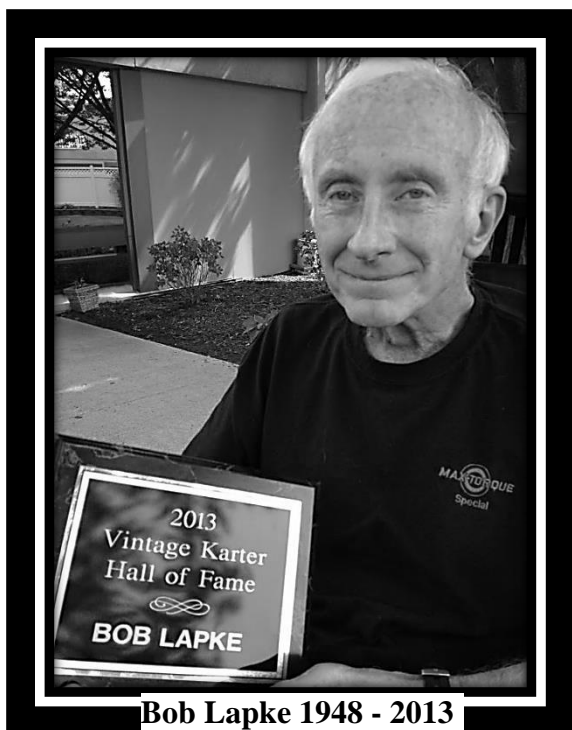
The *Vintage Karting Hall of Fame* was started in 2002 by Jeff Brown. Today, 15 select and deserving individual have been added since Gus Traeder was inducted in 2002. The most recent inductees are Jim Walter, Terry Ives, Bob Lapke, and Jeff Brown ... who was totally surprised at the latest New Castle event ... Vintage Thunder 2013.

CURRENT VINTAGE KARTER HALL OF FAME INDUCTEES

Gus Traeder	Mickey Rupp	Duffy Livingston
Peter Berlt	Faye Pierson	Ken Burden
Dan Klutz	Pearl Gamble	Richard Peck
Bobby Lee	Butch Stewart	Lake Speed
Jim Walter	Terry Ives	Bob Lapke
	Jeff Brown	



The plaque is kept at the New Castle Motorsports Park at New Castle, IN.



Bob Lapke 1948 - 2013

Bob began go kart racing in the very early sixties growing up in Chicago. He began with a 1960 Evans kart and McCulloch engine. He was a mechanical engineering graduate from New Mexico State University, and began racing road race karts after graduating and beginning a career at Caterpillar Tractor Company in 1970. He almost always raced B Stock karts beginning with a "Rice" kart with dual Mac's. That progressed to Yamahas, Atlas, Komet, and Parilla engines with a succession of chassis from hand built through Invaders and Margays. He raced throughout middle America and at Daytona and will be remembered by many current and former karters as first finishing and finishing fast, winning races throughout his career including a WKA nationals.

More recently, Bob became very involved in vintage kart racing, and again favored twin engine karts. He was just recently inducted in to the *Vintage Karting Hall of Fame*. During the induction conducted by Jeff Brown through an internet connection with participants at the recent New Castle event, Bob commented on how much he enjoyed the friendships from karting, and particularly the friends he has in the vintage karting community.

Thanks to Paul Corcoran, one of Bob's modern karting friends for this summary and to another long-time karting friend, Jeff Birkel, for the photo.

In 1962, a new kid moved into our neighborhood in Tallmadge, Ohio. Word spread fast and that he had one of those new Go-Karts and was burning an oval in his family home front yard. I rode my bike up and introduced myself and from that meeting, Butch Kavanagh and I have been lifelong friends.

Shortly after our meeting, the Kavanagh's bought Butch a purple Invader racing kart with a WB 610. I would go to all the races with them and I was designated the Official Push Starter. This is when I also met JoAnn Beres, who just returned to Vintage Karting this year and joined Butch and me in this Great Sport. These two have been lifelong friends of mine, thanks to karting. (Fig. 1)



Figure 1- Rick, JoAnn & Butch

As time passed, I bought my 1st kart, a Bantam A-Bomb with a borrowed MC-6 that was Butch's spare engine.

Around 1966, I got away from karting, but returned in 1972. We were racing at Navarre Kart Speedway where I became the President of the Akron Karting Club for a three-year run. During that time, I took Navarre to being the 1st WKA sanctioned Track in Ohio (except for Kugler Raceway Park, Camden Raceway and Toledo Speedway, because these tracks had people involved with the starting of WKA). The Club to Columbiana Kart Speedway actually moved when the owners of Navarre closed it down.

It was about here where Randy Kugler and I came up with an idea to get "outlaw" karters involved in WKA. Under the cautious eye of the WKA Board, we started the "Kingdom of Outlaws." To date, this series is the longest running series WKA has ever had. In 1982, I started the Northeast Ohio Karting Association at the "8's the Place" Kart Track in Kent, Ohio. We raced there for about four years, then it was off the Port Washington where we started racing.

I left "local" racing and started driving WKA Sanction Events, in the Reed Heavy Class, for George "Zoomie" Damanic. Around 1976, I realized I was a better tuner than driver and found Pat Patton who ran my Mac's, and later Paul and Dean Sauder, in the 125 Lite and Heavy and Reed Lite and Heavy Classes. After a while, I met and became friends with Randy Kugler. Randy ran my engines in Reed and 125 Heavy in the WKA Sprint program. As my sons' grew up, we ran Sprints at Port Washington, where I was Elected President of the Indian Valley Karting Association. I took the club from 25 entries a race to 75 entries and had a great relationship with the Adkins Family.

I have had the honor to be a good friend of the Kugler Family and respected the discussions George and I would have at his trucking company. I served a Chief at Techman for George at the Grand Nationals at Port Washington and helped in Tech at Barnsville, GA, for many years.

Now, here's where the enduro bug bit me. George Kugler bought Randy a Margay enduro. So with one of my Mac's bolted to the kart, it was off to Talladega Speedway for a WKA enduro event. I was still very leery about this enduro-thing, until Randy said.... You want to drive it??? I don't think I was off Pit Lane before I was hooked.... The speed, the tracks, the awesome feeling.... I was hooked....

So, after running enduros myself, and following the WKA Enduro Series, it was time to move the boys into enduros. With three boys growing older, it was back to Mid-Ohio to run



Figure 2- Rick & son Jay

enduros, which we did for many years. Speaking of moving, around 1995, I moved the Northeast Ohio Karting Association to the Barberton Raceway Park and helped to design the kart track.

Today, when my son Jay can find time from his responsibility as Team manager of the Grand Am Rolex Daytona Prototype Team Sahlen, he will work an enduro race. He will run the WKA *Final 1 and 2*. We enjoy being at the track, doing what we both love and enjoy. In fact, this year was the first time he and I were ever in the same race together at Mid-Ohio.

With Vintage Enduros continuing to grow, many vintage sprint karters are buying and restoring enduros. The future of Vintage /Classic Enduro's is looking bright and it is growing.

So, it was an honor to be asked to be the Vintage Enduro Chairperson by the VKA Board earlier this year.

I hope the years I have been involved in karting, and the experiences I have had, will help me put together a program for Vintage/Classic enduro owners and help the sport grow...

Thanks all...I hope to see lots of you guys at the Big Track in the future...

Rick Chapman, Enduro Committee Chairman

HOORAY FOR STEVE SHAW !!! BY MARY JO MCCORNACK

OPEN LETTER TO VKA MEMBERS:

Are you vintage karters wondering why I'm cheering for Steve Shaw? Did he just win his class at New Castle? Unfortunately, no. Steve Shaw recently moved – and when he did, he dropped me a note containing his new address. I did not have to learn about Steve's new digs by having his monthly VKA *FIRSTTURN*® returned to me by the US Postal Service.

Steve sent me a little note to let me know ahead of time. I sat in front of my computer and updated my records. When I

printed-out my labels for this month's mailing, Steve's new, CORRECT address was already on the list.

Karters listen up! It only takes a moment to update your information. Send it to: Mary Jo McCornack, 7N057 Weybridge Drive, Campton Hills, IL 60175.

You and I will both be grateful that you took the time.

Mary Jo McCornack

P.S. to Joey and Vern. Your magazines just came back to me, so I'm updating my records and resending your June issues. Sorry, they're going to arrive a little late.

MEMBERSHIP REMINDER

New VKA Memberships are now issued for a 12 month period. Current members should receive a reminder along with your VKA *FIRSTTURN*® Magazine two months before your membership expires.

Annual dues are: Full Membership = \$30; Associate Membership = \$10. Foreign Membership = \$40
ONLY MEMBERS RECEIVE ALL THE VKA *FIRSTTURN*® MAGAZINES AND NEWSLETTERS.

Checks should be made payable to: "Vintage Karting Association" and mailed to: Mary Jo McCornack, 7N057 Weybridge Drive, Campton Hills, IL 60175.

THEFT PROTECTION BY ROLF HILL

Recently, I've noted a couple of stories on-line about theft, or attempted theft, of vintage karts, parts and engines. If this happened to you, how would you identify ... better yet, how would you prove the stolen items were yours? The easy answer for me would be simple, "If it is blue and/or orange." But law enforcement is likely to laugh, just like you did. They will want Serial Numbers! Here's what I found out. I'll tell you up-front, it's not complete, but at the end, I'll give you some good advice.

McCulloch put serial number on some blocks (**Fig. 1**), but most likely your Mac doesn't have one stamped on the block. You might have a serial number tag screwed onto the block (**Fig. 2**).

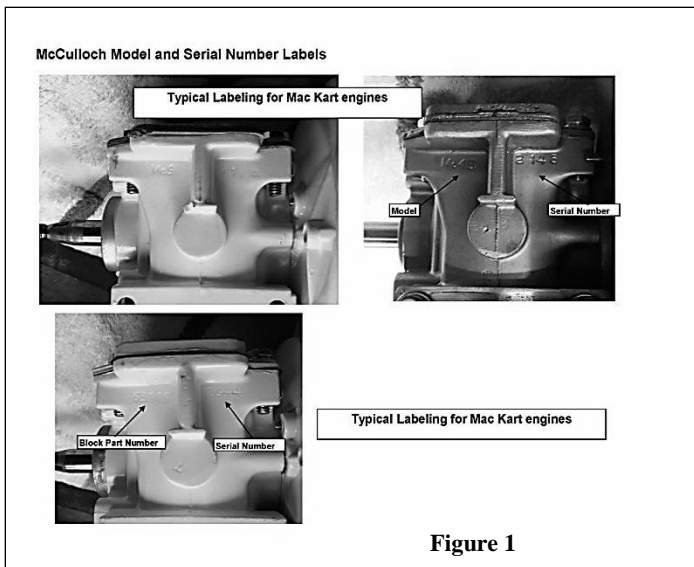
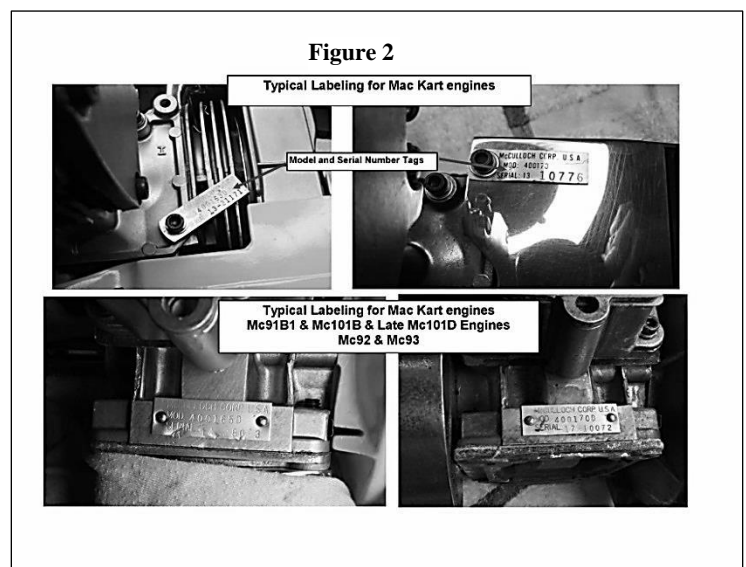


Figure 1



Power Products has a tag attached to the flywheel shroud. It's small, made out of aluminum and can be found on 58,61,81, and 82 models. There is a screw holding it on at each end. Also there is a tag attached to the center screw holding the cases together. You can also use those numbers to look-up parts. The parts book will tell you the model and when it was made.

The new West Bends have a label stuck to the underside of the air shroud. Some vintage 580's may also have tags. → → → → → → → → → → → → → → → →

I've heard that some kart manufactures put serial number stickers on their frames, but I have yet to see one on a vintage kart after 50 years. (Until now →)

So what should you do? Tags and labels are fine, if you want to look up a part number, and they are good ... if they are not removed or fallen off after 50 years... to identify your engine, parts, or karts to law enforcement. But I'm remembering back 20-some years ago when there was an effort by the local police to etch your driver's license number onto your kid's bikes, your tools and other valuable items. They would loan out an etching tool for this purpose. Makes a lot of sense to me.

Your driver's license number may be a bit too long to put on every engine, kart and tool that you have, but there may be some other (shorter) number that might work. (In my case, #4 might be too short, but you get the idea.) If found, could the perp explain why **your** SSN-last-four were on **his** items? I don't think so, unless he's the one-in-a-million dirt-bag with the same last four. Not likely.

Some might suggest stamping the number into the engine block for a "neater" appearance. It might be OK for your frame, but I'm not sure I want to whack on my block like the closing scene of DRAGNET! Your choice though.

In the words of some guy named Ben Franklin, "An ounce of prevention, is worth a pound of cure" (c. 1700's ... before my time). Take a few minutes and mark your vintage karts, parts and engines. You're not done yet. Once marked, jot down the number and where you put it on each item. On engines and frames, try to pick non-critical stress locations; be creative; and good luck.

Thanks to Scott Kneisel, Dick Teal, John Stultz and Dawn Szajna, USMotorPower for input and photos.

Rolf #4

P.S. Once you've finished reading this issue of **FIRSTTURN**® go mark your stuff. Do it now!

RESOURCES FOR VINTAGE KARTERS

Bill McCornack – McCulloch Engine building, Big Volume Pipes, Reed Cages - V-12's, Tillotson Carburetors, Mc49 Pistons, Rev Grip Springs, Electronic Ignition Modules

Tele: 630-400-2645 Email: bill.mccornack@comcast.net

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

Tele: 916-201-7707 Email: tii@surewest.net

Ed Sahagian - Line boring, blueprinting, head surfacing, helicoiling & prototyping

Tele: 912-330-9120



www.VKAkarting.com

David Nance - Clinton NOS engine parts.

Tele: 256-881-3254 Email: gnome1967@netzero.com

Greg Gouveia - Reproduction Chilton, Palmini & Azusa tanks

Tele: 805-541-4310

Thomas Thorin - Simplex decals, brake linings & 5 inch cast wheels

Tele: 818-708-7232 Email: tthorin@socal.rr.com

Carl Weakley - Early 70's Margay Cheetah reproduction seats

Tele: 618-656-3900 Email: clwcpa@aol.com

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

Tele: 636-942-9988 Email: slkcharlie@sbcglobal.net

K&P Manufacturing - Bug chassis, parts and repair "GEM-Style Pipes" Blendzall Dist.,
Bridgestone Vintage Slicks, N.O.S. Parts & Burco Clutch Nuts"

Tele: 626-334-0334 www.kpmfg.com

Robron Incorporated - Dart chassis, parts and repair

Tele: 800-624-7383 Email: robroninc@bellsouth.net

GL Doemelt Incorporated - King Kart chassis and parts

Tele: 217-268-4243 Email: gldoemelt@yahoo.com

Nils Gustafson - Reproduction vintage tires

Tele: 541-471-7212 www.vintagespeedtires.com

Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets

Tele: 763-784-9095 www.blackdogvintageracing.com

Email: wrenchhead944@hotmail.com

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

Tele: 630-369-9600 www.maxtorque.com

Lake Speed – B Bomb Engines – Parts – Buy – Sell – Service & Repair

Tele: 704-938-4912 Email: lcspeed@aol.com

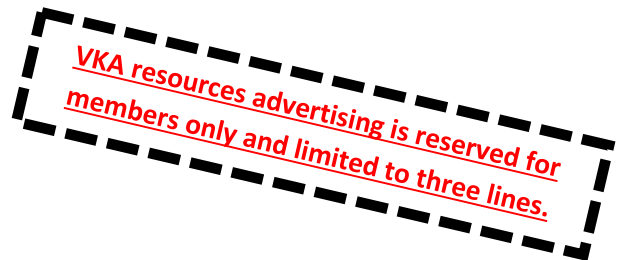
Dick Teal – Reproduction Fox pedals – Swing Mounts – throttle arms – etc.

Tele: 920-485-2844 Email: teal@charter.net

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

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

Tele: 773-965-9755 Email: howardkaplan@comcast.net



Jeff Brown- Engine rebuilding & modifications for all types since 1967;
BM 130 parts available – rotary valves for B Bombs & BM 130's
Tele: 248-613-5839 after 5pm EST Email: invaderjb@gmail.com



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,
Tele; 619-501-5066

Richie Engel – Relining of Clutch & Brake Shoes, McCulloch Engine Repair
Tele; 705-445-5766 Email, rtengel55@hotmail.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.
Tele: 661-253-9000, CatKart@gmail.com; www.CatKartRacing.com

Upcoming Events . . .



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

Circleville



Quincy, IL



Sep. 6 – 8 Quincy, IL
<http://www.tntkartways.com/>

Now, go mark you vintage karts, parts and engines.