

VKA FIRS TURN

The Official Vintage Karting Association Magazine

June 2013
Rolf Hill, Editor

FLASH- If new cut-thru at
New Castle is finished, it will
only be used for pace laps.
Jeff Brown

www.VKAkarting.com

Camden & Springfield



In this issue:

- Camden Results
- Springfield Results
- Rock Island Grand Prix
- Getting Your Kid Into Karting
- Enduro Events
- Member Memory – Dick Charest Part Deux
- 3rd Bearing Support Pictures

MMXII – No.6

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2013 VKA TOUR EVENTS & OTHER VINTAGE EVENTS

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

VKA Events are BOLD

DKC = Dart Kart Club

MKC = Michigan Kart Club

Italics indicates vintage enduro event

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

MIS = Mich. Int'l. Raceway

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

KARTING TRIVIA QUESTION BY BILL MCCORNACK

Question: What city and state was the site of the first two "Go Kart Club of America" Nationals?

Answer on p. 5.

EDITOR'S COMMENTS

My second time at Camden and I was not a disappointed. There were 49 entries in 12 Classes. Sidewinder American was a real fun race to watch with 11 entries, and there was some good racing in that one. Despite the rainout on Friday, there was plenty of "bench racing" and practice time on Thursday and all three Heats on Saturday. At the Driver's Meeting, Bill McCornack gave a detailed talk about good driving and the **Black Flag**. There has been some talk about turning it into a training video for all of karting. Some good advice there!

(I've summed-up what Dick Teal sent me.) There were many changes to the venue. The parking area was raised and is now about the same level as the pit staging area, concrete surfaces are now featured in most, if not all, tight turns and short straights, the track is smoother and there are more places to pass. After a pork tenderloin dinner, a drivers' meeting was held and two heats for 51 entries were run under the lights. Saturday was rained-out. *Rolf Hill - #4*

APRIL BOARD OF DIRECTORS' MEETING - SHORT SUMMARY

More research is required to determine the need for a signed waiver in the VKA Membership Application, since VKA only promotes an event through advertising in the VKA **FIRSTTURN**® and provides guidelines for consistency between events. Two issues at Barnesville were discussed: 1.) A Kart Show entry that would not qualify for participation in any race; 2.) A safety issue associated with the lack of a 3rd bearing support on an oil clutch. (See article in May **FIRSTTURN**® and pictures on p. 13 in this issue.) Although the Executive Director Board Position is vacant, the four Regional Coordinators are working out really well, especially the newest, Scott Klingler, Mid-West Coordinator. Rough driving was also discussed again. The Hubbardston Historical Society (MA) is going to make a presentation to the Massachusetts Historical Society to see if they can reopen the track on the MDC property to vintage karts.

The balance of funds in the VKA Treasury as of April 30, 2013 was \$12,153.94.

CAMDEN, OH RACE RESULTS

Class		1 st	2 nd	3 rd
Mac 49	2	Roy Fenwick	Pam LeMay	-----
Yamaha	2	Colm O'Higgins	Kevin Sautler	-----
Rear 6.1	5	Kevin Rice	Rolf Hill	Jim/Steve Walter
Rear 8.2	2	Scott Nagel	Dean Scarbrough	-----
Dual Rear	4	Jerry Nagel	Scott Nagel	Marc Nagel
Historic	3	Jerry Nagel	JoAnn Hertzig	John Stults
Sportsman	3	Debra Oakley	Pearl Gamble	Autumn Nagel
80-85 S/W	3	Frankie Schaffier	Bud Bennett	Tony Pardo
S/W Amer. 6.1	11	Bob Noel	Sean Kavanagh	Mike Birdsell
S/W Amer 8.2	2	Dick Charest	Marc Nagel	-----
S/W For. 8.2	4	Rick Gilmore !	Steve Jamison	Troy Brown
Dual S/W	8	311Craig Bennett	Kirk Jobe	Jeff Campbell

HELP US OUT!

The Staff of **FIRSTTURN**® would like to make a special request for Members' input, to share the wealth of their expertise with all readers. We would love to include your Technical Article or a Member's History ... a short story about a Member's karting life or karting experience. You can write it yourself, or we can help you. Find me at the track or email me at: KartNumber4@yahoo.com.

Rolf

MEMBERSHIP REMINDER

New VKA Memberships are now issued for a 12 month period. Current members should receive a reminder along with your VKA **FIRSTTURN**® 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.

JOIN THE FUN!

315

CAMDEN PICTURES



Trivia Answer: Azusa, CA (From page 2.)

SPRINGFIELD, IL RACE RESULTS BY DICK TEAL

Class	1 st	2 nd	3 rd
Mac 49	Shawn Welte	Lyle Caswell	Pam Lemay
Junior	Jack Daniel	-----	-----
Rear 6.1	Kevin Rice	Pete Williams	Dean Scarbrough
Rear 8.2	Marc Nagel	Ron Brookman	Jerry Nagel
Dual Amer.Rear	Dan Henry	Marc Nagel	Jerry Nagel
Historic	Jerry Nagel	Dick Teal	-----
Sportsman Rear	Lyle Caswell	Nip Swenson	Pearl Gamble
77-85 S/W	JT Miles	Kenny Price	Trevor Brookman
S/W Amer. 6.1	Kevin Rice	Eric Prentice	Mike Paulsen
S/W 6.1	Dave Doogan	Matt Morgensen	Rick Cramer
S/W Amer 8.2	Chris Daniel	-----	-----
Stock Appearing	Sandy Daniel	Paul Booth	Tom Day
Dual S/W Foreign	Dan Birge	Rodney Fish	Hal Orndorff
Over-60	Terry Walters	Jay Bruninga	-----

SPRINGFIELD, IL SHOW RESULTS BY DICK TEAL

Rear Unrestored	1963/Lancer/Dual Mc9's/Jerry Nagel
Rear Restored	1961/Bug Scorpion/Homelite KL-92/Jay Bruninga
Rear Modified	1965/Rupp Chaparral/Mc49/Steve Welte
Rear Past Winner	None
S/W Unrestored	None
S/W Restored	1973/Margay MK111 Cheetah/Mc91B1/Sandy Nagel
S/W Modified	1972/ Bug Stinger/WB 820/Nip Swenson
Peoples' Choice	1960/Gopher/WB 580/Jim Thompson
See VKAkarting.com for pictures of all winners.	





ON YOUR MARK ... AT SPRINGFIELD



AND THEY'RE OFF!



TROPHIES (& REFRESHMENTS, NO DOUBT)

GETTING YOUR KID INTO KARTING BY J.J. MENDOZA

I have been attending the vintage reunion at Riverside, CA, since it started in 2004, and by 2007 my then four-year old boys began asking if they could go.

We had purchased a HumBug with a 3.5 Brigg & Scrap-Iron (**Fig. 1**) a year prior and the boys would ride in my lap with their hands on the wheel. I found several abandoned warehouse facilities in a local business park that were far away from any residential and got permission from the local caretaker to use the huge loading dock areas for us to practice on. Gradually, as they gained experience, and strength, they were able to steer with a little assistance; my hands moved off the wheel

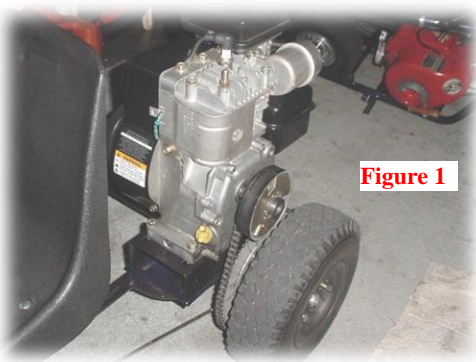


Figure 1

to holding their wrists, then their forearms, and eventually a gentle nudge on the elbow or shoulder was all that was needed to cue them. By age five, they could push on the top of my shoes and begin to operate the throttle and brakes.

When it appeared they were getting big enough to drive alone, I removed the Briggs and put in a West Bend 580; mainly to make the throttle response less touchy at low speeds. The wop-stop¹ on the throttle was set to give only 1/2 throttle opening. At age six, I put a small pillow in the seat to take up the room between them and the seat back, and cut them loose in the lot. I put out two large cones and instructed them to make left turns around them. Next, we tried right turns, and finally, I had them doing figure eights around the cones. As their confidence and experience grew, I moved the cones further apart and told them to let the kart hit its top speed, then turn, and use the throttle to finish the turn.....that was about all the coaching they needed and soon they were drifting around the cones like old pros. My goal was basically to get them comfortable with the speed, and the feel of sliding and drifting, in an area where they had plenty of room to recover from any spins and mistakes. Needless to say, they did collect the cones numerous times, but hey, that was the whole point.

I got a set of flags to signal them and we had a lot of fun learning what to do when each flag was displayed as they drove around the cones. This was a fun game to them, but it was also a great way of preparing them for the track in a relaxed way. We also discussed right-of-way and passing other karts on the track, along with the basic hand signals and safety concerns while driving.

In 2011, at age seven, we took them to Adams for their first track day, which was a Vintage family fun event. By this time, they now could reach the pedals and fit perfectly into the HumBug. Prior to driving, we toured the entire facility and I explained how the whole set-up worked, and where everything was, and why. They were excited, but not quite ready to go out on the track with other karts, especially due to them being much faster. The key here was to run them in a separate 5-10 minute session, which made them more comfortable. I took each kid out in turn, following them in my A-Bone, and once they got the track memorized, I would pull in front of them and let them pass me, and get used to leading, and following another kart. The purpose here was to make them used to driving in close quarters to other karts. We then let them switch off and drive the Dart, with the wop-stop set for limited throttle and a huge sprocket on the axle.

¹ EDITOR: I didn't know, so I asked. A "wop-stop" is a throttle opening limiter.

We did a couple more fun day sessions at Adams that year and they were able to hold their own at Adams for the 2012 event and ran the junior class. It was painfully slow as the Clinton (Fig. 2) and WB 580 are kind of anemic, but hey, they were able to flat foot them around the track. And wouldn't



Figure 2

you know it? The hot shoe junior in a Margay with a MC-49 stalled and that gave my kids a 1st and 2nd place sweep. They learned the well-worn saying: to finish first, you first have to finish. They also attended their first drivers meeting, an important milestone. Later that year, they went to Bakersfield and had a ball, again during kids-only sessions, and passed each other several times per lap. The hardest thing to do is to not give them too much coaching, you need to stick to one thing at a time, and let them learn it. The other thing is to let them decide when they want to drive, and not worry about it if they are having an off day. It is critical that they gain the confidence and seat time needed to get their kart up to the pace of the others on the track. To that end, having another experienced junior to follow around, or Dad, is invaluable. If it starts out as fun first, then the competitive edge will hone itself, but not the other way around. Let them take it at whatever pace they are comfortable with, because in time, they will pick it up.



Figure 3

The HumBug being a fun kart with dead axle, an auditorium plastic chair/seat (no side support) (Fig. 3), and zero KPI² had reached its drivability limit at speed, and so we sold it and restored a 1970 Margay Cheeta (Fig. 4).

² EDITOR: I didn't know so I asked: KPI = King Pin Inclination

I got the boys involved in the polishing of the rims, painting the shroud with crinkle black (they loved that part), and mounting the tires and inner-tubes. Steve O'Hara generously lent his hand in helping out and devised an adapter/restrictor to put Tillotson HL-132 carbs on my two MC-91 series engines. He had done the same thing for his son Casey with great success and it worked out great for my sons as well. No

need to go through the hassle, costs and trouble of a MC-49 or converted saw engine either. It is a far more practical option to use a restricted engine and dial up the power as needed. The way I see it, they will outgrow the need for the restricted power in a couple years anyway. We are using saw clutch inner hubs and shoes in the clutch for a low lock up of under 2000 RPM. This teaches them to maintain their momentum and saves the clutch. The other thing to adjust is tire pressures. The kids being so light weight, you can run about 20% lower pressures. The key here is to watch and see if they are getting too loose in the rear, or if the kart is pushing badly. Drop the pressure about 3-5 pounds at a time until the kart behaves. We wound up with 18 in the rear and 16 in the front.



This year, we went again to Bakersfield, and my one boy is still not fully comfortable running with the other faster adults, so we did junior-only sessions the first day. By the second day however, they were both picking up their pace and running with adults as well. Ben still has a habit of looking over his shoulder whenever he enters a turn at the end of a straight; a bad habit he got into because he got hit by an inexperienced adult in a rental kart from behind in the big Monza, and it still haunts him. That is something he is working through, and only time will cure. To that end, I let the camcorder be the critic, and we watch the videos over and over again, each boy pointing out his every move. I have found they like the social aspects of karting almost as much as the driving; now that they have met other juniors, they hang out together at the track. By contrast, the other twin, Bud is a man possessed driving in the Cheetah and ran the tires down to the chords. When I tried to go out and catch him with the other restricted MC-91 and the kid lapped me.

We always spend time together after each event taking off the four wheels and engine to clean them and the chassis and getting the kart ready for its next outing. I do not make them do everything, but they seem to want to spend more and more time doing it, so as much as they show interest, they are indulged with

more tasks. If you make it fun-time with Dad, and talk about the kart and explain it to them while doing the maintenance, it becomes an enjoyable experience. They get a kick out of the stories about how your carb fell off, or how you lost a wheel, which adds credence to why we use cotter pins and check them regularly. They love to pull the safety wire pliers too....with kids, it's all a fun game if you set it up that way. I have them use their math skill to read the pressure gauge, and Ratio Rite as well, plus they are learning about tools, so it has the additional benefit of them honing their educational skills as well.

Am I thinking about IKF junior classes for them, but not at this time, mainly because they are having so much fun at the vintage family style events, which are way lower-key and enjoyable for all of us. My opinion is that the vintage events offer a lower key and friendly environment for the kids. The adults are very supportive and understanding, and the focus is not all about winning either. Had it not been for the vintage karting movement, it is doubtful that my boys would ever have become involved with karting. The other blessing in disguise is that vintage karting is the only affordable way for me to support two machines and drivers.

If you have a son, grandchild, niece or nephew, or a family friend who is interested, try getting them involved. Most of us have several karts, and engines with at least one that is suitable for a junior, that can be pressed into to service as a training hack. Bring a kid to the track, and be prepared to see them get Bug Bitten!



ENDURO EVENTS BY CARL WEAKLEY

The Championship Enduro Series (CES) has started allowing vintage enduro/sprint karts to be a part of their events. CES joins the World Karting Association, Woodbridge Kart Club and Southern Kart Club in welcoming vintage karters to their events. Email me at clwcpa@aol.com if you want an event schedule for upcoming vintage enduro events as well as the VKA Tour schedule for sprints. (Continued on next page.)

Plus, don't forget the VKA enduro event at Virginia International Raceway on September 26-29 organized by Ed Sahagian. This should be an outstanding event and well worth the extra effort to travel to VIR. Contact Ed at (912) 713-0585 for more information or visit www.vkavintagekarting.com.

Carl Weakley, Past President



John Copeland at Gateway Motorsports Park-St Louis with his 1974 Coyote/K88

ROCK ISLAND GRAND PRIX BY ROLF HILL

Want to “strut your stuff” in front of thousands of karting enthusiasts and help promote vintage karting and the VKA? The Rock Island Grand Prix (RIGP) is the place to go this Labor Day Weekend in Rock Island, IL. Unlike previous years, vintage karts will “share equal billing with modern race classes,” according to the press release from RIGP.

With five left turns, one right turn, and 750 foot straights, the RIGP creates special challenges for the vintage karting crowd. Plenty of “runoff” space on both sides of the city streets, lined with “plastic barriers, crash pillows, as well as a double layer of fencing” should make this one of the safest venues for our prized possessions. Couple that with the grouping of vintage karters in the same area of the pits, gives us the opportunity to continue the camaraderie that epitomizes vintage karting.

Vintage karts will be afforded two practice sessions and a feature event, all on Saturday. The vintage event is touted as a “gentleman’s event” and the starting grid will be determined by the racers. Entry fee is \$50 plus transponder rental. Trophies will be awarded. (Some vintage karts may want to enter the Sunday Pro-Open Class.)

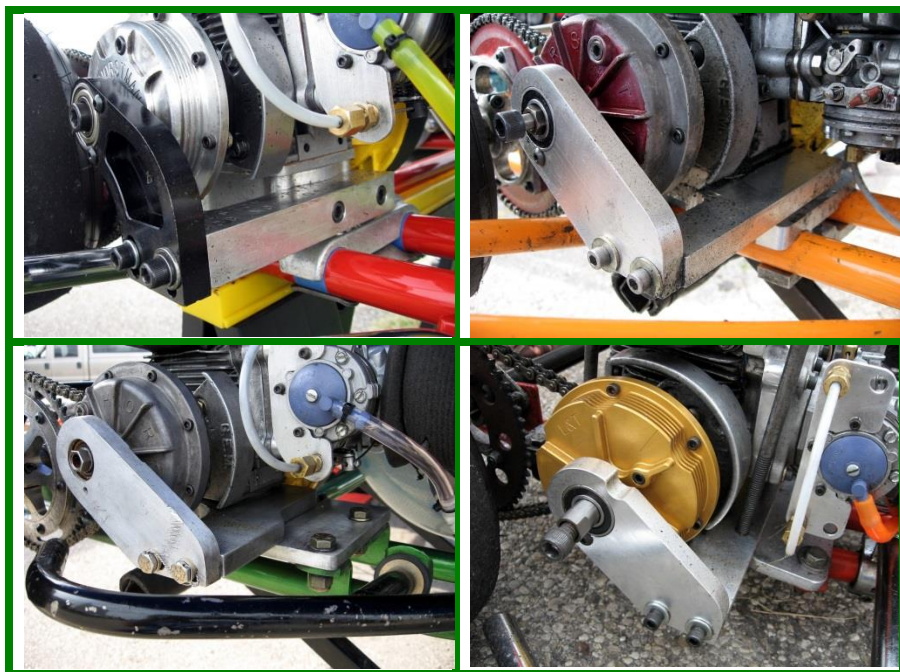
Hotel and camping accommodations are listed on the RIGP website. Check it out for all the details: www.rockislandgrandprix.com. Any specific questions can be directed to: grandprix@qconline.com.

Rolf Hill - #4

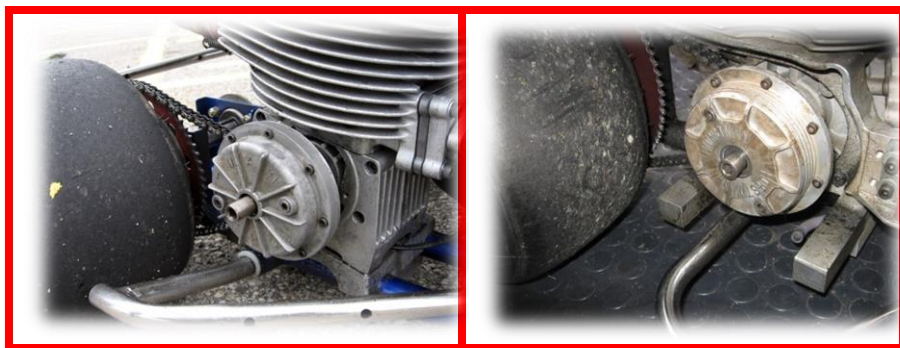


THIRD BEARING SUPPORT PICTURES BY BILL MCCORNACK

As a follow-up to the issue of 3rd Bearing Support raised in the last issue of *FIRSTTURN*®, below are some pictures of vintage karts, some with third bearing supports and some without. Given the incident at Barnesville this year, those of you with these types of clutches should seriously consider the safety of others. You don't want your clutch to be the cause of someone's injury. *Rolf Hill - #4*



OOPS!



MEMBER MEMORIES – DICK CHAREST (PART DEUX)

Back in 1993, I sold my Invader enduro kart and five B-bombs to a friend. However, in early 2007, he decided he wanted to get a shifter enduro kart and made me an offer I could not refuse ... to buy back my old Invader kart and three of the five B-Bombs that I had sold him about 14 years earlier. I bought the kart and the engines and spent the next year restoring the kart back to a vintage kart and rebuilding the engines. **Pic #1** shows the Invader enduro kart restored to “vintage” specifications. I started racing that kart again in February 2008 and am still racing it in vintage enduro events.



Picture 1



Picture 2



Picture 3

In October of 2008, I picked up a Dart A-Bone that was in pretty rough condition. I stored it in my barn until September of 2009 when I began the restoration of the kart. That restoration took nine months, but the kart came out very well. **Pic #2** shows the “before” condition of the kart and **Pic #3** shows the “after” restoration result.

Next, I bought a partially restored Margay Cheetah Mark II sprint kart and then a “basket case” Margay Cheetah Mark II sprint kart. I bought both of these karts in December 2009. I completed the restoration of the first kart (**Pic #4**) in March 2011 then sold it to a friend in late 2011. I had been restoring the second kart at the same time, but due to its condition, it was a lot more work. I spent a

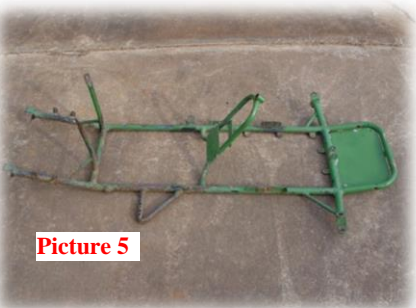


Picture 4

lot of time and effort restoring the second Margay Cheetah Mark II sprint kart, but it was worth it because the kart came out very well. I ran my first sprint race in 39 years with it at Jacksonville in January of 2012 and showed the kart in the kart show. The kart won the “Best Restored Original Sidewinder Kart” award at the event. It was nice that the judges appreciated all the hard

work that had been put into restoring the kart. **Pic #5** shows the “before” condition of the kart and **Pic #6** shows the “after” restoration result.

In July 2010, I bought an Invader “replica” sprint kart kit from Lake Speed. I obtained the parts that were not part of the kit and built the kart. It also came



Picture 5



Picture 6



Picture 7

out very well and it is the kart I currently run at the VKA events I attend. I originally set the kart up with a B-Bomb, but shortly thereafter, I converted it to run a MC-101. **Pic #7** shows the kart with a McCulloch MC-101A/A on it.

The most recent restoration project I have completed is a Van-K enduro kart. I bought that kart several years ago, but never got around to restoring it. A friend saw it in my shop, bought it, and



Picture 8

had me restore it for him. It is a spectacular enduro kart as you can see in **Pic #8**.

Current restoration projects that I am working on include a Kavalla “rear” sprint kart (**Pic #9**), an Invader original sprint kart (**Pic #10**), and a Margay Cheetah Concept enduro kart (**Pic #11**). The Kavalla and the Invader are my karts but the Margay Concept enduro belongs to a friend.

In addition to karts, I have rebuilt quite a few engines including many K-99, K-299, K-29, and K-30 B-Bombs, three DAP T-60s, a DAP T-62, several Komet K-88s, several Komet K-55s, a couple of Komet K-78s, a DAP T-80, a PCR piston port, an LMR, some McCullochs, and even a Clinton A-490. I guess I have found a way to keep busy and have fun in retirement!

Dick Charest



Picture 9



Picture 10



Picture 11



RESOURCES FOR VINTAGE KARTERS

Bill McCornack – McCulloch Engine building, Big Volume Pipes, Tillotson Carbs, 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

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 replating
Tele; 636-942-9988 Email; slkcharlie@sbcglobal.net

K&P Manufacturing - Bug chassis - parts "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 - floor pans - 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





BM130

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upcoming
Events . . .



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

Brodhead Wisconsin



<http://www.sugarriversraceway.com/>
July 11 - 13

VKA

Circleville OHIO



<http://www.circlevillraceway.com/>
August 8 - 10

At least one Heat
under-the-lights.