



The Official VKA Newsletter

September 2013



Editor – Rolf Hill

MMXIII – No.9

www.VKAkarting.com

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Join the Fun!

IN THIS ISSUE

**CIRCLEVILLE – SPEED WEEK IN NASSAU – SAVANNAH ENDURO – FREE-AIR MC-101 – First TEAM PHOTO
HOT LAPS!**

VKA EVENTS , VINTAGE ENDURO & OTHER VINTAGE EVENTS

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

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

CIRCLEVILLE 2013 was a lot cooler than last year. HEAVY rain at the end of the Thursday, practice day only drenched the ones who were slow to pack after the first couple of thunder claps. The weather for the second day was not looking good. The hour-by-hour forecast did not look good for the afternoon Kart Show and First Heat. I was “Debbie Downer.” But I’m happy to report that I was wrong. The skies cleared for Friday afternoon practice, the Kart Show, meal AND the evening, First Heat. It only got better on Saturday for Heat 2 and Heat 3. (If this was the color-version of **FIRStURN**®, I would have included a picture I took of the blue sky, but it’ll be on the VKA website. Actually, there are two pictures of blue sky; one has a green helicopter in it.) As usual, no one went hungry. Between the Brats, burgers (oh, fresh Black Angus beef), hot dogs, corn (thanks to Gary Wlordarsky, Roy Fenwick and Jim Donovan), there was fish, chicken, burgers, potato salad and beans courtesy of Circleville Raceway Park and Steve Tatman.

There were 58 entrants (my count, not theirs), a good increase over last year, probably due to several factors. Last year it was over 100°F. This year it was in the 80s (but high humidity on Thursday). “Additional classes free” may have also been a factor in the turn-out. Although I did not take advantage of this, in my editorial opinion, I wish all promoters would consider the increase in the number of participants at the event they would gain if they offered “additional classes free,” or at a minimal (*i.e.*, \$20) fee. This would also be a way of increasing the number of karts in each class, and therefore, foster a better demonstration of vintage karting. (End of soap box/Editor’s Comments.)

I can’t really finish my comments without thanking Pearl, Bob and Scott for getting me out on the track. I had just planned for a practice-only event to work out kinks with a “new” engine and to break in an NOS engine I picked-up at the event. Bad planning on my part left me working on the first “new” engine with the kinks. Between dual carbs and the linkage that goes with it, I needed help. I got it from three great guys and decided to upgrade to “race status.” Even without a pipe and running gas, the Rear 6.1 results speak for themselves ... and their hard work. Thanks guys.

Rolf #4

JULY BOARD MEETING SUMMARY

The Treasurer's position remains unfilled, but significant strides have been made in obtaining the account information and re-establishing check-writing authorization. Gus Traeder will be honoring Bob and Carl at Quincy. There are 316 Members, including 33 Associate Members and Foreign Members. Three new members were added at Brodhead along with one renewal. Testing and development continues on the new VKA website. We need to come up with a drawing of a clutch shield, similar to a scatter shield to contain the clutch in the event of a crankshaft breakage for those that don't want to run a third bearing support. Combining Juniors with other classes continues to be an issue. Two levels of VKA events were discussed; practice-only (like TBO and Avon) and completion demonstrations with three Heats of racing. At Brodhead, Sidewinder American and the 49 class also had good participation. The event brought VKA \$200 from the 50/50. Also, a moment of silence was held to acknowledge the contributions of Bob Lapke, Carl Weakley and Linda Emmick. In filling the Treasurer's position, two people should have "signature authority" and they both should be bonded. Rolf Hill was appointed the keeper of past issues of VKA Magazines/Newsletters. *Rolf #4*

No Treasurer's Report.

2014 MEMBERSHIP RATE

At the August Board meeting, the Board decided that it is necessary to raise (by only \$5 per year) the 2014 VKA Membership. Associate Membership will remain the same. This economic time makes it difficult, but the \$5 increase is modest and will help cover the cost of future VKA expenses, including VKA **FIRSTTURN**®.

Effective January 1, 2014, new Full Memberships and Full Membership renewals will be \$35 per year. Foreign Memberships will also be increased to \$45. Associate Memberships will remain at \$10. *Rolf #4*

DEADLINE !

Applications for VKA Board are due by **September 30**. Although we have had people to "step-up-to-the-plate after the loss of two fine Board Members, all Board positions are open for applications. Please consider your involvement in VKA and the contribution you can make.

The VKA Board consists of:

President
Vice President
Secretary
Treasurer¹

Membership
Safety
I.T. Director
Archivist

Other: Executive Director
Public Relations;
Judging
Past President

Applications should be sent to Louie Figone, VKA Secretary - louiemb@aol.com. 428 5th Street, Half Moon Bay, CA, 94019. For more information, check the **Members Area** on the VKA website – www.VKAkarting.com.

Rolf #4

¹ .noitisoq eht rof bereetnulov navonoD miJ em blot eibrid elttil a ,yllaicciffonU

CIRCLEVILLE RACE RESULTS

CLASS		1 ST	2 ND	3 RD
REAR 6.1	7	Kevin Rice	Scott Klingler	Rolf Hill
REAR 8.2	5	Matt Cosner	Marc Nagel	Dean Scarbrough
S/W AMERICAN 6.1	5	Bobby Lee	Bob Noel	Mike Birdsell
S/W FOREIGN 100CC	5	Vince Kavanagh	Kevin Rice	Jamie Lotz
S/W AMERICAN 8.2	3	Bobbie Lee	Marc Nagel	-----
DUAL REAR	5	Jerry Nagel	Gary Wlodarsky	Scott Nagel
JUNIOR	2	Autumn Nagel	Kaylee Nagel	-----
SENIOR OVER 60	6	Mike Birdsell	Ted Klingler	Robert Lefevre
S/W 80 – 85	5	Kevin Rice	Jamie Lotz	Marc Nagel
HISTORIC	7	Jerry Nagel	Dean Scarbrough	Pearl Gamble
POWER PRODUCTS+	5	Debra Oakley	Roy Fenwick	Billy Dalton
SINGLE 100CC OVER	3	Vince Kavanagh	Rick Gilmore	Steve Jamison

CIRCLEVILLE SHOW RESULTS

GROUP	FRAME	ENGINE(S)	OWNER/PRESENTER
REAR			
Unrestored	'59 Go Kart 800;	Power Product AH-58	John Stults
Restored	'64 King Kart BEST OF SHOW	McCulloch MC-101	Jerry Nagel
Modified	'64 Rupp	McCulloch MC-91	Autumn Nagel
SIDEWINDER			
Restored	'78 Margay Panther X	K-78	Mike Lotz
Modified	'76 Invader	Dual K-99 B-Bombs	Vince Kavanagh

CIRCLEVILLE PHOTOS





SPEED WEEK – NASSAU, BAHAMAS BY ROLF HILL

One of the early World Karting Championships was held in Nassau, Bahamas in 1959 and again in 1960. Fox and McCulloch walked away with many of the “wins” over some pretty tough competition. According to ads Dick Teal found in some old karting magazine, the 1961 Fox Mak Kart (new design), took 1st, 2nd and 3rd, while McCullochs had an impressive showing in many classes, including overall International Trophy (first four places), Modified A (first three places), Modified B (first three places) and Modified C (first and third).

Why is this important now? Vintage karting is being included in the **THIRD Speed Week Revival** event to be held at Arawak Cay near Nassau the first week in December, 2013! (Dec. 1 – 8). (see www.BahamasSpeedWeek.com)

The **British Historic Kart Club** has issued a challenge to those of us “across the pond.” Italians, Germans and perhaps participants from other parts of Europe and South America will be there. (www.BritishHistoricKartClub.com)

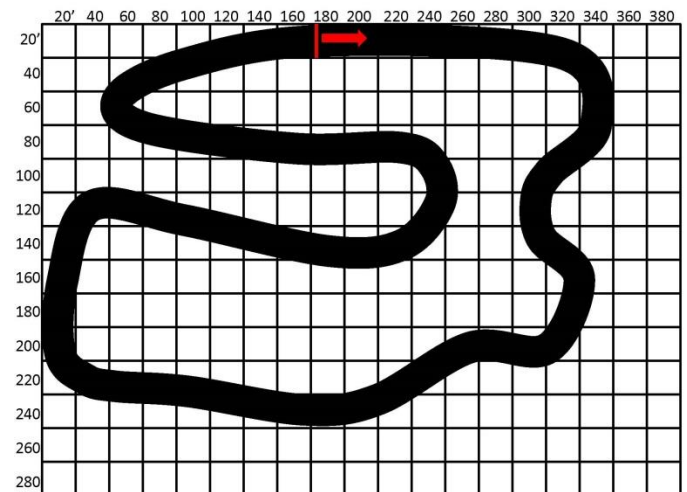
Highlights of the week-long event are demonstration events for vintage karters, a fish fry, plenty of socializing and bench racing, a hill climb and an “Island Tour” (presumably for the vintage sports cars), escorted by the local police, “who will ensure that no road junction, red traffic light, one-way system, or speed limit will impede our progress!” (I’m guessing karts are not included in this Thursday “event”, but wouldn’t that be a “hoot? Hmm. It might work for the Brits who used direct drive, but the Yanks might have to have a starter handy if there were any stops.) A stop halfway through will be at Lyfor Cay Estate, home of Sean Connery, who actually joined the lunch crowd in 2012.

Here’s the schedule:

Sun., Dec. 1 st	Vintage kart demonstration runs on kart only sprint track.
Tues., Dec. 3 rd	Sign-in, briefing, drinking
Wed., Dec. 4 th	Opening Ceremony, fish fry, Reception at Gov. House by the Gov.
Thur., Dec. 5 th	007 Island Tour; lunch at exclusive Lyford Cay; Graycliff Reception hosted by Gazaroli Family
Fri., Dec. 6 th	Albany Resort Drive and Dive; Bay Street Road Show

Sat., Dec. 7 th	Ft. Charlotte Hill Climb, karts can compete; Pictet Speed Week Gala Party
Sun., Dec. 8 th	Pursuit and Sprint Race Day; Historic Kart Demonstration on the full circuit extra chicanes added for sprint karts; Drivers Hospitality; Farwell Party

On Sunday the sports cars and karts will drive on the beach front, one-mile, larger track on Arawak Cay, see SpeedWeek web site for details; extra, temporary chicanes will be added for the sprint karts; shifter and enduro karts can run the full circuit without the extra chicanes. The track below that will be laid-out for the 1st Sundays vintage karts demonstration runs, it will look like this. (Each square is 20’.)



Did I mention this is in the Bahamas ... in the middle of Winter, and there will be plenty of beach time, swimming and fun-in-the-sun?

More later, as I get it. Keep an eye out for notices in **Hot Laps** (if I can figure how to send emails with over 200 addressees) or on the VKA website: www.VKAkarting.com.

If last year is any indication of this year, the organizer will arrange for free shipping of karts from Ft. Lauderdale (date, as of now has not be determined) on a ferry to Nassau. No entry fee is expected for karts, but “extra tours of the other islands that will be organized by the Speed Week staff” is something vintage karters would be expected to pay for.

Mark your calendar!

VINTAGE ENDURO NEWS – SAVANNAH’S ROEBLING ROAD

The **Big Southern Kart Klassic** is back! September 28 & 29, the historic 2.02 mile track at Roebling Road Raceway will host an Enduro for vintage and modern karts. They will run separately, and the vintage karts will be classed in “run whatcha brung” categories:

Historic (pre-1962)

Vintage (1962-1972)

Classic (1973-1986)

The vintage portion of the event will feature three, 20 – 30 minute sessions where lap-times are the braggin’ rights! No trophies, just a lot of fun.

Safety Tech is mandatory and will include, among other things, helmet and brake tethers.

Entry fee is \$150. WKA membership is required. Weekend memberships available.

For details call Ed Sahagian 912-330-9120 or Mark D’Elia 716-297-9565. For more information on the track, accommodations, *etc.*, go to: <http://www.roeblingroad.com/index.html>. Check the VKA Forum (www.VKAkarting.com) for updates.

Mark D’Elia



TEAM PHOTO – RETRIEVER RACING

With great surprise and great pleasure, I am able to bring to you the **FIRST** submission of a Team Photo. When I returned from Circleville, it was in my IN BOX (KartNumber4@Yahoo.com). I guess the August **VKA FIRSTURN**® had just come out. So here it is:



Thanks to:

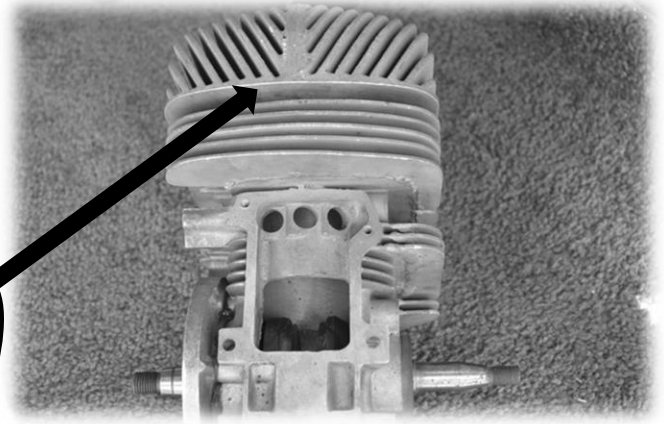
TOM TRETOW, VERN BERGMAN, DAVE SAGEN AND JIM RYDER

Retriever Racing is a bunch of guys who used to race together when they were kids. Their journeys took them “all over the country,” according to Jim. He added, “It is so cool that we’ve gotten back together and are having a blast with the VKA racers!” Their logo comes from Jim’s love of Golden Retrievers.



With the help of Don Renton, Terry Ives and Lynn Haddock, I was able to put together this fascinating piece of karting history. I hope you enjoy.

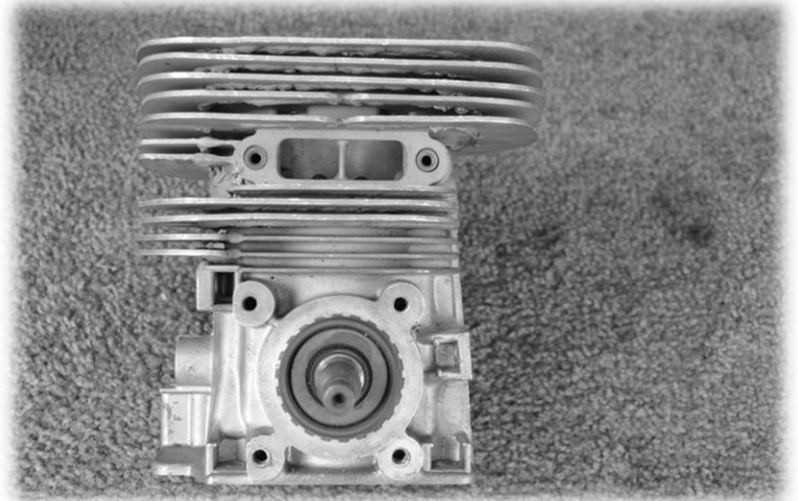
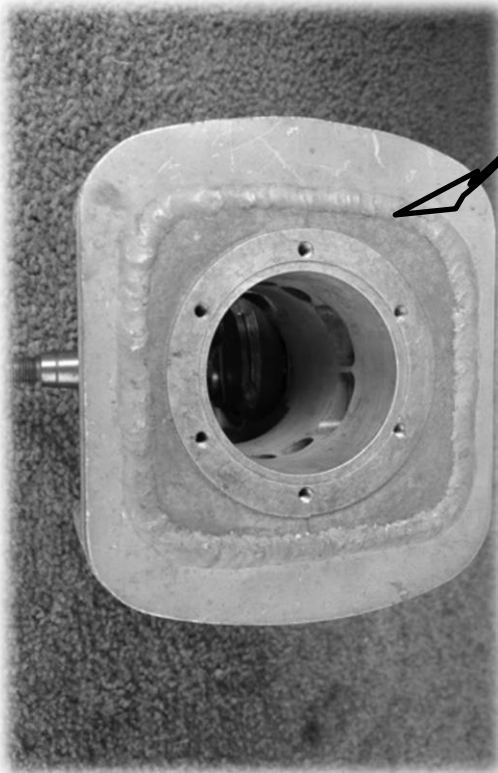
Back in the early to mid-70s, when the European “free-air” engines were making their way into American karting, McCulloch joined the fight against the “European Invasion.” Chuck Hammond (from McCulloch) came to Tony Calles and Terry Ives to develop an air cooled (as opposed to a fan cooled) MC-101. →



It had all the standard 101 parts, but all the fins on the block were extended to create more cooling area. (If you look closely, you can see the welds.) The “free-air” heads¹ were cast. Also the flywheel was shaved. One version had the stock ignition. Another version developed by Tony Calles had an electronic/“total loss”² ignition ... no flywheel. According to Terry Ives, “It worked well. We got good results with what we did.” They would run with the Bombs, but not beat them.

This was back in the era where “stock appearing” was the rage. (How history repeats itself; just ask Paul Booth³.) This is when you could “hide things internally,” according to Terry. (Not that anyone would do such a thing Unless it was legal.)

On some versions, the cylinders were chromed, but this didn’t work-out very well. A nickel-plating process patented by Porsche, Nickelsil, was used with more success. Only a hand-full of these prototypes were built. Don Renton is the proud owner of one. If you want to share any history you know about these engines, Don would love to hear from you (RentonElectricCO@aol.com).



The program was not long-lived. McCulloch was bought-out by Black & Decker, and the project died.

¹ The heads were known as “Savin Heads” after the designer, Mike Savin, or “Sunburst Heads” after their appearance.

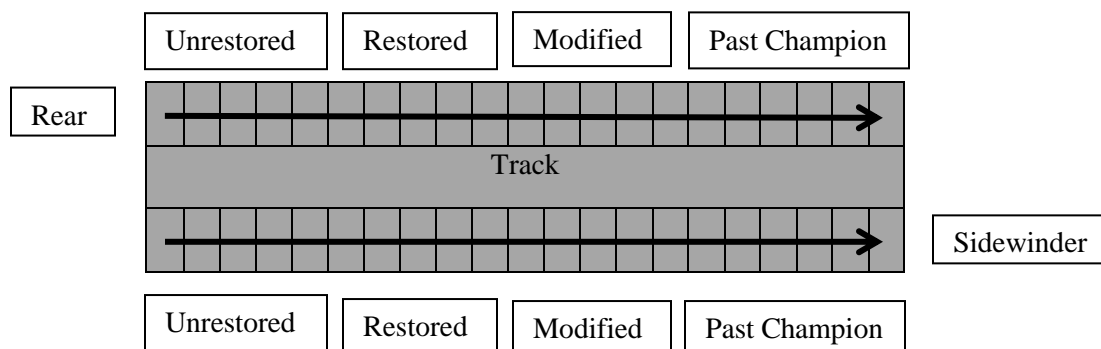
² “Total Loss” ignition is one where there is no charging and runs totally off a battery.

³ Out of Paul Booth’s initiative, the VKA Stock Appearing Class was developed in the last couple of years.

KART SHOW SUGGESTION BY JACK MURRAY

All kart show participants should ask the organizer where his/her kart should go. Judging will be vastly improved (*i.e.*, easier for the judges) if karts are separated by class. Here's my suggestion:

Sidewinders on one side of the track, and rear engine karts on the other side. That will get things started. Then, starting from the left, moving to the right, line them up with the rear "unrestored" on the far left, "restored" next, then "modified" and "past champion" across from the corresponding group of sidewinders (see example, below). Promoters may want to "pre-stage" temporary signs to make placing participants' kart easier.



A CHALLENGE TO PROMOTERS FROM COLM O'HIGGINS

After successfully challenging Scott Kneisel at the Avon event, Colm wrote me a full page explanation of the history of his goal. He discussed his health and his concern for the health of the rest of us. Sure, most of us walk a new track before we drive it, but not everyone does, and not everyone will do it before every race. At Avon, a majority of the racers and pit crew at the drivers' meeting followed Colm for a walk-around-the-track ... after both drivers' meetings. So here is the last paragraph of Colm's letter:

So my challenge, my request, is that Promoters at every Vintage Karting event [lead] (or by designating someone) take a WALKING LAP of their track. Would you hear, "that's where I went off in 1977?" or "my Mac stuck right here in 1968?" or other comments of decades ago. After every Drivers' Meeting, take a WALK! It works the body and the mind and brings us closer together too. It helps keep us fit. Walks like this motivate us to keep the spirit going when at home ... you might even repeat a lap.

Colm O'Higgins

HOT LAPS!

What is *Hot Laps*? About 200 people know. The rest of you don't.

BACKGROUND: In trying to pick-up some of the pieces after Carl Weakley's passing, I offered to continue *Hot Laps* which Carl periodically sent out as a **FREE** email "newsletter." It made the vintage karting community, VKA and others, aware of time-critical news. Carl would also announce events not covered in the VKA **FIRSTTURN**[®], and other topics of interest to the vintage karting community. My first attempt to send out *Hot Laps* failed. My provider (Yahoo!) has spam-controls that limit the number of addressees in one email. (When I tried to REPLY TO ALL in Carl's last email, I got an error message.) So I asked one of his daughters if she could send the email from Carl's account. She did, and 200 people got it (I hope).

PROBLEM: There are over 300 VKA members, so I know his list was not complete. I'm sure there are many, many other non-VKA members who would like to receive *Hot Laps*, so here's my request:

IF YOU WOULD LIKE TO RECEIVE *HOT LAPS* (EVEN IF YOU CURRENTLY RECEIVE *HOT LAPS*) OR IF YOU KNOW SOMEONE WHO IS NOT A VKA MEMBER WHO MIGHT WANT TO GET *HOT LAPS*, I NEED AN EMAIL TO LET ME KNOW. PLEASE SEND AN EMAIL TO ME AT: KARTNUMBER4@YAHOO.COM AND LET ME KNOW YOU WANT TO RECEIVE *HOT LAPS*.

UNTIL I CAN FIGURE OUT HOW TO SEND **ONE** EMAIL TO **HUNDREDS** OF ADDRESSEES YOU CAN EXPECT TO SEE AN EMAIL WITH **"HOT LAPS"** IN THE SUBJECT LINE FROM CWCPA, MAX-TORQUE OR SOME OTHER FROM-SENDER.

Rolf #4

P.S. I TRIED SETTING UP A "YAHOO GROUP" AND CALLED IT *VINTAGE KARTING GROUP*, BUT I COULDN'T FIGURE AN EASY WAY TO PUT OVER 200 EMAILS INTO IT. IF ANY OF YOU KNOW HOW I CAN SEND ONE EMAIL TO 200+ PEOPLE, PLEASE LET ME KNOW.

MORE LATER.

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: tji@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

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

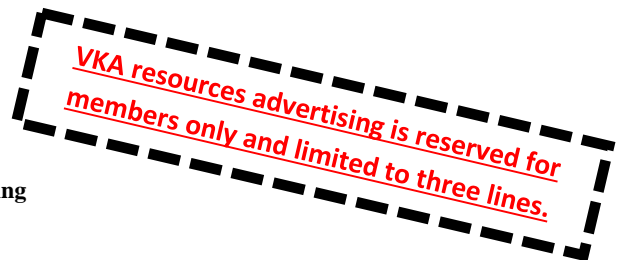
Email: wrenchhead944@hotmail.com

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 Kaplan – 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

Famous for its elevation changes and the Friday Night Fish Fry!

Delmar

Sep. 27 – 28 Delmar, IA