



VKA FIRS

TURN

The Official Vintage Karting Association Magazine

August 2014

Rolf Hill, Editor



www.VKAkarting.com

Brodhead & Camden

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- Camden Results
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2014 VKA TOUR EVENTS

1/23 – 25	Jacksonville, FL <input checked="" type="checkbox"/>	<i>7/25 – 27</i>	<i>WKC VIR</i> <input checked="" type="checkbox"/>
1/30 – 2/1	Riverside, CA <input checked="" type="checkbox"/>	7/31 & 8/2	Camden, OH <input checked="" type="checkbox"/>
<i>2/8 – 9</i>	<i>SKC Roebling Rd.</i> <input checked="" type="checkbox"/>	<i>9/5 – 7</i>	<i>WKC Summit Pt.</i>
3/27 – 29	Barnesville, GA <input checked="" type="checkbox"/>	9/11 – 13	Quincy, IL/MO
4/10 – 12	Circleville, OH <input checked="" type="checkbox"/>	<i>9/12 – 14</i>	<i>MKC at MIS</i>
<i>4/26 – 27</i>	<i>WKC NCCAR</i> <input checked="" type="checkbox"/>	9/26 & 27	Delmar, IA
5/2 & 3	Whiteland, IN <input checked="" type="checkbox"/>	<i>10/4 & 5</i>	<i>SKC Roebling Rd.</i>
5/23 & 24	Springfield, IL <input checked="" type="checkbox"/>	10/10 – 12	Cuddebackville, NY
6/12 – 14	New Castle, IN <input checked="" type="checkbox"/>	<i>10/11 – 12</i>	<i>WKC Summit Pt.</i>
7/10 – 12	Brodhead, WI <input checked="" type="checkbox"/>	11/1 & 2	Atwater, CA
<i>7/12 – 13</i>	<i>CES Grattan</i> <input checked="" type="checkbox"/>		

Bold = VKA Event *Italics* = vintage enduro event VIR = VA Intl. Raceway
 SKC = Southern Kart Club MKC = Michigan Kart Club WKC = Woodbridge Kart Club
 CES = Championship Enduro Series

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

JOIN THE FUN



Once upon a time, a vintage karter named Speedy went to many “vintage” karting events. At most events he attended they did many fun things. Karters hung out and told stories about how fast they used to be and what secrets they used to use that made them the best, “back in the day.” There was time on the track to practice and tune and just have fun with the other vintage karters at the track. At most events they had special sessions just for Historic karts, rear engine karts, dual engine karts and even, those denigrated ... (dare I put the word in print?) ... *sidewinders*.

Like most vintage events Speedy went to, they had a kart show with many superbly restored and some unique, and (beautiful in their own way) unrestored originals and a Peoples' Choice winner. This was followed by a scrumptious “picnic” for all the attendees.

“Demonstrations Events” were held on the second day. Just like the many other events Speedy had been to, they were divided into classes along the lines of the practice sessions with somewhat equal machines in each class. At a recent event, the line-up on the starting grid was left to the participants. (Fifty years ago, everyone would have fought for pole. Time has mellowed many of the participants. Now they “fight” for the last position.) This seemed “accommodating” and non-

confrontational, but it **did** cause some problems before the green flag start. Some karts were still “fighting” **not** to be on the pole and there were some safety issues. Besides that, the starts were OK.

The “racing” was fun, and drivers “played” with each other as they drove around the track. Most importantly, there were no accidents in any of the three Heats.

This event, unlike some “vintage” events, allowed those denigrated *sidewinders* to participate. Although Speedy always runs a “rear,” he also understands that “vintage” is a relative term. The “bottom line” for Speedy is that even the “tater diggers” of today, will be the vintage karts of tomorrow. What a sacrilege, he thought, but after some more thought, he realized the importance of cooperation, consideration and understanding. “Understanding” is required because in the span of eternity, if “vintage” is considered to be “fixed in time,” the “tater diggers” of today will never be part of “vintage” karting in the future. Those who insist on inflexibility, Speedy thought as he drove his vintage REAR ENGINE kart around the track, will go the way of the dinosaur.

At the end of the day, Speedy thought about how much fun he had; talking to his fellow karters, working on his kart, eating with friends and

generally just hanging out. The only three things that were different about this recent vintage event was ... there was no starting grid order, there were no trophies or published results ... and there was no threat of rain. Beyond that, Speedy couldn't tell the difference between this event and the many "vintage" karting events he had been to.

Moral of the story: Speedy, like most vintage karters, tries to have fun at all of the "vintage" events he attends. He enjoys his REAR ENGINE kart and will never likely change. But he also can appreciate the fact that *sidewinders* are a reality AND a part of "vintage" karting. Even "tater diggers," he thought, will someday be the majority of the karts, and they too will be "vintage," one day.

Not having an assigned starting grid might seem nice, but when karts make a "U-Turn" on the pace lap just so they don't have to be on the pole, that could be a safety issue. (It wasn't, but it could have been.)

Not having trophies is no big deal for most, but Speedy, like many vintage karters, is not fooled by the notion that there wasn't a winner when in fact he knew two karts came across the finish line before he did. Just like

the recreational youth soccer team where the parents might tell the kids it was a "tie game," **all** the participant know who won and who lost. We are adults. We know who beat us. If trophies are the issue, hand-out certificates. If publishing results is an issue, get over it; get your head out of the sand. Breathe the fresh air. Join reality.

So who is fooling whom? Does an unstructured grid/start really make an event "more vintage?" (Not to mention more unsafe.) Points or no points; trophies or no trophies; results or no results; do they really matter or destroy the nature of vintage karting? We usually know how many karts went across the Finish Line before us. We don't need (and in many cases, don't want) another trophy ... but what is the benefit of trying to ignore the results. Should we be ashamed we came in first or be embarrassed if we came in last? Each karter will know the results if it is important to them. Some won't care at all. It's just that some participants care more than other ... trophies or no trophies will not change that.

And to say that a 40-year-old sidewinder is not "vintage" when a 40-year-old rear **is**, does not make sense? I miss the logic.

In the words of Rodney King, "Can't we all just get along?" *Rolf Hill - #4*

For the record, I've been to all three types of events and will continue to go ... because they are all fun. I enjoy the fellowship and reminiscing. But I can't help but wonder about the answer to Rodney King's question.

JUNE BOARD MEETING - SHORT SUMMARY

The Circleville event resulted in a \$100 donation to VKA from the 50/50. Membership remains over 300 (306). The owner of Circleville is planning on extending the track to just over one-mile. The project is about half done. The Delmar event will host the unofficial, end-of-year, MC-49 Class Championship. Trophies will be awarded to 1st through 4th Place. Strokes on the 49s will be checked and illegal fuels will not be tolerated.

The balance as of 5/30/14 is \$11,960.54.

KARTING TRIVIA QUESTION BY ROLF HILL

Question: The wheels on this vintage starter were spotted at New Castle. Can you identify where they were used originally?

Answer on p. 17.



THROW-BACK THURSDAY ALMOST

Just had a great idea. (Well, my wife just had a great idea. And since I have this half-a-page to fill, here it is.) VKA's version of Throw-Back Thursday. We've been doing Team Photos, but here is your opportunity to show us a picture of **you** from "back-in-the-day" ... before you were vintage!

(Email your picture with a short description to: KartNumber4@Yahoo.com)



Rolf (with hair) at Upper Marlboro, MD, in early '60's with Go Kart 800 and Power Products (Super 58?)

BRODHEAD RESULTS

There were 74 entries for the demonstration events, 51 entries for the kart show, and four, practice-only entries for three days of fun in partly sunny, near 80 degree weather. Impending rain on Saturday (see Editor's Comments) necessitated that all practice, kart show, beer/wine and cheese tasting and demonstration Heats were held in two days. Kirstin Klein sang *America The Beautiful* to get everyone in the spirit. The 50/50 was over \$415 and the West Bend 820 that was donated by US Motors went to Chuck Lipka. Jim Donovan cooked brats for lunch, and the steak dinner and awards closed-out the agenda.

Class	1 st	2 nd	3 rd
Historic Participants	Brian Espeset, Mark D'Elia, Mike Morrall, Mike Morrall, Jr., Jerry Nagel, Dick Teal		
Mac 49 ^{w/stroke check*}	Steve Welte	Mike Hoff	Mike Morrall, Jr.
Sportsman Rear	Bill McCornack	Jeff Hoff	Tom Day
Sportsman S/W	Vern Bergman	Kevin Rice	Mike Paulsen
Yamaha	Troy Cozad	Steve Watson	Bobby Garland
Rear 6.1	Kevin Rice	Howard Kaplan	Mike Kelley
Rear 8.2	Jerry Nagel	Pete Williams	-----
Dual Rear	Scott Nagel	Jerry Nagel	Shawn Welte
S/W 6.1 American	Bobby Lee	Tom Wisniewski	Jesse James
S/W 6.1 Foreign	Bobby Lee	Tom Wisniewski	David Fisher
S/W American 8.2	Jerry Culp	Vern Bergman	Tom Tretow
80-85 Sidewinder	Troy Cozad	Bobby Garland	-----
Sr. Over-60	Nip Swenson	Chuck Lipka	Terry Carrol

* A stroke check was performed on the 49 class and all entrants were legal.

BRODHEAD SHOW RESULTS

Rear Unrestored	'67 Blackhawk Chief; MC-9; George Sellon
Rear Restored	'61 McCulloch R1; Dual 91s; Todd Matejcek
Rear Modified	'62 Fox; MC-49; Jim Thompson
Past Champion	'60 Gofer; Clinton; Jim Thompson
S/W Unrestored	'74 Margay Concept; MC-91; Mike Kelly
S/W Restored	'78 Bug Stinger; MC-91; Autumn Nagel
S/W Modified	'77 Hartman; MC-101A; Vern Bergman
Past Champion	'76 Hartman; BM SS96; David Sagen
Peoples' Choice	'65 King Enduro; MC-49; Sue Hinze (see next page)

PEOPLES' CHOICE

SPECIAL AWARDS

Longest Distance:
Mike Hoff, AZ

Oldest Driver:
Nip Swenson, WI

**Outstanding Vintage
Karter:**
Brian Espeset, MN



BRODHEAD KART SHOW



JOIN THE FUN



WANTED SOMEONE TO RE-POP FOX SEATS

Finally, we found someone with the means, motive and opportunity. Bill Rowen is guilty as charged. As the readers may remember, there was an article in the April 2013 *VKA FirstTurn*®. There were plastic shells in various stages of disrepair, but no foam. The challenge was to match the shape of the factory, injection molded foam using 2” thick pieces of new foam; cut, sanded and glued into the right shape. Not only was it a challenge, but it was a pain in the tuckus.

Shortly after finishing the project for myself and two friends and another Fox fanatic in CA, I learned about another guy in California who was going to re-pop the shells. I also heard he was going to re-pop the foam. Having a good shell is the first step. Here’s how Bill Rowen does the rest of it

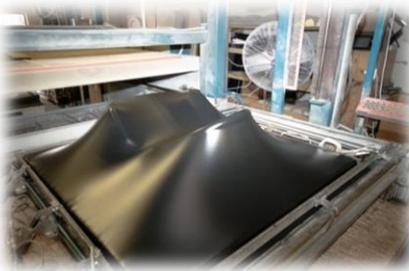
1. Create the vacuum form.



2. Lay a piece of heated polyethylene over the form.

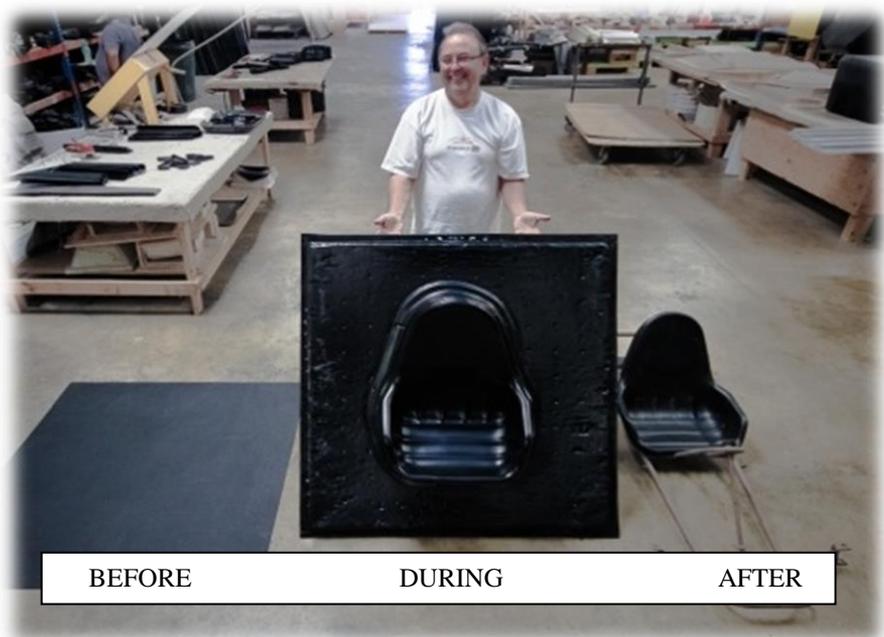


3. Apply suction to the form to pull the polyethylene tight to the form.



4. Let it cool, and then cut away the excess.





Next ... the foam.

Contact Bill Rowen at R&I Metal (see Resources, page 19) for more information.

EDITOR's NOTE: For what it's worth, I saw the finished product (both the shell and the foam) first hand at Camden. I couldn't tell the difference between the re-pop shell and an original. The shell is not pre-drilled for a tank since customers may want to install either the early round tank or the newer plastic tank. Tank brackets, spacers and hardware will vary by tank, as will hole patterns.

The new foam was one-piece, unlike the two-piece (bottom and back) original. It is as comfortable feeling as the original and will certainly be much easier for an upholsterer to work with ... especially if they have an upholstery pattern for one, they can re-use the pattern for any foam from the injection mold. (The ones I made from layers of 2" foam were all slightly different; a real challenge for any upholsterer.)

Two thumbs-up on Bill's effort ... and results!

CAMDEN RESULTS

Class	1 st	2 nd	3 rd
Historic Participants	Kevin Rice & John Stults		
Women & Junior	Jack Sullivan	Avrie Klingler	-----
Mac 49	Rick Magnuson	-----	-----
Sportsman Rear	Dick Teal	Ernie Shores	-----
Sportsman S/W	Bobbie Lee	Kevin Rice	Dee King
Yamaha Port	Mike Birdsell	Troy Cozad	Kent Windham
Rear 6.1	Craig Bennet	Kevin Rice	Autumn Nagel
Rear 8.2	Jerry Nagel	-----	-----
S/W American 6.1	Bob Noel	Bobby Lee	Kirt Bennett
S/W 8.2	Marc Nagel	-----	-----
Dual Rear <i>Nagel</i>	Marc Nagel	Scott Nagel	Jerry Nagel
Dual S/W	Kirk Jobe	Craig Bennett	Jeff Campbell
S/W Foreign 135	Steve Jamison	-----	-----
80-85 S/W	Troy Cozad	Bill McCornack	Sandy Stroped
S/W Foreign 100	Bud Bennett	Matt Morgeson	-----
Sr. Over-60	Gary Wlordarsky	Rolf Hill	Joan Hertzig

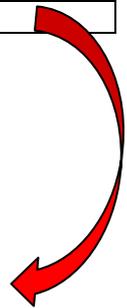
CAMDEN SHOW RESULTS

Rear Restored	'62 Blitz F-2000; MC91A; JoAnn Hertzig
Rear Modified	'61 Fox Mak Kart; WB-610; Chris Marchand
Past Champion	'67 Dart Chapparral; WB-820s; Gordon Juhasz
S/W Restored	'79 Margay Expert (Pro); MC-91B; Dee King
S/W Modified	'79 Margay Expert; Yamaha KT100; Mike Birdsell
Peoples' Choice	'58 Bug Custom; MC-49(ish); Jack Sullivan

The Camden event was as good as ever. Thursday's weather for practice was spectacular for 59 entries. Friday and Saturday cooperated, too.

Two Heats, Kart Show and meal on Friday; one Heat and awards on Saturday. No accidents to speak of.

Generally, a fantastic, fun weekend.



CAMDEN KART SHOW WINNERS



CAMDEN PICTURES BY ROLF HILL



TEAM PHOTO – HILL RACING TEAM

What a pit crew! Does anyone else have seven people on their pit crew? They do everything from pit set-up and tear-down, kart repair and set-up, grid support, logistical placement of equipment (the kids steer while the dads/nephews push the kart to/from the grid), fix lunch, clean the kart, play with the driver's helmet, jacket and gloves, and general driver coddling.



Hill Racing Team

Photo by: Jim Donovan
Off Camera Antics by Mark D'Elia

Top Row: Sister-in-law (Toni) **OLDER** brother (Dexter), Nephew (Jon)

Bottom Row: Rolf, Grand Niece (Cassandra), Nephew (Frank), Grand Nephew (Nathaniel) and Grand Nephew (Xavier).

(Thanks to all at the event. We all had a great time.)

KARTOON BY DONNIE CAIN

Donnie Cain is right on target (along with Amazon.com who has also contemplated using drones to deliver packages). I'd hate to see the "shipping" charge for **this** service. If shipping is free, however, I'll be glad to give them the GPS coordinates to MY front door.



SPECIAL AWARD

At Camden this year, Mike Birdsell awarded AUTUMN NAGEL a special award for the Most Improved Driver! Well deserved!



KNOW WHAT THIS IS?



(Answer on next page.)

MEMBERSHIP REMINDER



EFFECTIVE JANUARY 1, 2014, VKA Membership are:

Full Membership = \$35;
Associate Membership = \$10;
Foreign Membership = \$45

ONLY MEMBERS RECEIVE ALL THE VKA *FIRSTTURN*® MAGAZINES AND NEWSLETTERS.

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

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

KNOW WHAT THIS IS?



This is a view from underneath a side-winder.

Still stumped?

It is a “precision tool,” designed and fabricated by Sonny Gerber for ensuring that when installing a bucket seat on a

sidewinder, the ground clearance for the seat is sufficient (about 1”) from the pavement. Tie straps on each end hold it in place while drilling the holes. Installation is simple, easy, foolproof.

Thanks, Sonny.

TRIVIA ANSWER (FROM P. 5)

Answer:
Soap Box Derby Car



JOIN THE FUN



2014 RESOURCES FOR VINTAGE KARTERS

AWS R&D Machining- Scott Wigginton, 3535 Victor St., Santa Clara, CA 95054;
4" & 5" Go Power rims; front and rear.

Tel: 408-748-6949

Email: aswInc2@aol.com

Jeff Brown – Engine rebuilding & modifications for all types since 1967,

BM 130 parts available – rotary valves for B Bombs & BM 130's

Tel: 248-613-5839 after 5pm EST Email: invaderjb@gmail.com

CKT Racing Engines, Inc.- Jim Perry- 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

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

Tel: 765-742-0935

Email: John@foxvalleykart.com

GL Doemelt Incorporated - King Kart chassis and parts

Tel: 217-268-4243

Email: gldoemelt@yahoo.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

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

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

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

Charles Groeteke - 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

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

Tel: 916-201-7707

Email: tji@surewest.net

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

Tel: 626-334-0334

www.kpmfg.com

Howard Kaplan – 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 Engine building, Big Volume Pipes, Tillotson Carbs,
Rev Grip Springs, L & T oil clutches for MAC and Yami
Tel: 630-400-2645 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

David Nance – T.I.G. welding of MOST ALL TYPES of metal. N.O.S. Clinton
engine parts type used on vintage karts, mini bikes, quarter midgets.
Tel: 256-881-3254 Email: NanceWelding@gmail.com



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

Robron Incorporated – Dart chassis, parts and repair
Tel: 800-624-7383 Email: robtroninc@bellsouth.net

Rogeo Enterprises – Will Rogers, 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

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Upcoming
Events . . .



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

Quincy

Quincy, IL/MO
9/11 – 13
www.tntkartways.com

VKA

Delmar, IA
9/26 – 27
www.61kartway.com

Delmar

UNOFFICIAL End of Year 49 Class Championship

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