



Editor – Rolf Hill

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# The Official VKA Newsletter

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## IN THIS ISSUE

Springfield Results – Evolution of Karting – Land of Lincoln – I.C.E. Part II - and more.

## VKA EVENT 2015 SCHEDULE

2015 EVENT SCHEDULE					
1/22 – 24	Jacksonville, FL	☑	7/24-26	VIR (WKC)	
2/5 – 7	Riverside, CA	☑	7/30 – 8/1	Quincy, IL/MO	
3/20-22	Savannah (Roebling Rd.)( SKC)	☑	8/15-16	Nat.Corvette Museum Pk.(DKC)	
3/26 – 28	Barnesville, GA	☑	8/20 - 22	Camden, OH	
4/23 – 25	Circleville, OH	☑	8/28-30	Summit Pt.(WKC)	
5/2-3	Summit Pt. (Shenandoah)(WKC)	☑	9/19-20	MIS (MKC)	
5/15-16	Grattan Raceway, MI (DKC)	☑	9/25 & 26	Delmar, IA	
5/22 & 23	Springfield, IL	☑	10/1-3	Bakersfield, CA – Tier II	
6/13-14	Summit Point (WKC)	☑	10/ 3-4	Savannah (Roebling Rd.)(SKC)	
6/18 – 20	New Castle, IN	☑	10/9 – 11	Cuddebackville, NY	
6/19-21	Mid-Ohio (DKC)	☑	10/10-11	Summit Pt.(WKC)	
7/9 – 11	Brodhead, WI		10/23-25	Nat.Corvette Museum Pk. (WKC)	
7/23 – 25	Avon, NY		11/?????	Atwater, CA	
VKA Events in BOLD			Vintage Enduro Events in ITALICS		

VIR = VA Intl. Raceway MIS = Michigan International Speedway SKC = Southern Kart Club  
DKC = Dart Kart Club MKC= Michigan Kart Club WKA = World Karting Assn. WKC = Woodbridge Kart Club

## EDITOR'S COMMENTS (SEND YOUR COMMENTS TO KARTNUMBER4@YAHOO.COM)

The year is half over. Have you shopped for your new helmet yet? The Snell certification will expire on for 2005 and earlier Snell approved helmets at the end of this season. Shop now. Avoid the end-of-year rush. Also, when you get your new helmet, consider putting a sticker on the back that looks like the one on p. 6.

*Rolf*

## MAY BOARD MEETING SUMMARY

VKA has 354 Members. Many memberships seem to be coming from events. Circleville went well. Everything was completed before the rain. A feature on VKA activity was done on the VKA Facebook page. A concerted effort is being conducted to ensure consistency in vintage classes at northern and southern enduro events held by AKRA and WKA, respectively, and that vintage enduros are included in the established enduro events. Director Wlordarsky did a vintage karting display at the Ohio Valley Karting Assn. meet. He will also be doing a 15-minute demonstration of five or six karts for Ray McGibbon at Camden. Twelve karts

entered the show at Circleville. Show certificates for upcoming events have been mailed to promoters. The issue of 219 chain was raised and discussed.

Balance as of 5/31/15 was \$13,894.75.

## SPRINGFIELD SUMMARY & RESULTS BY ROLF HILL, PAUL & SANDY BOOTH

The weather for Springfield made it another perfect event! **Sixty** entrants ran two Heats on Friday night, after a fabulous meal at the track. The lights were on for both Heats, so the transition from “light” to “dark” was minimal. (It has been nearly 50 years since I’ve run under the lights. Brought back many fond memories. Thanks, Paul.) The kart show with more than 20 entries was held Saturday morning before practice. The rest of the day was hot (but not too hot) and sunny.

Paul Booth announced this would be his last year as Promoter of the event, but he said he would still be involved. The Mid-State Kart Club also said they would still like VKA to come back next year.

SPRINGFIELD DEMONSTRATION EVENT RESULTS			
Class	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
<b>Historic Participants</b>	Todd Maberry		
<b>Mac-49</b>	Shawn Welte	Steve Welte	Jay Bruninga
<b>Junior</b>	Jack Daniel	Darrin Burge	Ryan Power
<b>Sportsman</b>	Lyle Casswell	Dick Hoff	Steve Welte
<b>Rear 6.1</b>	Kevin Rice	Rolf Hill	Brysin Porter
<b>Rear Amer. 8.2</b>	Terry Walters	-----	-----
<b>S/W 8.2</b>	Vern Bergman	Bud Snelling	
<b>Dual Rear</b>	Jim Merritt	-----	-----
<b>Dual S/W</b>	Bud Snelling	-----	-----
<b>S/W Amer. 6.1</b>	Bob Noel	Gary Young	-----
<b>S/W Foreign 8.2</b>	Jim Ryder	-----	-----
<b>S/W Foreign 100</b>	Kalya Burns	David Fisher	Curtis Weatherly
<b>Stock Appearing</b>	Mike Birdsell	Vern Bergman	Kevin Rice
<b>80-85</b>	Jim Rowe	Bruce Kain	Aaron Kruger
<b>Yamaha</b>	Matt Laukaitais	Mike Birdsell	Marty Weston
<b>Sr. Over-60</b>	Tom Day	Ken Wooldridge	Jay Bruninga

SPRINGFIELD KART SHOW RESULTS	
CLASS	WINNER
<b>REAR RESTORED</b>	'62 GoKart 800; MC-7; Todd Maberry
<b>REAR MODIFIED</b>	'64 Fox 2300; MC-49; Dick Teal
<b>REAR PAST CHAMP</b>	'64 Fox Box Mount; MC-91 M/C; Rolf Hill
<b>S/W UNRESTORED</b>	'75 Margay Panther X; MC-101; Bud Snelling
<b>S/W RESTORED</b>	'75 Margay Panther; MC-92; John Schmidt
<b>S/W MODIFIED</b>	'76 Margay Pro X; MC-92; Ken Wooldridge
<b>PEOPLES' CHOICE</b>	'73 Margay Cheetah; Dual MC-91B; Ken Wooldridge



## EVOLUTION OF VINTAGE KARTING BY DICK TEAL

I just returned from the Springfield, IL VKA event and thought that I would write my thoughts down about the health of our sport. Earlier this year I was at the cancelled Jacksonville, FL event and the Barnesville, GA event.

I have been actively attending VKA and REAR events since the Fall of 2007. My focus has been rear engine karts with American engines because that is what I ran back in the 1960's. My oldest son had a Bug Stinger in 1969 with a 101A and I had a Rupp "K" kart Enduro with a pair of K99 "B" Bomb engines, but I am partial to the early days. For those that don't know I need to explain that I worked and raced for Fox on and off from 1959 until 1971. I ran the engineering department from late 1968 through all of 1970.

When I got involved in 2007, the suggested rules stated that vintage was from the beginning to 1975 for both rear and sidewinder karts. The Margay Concept was considered the perfect vintage sidewinder because it was within the rules. Time has a way of changing things and pretty soon the foreign engines and later model sidewinder karts were written into the rules. Today the Yamaha class has moved the 1975 date to 1985 and changes are happening fast.

The other major changes I see are related to weight and period correct parts. The class winners in most cases are the light guys that weigh in the 150 pounds or less range. The wheel and tire assembly is a good example of what guys are doing to reduce weight. I see more and more one-piece spun aluminum wheels with tubeless tires on rear engine karts. This saves about 15 pounds per kart and no one is protesting their use on rear engine karts. The Margay 24 series wheels were the standard in 2007 when I got back in the sport, and I also used them in the late 1960's on my race karts. Again it's all about weight. What is interesting about this is that the same thing happened back in the early days before we had to go to weight classes. Weight classes saved karting for many drivers. I think Brodhead is trying light and heavy classes this year and I wish them success.



I can honestly say that weight has influenced what and how I choose to race. I don't need to win, but I like to at least mix it up with others in my class. This has caused me to not race and just show up to see the people. How many others have left the sport because of this we will never know.

I do see a younger group of people showing up and I'm sure it's because of the sidewinder classes. The rear engine classes are not dead, but the numbers are on the decline. The Historic Class was/is an attempt to keep the older karts around. The normal turnout for Historic is very light or none. This is probably caused by older karters, no trophies/rewards and other stuff. Jeff Brown is trying to get more of these older karters that are usually only at The Big One (TBO) in Fremont, Ohio. It will be interesting to see the results. (This article will probably show up after the New Castle event.)

In summary, the sport is healthy, but the numbers at events aren't any better than they were in 2008. I picked this date because we were in the depths of our latest great recession. The economy has improved since then,<sup>1</sup> but our sport has stayed the same with younger karters which is great. The future will depend on how fast we can and/or need to change.

*Dick Teal*

**EDITOR'S NOTE:** I had written an article on "evolution," but pulled it to make room for Dick's. Will try to get it in August **VKA FIRSTTURN**®. The topic/issue deals with the transition from 2-cycle to 4-cycle engines. If you have thoughts on karting's "evolution," let me know at:

[KartNumber4@Yahoo.com](mailto:KartNumber4@Yahoo.com)



<sup>1</sup> **EDITOR'S NOTE:** My friend who was laid-off 5 years ago might not agree about the economy's "improvement."

[**EDITOR'S NOTE:** Bryson Porter is a member of the British Iron Touring Club of Northwest Arkansas. His interest in British cars goes back to 1970. He is new to **vintage karting** thanks to his friend's (Todd Maberry) interest.]

We set out to experience a previously untapped corner of American culture and Paul Booth with his passionate group of volunteers failed to disappoint. The Mid-State Kart Club, in a non-descript location east of Springfield, IL, held a Vintage Karting Association event on May 22-23, 2015 and fun was certainly had by all. The welcome we received, the environment very open to discussion and the facility were all graciously provided by a great group of very knowledgeable folks. There was an abundance of assistance offered to us as "first-timers" to the culture of vintage karting. It was clear from the beginning that the facility was cared for, not by excessive funding or advertising dollars, but by the passion of its volunteer community. Several configurations of this track have existed over the years, evident by ancient looking strips of unused asphalt and concrete leading to nowhere. However, the current configuration made great use of the terrain and provided challenges that left competitors with a firm grip of the wheel and teetering on the edges of their seats.

Up for grabs in this weekend's event was an array of Mr. Booth's vintage trophies he had amassed in his karting career throughout the 60s, 70s, 80s and beyond, over 150 still in his collection. Of course, bragging rights and a podium spot were desired by most, but the top two in each class got to pick from Paul's impressive collection of large and small trophies, plaques and medallions attached to ribbons to be worn around one's neck. The facility was appointed with safety barriers, fencing and well-marked corners. Pit-IN and OUT were attended by volunteers to ensure everyone was safe. It was also very clean, most likely due to rains that had fallen over the past few weeks, but there was no threatening weather in the forecast.

**Thursday** provided an opportunity for open practice for race participants and local kart enthusiasts alike. All that was required was a simple pit-pass, which included the mandatory insurance waiver. Both of NWA Regional British Iron Club members Todd Maberry's (TJ's) 1962 GoKart 800 and 1968 Rupp Dart Kart went out on the course before the sun sank deep below the trees. About a dozen laps were completed and a lot was learned about what was previously unknown, regarding vintage kart racing. Brake and hub issues on one kart and engine tuning on the other created an intense, but very exciting pit area. The starting grid to the right in the below panoramic shot is separate from the pit area, known as the garage area in other forms of racing. It typically consisted of a trailer or canopy-covered area with a simple tarp or anti-fatigue mat underneath, open to the great rural Illinois air. Friendly, helpful people were very interested in what the "new guys" were up to, so we had several high-spirited conversations with those who stopped by, asking about the build-up and the history of the karts, Todd's purpose-built kart trailer and our lives in general. Some good decisions were made that afternoon to maintain function and safety of the karts for the following two days of racing.



**Friday** began early with another round of practice with the obligatory pit-pass and sign-in, but the preparation and Todd's good decision making of the previous day lead to a much more relaxed time at the track. There was an abundance of opportunities to visit other "camps" and discuss the people's karting histories, hometowns and other interests. A tech



inspector visited our tent, asked a few questions and placed “passed” stickers on both karts. The racing was to take place after the sun would sink below the trees and with the lights brightly illuminating the track. There were some who were concerned with their speed and reliability, others concerned with racing after they were fed (on the house), due to it being their typical naptime. However, the flags flew on two, six-lap Heat races for each of the sixteen classes without incident or injury. The participants were full of handshakes and congratulations for their competitors, even if the competition had become heated. The aroma after each round was unique and intoxicating. The difficulty of controlling these very quick karts between the regulation lines, driving them on the sweet edge and keeping one’s keester well-planted in the vintage seat can only be compared to riding a lawn chair in a mid-west tornado.



**Saturday** began with the static display which was to begin early, but kicked off about an hour into the day’s schedule with entrants lining up their display-only and race karts for visitors to view. A win for Best Rear Engine Vintage Kart, Restored was taken by Todd Maberry for a spectacular job on restoring his 1962 GoKart 800 with twin McCulloch MC7 engines. The trophies, plaques and medallions were specific to the event, which added a nice feel to the static display portion of the weekend. Practice and the final races for each class began soon after a bit of lunch from the concession stand. The day was bright and sunny and the breeze was keeping everyone cool for the final race in each class, as the competition heated up and the flags flew once again.



Award presentations were done in the tech inspection canopy where other weekly and highly competitive kart racers come to cool down and have post-race inspection. TJ’s entry in the Historic Class race won a spot atop the podium, since he was the only one with enough gumption to build such a great vintage kart, but also to put it out on the grid for a successful start in the class. Yours truly, humbled by the edge racing, took the Rupp to a 3<sup>rd</sup> place podium in the Single Rear 6.1 (cu. in.) Class for 100cc maximum engines. (Podium photos are courtesy of Rolf Hill, editor of the Vintage Karting Association’s “*FirsTurn*®” newsletter.)



The amount of effort Todd put forth for this event was phenomenal. Several figures at different levels in the vintage karting community who attended the event commented on how well TJ has restored his twin McCulloch engine kart as well as the highly competitive Rupp Dart A-Bone kart with a single McCulloch engine. Paul Booth made the announcement that it was to be his final year coordinating this event, so we were in the very enviable position of witnessing his best work. A large contingent welcomed us into their sport with open arms and open toolboxes, which is a most desirable goal. They helped us accomplish it, the rookies that we were, with fellowship, pride and a competitive spirit. •

*Bryson Porter*



Last month we talked about the need for having the name, relationship and telephone number of someone to contact **In Case of Emergency (I.C.E.)** and identified four places that information could be gathered: Membership Form, Registration Form, Tech Form and "luggage-tag kind of tag" on the car visor. But, what happens if you have to make that call? What happens to the truck and/or trailer that is left behind?

We have seen in the past that someone will step-up-to-the-plate. It usually gets figured-out. We all have heard how someone drove the truck/trailer to where it needed to go or played chauffeur to get the person and his equipment back home. Chances are, that kind of help will always be there, but what if ..... ?

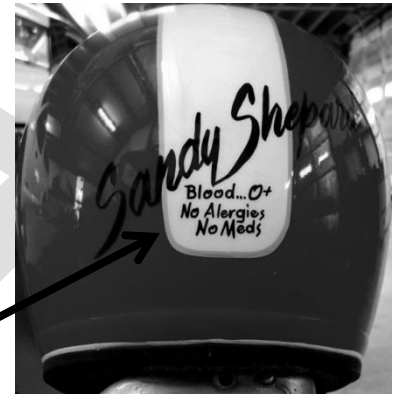
There are endless scenarios, and I don't have answers for everything, but we each need to think about the answers to the "what if" question. Like the Boy Scout, we need to be prepared.

Many vintage karters travel a long distance to an event. Some of those come from areas of the country where few other vintage karters live. Getting their equipment home could be more difficult. As we have heard, people have volunteered to

drive the injured **karter's** equipment home, while someone else drives the **volunteer's** stuff home. If the **volunteer** doesn't have someone else to drive his truck/trailer home, consideration should be given to getting a car-carrier-tow hitch. Chances are one of the vehicles will have a hitch receiver. That's one possibility.

In the tragic event a karter is killed at the track or has a fatal health event (after all, this **is** VINTAGE karting), one source I talked to indicated that mortuaries will charge \$5 per mile ... both ways! (Here, let me do the math for you. If you are 200 miles from the track, the bill is likely to be \$2,000.) Adding to the problem, some will only travel as far as contiguous states. Beyond that, you are probably talking about airplane transport ... and "that ain't cheap."

One more thing. This was sent in by Sandy Shepard. Great idea! (SCCA requirement.)



## **RESOURCES FOR VINTAGE KARTERS**

**Bud, Kirt, or Craig Bennett - RM Motorsports - VINTAGE GO KART RACING DIVISION,**  
Remanufactured single sidewinder karts similar to Invader. Fabricating, restoration etc.  
Tel: 248-344-1515 [rmmotorsports.com](http://rmmotorsports.com)

**Jeff Brown - Full Engine Service; Modifying & Rebuilding foreign motors, WBs and Macs since 1967; Honing, Inertia Dyno Testing**  
Tel: 248-613-5839 Email: [invaderjb@gmail.com](mailto:invaderjb@gmail.com)



**John Copeland - Fox Valley Kart, VKA required 3rd Bearing supports for sidewinders. Also motor mounts and other machined accessories.**  
Tel: 765-742-0935 Email: [John@foxvalleykart.com](mailto:John@foxvalleykart.com)

**Jim Donovan - Max-Torque Ltd. - Clutches for most engines**  
Tel: 630-369-9600 [www.MaxTorque.com](http://www.MaxTorque.com)



**Richie Engel - Relining of Clutch & Brake Shoes, McCulloch Engine Repair**  
Tel: 705-445-5766 Email: [rtengel55@hotmail.com](mailto:rtengel55@hotmail.com)

**Greg Gouveia - New Fuel Tanks: Chilton, Azusa & Palmini; Shop Tel: 805-541-4310 Cell Tele: 805-305-2074**  
Web Site: [GregsSpeedShop.com](http://GregsSpeedShop.com) Email: [GregsSpeedShop@att.net](mailto:GregsSpeedShop@att.net)

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

Tel: 636-942-9988

Email: [slkcharlie@sbcglobal.net](mailto:slkcharlie@sbcglobal.net)



**Nils Gustafson** - Reproduction vintage tires

Tel: 541-471-7212

[www.VintageSpeedTires.com](http://www.VintageSpeedTires.com)



**Rolf Hill** – VKA International Oval Sticker, approx. 3” x 5”;

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**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

Email: [CatKart@gmail.com](mailto:CatKart@gmail.com);

[www.CatKartRacing.com](http://www.CatKartRacing.com)

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

Tel: 916-201-7707

Email: [tii@surewest.net](mailto:tii@surewest.net)

**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](mailto:HowardKaplan@comcast.net)

**Bill McCornack** – McCulloch Engine building, Big Volume Pipes, Tillotson Carbs, Rev Grip Springs, L & T oil clutches for McCulloch and Yami

Tel: 630-400-2645

Email: [bill.mccornack@comcast.net](mailto:bill.mccornack@comcast.net)

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

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Email: [CKTracing@sbcglobal.net](mailto:CKTracing@sbcglobal.net)

**Faye Pierson** - 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

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[www.RImetal.com](http://www.RImetal.com)

Email: [Bill@RImetal.com](mailto:Bill@RImetal.com)



**Will Rogers** - Rogeo Enterprises, recast Hands Wheels, Hovey Hawk kart frames, welding, parts casting.

Tel: 530-878-7594

Email: [rogeo2@sbcglobal.net](mailto:rogeo2@sbcglobal.net)

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

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Email: [LakeSpeed83@gmail.com](mailto:LakeSpeed83@gmail.com)



**Robert Stanton** - Robron Incorporated - Dart chassis, parts and repair  
Tel: 800-624-7383

Email: [robroninc@bellsouth.net](mailto:robroninc@bellsouth.net)

**Dick Teal** – Reproduction Fox pedals - floor pans - throttle arms – etc.  
Tel: 920-485-2844

Email: [teal@charter.net](mailto:teal@charter.net)

**Brian & Dotty Thomas** – Custom Kart Covers & Power Products base gaskets  
Tel: 763-784-9095 [www.blackdogvintageracing.com](http://www.blackdogvintageracing.com) Email: [wrenchhead944@hotmail.com](mailto:wrenchhead944@hotmail.com)

**Thomas Thorin** - Simplex decals, brake linings & 5 inch cast wheels  
Tel: 818-708-7232

Email: [tthorin@socal.rr.com](mailto:tthorin@socal.rr.com)

**Samantha Weakley (Price)** - Early 70's Margay Cheetah reproduction seats  
Tel: 618-792-8438

Email: [SpeedyChic@aol.com](mailto:SpeedyChic@aol.com)

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

Email: [aswInc2@aol.com](mailto:aswInc2@aol.com)



East Coast Vintage Weekend: Aug 8-9  
Sandy Hook Raceway, Street, MD  
[www.SandyHookSpeedway.com](http://www.SandyHookSpeedway.com)  
Dave Luciani 203-500-1893  
Rolf Hill 301-717-2872

**Avon, NY**

Avon, NY  
7/23 – 25  
[www.gvkc.org](http://www.gvkc.org)

**Quincy, IL**

Quincy, IL  
7/31 – 8/1  
[www.tntkartways.com](http://www.tntkartways.com)

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