



VKA FIRS TURN

The Official Vintage Karting Association Magazine

December 2014

Rolf Hill, Editor



www.VKAkarting.com

ATWATER

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- Tier I and Tier II
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2015 VKA TOUR EVENTS

1/22 – 24	Jacksonville, FL	<i>7/??????</i>	<i>WKC VIR</i>
2/4 – 6	Riverside, CA	7/30 – 31	Quincy
<i>2/????</i>	<i>SKC Roebing Rd.</i>	8/20 & 22	Camden, OH
3/26 – 28	Barnesville, GA	<i>9/????</i>	<i>WKC Summit Pt.</i>
4/23 – 25	Circleville, OH	<i>9/??????</i>	<i>MKC at MIS</i>
<i>4/??????</i>	<i>WKC NCCAR</i>	9/25 – 26	Delmar, IA
5/22 & 23	Springfield, IL	<i>10/?????</i>	<i>SKC Roebing Rd.</i>
6/18 – 20	New Castle, IN	10/9 – 11	Cuddebackville, NY
7/9 – 11	Brodhead, WI	<i>10/??????</i>	<i>WKC Summit Pt.</i>
<i>7/??????</i>	<i>CES Grattan</i>	TBD*	Atwater, CA
7/23 – 25*	Avon, NY (Tier II)		

*** Tentative [All enduro events are pending as of printing.]**

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).

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EDITOR'S COMMENTS

Tier I and Tier II Events are coming. I'm glad and it addresses many of the concerns expressed by Speedy in the Editor's Comment in the August **VKA FIRSTTURN**®. What are Tier I and Tier II Events? The short answer is "flagged events" and "non-flagged events" ... scored and not scored.

Some of Speedy's friends like the idea of a Green Flag at the beginning of a Heat and a Checkered Flag at the end of a Heat and moto-cross scoring in between. And, Heaven forbid, but some of Speedy's friends like to see their name in the Event Results section in the next **VKA FIRSTTURN**®.

But Speedy has many friends, and some of them prefer a more laid-back event. Their equipment may or may not be as competitive, but what they really like is just getting out on the track to show how it still looks and how it still works. That is enough for them. They don't need points, scoring, or trophies.

Both types of Speedy's friends are vintage karting enthusiasts! Both types of Speedy's friends love vintage karting. Both types of Speedy's friends love the excitement at vintage karting events ...all the story-telling or sharing of "secrets" from years-gone-by, cookouts and camaraderie that happens at both.

The nice thing about both Tier I and Tier II events ... they are both FUN for Speedy's friends and VKA will be having both types this year!

Speedy has friends who not only enjoy Tier I & II-type events, but some of Speedy's friends enjoy **enduro events**. Although many of Speedy's friends participate in the full-blown, VKA enduro events, they will be happy to hear that VKA is also encouraging promoters to include enduro karts in their sprint events. Maybe just during practice, but if enough people express an interest before the event ... and show up ... the promoter might even schedule a Heat or three just for enduro karts! 2015 promises to be an exciting year for Speedy's friends and all vintage karting enthusiasts!

Bottom Line: Speedy just wants to know before he gets there what kind of event a promoter is having. So he asks that each promoter describe the kind of event he is having in his flyer for the event.

Rolf Hill - #4

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OCTOBER BOARD MEETING - SHORT SUMMARY

Total membership is 312, which fluctuates about 20 members depending on the time of year. Maintaining the membership spreadsheet and mailing list is being transferred to Bill Bloodworth. The survey resulted in roughly 126 responses, 35% have been in vintage karting for nine or more years, 15% between one and two year, 22% between three and four years, 15% between five and six years. 35% attend five or more events in a year. The number one event that people run in is 6.1 Rear, 6.1 Sidewinder was next, then the Mac 49 class. The most popular tracks were New Castle, Barnesville, Brodhead and Riverside. The respondents also want at least four weeks between events. They also want another California event. About half of the respondents are retired. 21% are still doing modern karting. Based on survey responses, Whiteland and Quincy were removed from the schedule, however, the Board voted to leave Quincy on the 2015 schedule.

Some rule change topics were raised including running only 6.1 engines in Sportsman Rear. How 820s fit into the sidewinder class, and guidelines for bumpers and “front porches,” and Stock Appearing are also topics the Rules Committee will discuss. Allowing enduro karts in their own Heat at sprint events was suggested. (See p. 12 for the final results.)

Printing problems with the 2015 VKA Wall Calendar were discussed.

The balance as of 9/30/14 is \$11,495.60.

OPEN LETTER TO GARY DOMELT BY JIM DONOVAN

(Editor’s Note: According to Jim Donovan, Gary Domelt has “sold out all his stuff ... he is out of karting.”)

To Gary Doemelt (a vintage karter for many years),

I want to thank you for the all the good times and laughs we had at the track. You helped me in the development of my clutch and proved to me the clutch could be as competitive as an oil clutch when used by a light driver that didn’t have a pipe, but had great reflexes and knew how to drive (yes, I mean you Hal). You supported a race team that enjoyed the competition and you shared your equipment with anyone who asked for help. You did “upset some people” with your sign on the door, but again people should not take everything personally, because we all have a right to gripe in our own way. It was never dull around your trailer, and it was you that got me into cooking for the

troops. Many of those first meals were purchased by Gary for the vintage karters. It was Gary that donated that King Kart that raised a very nice cushion that is still in the treasury of the VKA. This King Kart traveled the whole circuit that year and ended up going back to CA where it was first shown and won by a non-driver. There are a lot of wonderful people I have met in vintage karting and I hope they all outlast me. Gary Doemelt certainly stands out as one of the people I am proud to say was a real friend and we shared a lot together and he will be missed at the track.

Thank you Gary,

Jim Donovan, Owner of Max-Torque

VKA CALENDAR/FUND RAISER

Advertisement

For the last two years, a VKA Wall Calendar has been available to all vintage karters. Each full color calendar is 8½" x 11" printed on heavy, gloss paper. It is bound so it can hang on a wall and proudly display photos from recent VKA events featured in the event-of-the-month. Enduros are featured in November. Below is an example of the cover and the month of January 2015. Order yours now by sending an email to: (No promises, but early orders might make it down the chimney ... maybe.) KartNumber4@yahoo.com. Each calendar is \$15 (\$10 if you pick up at the track). Profits go to VKA.

Rolf



Cover

Event-of-the-month

ATWATER BY LOUIE FIGONE

Saturday morning, November 1st, Tom Corso and I left for the Atwater track at 5:30 AM. The trip to and from the track is just as much fun as the actual event when you are traveling with a good friend and fellow vintage karter. There was a light rain and the weather forecast was for a chance of showers for the weekend. Atwater hosted the 1977 IKF Nationals and is a very fast track with 880 ft. of straight and some very tight turns in the back area.



We arrived at a wet track at 7:40 AM. Jerry VanDeusen was sweeping parts of the track. The center of the pit area had a nice size lake in it. After talking with Jerry a bit, we unhooked the trailer and took off for a little breakfast at one of the local restaurants, meeting up with Steve Shaw and Eric Dick. This is vintage karting; visiting, telling stories and laughing. The karting is secondary.

Off to the track. The sun is trying to break through. Jerry and another guy dug a trench to drain water from one of the turns. It was working. The track starting to dry out. By 9:30 the first kart was on the track and we haven't even unloaded our trailer yet.

I am becoming another Terry Ives. My karts are never ready. I need to put them together at the track. That's part of vintage karting.

More karts are on the track which has dried up and getting faster and faster. The sun has broken through, but it's still cloudy.

The final kart count on Saturday was 30 karts. This was a Tier II event, meaning no organized racing, just lots of track time. Eric must have put more laps on his kart than anyone else there ... lots of smiles on his face.

Terry Ives was his usual self, working on everyone's kart except his own. I don't think he ever did get his own kart running, but he put on a lot of laps on other peoples karts, including my twin. It sure is nice to see your own kart on the track.

Saturday night we needed to leave for home since work was calling me. There were 10-12 Karter's that stayed overnight for more running on Sunday which turned out to be a beautiful sunny day. All in all, the event went well. I think that the threat of rain did keep some from coming.

ENDURO KARTING AT SPRINT EVENTS BY RICK CHAPMAN

In the 1960's, enduro racing was a very popular part of karting. Karts with brand names like Hornet, Rupp, Red Devil, Fox, Margay, Bantam, all had enduro karts. Plus, GEM produced a side tank kit to convert a sprint chassis to an enduro.



Today, many of these early enduro karts are sitting in basements and garages, collecting dust and rust, just waiting to be taken out and put back on the race track. These are pieces of karting history that need to be brought out for the vintage community to see.

Unfortunately, many current enduro clubs/tracks no longer allow these Historic karts to compete during their events. Most early enduros are not as fast as the slowest modern enduros and this creates a dangerous situation.

So, how do we get these karts out of the garages and basements and back on the track???



Last year, at "The Big One," Bob and Rob had the idea of setting aside time each day for only early enduro's to run ... It was Genius.... With only one week to get the word out, four early enduros showed up. Through the event, other early enduro owners said they would bring theirs next year.

After seeing these karts on the track, and driving a couple of them, I was surprised how well they handled. Even laying back was fun.

It started me thinking...

Why not have a VKA Vintage Enduro Class at all events??? Being the VKA Enduro Director, I approached the Board with his idea and I got their support. But, they said they want to see if the enduro owners would support the idea before making a class. Great news...

I suggested it be a non-racing class. After all, no one wants to get their tanks damaged or damage anyone else's tanks. And who cares what type engines are run? At TBO, every enduro had a McCulloch on it. And as far as gearing, I geared mine like my sprint ... 9-64 at Fremont.

These enduros hold a special beauty and represents another time in our sport. So, if you have one, get it ready. If you want one, start looking and get it restored. I will be contacting each Event Director and asking them to offer a Vintage Enduro Class.

That's the best we can do for right now, but we can make it permanent in time. Let's get together and make this happen.

I'd like to know what you guys think. Drop me an email and let me know...

Rick Chapman
Rixkart@aol.com

JOIN THE FUN



TILLY CARB THROTTLE SHAFT REBUILD BY LOUIE FIGONE

(This repair will work on the Tilly HL, HR and Mikuni carburetors. A mill and a lathe are recommended for this rebuild.)

The subject came up on one of the vintage karting forums about worn throttle shafts and throttle shaft bores in Tillotson carburetors. One of the most popular carburetors used on vintage kart engines is the

Tillotson HL series. Most of these are very old and have a lot of wear on them. The throttle shaft and shaft bores are prone to wear after years of use.

I have been installing bronze bushings in some of my carburetors to renew the bore size along with new throttle shafts.

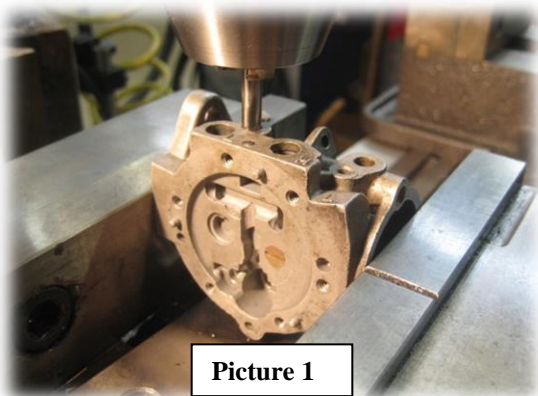
Here is how I have been doing this throttle shaft bore rebuild:

First, completely disassemble the carburetor. After removing the throttle butterfly and throttle shaft clip, remove the throttle shaft. If you have a lot of wear they can hang up. Twist the throttle shaft back and forth while pulling it out. You can't hurt it any more than what it already is, and besides, you are going to put in bushings to bring the bore back to new size.

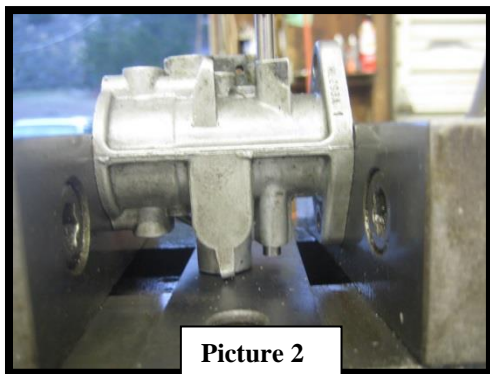
I find that the new throttle shafts are .2160 to .2175 in diameter; I have been getting them from E.C. Distributing (Carroll, LTD.) www.ECcarburetors.com / 615-446-6807. I have used E.C. for all my Tillotson parts (except the diaphragm/gasket sets). They are very helpful in supplying parts for our old HL carburetors. (I get my diaphragm/gasket sets from LAD Specialties, www.LadSpec.com or 1-708-430-1588. LAD has kits for all Tillotson, Mikuni and Walbro WB3 (Yamaha) carburetors.)

Now, on to the modification.

You do need to do this on a milling machine; I use an Albrecht chuck



(others are available also). Place a 7/32 inch drill blank into the chuck. This is the size of the throttle shaft. I then run the drill blank through the throttle shaft holes; you must go through both sides of the carburetor. This is how you will square the carburetor shaft holes to the spindle (**Picture 1**). I then move the mill table with vice attached to where the carburetor flange is flush with the outside vice jaw. When the carburetor will not rock against the outside jaw, you can then tighten down the vice. Go easy. You do not need to use a lot of pressure. I lay a parallel bar on the bottom of the vice. It keeps the carburetor body from dropping into the vice opening. **Picture 2** (next page) is another view of the 7/32 inch rod protruding through the two throttle shaft holes. Once the throttle shaft holes are square to the spindle, you are ready to bore the holes. I use a 9/32 inch (.2812) end mill to bore the throttle shaft holes. The end mill is placed into a collet. The throttle shaft hole is bored to a



Picture 2

depth of .290 (**Picture 3, page 11**). I then place the 7/32 inch drill blank setup back into the spindle. Flip the carburetor over to line-up the other side. When the carburetor body is square, repeat the process on this side. The carburetor body is now ready to receive the bushings (**Picture 4, page 11**).

Now on to the bushings.

I use multipurpose 932 bearing bronze material from McMaster-Carr. The bushing is first bored with a 7/32 inch drill (**Picture 5, page 11**).

Then the OD of the bushing is turned to .283-.284 (**Picture 6, page 11**). This gives you a .0015 to .0025 press fit. The bushings are cut to a .280 length.

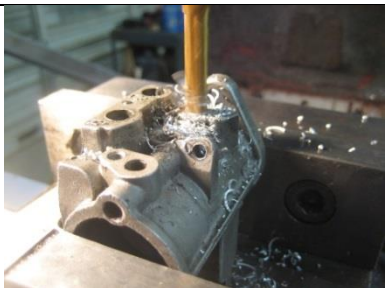
For pressing in the bushings, I made a tool (**Picture 7, page 11**). The tool is made from 3/8 inch steel rod. The overall length is approximately 3.410 long with a reduced shank of .212 diameter by 2.740 long. The extra-long shank

length makes sure you are pressing the bushings in true to the opposite hole, since the long shank will go all the way through both bores. The diameter needs to be a little smaller than the bushing bore size, since the bushing hole shrinks a little when pressing the bushing into the carburetor body. The bushings can be pressed in with the use of a press or you can do it in a vice if your jaws open enough. I use a deep socket on the opposite side of the bearing you are pressing in, that way the tool shank can pass into the socket and it gives a backing to the opposite side of the carburetor. Press the bronze sleeves flush with the carburetor body.

The bushings then need to be reamed to the finish size; use a 7/32 inch reamer to do this (**Picture 8 & 9, page 11**). If everything was lined up right, your new throttle shaft will slide in very nice (**Picture 10, page 11**). You have now saved a good carburetor.

I have tried to explain this in layman's terms; if I screwed up and you have questions you can always call or email me at louiemtb@aol.com.

Some Tillotson carburetors came with throttle shaft bushings, I have several HL194C (Crescent) carburetors that came with bushings, and there may be other models that came with throttle shaft bushings also. *Louie Figone*



Picture 3



Picture 4



Picture 5



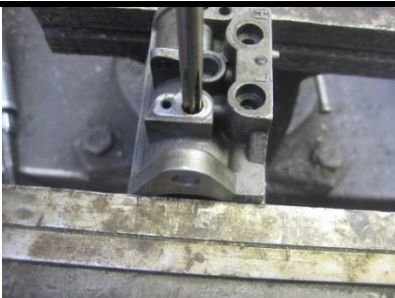
Picture 6



Picture 7



Picture 8



Picture 9



Picture 10

2015 VKA BOARD BY ROLF HILL

VKA is run by volunteers. “New blood” is always welcome. This year we say “good-bye” and “thank you” to Jim Thompson, Jack Murray, Lake Speed and Mary Jo McCornack for their past help as Directors of Membership, Kart Shows, Public Relations and the thankless job of “Administrative Assistant,” respectively.

And in the same breath we say “welcome” and “thank you” to several “new” additions. Bill McCornack is back, this time as Director of Membership **and** Public Relations. Bill is not new to the Membership role, but the PR role will be a new challenge for him.

Gary Wlodarsky is the new Director of Kart Shows; a welcome addition with a wealth of knowledge about vintage karts. I’m sure he will be looking for help though when it comes time to judging. Be on the look-out for him, and offer your help at the track.

Bill Bloodworth is also new as a volunteer. He will be helping Bill McC. with the maintenance of the membership spreadsheet that Mary Jo McCornack kept up-to-date. Bill B. will also take-over the support role MJ did of stuffing the **VKA FIRSTURN®** into the envelopes and mailing them. He’s the guy who will make sure new members get their patch and membership card along with their first issue of the **VKA FIRSTURN®** and renewals get sent to existing members.

Dick Charest has also volunteered and will be helping organize enduro events in the Southern Region.

Again, THANKS to those who have been helping and THANKS to those who have stepped-up to the plate.

VKA BOARD				
Pres.	Jeff Campbell		Safety	Dean Kossaras
V.P.	Ernie Shores		Judging	Gary Wlodarsky
Sec.	Louie Figone		P.R.	Bill McCornack
Tres.	Jim Donovan		Membership*	Bill McCornack
Exec. Dir	Pearl Gamble		Enduro	Rick Chapman
NON-BOARD VOLUNTEERS				
VKA FirsTurn®	Rolf Hill, Editor & Bill Bloodworth* VKA FirsTurn® distribution & Mbrshp Support.			
Enduro	Dick Charest will be assisting Rick Chapman, especially in the Southern Region of the country.			

Rolf Hill

2015 VINTAGE KARTING GUIDELINES BY VKA BOARD

To Our Valued Members:

*The VKA Board of Directors through its Rules Review Committee has made a few changes to the **Guidelines for 2015**. The following changes were determined from the feedback the membership submitted in the Fall questionnaire, further supported by feedback from the promoters with the emphasis to maintain historical correctness and address safety issues.*

*The Board has created a two tier platform for defining events. Some promoters want to have practice only and some want demonstration events, and in order to be inclusive for all our membership, the classification of two tiers will be as follows- **Tier I** is multiple kart demonstration and **Tier II** is practice only.*

Changes to the Junior Class were based on the need to bring younger participation with safety in mind. Lowering the engine displacement to 80CC's for participants ages 10 to 15 will allow for safer participation. It will still allow the promoters to have existing 100cc engines to participate separately. The board defined engines, carburetors and clutches for clarity.

In order to be consistent with history and deter the use of modern clutches, we have determined that 35 or larger chain is in the vintage era. 219 chain will not be legal.

There we no significant changes to the Yamaha class, with the exception we defined what clutches were consistent with history and 3rd bearing supports are mandatory. No modern clutches or 219 chain will be allowed.

Changes to the tire requirement for sidewinder karts were long overdue, since the existing modern tires were becoming vintage themselves. Further, due to the lack of availability of Bridgestone tires, that had been the standard for several years, and at the request of the majority of the participants, it was determined to change the tires for the Dual Sidewinders to a tire of 48 durometer or higher. The drivers themselves wanted the softer compound since the karts handle better for safety purposes.

The difficulty was to find available modern tires for the single engine karts that would not be destructive to the frames. We defined the compound as 56 durometer or higher and have several possibilities that are available through Burris, Dunlop, MG, Hoosier and Bridgestone.

*A review of the **Guidelines** will further define these changes with clarity.*

VKA Board

During the early 1970's, Robert Stanton owned Performance Karting in Bennettsville, South Carolina. He was an agent for Rupp Manufacturing selling two to three hundred Rupp Dart A-Bones a year. Along with other motorized recreational vehicles, the karts were manufactured by Herb E. 'Mickey' Rupp in Mansfield, Ohio and were marketed as Dart Karts. Rupp sold his company in 1973 to F & W Associates, a consortium led by drag racer Joe Hrudka of Mr. Gasket fame.

By early 1974, the consortium decided that Dart Kart production would cease, leaving many dealers without a supply of what was considered to be a very good product. Robert Stanton was not too happy about this and telephoned one day to air his grievances with the new owners of Rupp Manufacturing. By the time Robert's telephone call had ended he had offered to buy the Dart Kart Corporation from the consortium more in jest than in reality.

Back then, Barnesville hosted the Winter Nationals and Robert was there representing Performance Karting. He received a phone call from his wife who relayed the news that the new owners of Rupp Manufacturing were prepared to sell him the jigs, fixtures and tooling to enable him to start manufacturing Dart A-Bones and Chaparrals. At that time the

purchase price had never been discussed. Robert was also offered the mini-bike operation as well, but four wheel vehicles were Robert's only interest.

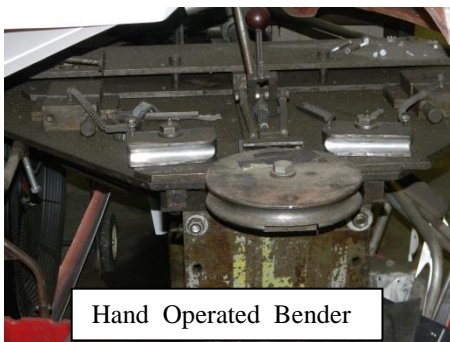


It is said that behind every successful man there's a woman, and with Robert it's his wife Wanda, a lady who has had three terms as Mayor of Bennettsville. The next thing after agreeing on a purchase price for Rupp was to come up with a name for the company that needed to be set up to make the karts. Robert and Wanda's family consisted of two boys, Robert Junior and Ronald and the name they settled on was **RobRon**. By the way, Robert Junior is now The Honourable Robert Stanton Junior, a sitting Judge in the Bennettsville Court area and Ronald deals with real live horsepower in his equestrian business. Wanda presently manages the office at RobRon.

At this time, everything to make the karts was in Mansfield, Ohio. Robert would leave Bennettsville

on a Sunday and drive to Mansfield, load up the Performance Karting truck until the chassis was almost touching the tires and then drive through Monday night to be back in Bennettsville by Tuesday morning. This routine would last for months before all the bits and pieces to make the karts were transferred from Mansfield to Bennettsville.

Before new Darts could be manufactured, an order had to be made for chassis tubing. It was not hundreds of feet, but thousands, that Robert ordered. Then he had to familiarize himself with the intricacies of bending the single piece of tubing that forms the seat back and main chassis rails of the A-Bone, a tricky piece of work on a hand operated hydraulic bender, no CNC¹ controlled benders in those



Hand Operated Bender

days! Robert was not working alone on this project; a staff of fourteen would eventually be employed at RobRon. Today only four folks are on the payroll and production is considered to be more efficient than in the past!

¹ Computer Numerical Control

Fast forward to the end of the 70's, beginning of the 1980's and the Dart from the 1960's had developed into the Mean Machine Dart, a sidewinder with fibreglass seat and extended front axle. However, the A-Bone was still listed as a starter kart and was powered by a five horse Briggs. So good were the sales of the Briggs powered kart that Robert offered to buy all of the Briggs five horse-power engine production having introduced dirt racing using this equipment. This time Robert's offer was declined. Around this time Robert ventured into race promotion and Dunbar International Raceway was constructed. Racing on Robert's dirt circuit continued for a number of years, however, the venue is no longer in use.

Move on a few decades and vintage karting arrives on the scene. In 1961, it has been reported that Rupp sold 9,000 karts. The numbers in the following years through about 1964 were probably similar; so there are a lot of old Dart Karts about and vintage enthusiasts are looking for new front axles, steering columns, turbine wheels, seat upholstery, spindles, engine mounts, steering wheels, *etc.* to get their now vintage Dart chassis back on the track.

Unfortunately, Robert decided along time ago that he was going to use the Azusa steering wheel on his Darts rather than the Rupp wheel, so he scrapped the tooling for that item. Robert preferred the Azusa

steering wheel saying that it was stronger and came in cheaper. The tooling for the behind-the-seat fuel tank was also scrapped; he simply did not have the heavy press equipment required to form the item. Today, a re-popped Chilton fuel tank is used. The Rupp uni-mount was of no interest to Robert and it was scrapped early on as well. This is a decision Robert has thought about over time, but consoles himself by saying that there are enough of the cast alloy mounts about and they can be sourced at reasonable costs.

Throughout Robert's shop are numerous parts to build Dart frames just ready to be fitted into the welding jig. Items such as seat back hoops, steering hoops wide and narrow, front axles, are all at hand and ready for use. There are boxes of small items such as throttle brackets and the associated cable grips, engine vibration dampening bushes associated with the motor mount, chromed engine mounts, turbine wheels; everything needed to produce the Dart Kart from the 1960's. Other hard to find exotic intake manifolds for McCulloch and West Bend engines are also in stock as are pistons; Robert has it all.

I was also shown the drawing office area, normally off limits to visitors. Here Robert has every blue print to enable the A-Bones and Chaparrals to be reproduced. Interestingly, along with the blue-prints came Rupp's list of suppliers. Items such as the steel

wheel stampings were sourced from Taylor Metals in Mansfield, the turbine wheels were cast in Pennsylvania, the upholstery came from CE White Company in Mansfield and the decals were all made in Fremont, Ohio, by Consolite. Consolite was eventually sold and relocated overseas. Robert's last batch of turbines was cast in Beaufort South Carolina. This casting facility has since closed and the wheel mould sits in a corner of Robert's shop. Robert recanted that Rupp ordered turbines in batches of 3000, so there are plenty of wheels out there somewhere! The upholstery for Robert's Darts is made in Virginia and decals are now sourced locally. Robert related that Rupp had very good drive chain sourced from Link Belt based in Pennsylvania.

Since owning the manufacturing rights and tooling to make Dart A-Bone and Chaparral karts, Robert has endeavoured to produce a product without defects and as exactly as the models 'back in the day'. For example, Robert is adamant that the track rod ends should always be Heim joints as used by Rupp rather than substitute something similar, but of a lesser quality. And if your latest order to Robert appears to be slow at arriving, rest assured that there's something that's not quite right and he needs more time to sort the problem. Parts will not be dispatched from RobRon unless they are perfect. Robert's market place stretches much further than the United States. Recently, a

Chaparral chassis was air freighted to England; it's hard to fathom, but the rate was cheaper than the cost to take it to California! Parts also go on a regular basis to Australia and New Zealand.

Dart Kart production is not the only iron that Robert has in the fire. RobRon Incorporated undertakes other metal working tasks, fabricating racking for Marley, a large plant involved with electrical work nearby. Robert is also a farmer growing corn, wheat, and soy beans. He also produces stock.

Robert likes to attend at least a couple of vintage karting events each year, particularly enjoying his announcing work that he did recently at Newcastle, Indiana. He has concerns about the very full calendar of vintage events and especially the closeness of the meets which he thinks might cause participants to pick and choose which venues they attend.

Like a lot of karting enthusiasts, Robert is a hot rod fan at heart. He has premises just over the state line

in Gibson, North Carolina where his rods and classic cars are worked on and stored. There are also interesting karting items kept there as well; one in particular, a twin B-Bomb Rupp Mean Machine in pristine condition, circa 1971. One of Robert's cars, a 1950 Ford convertible completely restored, is used on occasions as a wedding car to transport the newly married couple to their reception.

Does Robert every take it easy? Yes, he does, and he likes nothing better than to indulge with Wanda in dancing to beach music, something I had never heard of until meeting Robert. Check it out, you might like it, and if you do there's always a big gathering of fans at Myrtle Beach each September. Robert and Wanda will be there for sure.

General Lee may be an institution in the South; in vintage karting circles Robert Stanton is equally as well known, a fine Southern gentleman.

Article and Photos: *Frank Weir*

Robert Stanton principal at RobRon Inc. makers of Dart Karts.



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