



The Official VKA Newsletter



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www.VKAkarting.com

Editor – Rolf Hill

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Join the Fun!

IN THIS ISSUE

RIVERSIDE RESULTS – Whiteland History – Putt-Nik Story – New 5” Narrow Tire – Kart-Toon – Team Photo and more.

VKA EVENTS & TBO

| | | | | | | |
|----------------------|-------------------------|-------------------------------------|----------------------|---------------------------------|---------------------|---------------------------|
| 1/23 – 25 | Jacksonville, FL | <input checked="" type="checkbox"/> | 5/16 – 18 | DKS Grattan, MI* | 9/11 – 13 | Quincy, IL/MO |
| 1/30 – 2/1 | Riverside, CA | <input checked="" type="checkbox"/> | 6/12 – 14 | New Castle, IN | 9/12 – 14 | <i>MKC at MIS</i> |
| 2/8 – 9 | <i>SKC Roebing Rd.</i> | <input checked="" type="checkbox"/> | 6/13 – 15 | DKC Mid-Ohio* | 9/26 – 27 | Delmar, IA |
| 3/27 – 29 | Barnesville, GA | | 7/10 - 12 | Brodhead, WI | 10/4 & 5 | <i>SKC Roebing Rd.</i> |
| 4/10 – 12 | Circleville, OH | | 7/12 – 13 | <i>CES Grattan</i> ← NEW | 10/10 – 12 | Cuddebackville, NY |
| 4/26 – 27 | <i>WKC NCCAR</i> | | 7/25 – 27 | <i>WKC VIR</i> | 10/11 – 12 | <i>WKC Summit Pt.</i> |
| 5/2 & 3 | Whiteland, IN | | 7/31 – 8/2 | Camden, OH | 11/1 & 2 | Atwater, CA |
| 5/23 & 24 | Springfield, IL | | 9/5 – 7 | <i>WKC Summit Pt.</i> | | |

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

***The Dart Kart Club (DKC), promoter of enduro races at Mid-Ohio and Grattan, has removed the Vintage Karts from their programs at both tracks.** Check the official schedule posted on the VKA web site for any last minute corrections.

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

Editors are supposed to editorialize (and check spelling and grammar). Well, here goes on the editorializing

I was at a VKA event last year that caused me some concern. Not on the track, but at the Kart Show. The good news is a large group (family/friends/kids/neighbors/homeless people¹, etc.) accompanied a particular karter. I did not know this individual, but it was clear who was in his “crew.” The Peoples’ Choice Award at that event was decided, not by ballot, but by having people stand behind the kart they thought was the best ... or at least “their choice.” (Not a bad approach, and in this case it was VERY clear who had voted for the Peoples’ Choice.) It’s always nice to have such a large group (family/friends/neighbors/homeless people¹, etc.) accompany you.

The bad news is I truly do not believe the Peoples’ Choice at that event was the kart that “wow-ed” the most karters. It won simply because it was the kart that had the largest “crew;” the most family/friends/kids/neighbors/homeless people.¹ You have to decide if that’s what the Peoples’ Choice is supposed to be. In my mind, that was not the intent.

Sure, I might cast my vote because I like the paint job, or because it has a real “fancy” set-up, or some other not-so-technical or not-so-historic reason, but when your family, friends, kids and neighbors come with you to the track, consider telling them **NOT** to vote for **YOUR** kart. Oh, just so you know it’s not sour grapes, I was the only one standing behind my kart.² *Rolf*

(Did it happen at Riverside? I don’t know. I wasn’t there. But something to think about if you take a crowd to an event.)

¹ Just kidding about homeless people. I just wanted to make a point there were a lot of people and I had no clue who they were.

² Just kidding about that, too. There was **no one** standing behind my kart, so I wasn’t even a close second!

JANUARY BOARD MEETING SUMMARY

Treasurer's Reports will be sent to Board Members as a PDF so all Board Members can open. The annual Incorporation fee was sent to the State of Nevada. There are a total of 336 VKA Members. Helmet safety (Snell Rating) needs to be discussed in the VKA **FIRSTURN**® (see Feb. 2014 **FIRSTURN**®). Jan. **FIRSTURN**® was sent to over 600 people. Because of the volume, over 30 hours were required. (Thank you, Mary Jo.) A "stand-alone" vintage karting "money event" is being investigated by Gus Traeder. The Board has heard that 2014 will be Gus' "last hurrah." The Board was not in favor of supporting a vintage "money event." Interest in having a T-shirt fund-raiser was discussed. Balance as of 1/31/14 was \$11,706.83.

RIVERSIDE, CA BY LOUIE FIGONE

"Best Riverside event ever" was expressed to me by many participants. The weather was perfect: Thursday was sunny and 72 degrees; Friday was foggy in the morning with an overcast day; temperatures in the mid 60's. Saturday was an overcast day in the early morning, then clearing up in the late morning; temperatures in the high 60's. The winds were almost dead-calm for the three-day event. The track ran cold, so there was some sliding going on, but as you know, these vintage karts can slide.

Thursday morning we arrived at the track at 7:30 AM with registration opening at 8:00 AM. The track was open for practice at 9:00 AM. We ran open practice for the whole event; historics, rears, sidewinders and duals all on the track at the same time. There were no problems with any of the practices. Everyone respected and watched out for the other karts.

All karts were pre-teched prior to entering the track for practice, and I really want to thank and credit my pre-tech people that helped me out; Terry Ives, Tom Corso, Scott Wigginton and Steve Shaw.

As usual, Jim Donovan was a great help to the karters with clutch problems. In addition this year, he spent a lot of time with John Jules putting together the beautiful Caretta that Mark Shepard restored and modified for Jack Chisenhall from Texas. Mark modified the rear enclosed axle to use a twin Margay gearbox with two mounted Bonbright 820's. Jim and John worked for two days to put that kart together to make it by the Saturday event.

Jim also prepared his pulled pork sandwiches on Thursday which were served by Frank Weir of Ireland, since Jim was busy helping to build the Caretta.

Friday, a no-host lunch was served by the SoCal Car club and a hosted dinner was served by the Adams Family. As excellent as always, it included: BBQ ribs, chicken, potato salad, macaroni salad, rolls, soft drinks, beer, *etc.* Oh, and lots of fresh oranges from Northern California. There was more than enough food and many went back for seconds.

During the time dinner was being served, the kart show was in progress. There were more than 50 karts entered in the kart show, the winners are as follows:

| GROUP | FRAME | OWNER/PRESENTER |
|------------------------|----------------------|------------------|
| REAR | | |
| Unrestored | 1961 McCulloch R1 | Jeff Van Arsdale |
| Restored | 1961 Evans | Leon Rippy |
| Modified | 1965 Caretta Dual | Jack Chisenhall |
| SIDEWINDER | | |
| Unrestored | 1977 Hartman | Terry/Carol Ives |
| Restored | 1973 Pruett Lancer | Rennie Goldbert |
| Modified | 1975 Hartman | Tom Hottell |
| PAST CHAMPION | | |
| | 1959 Bug Custom | Vince Hughes |
| MINI BIKE | | |
| | 1959 GoKart Big Bear | Vince Hughes |
| PEOPLES' CHOICE | | |
| | 1978 Yamaha RC100 | Jim Durish |

Thanks to the show judges, Jack Murray, Michael Jewett and Steve Shaw for a thankless job.

After the dinner and the show awards, we had our great raffle and lots of people went home with lots of good items; screwdriver set, wrench set, bench grinder, Burris caster, Bridgestone tires, Vintage Speed tires, organization containers, motel gift certificates, Kart Art gift certificates. The list went on and on. Because the purse was high, we had two winners of the 50/50 drawing.

Our long distant traveler awards went to: Bruce Barwick from Australia for the International long-distant award and Paul Bronnes from Mass. for the Domestic long-distant award.

Saturday's event went well. The ambulance never moved and there were very few incidents on the track. Lots of spin outs, but I attribute much of that to overzealousness and inexperienced driving.

I combined a lot of classes so we had seven sets of classes to run. This helped to expedite the event so we could leave at a decent hour.

The winners for the flagged events were as follows:

| | | | |
|-----------------------|---|-----------------------|-----------------|
| Historic Single | Gus Gustafson | Single Sidewinder 6.1 | Jon Woods |
| Historic Dual | Leon Rippy | Dual Sidewinder | Richard Swantek |
| Mac 49 | Mike La Rocca | KT 100 | Bob Kindoll |
| Sportsman | Greg Richardson | 80 – 85 Class | Jon Woods |
| Single Rear 8.2 | Roger Mulkey | Dual Rear | Eddie Lawson |
| Single Rear 6.1 | Greg Gouveia | Senior Over 60 | Bruce Barwick |
| Single Sidewinder 8.2 | Tie: Vern Frediani / Steve O'Hara | | |

This concludes the 2014 Riverside Vintage Kart Reunion. I want to thank all that came and participated, either as a driver, show participant, or spectator. Two people that were instrumental in the early days of karting, Tom Medley and Randy Holt, were able to make the event. It was good to see them enjoying themselves. I also want to thank Faye Pierson, Mona Sturgeon and Vince Hughes whom without their commitment 10 years ago this would not be happening. Faye with her boys, Tommy and Jon, attended and she can still drive a kart. Their attendance always adds to the program. It was sad to hear the news that the Pierson's will be closing K & P, one of the original kart manufacturing companies. Watch their website (<http://www.kpmfg.com/>) for more info on their upcoming sale of surplus parts. Mona took care of all the pre-entries for me which helped out tremendously. Thank you also to Vince for doing the announcing at the awards banquet. The event was a success because of the karters and the way people conducted themselves. I hand counted 117 karts on Friday. There were six more that came in on Saturday. We had over 120 karts that were runners. This count does not include the many karts that were there for sale.

Louie Figone

KART-TOON BY DONNIE CAIN



MEMBER MEMORY: WHITELAND RACEWAY PARK BY DONNIE CAIN

In the '70s and 80s, Whiteland Raceway Park was quite a bustling place with racing every Friday. It was run by *The Chain Breakers Kart Club*. All different classes ran; from kids to adult classes. Mostly McCulloch engines back then, until the Yamaha KT-100s came along.

A few of our members are still running today in the VKA, including my brother, Robert, Ron Funkhouser and Steve Civils. Even Mark Dismore ran on Whiteland's asphalt at one time. WKA sometimes ran a points-race there which would bring in other stars of karting.

The photos show the busy pit area at an event and the drivers on the track. Notice that there are no trees or brush in the background and no Monza like there is today. It was added years later and the tower was not finished back then, but it did served its purpose for scoring and observation.

The track is still in good shape. It would take a lot of money to resurface it, but it is still a neat place to just see and to run on. Hope we can run there for years to come. See you there in the Spring (May 2 & 3).
Donnie Cain



TEAM PHOTO – CAIN GANG BY DONNIE CAIN



Donnie Ray Cain (1950) (left) is a native Hoosier. Raced karts in late 70s; also a model railroader. Worked for Link-Belt Bearing Co.

Robert Cain (1957) (right) is a logistics warehouse employee with 25-years of experience. Raced karts in the late 70s.

MEMBERSHIP REMINDER

New VKA Memberships are now issued for a 12 month period. Current members should receive a reminder along with your VKA FIRSTTURN[®] Magazine two months before your membership expires.

Annual dues are: Full Membership = \$35; Associate Membership = \$10. Foreign Membership = \$45
ONLY MEMBERS RECEIVE ALL THE VKA FIRSTTURN[®] MAGAZINES AND NEWSLETTERS.

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

JOIN THE FUN!

HOT LAPS II

HOT LAPS II went out in early February. If you are not receiving it, first check your SPAM or BULK folder to see if it is going there. If it is not there, sign-up on the VKA website (www.VKAkarting.com). Be sure to pass this info along to your non-VKA friends. **HOT LAPS II** is free to everyone with an email account.

SAFETY TIPS & HELPFUL HINTS BY ERNIE SHORES

NUTS AND BOLTS

Never use less than Grade 5 bolts, Grade 8 are better. Drilled shank bolts for cotter pins are mandatory for steering and brake components. Never use nylon lock nuts on brake components. Castle nuts should be used with drilled bolts. Drilled bolts and castle nuts are available thru hardware companies.

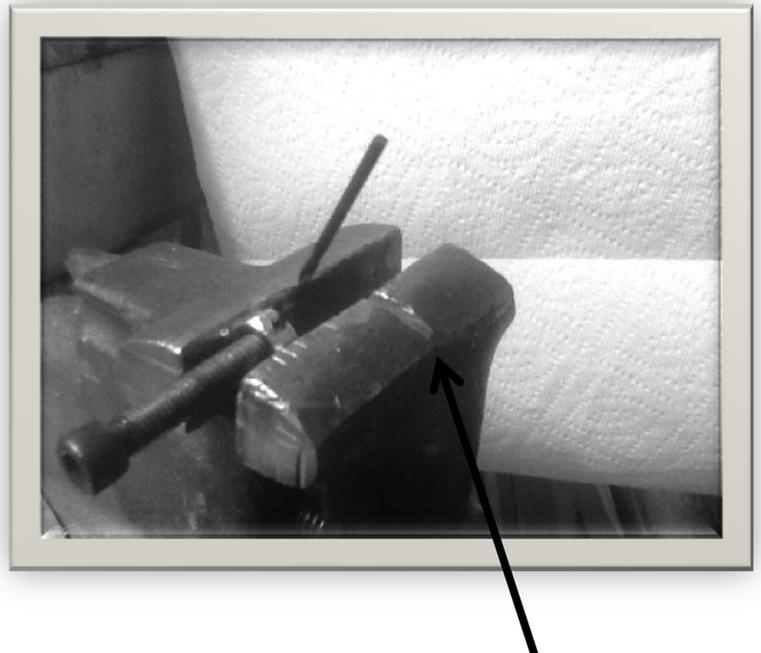
HELPFUL HINT BY ROLF HILL

If you've ever tried to drill your own bolts, you know how difficult it is. Here's a HELPFUL HINT I saw on the internet.

Put the nut on the bolt where it needs to be when the nut is tightened. Then put both the nut and the bolt in a vice so neither will turn. On one of the flat faces of the nut, drill the nut and bolt all the way through. →

Using the nut on the bolt will give you a flat surface to start the hole in the bolt. Otherwise, as you well know, the drill bit will always want to slide off the bolt.

Keep that nut as a starter for your next "bolt drilling exercise." As Ernie said above, "Castle nuts should be used with drilled bolts."



Another Safety Tip: Make sure there is plenty of clearance between your circular saw and the jaws on your vice.

PUTT-NIK HISTORY BY JOHN M^CCORVEY

(Or the story of *The Kart Rescue, Restoration, Riding, Racing, and Promotion Society*)³

PROLOGUE: Putt-Niks have always been special to me. I wanted one for almost fifty years and when Ron Cubel told me, as I was just getting started in Vintage Karting, that Putt-Nik in Washington, GA, had been at one point, the largest manufacturer of go karts east of the Mississippi River, I needed to know more. It was almost a forgotten brand. I felt like I couldn't let that happen.

So I started digging for information. The story is actually much more complex than this brief overview.

HISTORY: Putt-Nik Go Carts (C) were built in Washington, GA, by Cummings Enterprises; the brainchild of area residents Chester Cummings and Holic McAvoy. The operation was financed by a handful of local Washington area investors. Chester and Holic built the first prototypes in Chester's basement workshop under Krumbian's General Store on the square in Downtown Washington. Demand for their handiwork soon out-paced production and a "real factory" was needed. In typical South Georgia fashion, they moved their operation into an empty grocery store.

Kart production "officially" took place from 1958 through mid-year 1961; first in the small converted brick store, then moving across the road into a much larger metal building still standing west of Washington on Lexington Highway. Today the building is a part of the Rayle Electric Membership Corporation campus, and can be easily located using Google Maps.

What the Old Putt-Nik Plant
Looks Like Today



Asa Bennett, the Washington area John Deere dealer, one of the major investors, and owner of the factory building, took over the plant, equipment and work in progress. A factory was restarted under the name of Washington Manufacturing Company, which put out a few karts, but mostly focused on the fabrication of equipment to support the farming and pulpwood industry in the area. This endeavor was under-financed and like Cummings Enterprises, folded leaving Bennett to utilize his large metal building for tractor, parts, and farm equipment inventory storage.

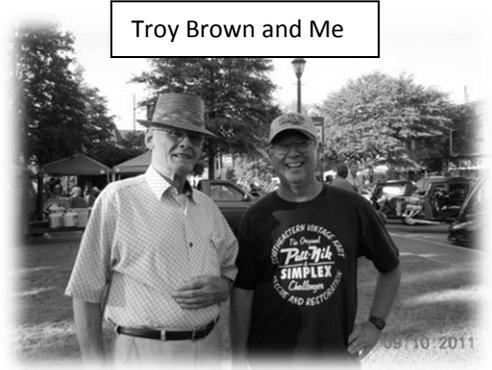
(Cont'd on next page.)

On The Square in Washington, GA
In front of Krumbian's General Store



Unfortunately, Cummings had signed an ill-advised exclusive sales agreement with an Atlanta based businessman, Carl Queen, to stock, distribute and promote all the Washington, GA, built karts through Carl's company, Putt-Nik Sales, Inc. The relationship between Cummings and Queen went sour in 1961, which resulted in a loss of distribution for Cummings' kart products. This loss of a sales and distribution network forced the shut-down of Cummings' plant by mid-year 1961. Chester and crew tried valiantly to counter by branching out. They built ladders, hand trucks, anything, even a run of golf carts that were gas powered, designed around a two-cycle engine that could be cranked backwards for reverse. However, sales plummeted, creditors came looking to be paid and the plant was closed.

Troy Brown and Me



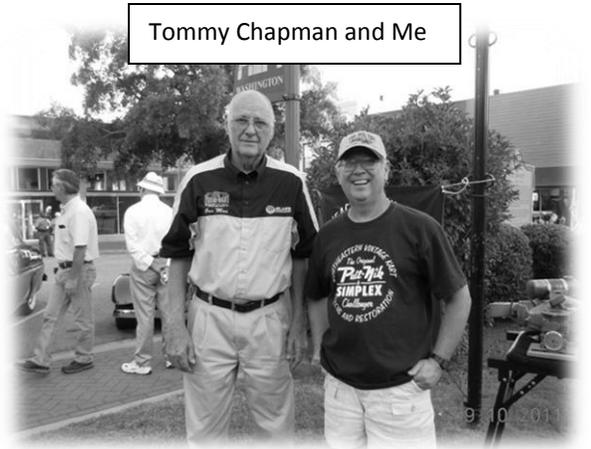
Look for the Putt-Nik Team photo next month in the April VKA FIRSTRUN[®].

³ John's humor.

In 1968, local resident Troy Brown bought the building, all the tooling, and machinery and began his run at custom fabrication of machinery for agriculture. Troy was a natural design and fabrication engineer who also expanded his business to include commercial electrical supplies. He also recognized the potential of resurrecting kart production on a limited scale, building mostly a few custom-ordered, one-at-a-time, using a lot of leftover parts from the Cummings era. In 1974, due to an increasing concern for potential liability issues, Troy ordered an end to kart production. He continued on with the Brown Electric and Manufacturing endeavor until his retirement in 1996. Unable to sell off the fabrication side of his business, an auction company was brought in and sold off the majority of the machinery much of which had been a part of Cummings' Enterprises. The remaining kart related parts, including the fabrication jigs and fixtures were sold off for scrap.

As of this writing (1/2014), Troy is alive and well, and along with former Cummings' employee Tommy Chapman, has been a wonderful source of information and inspiration for this author's quest to uncover and ultimately document for posterity, the story of what long time Washington, GA, residents still fondly refer to as "Mr. Cummings' Carts."

The last Putt-Nik go kart (a 1961 model Demon) was built on special order for Washington resident Harris Blackmon. Painted Red, it was delivered in the summer of 1974; equipped with twin 5hp Briggs and Stratton four-cycle engines. Unfortunately, neither Harris nor his son can remember what they did with it.



Putt-Nik models fall basically into the following model year categories:

| | | | |
|---|--|---|---|
| <p>1958/59 Original Putt-Nik Super Putt-Nik Timken Special</p> | <p>Late 1959/60 Scorpio</p> | <p>1960 Aries Taurus Leo and Super Leo</p> | <p>1961 Jet Stream Phantom Demon</p> |
|---|--|---|---|

Cummings Enterprises also manufactured a mini bike, the "Scoot-Nik", which this author has yet to run across.

POST SCRIPT: I make regular pilgrimages to Washington with my karts twice each year for their *Cruise Nights On The Square*. The karts are really popular (see first photo).

A couple of years back I conned the brand name out of, then owner, Troy Brown. Now what do I do with it?

Build a few? I do still have the last 40 or so of the original Goodyear Midget Racer slicks left over from the Cummings era. They are actually in good shape. Troy kept them in one of his barns wrapped up in croaker sacks.....no kidding.

Now here's a challenge: Do you know who built your kart? I'll bet you have a story to share.

(Additional thanks to Ron Cubel and Dick Teal)

John McCorvey AKA Putt-Nik Dude

NEW NARROW 5" VINTAGE TIRES BY ROLF HILL

The "big brother" to the successful 4.10/3.50-4" tire is now available. The 11x3.50-5 has the same 2ply cordage orientation as the 4", for nimble front-end handling on vintage karts. According to "Gus" Gustafson, "this tire was dimensioned off both the old Carlisle Super Slick, and Goodyear Blue Streak, with a slightly wider contact patch, affording it suitable for dual engine fronts." Louie Figone tested it on a single engine kart in the rear and reported, "Gus has a winner with his reproduction tires. He is a great asset to the vintage kart community."



For complete spec's on all the Vintage Speed tires visit, www.vintagespeedtires.com. Gus says, he "would like to make more selections of vintage tires available, but small runs, plus mold costs and ever increasing import shipping, custom duties, and newly established security fees, make new investments slow going.

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

← CORRECTION: Mis-spelling AND email were corrected.

Jeff Brown Engine rebuilding modifications for all types since 1967, BM 130 parts available – rotary valves for B Bombs & BM 130s.
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

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 – Relining of Clutch & Brake Shoes, 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, chrome 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: tii@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, Electronic Ignition Modules

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 - Clinton NOS engine parts.

Tel; 256-881-3254 Email; gnome1967@netzero.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; robbroninc@bellsouth.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; lcspeed@aol.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

www.blackdogvintageracing.com

Tel; 763-784-9095 Email; wrenchhead944@hotmail.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; 618-656-3900 Email; SpeedyChic@aol.com

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Info. : www.VKAkarting.com

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**APRIL 10 & 12
CIRCLEVILLE, OH**



Whiteland, IN

**May 2 & 3
WHITELAND, IN**



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