



Occasion not to be missed

You haven't been to Jesolo to see the "Coppa dei Campioni"? You don't know what you have missed... great racing, and lots of excitement: what a show!

BY M. MATTIAZZO - PHOTOS M. MATTIAZZO, M. BREGANI





Let's start from the beginning... Friday 25th May, 10 o'clock in the morning, my phone rings while I was working in my office... I looked and saw that the call was from the Editor... God! Now what does he want? I answer and he, sly as a fox: "you must go to Jesolo to report on the event, Voltini is in Montecarlo for the F1 (lucky sod)... u must go there" "I'll see if I can sort things out, I have a few personal problems..."

Once things at home are sorted out, I get ready and the next morning I leave for Jesolo, a bit worried about how to develop this report: the historical field isn't mine and to be honest I really don't know where to start from...

The early worries soon died away as I walk round the paddock, I start feeling the excitement that surrounded me! Boy: if you have been to a circuit just to watch today's racing, where technology imposed by the blind and absurd regulations decided by federations, you really haven't got the foggiest idea of what you have been missing till now! The atmosphere is anything but cold as one might find on race days: there is joviality, friendship, sportsmanship and passion! Passion for the history of our sport, passion for the work of art, fruit of imagination and genius that brilliant people connected with karting have been able to build up with the barest

88 vroom vintage

"COPPA DEI CAMPIONI"



TONY-KART SNOOPY MADE IN 1967, MOUNTING A RATHER PARTICULAR ENGINE: A 1966 BM MODEL K, A GEAR CLASS 125 CC DERIVING FROM MONTESA AND SPECIAL INDUCTION AND EXHAUST ON THE SAME SIDE AS THE CYLINDER.

minimum.

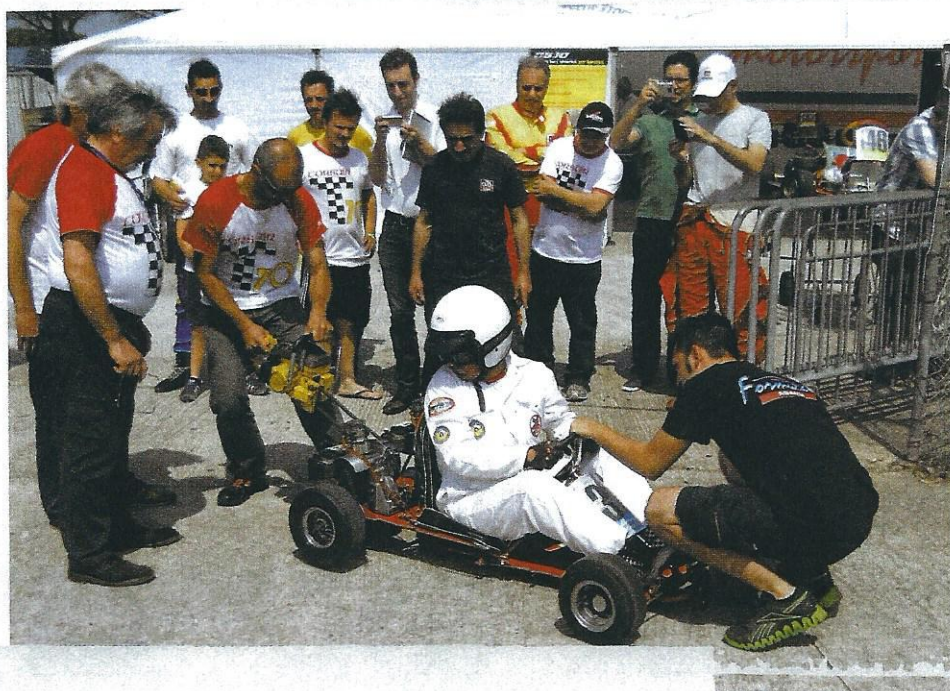
To be honest, I must confess, I really was a bit envious: going round "our history" I found myself envying those who have been able to develop their imagination to make these vehicles and drive them on the track.

Really, I have seen some fantastic things, both concerning drivers and karts; from the hyper-bombarded double cylinder engine to the engine deriving from agricultural use, I mean the engine made for a motor hoe! The common denominator for all these, however, was the same: fun, and love for the track. Everyone waits impatiently and happily grinning, for their turn to get into the kart and go onto the track.

The grin is catching, then you only have to look at them lapping and there you are living the good old days. Drive style is different to that of today, the evolution of karts leaves everyone awestruck, even the roar of the engines that at times don't do your hearing any good: the double-cylinder Rumi with needle muffler and without a silencer really do give a terrible roar...

Have you ever seen a driver in a white suit taking a diaphragm carburettor to pieces? Have you ever seen anyone use an electric saw that has been changed to a starter? Have you ever seen aether

▼ Have you ever seen a driver in a white overall letting another person start their engines (his kart is one with a double engine) with a modified electric chain saw? This and a lot of other strange things can be seen at these events.





▲ A RARE ITALCAR
DOGI, MADE IN
1959 BY
ZAMBELLI
POWERED BY A
RUMI DOUBLE CYLINDER
WITH NO
SILENCER.



▲ My friend Carlo, next to his Dap WTR 101, made in 1979, powered by a Dap T70. Why is this kart, which is not very old, particular? No, it's not the fact that I like its owner, but it's the name of the driver that took it to second place at the 1979 World Championship in Estoril: the great, but unfortunate, Ayrton Senna da Silva.



▲ Different generations joined by the same passion.. Right, notice the particular arrow shape of this Birel Drag chassis made in 1962 and powered by a BM 100cc engine that was also made in 1962

◀ Breakages are a normal consequence, each time something breaks it means that the drivers get together to see what has happened. Here we see them working with the steering wheel of a very particular Robardie Tempest made in 1973 on which they mounted a BM/FC1003P made in the same year.



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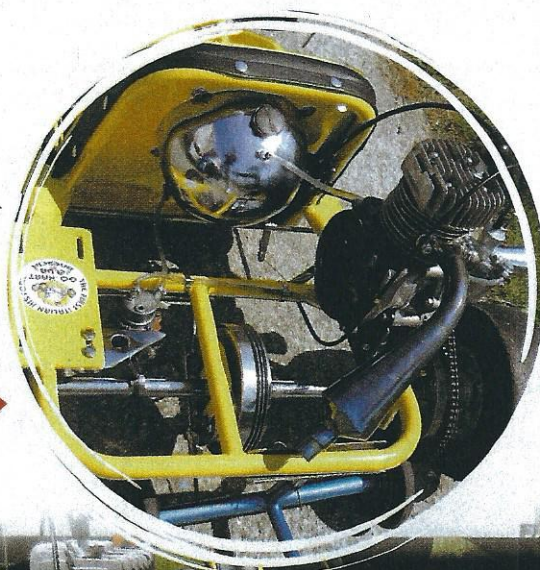


"COPPA DEI CAMPIONI"



◀ This is a unique kart: there is just this one existing in the world made like this by Tony Bosio! Do you remember the 6-wheeled F1 Tirrel? Well, they were made after that the legendary Tony made this one in 1972. The engine is a Hiro deriving from motorcycles.

A BEAUTIFUL
ITALKART DOGI MADE
IN 1961, ZOOM
POWERED BY A
100 CC KOMET K12
MADE IN THAT
SAME YEAR ▶



being used to start a 2-stroke engine? Have you ever seen a 6-wheeled kart, 4 at the front and 2 at the rear and in the version 2 at the front and 4 at the rear? Have you ever seen a kart with two engines? Have you ever seen a 56-year old kart? Have you ever seen drivers lying down round turns as though they were driving a side car? These are just few things that I saw on that day at the track...I have seen karting enthusiasts helping each other to repair their karts, because harm and damage due to age are not unusual, but with each damage there was a chance to meet a new person, a coming together, which is something that never happens nowadays! Unfortunately, the type of aggregation found today at the track is nearly always an animated discussion, if not a real fight.



Going round the paddock, I see lots of people who have helped to build up the history of karting, people that you usually just see on newspapers or magazines and rarely on television, and this weekend they are here, with us just like they used to be years ago...

When my friend Carlo pulled his DAP out of his tent, the same one that Ayrton Senna da Silva drove when he took second place in the 1979 World Championship, I find myself among a crowd of people that were buzzing around like bees in a hive. To take a picture, I made the RAI reporter who wanted to interview Angelo Parrilla move... Boy what a scene!

I found fans from all over Europe, all with the same determination to go on living our history. I went around the tents and campers, among them, talking to them as an ignorant person who was curious and felt the love for this sport that had brought them all here. The same passion that had made them love and treat those kart on the track as relics. This experience in Jesolo has been a wonderful one that has enabled me to discover a part of this sport that I really knew little about. Today, I have another way of looking at my old Revolution made in 1997, which is not old: it is a piece of our history and that is how it must be treated. If you have got a kart that was made in those days my advice is to dedicate a bit of time to put it back into shape and bring it back to its early splendour: something that will give you lots of satisfaction...



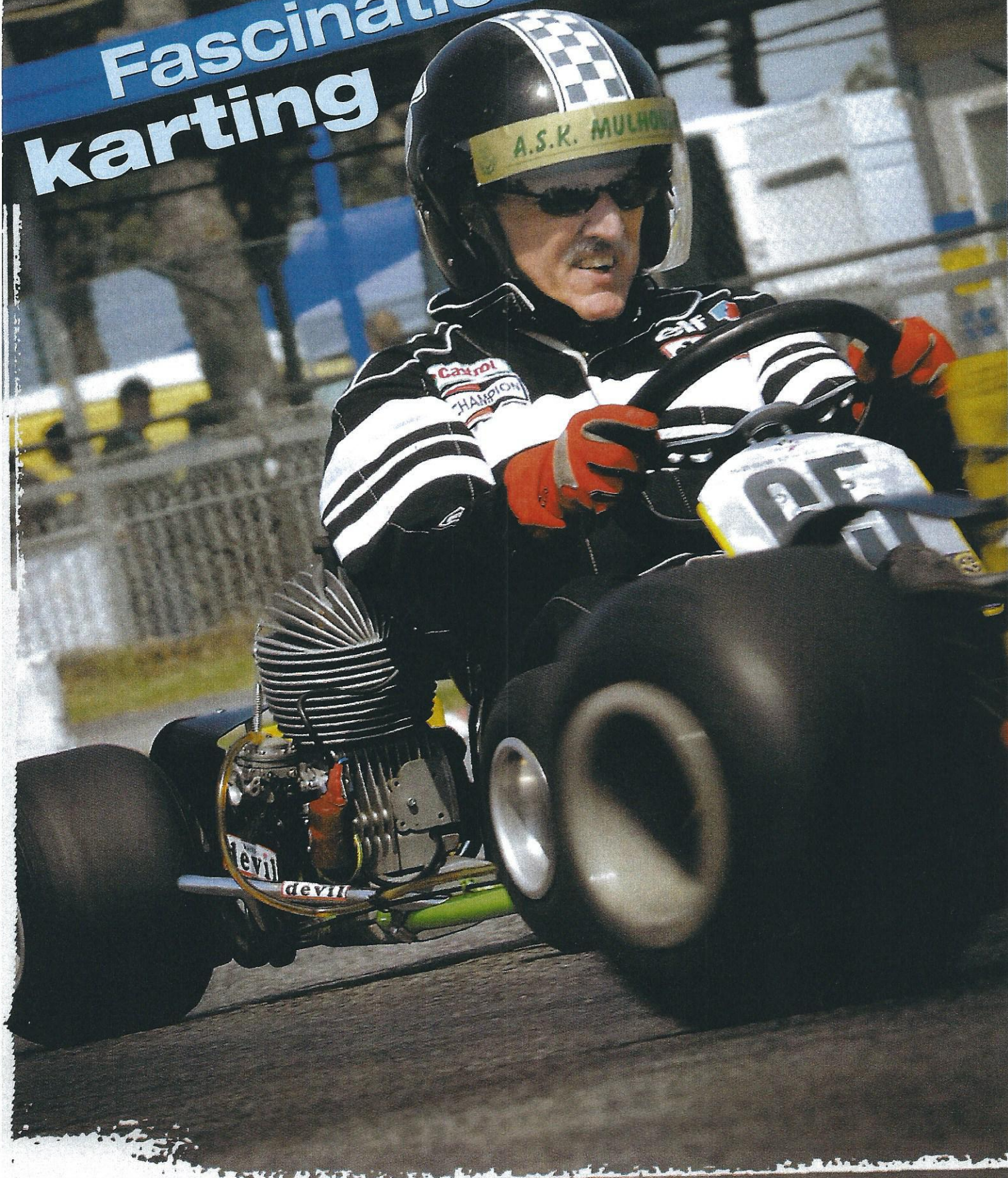
▲ RANGE OF OVERHAULED ENGINES, THERE WERE REALLY SO MANY TO MAKE YOUR EYES POP OUT...



◀ This kart is one of the many examples with 6 wheels present for the Coppa dei Campioni (Champions' Cup). It was made in 1960 and it is an OCM mounting a Rumi double cylinder engine.



Fascination of vintage karting



A rare motor ensemble 100cc + 1965 Guazzoni 100cc: right, Angelo Parrilla, one of the supporters of this event while being interviewed by Italian national broadcaster Rai. Ursula Buser was invited to the event in Jesolo too, here with Rosario Squieri.



«I've seen things
you people
wouldn't believe.

**Attack ships on fire off
the shoulder of Orion. I
watched c-beams glitter in
the dark near the Tannhauser
Gate. All those moments will be
lost... in time, like tears... in rain»**

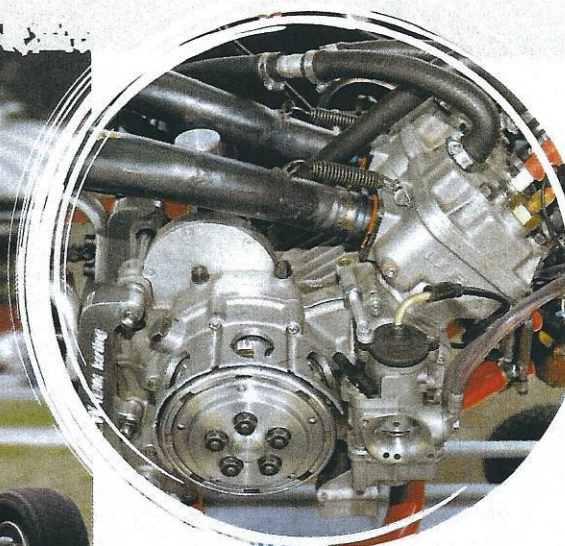
BY W. GUCCI - PHOTOS M. BREGANI

A Tonykart 125cc
personalised by Carrara
in 1977



Kees van de Grint
driving one of his
karts; a Komet
powered Landia
(1977).

This is the most important sentence in the science fiction film Blade Runner, which I think, and hope, most of you have seen. I have repeated it because it is the most fitting thing to say on this occasion. During the meeting for historical karts, organised by the Asi in Jesolo with the Cik support, which decided to have this event for celebrating 50 years since the foundation of the "Commission International de Karting", I saw things that you couldn't even imagine. And I don't just mean the karts that have marked the history of karting since its early days to the end of the millennium, but the environment and the general atmosphere lived at this international show. I hope that like in other European countries and also in the United States these initiatives can have a follow up so as not to lose the wonderful moments lived ... like tears in rain. It is a good thing that these



The great MBA double cylinder made in the early 80s. Left, Paolo Barilla on Senna's Dap/Dap. Below, a Doggi-Rumi end of the e50s and a detail of the Python chassis (1977).

shows have a follow up, so much so that I have worked to give as much space as possible to the celebration of Karting in Jesolo. The pictures should be exhaustive and I take the opportunity of thanking the photo-reporters present at the event. The one published is a selection of the best shots that we have got. Enjoy the pics.

Karting to be seen

The fascination of a meeting for vintage kart is notorious, just like that for vintage cars and who knows how many other similitude I could make with the risk of going on and on, it's a passion, something that attracts and seduces. Yes, this is the essence of what I'd like to point out, how anthropologically a man is born to share and transmit his own passions. In this case, we are talking of karts, that is, the vehicle that over the years has created a follow up of fans attracted by driving and possessing a small vehicle powered

by an engine.

And today, in today's conditions that aren't even so favourable, we are looking into a phenomenon or what could build up with historical karts meetings. After the first important meeting called "Historic Master "Go Kart" organised in Parma on 3rd October 2009 by the Musical Watch Veteran Car Club (important Northern Italy meeting of vintage cars), and after the one in Cervia in 2010, which didn't get the expected success, vintage karts come back to life thanks to the agreement between the Cik, in the person of the vice President Kees van de Grint - a great fan and collector of vintage karts - who accepted the invitation of the usual well-known names (Angelo Parrilla above all) to celebrate the 50th anniversary of the Cik "Commission Internationale de Karting", a meeting for vintage karts on the Pista Azzurra in Jesolo under the name of "Coppa dei

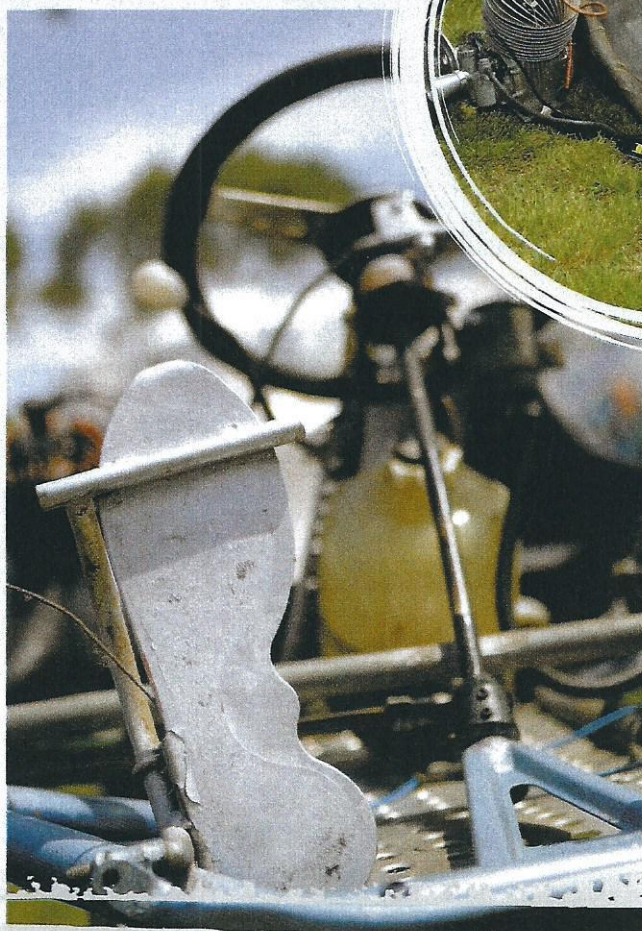
Campioni", an international show that got the best acknowledgement by the Cik in Jesolo in the 80s. *The event organised by the ASI in the person of Giorgio Formini, representing the "Automotoclub Storico Italiano"*, federation based in Turin that boasts more than 140 thousand fans of vintage vehicles, found an important approval among the entrees (about 170). And not only!

During this successful event, the collaboration between the Cik and the Asi has allowed to present the standard regulations to certify historical karts as they already do with cars today. So the ASI has agreed to the regulations set down by the Cik and that can in due time be improved according to the requirements that crop up in the future meetings.

For now the guideline looks to karts made from 1956 to 1991.



THE EVENT ORGANISED BY THE ASI
IN THE PERSON OF GIORGIO FORMINI,
HAS MET THE APPROVAL OF ALL THE
PARTICIPANTS (ABOUT 170).



In the circle, Italcara Dogi/
Motori Rumi 125 in the
60s.
Here, an original pedal
and on the left a 1961
Parilla V11.



Alessandro Piccini comes back to drive a Dap/Pavesi, the one on which he won the first out of his 4 titles (1987) in the 125 FC.

Well, the signal registered at Jesolo is that at last, thanks to these developments, it will be possible to promote vintage karting also in Italy.

And why is it so important today to work hard to make these events successful? Because, as rumours going around the paddock at the *Pista Azzurra* have it, it is more and more important to let karting get back to the people, as it was years ago. ***The kart is the first vehicle powered by an engine*** with which a fan can let off his primordial instinct of challenging himself, from childhood to the age of 70. Jesolo proved it: there were things hard to believe and involving

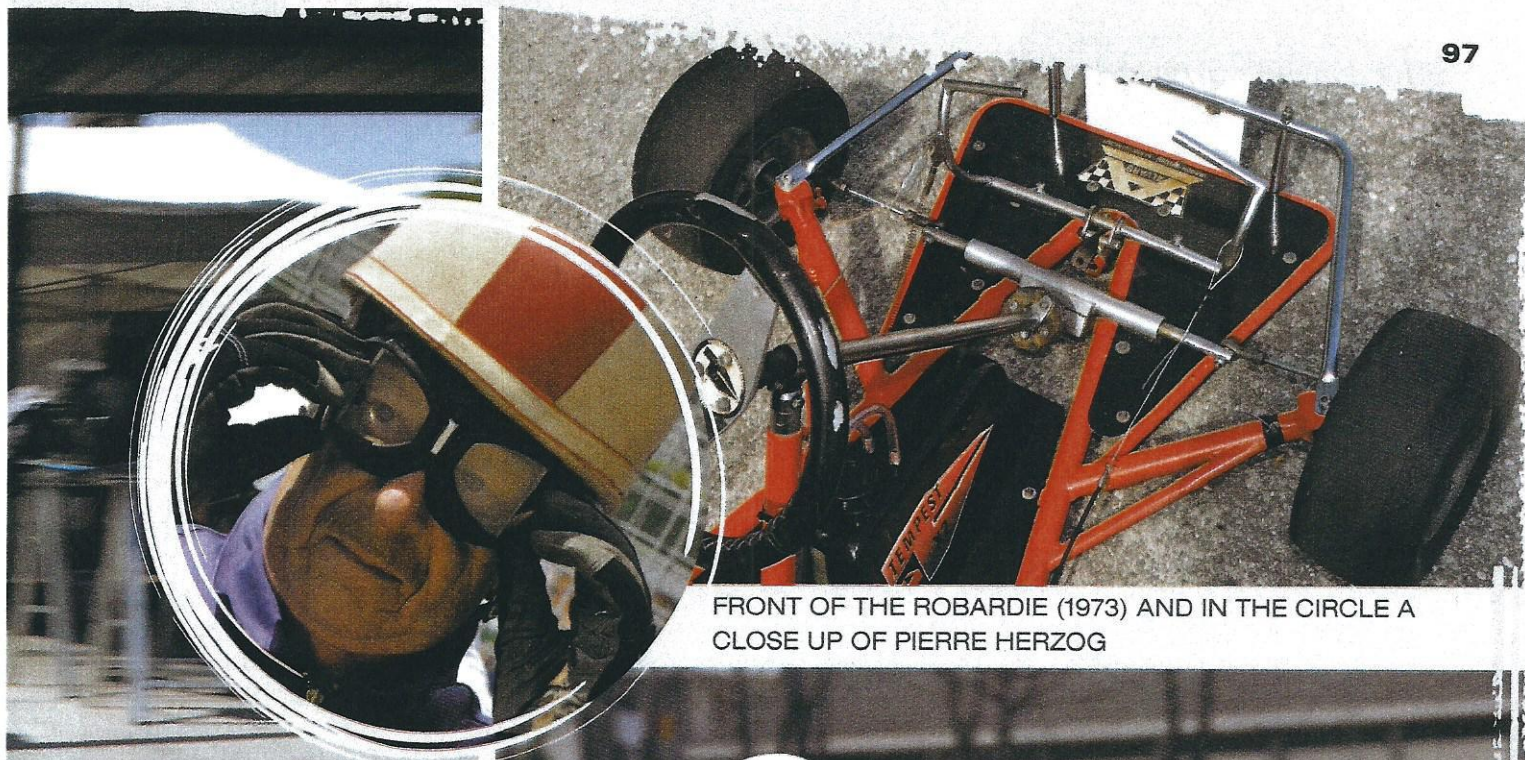
all ages. Well, it is necessary to take one step back.

The aim should be to revalue some amateur classes rather than carrying on with international formulas, which despite registering great problems on a commercial level are still the classes that represent international karting - commonly known as Cik classes. Unless they are happy with it...

However, vintage karting is only a clear example of how a vehicle like that - simple, the bare minimum and light to carry and drive - manages to present a solution once again that allows anybody to succeed in this motoring discipline

without having to ask for a mortgage to, or having to spend two hours in the gym every day. Moreover, in Jesolo we saw how all the paddock lives these occasions with serenity and peace, managing to spend some interesting moments just having fun, which is difficult to see in other places where there is a high competition level.

This panorama should be for protecting and promoting the event not just on the track, but in towns, where it is easy for people to meet and therefore it is easy to draw the interest of fans and help them draw closer to this sport as a hobby.



FRONT OF THE ROBARDIE (1973) AND IN THE CIRCLE A CLOSE UP OF PIERRE HERZOG



Top, Harm Schuurman driving one of his rare vehicles from his collection: the Tecno powered by two 1963 McCulloch. Below, 1967 Robardie steering system

