

VKA FIRS

The Official Vintage Karting Association Magazine

December 2013

Rolf Hill, Editor

www.VKAkarting.com

Happy Holidays



2014 Sneek Peek

In this issue:

- **2014 EVENTS+GUIDELINE CHANGES !**
- 2014 VKA Board of Directors
- Member Memory- Gary Albertson
- Member Memory-Lou Smiley
- Dick Teal's Unique Fox Enduro
- Jim Donovan Clutch-101 ... and more

MMXIII – No.12

VKA Logo Courtesy of Tom Medley

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2014 VKA TOUR EVENTS

1/23 – 25 Jacksonville, FL	6/12 – 14 New Castle, IN
1/30 – 2/1 Riverside, CA	7/10 – 12 Brodhead, WI
3/27 – 29 Barnesville, GA	8/1 & 2 Camden, OH
4/10 – 12 Circleville, OH	9/11 – 13 Quincy, IL/MO
5/2 & 3 Whiteland, IN	9/26 & 27 Delmar, IA
5/23 & 24 Springfield, IL	10/10 – 12 Cuddebackville, NY
<i>5/16 – 18 Gratten Raceway, MI</i>	11/1 & 2 Atwater, CA
<i>6/13 – 15 Mid-Ohio</i>	

Bold = VKA Event

Italics indicates vintage enduro event

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

KARTING TRIVIA QUESTION BY BILL MCCORNACK

Question: In what year did "Go Kart Club of America" change into today's "International Kart Federation" ?

Answer on p. 4.

EDITOR'S' COMMENTS


I thought November and December **VKA FIRSTTURN**® issues would be “slow,” and it might be difficult to put out a complete issue. Well, as you can see, I’ve had plenty of help. **Thank you** to all the contributors.

Additionally, behind the scene the Board has been busy **getting ready for 2014**. As you can also see, Pearl Gamble, Executive Director, has put together the **2014 VKA Event Schedule** for all of next year’s events. I’ll be working on the National Event Schedule for the January **VKA FIRSTTURN**® issue that gets sent to all VKA Members and to about 400 non-members because of the advertising value for VKA.

In the meantime, Jeff Campbell, President, has been transferring the **website** over to the GoDaddy service and transferring a lot of the information that had been on the old service ... not to mention dealing with me to get **Hot Laps II** working from the website. In addition, the end of the year was busy for Lou Figoni and Jim Donovan getting the **Treasurer’s job** all sorted out.

The **Safety Committee**, headed by Dean Kossaras, has been working to clarify the **class structure**, **event guidelines** and to address several **safety issues** that have come up and we have discussed in various **VKA FIRSTTURN**® issues in the past year; bearing supports, chain guards, as well as other topics ... all in time for the 2014 Season.¹ The plan is to include a summary of the *Guidelines* changes in the National Event Schedule in the January **VKA FIRSTTURN**® and that the full-text will be ruled to the Jacksonville and Barnesville promoters. The full-text of the *Guidelines* also will be on the VKA website.

Ernie Shores and I have been working behind the scene to update the **Promoters’ Package** and some of the other organizational documents to improve them and to make them current for 2014. The Promoters’ Package includes some additional recommendations for promoters and clarified several topics like practice, classes, Kart Shows, and contact information. Hopefully this, too, will be ruled to Jacksonville and Barnesville promoters. The rest of the Board has been busy too, helping Ernie and me update the VKA documents for 2014. Thanks to all the Board for their hard work.

All-in-all, so far it has been a busy off-season. Hope I have time to work on karts.  Be sure to keep an eye on the VKA website (www.VKAkarting.com) for 2014 updates and changes. *Rolf Hill - #4*

¹ I noticed quite a stir about the addition of the word “Lady” to the Junior Class. Sorry for the confusion, but it was unjustified. BOTTOM LINE: **None** of the words in **any** of the classes **ever** said the class was for **women only** or that the Junior Class was the **only** place women could compete.

OCTOBER BOARD OF DIRECTORS' MEETING - SHORT SUMMARY

The Board will consider an Enduro Director for 2014. There are 287 Members and 36 Associate Members for a total of 323. Five new Members were added since last meeting. More than a month was spent working on the new website, including transferring email address to the **HOT LAPS** list of contacts. The **HOT LAPS** feature contains a sign-up and an unsubscribe feature. Class definitions and *Guideline* changes will be discussed and published before 2014. Consideration should be given to Stock Appearing, 49 saw, and oxygenated fuels. Dean Kossaras, Ernie Shores, Scott Klingler, Jim Thompson, Louie Figone and Bill McCornack will participate in the *Guidelines Committee*. Many karts are not showing up for kart shows. Many of the same karts are at different shows. This will be discussed at the next meeting. Jacksonville and Riverside need to be promoted in the next (November) **VKA FIRSTTURN**®. Springfield and Camden are both two-day events. (See 2014 Tour Events, above.) Rick Chapman will convene a tele-conference with different clubs that host enduro events to see how a vintage enduro class would fit in. An email will be sent to all Board Members to determine interest in how to handle donations.

The balance as of 9/30/13 is \$11,445.02.

HELP US OUT!

The Staff of **FIRSTTURN**® would like to make a special request for Members' input, to share the wealth of their expertise with all readers. We would love to include your Technical Article or a *Member's Memory* ... a short story about a Member's karting life or karting experience. You can write it yourself, or we can help you. Find me at the track or email me at: KartNumber4@yahoo.com.

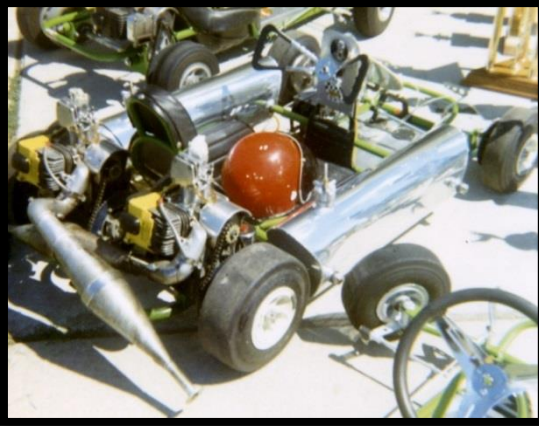
Rolf - #4

Trivia Answer: 1961



FOX ENDURO PROTOTYPE BY DICK TEAL

I was fortunate to keep pictures of many of my karts from the early years when I raced and worked for the Fox Corporation. I had saved them and when I got into vintage karting they brought back many memories. When I started to restore Fox karts, I kept looking at pictures of the **only** Fox Enduro built by the factory and decided that I would have to create it again when the time was right. I couldn't remember all of the details, but thought that I could get close to the original.



Fast forward to March of 2012 when Ann & I were in Florida; I got an e-mail from Steve Carroll who lives in Milton, WI near Janesville where Fox karts were built. Steve sent me an e-mail with some pictures and questions. He had gotten an Enduro kart that looked like a Fox and wanted to know if Fox ever made an Enduro

kart. I e-mailed him my answer with a picture of the kart when it was new; I said "yes, but only one."

Steve suggested that I stop on my way home to look at the kart and we did. I was able to work a deal with him to buy the kart late in the Fall of 2012 and I restored it early this year - 2013.



I took the top photo in 1967 and the bottom photo was taken in 2012 by Steve.

Below is what it looks like today. I took the pictures in late June when I was loading the trailer for Brodhead. I was planning on showing the kart at Brodhead and Quincy, but only showed it at Brodhead because I was helping the



Lapke family with some of Bob's karts and parts and didn't have room to bring it to Quincy.

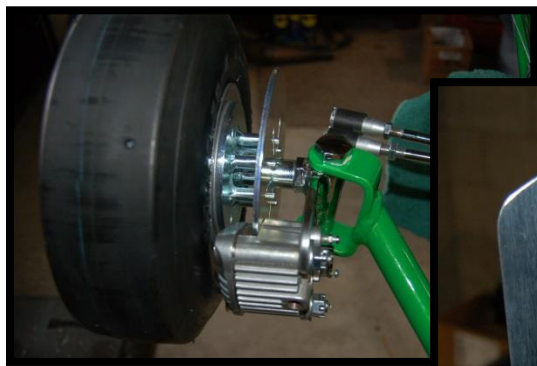
I did a little digging and found that Steve bought the kart from Doug Jordan who lives near Milton, WI, and Doug bought it from George Knutson in 1973/1974. Doug told me that he raced it at Brodhead without the saddle tanks, but wasn't

too successful. He put the tanks back on and hung it on the wall until Steve bought it. I don't remember who I sold it to, but it found me about 45 years after it was designed, built and raced by me.

I started street racing with a Fox Satellite Seat Kart that had dual plastic tanks mounted up front. Then I went Enduro racing with the same kart with the round GEM saddle tanks. Both of these karts had dual 820 engines. I needed a laydown kart to compete and I was working for Fox, so the solution was easy. I did some minor layout design work and then had the model shop create the frame. If you look closely at the bare frame you can see how we used many production parts.



There are some unique parts on the kart today and they were also unique to Fox back then. The kart has front wheel brakes mounted on Lemans wheels, box mounts used as swing mounts to save space and dual Isspro exhaust gas pyrometers.



Earl Larson (GEM) made the special saddle tanks and pipes for me.





I remember racing the kart at Lyndale Farms north of Milwaukee, the Milwaukee Mile and at Blackhawk Farms in northern Illinois. The things I remember are how great the EGT pyrometers worked and fine tuning the front wheel brakes. It must have run pretty good because the trophy on the right hand side is from the Lyndale Farms track with this kart.



The one part that didn't come back to me was the steering wheel. Because the Pitman arm is longer than normal, I needed a wider wheel to race comfortably. The original wheel was from a dragster that was flattened out. The wheel on the restored kart also is from a dragster, but it's aluminum vs. the steel wheel in the original.

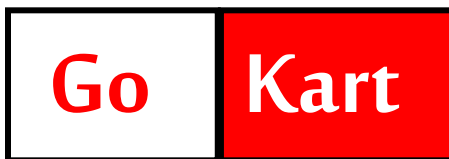


The kart had Mc91A engines when I raced it last. I will replace the 91B's with the correct engines sometime next year.

It's unfortunate that Earl Larson passed before I got into the vintage kart fun. We could have had many stories to tell each other and he would also have seen his pipes and tanks again. This is what this sport is all about. *Dick Teal*

GO KART MFG. CO. BY GARY ALBERTSON

North Irwindale Avenue was to become the site of the first company to manufacture go karts. The address, 6300, would put Azusa on the map along with memories that would live forever, even after its demise.



GP Muffler, in the San Gabriel Valley, was the address of Duffy Livingstone's muffler shop. He was working in the back room on something that he did not

want people to see – **DO NOT DISTURB** – it was 1956. Then he unveiled his creation.

Bug's Faye Pierson took a ride on one and they couldn't get her off of it. She told her husband, Tom, to build her one. It spread by word-of-mouth, and pretty soon, they had a building constructed to put the little "cars" into production. The company was incorporated in 1957.

Duffy was an early hot-rod; raced sports cars and sprint cars. He was assumed as President of the Go Kart Mfg. Co.

The first model the company put into production was the 400. It had sissy rails and a dead axle. It would accept only engines with right-hand rotation. Then a lightning bolt struck. About January 1960, Duffy showed everyone what he had been working on. It would be called the Go Kart 800.

It had a stepped frame and a live-axle. They were the very first to offer a kart with a live axle. It would drive both rear wheels. It had a very comfortable bucket-seat. It also had two solid motor mounts that would accept left and right hand engines. To round it out, it had a six inch Bendix drum brake.

The last model the company produced was the 1200.

Gary Albertson

CHANGES TO 2014 GUIDELINE – A SUMMARY

To be implemented in 2014.

Check the VKA Website (www.VKAKarting.com) for complete Guidelines.

- **Clutch:** A third bearing support or a guard (equal to or greater in strength than .090 aluminum) to contain the clutch is required on Sidewinder karts using an oil bath outboard mounted clutch.
- **Fuel:** No power inducing additives such as oxygenated fuels, hydrazine, nitro, nitrous oxide, or propylene oxide.
- **Junior & Women Drivers** [beyond 16] **(Rear or Sidewinder):** Includes single American engines; all West Bends 820s must be industrial-type; max. 135 c.c.; Clintons, Homelites, or MACs up to 6.1 c.i. (100cc) max displacement; single HL 1" throttle bore or small Mac flat-back carbs; dry clutch; box muffler; Vintage tires. (See Footnote on p. 3)
- **Sportsman Rear (was "or Sidewinder"):** Single American engine, 8.2 c.i. (135cc) max. displacement; dry clutch (no disk clutches); box

muffler; West Bend 820 must be industrial-type, max. 135cc, single HL 1" throttle bore carb; stock small single intake manifold. MACs must be 6.1 c.i. (100cc) max displacement to include saw blocks over 80cc's. Single HL 1" throttle bore carb, small single intake manifold. (No MAC-91, 92, or 93.) Small flat-back carb OK. Vintage tires.

- **Mc-49/Saw:** Saw blocks may not exceed 80cc.
- **Stock Appearing – NOW Sportsman Sidewinder:** Pre-1980, sidewinder, single American, fan-cooled engine, 6.1 c.i. (100cc) max displacement, single carb (Mac, Tillotson, or Mikuni). No throttle bore restriction. Factory V4 intake. Modern tires, box muffler, dry clutch (Horstman Rev-Grip or MaxTorque).
- **NEW Yamaha Class:** Piston Port valve only, single engine (KT100S); 1975 to present; Factory ignition only; Walbro WB3A carb only; 1985 or older sidewinder; pipe; wet clutch, 1" or 1¼" axle; modern tires; gasoline only.

SAFETY TIPS & HELPFUL HINTS BY ERNIE SHORES

Make sure you make a list, and check it twice, of all the new kart items you will need for 2014 and be sure your friends and family know. Hopefully they will be under that Christmas tree or delivered by UPS. Have a safe Holiday Season.

Ernie Shores

MEMBERSHIP REMINDER



EFFECTIVE JANUARY 1, 2014, VKA Membership are:

Full Membership = \$35;

Associate Membership = \$10;

Foreign Membership = \$45

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

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

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

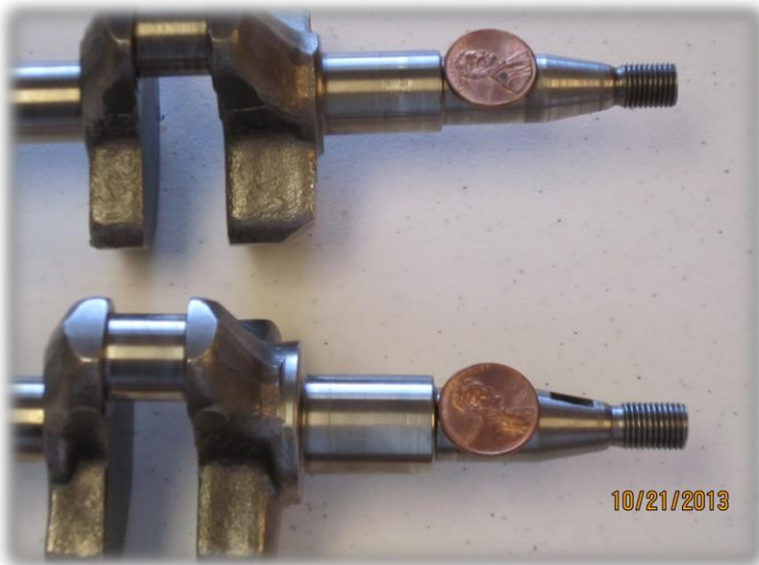
In the 50's, 60's and 70's the majority of Max-Torque clutch were outboard mounts. When we made my first proto-type of the redesigned 2-cycle clutch, it was an outboard mount because that is what I was told would be the better seller. The education I got from the West Coast boys convinced me to add the inboard mounted clutch. Whenever possible I would always recommend an **inboard mount** **IF** you have the clearance. It is much better on the crankshaft to have an inboard mount. The outboard mount puts too much stress on the crankshaft

because the sprocket is riding past the end of the threads on the crankshaft.

The thing to remember is when you brake you are stopping the axle from turning and if you still have your foot on the gas pedal you are also

stopping the engine crankshaft which you will now find out if the clutch or the crankshaft is the weakest link. The brake WILL ALWAYS over power the clutch, and you have to remember we are just out there to have fun. You don't drive your car with both pedals at the same time, so try and use a little of your car skills while driving the go kart and you will find the parts last a lot longer.

The McCulloch engine that the vintage racer uses can have a crankshaft with a woodruff key slot (half-moon) that is either $\frac{1}{2}$ " long or $\frac{3}{8}$ " long. The real old engines have the $\frac{1}{2}$ " woodruff key while the majority have the $\frac{3}{8}$ " woodruff key. Any engine with a woodruff key will be a right-hand thread while those that don't have the woodruff key are a left-hand thread.



The other characteristic that is important is the overall length of the 9/16" dia. portion of the crankshaft. There are two lengths that are easily measurable by using a penny, which is the best gauge you'll ever find since it is exactly .750" in diameter. The 9/16" portion of the crankshaft is either .750" or .850" long. Lay the penny flush with a step in the crankshaft to the taper. If the taper starts at the edge of the penny then you know the crankshaft is .750" long. If there is



still more [than] the 9/16" portion of the shaft visible from the penny to the taper, you know you have the .850" crankshaft. The reason this is important is that it tells you if the 9/16" fiber washers are needed. There is no need for any spacers if you have a .750" crankshaft. The three fiber washers that are included with the INBOARD clutch are ONLY needed on a .850" crankshaft.

There should be some float between the step and the drum/sprocket so the sprocket can self-align with the axle sprocket when the kart is moving. The [axle] sprocket never runs perfectly true so the clutch sprocket must be able to move to take up the misalignment. The question comes up how much free play can I have? If you are using a Max-Torque clutch it is already built into the clutch, you only need the three spacers on the .850 length.

When you put on a clutch and tighten down the nut, the clutch drum must be able to free-spin. There should be no bind when spinning the drum or you will quickly damage the clutch. All nine tooth sprockets will have a bushing while all 10 tooth sprockets and above can have a bushing or roller bearing, depending on what the customer request.

Jim Donovan



JOIN THE FUN !

MEMBER MEMORY – GARY ALBERTSON

Dear Sir,

My name is Gary Albertson, and I am 70 years old (1/2/43). I was born in East Los Angeles and my folks were Frank Albertson and Elizabeth Marvich.

I attended Lorena Street School in kindergarten, Our Lady of Lourdes grammar school, Don Rosco Technical High School (Catholic) and got an AA Degree from Pasadena City College. The reason I didn't go to a four-year college was that I had a nervous breakdown going to PCC. I was 22. I was planning to become a chemist – enough of this.

In 1969, I had my first kart – it was a Dart – with purple paint job. The mill was a bored and stroked McCulloch, MC-10. Not long after I bought it, the engine seized. I did not rebuild it, but instead bought a nearly new MC-91. When I got a little more money together, I bought a new Nick Adams chamber and it put “legs” on that thing. I came in Second in the main event at a Long Beach event.

Another kart I had was a Bug Sprint with two stock MC-91s, hydraulic disc brakes.

By the way, I am good friends with Tommy and Fay Pierson – Bug Engineering.

Sincerely,
Gary Albertson

HOT LAPS REMINDER

Hot Laps is a FREE service of the Vintage Karting Association (VKA) to the vintage karting community. You do not have to be a VKA Member to receive Hot Laps. Hot Laps will contain “time sensitive” vintage karting information and will be sent to your email address.

If you are not active on the VKA Forum, you can “sign-up” for Hot Laps by going to www.VKAkarting.com and signing up. If you are active on the VKA Forum and do not want to receive Hot Laps, you can also “unsubscribe” from Hot Laps.

The first time you receive Hot Laps from VKA, it might go to your SPAM, BULK, or JUNK Folder. You should look there first, and if it is in one of these folders, click on “this is not SPAM,” or go to your “settings” and add VKA as an authorized sender.

One of the worst enemies of an engine or a clutch is **excessive heat**. Controlling heat build-up is to your advantage because your equipment will last longer and perform better. The only things on your kart that need warming up are your tires and you do that on the track.



Heat is the enemy of all clutches. It can destroy the shoes, warp the drum or plates, anneal the springs or roller bearings, and dry out the bushings. In short, **heat** doesn't do anything that helps the kart's performance. The easier you are on the clutch, the longer it will last.

Avoid brake torqueing your engine, start your kart just prior to going out on the track. Sitting there and idling your engine five minutes before a race is not good for the engine or the clutch.

The engine is "air cooled" and when you just sit and idle you are not circulating air over the engine to keep its temperature down. Watch your competition and see just when they start their engines. Neither your engine nor your clutch needs to be heated up. Wait to the last possible second to start your engine, then hope the race starts on the first lap rather than the 5th go-around.

Experience will tell you what is the best engine oil to use that gives the least amount of friction and keeps the engine the coolest. The same applies to spark plugs; experience tells you what to use as well as suggestions from your engine builder. The goal is keep it cool, heat expands material and the clutch and engine start losing performance when they get **HOT**. One of the problems I constantly see when I am at the track is a driver sitting in his kart, stepping on the brake and "goosing the gas pedal." It is a habit that you must break yourself of or make sure your child doesn't pick up. You don't drive your car that way, so why do you want to torture a go kart?

In a follow-up email, Jim went on to say, ... when [karters] are trying to start duals and they get one engine going and they hold the brake and give it gas to get the other going, [they will burn]-up the clutch on the running engine.

[The pit crew should] elevate the chassis so the axle can free-spin.

Jim Donovan



Photo Courtesy of Dick Teal

I went to Lime Rock, Conn, for an Enduro race in 1965 or '66 and saw a Hornet enduro kart for the first time. I fell in love with it. It was a painted day-glo orange and looked really gross, but I could see that it handled like a dream. I knew I had to have one. I finally realized my dream in the Winter of 1966, got it home (upstate New York), and practiced lying on my back in the kart and bending my knees out to the side.

I ran a pair of McCullochs that year which included the Summer Nationals at Kent, Washington, where I was badly out-classed by the Komets. That winter, I got a pair of Komets and mounted them on the back of the laydown Hornet. They stuck way up in the air.

I went to Virginia International Raceway (VIR) for the first Enduro Winter Nationals in 1968 and spent three days welding the exhaust system back on, but on race day it all hung together for the whole hour and I got Second. The guy who took First was running Macs.

I went to Texas for the Grand Nationals and there I met a guy who was also running Komets. He asked me what my exhaust length was (that's the length of the pipes and muffler), and I told him "I don't know." He said, "Let's go measure it." It turned-out to be on the money. He then asked how I had determined [the length]. I told him I looked at the pictures of the winning kart in *Karter News* which showed the kart without engine ... just the mufflers and flex.

I'm now running a reproduction SAE with a pair of McCullochs.


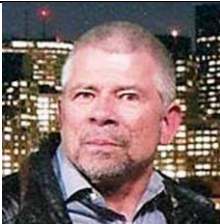





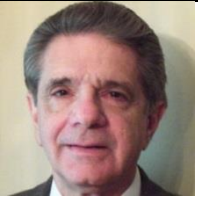




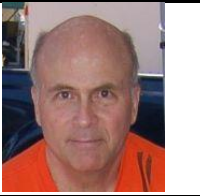


I went to Barnesville for the Vintage Winter Nationals in 2008 and took First Place in my class. In 2009, I crashed and in 2010 I had a heart attack and didn't go. In 2011, I ran one engine only and won my class.

In 2013, I went to Barnesville, got sick and didn't run. I'm back in shape now and plan to go to Georgia in 2014. Wish me luck.

Lou Smiley

2014 VKA BOARD OF DIRECTORS & VOLUNTEERS

The VKA Board for 2014 is shown below, including the confirmation of Jim Donovan as Treasurer and Pearl Gamble as Executive Director. In addition, Rick Chapman was appointed as Enduro Executive Director.

			
Jeff Campbell President	Carl Billington Vice President	Louie Figone* Secretary	Jim Donovan Treasurer
			
Pearl Gamble Executive Director	Jim Thompson Membership Dir.	Jack Murray Judging Dir.	Dean Kossaras Safety Dir.
		*Other Regional Coordinators (Bill Mack, Colm O'Higgins and Scott Klingler) will be shown in a future VKA <i>FIRSTURN</i>®. Other Volunteers 	
Ernie Shores Asst. Safety Dir.	Lake Speed* Public Relations Dir.		
			
Rick Chapman Enduro Exec.Dir.	Rolf Hill Editor, VKA <i>FIRSTURN</i> ®	Bill McCornack Membership/ VKA <i>FIRSTURN</i> ®	Mary Jo McCornack Membership/ VKA <i>FIRSTURN</i> ®

2014 RESOURCES FOR VINTAGE KARTERS

Jeff Brown – Engine rebuilding & modifications for all types since 1967, BM 130 parts available – rotary valves for B Bombs & BM 130's
Tele: 248-613-5839 after 5pm EST Email; invaderjb@gmail.com

GL Doemelt Incorporated - King Kart chassis and parts
Tele: 217-268-4243 Email; gldoemelt@yahoo.com

Jim Donovan - Max-Torque Ltd. – Clutches for most engines
Tele: 630-369-9600 www.maxtorque.com

Richie Engel – Relining of Clutch & Brake Shoes, McCulloch Engine Repair
Tele: 705-445-5766 Email; rtengel55@hotmail.com

Greg Gouveia – New Fuel Tanks: Chilton, Azusa & Palmini
Shop Tele: 805-541-4310 Cell Tele: 805-305-2074
Web Site: GregSpeedShop.com Email: GregSpeedShop@att.net

Charles Groetke - Vintage frame repair & parts, chrome stripping and re-plating
Tele; 636-942-9988 Email; slkcharlie@sbcglobal.net

Nils Gustafson - Reproduction vintage tires
Tele; 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.
Tele: 661-253-9000, CatKart@gmail.com; www.CatKartRacing.com

Terry Ives - McCulloch engine repair, pistons, rings & gaskets. Azusa and Hortsman
Tele; 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”
Tele; 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
Tele; 773-965-9755 Email; howardkaplan@comcast.net

Bill McCornack – McCulloch Engine building, Big Volume Pipes, Tillotson Carbs, Rev Grip Springs, Electronic Ignition Modules
Tele: 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, Tele; 619-501-5066

David Nance - Clinton NOS engine parts.
Tele; 256-881-3254 Email; gnome1967@netzero.com

Robron Incorporated - Dart chassis, parts and repair
Tele; 800-624-7383 Email; robroninc@bellsouth.net

Ed Sahagian - Line boring, blueprinting, head surfacing, helicoiling & prototyping
Tele; 912-330-9120

Lake Speed – B Bomb Engines – Parts –Buy & Sell – Service & Repair
Tele; 704-938-4912 Email; lcspeed@aol.com

Dick Teal – Reproduction Fox pedals - floor pans - throttle arms – etc.
Tele; 920-485-2844 Email; teal@charter.net

Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets
Tele; 763-784-9095 Email; wrenchhead944@hotmail.com
www.blackdogvintageracing.com

Thomas Thorin - Simplex decals, brake linings & 5 inch cast wheels
Tele; 818-708-7232 Email; tthorin@socal.rr.com

Samantha Weakley (Price) - Early 70's Margay Cheetah reproduction seats
Tele; 618-656-3900 Email; SpeedyChic@aol.com

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