

VKA FIRS TURN

The Official Vintage Karting Association Magazine

Feb/Mar 2016

Rolf Hill, Editor



www.VKAkarting.com



VKA Coast-to-Coast®
Bushnell, FL
**+
Riverside, CA**

Photo of Faye Pierson stolen from
Randy Dacus forum post. THANK YOU.

This is vintage karting!

In this issue:

- Bushnell Results
- Riverside Results
- ANNUAL INDEX
- Member Memory – Finding Van Tech
- Karting Turns 60!
- Airheart Brake Actuator (KW reprint)
- 2016 VKA T-Shirt
- McCulloch in the Movies (KW reprint)
- ... and more

TABLE OF CONTENTS

TOPIC	SOURCE	p.
2016 VKA Event Schedule	Pearl Gamble	3
Editor's Comments	Rolf Hill	3
Bd of Directors' Meeting-Short Summary	Bill Bloodworth	4
Bushnell Results	Rolf Hill/Gary Wlodarsky	4
Riverside Results	Louie Figone	7
Bill Peacock	Bill Peacock	10
2016 VKA T-Shirt	VKA Board	10
ANNUAL INDEX	Rolf Hill	11
Inside Airheart Brake	KW Reprint from L. Figone	12
Member Memory – Finding a VanTech	Bill Peacock	13
Trivia	Bill McCornack	14
IN MEMORY OF ...	John Strauser	14
McCulloch in the Movies	KW Reprint from S. Engle	15
Karting Turns 60	Editor	17
VKA Resources	Members	18
Upcoming Events	Editor	20

I AM THE VKA BY BILL MCCORNACK

Editor's Note: In 2015, Bill McCornack had [another] great idea... Introduce VKA Members to everyone AND promote VKA Membership at the same time. This is the first in a series of the fruits of his labor.

This is vintage karting and ...

Am the VKA ...



Dick Teal

2016 EVENT SCHEDULE			
1/29 – 31	Bushnell, FL	7/9 & 10	Grattan CES
2/4 – 6	Riverside, CA	7/28 – 30	Avon, NY (Tier II)
3/11 – 13	Savannah/Roebling	7/28 – 30	Camden, OH
3/17 – 19	Barnesville, GA	8/6 & 7	Blackhawk CES
3/18 – 20	NEW Kershaw AKRA	8/12 – 14	Adkins, OH
4/22 & 23	Circleville, OH	Mid-Aug*	Bowling Green AKRA/DKC
5/21 & 22	Sandy Hook, MD	9/10 & 11	Gingerman
5/21 & 22	MKC MIS AKRA	9/16 & 17	Orville, PA
5/27 & 28	Springfield, IL	9/23 & 24	Delmar, IA
6/4 & 5	Blackhawk CES	9/24 & 25	MKC/MIS AKRA
6/16 – 18	New Castle, IN	10/13 – 15	Bakersfield, CA (Tier II)
6/17 – 19*	Mid-OH Enduro	11/5 & 6	Atwater, CA (Tier II)
7/7 – 9	Brodhead, WI	* Tentative dates	
VKA Events in BOLD		TENTATIVE Vintage Enduro Events in <i>ITALICS</i>	

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

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

EDITOR'S COMMENTS

2016 promises to be a year of change with new *Guidelines*, new venues, more East and West Coast Events and more full-color publications. By now, everyone should be aware of the new *Guidelines*, especially with regard to manifolds, and clutch guards/3rd bearing supports for **REARS** with oil clutches. Bakersfield, CA, Bushnell, FL and Sandy Hook, MD were added. The **VKA FIRSTURN®** will consist of eight publication ... **ALL** except January will be full-color booklets. Needless-to-say, some of the months will be combined ... starting with this issue (Feb/Mar).

Rolf

This is vintage karting!



JOIN THE FUN

JAN BOARD MEETING - SHORT SUMMARY

The new VKA President, Bill McCornack called the meeting to order. VKA consulted with the WKA lawyer who advised VKA take a “hard line approach” on reckless behavior. VKA should request promoters to include VKA as “additional insured” on their liability coverage. VKA will also increase its coverage. Board Members were encouraged to obtain an umbrella policy. There are 328 total Members and an inventory of 57 patches. A Promoter’s Package was sent to Bushnell. Maintenance of the VKA website was discussed. Interest in a VKA Event in Las Vegas was discussed. Show Certificates were being prepared for Bushnell, Riverside and Barnesville. Four VKA Banners were being purchased for new venues. New t-shirts for 2016 were approved. Dec. balance is \$15,370.23. Jan. balance is \$14,722.05 *Rolf*

BUSHNELL RESULTS BY ROLF HILL & GARY WLODARSKY

For our first time at Bushnell, we had an amazing **43 entrants**. What a fantastic new track! Weather was cool in the morning, but warmed-up nicely in the afternoon. **EVERYONE** loved the new venue and the people. Two Heats were run on Saturday, and the **kart show** and one Heat on Sunday. They hosted a scrumptious buffet on Saturday. We finished early on Sunday, which allowed many long-distance participants to get on the road. (The Bennetts brought their trailer with about 20 karts. Craig was sure there would be 40 for next year.)

BUSHNELL DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Junior	Kory Bennett	* * * *	* * * *
Mac 49	Dean Scarbrough	Roy Fenwick	Jeff Brown
Sportsman Rear	Pearl Gamble	* * * *	* * * *
Rear 6.1	Rolf Hill	Lyndsey Winegardner	Shawn Engle
Rear 8.2	Marc Nagel	Trevor Lotz	* * * *
Over-60	Jerry Nagel	Gary Wlodarsky	* * * *
Yamaha	Troy Brown	Rich Shoemaker	Kirk Jobe
S/W 6.1	Troy Brown	Craig Bennett	Kirt Bennett
S/W 8.2	Dick Charest	* * * *	* * * *
80-85 S/W	Sean Collins	Larry Sampson	Scott Nagel
S/W 100cc Foreign	Craig Bennett	Larry Sampson	* * * *
S/W 135cc Foreign	Don Southerland	* * * *	* * * *
KT-100	Bill Winegardner	George May	* * * *
Dual Rear	Jerry Nagel	Marc Nagel	Kirt Bennett
Dual S/W	Jerry Nagel	Scott Nagel	Kirk Jobe
Sportsman S/W	Scott Klingler	Don Renton	Brooke Bennett

BUSHNELL SHOW RESULTS

REAR

Restored	'68 Rupp; 91b1; Scott Truax (Canada)
Modified	Bug Sprint; Dual 91s; Tony Severino
Past Champion	'64 Fox; 91m/c; Rolf Hill

SIDEWINDER

Unrestored	Phoenix; KT-100; George May
Restored	Expert; Atlas II; Larry Sampson
Modified	'80 Emmick; K88; Scott Nagel
Past Champion	'80 Expert; Dual 101s; Bill Shelly
Peoples' Choice	'61 Lancer; MC-6; Shawn Engle (Canada)

Thanks to Shawn Engle (and Scott Truax) for making Bushnell an *International* Event.





Photos courtesy of Leah Bennett



RIVERSIDE RESULTS BY LOUIE FIGONE

[Great turnout. Great organizations. Great event.]

Riverside weather was fantastic, high 60's on Thursday, Friday and Saturday mid 70's, very light wind. Lunch on Thursday was by Jim Donovan. The Friday lunch and dinner was provided by the Adams family. We had great raffle prizes. The 50/50 drawing had three winners, \$200, \$100, \$75. In addition to that, \$1,000 was donated to the VKA from the Randy Holt Trust fund.

- 79 drivers signed up
- 70 karts in the demonstration events
- 110 plus karts at the track

RIVERSIDE DEMONSTRATION EVENT RESULTS	
Class	1 st
Historic Single	Tony Garbarino
Historic Dual	Leon Rippy
KT100	Phil Rockwell
Junior	Ralph Dorr
Rear 6.1	Greg Gouveia
Rear 8.2	George Friend
SW 6.1	Darnell Woodward
SW 8.2	Richard Mahaffay
80-85	Jon Woods
Dual Rear	Graeme Barwick
Dual SW	Richard Swantek
Mac 49	Tony LaRocca
Over-60	Tom Wilms

This is vintage karting!



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RIVERSIDE SHOW RESULTS

REAR

Unrestored	'60 Blue Streak; WB580; Jack Murray
Restored	'61 Evans; MC-10; Leon Rippy
Modified	'63 Nike; WB610; Ted Johnson
Past Champion	'61 McCulloch R1; Mc-10; Jeff Van Arsdale

SIDEWINDER

Unrestored	'73 Bug Bucket; WB820; Tim Hinson
Restored	'80 Yamaha RC100; KT100; Scott Wigginton
Modified	'78 Yamaha RC100; KT100; Dave Cabico
Past Champion	'78 Bug Black Widow; Komet K99; Rich Swantek

SPECIAL AWARDS

Best Mini Bike	'79 Taco; Briggs 3hp; Jon Woods
Best Enduro	'71 Rupp Mean Machine; Dual K99s; Terry MacDonald
Peoples' Choice	'61 Caretta Sprint; MC-10; Tony Garbarino





BILL PEACOCK



WHO IS THIS BILL PEACOCK GUY ANYWAY?

Bill started Karting in 1962 with a home-built dead axle Kart with a West Bend 750. After racing Sprints with considerable success, he turned to Enduros. In that arena he won 42 Enduro races and three class championships in the hotly contended SCK (Southern California Karters) series.

He stopped Karting in 1989 after a serious crash at Willow Springs. He is also the former publisher of the Karting magazine Kart-Tech. (See his **Member Memory** on p.13)

2016 VKA T-SHIRT

The 2016 VKA t-shirt debuted at Riverside. Sales were fantastic. This year it features the VKA logo on the front right as well as a convenient pocket (for your reading glasses) on the front left. Pictured to the right is the graphic on the back. If you want yours, they will be available at future events for \$20. If you can't wait, they are available by mail from Bill Bloodworth (BillBloodworth@gmail.com) or Bill McCornack (bill.mccornack@comcast.net) for \$20 plus postage.



This is vintage karting!

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ANNUAL INDEX BY ROLF HILL

We have listed an **ANNUAL INDEX** of **VKA *FirsTurns***® in previous issues (April 2015, February 2014 and April 2013). If you are looking for a copy of a previous technical article, Member Memory, Team Picture, Famous/Not Forgotten track, or other article of interest, check out the previous **ANNUAL INDICES**. The **ANNUAL INDEX** for 2015 is shown below.

If you want any back copies, **limited quantities** of previous editions of **VKA Publications** are available in hardcopy and as a pdf. (VKA reserves the right to disallow requests.)

Hardcopy of old issues are available, while supplies last: \$2.00 for newsletter and \$3.00 for magazine. Electronic copies of issues more than one year old are available at no charge to Members (limit two per person per year). Scanned/pdf pages are available at \$1.00 per scanned/pdf page for non-Members. Email KartNumber4@yahoo.com to determine availability.

Send a check or money order made payable to **VKA** to: Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX, 76016. Include the month(s) and pages you want and your mailing address. For pdf or scanned copies, include your email address.

2015 ANNUAL INDEX OF VKA <i>FIRSTTURN</i> ®			
Jan	2015 National Event Schedule	Aug	New Castle Results
	2015 Guidelines & Regional Coordinators		Brodhead Resuts
Feb	Fun Day SC MotorSports Park		VKA Honorees at New Castle
	Famous/Not Forgotten: Batavia		Enduro Status – Part I
	WB 580 Mods (Karting World)		VKA Centenarian
	Tier I & II		Famous/Not Forgotten: Avon
Mar	Jacksonville Playday + Riverside RESULTS		Jesolo, Italy
	Enduro Dates		Evolution of Karting to 4-cycles
	Famous/Not Forgotten: Adkins	Sep	Avon Results
Apr	Better Mousetrap/5 th Wheel “clutch”		Quincy Results
	Famous/Not Forgotten: Cape Vessey		Enduro Status – Part II
	Old Timers	Oct	Camden Results
	2014 ANNUAL INDEX		Science of Karting
	Snell Helmet Safety Rating		Famous/Not Forgotten: Mid-Ohio
May	Barnesville Results		Lubing Your Chain
	Enduro Update		Quincy: “Final Act”
	Famous/Not Forgotten: Goodwood		<i>In Memory Of ...</i>
Jun	Circleville Results	Nov	2016 Schedule
	Famous/Not Forgotten: Quincy		Delmar & Bakersfield Results + Atwater
	In Case of Emergency (I.C.E.)	Dec	2016 <i>Guidelines</i> , Board/Volunteers/Schedule
	Clamp-Free Axles		Rules of the Road – Driver Etiquette
	Modifying MACs (Modern Karting)		Margay Gearbox Repair
Jul	Springfield Results		Famous/Not Forgotten: Picton
	Evolution of Karting		FOX MAK-Kart Restoration
	Land of Lincoln		‘Twas the Month Before Bushnell ...”
	I.C.E. Part II		

(EDITOR'S NOTE: Scan of *Karting World*, March 1964 provided by Louie Figone.)

INSIDE THE AIRHEART

HYDRAULIC BRAKE

Ahead of the automobile industry American karters have used and proved the disc brake in competition. The disc brake used by the majority of karters is the Airheart Products X-500. This brake is of the single cylinder, floating disc, type. That is to say, it has a single piston on which is mounted a friction pad. When hydraulic pressure is applied the piston moves out of the housing until it engages with the disc which is mounted, usually to the axle. It then forces the floating disc against a fixed friction pad and applies braking pressure counter to the dynamic force of the axle.

There are two other basic spot type hydraulic disc brakes. The first is the single cylinder, floating caliper, type in which the disc is fixed and the caliper housing moves to bring the "anvil" friction pad into contact with the disc. And the second is the opposed piston type that employs two pistons opposite each other on either side of the disc. Both these pistons extend under hydraulic pressure to engage the disc at the same time. All three types can utilize single or multiple cylinders in one caliper housing or more than one housing can be mounted on a single disc.

The principle is simple. The piston is set in a fixed housing and hydraulic fluid is introduced at pressure between the piston and the cylinder housing. This forces the piston out until it engages the disc.

All disc brakes share certain inherent advantages. Most of the mechanism is exposed to the air resulting in rapid heat dissipation. There is no enclosed large rubbing shoe or drum to warp or crack under heat. They are unaffected by moisture or dirt on the disc as the first application of pressure wipes the disc clean.

What, then has made the Airheart brake the choice of many top American competition drivers. Most disc brake actuator cylinders have some provision for compensating for wear on the spot friction pads. As the pads wear down the piston advances. However, one of the problems with disc brakes has been the difficulty of making the cylinder retreat, as is often desirable in racing, when the disc, friction pads, pistons and caliper housing expand under the intense heat generated by competition driving. Airheart has solved this drag problem with their patented actuator.

This actuator has a spring loaded device that automatically guarantees .015 of an inch clearance between disc and friction pad under any conditions. It works this way. The actuator piston is really two pistons — the main piston ((A) in illustration) which carries the friction pad and an adjuster piston (B) which maintains the clearance. The adjuster piston is held inside the main piston by a retaining collar (C). The retaining collar is set in a groove which allows the collar .015" play back and forth (D) on the adjusting piston.

When the brake is not in use a spring (E) between the retaining collar and a lip on the head of the adjusting piston holds the heads of the two pistons together.

The adjusting piston is held in the caliper housing by a grip ring (F) which is scientifically designed to exert enough friction to overcome the power of the spring but not enough to interfere with the free movement of the main piston under hydraulic pressure. The grip ring resembles a badly distorted washer and many karters have mistakenly complained that Airheart's engineering was at fault when actually this part is one of the most carefully made in the entire brake.

Now, when the brake is in operation the first application of hydraulic pressure pushes the heads of the two pistons apart, compressing the spring until the free play of the retaining collar groove is taken up.

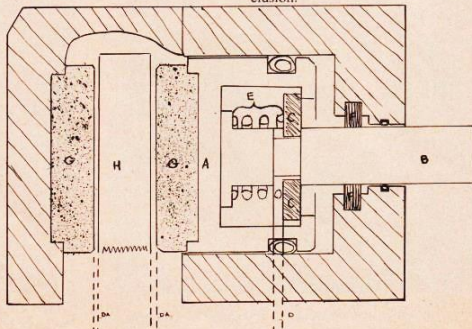
If the clearance (Da) between the friction pads (G) and disc (H) is less than .015" the main piston will move out until whatever clearance exists is taken up. Then the adjusting piston will be forced, by the mounting hydraulic pressure, back through the grip ring until the balance of the .015" is taken up. When the pressure, which will build up

to a maximum to 1,750 p.s.i. inside the cylinder, is released the spring will pull the main cylinder back, via the retaining collar, until the .015" play on the retaining collar groove is taken up. This resets the proper clearance between friction pads and disc.

If the pad/disc clearance on the initial application of the brake is more than .015" the main piston will move out towards the disc until the free play on the retaining collar groove is taken up. As pressure continues to rise it will overcome the friction of the grip ring and pull the adjusting piston through it until the main piston forces the floating disc against the fixed friction pad. Then, as pressure is released, the spring backs off the main piston as explained previously.

On the X-500, hydraulic fluid pressure is applied from a foot pedal through a master cylinder with a piston thirteen-sixteenths of an inch in diameter. The main piston in the caliper housing has a 1½ inch diameter and at maximum pressure this applies some 4,500 inch-pounds of braking power. The adjusting piston passes through the housing and projects beyond it. This gives some visible indication of the wear on the friction pads.

Airheart also produces opposed piston type disc brakes for various applications but the lighter weight and less costly construction of the single cylinder type make it more suitable for karting. Users and other publications have hailed the Airheart actuators as the world's best. The fact that, after comparison tests, the U.S. government often requires Airheart actuators in military equipment facing extreme braking requirements — and that nearly every Indy racing car and many champion sports and racing teams use them exclusively — seems to bear out this conclusion.



Schematic layout of Airheart actuator.

MEMBER MEMORY: VANTECH RE-BIRTH BY BILL PEACOCK

Sometime around 1961-62, in, Visalia, CA, I met a guy named Bill VanTichelt at a tire shop that sold McCulloch Karts. Our friendship grew and the first thing I knew, I was working evenings at his shop called VanTech Engineering. Bill is a Mechanical Engineer with an abiding curiosity about how to make things work better. That curiosity led to the legendary VanTech sloper manifold. He then turned his focus on making a lighter and better handling Kart. Sure enough, he came up with a design that was light for the times and fairly simple to build. More importantly, it worked.

Over the following years I raced several of his Karts, but I didn't keep any of them. However, as vintage Karting grew, I decided I wanted a VanTech. Finding one proved to be impossible. The only alternative was to build one.



If I could find Mr. VanTichelt, he might be able to provide my long-time welder/fabricator friend Mike Jewett enough information to build one for me. A little detective work found Bill's son who led us to his dad retired in Arizona. Re-establishing that old friendship proved doubly rewarding. First of all, it was great to reopen the friendship and second, Bill (from memory) provided us with lots of information about the karts.

Armed with Bill's information and some old pictures from VanTech magazine ads, Mike went to work. When it was finished, I mounted my Ebay sourced Mc-8 along with a very rare dual-carb VanTech sloper manifold and an ever more rare VanTech muffler.

Doing the time warp again has proved to be richly rewarding. Many thanks to Bill VanTichelt and Mike Jewett for their patience and help.

Bill Peacock

TRIVIA BY BILL MCCORNACK (ANS. ON P. 17)

From 1962 to 1971, there was one national organization, the International Karting Federation (IKF). This is when winning a championship meant something. The Northeast region hosted only one Grand National in that time period. **In what city and state was it held?**

Answer on p. 17.

IN MEMORY OF FROM BILL MCCORNACK

John Strauser passed in January at the age of 81. He worked as a Federal Aviation Air Traffic Controller for 60 years. John's interests and activities include commercial airplane pilot, Indianapolis 500 Official IMS Photographer, past national president of International Kart Federation and an avid woodworker. He was a member of The American Auto Racing Writers and Broadcasters Association. He will be missed.



John Strauser
Former IKF President

EDITOR'S NOTE: The movie, *In Harms Way*, was a classic John Wayne war movie. If you have the opportunity to see it (again?), take note of the sea battle scene with this in mind. Shawn Engle provided these pages, eh.

McCULLOCH'S NAVY



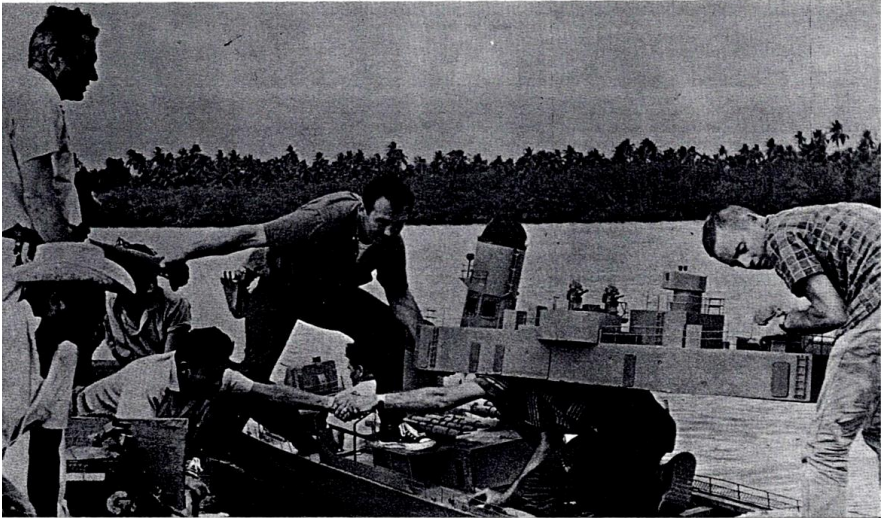
IT TOOK A MILLION DOLLARS and the know-how of a couple of hydrokart specialists to keep twenty-nine pint-sized warships afloat during the filming of "In Harm's Way." Everyone in the sport of hydrokarting knows the name Skuce. Nick Sr. and Nick Jr. (Digga, otherwise) own Dolphin Engineering in Irwindale, California. They manufacture a hot little hydrokart called the "Dolphin," also the "Buccaneer" and a new midget called the "Guppy." What most people don't know is that the Skuces played an important part in filming Paramount's newly released epic of the Pacific war, "In Harm's Way."

In filming a five-minute battle scene, it was necessary for producer Otto Preminger to re-create a navy—two navies, in fact. In all, twenty-nine fiberglass warships were built, ranging in size from

9-foot PT boats to a replica of Japan's mighty battleship "Yamato," which measured 56-feet overall. Scaled three-quarters of an inch to the foot, each vessel had to be perfect in every detail. Naturally, many formidable technical problems had to be overcome, and that's how Dolphin Engineering entered the picture.

It all began last year when Nick Sr. was called in as a consultant to see what could be done with Preminger's miniature PT boats. Like the rest of the fleet, the PT's had been designed for operation in tanks. However, Preminger wanted to shoot his scenes on open water and thereby achieve the greatest possible realism. Loaded down with remote control radio gear, the PT's wouldn't even float. The Skuces were asked to find a way to make the boats seaworthy—and realistic.

Otto Preminger's navyyard on Mexico's Campeche Gulf.



Nick's long experience with boats (he helped develop assault craft for Henry J. Kaiser during the war) paid off. Using balsa wood, they rebuilt the hull bottoms so the PT's would be light enough to float properly. Equally important, they handled exactly like the full size torpedo boats. Preminger was delighted and the Skuces were offered the job of rebuilding the entire fleet.

Flat-bottomed and top-heavy, the larger warships—destroyers and cruisers—would capsize if left in the water without support. Dolphin Engineering sought a way to make them stable and at the same time give the boats the characteristic roll and pitch of full-size vessels. After much experimentation, the Skuces developed what Nick Sr. describes as a "floating keel." Working on the pendulum principle, the keel and trimming vanes achieved the desired effect when the boats were in motion.

When Preminger trucked his Lilliputian armada 2,500 miles south to shoot action sequences, the Skuces' went along to supervise engine maintenance and handle technical problems. They are specialists in the servicing of McCulloch engines and Sigma Productions had thirty-three with them on location. Mc-9's propelled the eight PT boats, while the twenty destroyer and cruiser replicas were fitted with 28-hp McCulloch outboards. The "Yamato" battleship, which was manned by a crew of five, had an inboard.

If the Pacific sea battles appear realistic on the screen, it is because they were often quite realistic to the people who participated in the filming. Simulating dangerous situations can be just a shade less perilous than the real thing, and so it was at Mexico's Laguna de Terminos in Campeche Gulf during the re-enactment of the Battle of Leyte Gulf.

On one occasion, Nick Sr. was nearly drowned when a Chubasco (wind storm) caught him far from shore testing a destroyer. In no time the boat was swamped and settling rapidly toward the bottom. Before he could even free himself from the cramped cockpit inside the forward superstructure, Skuce and the boat were on the bottom, in twelve feet of water. He was able to free himself, fortunately, and managed to reach the surface before blacking out.

Nick Jr. had his share of close escapes, too. The camera crew were

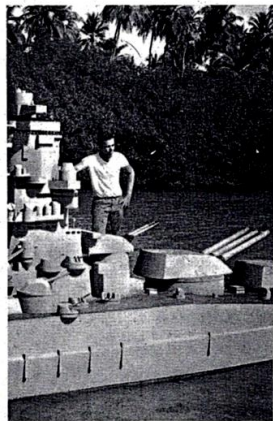
shooting a scene in which a PT was attacking a Japanese destroyer. After launching its dummy torpedo, the PT's controls jammed and it continued on a collision course, ramming the destroyer. Fire broke out on the PT and a rack of underwater charges were about to ignite when Nick Jr. jumped in and separated the boats. At the risk of serious injury to himself, he prevented a disaster which could have cost the life of the destroyer's crewman.

During a solid month of shooting and re-shooting, the McCulloch engines were subjected to constant drenching. Mounted deeper in the water than normal, they performed with unflinching dependability, even to the point of running while completely submerged. This was possible because of special intake and exhaust ducts running up the smoke stacks. Other steering and power control devices reflected well on the Skuces' ingenuity and ability to improvise.

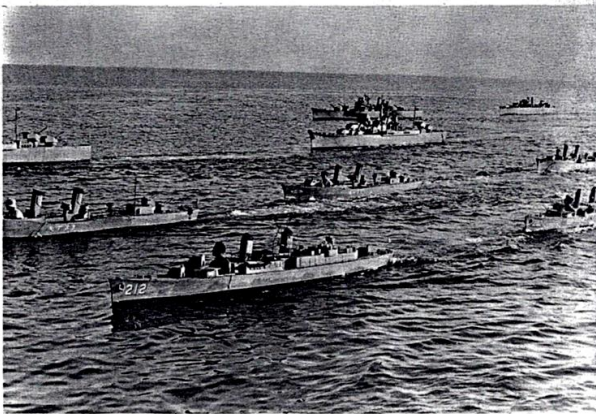
When the battle scenes were finally "in the can," the Skuces and their crew, which included karting expert Harry Ashmore (A. M. Hydrokarts, El Monte, Calif.) received high commendation from Preminger and his staff. "In Harm's Way" is now being featured at theaters throughout the country. The scenes are amazingly life-like and we thought KARTING WORLD's readers would like to know how it was accomplished.



Radio-controlled, kart-powered PT boats.



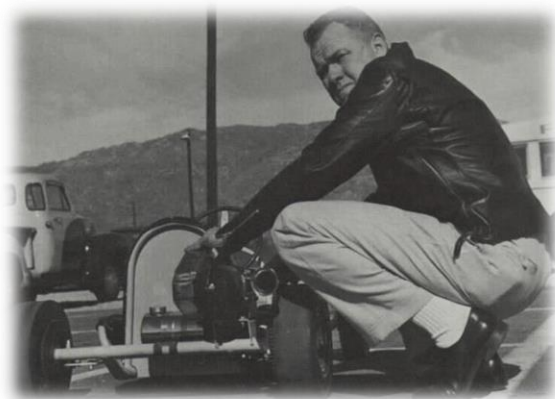
Dreadnought in miniature was 56-ft replica of Japanese battleship Yamato.



60th Anniversary of Karting

1956 - 2016

Go karting began in 1956 when Art Ingels (below) built the first go kart that still is recognizable in the modern go karts of today. Although there have been many improvements over the years, **vintage karting still brings the same fun and excitement it did 60 years ago!**



TRIVIA ANSWER BY BILL MCCORNACK (FROM P. 14)

Answer to Trivia question on p. 14: **Batavia, NY**

2015 RESOURCES FOR VINTAGE KARTERS

Bud, Kirt, or Craig Bennett - RM Motorsports
Remanufactured S/W karts similar to Invader. Fabricating, restoration.
Tel: 248-344-1515 rmmotorsports.com

Jeff Brown – Full Engine Service; Modifying & Rebuilding foreign, WBs and Macs since 1967; Honing, Inertia Dyno Testing jeffbrownvintagekarting.com
Tel: 238-613-5839 Email: invaderjb@gmail.com

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

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

Richie Engel – Clutch & Brake Shoe Relining, 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: GregsSpeedShop.com Email: GregsSpeedShop@att.net

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

Nils Gustafson - Reproduction vintage tires
Tel: 541-471-7212 www.VintageSpeedTires.com

Ken Head – KRH Engineering – Restore/sale of Sprint/Enduro Vintage Karts.
Tel.: 714-612-4102 Fax: 714-528-8873 Email: 1HeadRacing@gmail.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 - MAC engine repair, pistons, rings & gaskets. Azusa and Hortsman
Tel: 916-201-7707 Email: tii@surewest.net

Gordon Juhasz - Vintage Karting Specialty
Quality Kart Restorations. Buy - Sell- Trade. Ph: 765-969-7756

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 – MAC Engine building, pipes, Tillotson carbs, Rev Grip Springs, L&T oil clutches for MAC and Yami; 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

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Robert Stanton - Robron Incorporated - Dart chassis, parts and repair
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Will Rogers - Rogeo Enterprises –, recast Hands Wheels, Hovey Hawk kart frames, welding, parts casting. Tel: 530-878-7594 Email: rogeo2@sbcglobal.net

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