

VKA FIRS TURN

The Official Vintage Karting Association Magazine

April/May 2016

Rolf Hill, Editor



www.VKAkarting.com

Barnesville

This is vintage karting!

In this issue:

- Barnesville Results
- Canadian MotoRama Expo
- Riverside 50th IKF Anniversary-2017
- Member Memory – L. Buggie
- Power Products Rebuild - Revised
- ... and more

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I'M THE VKA BY BILL MCCORNACK

This is vintage karting and ...

I am the VKA ...



New Members this year ...

Mike Berg
Eric Brunelle
Dennis Dzierbicki
Jonathan Fair Oaks
Dennis Faust
Bryan Konefsky
Dan Lawton
Dennis Pelke
Ted Tine
Phil "Runt" Denson
Shawn Engel
Santiago Tarango

Ben Ray Griffith
Doug Waterman
Billie Jo Snyder
Steve Libersky
William Sr & Jr & Abby
McLaughlin
Gary Medley
Mike Purcell
Russ Thompson
Mark & Heidi Tingley
K Sterling & Sterling
Brundick

Larry Buggie
Angelo Buffomante
Dennis Headley
Romero Llamas
William Salvesen
Darren Will
Donald Axe
Dave Cabico
Scott Grundfor
Leonard Nix
Robert Rizzuto

2016 EVENT SCHEDULE		(REVISIONS/ADDITIONS)	
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	7/29-31	Thornburg, VA
3/18 – 20	✓ Kershaw, SC AKRA	8/12 – 14	Adkins, OH
4/28 – 30	Circleville, OH	8/27-28	Summit Point, WV
4/30-5/1	Shenandoah, WV	9/16-18	Dawsonville, GA
5/21 & 22	Sandy Hook, MD	9/16 & 17	Orville, PA
5/21 & 22	MKC MIS AKRA	9/23 & 24	Delmar, IA
5/27 & 28	Springfield, IL	9/24 & 25	MKC/MIS AKRA
6/4 & 5	Summit Point, WV	10/1 & 2	Savannah/Roebling
6/16 – 18	New Castle, IN	10/8 & 9	Summit Point, WV
6/17 – 19	Mid-OH Enduro	10/13 – 15	Bakersfield, CA (Tier II)
7/7 – 9	Brodhead, WI	11/5 & 6	Atwater, CA (Tier II)
VKA Events in BOLD		Vintage Enduro Events in ITALICS	

MIS = Michigan International Speedway MKC= MI Kart Club
AKRA = American Kart Racing Assn. CES = Championship Enduro Series

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

EDITOR'S COMMENTS

I screwed-up. I did not give photo credit to Jerry Imboden for the Riverside pictures in the last **VKA FirstTurn**® issue. Thank you, Jerry.

I'm likin' the combined issue format. If you want to share my experience, please contact me at KartNumber4@yahoo.com. Assistant Editor wanted.

Ask Bill will be a new feature of your **VKA FIRSTTURN**®. If you have a question about an engine, kart, or the VKA, send it to Bill McCornack. We will include it in a future **VKA FIRSTTURN**®. (Bill.McCornack@Comcast.net)

Rolf


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FEB. & MAR. BOARD MEETING - SHORT SUMMARY

FEBRUARY: Four 2015 t-shirts remain. Twenty-nine 2016, pocketed t-shirts were sold at Riverside. \$20 at track; plus shipping by mail. Riverside received much positive feedback. 2017 will be 50th Anniversary of 1967 Nationals at Adams Kart Track. A donation of \$1000 was received from the Randy Holt Trust Fund. *Pro Bono* assistance was offered by Dean Kossaras' daughter to trademark VKA logo. She may be able to assist with other trademarks. The use of 219 chain was discussed. No change is expected to *Guideline*; some promoters may still have it as an option. There are 340 total VKA Members. The printer will offer a regular price for small runs if required. Names of Life Members were discussed. Pearl Gamble announced his resignation and was thanked for his years of service to VKA and to karting. Over 75 calendars were sold and a \$250 donation made to VKA. Rich Engel is promoting vintage karting in Canada at a huge expo. VKA sent some promotional material. Shawn Engel has expressed interest in assisting coordination of Canadian events. Three events are scheduled for the Northeast; two new venues (Sandy Hook, MD and Oreville, PA) have been added to Avon, NY. 2016 *Guidelines* have been posted to VKA website. No update on southern Enduro events. Michigan is taking on vintage classes while Mid-Ohio is combining vintage and AKRA classes. Mid-Ohio date is firm. Bushnell had 19 show entries and Riverside had 61 show entries. The Adkins flyer will be out soon. **JANUARY** ending balance is \$14,772.05.

MARCH: The possibility of Life-Time memberships and the potential qualifications for that level of membership were discussed. The benefits and concerns of the website discussion regarding 3rd bearing supports were discussed. No controversial incidents have been reported so far this year. The offer for certain trademark legal help continues. VKA has a total of 336 members. The possibility of multi-year memberships (3, 5, 10 and life-time) was raised. More discussion to follow on that issue. Combining months on some issues of the **VKA FirsTurn**® has reduced the workload.  New members should be recognized in future issues. Flyers for Sandy Hook are being finalized with the track. The October 2015 Minutes and the 2016 Application were posted on the website as the meeting was conducted. It is believed all pictures have been posted. Additional support personnel will be trained in the near future. Vintage enduros ran at Roebling Road (Savannah). The Bowling Green enduro date has not yet been set. **FEBRUARY** ending balance is \$15,721.92.

Bill Bloodworth

CANADIAN MOTORAMA EXPO BY RICH ENGEL

With the help of my son, Shawn, we were part of a Canadian auto show where we set-up a vintage kart display. We took a '63 Lancer and a '72 Bug Stinger. A huge crowd was there ... 30 – 35,000. Sixty to seventy bus-loads of students and shop teachers were part of the crowd and had lots of questions. Norris McDonald, Editor of *Wheels* Section of the Toronto Star was also there and wanted to know what he could do to help karting. The Director of the Motor Hall of Fame along with five junior champions from local tracks met with vintage karters visiting the booth. We had banners, photos and other material. VKA provided other hand-out material. There was so much interest on Friday, I had additional copies made to cover the interest on Saturday. (EDITOR'S NOTE: Thanks to Rich and Shawn for their enthusiasm and for all their hard work.)



Rich Engel

BARNESVILLE RESULTS BY BOB BARTHELEMY

Thursday was a beautiful day filled with lots of practice on the track. Friday morning we experienced about two dozen raindrops (no more the rest of the day) before anyone wanted to practice; three rounds of practice in the morning, a break for lunch, drivers meeting, and hardship practice sessions. Two rounds of Heats were finished by 5:35. Friday night we had a great crowd at the banquet with some of our distinguished karters: Mike Lotz, Gus Gustafson, and Dwaine Lieber all receiving “Legends of Karting” awards. Jerry Nagel and the entire Nagel Family were presented the coveted Barnesville *Yankee Award*.

Despite Saturday's forecast for rain, no rain fell on Barnesville all day. With the kart show judging and presentations done, and two 15-minute open practice

sessions finished, we went right into the third round of Heats. Gracious sponsors: Stroker Ace Kart Shop, Arrow Racing, GSKA, Adkins Raceway and Rick Chapman, and Runt's Kart Shop, added to the 50/50 shared by Mary Jane and Mike Lotz. We then presented the awards for the demonstrations and were finished before 3:00 p.m. We had a total of 72 entries for the weekend event.

Bob Barthelmy

BARNESVILLE DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Historic	Gus Gustofson; Charles (Chip) Bearing		
Clintons	Terry Sullivan, Sr.	John McCorvey	Jimmy Gay
Power Products	Kevin Rice	-----	-----
Junior	Max Porter	Jake Breedlove	Abby McLaughlin
Mac 49	Jeff Brown	Jimmy Gay	Ed Sahagian
Sportsman Rear	Mark D'Elia	Pearl Gamble	Dean Scarbrough
Rear 6.1	Autumn Nagel	Kevin Rice	Gary Wlodarsky
Rear 8.2	Scott Nagel	Marc Nagel	John Pagans
Over-60	Jerry Nagel	Tom Day	Tony Severino
Yamaha	Dean Sauder	Troy Brown	Tim Shutt
S/W 6.1	Jeff Clanch	Bill Johnson	Todd Breedlove
S/W 8.2	Tom Crosby	Dick Charest	Billy Dalton
80-85 S/W	Mack McCormick	Donald Axe	Sean Collins
S/W 100cc Foreign	Sandy Stropko	Russ Thompson	Abby McLaughlin
S/W 135cc Foreign	Troy Brown	Steve Jamison	Don Southerland
Straight Axle S/W	Tom Day	Rick Gilmore/F.Tothrow	Gary Wlodarsky
Dual Rear	Jerry Nagel	Marc Nagel	Autumn Nagel
Dual S/W	Jerry Nagel	Dan Reed	-----
Sportsman S/W	Dick Charest	Autumn Nagel	Todd Breedlove





BARNESVILLE SHOW RESULTS

REAR

Unrestored	'67 Lancer; MC-40; Pearl Gamble
Restored	'67 Dart Chaparral; MC-90; Mark D'Elia
Modified	'67 Bug Sprint; MC-91; Tony Severino
Past Champion	'64 Dart GP; West Bend 820; Jimmy Gay

SIDEWINDER

Unrestored	'83 Margay Expert; Komet K55; Sandy Stropko
Restored	'74 Margay Concept; MC-91; Max Porter
Modified	'78 Margay ProX; MC-91; Autumn Nagel
Past Champion	'80 Margay Expert Dual; MC-101s; Bill Shelley
Peoples' Choice	'56 Flexo; MC-99; Gus Gustafson



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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RIVERSIDE 2017 – PLAN AHEAD BY LOUIE FIGONE

2017 will be the 50th anniversary of the IKF Sprint Grand Nationals at the Adams Kart Track in Riverside, CA. Wouldn't it be fun to re-live that event? As usual, the VKA Riverside event will be the first weekend in February ... the 2nd, 3rd and 4th. Mark your calendars now and start developing a plan to get your kart there.

Several of our active members were there in 1967. See anyone you know?



C-Open

Homewood



Lawrence L. Buggie
839 Mangrove Avenue
Sunnyvale, CA 94086-8641

(408) 666-1150

e-mail: llbuggie@aol.com

July 12, 2015

Background and History of Dart Kart, Grand Prix, Serial # 284

I started karting in 1959. The first kart I owned was a "BUG" kart. I then progressed to a "Go Kart 800" and then a "Go Kart 1200".

It was in 1962 that I purchased new the above mentioned Dart Kart from Kenny's Kart Shop in Minneapolis, Minnesota.

I raced the Dart Kart during the 1962 and 1963 racing seasons in Minnesota. Most of the races were at the "Hastings Kart Track" located in Hastings, Minnesota (about 40 miles from my home). We did some traveling to race in Fargo/Morehead in Northern Minnesota and also to LaCrosse, Wisconsin.

The big event for 1962 was my running in the 1962 National Championship Race ran at Pueblo, Colorado. I couldn't get my engine to start for the first heat so I had to start at the end of the pack for the second heat. In the second heat I moved up to finish in 12th place. I started in 12th place for the third and final heat and finished in 5th Place. That wrapped up the 1962 racing season.

For 1963 the big event was the first ever endurance race to be held in Minnesota. As it was the first such event and hosted by the club I was an officer in (Northland Region of the Go Kart Club of America) we didn't really have much knowledge on how to run it. We secured permission to have the race at a local closed airport with the runway being the main straight. The race was a timed event (2-1/2 hours) with all classes running at the same time. I was timed at 108 MPH going down the main straight. I raced in "A-Stock" (as I did my entire racing career). I had a custom gas tank made for this race and it was mounted between my legs and under

Continued

the steering shaft. Along with the regular tank mounted behind the seatback I was able to complete the entire race non-stop. I finished the race *First in Class* and *Second Overall*. The first overall winner was a twin engine kart but he had to make multiple stops for fuel. With my going non-stop I was able to keep ahead of everyone except this fast twin kart. The remainder of the regular 1963 season all my racing was at the local Hastings track. The other "big family event" for 1963 was my older brother (we both started racing at the same time in 1959) was his running in the 1963 National Championship Race held at Rockford, Illinois. Unfortunately my brother was in an accident in the first heat and had a nasty cut on his leg when another kart ran over my brother after a group pileup and the chain did a number on his leg. He was OK after some stitches in his leg but he was out of the rest of the Championship Race.

In November 1963 we moved from Minneapolis to Sunnyvale, California to re-join the rest of our family (father, mother and 2 other brothers). They moved to California in June but my older brother didn't want to miss the rest of the racing season so we remained in Minneapolis until November at the end of the racing season.

With the first move of my life things were on the hectic side for a portion of 1964 so my racing was limited to about eight races in 1964. I continued racing in "A-Stock" class at Silvercreek Raceway in San Jose. As I expected, you don't win races with last year's engine but I did manage to take second place in a lot of the races I entered. There were karts faster than myself but I managed to continually get fast time trials so I was usually started in the first two rows. A lot of the karts that were behind me were faster but not fast enough to pass me which resulted in many second place trophies.

That pretty much wraps up my Go Kart racing in my 1962 Dart Kart Grand Prix #284.

I've lived in two houses my entire life, the one in Minneapolis and the one I've lived in the past 51 years. This has allowed me hang onto my Dart Kart in my storage shed at the rear of the house.

I look forward to the day I can watch Terry Ives drive my old Dart Kart onto the race track.

Kart racing was an exciting and enjoyable period of my life. My brother and I lived and breathed kart racing. Our entire lives centered around racing and all that goes with it.

Larry Buggie
Larry Buggie



When I started out to build this engine I did not think about doing a story* on it, but as I moved along with the project, I started taking pictures (lots of them) and was thinking that writing a story would be a fun thing to do.

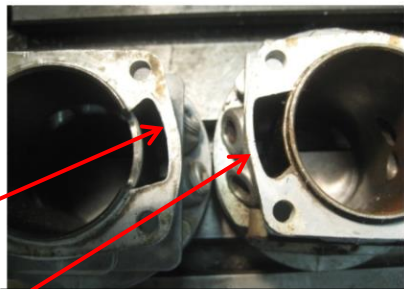
The AH-58 is a neat little engine and a great running engine for the Historic class. The engine that I am doing is the first of two that I am building and I plan to put the two of them on my Fox Kart to run as a twin.

The Power Products AH-58 was introduced by Lauson-Power Products Co. of Grafton, Wisconsin in early-1960 as a kart engine to compete in the A class. In mid-1960 Lauson made some improvements in the engine for better reliability. The crankcase halves were beefed up, four mounting bolt holes were now in place of the original three mounting bolt-hole configuration; material was also added to make a more rigid crankcase. The cylinder had added material to strengthen it and a better sealing method was used between the cylinder and crankcase. The crankshaft was modified for better balance and the cylinder head was redesigned with a heavier spark plug boss with sunburst ribbing. Other changes included a new carburetor, the flywheel housing was beefed up, and a new cast aluminum mount replaced the two-piece steel mount.

DISASSEMBLY AND BLOCK PREPARATION-

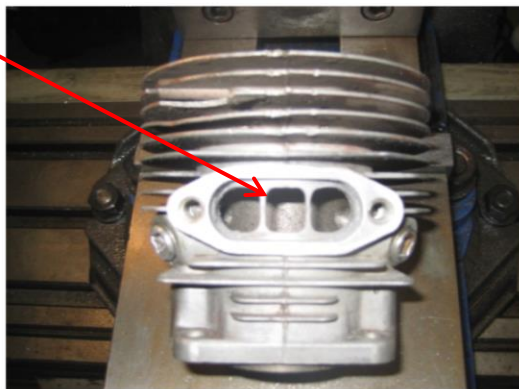
The first thing is to disassemble the engine and clean all the parts and check for wear. This engine happened to be a kart version versus the chainsaw version, which will be the same as far as restoration, modifications and building. The chainsaw version is almost identical to the kart version with the exception of the PTO configuration, the cylinder head (lower compression), and a spark plug boss that is .350 deep compared to the kart version that is .450 deep. Also, the chainsaw fan shroud has a bracket cast into it for the governor and the exhaust ports are smaller. Many of the chainsaw engines have a magnesium crankcase and flywheel shroud.

The first thing I do is check to see if the cylinder is of the later version. These have a thicker casting in the transfer port area and are usually .070 to .080 thicker in this area (see picture). The heavier casting will measure approx. .140-.160 in this area. Chainsaw cylinders are usually on the thinner side.



* This article first appeared in the 6/12 issue. Louie has updated it for all those new members who might have missed it.

The next item to address is the exhaust port modification. I square the exhaust ports with the exception of the two end ports. I only square the inside of the end port. The center port of the AH-58 is smaller than the outside ports so I enlarge it to match the end ports (see picture). I do this on a mill, but it also can be done with a die grinder or by hand with a file. Always leave a radius in the corners. I leave the intake ports as stock. Then I modify the cast iron cylinder liner at the transfer port area along with the piston for better breathing (see picture, below).

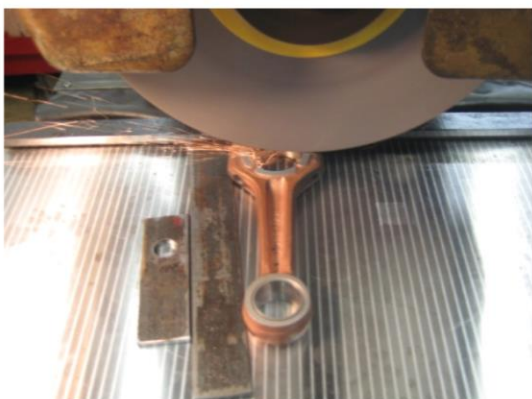
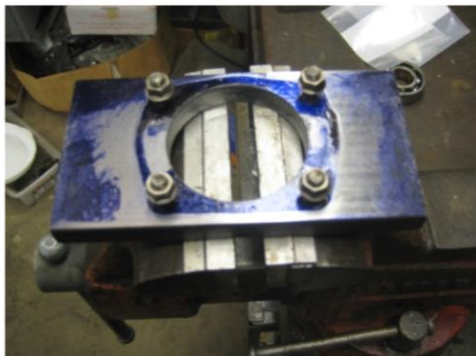


Next, I set the cylinder up for honing. I made a plate that mirrors the crankcase to hold the cylinder in a vice (see picture, next page). Pistons are hard to find for these engines, so I have had Billet pistons made by ARIAS in a .010 oversize to take a single 1mm ring (.039).

I went with a .010 oversize because most of the cylinders I have found are worn .005 or more. These pistons are set up with a .004 piston to cylinder wall clearance. I use an AMMCO cylinder hone with four stones, but any good hone will do. I prefer the AMMCO because you can make it a four stone hone by replacing the felts with stones. I use lots of WD40 for honing. You want to keep a constant flow of oil on the stones while honing. With this hone, I am able to hold the out-of-round and taper to .0002 or less.

ROD-

I use the West Bend 610/820 rods in all of my AH-58's. The West Bend rod needs to be narrowed at the crankpin side by .062 (.031 from each side). I narrow the rod on a surface grinder (see picture, below). I use the West Bend needle bearings, but they need to be narrowed the same amount as the rod to a width of .417. If you are going to



reuse your AH-58 needles this is not required. The later AH-58/61 engines came with split row 56 needle bearings. If you are going to reuse these, be sure to put the blunt ends together with the tapered ends toward the outer side of the rod. The Power Products AH-58 and West Bend 610/820 needles are the same size in diameter (.0943 – .0945).

The West Bend rod uses a Torrington bearing (B-810) on the wrist pin end as does the Power Products. I like to run loose needles with spacers so I shave the ends of the Torrington bearing on the West Bend rod on a belt sander so the needles are free to come out. I then use a hardened steel thrust washer and machine aluminum spacers from 7075 T-6 aluminum bar stock to give a .040 – .060 clearance at the wrist pin bosses.



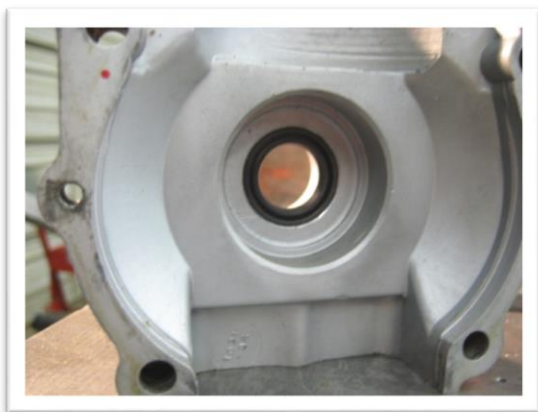
I use a West Bend 610 or 820 wrist pin, but either one needs to be machined to a 1.590 +/- .005 length to work in the AH-58 piston (see picture, below). I get the steel thrust washers from Engine Masters (Dave Bonbright).



The West Bend wristpin has a thicker wall thickness so it is a little heavier. This seems to help bring the engine into a better balance. The West Bend wristpin is just a little more insurance in the reliability area. The pistons I have made use the West Bend circlips for the wristpin. Whichever circlip you use, always use new ones; it is cheap insurance.

CRANK SEALS-

The crankcase gets machine work in the seal area. I use CR 6609 seals on the PTO side and CR 6594 seals on the ignition side. The ignition-side seal area is machined from the inside of the crankcase and the seal installed from the inside. There is not much material in this area on the outside, so this seal needs to be installed from the inside (see picture). Dave Bonbright does this machine work for me.



CRANKSHAFT-

The main bearing journals (.6990 – .6994) should not be more than .0005 out of round; the connecting rod journal (.7499 – .7502) should not be more than .001 out of round. I polish the main bearing areas so that the main bearings can slide on and off without much pressure. I do this since I like to set the crankshaft up with .006 – .010 end-play, and if the bearings are pressed on the crankshaft like

the factory does you cannot do this. I polish the crankshaft in the lathe with crocus cloth and lots of WD40. I use FAG 6203 TNH C3 bearings for the main bearings. I heat the cases (140°F) and drop the bearings in each side. I hold pressure on the bearings until the crankcase cools. I have seen where bearings can walked-out of the pockets a thousandth or two if they are not held in place while cooling. When cool, I then assemble the crankcase to check the crankshaft end-play. I use steel bearing shims in .003, .005, or .008 thicknesses to set the end play. Sometimes I need to stack the shims to get it right. I get the bearing shims from LAD Specialties. When I am satisfied with the end-play, I then put a light coating of Permatex® Ultra Grey Silicon gasket maker on the crankcase halves and assemble the bottom end. I do this on a surface plate and lightly tap on the cases to make sure the cases are square and flat before tightening the case screws.

After the crankcase is assembled, I recheck the crankshaft end-play. After the cylinder is honed to finish size, I set the ring end gap at .008 to .010. Be sure to deburr the ends of the ring(s) after filing the ends. Then install the cylinder to the crankcase with an aluminum gasket coated with the same Permatex® silicone used on the crankcase halves. I sometimes use a fiber gasket if I have a problem with air leaks in this area. The aluminum gasket is available from Brian Thomas, Blackdog Racing.

ROD BOLTS-

I use McCulloch 101 rod bolts on my engines, otherwise I would have to grind the inside of the crankcase for clearance of the Allen head type rod bolts. The McCulloch 101 rod bolt has a smaller head and clears everything fine. The down side is you need the special McCulloch socket for these rod bolts. I torque the rod bolts to 100 inch lbs.

CYLINDER HEAD-

I have reproduction Hollywood cylinder heads (see picture) for this engine. I machine the sealing surface area of the head to give me a .028 squish band. This engine will be running a girdle so I have four special nuts that screw onto studs installed in the cylinder. These are the standoffs for the girdle plate, which cannot be installed



until I install the intake manifold. I have cast-up reproduction EVANS dual intake manifolds. These take the West Bend V reeds which are available and still used on the Industrial West Bend 820. The rough machine work is done first, and then the lugs are welded on the top and bottom of the manifold that will hold the tie rods for the girdle. This was done by Dave Bonbright. After the welding of the lugs, I do the final machine work and installation of the carburetor studs. The manifold is then bolted to the crankcase, and the gasket is coated with Permatex® Ultra Grey silicon sealer.

At this point I install the girdle plate with the tie rods. These tie rods (better known as a girdle) hold the cylinder from breaking and blowing off of the crankcase. These engines have a history of breaking right above the base of the cylinder, especially when running high compression ratios. Dave Bonbright made up the plates and supplied the tie rods. I had the top plates cad plated.



IGNITION-

I machine part of the fins off of the flywheel. It lightens the flywheel approximately 90 grams and reduces the power needed to pull cooling air. Since this engine is going to run on alcohol, cooling will not be a problem. I drill and tap the flywheel with ¼-20 threads to align with the lug opening of the starter cup. Two Allen head cap screws are screwed into the ¼-20 holes that fit into the recess on the starter cup. They keep the starter cup from turning thus preventing the loosening of the flywheel nut when using a belt starter. They are also used for a puller when removing the flywheel. The starter cups are available from Engine Masters (Dave Bonbright)

I then slot the mounting holes for the ignition. You want to elongate the holes so you can rotate the stator in the opposite direction of crankshaft rotation. By slotting, I am able to advance the timing to 27 degrees from the factory setting of 22 degrees.

Since I am using a starter cup on this engine, I made a flat aluminum plate to cover the flywheel. You may or may not be using the recoil starter, but I recommend using an electric starter.

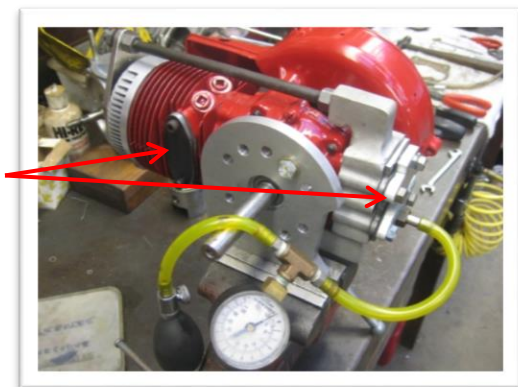
REED ASSEMBLIES-

These are modified since they sit very close together as you can see in the picture. I make my reeds from .016 G-10 Fin Material available from Aerospace Speciality Products in Florida. The reed gaskets are also coated with Permatex® silicone sealer. There is not much material left after the modification of the reed cage for sealing, so Permatex® is good insurance.



PRESSURE CHECKING-

Now comes the true test ... pressure checking the engine. Put block-off plates on the exhaust and intake system (see picture). (Be sure to install a sparkplug. 🤪) This engine held 10 lbs. I was very happy with the outcome.



CARBURETORS-

I have been using Tillotson HL 232's modified for alcohol on my Power Products. I first used HL 194C's, but the low- and mid-range throttle response was not satisfactory. With the smaller venture 232's, I get much better low/mid-range with no loss on the top end. I think a single HL 194C would be enough for these engines, but dual carburetors look so good.

I have covered only the basic things here and give you an idea how I build my AH-58's. I will now build a twin sister to it and then a boost ported AH-61. I will cover the boost porting in a later article. If you have any questions please feel free to contact me.



Louie Figone

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
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