

VKA FIRS TURN

The Official Vintage Karting Association Magazine

August 2016

Rolf Hill, Editor



www.VKAkarting.com

This is vintage karting!



In this issue:

- New Castle Summary & Results
- Brodhead Summary & Results
- *Kart Kwotes* – Heard at the track
- *Ask Bill*
- Brake Relining
- ... and more

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I'M THE VKA BY BILL MCCORNACK

This IS vintage karting and ...

I am the VKA ...



NEW MEMBERS SINCE LAST PUBLICATION:

Jon Jantz
Rick Norris
Bryson Porter

2016 Event Schedule			
1/29 – 31 <input checked="" type="checkbox"/>	Bushnell, FL	7/9 & 10 <input checked="" type="checkbox"/>	<i>Grattan CES</i>
2/4 – 6 <input checked="" type="checkbox"/>	Riverside, CA	7/28 – 30 <input checked="" type="checkbox"/>	Avon, NY (Tier II)
3/11 – 13 <input checked="" type="checkbox"/>	<i>Savannah, GA</i>	7/28 – 30 <input checked="" type="checkbox"/>	Camden, OH
3/17 – 19 <input checked="" type="checkbox"/>	Barnesville, GA	7/29-31 <input checked="" type="checkbox"/>	<i>Thornburg, VA</i>
3/18 – 20 <input checked="" type="checkbox"/>	<i>Kershaw, SC AKRA</i>	8/12 – 14	Adkins, OH
4/28 – 30 <input checked="" type="checkbox"/>	Circleville, OH	8/27-28	<i>Summit Point, WV</i>
4/30-5/1 <input checked="" type="checkbox"/>	<i>Shenandoah, WV</i>	9/16-18	<i>Dawsonville, GA</i>
5/21 & 22 <input checked="" type="checkbox"/>	Sandy Hook, MD	9/16 & 17	Oreville, PA
5/21 & 22 <input checked="" type="checkbox"/>	<i>MKC MIS AKRA</i>	9/23 & 24	Delmar, IA
5/27 & 28 <input checked="" type="checkbox"/>	Springfield, IL	9/24 & 25	<i>MKC/MIS AKRA</i>
6/4 & 5 <input checked="" type="checkbox"/>	<i>Summit Point, WV</i>	10/1 & 2	Sandy Hook, MD
6/16 – 18 <input checked="" type="checkbox"/>	New Castle, IN	10/1 & 2	<i>Savannah, GA</i>
6/17 – 19 <input checked="" type="checkbox"/>	<i>Mid-OH Enduro</i>	10/8 & 9	<i>Summit Point, WV</i>
7/7 – 9 <input checked="" type="checkbox"/>	Brodhead, WI	10/13 – 15	Bakersfield, CA (Tier II)
		11/5 & 6	Atwater, CA (Tier II)
VKA Events in BOLD		<i>Vintage Enduro Events in ITALICS</i>	



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

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

EDITOR'S COMMENTS

Thank you ...

For those who missed New Castle, Jeff Brown put on another, superb event. Many vintage karting icons were recognized (see p. 5). But when my name was called, if you were there you know how surprised and how humbled I was. I have one regret for that moment ... that I didn't have the presence-of-mind and composure to thank all the people who were responsible me being recognized. Getting past the "Academy Award Moment" of thanking everyone from God to my parents (my Dad insisted I learn to type at age 14), I would have included Dick Teal for being my mentor when I was Assistant Editor five years ago. Much of what you see is because of him ... and **YOU!** ... members, promoters, VKA Board, racers and friends.

Schedules, results, Member Memories, pictures, tech articles and so much more are part of the **VKA FIRSTTURN®** because of **YOU**; I'm just the typist. Oh, and

you wouldn't get it if it wasn't for Bill Bloodworth and his wife, Donna, who figure-out who gets what, stuff the envelopes and send them out.

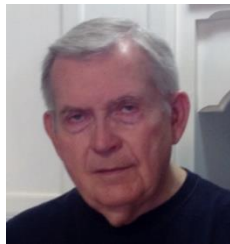
Last but not least, Kent Windham for the embroidered jacket. The blue and orange are **PERFECT**. Thank you all.



On a different note, I recently experienced a new way of **starting** a go kart race that I want to share. It might not work for everyone, but it sure worked at this event. Three cones were placed in the first turn (not the VKA magazine, but on the track 😊) ... one cone at the beginning of the turn, one half-way through the turn and one at the end of the turn; far enough from the inside edge of the track to create two narrow lanes. The purpose was to keep the left row of kart on the left side of the cones and the right row of karts on the right side of the cones as they **BOTH** go through the first turn. (They were removed after all karts had passed.) **It worked!** To suggest "there isn't room at some tracks" just isn't true. I haven't been to a track yet that is only one-lane wide. All karts in every Heat made it through safely. (See Disclaimer on last page.) *Rolf*

JUNE BOARD MEETING - SHORT SUMMARY – BILL BLOODWORTH

JUNE: There are 345 total members, 298 full and 47 associate. The ending May balance is \$17,223.10 which reflects revenue of \$435 and no expenses. Discussion continued regarding "excessive" rear axle width of pre-1979 class karts. While there is not a specific limit in place today because it had not been an issue in the past, current events have highlighted the need for a rule. It is possible that there may be different limits for pre-1979 karts and newer karts such as the Yamaha class ones. VKA policy is to not change guidelines in mid-stream so any new width limit rules would not be implemented until 2017. Refund policy should be stated and there is the need to educate participants regarding the financial risks which promoters incur. Regional coordinators plan to establish next year dates quickly following a current event and they also plan to establish backup dates and primary dates at the same time. A rescheduling policy is needed in order to avoid conflict with previously scheduled VKA events. The combined June-July magazine will contain a new "Ask Bill" (McCornack) feature and an extra four pages.



Bill Bloodworth

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VKA FIRSTTURN®
MMXVI No.5

-4-

August 2016

ASK BILL BY BILL MCCORNACK

Q. How do you remove baked-on oils and grease from aluminum components?

A. Use Easy Off® oven cleaner. Slightly warm the part; spray on the cleaner. About five minutes later, start brushing. Repeat the process a few times and it's all clean.



Q. What is the best gas/oil mixture to use to flush an alcohol engine?

A. A gallon of regular gas with 25 oz. of Marvel Mystery Oil. This oil won't thicken-up after sitting for months.

KART KWOTES – HEARD ON THE TRACK

To Al Hasenfratz: *"You were faster on the grass than I was on the track."*

Ramero Lamas

"Carburetors are stupid. They don't know 1½ turns from 2½ turns. All they know is air-fuel ratio."

Sonny Gerber

NEW CASTLE EVENT & RESULTS SHERRI & JEFF BROWN

2016 New Castle attracted 105 entries to one of the best facilities in the country. The Yamaha Championship Class had a record 27 entries.



The weather was perfect; sunny and 80's with a breeze each day. Everyone appeared to be having a good time and there were no incidents recorded on or off the track. Thursday was open practice all day with a free-of-charge delicious pot roast dinner sponsored by family and friends of John Stauser who passed away recently. We honored him, Gary White, Gus Traeder and Ken Burden whom also passed this year.

Friday included one Heat, the Kart Show conducted by Gary Wlodarsky and company followed by a banquet style meal put on by Donna Dismore and her professional staff; 110 karters attended. Gary Wlodarsky was given special recognition for all he does to promote the sport. Steve O'Hara and Bernie Cozad were inducted into the *Vintage Karting Hall Fame* for all their past and present achievements and support to karting. Congrats to them.

Saturday included the 2nd and 3rd Heats. Steve O'Hara from California swept four classes driving one of his own karts and three others he was asked to pilot. He took the gold in the record number of drivers in the Yamaha field.



The Swanteks brought several sweet machines from California and showed what a class act they are. Craig Bennett, whom is on the mend from his race car accident, was there to show his support and thank all those who prayed for his full recovery. There were many new faces, many old faces and also many missing faces.



Thanks to all who came. Everyone who attended was a winner, not just the ones who received awards. Special thanks to the personnel who did all the work to put on this **BIG** event. Hope to see you all in the future participating in this great sport.

God Bless America.

Sherri L Jeff Brown



Bernie Cozad and Steve O'Hara were called to the front to be inducted into the Vintage Karting Hall of Fame.



Gary Wlodarsky and Rolf Hill were also recognized for their contributions to karting and the **VKA FIRSTRUN®**, respectively.



This is vintage karting!

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NEW CASTLE SHOW RESULTS BY GARY WLODARSKY

REAR

Unrestored	'61 Fox Mak-Kart; WB-820' John Clark
Restored	'60 Homelite Spitfire; PP-82; Royce Moody
Modified	'56 Art Ingels Tribute; WB-580; Donnie Cain
Past Champion	'63 Rupp Brand X; MC-9; Romero Llamas

SIDEWINDER

Unrestored	'75 Margay Pro X; B-Bomb; Paul Billson
Restored	'85 Invader; Yamaha KT-100; Darren Will
Modified	'79 Hartman Sprint; Komet K88TT; Doug Sharp
Past Champion	'82 Margay Expert Dual; MC-101s; Bill Shelley
Best Enduro	'75 Margay ProX; Emmick Bomb; Paul Billson
Peoples' Choice	'67 Carretta/SAE; Parilli BK 13; Lynn Haddock



NEW CASTLE DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Juniors	Max Porter	Ty Porter	Kay Bennett
Mac 49	Tom Bowman	----	----
Sportsman Rear	David Lovell	Scott Kneisel	Romero Llamas
Rear 6.1	Steve O'Hara	Autumn Nagel	Cory Patterson
Rear 8.2	Steve O'Hara	Marc Nagel	Scott Nagel
Over-60	Ken Wooldridge	Bill Bloodworth	----
OMG 27 Yamahas	Steve O'Hara	Troy Brown	Tom Crosby
S/W 6.1	Jeff Clonch	Bob Noel	Karl Ginter
S/W 8.2	Jerry Culp	Tom Crosby	Dean Kossaras
S/W 100 cc	Sandy Stropko	Russ Thompson	Anna LeClair
S/W 135 cc	Matt Morgeson	Richard Mahaffay	Troy Brown
80-85 S/W	Mack McCormack	Troy Cozad	Jeff Tregler
Straight Axle S/W	Tom Kelley	----	----
Dual Rear	Jerry Nagel	Marc Nagel	Rolf Hill
Dual S/W	Steve O'Hara	Kirk Jobe	Jerry Nagel
Sportsman S/W	Vern Bergman	Autumn Nagel	David Lovell





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THIS IS VINTAGE KARTING !



New VKA Life Member, Butch Stewart



BRODHEAD SUMMARY BY DICK TEAL

Ann and I just returned home from a great Brodhead VKA event. We had a great time with old friends and made some new ones. In my opinion, Vintage karting is alive and well.



The Brodhead event is arguably the best vintage event in the country. This year we had 89 registered racer entries. I consider Brodhead my home track so I may be a little biased. The event keeps growing every year partly because the volunteer committee that puts it together continues to look for ways to improve. Some of the regular racers have disappeared, but new karters from the area and all over the country keep building the attendance. It makes me wonder what the total number could have been if there was a no rain forecast a week ago. Maybe next year the total will top 100 entries!

If you made your decision not to come to Brodhead one week before the event, I can understand because the forecast was for rain on Thursday and Friday with highs in the 90's on Friday and Saturday. What you need to understand is that Wisconsin weather is always changing and the forecast changes drastically about 24-hours out. This year was a great example because it stopped raining around noon on Thursday and then the sun came out. The high temperature was around 80 on all three days with a brisk breeze to keep the mosquitoes away.

One of the highlights of the Brodhead event is the wine, beer and cheese tasting on Friday evening while the kart show is going on. A tent is erected on the track grass surface for the spirits and cheese, and then the karts are lined up along the start/finish line straight away. The spirits and cheese tent gets the crowd on the track for the show and it is great to see the mix of people having great conversations. Jim Donovan provided brats and hot dogs on Thursday and we had a catered meal of pulled pork, pulled beef, scalloped potatoes, *etc.*, *etc.* after the Kart Show. Then most of us sat around and talked until it got dark.

The Historic class continues to be popular at this event. The first heat (running, period) is lined-up on the track and Marshall Fairman interviews each owner/driver about the kart over the loud speaker. Then they run for as many as six laps or as few as once around.

The racing was great within all of the classes. The Yamaha class participants were weighed and then split into light and heavy. This made for some great heat races. The dual rear class had seven karts in the first heat and the racing was spectacular, passing was going on all over the track.

One of the hallmarks of the event is a live singing of the National Anthem: this year by Tiffany Griffin from Brodhead High School.

Several people were recognized, as is usually the case at the Brodhead Event. Each year Bill McCornack, goes out of his way to recognize the Longest Distance Attendee (Mark D'Elia from New York), Oldest Participant (Ted Kingler at 81 from Michigan) and the Outstanding Karter (Jay Bruninga from Illinois).



Pictures by Haley Morrall



Mark D'Elia



Ted Kingler



Jay Bruninga

Bill McCornack also featured the Sidewinder Sportsman Class by having a “Champagne Spray” by the Class Champions. .



Picture by Ann Teal

The VKA raffle raised \$540, T-shirt sales raised \$180 and one membership was sold to a new member. All of this money goes into the VKA checkbook to keep the organization running. I don't know if this is a new record, but it speaks highly for the organization of the event and the committee. *Dick Teal*

BRODHEAD DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Historic Participants	Mark Anderman, Mark D'Elia, Brian Espeset, Mike Morrall Sr., Mike Morrall Jr. & Dick Teal		
Junior	Aaron Martinez	----	----
Mac 49	Shawn Welte	Boone Rule	Bill McCornack
Sportsman Rear	Shawn Welte	----	----
Rear 6.1	Scott Klingler	Marshall Fairman	Mark D'Elia
Rear 8.2	Jerry Nagel	Ray Vince	Terry Walters
Over-60	Marty Weston	Tom Day	Jerry Nagel
Yamaha Light	Josh Fisher	Boone Rule	Bruce Samuel
Yamaha Heavy	Jim Ryder	Troy Cozad	Dave Doogan
S/W 6.1	Bobby Lee	Howard Kaplan	Mike Kelly
S/W 8.2	Jerry Culp	Skylar Morall	Al Hirsch
Sportsman S/W	Vern Bergman	Dave Lovell	Marty Weston
80-85 S/W	Gary Soltan	Dave Doogan	Brandon Dhuse
S/W 100cc Foreign	Jim Ryder	----	----
S/W 135cc Foreign	Tom Tretow	----	----
Straight Axle S/W	Shawn Welte	----	----
Dual Rear	Jerry Nagel	Marshall Fairman	Steve Welte
Dual S/W	Dave Romaine	----	----



BRODHEAD SHOW RESULTS	
REAR	
Unrestored	'60 Simplex Challenger; WB-580; Mike Morrall, Sr.
Restored	'61 Blackhawk Chief; dual 250 saw; Steve Carroll
Modified	'62 Lancer; MC-49 250 saw; Aaron Kruger
Past Champion	'59 Fox Mak-Kart; dual WB-820s; Dick Teal
SIDEWINDER	
Restored	'82 Bug Black Widow; KT-100; Gene Paulus
Modified	'85 Emmick Elite; 100cc Yamaha; Jim Ryder
Past Champion	'94 Zip 984; Parilla SS-22; Dave Sagen
Peoples' Choice	'61 Blackhawk Chief; dual 250 sdw; Steve Carroll





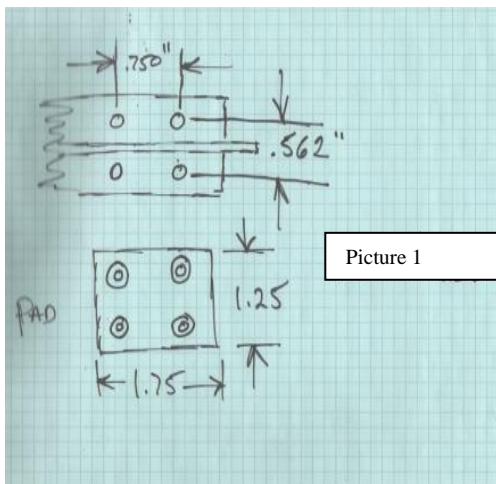
Pictures by Haley Morrall

BENDIX BRAKE RELINING BY LOUIE FIGONE

The new replacement brake lining for the Bendix brake (now Azusa brake) is of very poor quality. It is good for yard karts, but not the best for a race kart. I have been relining my brake shoes and experimenting with different styles and lining material. I have found that mimicking the original Cerametalix brake lining works very well. This is how I do it:

The lining material I use is the same material I use when re-lining the early Max-Torque clutch shoes, I purchase this from McMaster-Carr. It is their 6224K342 lining, 1¼ inch wide by 3/16 inch thick and cost about \$4.50 per foot.

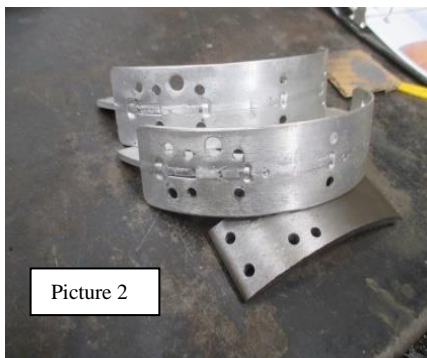
The first thing you need to do is remove the old lining. Drill the rivets out from the backside with a 5/32 inch drill. If you are relining the new Azusa shoes, which have bonded lining, you need to get under the lining with a screwdriver, then you can chip the lining off using a small hammer. The lining comes off very easily. You then need to clean off any residue of the shoe. Use a wire wheel-mounted grinding motor or bead-blast the shoe. You want to leave the surface a little rough so the adhesive has something to bind to.



Picture 1

The early Bendix shoes are already pre-drilled to accept the Cermetalix lining. The Azusa shoes are not. If you are using the Azusa shoes, then you need to drill the shoes to accept the Cermetalix-style lining. I made a steel jig to do this; you can see the specifications for the drill pattern in **picture 1**.

This particular day I was doing two sets; one set was Bendix with the pre-drilled holes, the other set was Azusa which had to have four holes drilled



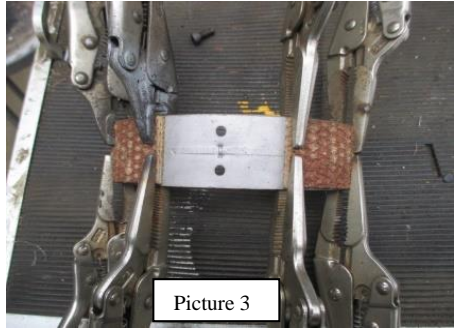
Picture 2

on each side of the shoes. The fixture for drilling the holes is under the set of shoes in the **picture 2**.

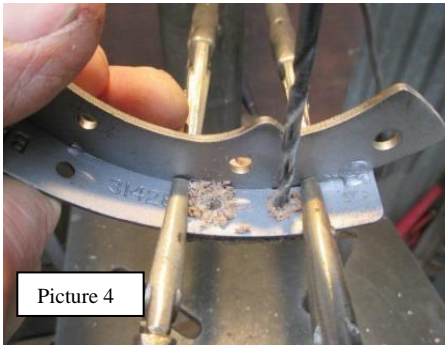
You will be using a 5/32 inch drill bit to make these holes, but always use a small pilot drill bit first. The first sets of holes are 1 inch away from the end of the shoe. Then use the dimensions from **picture 1**.

The lining is 1¼ inch wide and cut into sections 1.75 inch long. This is your pad. You will need two for each shoe. Using small vice grips or small “C” clamps, attach the pads to the shoes as in **picture 3**, holding the edge of the pad ½ inch from the end of the shoe. Your pad should then be centered over the four holes that will be used to rivet the pads to the shoe (see **picture 3**).

Next drill from the backside of the brake shoe using a 5/32 inch drill. Drill through the brake material, making sure you get a clean hole on both sides (see **picture 4**).



Picture 3



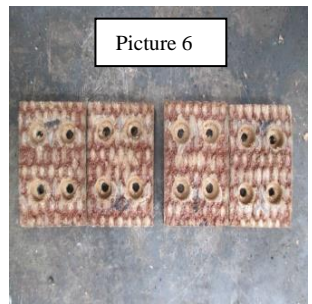
Picture 4

Next, remove the pads from the shoes so you can countersink the holes. I use a 5/16 inch countersink tool with a stop set at .112 depth for countersinking the holes (see **picture 5**). You can also do this



Picture 5

with a 5/16 inch drill bit that has been ground flat on the tip. You will need to start the countersinking with a pointed 5/16 inch drill bit, but only go deep enough for the flat bit to enter into the hole. You need to be very careful doing this as the bit will want to grab and pull itself into the hole. I have ruined a few sets of linings this way. The drill bit will want to pull right through the material. You need to use some sort of a stop to prevent this.



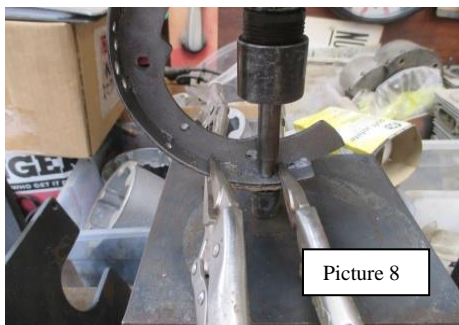
Picture 6

The countersink tool has a $5/32$ inch pilot on the end and is the best foolproof way to countersink the holes. **Picture 6** shows the eight pads drilled and countersunk; ready to be bonded and riveted to the shoes.

I have found that J-B Weld® works well as an adhesive. Use the regular J-B Weld® as its working temperature range is up to 550 degrees, whereas the J-B Quick has a working range to 300 degrees (see **picture 7**).



Picture 7

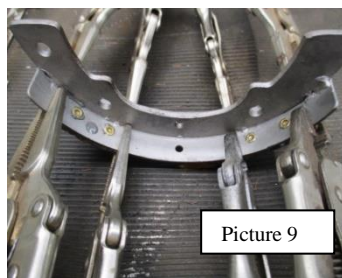


Picture 8

Mix a small amount of J-B Weld® and put a light coat on the backside of the brake pad, then using two brass rivets set the pad onto the shoe. Then clamp the pad on the side that has the rivets. Next, clamp the pad on the opposite end so the pad follows the contour of the shoe.

Put in the other two rivets, then set the rivets. I use a small hydraulic press with fixtures I made (see **picture 8**). You can also use pop-rivets, but they need to be set with a punch and hammer after the mandrel breaks off, since pop rivets do not set tight enough to hold the pad. If you use pop rivets, use a steel rivet with a steel mandrel, $5/32$ " dia. Button Head with a grip range of $1/8$ "- $3/16$ ".

The size of the rivets I use are 4-4 Brass rivets, Aircraft Spruce has them at three cents each, or Hanson Rivet & Supply Co. in Pacoima, CA has them in bulk. Aircraft Spruce also has a nice little rivet tool that is designed to rivet brake pads. It is made by Rapco, part number is RA 825. The list price is \$26.50. Brake rivets and the tool are listed under the brake section in their catalog.



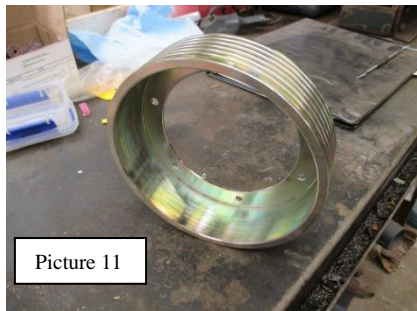
Picture 9

After riveting, your shoes will look like **picture 9**. I leave the vice grips on overnight as the J-B Weld® takes about 11 hours to fully cure. When finished your brake shoes will look like **picture 10**.



Picture 10

I have tried re-lining the full shoe without success, they do work, but not very well. You would think that more surface area would equal a better brake, but it does not ... at least with this material.¹ I guess the engineers at Bendix did their homework.



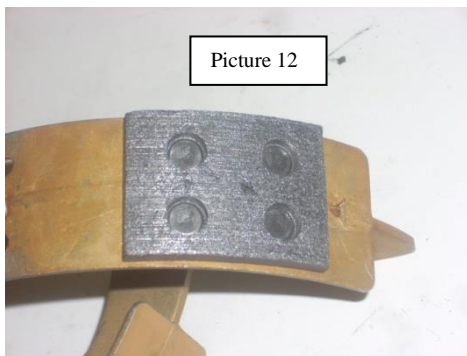
Picture 11

I highly recommend the use of the aftermarket brake drum that Rogeo Industries makes (Will Rogers) that are sold through Terry Ives (see **picture 11**). This is probably one of the best upgrades you can do to the Bendix brake. They run true and do not distort under braking. You will need to use a hub carrier that runs true. I use the Burris clamp style hub. They are cast, then machined for the sprocket or drum. They **do** look vintage. As an alternate, if you can find the GEM clamp hub, use that. I have found that the taper lock type hubs are way off in runout. We have two Rupp A-Bones using the above setup. They brake as well as my karts that have the Airheart disc brake setup.

Picture 12 is an NOS Bendix Cermatelix brake shoe courtesy of Tom Smith. I thank him for allowing me to get the dimensions that Bendix used on their Cermatelix brake shoe.

Louie Figone

One closing bit of advice: Brakes are probably one of the most important things on your kart, so make sure they will stop you when needed.



Picture 12

¹ **Editor's Note:** From personal experience with one of Louie's karts at Riverside in 2015, I know this is true. Surprising, but true!

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

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. I am.



2016 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: 238-363-5839 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

Rolf Hill – 2017 Vintage Karting Wall Calendars. \$15 each (\$10 at track). This year, advertising space available & proceeds will go to support Friedreich's Ataxia.
Tel: 301-717-2872 Email: KartNumber4@Yahoo.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

Bill McCornack – McCulloch and Yamaha engine building, Tillotson carbs,
L & T oil clutches, Big Volume Pipes, Red Line oils
Tel. 630-400-2645 nights / weekends 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

Jim Perry - CKT Racing Engines, Inc.- - Full-time, full-service Kart shop;
Frame/Axle straightening; In-house Dyno – Red Line Oil; Gas; Alky.
Tel: 630-513-5857 Email: CKTracing@sbcglobal.net

Al Postiglione - Reproduction "Vintage Kart and Engine Stickers." Please email
inquiries about current offerings/availability to: Email: apost@optonline.net

Bill Rowan - R&I Metals- , 1876 S. Taylor Ave., Ontario, CA 91761
Fox Satellite Seat shells and foam;
Tel: 951-897-4951 www.RImetal.com Email: Bill@RImetal.com



Robert Stanton - Robron Incorporated - Dart chassis, parts and repair
Tel: 800-624-7383 Email: robroninc@bellsouth.net

Will Rogers - Rogeo Enterprises –, recast Hands Wheels, Hovey Hawk kart frames,
welding, parts casting. Tel: 530-878-7594 Email: rogeo2@sbcglobal.net

Ed Sahagian - Line boring, blueprinting, head surfacing, helicoiling & prototyping
Tel: 912-330-9120

Lake Speed – B Bomb Engines – Parts –Buy & Sell – Service & Repair
TRIC-LOC Kart Clutch Oil Tel: 704-938-4912 Email: LakeSpeed83@gmail.com

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

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

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

Samantha Weakley (Price) - Early 70's Margay Cheetah reproduction seats
Tel: 618-792-8438 Email: SpeedyChic@aol.com

Scott Wigginton - ASW R&D Machining, 3535 Victor St., Santa Clara, CA 95054;
4" & 5" Go Power rims; front and rear. Tel: 408-748-6949 Email: aswInc@aol.com



See VKA website for more
Info. : www.VKAkarting.com

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www.AdkinsRacewayParkUSA.com

Oreville, PA 9/16 & 17
www.orevillekartclub.org/

Delmar 9/23 & 24
www.61kartway.com/

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OTHER UPCOMING VINTAGE EVENTS

9/3 & 4 TBO Fremont, OH

9/3 & 4 Rock Island Grand Prix, IL

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Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016.

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