

VKA FIRS

The Official Vintage Karting Association Magazine

April 2013
Rolf Hill, Editor

Vintage Kart Winter Nationals

BARNESVILLE, GA

Peoples' Choice



Bill Ficht Photography

In this issue:

- Barnesville Results
- Member Memory – Gary Albertson
- Airheart Brake Rebuild
- ANNUAL INDEX
- Fox Seat Restoration and more

www.VKAkarting.com

MMXII – No.4

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2013 VKA TOUR & VINTAGE ENDURO EVENTS

1/24 – 26 Jacksonville, FL	8/9 – 10 Circleville, OH
1/31 – 2/1-2 Riverside, CA	8/31 – 9/1 Rock Island GP
3/14 – 16 Barnesville, GA	8/31 – 9/1 Fremont, OH (TBO)
4/26 – 28 Whiteland, IN	9/6 – 8 Quincy, IL/MO
5/9 – 11 Camden, OH	9/13 – 15 MKC at MIS
5/17 – 19 DKC Gratten, MI	9/26 – 29 Alton, VA (VIR Sprint & Enduro)
5/24 – 25 Springfield, IL	9/27 – 28 Delmar, IA
6/13 – 15 New Castle, IN	10/11 – 13 Cuddebackville, NY
6/7 – 9 DKC Mid-Ohio	11/2 – 3 Atwater, CA ! ! ! !
7/11-13 Brodhead, WI	
7/26 – 28 Avon, NY	

Italics indicates vintage enduro event

TBO = The [R.E.A.R.] Big One

MKC = Michigan Kart Club

DKC = Dart Kart Club

VIR = Va. Int'l Raceway

MIS = Mich. Int'l. Raceway

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

KARTING TRIVIA QUESTION BY BILL MCCORNACK

Question: At the 1962 I.K.F. Nationals held in Pueblo - Colorado, what might an average lap time have been?

(A) 30 sec (B) 45 sec (C) 85 sec (D) 120 sec


Answer on p. 7

EDITOR'S COMMENTS

The Seventh Annual Winter Nationals at Barnesville was another great event with great weather. Sixteen classes accommodated over **100** vintage entries. Two full heats were completed on Friday. A great banquet was held on Friday evening. The Kart Show and third heat were held on Saturday. The door prizes, 50/50 (over \$250 to the winner) and trophies were awarded and participants were on the road home. It is worth noting, in addition to the many donated door prizes, there was a raffle for two West Bend motors provided by US Motor Power. Steve Brien, Owner; Jeff Barber, Chief Engineer; and Dawn Szajna talked motors and karting with nearly everyone there. (Check out the Jan. 2012 issue of the **VKA Newsletter** for some of the information you might have missed on the “new” West Bend.) One “incident” occurred involving a broken crank, clutch, stomach and shoulder, but I didn’t get all the details. I think everyone involved was OK.

My apologies for not getting Show Pictures ... “stuff” happens.

Rolf Hill - #4

P.S. For anyone who might have wondered (or noticed), the complete reprint of the article on compression ratios was not included in last month’s **FIRSTTURN**®. We only included what we thought was pertinent. You didn’t miss anything. (No refunds! )

FEBRUARY BOARD OF DIRECTORS’ MEETING - SHORT SUMMARY

We need to help out the karter who shows up at an event and has a kart that does not meet the safety inspection. Carl Weakley volunteered to step in as Treasurer for Bob Lapke. It was reported that VKA has 259 members and the “Release Agreement” may be hindering membership. Dean Kossaras will head committee; legal counsel will be needed. A survey will be distributed at Barnesville to determine why people join or have not joined. Jacksonville pictures have been posted; Riverside will be soon. Guidelines will also be posted soon. Additional consideration should be given to identifying karts that have passed “tech.” An addition will be made to the laminated checklist given to the promoters. Riverside show had 40 entries. Probably the largest yet. Entry cards will be changed to show **all** information on the front.

The balance as of 2/28/13 was \$11,811.87.

WINTER NATIONALS @ BARNESVILLE RACE RESULTS

Class	1 st	2 nd	3 rd
Mac 49 Sprtsmn	Steve Welte	Pam LeMay	Gary Engbert
Mac 49 Saw	Roger Fenwick	Roy Fenwick	Steve Seewer
Junior	Sean Kavanagh	Autumn Nagel	Treva Johnson
Rear 6.1	Kevin Rice	Rolf Hill	Dean Scarbrough
Rear 8.2	Bill Winegardner	Pearl Gambel	Scott Nagel
Dual Amer/Forgn.	Lake Speed, Sr.	Dicky Wilson	Hal Orndorff
Historic	Cristian Gavrilas	Richard Hoff	Chip Bearing
Sportsman Rear	Pearl Gambel	Billy Dalton	Gary Wlordarsky
77-85 S/W	Phil Rogers	Kent Windham	Sean Collins
S/W Amer. 6.1	Mike Birdsell	Howard Kaplan	Dean Kossaras
S/W Any 6.1	Scott Aider	Lake Speed, Jr.	Howard Kaplan
S/W Amer 8.2	Dick Charest	Marc Nagel	Ernest Kennedy
S/W Any 8.2	Tom Wisniewski	Dicky Wilson	Vince Kavanagh
Dual Amer.	Jeff Brown	Scott Nagel	Jerry Nagel
Clinton	Jimmy Gay	John McCorvey	Terry Sullivan, Jr
PP	Billy Dalton	John Stultz	Terry Schmitz
Over-60	Mike Birdsell	Butch Kavanagh	Gary Wordarsky

WINTER NATIONALS @ BARNESVILLE SHOW RESULTS

Rear Unrestored	'64 Lancer; Mc-9s; Jerry Nagel
Rear Restored	'60 Putt-Nik Leo; Clinton A-500; John McCorvey
Rear Modified	'65 Chaparral; Mc-49; Steve Welte
S/W Unrestored	'74 Margay Concept; Mc-91; Ralph Fenwick
S/W Restored	'75 Bug Wasp; Mc-91; Butch Kavanagh
S/W Modified	'86 Invader Dual; BM-130; Dean Kossaras
S/W Past Winner	'77 Margay Panther X; WB-820; Rick Gilmore/Debra Oakley
Peoples' Choice	'75 "Mini Lancer; Mc-49; David "Rosie" Howell (Cover Photo)
See VKAkarting.com for pictures of all winners.	

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 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

AIRHEART BRAKE REBUILD TIP BY DICK TEAL

When I was at the Jacksonville, FL VKA event this year, I had the opportunity of meeting and talking to two representatives from the TOL-O-MATIC – Airheart Company. Keith Hogan and Diane Miller flew in from Minnesota to attend the race weekend. We discussed many things and I thanked them for the fine service I received from them when I ordered parts for one of my projects.

I ordered the parts to rebuild seven vintage master cylinders and five calipers. One of the comments I made was to thank them for lowering the cost of the Airheart brakes used by the vintage kart sport. Their comment was that the price was still too high and they were looking for ways to lower it in the future.

One other thing that I thought would interest the vintage community was that I ordered everything from them direct. APS and Comet both supply rebuild kits, but I needed some pistons, plastic plugs and a few special screws. Keep this in mind when you find old Airheart brakes. All vintage parts can be replaced and the parts list is available at their web-site (<http://www.airheart-brakes.com/>).

I've been collecting the brakes for this project during the last year and found that many of the master cylinder and caliper housings had score marks in the bore. I needed to remove the gouges and scratches to make sure the "O" rings would not leak and wear out early. The solution I came up with is easy to do for anyone with a simple variable speed drill, a brake cylinder hone and some #600 grit wet or dry sand-paper.

The first step in the rebuild process is to clean the parts. After I degrease them, I take them to a U-Blast shop where the parts are blasted with a plastic media. The casting surface is not disturbed and the parts look new after blasting.

Then I chase all of the threads and clean the part.

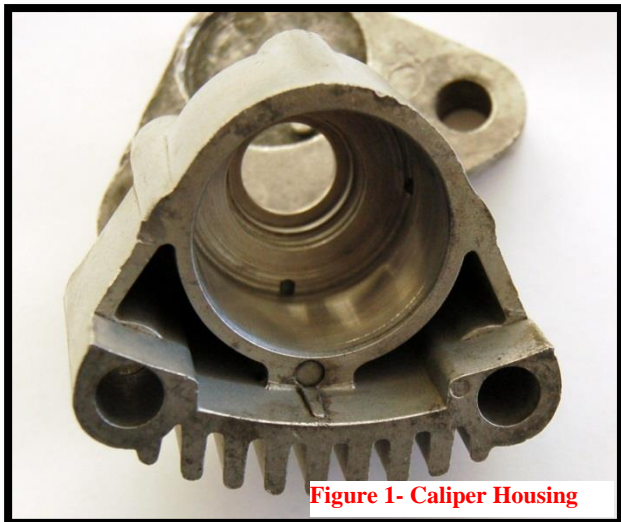


Figure 1- Caliper Housing

The caliper housing picture (**Fig. 1**) shows what the finish looks like after I've completed the honing and sandpaper honing process. I use a small automotive brake cylinder hone (**Fig. 2**) that's available from any auto-parts or tool store. The 600 grit paper I use is the wet or dry emery paper that most of us use on our kart projects.

I use a variable speed cordless drill and WD-40 while I'm turning the hone. The speed is slow and the time required to hone is short. You can check the bore to make sure the scored area is removed.

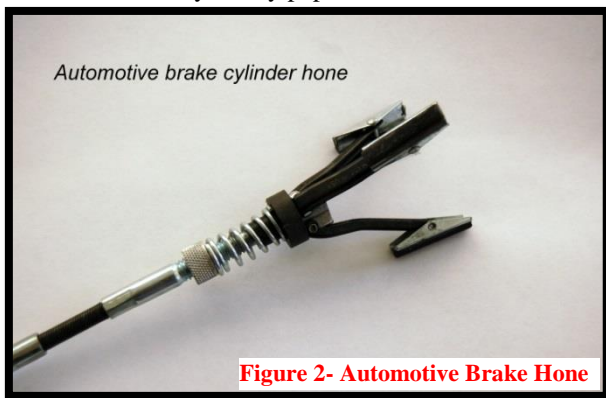


Figure 2- Automotive Brake Hone

The brake cylinder hone leaves a surface that is too rough for the "O" rings the caliper and master cylinder pistons use. The simple solution I found to fix this is to wrap the hone stones with the sandpaper (**Fig. 3**) and repeat the process with the WD-40 as the lubricant. I wrap the paper around one stone and then around all three while I'm holding the stones together. Then I insert the hone and it will configure itself to the bore.

Terry Ives did an excellent article in the VKA magazine a few years ago on how to rebuild the Airheart brakes and the TOL-O-MATIC web site also has instructions on how to do the simple rebuild.

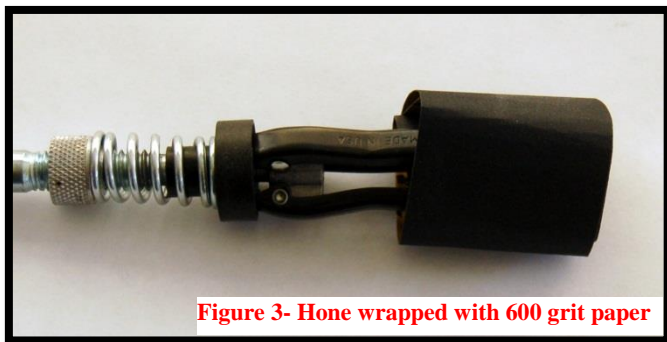


Figure 3- Hone wrapped with 600 grit paper

One of the most important things you need to do when assembling the caliper involves installing the drag ring and internal retaining ring in the correct direction.

The picture shown in the instructions (**Fig. 4**) shows a chamfered surface that must face the piston subassembly. The old drag rings are easily identified, but the new ones in the kit aren't. I finally looked at the ring under a good light to see the chamfer. Maybe I'm getting old and I know my eyes are not as good as they once were, but it would help if the chamfer was as good as it once was.

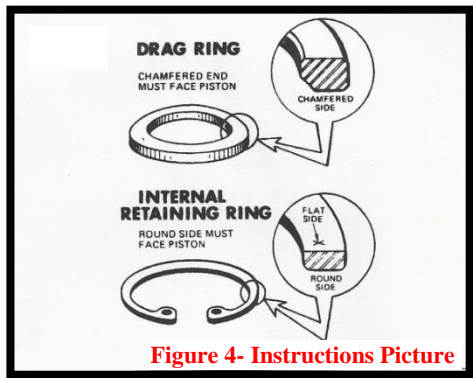


Figure 4- Instructions Picture

The retaining ring must also have the round side facing the piston. The easy way to tell the sides apart is to use 400 or 600 sandpaper on a flat surface and sand each surface of the snap ring. The difference will be obvious to you. The flat side faces the drag ring and the round side faces the piston.

When you take the piston assembly out of the caliper assembly to replace the O-ring #5 and the drag ring #6 (**Fig.5**) you should make sure that the piston assembly compresses.

Place the piston #23 face-down on a flat surface and push on the piston body #17.

Disassemble and clean if there is no movement.

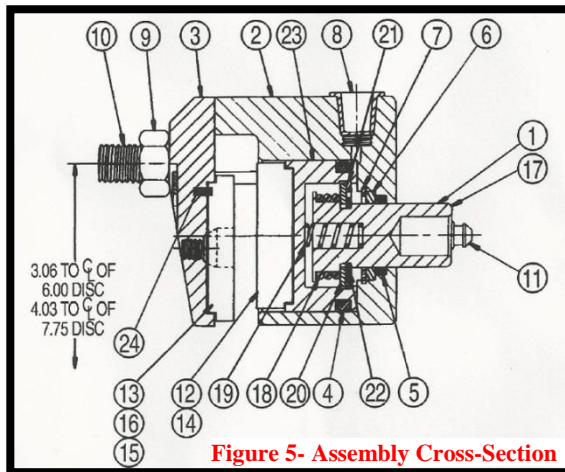


Figure 5- Assembly Cross-Section

KARTING TRIVIA ANSWER BY BILL MCCORNACK

Answer: 85 sec.

Question on p. 2.

FOX SATELLITE SEAT RESTORATION BY ROLF HILL

This story starts in the early '60s when I got my first Fox Flyweight, a Swing Mount Kart, pictured below. My last race with this kart was in 1965. Fast-forward to about 1991. I sold it (without the engine) to a friend for his son to drive around their farm.



Jump head to 2010. I went to Fremont in hopes of finding another kart just like the one I used to have.

As luck would have it, George Sellon, with the help of Dick Teal, had restored a Fox Box Mount that looked **EXACTLY** like MY old kart. Well, almost “exactly.” (It needed a couple of “improvements” in

the form of an orange floor pan and the blue #4 on the Nassau panel.)

George and I “worked a deal” and I picked up the frame at Quincy that year. ➡

I was hooked.

For the next two years I raced that kart in Historic, Rear 6.1 and/or Over-60. But you all know the addiction. I had to have more! So, in 2012 I picked-up two more frames and two Satellite Seat shells. Later in 2012, I picked-up a complete Fox Box Mount Kart (including black Satellite Seat pictured on p.9).



Look closely. That’s the Fox strapped on the back window. It wouldn’t fit inside, so I removed floor pan, seat and Nassau Panel.

The shells needed some work. There were 927¹ small staples on each shell that held the upholstery on and that had to be removed. One of the shells needed a hole in the bottom repaired and the other had some cracks. I tried Super Glue

¹ That’s really just an estimate (plus or minus 100), but there really were a lot!

for the cracks, but was not happy with the results, so I used “super putty²” to repair both the hole in the bottom and the cracks.

All three seats needed new upholstery, and one needed all new foam. So I used the foam on one (far left) as a pattern for the other (far right). If you look closely, you can see the cuts I made in the original foam with my wife’s electric knife in 2” layers. I bought 2” foam and used the 2” sections I had just cut as patterns.



The new sections were glued together and a 1½” sanding drum was used to form each section. (One of the upholsterers I talked to said I did a good job ... but he still didn’t offer me a job. 🤔) The sanding-part is really messy so my wife said I shouldn’t have done it on the back deck where it could be tracked into the house. She didn’t like me sweeping the debris into her flower bed either. 🤔

The upholsterer used the black seat as a pattern (below left) and the finished product is shown below right. You can see them at the track this season.



² That’s the stuff that you cut-off how much you need and knead it to a uniform color, then push it into the shape you need.

MEMBER MEMORY – GARY ALBERTSON

Editor's Note: Now here is a real "Member Memory." Gary lives in California, and he apparently does not use a computer. I received this in a neatly handwritten, two-page letter. The printing was very legible, so I thought this would be the best way to print it. *Rolf*

My name is Gary Albertson and I'm 70 years old. I have been in and out of karting since 1969. I am writing to you about the 1960 Gokart Nationals held at the Gokart Raceway in Azusa CA, it was the 8, 9, 10 of July. I read that a karter from New York came all the way out here for this race. Roughly 350 karts showed up.

Friday the 8th of July was practice; Saturday the 9th was qualifying and Sunday the 10th they ran the races off. By the way the weather was torrid. The leading source of power was the McCulloch Mc5 and Mc10. The rest of the field was motor cycle engines and a sprinkling of out-board engines. Oh, I forgot, there was some West Bend engines – they were no match for the McCullochs.

Five classes were run:

A Standard, single engines

A Super, single engines but a higher retail price of the engine

B Standard, Dual engines, mostly McCulloch Mc 5s

B Super, dual engines, mostly the very potent Mc 10s

C class, up to 16.5 cubic inches. Mostly dual engines – would you believe a couple fellows ran 3, you read this correctly, 3 McCulloch Mc 10s. C class was the favorite of the spectators as they almost always put on a show.

Page 2

Now for the grand finale: We have Duffy Livingstone who was president of the Go Kart Mfg Co. which was adjacent to the track. Duffy was one of the greatest drivers in the country, I couldn't describe how he drove - you would just have to see him. Talk about a karting success story. It was said that they grossed \$1,000,000/year selling the karts that Duffy designed and put into production.

Anyway here's the finale I was talking about. Duffy's engine was a 250cc water-cooled German Konig. His closest competition was a guy that owned a muffler shop in Gardena CA. He went by the name Chuck Berry. His kart was a 250cc Yamaha twin. It was factory modified and pumped out a whopping 36 H.P.

Duffy won the first Main, Berry the second, and the third and deciding race went to Duffy. As they crossed the finish line, the crowd roared their approval and gave both a standing ovation.

Gary Albertson

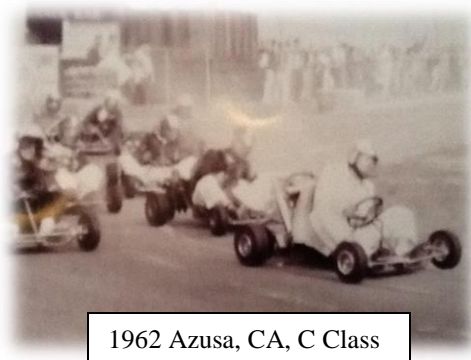
Temple City CA

91750

Editor's Note: A couple of weeks later, another letter with a picture arrived from Gary:

The 1960 Nationals article that I sent you, I think I can add to it.

I don't have any photos of the 1960 Nat'l's, but I will send you a really nice picture of the C Class karts getting the green flag, January 1962. This is the same track as in 1960.



1962 Azusa, CA, C Class

The track was designed in 1957 by Duffy Livingstone and the president of the Sports Car Club of America (SCCA). It was a four-tenths of a mile course. [In the] picture I am sending you, to the left is a partial view of the GoKart Mfg. Co.

Duffy was made president of the company. Duffy was an early hot-rodder sports car driver and sprint car fan in So. Calif. Duffy

designed the GoKart 800 and 1200. About 60% of the weight went on the rear axle and 40% on the front. The winning combination.

At the '60 Nat'l's, 5 classes were run:

***A Standard** – Billy Thomas*

***A Super** – Bill Jeffrey*

***B Standard** – Jim Mulligan*

***B Super** – Jack Shipman*

***C Class** – Duffy Livingstone*

Livingstone's closest competition was Chuck Balsiger. Chuck had a 250cc Yamaha that was factory modified and was about 30hp.

Duffy's kart was a German Konig of 243cc – it was water cooled. 34hp.

Gary Albertson, Temple City, CA

Editor's Note: I wish I could have put both letter in this issue in their original, handwritten form, but there just wasn't room. It would have added to the reader's appreciation of Gary's Member Memory. Thanks, Gary.

NEXT MONTH'S MEMBER MEMORY: DICK CHAREST

ANNUAL INDEX OF VKA PUBLICATIONS BY ROLF HILL

The response to the electronic copy of the December 2012 issue of the *VKA Magazine* sparked a debate between members, including the VKA Board. Some people wanted to make all VKA publications available on-line. Controlling the availability of on-line copies to “members only” was problematic. *Membership* is a requirement for receiving VKA publications on a monthly basis. The result was a decision to make previous copies available, but in hard-copy only.

Below is a list of the monthly VKA publication going back through 2010 with a brief description of the topics in each publication.

Limited quantities of previous editions of VKA Publications are available in hardcopy only. If there is a previous issue you would like to order, please indicate whether or not you are a current member and which **month and year** of the publication you would like. Send a check or money order (in the amount of \$6.00 per document for members; \$7.50 for non-members; \$7.50 Foreign addresses), made payable to VKA. Send to: Carl Weakley-CPA, 201 E. Vandalia St., Edwardsville, IL 62025. (VKA reserves the right to limit the sale of any VKA publications.)

Rolf

ANNUAL INDEX OF VKA PUBLICATIONS			
2012	TOPIC	2012	TOPIC
Jan	West Bend: Beginning to End		Member Memory: Jack Sutherland
	Member Memory: Meli & Nelson		New Castle Results
Feb	Tillotson Carb Tuning		Low Tech Kart Workbench
	Member Memory: Faye Pierson	Aug	Circleville Results & Pictures
	Sport of Kings		Putting On An Event
	Five Mile Kart Liner (Article)		Member Memory: Bushkill Pines
	Oils & Greases		Max-Torque Clutch Improvmnts.
Mar	Jacksonville Results	Sep	Avon Results & Pictures
	Riverside Results		Guideline Changes Request
	Swoopster Bandits (Article)		Dousman Results & Picture
Apr	Restoring Wheel Halves		Camden Results & Picture
	Rules Update - Classes & Safety		Cleaning Parts - In A Crock Pot
	Fox Mak-Kart (Article)	Oct	Quincy Results
	Member Memory: B.&D. Thomas		Boost Ports for AH-58/61
	News & Views: Growth of Foreign		Resurrected '61 Fox Go Boy
	Low Cost Wrinkle Paint		Member Memory: Steve Morrow
May	Barnesville Results & Pictures		Old Mac Flat Back Carb Fix
	Airheart Braking Story (Article)	Now	Guideline Changes for 20' 13
Jun	Whiteland Results		Delmar Results & Pictures
	Member Memory: Dieter Sturm		Go Kart Influence on Snowmobiles
	AH-58 Rebuild		Starters
	New Show Certificate	Dec	Relining Max-Torque Clutche Shoes
	Springfield Results & Picture		New Improved Brodhead
	Culinary Award		Member Mem.: Earl Larson (Article)

ANNUAL INDEX OF VKA PUBLICATIONS			
2010	TOPIC	2011	TOPIC (cont'd.)
Jan/Feb	Riverside Race Pictures	May	Member History - Junior Neal
	Jim Jessup's 1959 Caper Cart		Pit Pass/Wrist Band
	Riverside Show Pictures		Guideline Revisions
	Max-Torque Ad - 1960		MC-75 + Fox
Mar/Apr	Barnesville Race Pictures	Jun	Circleville Pictures
	Barnesville Show Pictures		Driving Tips
	Famous Tracks - Nassau		Member History - Pearle Gamble
May	Brake Line Installation		West Bend Stator Assembly
Jun	Springfield Race Pictures		Mc-49 & Saw Clone Performance
	Springfield Show Pictures		The Fox Box Mount (Article)
	New Castle Race Pictures		Pyramid Reeds
	New Castle Show Pictures	Jul	New Castle Show Pictures
	Charlie Groetke's '75 Concept FKE		Ocala Event
Jul	New Castle Results		Mc-49 Update After New Castle
	Brodhead Results		Member History - Brian Espeset
Aug	Brodhead Race Pictures		Brodhead Hist./Track/Restaurants
	Brodhead Show Pictures	Aug	Future of Vintage Karting
	East Lansing Race Pictures		How Do I Start/Run A VKA Event
	East Lansing Show Pictures		59 Fox Mak-Kart Sprocket Repos
	Buying A Used Kart (Article)		Dick Collier's WB 820 Secrets
Sep/Oct	Quincy Race Pictures		Jim Walter & Terry Walters
	Quincy Show Pictures		American Restoration Show
	Paul Booth's Rathman Xterminator	Sep	East Lansing Pictures
	MC-6 (New Kart Engine Article)		Brodhead Event Short Report
Nov	VIR Enduro Results		Spark Plug Interchange Chart
	Putnam Enduro Results		Chains
	Savannah SRRS Southern Enduro		Avon Event Summary & Pictures
Dec	Leon Rippy's Swoopster	Oct	Brodhead Event Summary
	Leon Rippy's Evans Kart		Brodhead Show Pictures
	C-Opens		Track Safety & Courtesy
	Reproduction Karts		Mc-49s at Quincy
			Kart Show Thoughts & Ideas
2011	TOPIC		Quincy Kart Show Pictures
Jan	Gearing 101		Kurtis Kart (Article)
	2010 Event Summary		West Bend V-Power (Article)
	Fire Safety		Moss Kart (Article)
Feb	80-'85 Sidewinder Class	Nov	Delmar Summary & Pictures
	Delmar		Member History - Rolf Hill
	Tire Guidelines		Track Chef - Jim Donovan
	Jim Donovan & Max-Torque		Early Speed Equipment (Article)
	Mc-49 Timing	Dec	Cuddebackville History
	Mc-49 Chainsaw Info.		Member History - Leon Rippy
	McCulloch Survival Tips		Harv Aschenbrenner's Banchi
Mar	Riverside Event Synopsis		69 IKF Nationals at Camden
	World's Fastest Clinton		Enduro at Mid-Ohio
	Member History - Ernie Shores		VIR Summary and Pictures
	Class Guidelines		
Apr	Riverside Show Pictures		
	Member History - Dick Teal		
	Rod Bolt Comparison		



BUILDING MY GRANDSON'S KART BY DICK TEAL

About three years ago I came across a Fox Special yard kart that was pretty rough, but it had a West Bend 820 engine, so I bought them.

My closest grandson lives about three hours away and has a large yard to run a kart. He was four years old, so I thought the Fox Special needed to be restored for him. This led to an interesting project.



Joel (my fabricator) and I discussed various options and decided to make it a live axle kart based on some Fox literature I got from Paul Booth. I've only seen one of these frames in the last six years and it was a picture sent to me from California (see below).

FOX GO-BOY

- Spring-Torque Chassis
- See-Level Gas Tank
- "Startup" Swing Mounts
- Magnesium Racing Wheels

324.00 with MC 18 engine
324.00 less 10%
291.60

Just price 209.50
Less 10% 20.95
188.55

PERFORMANCE... ECONOMY
AND DEPENDABILITY

RACE READY AT
FUN-KART PRICES!

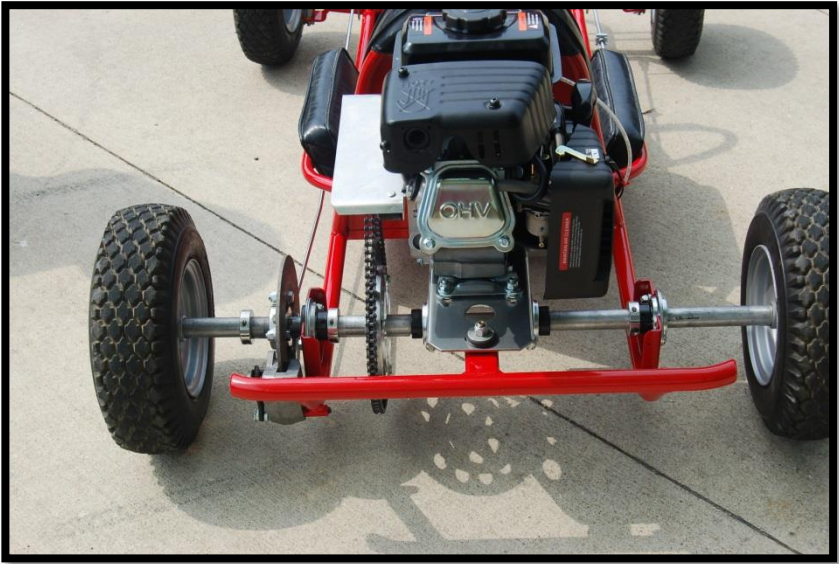
A red Fox Go-Boy kart, shown from a side profile, highlighting its chassis and wheels. The kart has a red metal frame, a black seat, and a black steering wheel. It is equipped with four black tires mounted on silver-colored wheels. The kart is positioned diagonally on a white background.

The obvious difference is the live rear axle. This meant that the frame rails needed to be replaced. The Special also had a bad front axle that needed to be replaced, so we cut the frame apart and saved everything except the frame rails, front axle, floor pan and seat back.

We went through the junk pile and found an aluminum axle, a set of steel wheels with knobby tires and a set of steel wheel hubs. I had a new swing mount and Joel had a new KH mechanical disc brake. The question was what engine to use. I finally decided on a Briggs clone from Harbor Freight that's rated at 2.5 horse power.

The rest of the project was pretty easy. I ordered 4130 chrome moly tubing and Joel made a new front bumper and side rails. He welded the frame together and we set the wheelbase the same as my racing karts. Then the frame was painted red.





We gave the kart to Jackson on Easter weekend in 2011. I live in a cul-de-sac and I let him learn how to drive it on the blacktop. He wore out the right front 50 year old tire in a half day. I changed the tire and his dad loaded it up and took it home. We visit frequently and he runs it around the large country yard; usually in a controlled drift.

Whenever I see the kart I think that I need to create another one so I can race it. The total weight is lighter than a Fox satellite seat kart with a steel floor pan. An aluminum floor and seat back and Lemans wheels would reduce the weight another few pounds.



Sometime in the future a vintage karter will find this chassis and will wonder what year it is. You can tell him that it's a 1962/2011.

Dick Teal

RESOURCES FOR VINTAGE KARTERS

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

Terry Ives - McCulloch engine repair, pistons, rings & gaskets. Azusa and Hortsman
Tele; 916-201-7707 Email; tii@surewest.net

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

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

Greg Gouveia - Reproduction Chilton, Palmini & Azusa tanks
Tele; 805-541-4310

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

Carl Weakley - Early 70's Margay Cheetah reproduction seats
Tele; 618-656-3900 Email; clwcpa@aol.com

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

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

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

Nils Gustafson - Reproduction vintage tires
Tele; 541-471-7212 www.vintagespeedtires.com

Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets

Tele; 763-784-9095

www.blackdogvintageracing.com

Email; wrenchhead944@hotmail.com

Jim Donovan - Max-Torque Ltd. – Clutches for most engines

Tele; 630-369-9600

www.maxtorque.com

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

Howard Kapland – 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

Jeff Brown – Engine rebuilding & modifications for West Bend; Yamaha & Foreign; since 1967

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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

Richie Engel – Relining of Clutch & Brake Shoes, McCulloch Engine Repair

Tele; 705-445-5766

Email, rtengel55@hotmail.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

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Annual dues are: Full Membership = \$30; Associate Membership = \$10; Foreign = \$40.

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

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Hoosier Nationals

Whiteland, IN
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VKA

Camden Ohio

Camden, OH
May 9 – 11

VKA

Springfield Illinois

Springfield, IL
May 24 – 25

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