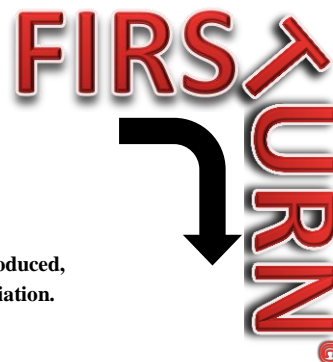




# The Official VKA Newsletter

## May 2013

[www.VKAkarting.com](http://www.VKAkarting.com)



Editor – Rolf Hill

MMXII – No.5

© 2013 Vintage Karting Association, Inc. All rights reserved. No part may be reproduced, in any form, without explicit, written permission from The Vintage Karting Association.

**Join the Fun!**

### IN THIS ISSUE

**3<sup>RD</sup> BEARING SUPPORT SAFETY – WHITELAND RESULTS – CHAREST MEMBER MEMORY – INDOOR KARTING**

### VKA EVENTS, VINTAGE ENDURO & OTHER VINTAGE EVENTS

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

*Italics indicates vintage enduro event*

DKC = Dart Kart Club

MKC = Michigan Kart Club

TBO = The Big One

VIR – Va. International Raceway MIS = Michigan International Speedway

RIGP = IL, Saturday Street Race Please check the official schedule posted on the VKA web site for any last minute corrections: [www.VKAkarting.com](http://www.VKAkarting.com)

### EDITOR'S COMMENTS

Not to beat a dead horse, but ... we all need to take safety seriously. The incident at Barnesville with the “flying clutch” that struck two people could have been worse, but it is not the first time that kind of clutch has broken a crank. The clutch in question was not supported by a third bearing as recommended by VKA Guideline 5.k (p.4 of Guidelines). From an Editorial perspective: Comprehensive Safety Tech is essential; Event Coordinators should have qualified personnel who understand and apply, not only the VKA Guidelines, but general safety requirements for karts. (See the article by Dean Kossaras on Page 8.)

Whiteland was a fun event. There were 46 entries in 14 classes. The threat of rain was all-the-more reason to have two Heats on the first day of the event. Sunday got rained-out. The Friday practice provided many of us (especially me) the opportunity to work-out problems. Free second class was also a plus for Whiteland. All-in-all, a very safe event, even for the combined Sidewinder 6.1 and Over-60 race (the Tortoise and Hare race) that started dry and ended-up wet, with the only two Over-60 karts coming in “one”-“two.” (See “fun” video on [www.YouTube.com/RolfP4](http://www.YouTube.com/RolfP4)) Jim Donovan did his thing for Friday lunch. The Event Organizer, John Stults, and the track took care of lunch and dinner on Saturday. No one went hungry.

*Rolf*

### JANUARY BOARD MEETING SUMMARY

Rick Chapman was invited to discuss the role VKA could play in promoting vintage enduro events. Rick was appointed the Chairman of the Vintage Enduro Committee. Bob Lapke thanked Carl Weakley for taking on the day-to-day treasurer's duties. Carl's name will be added to the signature authority for VKA. VKA membership was reported as 292. The Safety Committee reported receiving a letter regarding the lack of cotter pins and safety wires on many “Historic” karts. The former Executive Directors felt success in delegating many of his prior responsibilities to Area Coordinators. Past issues of VKA publications will be available in hardcopy only. (See April **FIRSTURN**® for a list of available issues.) Annual dues, 50/50 raffle income and VKA Event Calendar sales, minus expenses, brought the VKA balance as of 3/31/13 to \$ 12,360.34.

## WHITELAND RACE RESULTS

| CLASS                | 1 <sup>ST</sup> | 2 <sup>ND</sup> | 3 <sup>RD</sup> |
|----------------------|-----------------|-----------------|-----------------|
| Historic A ('56-'61) | Billy Dalton    | Elija Setser    | John Stults     |
| Historic B ('62-'64) | Jerry Nagel     | -----           | -----           |
| Junior               | Autumn Nagel    | -----           | -----           |
| Sportsman            | Pearl Gamble    | Billy Dalton    | John Stults     |
| Mac 49               | Roy Fenwick     | Ralph Spithaler | Marv Fenwick    |
| Single Rear 6.1      | Kevin Rice      | Jeffrey Mott    | Scott Klingler  |
| Single Rear 8.2      | Roy Fenwick     | Scott Nagel     | Steve Seewer    |
| Dual Rear            | Jerry Nagel     | Scott Nagel     | Marc Nagel      |
| S/W Amer. 6.1        | Kevin Rice      | Don Renton      | Bobby Lee       |
| S/W Amer. 8.2        | Marc Nagel      | -----           | -----           |
| S/W Foreign 6.1      | Bobby Lee       | Ralph Spithaler | Matt Morgeson   |
| S/W Foreign 8.2      | Steve Jamison   | -----           | -----           |
| Over-60              | Terry Walters   | Rolf Hill       | -----           |
| Power Products       | Elijah Setser   | Billy Dalton    | Kevin Rice      |

## WHITELAND SHOW RESULTS

| GROUP                              | FRAME               | ENGINE(S)           | OWNER/PRESENTER |
|------------------------------------|---------------------|---------------------|-----------------|
| <b>R E A R</b>                     |                     |                     |                 |
| Unrestored                         | 1959 GoKart 800     |                     | John Stults     |
| Restored                           | 1960 Dart K         | Power Products AH58 | Robert Cain     |
| Modified                           | 1963 Bug Sprint     | Power Products AH58 | Billy Dalton    |
| Past Winner                        | 1964 Fox Box Mount  | McCulloch MC-91B1   | Rolf Hill       |
| <b>S I D E W I N D E R</b>         |                     |                     |                 |
| Unrestored                         | 1980s Comet Mach II | Comet K-55 (stock)  | Bud Snelling    |
| Restored                           | 1969 Lancer         | McCulloch MC-93     | Ralph Spithaler |
| Modified                           | 1970s Bug Stinger   | McCulloch MC-92     | Gary Young      |
| <b>P E O P L E ' S C H O I C E</b> |                     |                     |                 |
|                                    | 1961 Dart A Bone    | Power Products AH58 | Ralph Fenwick   |



*The longer I keep working on the VKA FIRSTTURN®, the more I remember. Frank sent this article to us and thought that it may interest our readers; I found that it really interested me. The article jogged my brain into remembering racing indoors in Chicago in the early 1960's.*

*I raced at one of the events in the Chicago Stockyards discussed in Frank's article. My memories are faded, but I'll never forget how slick the track was and how poorly I finished. The exhaust smoke hung in the building like the worst fog I've ever been in. In summary, I would say that we weren't very smart, but it was racing and that's what we lived for.*

*Thanks for the memories Frank – Dick Teal*

### **HOW LONG HAS INDOOR KARTING BEEN AROUND?**

Two English gentlemen, Bob Pope and Martin Howell, are considered by many as the people who first had the idea of racing karts indoors. Bob and Martin started their Playscape operation in an old disused bus garage in London during the mid-1980's. Soon others jumped on the 'bandwagon' and indoor karting operations sprang up all over the place worldwide.

Bobby Allen, a double winner of the World Championship of Karts held at Nassau in late 1960 and 1961, owned an indoor karting facility in Hanover, Pennsylvania, at the end of his professional auto racing career. The late French crooner, Sacha Distel, along with his sons and ex-Formula-1 driver, Rene Arnoux, had a major interest in an indoor karting business in Paris; raindrops were certainly never going to fall on Monsieur Distel's head when he went karting.

It is not known if Pope and Howell knew about the Midwesterners who, back in the early sixties, raced their karts indoors. The Midwest of the United States of America usually has to endure harsh winters so karting enthusiasts native to that region started to promote racing indoors during the winter months, turning their sport into an all year round activity. Boiler City Karting Association in Kewanee, a city southwest of Chicago, promoted indoor events during winter time. The meetings were billed as "Follow The Sun Races" and afforded snow-bound karters the opportunity to keep in shape for the Spring and Summer race program. The races were held inside a defunct factory that manufactured boilers, hence the name. Regular Midwest vintage karting competitors, Terry Traeder and Pete Williams, raced there in the early 1960's. Pete remembers that the arena was packed despite the fact that it was freezing cold. Broken windows in the building and a high roof did nothing to help improve the low temperature situation. Despite the cold environment, money was spent on the track which featured resilient retaining walls all the way

around the 0.1 mile, 22 feet-wide, asphalt track, which boasted six banked corners and an ELTIC photoelectric timing system.

Ray Puettman, writing in the May 1960 inaugural edition of *Karting World*, reported that other indoors venues were promoting kart racing in the Midwest. The American Royal in Kansas City, Missouri, running on Saturday nights, the St Joseph Auditorium also in Missouri operating on Sunday afternoons, the Hippodrome (now known as McElroy Auditorium) at Waterloo, Iowa, racing on Sunday nights and the Coliseum in Chicago running on Saturday nights. All the indoor venues were attracting good crowds and lots of karts.

Even California, where in most locations it can be summer all year long, promoted indoor kart meets. The Cow Palace in Daly City near San Francisco, normally used for political conventions and rodeos as well as livestock and car shows, was used as a venue. Cow Palace karting could hardly be called racing; the course set out on the concrete floor of the main hall was small, tight-cornered, narrow, twisting, slippery and slightly dangerous, according to Bob Behme writing in the August 1961 edition of *Racing Karts* magazine. However, the ear shattering end-over-end ruckus held there was considered to be entertainment of the highest calibre. It was karting, high, wide and crash. Lap times around 13 seconds were the norm. Passing was confined to one short straight approximately 180 feet long. Racing tactics were a choice between get out in front and staying there or keep at the back and let everyone else pile up ... and then coast to victory. The centre of the pack was busier than the freeway at rush hour and was no place for sane competitors.

James Holmes, reporting in the August 1962 edition of *Karting World* magazine on the National Indoor International Karting Federation Championship, held in the Amphitheatre at the Chicago Stockyards, begins his article with the fact that 32,000 people jammed the stands to watch 328 karts race. The

following year, 1963, indoor meetings were again promoted at the same venue, during the early part of January and towards the end of March. Incidentally at that time the amphitheatre was the largest building in Chicago. One of the additions onto the amphitheatre was called Donovan Hall, in honour of Max-Torque owner, Jim Donovan's father. Mr. Donovan senior and Billy Wood Prince were the trustees that ran FH Prince and Company, the owners of the Chicago Stockyards. The late Larry Caine was the general manager of the Stockyards at the time of the indoor racing and it was he who talked Mr. Donovan and Mr. Prince into sanctioning the races at the amphitheatre.

Indoor racing was primarily on concrete or asphalt surfacing at that time until the Ohio State Fairgrounds Coliseum in Columbus featured indoor racing on a 0.1 mile clay-topped oval during the winter of 1963/64.

By the winter of 1964/65, kart racing at the amphitheatre ceased because of fire and health reasons. The IKF Indoor Championship relocated to the Detroit Coliseum and attracted approximately 300 entries to the January race around an oval shaped track where a quick lap time was just below 10 seconds. Entries were down about 10 percent for the March race, nevertheless, new innovations appeared such as Margay gearboxes and frames with rubber suspension bushes. Jerry Solt featured a right-side shoulder seat pad and a single brake on the left front wheel of his SAE kart to help improve the cornering speed.

As the karts became more powerful and sophisticated, they outgrew the indoor arenas of that time; and as well, environmental concerns had become an issue.

At the end of the eighties, indoor racing was rediscovered, possibly because of the endeavours of Bob Pope and Martin Howell and was included in the Daytona kart week. The races were held at the Ocean Center as part of a comprehensive program sanctioned by the World Karting Association. Kart technology and knowledge had certainly progressed from the 1960's. Coca Cola syrup was used to help provide grip on the indoor surfaces. The writer remembers the 1989 Indoor Championships at Daytona. That night, the top podium position was taken by a gentleman who hailed from Lincoln, Nebraska. He had the most unforgettable name of Gonzo McVey; perhaps there was a mature experienced Midwesterner in Gonzo's pit crew with all the go-faster secrets acquired from indoor racing from way back.

Incidentally, Gonzo is still bringing home the trophies. He's listed as taking first place in the Outlaw Vintage Lites class at

Nebraska's Junction Motor Speedway during the July 2010 meeting.

Towards the end of the 1990's, lavish karting indoor extravaganzas featuring Formula 1 race drivers such as the Bercy races in Paris. The Bercy track weaved its way through an adjoining arena by way of connecting portals which meant that the complete track could not be viewed by spectators in the main stadium.

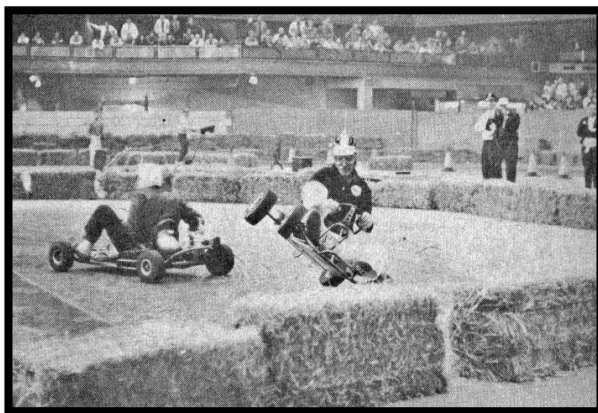
To answer the question in the article title, indoor karting has been around from the early 1960's. Then the equipment raced indoors was the same as the machinery raced outdoors. The engine noise and the exhaust fumes in the indoor arenas were an environmental issue waiting to happen. Thankfully, karting indoors today is a much more environmentally friendly experience. However, the karts that are normally used indoors bare only a passing resemblance to the equipment that is presently raced in all out premier outdoor competition.

***Compiled by: Frank Weir***

***Photos: James Holmes***



***Driving in a manner incompatible with general safety or departing from the standard of a reasonable driver.***

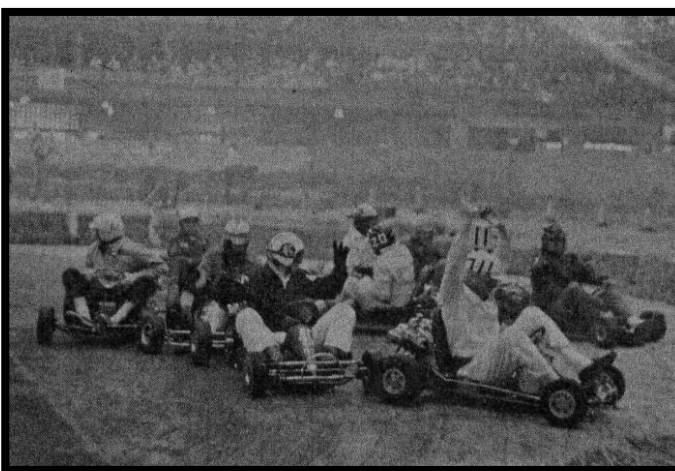
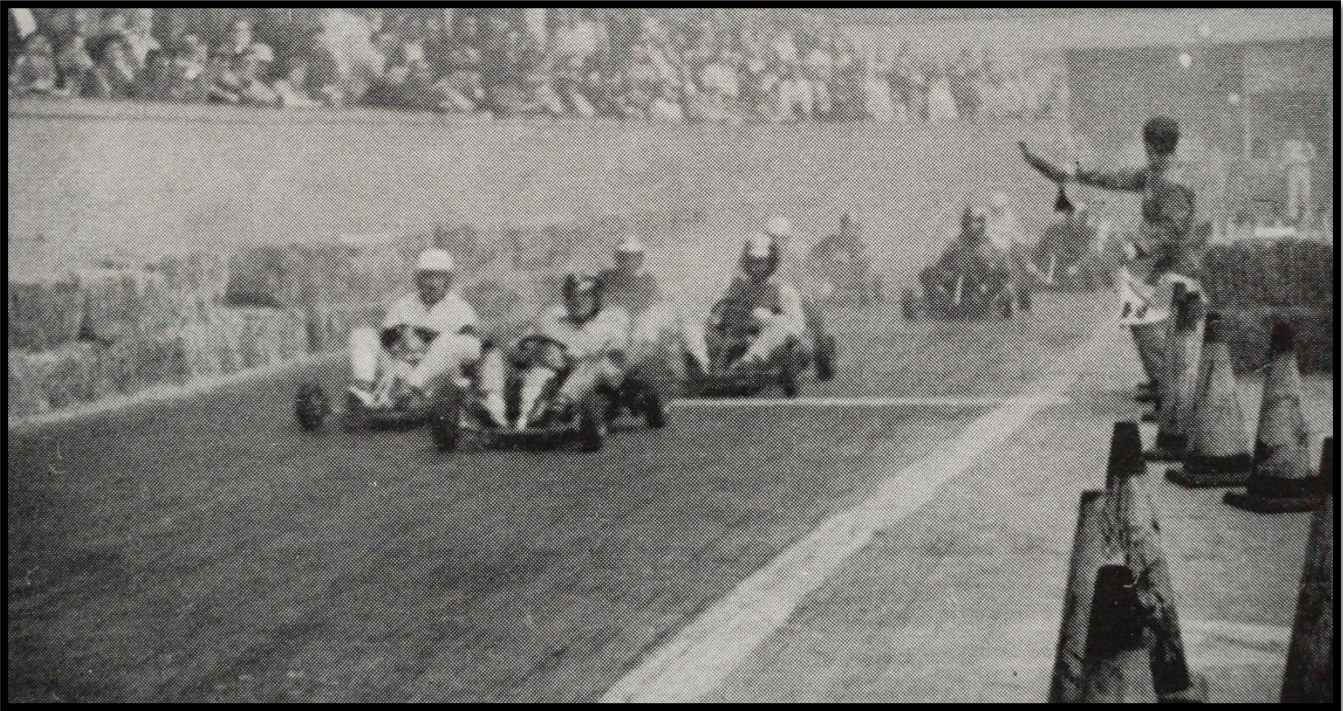


***One way of avoiding a head-on crash.***



*A large attentive audience watching the start of the C Super event at the 1962 International Karting Federation Indoor Nationals held in Chicago.*

(Looks like Don Surwall started on the pole – Dick Teal)



*Another fine mess you got me into Stanley.*



*Close racing in the dual engine class  
Photo: Pat Surwall Collection*

Way back in the late 50's I became very interested in go-karts. In those days there was no Internet so getting information on karts was a challenge, especially since I was living at a beach area in Maine which was not exactly the "hotbed" of racing activity. I found out about the GKCA and IKF and subscribed to *Karting World* magazine. I anxiously anticipated each issue of *Karting World* and poured through each magazine when I got it. I tried several times to get my parents to get a go-kart for me, but my efforts were unsuccessful. Back in 1960, when I was 13 years, I decided to take action on my own to get a kart. I talked to an older friend who drove a Corvette from Boston up to our beach area every summer weekend about getting a kart. He said he would look around and see what he could find for me. The next weekend when he came up, there was a used go-kart sticking out the trunk of his '62 Corvette. I was so excited I could barely contain myself. It had an old engine on it, but I had a very hard time starting it. I resorted to spraying ether starting fluid into the carb inlet to try to start the engine. Unfortunately, when it finally did fire up, it spun up so quickly that it broke the rod and ruined the engine. Well, that was an auspicious start to my karting life! The kart was a Go-Kart 800 with a floating engine mount. I spent the following week pouring over the kart studying it. The next weekend, my friend showed up with a used MC-6. Now I really had something! I carefully set-up that engine, and I had a lot of fun with it. For the next couple of years, until I got my driver's license, I had to get my older brother to take me to the track. We would load the kart in the trunk of my Mom's car and head off to the track for a fun day with the kart.



Fig. 1

In the February 1961 issue of *Karting World*, there was an article on how to hop-up the McCulloch MC-6. Over the next couple of years, I must have read that article about 100 times. Finally in 1963, I modified my MC-6. I used a small carbide cutter and my Dad's 1/4" electric drill to do the porting. I got an MC-70 intake manifold and reeds and a second carburetor for the dual carb set-up. However, when I went to install the MC-70 intake manifold on the MC-6, I found out that the manifold would not fit on the MC-6 block. To resolve the problem I got an adapter plate made so I could use the MC-70 manifold, reeds, and dual carbs. That little modified MC-6 ran very well with the MC-70 intake and dual carbs. My Dad never lifted a wrench on the kart and looking back that was a very good thing since it made me learn to do everything myself. I had a ball with that modified the MC-6 and that old Go-Kart 800 frame (**Fig. 1**).

While I was off to college (1964-1968), the sport seemed to go quiet. Perhaps it had expanded so quickly in the early sixties that it collapsed a bit in the late sixties. After college, I was in the US Navy for six years (1968-1974) during the Viet Nam period. However, my last two and a half to three years were spent in Hampton, VA where I rediscovered karting. I got back into kart racing using a Margay Cheetah Mark II sprint kart and MC-91B1 engines racing dirt ovals. Then I progressed to racing asphalt sprint road courses with MC-101A/As and a Margay Cheetah Mark III sprint kart. Then I began racing enduro races (road racing) with the Mac 91s and the Mac 101s in addition to the sprint races. After a while, I gave up sprint racing and focused my efforts entirely on racing MC-91B1s and MC-101A/As in enduro races.

My last major change of that time period was when I sold all my McCulloch engines, my Margay Cheetah sprint karts, and bought my first K-99 B-Bomb. That was around 1973. Over the years, I went through several K-99s and K-299s. As I learned these engines, I modified them quite a bit. I loved to tinker with the engines and experiment with port heights, port angles, blow down times, piston modifications, squish bands, and rotary valve cuts. I started racing enduro karts with a Margay Concept (**Fig. 2**) then progressed to a Hornet LP2 and ultimately to an Invader Shadow, all the while running B-Limited.



Fig. 2

Although WKA was the dominant kart racing body here in the East, I maintained my support of IKF. I was delighted when IKF came to Road Atlanta to race. One of my special trophies is my B-Limited First Place trophy from the IKF regional race at Road Atlanta in June of 1975. I was fairly successful and I finished second at the WKA Nationals (B-Limited) at Charlotte in 1976. I won the WKA Daytona Nationals (B-Limited) in 1979 and I was the WKA B-Limited National Point Champion in 1980 and again in 1981.



After my second WKA B-Limited National Point Championship in 1981, my wife and I adopted our first child. After that, my family commitments limited me to racing in regional events, but I also did well there and won about six regional series titles until I “retired” from driving in late 1992. In early 1993, I sold all of my stuff to a friend named Dave Hance. I acted as engine builder and crew chief for Dave for a year and then left the sport.

In the mid-90’s, Dave moved to L.A., but he did not race out West. Then in late 2004, he moved back to SC and contacted me to rebuild the old B-Bomb engines to go racing again. I couldn’t resist. I was surprised how familiar I was with the old B-Bombs after all those years. After some serious cleaning and repair, the engines were ready to go. We test ran them and they sounded so good I was anxious to go racing again.

Dave ran into commitments at work that prevented him from competing so we did not go racing after all. In March of 2005, I attended the WKA race at Kershaw, SC to see what the “landscape” of kart racing looked like after so many years away. The first big change that I noticed was that just about all the non-shifter karts seemed to be “stock” classes. It seemed to me that nobody modified their engines anymore. Perhaps that got too expensive over the years and people gave up on the “Open” classes. Being an old B-Limited guy, that hurt. To me, that was a big part of the fun. The second big change that I noticed was the abundance of 125 shifter karts. Late in 2006, Dave assured me that he was serious about going kart racing again so I went through the engines and got the Invader frame ready to race at Savannah in February 2007.

I went back to Roebeling Road in February 2007 to help Dave. [I had been there in 1991 (**Fig. 3**)]. That’s when all the “trouble” started. At that race, I met Ed Sahagain and Ed very graciously invited several of us over to his shop to see his collection of vintage karts and engines. To say the least, I was overwhelmed! I could not get over the great collection of vintage karts and McCulloch engines. I thought to myself, “Now, that’s what karting really is.”

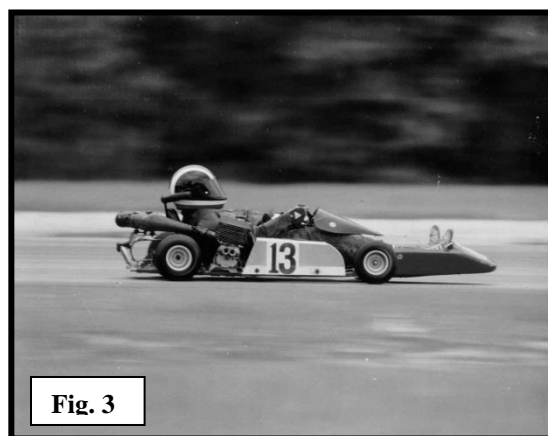
After that weekend, Dave decided he wanted to get a shifter enduro kart. He started looking for a 125cc shifter kart, but soon realized that to get it he would have to part with the Invader and the B-Bombs. Seeing how interested I was in vintage karting, he made me an offer I could not refuse ... to buy back my old Invader kart and three of the five B-Bombs that I had sold him about 15 years before. I bought the kart and the engines and spent the next year restoring the kart back to a vintage kart and rebuilding the engines. Dave eventually found a 250cc Rotax and moved on to “shifter kart land”.

In February 2008, I went to Roebeling Road and ran my Invader /B-bomb in the Vintage class. It was my first enduro race in 15 years. I had an absolute ball and knew this is what I wanted to do. From February 2008 through December 2012, I competed in 46 vintage kart road races. I was fortunate and had great success. Of the 46 races, I finished 1<sup>st</sup> 29 times, 2<sup>nd</sup> 11 times, 3<sup>rd</sup> once, and had 5 DNFs.

In 2011, there were fewer vintage enduro races. Since I wanted to race more vintage events I decided to get a vintage sprint kart and start racing vintage sprints. I bought a “basket case” Margay Cheetah Mark II and spent a lot of time restoring it. I also bought an Invader sprint kart kit from Lake Speed and built that kart. My first vintage sprint race was at Jacksonville in 2012 (**Fig. 4**). I ran a Margay Cheetah Mark II with a MC-101A/A. I had a great time and enjoyed the event very much. After returning home, I kept wondering why I enjoyed the event so much. I finally realized that the reason was because the Jacksonville VKA event was ALL vintage. At the WKA enduro races, vintage is just one class among many modern kart classes. In many respects, the vintage class is almost lost among the many modern enduro classes. However, at the VKA sprint events, EVERYTHING is vintage. I initially set-up the Invader sprint kart with a B-Bomb, but have since converted it to run a MC-101. I have enjoyed success in vintage sprint racing and look forward to many more events in the future.

**Dick Charest**

**NEXT MONTH: DICK CHAREST DISCUSSES SEVERAL OF HIS REBUILD EFFORTS.**



**Fig. 3**



**Fig. 4**

We came very close to having major catastrophe at the Barnesville Event. A kart coming off the Monza lost its oil clutch. The clutch trajectory was most unusual as it went upward and came down in the pit area, hitting two participants.

Many participants in the sidewinder classes already have the third bearing supports in order to stop breaking the crankshafts. A review of the VKA guidelines at this juncture states that all DXL clutches should have a third bearing support. Our goal is to provide guidelines for the promoters to have uniform events and safety guidelines for the participants and spectators. Since our Vintage events participate at IKF and WKA tracks, a review of the IKF and WKA guidelines was necessary, and we found the following requirements for their events and insurance:

The IKF Rule book states: *A Third bearing support or a guard to contain the clutch in the event of crankshaft breakage is required on all 2-Cycle karts using an engine mounted clutch. Construction of the clutch guards must be of material equal to or great in strength than .090 aluminum.*

The WKA Rule book states: *A Third bearing support or a guard to contain the clutch in the event of crankshaft breakage is required on all 2-Cycle karts using an engine mounted clutch. Construction of the clutch guards must be of material equal to or great in strength than .090 aluminum.*

As you can see the wording and the guidelines are identical for both organizations. The primary concern for our vintage Karts is with the heavy Oil Clutches on sidewinder karts and not the early dry clutches used in rear engine karts. Although our vintage karts are not required to comply too all modern kart standards, we still have the responsibility to recommend responsible standards of safety. At this time, the VKA will not issue an amendment to the existing guidelines requiring third bearing supports and clutch guards. However, we encourage participants that do not have the supports or guards to look into purchasing or fabricating these items as soon as possible.

Bill McCornack will have pictures and information on how to do this for American fan cooled engines and safety shields for the foreign motors in a future issues of *FIRSTTURN*®. The VKA will be moving forward in the near future to adopt the WKA and IKF clutch guidelines.

*Dean Kossaras, Safety Director*

**MEMBERSHIP REMINDER**

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

**Annual dues are: Full Membership = \$30; Associate Membership = \$10; Foreign Membership = \$40  
ONLY MEMBERS RECEIVE ALL THE VKA *FIRSTTURN*® MAGAZINES AND NEWSLETTERS.**

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

**JOIN THE FUN!**

**Membership continues to grow. The most recent count is 311. See above for information on how to renew your membership or go to [www.VKAkarting.com](http://www.VKAkarting.com) and look under the Members Area for the membership form you can download. Remember, if we each get someone to join, our membership will double ... and that's a good thing. Help us get over 400 by Summer.**



## RESOURCES FOR VINTAGE KARTERS

Bill McCornack – McCulloch Engine building, Big Volume Pipes, Reed Cages,  
V-12's, Tillotson Carburetors, Mc49 Pistons, Rev Grip Springs, Electronic Ignition  
Tele: 630-400-2645 Email: [bill.mccornack@comcast.net](mailto:bill.mccornack@comcast.net)

Terry Ives - McCulloch engine repair, pistons, rings & gaskets. Azusa and  
Hortsman  
Tele: 916-201-7707 Email: [tii@surewest.net](mailto: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](mailto: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](mailto:tthorin@socal.rr.com)

Carl Weakley - Early 70's Margay Cheetah reproduction seats  
Tele: 618-656-3900 Email: [clwcpa@aol.com](mailto:clwcpa@aol.com)

Charles Groeteke - Vintage frame repair & parts, chrome stripping/re-plating  
Tele: 636-942-9988 Email: [slkcharlie@sbcglobal.net](mailto:slkcharlie@sbcglobal.net)

K&P Manufacturing - Bug chassis, parts & repair "GEM-Style Pipes,"  
Blendzall Dist, Bridgestone Vintage Slicks, NOS. Parts & Burco Clutch Nuts"  
Tele: 626-334-0334 [www.kpmfg.com](http://www.kpmfg.com)

Robron Incorporated - Dart chassis, parts and repair  
Tele: 800-624-7383 Email: [robroninc@bellsouth.net](mailto:robroninc@bellsouth.net)

GL Doemelt Incorporated - King Kart chassis and parts  
Tele: 217-268-4243 Email: [gldoemelt@yahoo.com](mailto:gldoemelt@yahoo.com)

Nils Gustafson - Reproduction vintage tires  
Tele: 541-471-7212 [www.vintagespeedtires.com](http://www.vintagespeedtires.com)

Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets  
Tele: 763-784-9095 [www.blackdogvintageracing.com](http://www.blackdogvintageracing.com)  
Email: [wrenchhead944@hotmail.com](mailto:wrenchhead944@hotmail.com)

Jim Donovan - Max-Torque Ltd. – Clutches for most engines  
Tele: 630-369-9600 [www.maxtorque.com](http://www.maxtorque.com)

Lake Speed – B Bomb Engines – Parts – Buy – Sell – Service & Repair  
Tele: 704-938-4912 Email: [lcspeed@aol.com](mailto:lcspeed@aol.com)

Dick Teal – Reproduction Fox pedals – Swing Mounts – throttle arms – etc.  
Tele: 920-485-2844 Email: [teal@charter.net](mailto: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](mailto:howardkaplan@comcast.net)

**VKA resources advertising is reserved for  
members only and limited to three lines**



[www.VKAkarting.com](http://www.VKAkarting.com)



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



Jack Murray – Collector of Early and Mid 60's Karts, Engines, and Rare NOS Parts: GEM Pyramid Reed Cages, 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](mailto: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](mailto:CatKart@gmail.com); [www.CatKartRacing.com](http://www.CatKartRacing.com)



# Springfield

MAY 24 & 25  
SPRINGFIELD, IL

See VKA website for more  
Info. : [www.VKAKarting.com](http://www.VKAKarting.com)

# New Castle

JUNE 13 – 15  
NEW CASTLE, IN