

# VKA FIRS TURN

The Official Vintage Karting Association Magazine

February 2015

Rolf Hill, Editor



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

# off-season

## In this issue:

- Fun Day at SC Motorsports Park
- Mailing Survey
- Batavia: Famous - not Forgotten
- WB 580 Mods (Karting World 1960)
- VKA Wall Calendar Fund Raiser
- Tiers I & II
- ... and more

MMXV – No. 2

VKA Logo Courtesy of Tom Medley

© 2015 Vintage Karting Association, Inc. All rights reserved. No part may be reproduced, in any form, without explicit, written permission from the Vintage Karting Association.

## TABLE OF CONTENTS

TOPIC	SOURCE	p.
<b>2015 VKA Tour Events</b>	Pearl Gamble	2
Editor's Comments	Rolf Hill	3
VKA Mailing Survey	Rolf Hill/Bill Bloodworth	3
Dec. Board Meeting – Summary	Rolf Hill	4
Fund Raiser Results	Rolf Hill	4
Karting Trivia	Bill McCornack	4
Fun Day at SC Motorsports Park	Dick Charest	4
Batavia: Famous - Not Forgotten	Colm O'Higgins	7
Karting Trivia Answer	Bill McCornack	8
WB 580 Modifications	'60 KW reprint Mark D'Elia	9
Tiers I & II	Bill McCornack	17
VKA Resources	Rolf Hill	18
Upcoming Events	Rolf Hill	20

## 2015 VKA TOUR EVENTS

<b>1/22 – 24</b>	<b>Jacksonville, FL</b>	<i>7/??????</i>	<i>WKC VIR</i>
<b>2/5 – 7</b>	<b>Riverside, CA</b>	<b>7/30 – 31</b>	<b>Quincy</b>
<i>2/????</i>	<i>SKC Roebling Rd.</i>	<b>8/20 &amp; 22</b>	<b>Camden, OH</b>
<b>3/26 – 28</b>	<b>Barnesville, GA</b>	<i>9/????</i>	<i>WKC Summit Pt.</i>
<b>4/23 – 25</b>	<b>Circleville, OH</b>	<i>9/??????</i>	<i>MKC at MIS</i>
<i>4/??????</i>	<i>WKC NCCAR</i>	<b>9/25 – 26</b>	<b>Delmar, IA</b>
<b>5/22 &amp; 23</b>	<b>Springfield, IL</b>	<i>10/?????</i>	<i>SKC Roebling Rd.</i>
<b>6/18 – 20</b>	<b>New Castle, IN</b>	<b>10/9 – 11</b>	<b>Cuddebackville, NY</b>
<b>7/9 – 11</b>	<b>Brodhead, WI</b>	<i>10/??????</i>	<i>WKC Summit Pt.</i>
<i>7/??????</i>	<i>CES Grattan</i>	<b>TBD*</b>	<b>Atwater, CA (Tier II)</b>
<b>7/23 – 25</b>	<b>Avon, NY (Tier II)</b>		

**\* Tentative [All enduro events are pending as of printing.]**

**Bold** = VKA Event    *Italics* = vintage enduro event    VIR = VA Intl. Raceway  
 SKC = Southern Kart Club    MKC = Michigan Kart Club    WKC = Woodbridge Kart Club  
 CES = Championship Enduro Series

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

# JOIN THE FUN



## EDITOR'S COMMENTS

What did you do in the “off-season?” Shovel snow? Lay on the beach in Hawaii? Search the internet for “necessities” like ... kart parts? Wrench? The “off-season” can be a really busy time for many karters.

Even the VKA Board and the various volunteers have been busy. Dean Kossaras and Ernie Shores, along with input from and the rest of the board, re-wrote the VKA *Guidelines*. The major changes were highlighted in the December VKA ***FirstTurn***®. Some people may have glossed over (or missed page 13 of that issue), but it highlighted the concept of Tier I and Tier II events. It also pointed out the new requirements for the Yamaha class including the elimination of 219 chains and modern clutches. The youth class was redefined and new tire requirement were established. There were other changes, so if you haven't looked at the **2015 Guidelines** in the “off-season,” now is the time to do it. Pearl and the Regional Coordinators also were busy getting the schedule locked-in, early enough for it to be published in November. Thanks guys.

Some members did find time in the “off-season” to do stuff besides “wrenching” and “scrounging.” Some actually got out on the track. Dick Charest, for one, got a bunch of his friends and relatives to join him for a “fun day” at the Carolina Motorsports Park in Kershaw, SC. Read about their outing on p. 4.

*Rolf Hill - #4*

## VKA FIRSTTURN® SURVEY

**\*\* READ THIS \*\***

January was the first mailing of the VKA FIRSTTURN® using the reduced postal rates. It was mailed on December 29. Mine arrived on January 14! TWO WEEKS. I hope I was the only one. I know others received theirs last week, so mine might have been the only one shipped on the slow boat to China.

In order to assess the benefit of the reduced rate postage, we are asking that ALL Members send Bill Bloodworth a short email indicating when they received their January AND February VKA FIRSTTURN®.

To help him out, please include your name, put **MAIL DATE** in the Subject and in the body, all you need to do is indicate the date you received the January and February VKA FIRSTTURN®. He will be able to assess if certain areas of the country are affected, or if I need to adjust **MY** deadline.

Send your email to: **BillBloodworth@gmail.com**

**THANK YOU.**

## DECEMBER BOARD MEETING - SHORT SUMMARY

The Promoters' Package was updated for 2015. Much work went into it with help from many people. Thanks to all. There are a total of 308 members. Bill Bloodworth is working on obtaining a Bulk Mailing Rate, which will save about 18¢ per item. Bill was authorized to sign postal forms on behalf of VKA. Bob Barthelemy (Barnesville promoter) was appointed as the Regional Coordinator for the Southern Region. A plaque, commemorating Carl Weakley's contribution to karting and VKA, was authorized. Tentative plans are to install it at New Castle at this year's event. Gary Wlodarsky will be in charge of 2015 Kart Show Certificates. He is also authorized to design and produce stickers for winning karts.

The balance as of 12/31/14 is \$13,149.54

## VINTAGE KARTING TRIVIA

This year, Gus Trader says it will be his last year hosting the Vintage Karting Event at Quincy. How old will Gus be at this momentous occasion?

- |       |       |
|-------|-------|
| A. 75 | C. 90 |
| B. 85 | D. 95 |

**Answer on page 8.**

## FUN DAY AT CAROLINA MOTORSPORTS PARK BY DICK CHAREST

In early November, I made a post on the Vintage Karts Forum about having a vintage kart "fun day" at the sprint kart track at Carolina Motorsports Park on November 29<sup>th</sup>, the Saturday after Thanksgiving. The post got quite a few "views" but no "comments" so I had no idea if anybody was going to attend. The weather is always questionable at that time of the year so all I could do was hope for decent weather. I invited my brothers-in-law, Joe and Chuck and Joe's son, Zack and my younger daughter, Carolyn to come to the fun day.



November 29<sup>th</sup> started as a cool but clear day with a light breeze. We all met at a **McDonald's®** on the way to the track to have breakfast then drove the rest of the way to the track. I brought my original Invader sprint kart fitted with a Yamaha KT-100 engine and a Horstman DXL clutch. Earlier in the year, I had resolved issues with the braking system on the kart and replaced the Burco clutch with the DXL clutch. I took the kart out at first to check out everything and to adjust the carb. After a few laps, everything felt good so I brought the kart into the pits and told everyone it was their time to go out on the track and have fun. **Joe, Chuck, Zack, and Carolyn** had never been on a real kart before so this was all new to each of them. **Joe** went out first followed by **Chuck** and then **Zack**. When it came time for **Carolyn** to drive, we had a little surprise. Although my daughter is [REDACTED] years old, she is very slender and quite small and weighs only about [REDACTED] pounds. She could not reach the pedals! Like all good vintage karters, we quickly improvised a solution. I put a cushion in the seat to raise her up and she wore a backpack stuffed with a small pillow and extra sweatshirts to push her forward in the seat. And off she went!

→



track. They were all surprised at how fast the kart was. As they became more comfortable driving the kart and learned the track, their lap times kept improving. Each time one driver would come in, they would all wait to see what the

When one driver would finish a track session, I would oil the chain, refill the fuel tank, record the data from the *MyChron* gauge, and send out the next driver. They kept going in this rotation with the exception of a few times when we had to stop for the rental karts to go out on the





Zack

*MyChron* gauge recorded as the best lap time of that session and start bragging or kidding each other about their lap times. On the very last session of the day, Zach set fast time of the day and was very excited about it. They all had a great time and are anxious to do another track day sometime in the future. Zack told me he could not remember doing anything that was that much fun. He added that

anytime I wanted to go to the track to call him and he would go with me. All-in-all, it was a very successful vintage kart “fun day” at the track.

This past week, I got a small trophy plate made saying “Fastest Lap of the Day”, Vintage Sprint Kart Fun Day, Carolina Motorsports Park, Kershaw, SC, November 29, 2014. I attached it to a nice trophy I had lying around the shop and will surprise Zack with it the next time I see him.

It was a real pleasure for me to share the fun of karting with friends who have never experienced it before.



Fastest Lap of the Day  
Vintage Sprint Kart Fun Day  
Carolina Motorsports Park  
Kershaw, SC  
November 28, 2014

*Dick Charest*



Batavia kart track, located just west of Batavia town in Western New York is visible from Highway I-90 and is renowned as the best driver's circuit for sprint kart racers. At 3/4 miles in length, Batavia is also one of the longer laps in existence. This popular venue hosted well-attended I.K.F. and W.K.A. Sprint Grand National events. With the historic Horse Track being right in Batavia, many motels and eateries were close-by to enjoy.

I first attended there in 1966 and the Kelly family, Tom and Jane and their son Bruce, owned the place. The Kelly's owned a fish and chips store in Rochester, but loved their time at the track. Tom always presented the largest trophies in karting and his gregarious nature and welcome smile became a trademark. The "Empire State Championships" became a landmark. Bruce was a competitive driver in the Junior classes. Many local kart racers raced there regularly with Greece N.Y. native, John Lenhard winning Stock Heavy in the I.K.F. Summer Nationals. Joe Vera from California was memorable, as were the Lipp brothers, Pete (Mr. X Karts) and Art. The late Wayne Wispelaire, founder of Coyote, was a constant entry as well. Likewise, **Mickey McCarthy**, who was sponsored by **Tom Hodges** (see sidebar, next page) and his wife Nancy, a longtime I.K.F. Governor, were also frequent attendees. Canadian karters, only an hour's drive from the Border, raced at Batavia in droves; the McCann's, Timmy Clark, Roger Riberdy, Mike Yarlett, Derek Wright, Rich Bender and Scott Goodyear being notable participants.

**One Lap Around the Track:** passing over the start-finish line on an undulating main straight, a driver was faced with the "1st Monza," a curved 180 built into the side of a hill. C-Open karts were nearing 100 mph entering this turn. Then down, crossing the original track, the inner loop soon played into a hard right with a kink following uphill again into the "2nd Monza." Off camber, this turn led you downhill towards the pits and another 90 degree left quickly to a right-hander into "the extension." Rather narrow here; it curved left toward another hard left turn then downhill as part of the main straight...and then steeply uphill to the line, over a bump that caused most karts to catch air.



Batavia changed owners a few times, but is still there. Unused for the past five years, the track surface has deteriorated though there are constant efforts to get Batavia back racing again. Everyone loved the configuration. It offered pit crews and drivers a balanced challenge. All could see the whole track. Karters miss it, and this track is most memorable.

*Colm O'Higgins*

**EDITOR'S NOTE:** Colm has offered to pen a series of stories on "famous and not forgotten" kart tracks. Batavia is the first. Adkins, Picton, Goodwood and Cape Vessey are on his list. Stay tuned.

### **Tom Hodges was the son of Stowe and Nancy.**

Tom was a quadriplegic and confined to an electric wheelchair. He was unable to see more than a few feet, but he could tell by sound who was out on the track from the signature or pattern the driver played on the pedals!!

An obituary on his passing appeared in the WKA Magazine. He was a close friend of mine.

His driver, Vietnam War vet Mickey McCarthy, won C-Open at Quincy's 1977 IKF Summer Nationals.

## **VKA CALENDAR RESULTS – SOLD OUT!**

Thank you to all those who purchased the 2015 VKA Event Planning (Wall) Calendar. We sold over 60 this year and, despite issues with my printer, VKA will receive \$100 from the sales. Thanks to all.

*Rolf*

## **TRIVIA ANSWER FROM P. 4**

C. 90 Congratulations, Gus.

## **JOIN THE FUN**





Thanks to Mark D'Elia  
for providing this.

# WEST BEND 580

**T**he West Bend 580 is one of the first engines to be tailored for a specific kart class and with a price tag of under \$100 this little unit promises to be a real winner. In stock form this engine develops just over 4 hp and has the same basic design as all West Bend chain saw engines. Remembering our earlier success with the 510 series we looked forward to modifying the new 580. First, however, we mounted the stock engine on a kart to determine just what we had to work with. The most noticeable feature was the excellent low end torque. Coming out of the corners the 580 showed its heels to the pack. Low to middle range acceleration was good, but our stock engine began to peak out quickly in the upper rpm ranges. It was apparent that this little mill needed to breathe better on the upper end. If we could improve the breathing we could also gain a little in the horsepower department and this is always worth a little work. So, back to the work bench we trotted for a look see at the inner workings of this two-stroker.

## A FAMILIAR LOOK

With the exception of the bore and stroke, the design and construction of the 580 is similar to all West Bend models. The variance of these two dimensions account for the different displacement in all West Bend engines and the 580 is nothing more or less than a de-bored 700 model. Both models use the 1 3/4 inch stroke crank

while the bore of the 700 series is 2 1/4 inches as compared to the 2-1/16 inch bore of the 580. Our test engine, courtesy of the West Bend Aluminum Company, was the deluxe model (see; Fig. 1) and came equipped with a 15A Tillotson carburetor. Start disassembling the engine by first removing the fan housing and starter assembly as one unit as shown in Fig. 2. Then remove the four bolts holding the reed plate and the carburetor/reed adaptor plate will come off as one unit (Fig. 3). Now flip the engine over and remove the locking nut (takes an 11/16 inch socket) that holds the fan assembly in place. Insert a screw driver in between the fan (flywheel) and the support plate and apply a firm pressure up against the fan. Get a good grip on everything and give the crankshaft end that projects through the fan a moderate tap with a plastic or brass hammer as shown in Fig. 4. Underneath the flywheel is the magneto assembly which is held in place by two round head screws. Note that the locating holes are slotted; these give an almost unlimited range of BTC ignition setting—but more on this later. Remove the cam from the crankshaft and remove the six flat-head screws that hold the support plate in position. A gentle tap of the hammer and the support plate and magneto assembly can be lifted away from the cylinder case as illustrated in Fig. 5. All that remains is the crank, piston and rod assembly. Take an Allen wrench and

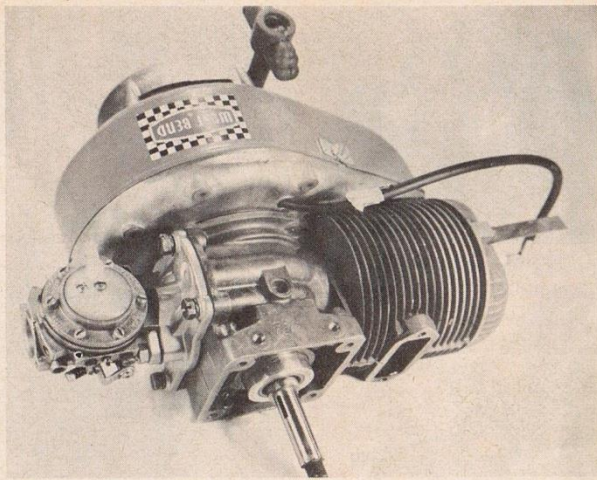
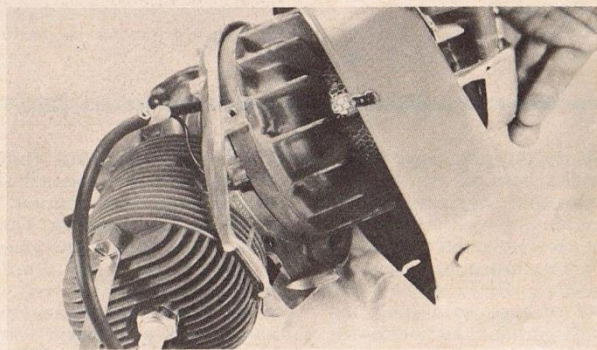


Fig. 1. A first for West Bend; a maximum limit engine — the new 580.

Fig. 2. Loosen three bolts and the fan cover and starter assembly slips off.



undo the two rod cap bolts. Invert the engine over a clean cloth and shake out the two halves of the bearing cage and the 14 needle bearings. Be sure to put the bearings in a clean safe place; they're easy to lose. With the aid of a pair of snap ring pliers remove the snap ring that holds the ball bearing in place on the drive side of the case (Fig. 6). Make sure that the piston and con rod are pushed as far up in the block as possible and then tap the crank out of the case (Fig. 7). Pull

the piston and rod out of the case and our engine is stripped—ready for modifying.

#### ... AND A SIMILAR MODIFICATION

The similarity of construction in West Bend engines invites, with a few minor changes, similar modifications. Remembering the rule that air flow resistance increases proportionately as we "bend" the air column, our first project is to radius the intake ports to eliminate the 90 degree angle left by the factory drilling operation. A drill and rotary mill



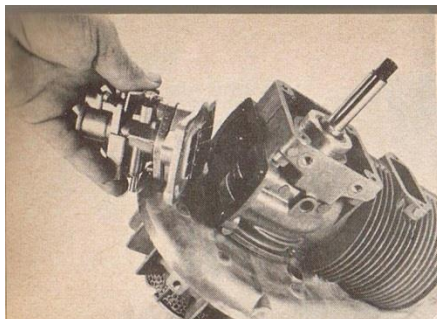


Fig. 3. Carburetor and reed adaptor are removed and mounted as one unit.

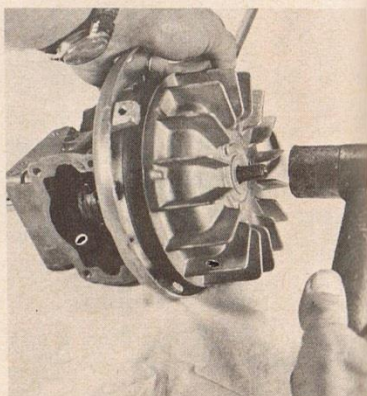


Fig. 4. Method of removing fan (fly-wheel) from crankshaft.

(Fig. 8) will do the job very nicely. Trim away the bottom edge of the intake ports so that they round gradually to the transfer wall. The intake ports must also be enlarged if we are to gain maximum air flow. A word of caution, first: don't raise the top level of the ports. This applies to both intake and exhaust ports. The efficiency of a two-stroke engine depends on the port timing and to change either level will definitely alter the performance of the engine. Both intake and exhaust ports can be enlarged sideways and the center ribs between the ports can be narrowed (leave at least  $3/32$  inch) but not removed. The next step is to round off the square corner made by the junction of the support plate and the cylinder case. A small aluminum baffle can be formed and screwed to the support plate that will mate into the case at

the top of the ports. Before setting the support plate aside the webbed reinforcing area around the crankshaft needle bearing (on the case side of the plate) must be filled. Use a good plastic or aluminum compound and fill all web slots flush with the top of the surface. These slots merely present traps for the air/fuel mixture and filling will help to raise the crankcase pressure.

Increased compression goes hand in hand with better breathing and in the case of the West Bend engine, which has an integrally cast cylinder and head, we'll have to vary the usual procedure of milling the head and fill the piston top instead. Before heading for the welding shop be sure to first weigh the piston. Use a mail scale and get an accurate weight; after all filling and cutting operations we'll reference the finished pistons weight with the origi-

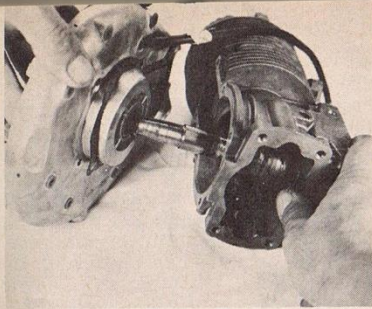


Fig. 5. The support plate and mag assembly are removed as a unit. All gaskets should be replaced new when reassembling the engine.

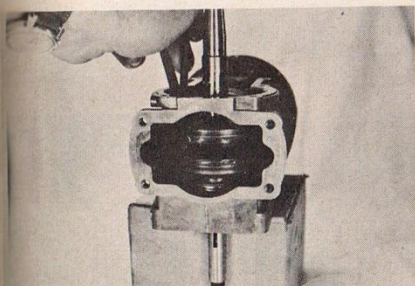


Fig. 6. Method of removing main bearing lock ring.

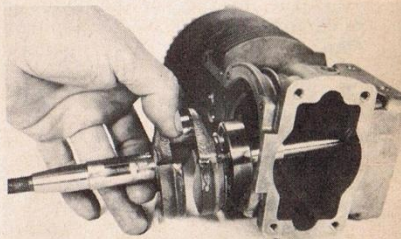


Fig. 7. Take care not to damage the seal when removing the crankshaft.

nal weight to see if the engine needs to be re-balanced. One final word of caution: use the utmost care in all piston modifications. A goof here can be expensive. To convert the stock piston into a high-compression slug we'll need only to fill in the slight depression on the exhaust slope of the piston top as shown in Fig. 9. Bear in mind that the fill should be enough to permit a ground and polished surface as illustrated in Fig. 10. It is always safe to make a flat finished fill of the exhaust slope area and the all out enthusiast can even go to a slightly convex contour if he wishes. After finishing the piston top re-install it in the engine together with the crank and con rod. When the crank is at bdc you'll notice that the piston has not completely cleared or opened the intake ports and that the piston skirt extends down below the lower edge of

the transfer wall which is slightly curved up at this point. Take a fine pointed scribe and lightly outline that part of the piston that shows through the intake ports. Also make a scribe line indicating the amount of the skirt that extends down below the transfer wall. If we are to get maximum breathing for our little engine we must remove as much of the obstructing area as is practical. Obviously it will do little good to enlarge the intake ports if we permit the piston to obstruct part of the port. The removal of the extended portion of the skirt will help the air/fuel mixture that is trapped up in the skirt to escape to the transfer area. This is known as a "slipper" cut and is the source of some debate among engine specialists. Many engine artists recommend a more radical ( $\frac{1}{2}$  inch) slipper cut in both the transfer wall and the piston skirt.



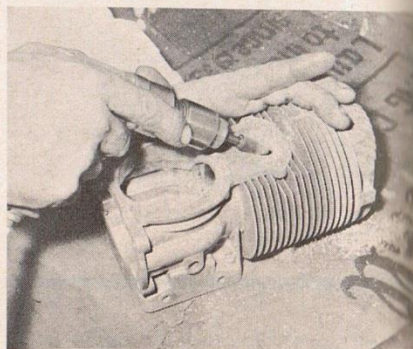
The chief objection to this type of cut is that such excessive removal of wall area sharply increases the crankcase displacement and thereby lowers the crankcase pressure. This should be avoided at all costs. An alternate method is to drill two  $\frac{1}{4}$  inch holes through the transfer wall and piston skirt while the piston is at bdc as shown in Fig. 11.

Remove the piston from the case and disassemble the connecting rod. You'll notice that the scallops scribed in the top land of the piston extend down almost to the top ring. Don't, under any circumstances,

derweight. We may correct this condition and also help to stuff the crankcase by filling the underside of the piston as illustrated in Fig. 12. Before starting this modification be forewarned: past experience has taught us that the ultra light-weight compounds used for such filling have proved generally unreliable. And the experience came with an expensive price tag—usually a new engine. Only one method of filling has proved satisfactory and even here there is no guarantee that piston speed and vibration won't ultimately ruin the fill. Our last test

## WEST BEND 580

Fig. 8. Method of rounding off the sharp 90 degree corners of the intake ports. Exhaust ports may be rounded in similar fashion.



notch the piston that deeply. To do so will expose the top ring to the full heat of combustion and will result in one well-cooked ring in a matter of minutes. Leave at least  $\frac{1}{8}$  inch of land to protect the top ring but extend the cut sideways to the full width of the scribe line. Extend and blend the cuts back into the intake slope of the piston. Trim the skirt as indicated and thoroughly polish the piston. This will help reduce heat transference and carbon build up on the piston top. Compare your piston with the one shown in Fig. 10.

One final piston modification and this is strictly for the karter who is going all out. Assuming that you have made a flat fill on the piston top your slug should be slightly un-

piston, however, is still running strong after 30 hours (our fingers are crossed). First, pock-mark the inside of the piston above the pin boss with the aid of a small drill. The rougher the better. Then impregnate a small amount of good quality cork with fiberglass resin and pack the cork into the top of the piston. Cover this with a thin mat of fiberglass cloth and bond the cloth into place with some more resin. Allow the mat to run down the side of the skirt slightly so as to form an inverted cup. Be neat and don't overfill the piston to the point where the rod cant swing free. Remember that the slightest crack in the resin will cause the entire fill to give way under hard engine use. When the fill has hardened and

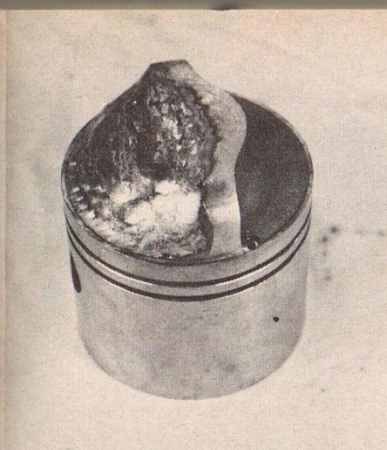


Fig. 9. 580 piston with exhaust slope filled by heli-arc welding.



Fig. 10. Finished piston showing filled exhaust slope, scallop cuts, relief holes and slipper cut. All surfaces have been polished.

you're satisfied with the results check the weight of your finished piston against its original weight. An overweight condition in the finished piston must be corrected either by reducing the weight or by rebalancing the engine (see: Balancing the Single Cylinder Engine, Winter issue, Karting Quarterly). Reducing the finished piston's weight is a preferable method as this leaves us with a lighter slug which is always desirable. The overweight condition should be very slight if all modifications were correctly made and a slight increase in the slipper cut should bring the weight back to normal. This may appear to be somewhat of a contradiction but considering that an equal weight of cork displaces a much greater volume than

does aluminum you're bound to come out well ahead of the game with regard to stuffing the crankcase.

Take a last minute check on your polishing and clean up the parts for assembly. Put everything back together except the carburetor and reed plate. Here we'll substitute a Homelite reed and adaptor for the standard factory supplied six-reed unit (Fig. 13). And in place of the standard 15A Tillotson we used a McCulloch MC-10 carburetor which has a 15/16 inch throttle bore as compared with the 13/16 inch bore of the Tillotson. In this regard we have fond hopes that Tillotson will eventually produce a larger carburetor (the HL 88A is somewhat improved with a 7/8 inch bore) but for



## WEST BEND 580

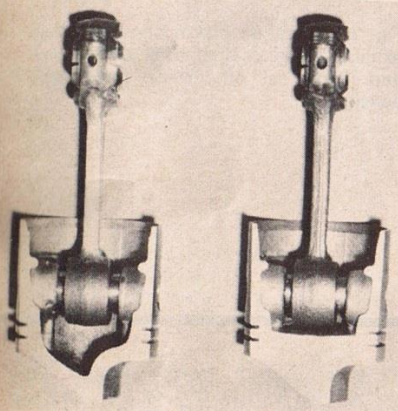


Fig. 12. Piston on right shows method of filling underside of piston. Connecting rod on left has been partially polished to show recommended finish.

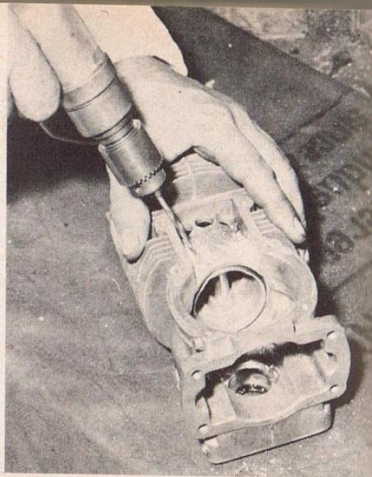


Fig. 11. Method of drilling transfer wall and piston. Rod and crank have been removed to show matching cut of piston and lower side of transfer wall.

the time being the substitution is necessary for better breathing. Either modify the carb (See: Winter issue, Karting Quarterly) or exchange it for one that has been commercially modified. Check the fit of the Homelite reed and adaptor and mount the unit on the engine.

Give your engine a couple of hours of break-in time and then switch to 100 octane gas (unleaded). All things being equal you can expect to gain almost 2 hp (Fig. 14) which should open the eyes of your competitors. Our modified 580 set a new track record the first time out and, after 10 hours of pushing the kart around with its new muscles, the West Bend 580 was still as reliable as ever.

## WEST BEND 580 SPECIFICATIONS

List Price—\$80.00, standard; \$96.00, deluxe  
Type—Single cylinder, two cycle; air cooled,  
either rotation  
Bore—2-1/16 inches  
Stroke—1-3/4 inches  
HP—4 hp at 5500 rpm  
Carburetor—Deluxe engine, Tillotson dia-  
phragm; standard, float type  
Air Filter—Skinner or metal maze type  
Cylinder—Die cast aluminum alloy; cast iron  
bore  
Cylinder Head—Integrally cast with cylinder-  
crankcase

Main Bearings—Ball bearing on drive side;  
needle bearings on magneto side  
Crankshaft—Drop forged steel; carburized  
and hardened  
Connecting Rod—Drop forged steel; carbur-  
ized and hardened  
Piston—Die cast aluminum alloy  
Rings—Two, compression  
Ignition—Magneto  
Valves—Reed type; deluxe model has 6  
petal reed plate; standard has 4 petal  
reed plate  
Starting—All engines furnished with Fair-  
banks-Morse recoil starter

Fig. 13. Homelite reed provides  
straight-through air flow and larger in-  
take area. (Reed and adaptor courtesy  
Go-Power)

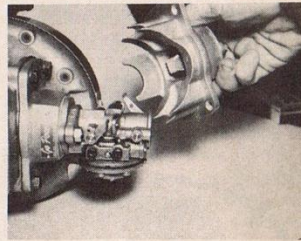
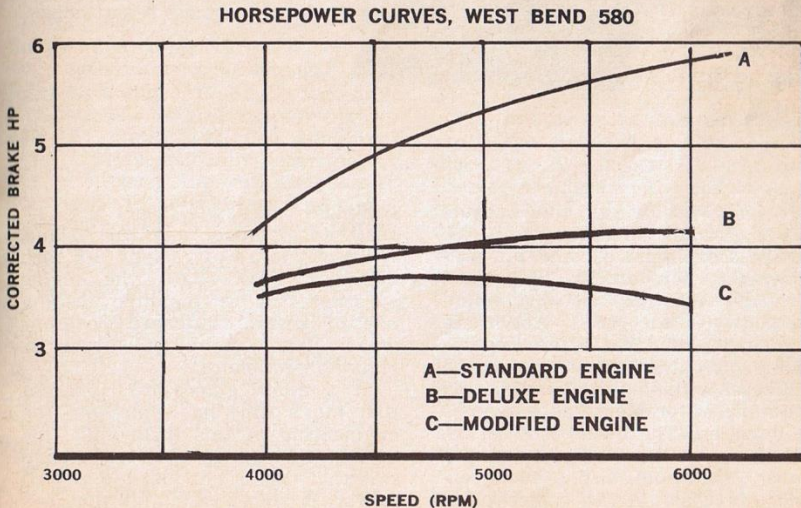


Fig. 14. Horsepower curves on stock and modified engines.





## VKA EVENTS: TIERS I & II BY BILL MCCORNACK

What's going on? When VKA started in New England back in the early 2000s, the focus was on getting together with old karting equipment and to do some racing. That changed slightly at the Quincy, Illinois event in 2002. Since that time, the format has been “soft racing”



within a class structure and scoring. Most venues offer this type of event. We call this Tier I. The Atwater, CA and Avon, NY offer practice format with some flagged heats. We call this Tier II.

All Tier I events have always contained a Tier II element within them. If a driver chooses to run his kart only during practice, he can do so and still enjoy all the other activities being offered at the event. But now, VKA promoters will identify their event as Tier I or Tier II. People who choose to only take part in Tier I events will know which events to attend. People who prefer Tier II-style events will be able to attend any event, and participate in practice-only at a Tier I event, and stay to participate in all the other activities (kart shows, cookouts, swap meets, *etc.*) offered at all karting events.



First and foremost, the VKA is dedicated to promoting the enjoyment of old karting equipment and to have fun.

*Bill McCormack*

## 2014 RESOURCES FOR VINTAGE KARTERS

ASW R&D Machining- Scott Wigginton, 3535 Victor St., Santa Clara, CA 95054;  
4" & 5" Go Power rims; front and rear.

Tel: 408-748-6949 Email: [aswInc2@aol.com](mailto:aswInc2@aol.com) [www.aswmachining.com](http://www.aswmachining.com)

Jeff Brown – Engine rebuilding & modifications for all types since 1967,  
BM 130 parts available – rotary valves for B Bombs & BM 130's

Tel: 248-613-5839 after 5pm EST Email: [invaderjb@gmail.com](mailto:invaderjb@gmail.com)

CKT Racing Engines, Inc.- Jim Perry- 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](mailto:CKTracing@sbcglobal.net)

Fox Valley Kart - John Copeland - VKA required 3rd Bearing supports for  
sidewinders. Also motor mounts and other machined accessories.

Tel: 765-742-0935 Email: [John@foxvalleykart.com](mailto:John@foxvalleykart.com)

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

Tel: 630-369-9600 [www.MaxTorque.com](http://www.MaxTorque.com)

Richie Engel – Clutch & Brake Shoe Relining, McCulloch Engine Repair

Tel: 705-445-5766 Email: [rtengel55@hotmail.com](mailto: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](http://GregsSpeedShop.com) Email: [GregsSpeedShop@att.net](mailto:GregsSpeedShop@att.net)

Charles Groetke - Vintage frame repair & parts, stripping and re-plating

Tel: 636-942-9988 Email: [slkcharlie@sbcglobal.net](mailto:slkcharlie@sbcglobal.net)

Nils Gustafson - Reproduction vintage tires

Tel: 541-471-7212 [www.VintageSpeedTires.com](http://www.VintageSpeedTires.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](mailto:CatKart@gmail.com); [www.CatKartRacing.com](http://www.CatKartRacing.com)

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

K&P Manufacturing - Bug chassis - parts “GEM-Style Pipes”, Blendzall Dist.,  
Bridgestone Vintage Slicks, N.O.S. Parts & “Burco Clutch Nuts”

Tel: 626-334-0334 [www.kpmfg.com](http://www.kpmfg.com)

Howard Kapland – DXL N.O.S. High temp, semi-metallic friction discs

Nippondenso – W34EN – Alky racing plugs for most foreign & Yamaha

Tel: 773-965-9755 Email: [HowardKaplan@comcast.net](mailto:HowardKaplan@comcast.net)

**Bill McCornack – McCulloch Engine building, Big Volume Pipes, Tillotson Carbs, Rev Grip Springs, L & T oil clutches for MAC and Yami**

**Tel: 630-400-2645**

**Email: [bill.mccornack@comcast.net](mailto: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**

**David Nance – T.I.G. welding of MOST ALL TYPES of metal. N.O.S. Clinton engine parts type used on vintage karts, mini bikes, quarter midgets.**

**Tel: 256-881-3254**

**Al Postiglione - Reproduction "Vintage Kart and Engine Stickers"**

**Please email inquiries about current offerings and availability to:**

**Email: [apost@optonline.net](mailto:apost@optonline.net)**

**R&I Metals- Bill Rowan, 1876 S. Taylor Ave., Ontario, CA 91761**

**Fox Satellite Seat shells and foam;**

**Tel: 951-897-4951**

**[www.RImetal.com](http://www.RImetal.com)**

**Email: [Bill@RImetal.com](mailto:Bill@RImetal.com)**



**Robron Incorporated – Dart chassis, parts and repair**

**Tel: 800-624-7383**

**Email: [robroninc@bellsouth.net](mailto:robroninc@bellsouth.net)**

**Rogeo Enterprises – Will Rogers, recast Hands Wheels, Hovey Hawk kart frames, welding, parts casting. Tel: 530-878-7594**

**Email: [rogeo2@sbcglobal.net](mailto: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](mailto:LakeSpeed83@gmail.com)**

**Dick Teal – Reproduction Fox pedals - floor pans - throttle arms – etc.**

**Tel: 920-485-2844**

**Email: [teal@charter.net](mailto:teal@charter.net)**

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

**Tel: 763-784-9095**

**Email: [wrenchhead944@hotmail.com](mailto:wrenchhead944@hotmail.com)**

**[www.blackdogvintageracing.com](http://www.blackdogvintageracing.com)**

**Thomas Thorin - Simplex decals, brake linings & 5 inch cast wheels**

**Tel: 818-708-7232**

**Email: [tthorin@socal.rr.com](mailto:tthorin@socal.rr.com)**

**Samantha Weakley (Price) - Early 70's Margay Cheetah reproduction seats**

**Tel: 618-792-8438**

**Email: [SpeedyChic@aol.com](mailto:SpeedyChic@aol.com)**



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

# Barnesville

Barnesville, GA  
3/26 – 28  
[www.georgiasprintkarting.net](http://www.georgiasprintkarting.net)

**MEMBERSHIP REMINDER:** Full Mmbr = \$35 Assoc. Mmbr = \$10 Foreign Mmbr = \$45  
New VKA Memberships are issued for a 12 month period. Only Members receive  
**VKA FIRSTTURN®**. Applications are on the VKA website ([www.VKAkarting.com](http://www.VKAkarting.com)) or  
from Bill Bloodworth ([BillBloodworth@gmail.com](mailto:BillBloodworth@gmail.com)). Completed forms should be sent  
to: **Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016.**

## DISCLAIMER

The information provided in this or any issue of the Vintage Karting Association (VKA) **FIRSTTURN®** is provided as a service to the reader. VKA does not endorse any opinions, view-points, or support any technical findings, procedures, recommendations, or suggestions. It is the responsibility of the reader to decide whether to act on any findings, procedures, recommendations, or suggestions contained in this or any issue of VKA **FIRSTTURN®**, and the reader assumes full responsibility for the outcome they produce. VKA does not endorse any of the Resources listed in this or any issue of VKA **FIRSTTURN®**. It is incumbent on the reader to determine which, if any, of the Resources listed in this or any issue of VKA **FIRSTTURN®** are qualified to provide the product or service they offer. Use of products or services offered by any of the Resources is done at the reader's own risk.