

VKA FIRS TURN

The Official Vintage Karting Association Magazine

Apr/May 2017

Rolf Hill, Editor



www.VKAkarting.com

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HAPPY SPRING

In this issue:

- Barnesville Results
- *In Memory Of ...* Kyle & Tony Adkins
- Hartman/Bearing Support NUTS & BOLTS
- Part II: Selling your stuff
- Enduro 2017
- ANNUAL INDEX
- Michigan Kart Show
- Trivia
- ... and more

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2017 SCHEDULE BY SCOTT KLINGLER/DICK CHAREST

2017 Event Schedule			
12/27 – 30/16 <i>Daytona*</i> 2/2 – 4 Bushnell, FL 2/2 – 4 Riverside, CA 3/10 – 12 <i>Roebling Rd</i> 3/16 – 18 Barnesville, GA 4/27 – 29 Circleville, OH 4/29 & 30 <i>Summit Point</i> 5/20 & 21 Sandy Hook, MD 5/20 & 21 <i>MKC MIS AKRA</i> 5/25 – 27 Springfield, IL 6/3 & 4 <i>Summit Point</i> 6/15 – 17 New Castle, IN 6/16 – 18 <i>Mid-Ohio</i> 7/6 – 8 Brodhead, WI 7/14 – 16 <i>Grattan, MI</i>	7/21 – 23 VIR 7/27 – 29 Avon, NY (Tier I & II) 8/4 – 6 Port Washington, OH 8/24 – 26 Camden, OH 8/26 – 27 <i>Summit Point</i> 9/15 & 16 Oreville, PA 9/15 – 17 <i>Atlanta Motorsports Park</i> 9/16 & 17 <i>MKC MIS AKRA</i> 9/21–23 Delmar, IA 9/30 – 10/1 <i>Summit Point</i> 10/21 & 22 <i>Roebling Rd</i> 10/6 – 8 Cuddebackville, NY 10/12 - 14 Bakersfield, CA (Tier II) 11/4 & 5 Atwater, CA (Tier II) 11/10 – 12 Saltillo, MS		
VKA Sprint Events in BOLD		<i>Vintage Enduro Events in ITALICS</i>	

* Beginning of 2017 Enduro Season

MKC = Michigan Kart Club MIS = Michigan International Speedway
AKRA = American Kart Racing Assn. VIR = Virginia International Raceway

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

EDITOR'S COMMENTS



Boy did I hear it about the Riverside “FAKE NEWS” results in the last issue; not so much that there was a scoring issue, but that I listed ... certain people who clearly were not there.

CONGRATULATIONS to our “most senior” member; Don Hall, Rockford - IL area.... 102 years young this year.

NEW MEMBERS: (It's been a while.) WELCOME ABOARD to Vince Rosanelli, Ken Wooldridge, Don Combs, Paul Ffield, Al Hasenfratz, Richard Sayen, Alan Schier, Blaine Young, Bob & Susan Bell, Dave Borkowski, Kevin Brown, Brian & Amanda Carr, Alan Davidson, Rodrigo De Francisco & Maria Espinosa, David Drewes & Kyson Barger, Randy Duncalf, Allen & Jeanne Gutberlet, David Jeffers, Bob Knowles, Brett Mallory, Jeff Tregler, Kelly West, Steven Calabrese, Tom & Linda Ensman, Peter Ward, Jeff Wright, Dan Bucher, Randy Jennings, John Konkle, Hernan Rotela, James Walter (New Jersey).

Roff KartNumber4@yahoo.com

IN MEMORY OF

Kyle Adkins and his brother Tony Adkins. Their passion for go-kart racing turned into a lifelong hobby and career, following in their father's footsteps and continuing the legacy we know as Adkins Raceway and Adkins Speed Center at Port Washington, OH. Our hearts go out to their parents, Bill and Ruth.

THIS IS VINTAGE KARTING !

JOIN THE FUN



MAR. BOARD MEETING - SHORT SUMMARY – BILL BLOODWORTH

SYNOPSIS: There are 350 total members, 308 full and 42 associates. The ending February balance is \$20,385.80 which reflects revenue of \$1,790.32 and expenses of \$1,264.31. An image for the next VKA t-shirt was selected. A promotional budget of \$1,500 was established. The budget will be allocated among the regions based on active membership percentage and will be managed by the Regional Coordinator. Movement of the VKA bank account to Chase is in progress. Difficulty signing on to VKA forums was reported. An issue was raised concerning the entry of Komet K-35 and K-30 engines in classes other than the '80-'87 class. During the discussion the need for participation, the expense involved, the technical knowledge required, and current engine modifications including displacement that are being run today were mentioned. Some Directors were strongly in favor of letting the engines run in the “big motor” class. A group meeting will be held during the upcoming New Castle event to address this issue. Bill Bloodworth initiated a brief discussion regarding the need for a secure file storage process (not backup) that would allow up-to-date files to be available to at least one other person should someone such as Bill become incapacitated.

Bill Bloodworth

[Editor's Note: For those who are looking for the January and February Minutes, they can be found on www.VKAkarting.com]

TRIVIA BY ROLF HILL (Ans. on p. 16)

True or False: The first helmet cam debuted at 1978 World Championship in LeMans, France?



BARNESVILLE SUMMARY BY BOB BARTHELEMY

Thursday morning brought 24 degree temperatures to Barnesville, Georgia, allowing this event to live up to its name “Winter” Nationals. A big thank you to the GSKA volunteers, Vickie & Glenn Forsyth, and the entire GSKA team for a very well run event! Another thank you to the Vintage Karters (89 entries) participating at this event.



By mid-morning, it warmed up enough to get the first practice participants onto the track and within a few minutes many more vintage karters braved the chilly weather. After noon, it had warmed up considerably and made for a great day with plenty of practice time on the track, and bench racing in the pits with good friends!

Friday morning started off with 35 degree temps, but warmed up to become a beautiful day. Open practice began a little after 9:00 a.m. and continued thru noon. We did have a hardship practice after lunch and then conducted our drivers' meeting. Matt Morgesen volunteered to sing the National Anthem and absolutely blessed the entire crowd with an outstanding performance. Upon getting our last minute changes incorporated into the timing and scoring system, we proceeded with our 1st and 2nd round of demonstration Heats. With the exception of one incident in the first Heat of 8.2 c.i. foreign class that sent Rick Gilmore to the E.R. (released with considerable bruising, but no broken bones-praise God!), all other Heat races went smoothly.

We all enjoyed a great evening buffet meal prepared and served by Vicki & Glenn in the concession/registration building. The famed “Yankee” award was presented to Al Hasenfratz by Gary Wlodarsky on behalf of the Nagel Family (2016 recipients of this prestigious award). Legends of Karting awards were presented to Louis Smiley and Jim Donovan by Bob Barthelemy.

We got the kart show judging underway on the front straight at 9:00 a.m. Saturday morning and about 9:20 it started raining. We moved the Kart Show under the grid canopy, finished the judging and presented the Kart Show Awards. After another hour of light rain, track drying activity ensued and by 12:30 the track was opened to Vintage Karters for a one-hour open practice session. After practice, we conducted a short drivers' meeting followed by yours truly sharing a brief testimonial about how his son, Kyle, has been totally changed by our Lord and Savior Jesus Christ after which Jax Walker blessed us with another live singing of the National Anthem. We then went right into the third round of Heats. About 4:30 pm Bob conducted the 50/50 raffle (\$248 to the winner) and presented the awards for the demonstrations and was finished by 5:15 p.m.

Bob Barthelemy

BARNESVILLE DEMONSTRATION EVENT RESULTS			
Class	1 st	2 nd	3 rd
Historic Participants	Chip Bering, Mark D'Elia, Terry Sullivan		
Juniors	Walker Porter	Ty Porter	Jake Breedlove
Power Products	Kevin Rice	Billy Dalton	John Stults
Over-60	Tony Severino	Butch Kavanagh	Tom Day
Rear 6.1	Roy Fenwick	Bob Rizzuto	Steve Welte
Rear 8.2	Marc Nagel	* * * * *	* * * * *
Sportsman Rear	Max Porter	Roy Fenwick	Kevin Rice
Yamaha S/W	Dean Sauder	Michael Giessen	Mike Birdsell
Yamaha Limited	Mike Birdsell	Sam Odom	Rebecca Spaude
S/W 6.1 Amer.	Marty Weston	Jeff Clunch	Todd Breedlove
S/W 100 Foreign	Fred Tothrow	Blaine Young	* * * * *
S/W 8.2 Amer.	Dick Charest	Tommy Crosby	* * * * *
S/W 135 cc For.	Lake Speed	Mack McCormack	Ben Schwartz
SW 80-87	Scott Ader	Mack McCormack	Sean Collins
S/W Straight Axle	Michael Giessen	Tom Day	* * * * *
Dual Rear C	Jerry Nagel	Marc Nagel	* * * * *
Dual S/W For.	Jerry Nagel	Steve Jamison	Vince Kavanagh
Sportsman S/W	Max Porter	Marty Weston	Todd Breedlove

This is vintage karting!

BARNESVILLE SHOW RESULTS BY GARY WLODARSKY	
REAR	
Unrestored	'60 Simplex; dual WB700s; Chip Bering
Restored	'64 Bug Sprint; MC-9; Max Porter
Modified	Dual Bug; MC-91s; Tony Severino
Past Champion	'56 Ingels/Borelli; WB-750; Chip Bering
SIDEWINDER	
Unrestored	'85 Phoenix; Yamaha; George May
Restored	'77 Margay; LMR; Dan Reed
Modified	'76 Blackhawk; WB-820; Steve Welte
Past Champion	Margay Concept; MC-91; Ty Porter
Peoples' Choice	Margay Concept; MC-91; Walker Porter
Director's Choice	'76 Big J Lancer; Dual BM-130s; Mike Lotz

(Due to picture quality, show winners are not available.)



BARNESVILLE DIRECTOR'S CHOICE-

Photo by Gary Wlodarsky

This '76 kart was the last kart Bob Jefferies built and the last one Ken Burden drove. It is a classic.

- Big J Lancer
- Dual BM-130s
- Current Owner: Mike Lotz



CLUTCH NUTS & BOLTS BY JIM DONOVAN



Mike Birdsell did such a nice job on his third bearing support to hold up the Hartman oil bath clutch, I was asked by Terry Walters to make a bolt to hold it all in place. Terry gave me his clutch and the third bearing support and said, "Jim, do your magic on this, and make me what I need (and keep the cost down- you can buy your new car in 2018)."



The first thing I had to do was open-up the back of the clutch cover so the supporting bolt would go through. I wanted to keep the bolt the same size all the way through both the clutch cover and the third bearing support. The third bearing support had a $\frac{3}{4}$ " bore in the bearing, so that told me I would have to sleeve an Oilite® bushing into the bearing that was in the Hartman clutch.

THIS IS VINTAGE KARTING !

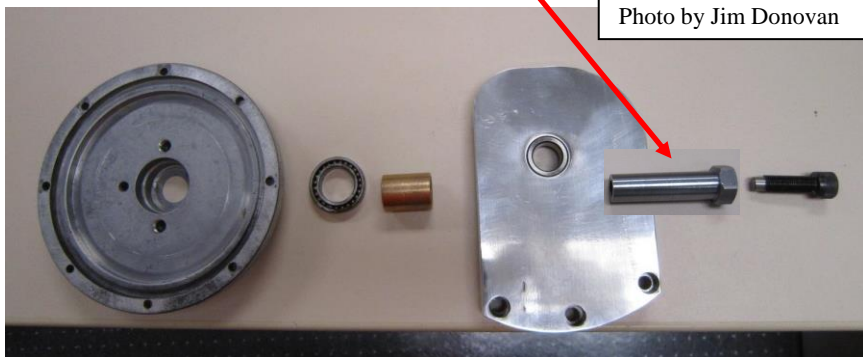


This was no big deal since I have a good inventory of Oilite® bushing in stock and the challenge was just to finding one that would fit the OD of the Hartman bearing and end-up with a 3/4" ID for the bolt going through ... which is almost 3" long.

The bolt we made, and then heat treated, had to be fully threaded for the 2 3/4" cap screw that will be used as the starter nut. After finding the correct bushing, we cut it to length and press-fitted it into the Hartman bearing with some 620 Loctite (green). This bushing will get a good lubing since it is in an oil bath when the clutch is assembled.



Photo by Jim Donovan



The proof in how well I did will be revealed in May when I see Terry at the Springfield event. I know all the pieces fit together nicely, and I will look over the shoulder of his pit crew to make sure it is assembled correctly. **BUT**, if the **BOLT** doesn't work and he doesn't win, then I say "NUTS," and will blame it on the clutch and tell him he should have stuck with the good old reliable MAX-TORQUE!!!

Jim Donovan

(← Editor's Note)

P.S. Thanks, Terry. I've always wanted a Ferrari.

JOIN THE FUN



This is **Part II** of a series to help vintage karters handle the disposition of a vintage karting inventory. **Part I** raised questions, alternatives and possible solutions for current vintage karters. In **Part II** Dick Teal addresses the job facing the person who will have the “hands-on” task of disposition.

DISPOSITION OF GO KART COLLECTION BY DICK TEAL



Recently, I was asked this question ... again, “Is there a best way to dispose of someone’s go kart collection?” The

simple answer is “No.”

I’ve just finished selling, donating and giving away a large collection that took me about three years. To give you an idea of the size, it consisted of approximately 12 frames and about 28 engines in various stages of assembly. It belonged to a dear friend that I made late in life. He got the dreaded ALS disease and passed way too soon after he found out.

Your inventory may be bigger or smaller, but to get a better handle on the possible answers to the main question, let’s first list the **WHO, WHAT, WHERE, VALUE** and then the **HOW**.

WHO does the collection belong to?

The collection could belong to a husband, father, friend or someone you never met.

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WHAT does the collection consist of?

The large collections I’ve seen and the one I helped dispose of are all



similar. They include kart chassis in various stages of repair, shelves of engines that are restored, partially assembled and any other stage of unknown condition. They also consist of multiple boxes of parts. I didn’t have Rolf’s form¹ to

¹ DRAFT Inventory Form is available on VKA website under Members TAB ... at the bottom.

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help me list everything and I don't think that I would have used it. It would be best that the owner fills it out before he/she is gone because someone else wouldn't know what everything is. The simple parts will probably never be listed in large disorganized collections because they change every day.

When I was thinking about this project, I compared it to my coin and model train collections. Coins are simple because they have two sides that you can see, feel, grade and easily sell. You can also take them to a dealer to sell them because there are many to choose from and many books listing the market value can be bought from book stores. Also, my very large model train collection is similar, but it is different because the value is based on the assumption that trains need to run when they are sold. Model train values are also listed in books, but the books are hard to find and usually wrong.

WHERE can you sell the collection?

This is a major consideration with go-kart frames because they are large and it is costly to move or ship them any distance. Engines and smaller items are easily shipped, but still require lots of prep work and packaging. The vintage kart scene is all over the world, but the number of members

is very small. The Vintage Karting Association (VKA) has about 300 full-time paid members and the other California club is probably similar with some members belonging to both. The rest of the vintage kart guys could number another 1,000 plus, but we're not sure. This means that it becomes difficult, but not impossible, to ship or transport stuff around North America. Shipments to foreign countries are possible, but not easy because of the logistics and related costs. E-Bay, Craig's list, vintage



kart events and local advertising are possible sale sites.

What is the VALUE of the collection?

This is the hardest question to answer. The current value is whatever someone will pay you for the item. The only way to find out is to try and sell it, one item at a time, on E-Bay. You can list the item at a low price and people will bid on it. The end of the auction will give you the value on the item

at that time. Listing the item on one of the vintage kart FORUMS requires that you set the price you're asking; FORUMS are not auction sites. Craig's List is like listing on a FORUM. The exposure on FORUMS and Craig's List are much smaller than on E-Bay.

Value is also affected by timing. A good example is when more than one of the same item is listed on E-Bay; this splits the bidding in two. In vintage karting, the number of people looking for something is very small.

My approach to setting the value is based on a large collection where everything needs to be disposed of in large quantities. Piece-by-piece will mean a higher selling price, but then each piece must be listed, sold, shipped, *etc.* Then the customer may not like what he bought and will ask for a refund, *etc.* This will take a very long time.

A friend of mine that builds many of the McCulloch engines for vintage guys decided that he would sell his collection of engines; he since decided to not sell. I called him and asked what a fair value for McCulloch engines was today? He valued his engines that are completely restored in two categories. The standard Mac engines (model 6, 7, 8, 9 through 93) were listed for \$300 each. The super engines (model 20, 30, through 101's) were listed at \$500.

These are engines that have been restored with new components and he guarantees that they will run OK. These prices are based on someone buying the complete collection for thousands of dollars.

I asked him if the shoe was on the other foot, what he would pay for used engines that are complete and he said half or less than the \$300 to \$500 price. These are stock (not modified) engines. Most of the vintage kart guys will buy a restored engine and then take it apart to make sure it's OK before running.



With his input, here's my assessment of today's fair market value for (STOCK) not modified

racing engines. Not what the collection can be sold for by you, but what the buyer of the collection thinks he can sell them for. The big unknown is that they need to run and be restored to like new condition.

Modified racing engines may bring more dollars, but the market is very small and the models are dependent on what class is the hot set-up that year.

McCulloch standard series **\$300**

McCulloch super series **\$500**

West Bend 820 **\$300**

West Bend 610 **\$150**

West Bend 580/700 series **\$150**

Power Products **\$150**

Clinton **\$75**

There are way too many foreign engines to list here and some are very expensive. This year saw a large need for Yamaha engines in



the 100cc class. They were selling for about \$300.

Setting the value on vintage karts is much more difficult to do than engines. Most of the karts sold on E-Bay are complete, including engines and have been restored. Most people that find and restore vintage rear engine karts lose money when the kart is sold. I've sold six of my beautiful show karts for very high dollars, but the customers were not from the vintage community.

Here's my today's fair market value for vintage kart chassis; not what the kart can be sold for by you, but what the buyer of the kart thinks he can sell it for. I've seen many karts sell for more than this, especially if the buyer wants to have it at any cost.

Basic usable frame with most parts missing **\$75**
Usable frame, some steering and wheels **\$150**
Rolling chassis missing upholstery and pieces **\$200**
Unrestored original rolling kart (complete) **\$200 to \$1,000**
Restored original rolling kart **\$\$**
Beautiful show kart **\$\$\$\$\$**

These prices are for rear engine sprint karts. Enduro karts (road-race/saddle tanks) sell for less and the market is much smaller. Sidewinder karts (engine on side of frame) sell for much less, but the

market is growing for certain racing models.

Spare parts for engines, wheels, clutches and other pieces are usually found with the collection. The value is way too hard to even give you an idea. Unfortunately, many of the parts have little use or the market is small and they need to be sold piece-by-piece. My suggestion is to use them as an incentive for the sale. You will get rid of them and the parts will stay in the vintage arena.

Before showing the collection, you should look in every nook and cranny for everything you think is kart related. Please do not throw anything away including magazines.

HOW to set the sale price of the collection?

Your first step is to find everything. My friend's wife kept finding stuff for two years. She found things in her attic, in two different trailers, at a friend's home, *etc.* There are still karts that are not sold. This is where an inventory form can be very helpful.

Once you've found everything, determine if you want to sell as one lot or if you know something about the hobby, you may want to sell everything as individual items by yourself. Your decision will significantly affect the time required and the income received.

When selling as a lot, you can use the engine and kart prices to determine what the buyer thinks he can sell the stuff for. Then take that amount and reduce it by half or more. That's what he will expect to buy the collection for. At this point you must decide if you're happy with the result.

If you want to sell everything by yourself, you may double or triple your money, but it will take much more time and effort. You may feel comfortable with E-Bay, Craigslist, or the forums or you may want to "setup shop" at vintage events. Just know when I go to the vintage event in Fremont, Ohio, for example, I know that I will spend about \$1,000 for gas, room, meals and entry fee. I need to sell a lot of stuff to break even and I don't.

Remember, a good deal is a deal where both parties are happy with the result.

Conclusions/Recommendations:

If you are going to be the "WHO," remember there may be an emotional tie to inventory. Try not to let this affect the ultimate objective, disposing of vintage karting collection.

Know **WHAT** the scope of the project is. (This is where an inventory comes in handy.)

Understand **WHERE** the market is for the inventory.

The **VALUE** of each collection will vary as a function of size of the collection and the items in the collection.

Finally, **HOW** you choose to dispose of the collection will affect the ultimate bottom line. The sales



approach (as a lot or as individual items) and ultimately the time available for the sale will significantly affect the income.

For some, the net income may be pennies, but even if it is significant, the likelihood of the income being desperately needed for living expenses is not likely to be the case. Regardless, any income will be welcome by the vintage Karter's family.
Dick Teal

(Editor's Note: All was well when Dick wrote this. Now he's recovering from an infection. We wish him a speedy recovery.)

MICHIGAN KART SHOW BY SCOTT KLINGLER

The VKA was invited to display and advertise at the 2017 Autorama in Detroit in Feb. Two vintage karts were displayed at the Detroit Cobo Center. The vintage karting exhibition also showed videos of current demonstration events as well as actual championship racing back in the day. A very special thank you to Jeff Brown for setting this up and to Singlefinger Speed Shop for allowing us to use their display.





The 2017 vintage enduro season started off with two races at Daytona International Speedway on December 29 and 30, 2016. As usual at enduro events, we ran with several “modern” classes during our race. We ran the same course as the IMSA cars did for the Rolex 24 Hours of Daytona except that we did not use the “bus stop” chicane on the back stretch. Each lap was 3.56 miles in length. Participation in both of the vintage races was pretty good. The vintage enduro classes were Foreign engines and American engines. They were run together, but scored separately.

This year the sanctioning bodies of the enduro events are trying to set it up so that vintage enduro karts can run two races at each event, one on Saturday and one on Sunday. That is nice because if you have a problem in the Saturday race, you

can repair the problem and race again on Sunday since you have already spent the time and money to travel to the race venue. The final event at Roebbling Road is a special vintage enduro event where we get to run **four** times during the weekend, twice on Saturday and twice on Sunday.

All the facilities are automotive road racing tracks and are generally two to three miles in length with plenty of run-off area in case someone loses it on the track. The one exception is the Shenandoah



circuit. Although I have not raced that circuit, I have been told that it is a very tight circuit with concrete walls fairly close to the track. Several people I know refuse to run that track. You can decide for yourself.

Unfortunately, several of the vintage enduro events conflict with several of the VKA sprint events. Those with conflicts include Circleville and Shenandoah in April, Sandy Hook and Michigan International Speedway in May, New Castle Motorsports Park and Mid-Ohio in June, Camden and Summit Point in August, and Oreville and AMP and Michigan International Speedway in September.

If someone was to attend all of the enduro events and race all the vintage races at each event, that would be 28 enduro races (including Daytona) for the 2017

season. That's a bit much even for the most energetic vintage enduro racer. I plan to attend nine events (including Daytona), so if I make all of them, I will get to race twenty enduro races this season. That will be a challenge. Not only will my vintage equipment have to hold up,



but this old vintage driver will have to do the same.

Dick Charest

[The vintage enduro schedule for the 2017 season is listed on p. 2.]

TRIVIA ANSWER BY ROLF HILL (from p.4)

Answer: Does it really matter whether it's True or False? It's a classic.
(Thanks to Jeff Campbell for sending me the picture.)



ANNUAL INDEX BY ROLF HILL

We have listed an **ANNUAL INDEX** of **VKA FirstTurns®** in previous issues (Feb/Mar 2016, April 2015, February 2014 and April 2013). If you are looking for a copy of a previous technical article, *Ask Bill*, Member Memory, Team Picture, Famous/Not Forgotten track, or other article of interest, check out the previous **ANNUAL INDICES**. The **ANNUAL INDEX** for 2016 is shown below.

Hardcopies of old issues are available, while supplies last: \$2.00 for newsletter and \$3.00 for magazine.

Electronic copies of issues more than one year old are available at no charge to Members (limit two per person per year).

Scanned/pdf pages are available at \$1.00 per scanned/pdf page for non-Members. Email KartNumber4@yahoo.com to determine availability. (VKA reserves the right to disallow requests.)

Send a check or money order made payable to **VKA** to: Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX, 76016. Include the month(s) and pages you want and your mailing address. For pdf or scanned copies, include your email address.

2016 ANNUAL INDEX OF VKA FIRSTTURN®			
Jan	2016 National Event Schedule	Aug	New Castle Summary
	2016 <i>Guidelines</i> & Reg. Coords.		Brodhead Summary
Feb/Mar	Bushnell Summary		<i>Kart Kwotes</i>
	Riverside Summary		<i>Ask Bill</i>
	<i>Member Mem.</i> : Finding Van Tech		Brake Relining
	Karting Turns 60	Sep	Avon Summary
	Airheart Brake Actuator		Camden Summary
	McCulloch in the Movies		<i>Ask Bill</i>
	2015 ANNUAL INDEX		Mid-Ohio Enduro
Apr/May	Barnesville Summary		Vintage Kart Restoration Tips
	MotoRama Expo Canada		Guess Weight – FREE Membership
	<i>Member Memory</i> : Larry Buggie	Oct/Nov	2017 Schedule
	Power Products Rebuild – Revised		Adkins Summary
Jun/Jul	Circleville Summary		Oreville Summary
	Sandy Hookn Summary?		Delmar Summary
	Springfield Summary		<i>Ask Bill</i>
	MIS Enduro		Guess Weight - WINNER
	Roebing Road Enduro	Dec	Bakersfield Summary
	<i>Member Memory</i> : A Patriot		2017 Schedule UPDATE
	<i>Ask Bill</i>		2017 <i>Guidelines</i> changes
	36-Month Membership		8-Year New Breed Project
	<i>In Memory Of ...</i> Ken Burden		2017 Helmet Requirements
			2017 International Vintage Events

2017 RESOURCES FOR VINTAGE KARTERS

Bud, Kirt, or Craig Bennett - RM Motorsports

Remanufactured S/W karts similar to Invader. Fabricating, restoration.

Tel: 248-344-1515 rmmotorsports.com

Jeff Brown – Full Engine Service; Modifying & Rebuilding foreign, WBs and Macs since 1967; Honing, Inertia Dyno Testing jeffbrownvintagekarting.com

Tel: 248-613-5839

Email: invaderjb@gmail.com

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

Tel: 765-742-0935

Email: John@foxvalleykart.com

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

Tel: 630-369-9600

www.MaxTorque.com

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

Tel: 705-445-5766

Email: rtengel55@hotmail.com

Louie Figone – Reproduction Horstman mufflers for West Bend 610/820 and

McCulloch's. Tel: 415-297-0374

Email: louiembt@aol.com

Greg Gouveia – New Fuel Tanks: Chilton, Azusa & Palmini

Shop Tel: 805-541-4310 Cell Tele: 805-305-2074

Web Site: GregsSpeedShop.com Email: GregsSpeedShop@att.net

Mike Golembesky; New Komet B-Bomb pistons; 55.30mm thru 55.65mm ; \$135 (free shipping for VKA Members) www.VintageKartParts.com

Tel: 818-321-0564;

Email: Mike@SpeedParts.co

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

Tel: 636-942-9988

Email: slkcharlie@sbcglobal.net

Nils Gustafson - Reproduction vintage tires

Tel: 541-471-7212

www.VintageSpeedTires.com

Ken Head – KRH Engineering – Restore/sale of Sprint/Enduro Vintage Karts.

Tel.: 714-612-4102 Fax: 714-528-8873

Email: 1HeadRacing@gmail.com

Tim Hinson – Dealer for Azusa, RVL Tuned Exhaust, USMP West Bend; 510, 580, 700 NOS & used parts; restoration/rebuild of karts and WB & PP.

Tel: 661-253-9000, CatKart@gmail.com; www.CatKartRacing.com

Terry Ives- MAC pistons, parts, repair: Max-Torque spring tool/Burco/

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