

VKA FIRSTTURN

The Official Vintage Karting Association Magazine

Feb/Mar 2017

Rolf Hill, Editor



www.VKAkarting.com

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In this issue:

- Bushnell Results
- Riverside Results
- Updated 2017 Schedule
- Yamaha RLV Pipe
- “LIFE” Is A Terminal Disease
- Trivia
- ... and more

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VKA Logo Courtesy of Tom Medley

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2017 SCHEDULE **UPDATED** BY SCOTT KLINGLER/DICK CHAREST

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

With the New Year comes reflection on the past and thoughts of the future. (Whoa ... a little too philosophical.) What will the New Year bring for VKA, vintage karting, my vintage friends and me? I'm looking forward to more fun, comradere and time on the track.



Moving forward, the VKA Board has three new Members to help our vintage karting effort. Lynn Haddock, Skip Owen and Joe Swantek. Welcome aboard.

This will be my sixth year as Editor and I have enjoyed the challenge ... and it gives me something to do. Not sure what I would do with the "extra time" I'd have if I didn't put together the **VKA FIRSTTURN®** on a regular basis. (My wife might have some suggestions. 😊) Having said that, it's time to think about cultivating an assistant. I think back six years to my first efforts as Dick Teal's assistant. He was my mentor in the "publishing business." Now, that experience needs to be shared with someone else.

Input from promoters about events is a **BIG** help; technical articles and **Member Memories** from vintage karters are also welcome. Thanks to those who have supported this effort. It helps if the Editor goes to a lot of the events, but it's not a requirement.

So, if you know how to type, are comfortable with a computer, enjoy cut & paste ... let me know. (KartNumber4@yahoo.com)

But it's not just about me. It is good that Lynn, Skip and Joe have stepped-up. ALL VKA Offices, Board Members and volunteers need assistants, seconds, support, backup ... you!

Bill Bloodworth needs help. He won't admit it, but consider this: Not only is he the VKA Secretary, but he and his wife maintain the mailing list and stock of stamps, address the envelopes, figure out who-gets-what, stuff the envelopes and sends them out. Not an easy job, but without it, the **VKA FIRSTTURN®** is just a file on the computer. If anyone wants to help out on a trial basis, *PLEASE* let me (or Bill) know.
Rolf KartNumber4@yahoo.com

THIS IS VINTAGE KARTING !

JOIN THE FUN



DEC. BOARD MEETING - SHORT SUMMARY – BILL BLOODWORTH

(NOTE: these minutes are from the December meeting and some of the items may have changed, in particular the Guidelines. Check the website for the latest version.) There are 358 total Members, 311 full and 47 associates. The ending November balance is \$18,577.53 which reflects revenue of \$2,507.00 and expenses of \$0.00. President McCornack thanked each Board Member and volunteer by name and identified their contributions during 2016. The Board approved the nomination of Skip Owen to fill the vacant director position for 2017. It was reiterated that the added clutch guard and bearing support guidelines apply only to oil clutches and not to dry clutches. The Board approved a motion to adjust the minimum age to 15 years for single engine senior classes. Joe Swantek will cohost the Riverside event with Louie Figone. Dennis Faust plans to delay the proposed Las Vegas event until 2018. Rolf Hill reported that the January 2017 publication will continue to be the newsletter format. Gary Wlodarsky reported that only one t-shirt had been sold on eBay. Gary will have a large trailer suitable example of the VKA oval with website information made for review



Bill Bloodworth

TRIVIA BY BILL MCCORNACK (Ans. on p. 14)

Q. What year is McCulloch's ad offering this new line up of engines (49/91/101)?

McCulloch championship kart engines

MC 49 Bore, 2.125; stroke, 1.375; displacement, 4.9 in³ (80.3 cc); compression ratio, 6:1; Intake valve, flat reeds; carburetion, 3/4" venturi all-position special racing diaphragm type carb; porting, reed and 3rd port; reboreable cast iron cylinder liner, oversize pistons available.

MC 91 Bore, 2.165; stroke, 1.635; displacement, 6.05 in³ (99.3 cc); compression ratio, 10:1; Intake valve, 4 reed on V plate; carburetion, 1 1/2" injection carb with integral pulse fuel pump and filter; porting, 6 drilled ports plus boost port; exhaust porting features larger, faster opening twin ports with ring-saving bridge.

MC 101 Bore, 2.201; stroke, 1.835; displacement, 7.5 in³ (123 cc); compression ratio, 10:1; Intake valve, 4 reed on V plate; carburetion, 1 1/2" injection carb with integral pulse fuel pump and filter; porting, 6 drilled ports plus boost port; exhaust porting features larger, faster opening twin ports with ring-saving bridge.

McCulloch Corporation
6101 W. Century Blvd., Los Angeles, Calif.

A. 1966

B. 1967

C. 1968

D. 1969

BUSHNELL SUMMARY BY BOB BARTHELEMY

The weather forecast was perfect and our God made the meteorologist look good by providing perfect weather for the 2nd annual Vintage Kart Winter Ice Breaker at Bushnell Motorsports Park. A big thank you to Brett & Rebecca Spaude, Bill Spaude, and the entire BMP team for a very well run event! Another thank you to the Vintage Karters (65 entries) participating at this event.



Thursday was a beautiful day full of sunshine, plenty of practice time on the track and bench racing in the pits with good friends! Friday was another gorgeous day with a drivers' meeting early and lots of practice time to get ready for Heat # 1. Due to some late arrivals Friday morning, one Heat was run on Friday and two Heats on Saturday. At 6:30 (under the lights) nine courageous mechanics participated in the Mechanics' Race utilizing the rental karts and, yes, since these karts have bumpers there was a little bumping going on, but the word on the street was "it was minimal" compared to last year's Mechanics' Race. We all enjoyed a great evening meal in the kart shop building and free lunch was provided by the camper sales team (camped-out at the entrance circle) each day.

We actually got the kart show judging underway on the front straight at 9:00 a.m. Saturday morning and presented the Kart Show Awards. The track was then released to the Vintage Karters for a one-hour open practice session. After practice, we went right into the second then third round of Heats. About 4:00 pm we presented the awards for the demonstrations and were finished by 4:30 p.m.

Bob Barthelémy



BUSHNELL DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Results not available for: SW100cc / Straight Axle S/W - - Partial results below:			
Historic	Pearl Gamble and Gus Gustafson		
Juniors	Ty Porter	Walker Porter	Jake Breedlove
MAC-49	Dan Lawton	Scott Klingler	<i>Info Not Available</i>
Over-60	Jerry Nagel	Butch Kavanagh	<i>Info Not Available</i>
Rear 6.1	<i>Info Not Available</i>	Don Renton	Gary Young
Rear 8.2	Scott Nagel	Marc Nagel	Lindsey Winegardner
Sportsman Rear	Max Porter	<i>Not Available</i>	<i>Info Not Available</i>
Yamaha S/W	Mike Giessen	Craig Bennett	Troy Brown
Yamaha Limited	Sam Odom	<i>Not Available</i>	<i>Info Not Available</i>
S/W 6.1 Amer.	Jeff Clough	Don Renton	Gary Young
S/W 8.2 Amer.	Dick Charest	<i>Not Available</i>	<i>Info Not Available</i>
S/W 135 cc For.	Scott Ader	J.Gay/C.Bennett	Collins/Barthelemy
SW 80-87	MackMcCormack	Scott Ader	Mike Giessen
Dual Rear B	Tony Severino	Jim Merritt	<i>Info Not Available</i>
Dual Rear C	Jerry Nagel	Marc Nagel	<i>Info Not Available</i>
Dual S/W For.	Craig Bennett	Jerry Nagel	Scott Nagel
Sportsman S/W	Max Porter	Todd Breedlove	George May



BUSHNELL SHOW RESULTS BY GARY WLODARSKY

REAR

Restored	Gus was the only one {complete information lost}
Modified	<i>Info Not Available</i>
Past Champion	'67 Bug dual Mac 91s; Tony Severino

SIDEWINDER

Restored	'74 Margay Concept; MC-91; Ty Porter
Modified	Hartman; Yamaha, Rebecca Spaude
Past Champion	Margay; dual 101s; Bill Shelly
Peoples' Choice	'56 Flexo; MC-99; 9 c.i. rotary valve; Gus Gustafson



This is vintage karting!

JOIN THE FUN



Photo by Rebecca Spaude

RIVERSIDE SUMMARY BY CARY THOMAS

The first weekend in February found Karters coming from around the world to celebrate the 50th Anniversary of the “1967 – 2017 Sprint Nationals” at the historic Adams Kart Track in Riverside. It was a well-attended and fun-filled weekend.



The Official hosts were Louie Figone and Joe Swantek, but in true VKA fashion, many people, including the Adams Kart family, pitched in to make everyone feel welcomed and each event special. Tom Corso, Scott Wigginton, Pete Preschern and his sons helped out with pre-tech. Vince Hughes worked the grid, supported by Terry Ives. The Adams family, especially Timel, was always right there to help; they are all enthusiastic supporters of Vintage karting events. Jim Donovan and Dean Kanocz provided EXCELLENT pulled-pork and Wisconsin brats on Thursday and Friday. Each entrant received a goody bag containing a beautiful

souvenir poster and a reprint of the 1967 Karter News article relating the story of 50 years ago.

The event was very well attended with more than 50 Karts entered in the Friday judging and 66 were entrants with transponders and a total of about 75 in the Heats on Saturday. And like the 1967 event, participants came from all over the USA and as far away as Ireland (Frank Weir) and Australia (Peter Ward, who attended 50 years ago, and others). So many of Vintage Karting's legacy personalities were in attendance; Faye Pierson (of the legendary Bug Karting family); Terry Ives (multi grand national champion, served on the IKF Board, and the NAKTC Board for many years); Vince Hughes (one of the founders of the "Riverside Vintage Reunion" and a past VKA president), Jim Donovan (Max Torque clutches), and too many more to mention were in attendance.

Intermittent rain showers on Friday could not dampen the enthusiasm of the VKA members. Friday included practice, show judging, a hosted dinner, and an awards ceremony. On Saturday, clear skies returned as Karts were classified and grouped by performance. Two sets of Heats were run before the full-service lunch, followed by a final set of Heats and declaration of class winners. Vintage karts finished the evening by supporting the Adams Family "Uncle Jerry's" birthday and return from the hospital.

Cary Thomas

RIVERSIDE DEMONSTRATION EVENT RESULTS*

Class	1st	2nd	3rd
Historic Single	Rolf Hill	Donald Trump	Hillary Clinton
Historic Dual	Tom Smith	Tom Corso	Terry Ives
Mac 49	Jilene Chivell	Jack Martin	Nancy Pelosi
Sportsman Rear	Gary Crawford	Tom Day	Capt. Kirk
Rear 6.1	Jordon Gouveia	Jordon Plourde	George Friend
Rear 8.2	Mike Frediani	Ralph Dorr	Tony LaRocca
Over-60	Tom Day	Bruce Barwick	Peter Ward
Yamaha KT-100	Thomas Adams	Nicolus Woodward	Tony LaRocca
S/W 6.1 Amer.	Mike LaRocca	Tom Day	Michael Waldron
S/W 6.1 For.	Doug Waterman	Jonathan Fairoaks	Jeff O'Hare
S/W 8.2 Amer.	Vern Frediani	Donald Trump	Hillary Clinton
S/W 8.2 For.	Paul Ffield	Richard Mahaffay	Colin Bennett
80-85 S/W	Romero Llamas	Paul Wright	Sean Preschem
Dual Rear	Graeme Barwick	Tom Kelley	Mike Frediani
Dual S/W	Brian Hannon	Paul Ffield	Nick Woodward

* **NOTE:** Results may not be accurate. Transponder results were not available for Heat 1. Also, the transponders for some First Place Finishers did not register. The results shown above are based on transponder reading. Congratulations to ALL participants... real or imagined. 😊

RIVERSIDE SHOW RESULTS BY LOUIE FIGONE

REAR

Unrestored	McCulloch R-1; MC-20s; Alan Paolergo
Restored	Fox; Dual WB-580s; Cary Thomas
Modified	Rupp; MC-101; Tom Wilms
Past Champion	Dart GP; Vince Hughes

SIDEWINDER

Unrestored	'80 Yamaha; Yamaha RC-100; Ken Hunter
Restored	Bug Stinger; Dual K88; Jordan Gouvia
Modified	Bug; Dual K99s; Joe Swantek
Past Champion	Pruett Kart; Rennie Goldberg
Best Enduro	Margay Concept; Paul Wright
Best Mini Bike	Little Indian; Jon Woods
Peoples' Choice	'73 Bug Stinger; Dual K88s; Jordan Gouvia



Some of the luminaries who attended the 60th Anniversary of the 1967 Grand Nationals who were there 50 years ago: Tom Wilms, Dick Florey, Peter Ward, Chet Vetter's daughter, Louie Figone and Terry Ives. Other luminaries: included Faye Pierson, Frank Weir from Ireland, Graeme and Bruce Barwick, and Colin Bennett from Australia.



Photos by Rolf Hill cont'd on p. 14

This is Part I of a two-part article on how to dispose of an inventory of vintage karts. The focus of Part I is aimed at getting the active vintage karter of today thinking about what family, friend, or someone else will need to know about your inventory and your wishes. Part II by Dick Teal will focus on his recent experience with the liquidation of someone else's inventory.

We all know someone who has died. It is a sad time. Even vintage karters are afflicted with this condition we call "life." Our time will come ... hopefully after **many more** fun and fruitful seasons, but it will come. Are you prepared? Reminds me of a sermon my pastor gave one Sunday → (read first)

What will happen to your kart(s), parts, tools, supplies, *etc.*? Who will take care of dealing with your "stuff"? Who will be your "**SUPPORT PERSON**?" Will your **SUPPORT PERSON** know what you have and what you want done with it? Will the **SUPPORT PERSON** have any idea what it is worth; not the sentimental value, but the **REAL** value?

Even though you may feel the same way you did as a teenager ... invincible (except for the aches and pains), now it is time to balance that feeling with the feeling you had when you bought life insurance or made other "plans for the future." Contrary to that notion we will live forever ... **NEWS FLASH** ... we

TRUE STORY

Just a short sidebar ... one day in church, the pastor was giving his sermon on being prepared for "our time." He was making the point that you never know when the end will come, whether you are young or old.

Most sermons last 15 to 20 minutes. This one ended after about three minutes ... **SHOCKING!** Even the choir seemed stunned. But it made his point, and everyone took note ... you never know when the end will come.

Although the sermon was unusually short, it really made a profound impression on me ... and I think the rest of the congregation. (That may have been the **last** three-minute sermon he ever gave, but it had a **lasting** impact.)

won't! And, so this article is not too much of a "downer," there may be other reasons you want to sell your stuff. There may come a time you just want to retire from vintage karting.

How are YOU going to "plan for the future?" Will your **SUPPORT PERSON** (spouse, friend, or family member) know what to do? Do YOU know what to do? What can you do to prepare ... to help them or just be prepared for when you decide to retire?

Here's the short version ... the 3-minute sermon:

FIRST: Make an INVENTORY.

SECOND: Come up with a written PLAN, and a **SUPPORT PERSON**.

THIRD: Identify the CURRENT VALUE.

FOURTH: Understand the EFFORT to implement your plan.

Now some detail ... the longer sermon:

INVENTORY: Your inventory should categorize your treasures. There may be other groups, but consider:

- Modern vs. Vintage
- Frames
- Engines
- Parts & Supplies
- Tools (This may be where to draw the line, especially if there are family members who are not into karting, but have an interest in other “mechanical” hobbies.) There may be some *specialized tools* that only work on karts/engines (e.g., McCulloch fly-wheel “wrench,” Max-Torque clutch puller, *etc.*)

In preparing your **INVENTORY**, preparing a “list” is the place to start. Consider organizing your **INVENTORY** in categories listed above (e.g., Frames, Engines, Parts,

and Tools). Perhaps the easiest categories to complete will be the “frames” and the “engines,” since you likely have fewer than the items in the “parts & supplies” category.

Ultimately, you will want to put tags on some items, stickers on others, or just marking-pen labels on boxes/containers to help in the identification process.

It goes without saying that the Inventory will change over time. It may not make sense to include amounts when you first prepare your Parts List Inventory. Periodically, it should be updated ... maybe during the Winter break. Even if you do it annually, the **SUPPORT PERSON** will need to update the amounts before liquidating your inventory. (See **EFFORT**, below.)

The Parts List Inventory will be the most difficult to put together. For example, you may have engine blocks. But, you will need to identify to which engine they belong (e.g., West Bend, McCulloch, Power Products, Clinton, *etc.*) just in case the **SUPPORT PERSON** isn't well versed in vintage karting. This applies to all the internal parts also. Additionally, gaskets, seals, bearings, rings, *etc.* will all need to be identified by use/application (e.g., engine, carb, manifold, head, stuffer, *etc.*). This level of detail may be where you draw the line too, but if these parts are in the inventory and they need to be liquidated, think

again about where you draw the line. If you don't do it, the **SUPPORT PERSON** will have to.

(In my case, my **SUPPORT PERSON** may be lucky. I don't have a lot of "spares." Certainly, not a large inventory of spare blocks, heads, cranks, or gaskets.)

PLAN: Your plan should start with any specific wishes you have for any of your treasures. Do you want to give it away or sell it? If you want to give something to a specific person, be sure it is clear what item it is and to whom you want to give it. On this point, keep in mind, it might make you feel good to give a buddy your Fox kart, but even though **you** might want someone to have it, **they** may not want it. Do not waste your time (or their's) listing items to individuals if they don't want them.

The rest of your plan could/should include other ideas you have for passing along your treasures. Who are the **OTHER POTENTIAL OUTLETS**? (See **EFFORT**, below.) Who else might be interested in it? You might want to consider other vintage karters, kids, grandkids, nieces/nephews, friends, but do not forget collectors – especially classic car collectors – or museums – or others who may treasure the history and want to preserve your treasures.

You may even know an eBay re-seller; someone who knows the ins and outs of eBay and can take your inventory and (for a cut) put it all on eBay to dispose of it.

Keep in mind the **SUPPORT PERSON** who ends up with your **PLAN** may not have the contacts. Do your homework. Write down the details of contact information (name, address, email, phone number, *etc.*). If you think that it will be a PITA¹ for you, just think how much trouble it would be for someone who doesn't have a clue?)

VALUE: This is the tough part for you, and potentially for those after you, for a couple of reasons; the value of today's dollar versus the value of the dollar 20, 30, or more years from now; sentimental value *versus* street value; as well as supply and demand and other factors. The vintage karting crowd of tomorrow may only be looking for ... heaven forbid ... 4-cycle stuff.

Vintage engines, frames and parts of today will continue to be hard to find. The Law of Supply and Demand will control the street value of your treasures. NOS *vs.* used also will affect the price. Keep in mind, the "O" in NOS stands for "old." No one may want a 60, 70 80-year old carb diaphragm, let alone an NOS part for an engine that no one uses in 2046. (I'll be 100 then, and probably winding down a bit. 😊)

¹ PITA – Pain in the Tookus.

Sentimental value will have no place in liquidating your treasures. But look at it this way, any money that comes in will be a plus ... and the inventory will be GONE! As a starting place for your **SUPPORT PERSON**, list what you paid for the item. Supply and demand and the complexion of “vintage karting” at the time of sale will dictate the market value of your treasures.

EFFORT ... YOUR's and the SUPPORT PERSON's: Coupled with the time it will take you to determine the **VALUE** of your treasures will be the need for you to understand the time and **EFFORT** it will take your **SUPPORT PERSON** to fulfill your wishes. It will take you time to put together and update your **INVENTORY, PLAN** and **VALUE**. As with most things in life, the more you put into it, the more you will get out of it; in this case, the more the **SUPPORT PERSON** will get out of it.

The more you put into your **EFFORT** (inventory, plan, updates, contacts, *etc.*) the easier it will be for the **SUPPORT PERSON** to take care of your **INVENTORY/PLAN**. Keep in mind what you are asking of the person taking care of your **INVENTORY/PLAN**. Putting an inventory on internet forums to list your treasures will take someone a lot of time. Dealing with phone calls from people interested in your treasures takes time. Packaging and mailing your treasures takes time. Going to swap-meets takes time.

Hand-delivering takes time. Oh, and don't forget, if you haven't done your homework in your **PLAN** on listing **OTHER POTENTIAL OUTLETS** (like family members, friends, car collectors, museums, eBay re-sellers, *etc.*) the **SUPPORT PERSON** will have to do this part too!

There may be some “legal” aspects of the disposition of your treasures. The estate (and the tax man) will want to know what “income” the estate realized from the sale of your treasures. The person who takes care of your treasures will also have to keep track. Providing receipts/invoices for each sale will provide the documentation and will take time.

Sounds like a lot ... and it is, but you could do nothing and just leave the mess in the shop ... and the headache to your spouse, friend, or family member. It's your choice.

Here ends the sermon. *Rolf Hill*

Thanks to Dick Teal, Ernie Shores, Scott Kneisel and Dave Luciani for their input to this effort.

EXAMPLE Inventory Form is on web site: www.VKAkarting.com under Members TAB. Scroll to the bottom. You may want to come up with your own, but it will give you an idea of what one looks like.

RIVERSIDE (CONTINUED)



TRIVIA ANSWER BY BILL MCCORNACK (from p.4)

Answer: B. The MC-49, MC-91 and MC-101 line-up was introduced in 1967.

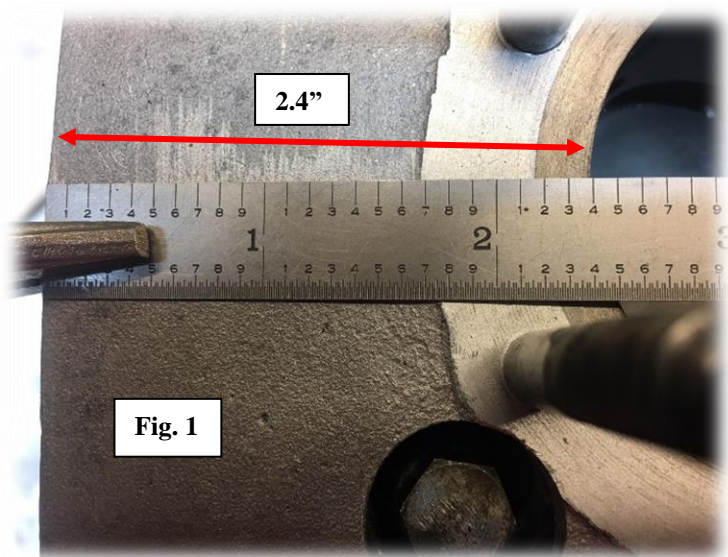
YAMMY CLASS 17 RLV PIPES BY LYNN HADDOCK

The approved RLV **PIPES** for the Yamaha Limited Class (#17) are the VKA-K1, VKA-K2 and the VKA-SR-Y.

These are the same pipes as the older model KPV K1 and K2 and the WKA/IKF SR-Y. These are readily available in the used market.

The current RLV **HEADERS** are the VKA-9110 (12 degrees) and the VKA-9110 (straight). However, any straight tube header may also be used. **No tapered tube headers are allowed!**

The **minimum** length for all the pipes is 12" from the piston face to the start of the first cone. For convenience, the edge of the fin just above the exhaust (see **Fig. 1**, below) is 2.4" from the piston.



For the 90° (straight) models (K1+K2), this means, in order to have a minimum distance from the piston face to the end of the connector tube as 12", the connector dimension has a combination of $2.4'' + 9.6'' = 12''$ (see **Fig. 2**, below).

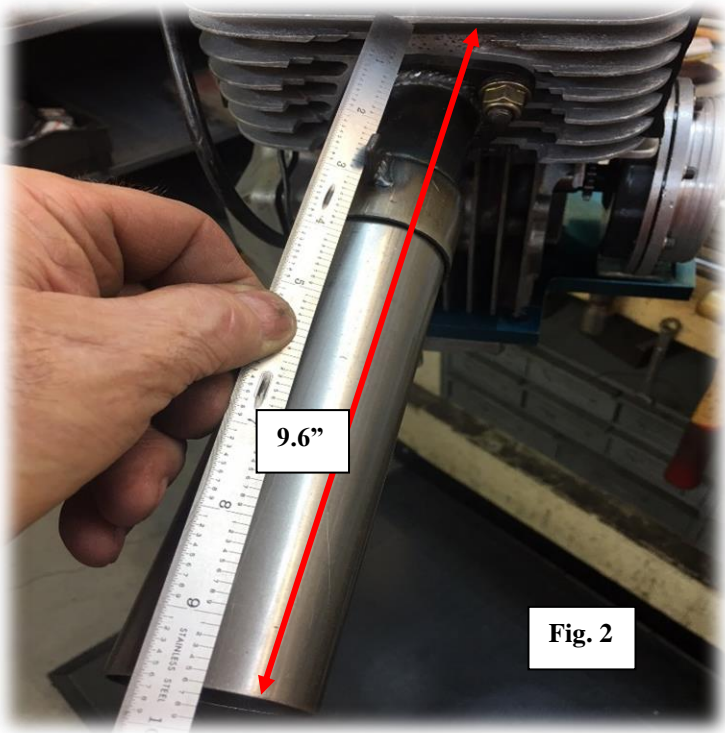


Fig. 2

For the 60°/30° model, 2.5" of distance is made into the 60°/30° elbow (see **Fig. 3**), so the distance from the piston to the end of the connector tube is 9.5" (2.4" + 7.1") minimum (see **Fig. 4**) and the overall minimum distance is 12" (2.4" + 7.1" + 2.5" = 12").

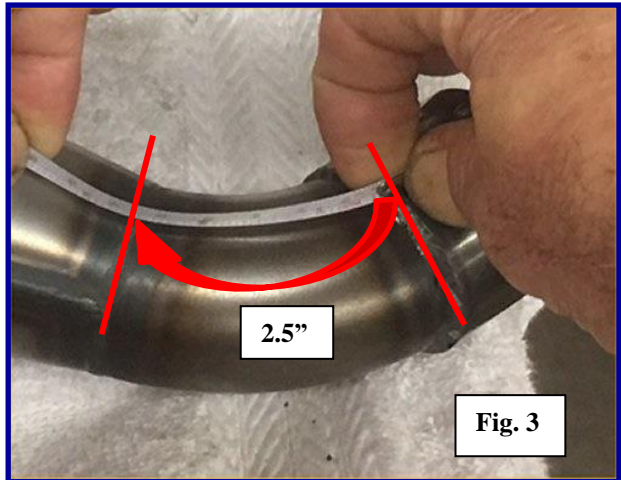


Fig. 3

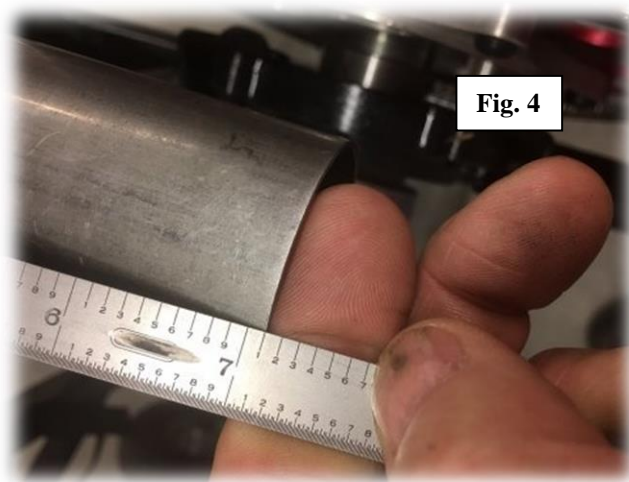
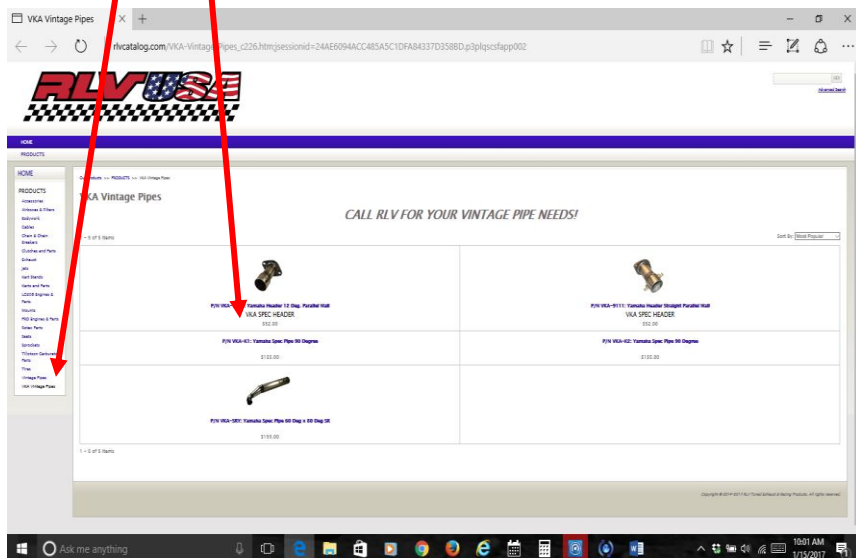


Fig. 4

There is no maximum length for any header. The connector tube is 1.750" diameter.

For information on the RLV pipes go to: www.RLVcatalog.com. On the left, at the bottom, click on **VKA Vintage Pipes**. This page with the 90° and 60°/30° pipes will come up.



2016 RESOURCES FOR VINTAGE KARTERS

Bud, Kirt, or Craig Bennett - RM Motorsports

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

Tel: 248-344-1515 rmmotorsports.com

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

Tel: 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 & Palmi

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; 55.45mm thru 55.65mm ; \$135 (free shipping for VKA Members) www.VintageKartParts.com

Tel: 818-321-0564; Email: copenkarter@gmail.com

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

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