

# VKA FIRS TURN

The Official Vintage Karting Association Magazine

October 2014

Rolf Hill, Editor



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

# QUINCY

## In this issue:

- Quincy Results
- Member Memory
- More Throw Back Pix
- Annual Fall Enduro Classic
- Team Photo
- What Is This?
- ... and more

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## 2014 VKA TOUR EVENTS

<b>1/23 – 25</b>	<b>Jacksonville, FL</b>	<input checked="" type="checkbox"/>	<i>7/25 – 27</i>	<i>WKC VIR</i>	<input checked="" type="checkbox"/>
<b>1/30 – 2/1</b>	<b>Riverside, CA</b>	<input checked="" type="checkbox"/>	<b>7/31 &amp; 8/2</b>	<b>Camden, OH</b>	<input checked="" type="checkbox"/>
<i>2/8 – 9</i>	<i>SKC Roebling Rd.</i>	<input checked="" type="checkbox"/>	<i>9/5 – 7</i>	<i>WKC Summit Pt.</i>	<input checked="" type="checkbox"/>
<b>3/27 – 29</b>	<b>Barnesville, GA</b>	<input checked="" type="checkbox"/>	<b>9/11 – 13</b>	<b>Quincy, IL/MO</b>	<input checked="" type="checkbox"/>
<b>4/10 – 12</b>	<b>Circleville, OH</b>	<input checked="" type="checkbox"/>	<i>9/12 – 14</i>	<i>MKC at MIS</i>	<input checked="" type="checkbox"/>
<i>4/26 – 27</i>	<i>WKC NCCAR</i>	<input checked="" type="checkbox"/>	<b>9/26 &amp; 27</b>	<b>Delmar, IA</b>	<input checked="" type="checkbox"/>
<b>5/2 &amp; 3</b>	<b>Whiteland, IN</b>	<input checked="" type="checkbox"/>	<i>10/4 &amp; 5</i>	<i>SKC Roebling Rd.</i>	
<b>5/23 &amp; 24</b>	<b>Springfield, IL</b>	<input checked="" type="checkbox"/>	<b>10/10 – 12</b>	<b>Cuddebackville, NY</b>	
<b>6/12 – 14</b>	<b>New Castle, IN</b>	<input checked="" type="checkbox"/>	<i>10/11 – 12</i>	<i>WKC Summit Pt.</i>	
<b>7/10 – 12</b>	<b>Brodhead, WI</b>	<input checked="" type="checkbox"/>	<b>11/1 &amp; 2</b>	<b>Atwater, CA</b>	
<i>7/12 – 13</i>	<i>CES Grattan</i>	<input checked="" type="checkbox"/>			

**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

The Survey was sent out last month. Early results are in. Final results should be in by next month. Although a little less than 50% have been returned so far, two results are crystal clear: **1.** All VKA promoters should follow the guidelines with no “promoter’s option.” Consistency between events is paramount to nearly all responders; **2.** karters also want a minimum of four weeks between VKA events. If you haven’t responded ... do it **now**!

On another topic, whether or not you are comfortable with the internet, it is not surprising that many VKA Members do not know VKA has a **facebook** page at [www.facebook.com/VintageKartingAssociation](http://www.facebook.com/VintageKartingAssociation). Check it out! And don’t forget to “like” us and “friend” us. **JOIN THE FUN** - on the internet and on the track.

Don’t forget the VKA website either ([www.VKAkarting.com](http://www.VKAkarting.com)). It contains many of the organizational details, a Forum, Membership Form, documentation and so much more. Both the website and the **facebook** page are great resources for ALL vintage karters. Tell your non-VKA Member friends, you don’t have to be a VKA member to enjoy the benefits of either of these resources.

*Rolf Hill - #4*

## AUGUST BOARD MEETING - SHORT SUMMARY

More needs to be done to promote the organization and membership. There are 319 Members. There were no problems at Camden, but the location of the flagman (on a tower) was confusing. A survey will be sent to Members. There has been concern over the number of events, minimum time between events and the possibility of alternating venues from year-to-year. Vintage Enduros will be running at Michigan International Speedway and at TBO. Consideration should be given to standardizing the various enduro requirements by utilizing the “hardest” rules as the basis.

The balance as of 7/31/14 is \$12,101.25.

## KARTING TRIVIA QUESTION BY BILL McCORNACK

**Question:** In what region of the country and what year was VKA started?

**Answer on p. 13.**

## QUINCY SUMMARY BY GUS & TERRY TRAEDER

The 13<sup>th</sup> Annual Vintage Olympics was held September 11-13. It was the smallest turnout in the event's history with 50 entries. The entries that attended had a great time and enjoyed the Quincy hospitality.

On Thursday, during the Welcome Party, *Margay Products* was honored for 50 years of manufacturing quality karting products. Don and Keith Freber and their wives Darlene and Nicole were present to accept the key to the city from Mayor Kyle Moore. Numerous karters including Terry Traeder, Junior Neal, Jim Reed and Mike Birdsell, spoke about the great products Margay has made and all the things Margay has done for karting. Don and Keith also presented a plaque to Gus and Terry Traeder for the 50 year relationship between TNT Kartways and Margay. (Gus was the first Margay distributor in the USA in 1964.) Complementary food and drinks were served which was sponsored by the Quincy merchants.

On Friday one set of heats was held and then the Vintage Kart Show was held with Jack Murray heading up the judging.

Paul Booth won the Peoples' Choice award, with a 1963 Dart with dual Mc101's. It was beautiful! A pizza party, free to the all the Vintage karters, was held after the kart show.

Jim Reed came from California to flag the event. Two heats were run on Saturday and they were very exciting, highly competitive [and a lot of fun].

Saturday was a beautiful day and the races were finished and awards presented by 4 pm.

Gus announced at the Welcome Party that next year will be his final race promotion.

He will be 90 years old, married 60 years and TNT Kartways will be 55 years old.

Look for big things for this final race which will be held earlier in the year.

*Gus & Terry Traeder*

## QUINCY EVENT RESULTS

Class	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
Historic Participants	Cal Stafford and Mark D'Elia		
Mac 49	Shawn Welte	Steve Welte	Rick Magnuson
Sportsman Rear	Lyle Caswell	Sandy Daniel	Christian Gavrilas
Sportsman S/W	Mike Birdsell	Kevin Rice	Tom Day
Yamaha	Mike Birdsell	Justin Noble	Cody Brookman
Rear 6.1	Kevin Rice	Don Thompson	-----
Rear 8.2	Jerry Nagel	Terry Walters	Marc Nagel
Dual Rear	Jerry Nagel	Mike Birdsell	Marc Nagel
S/W 6.1 American	Jesse James	Todd Hanold	-----
S/W 6.1 Foreign	Tom Wisniewski	Josh Fisher	Jesse James
S/W 8.2	Matt Laukaitis	Tom Wisniewski	Rodney Fish
Sr. Over-60	Paul Booth	Tom Day	Tom Carnett

## QUINCY SHOW RESULTS

<b>Rear Unrestored</b>	'61, SAE, Mc-45; Ron Brookman
<b>Rear Restored</b>	'59, Bird Engineering, Clinton A-490, Don Thompson
<b>Rear Modified</b>	'64 King, dual WB-820s; Jerry Nagel
<b>Past Champion</b>	'69 Bug Sprint, Mc-49; Shawn Welte
<b>S/W Unrestored</b>	'75 Hegar Hustler Enduro, Mc-91B1, Brian Espeset
<b>S/W Restored</b>	'66 Margay New Breed, Mc-101s, Gill Birge
<b>S/W Modified</b>	'79 Margay Pro-X, dual K-99 B-Bombs, Wes Lintz
<b>Past Champion</b>	'73 Margay Cheetah III, Mc-91B1, Sandy Daniels
<b>Peoples' Choice</b>	'63 Dart Grand Prix, dual Mc-101s; Paul Booth

For Photo of Peoples' Choice, see next page .... →



## QUINCY PEOPLES' CHOICE



Paul Booth's Peoples'  
Choice with Terry Traeder.

## QUINCY KART SHOW (CONT'D ON P. 12)



Don Thompson & Gus



Jerry Nagel & Gus

My karting passion started at an early age with a love of speed induced by my Dad's lead foot in our '56 Buick. I recall as a kid, Dad having to "clean out a little carbon" while on long stretches of the old San Mateo Bridge, me standing up, looking over the front seat as the speedometer climbed toward 80 mph hollering "pass 'em!" Oh man, I loved it.

With my new found love of that feeling of speed and excitement, I took off in ways to find it myself with anything that had wheels, be it bicycle, "skate car" (made out of 2x4's plywood, old roller skate wheels, with ropes for steering, or the family Flexi Flyer. Our house had a long, downhill driveway leading down to the street below, and I recall going down that driveway on the Flexi, until one day I came flying down the driveway, and into the street below and nearly got run over by an old school teacher. Dad came walking down the driveway; both me and the teacher were pretty shook up, but everybody was OK. Dad walked me and the Flexi up the driveway to the garage. He flipped on the switch to his table saw, and cut the Flexi in half. Boy, my brothers were mad at me!

We had relatives that lived in San Lorenzo, and on the way to my cousins we would pass a place in Hayward that rented 1/4 midgets, so of course once my cousin and I



hooked up, we constantly nagged about wanting to go drive those 1/4 midgets. Finally our parents relented and took us there. It was my first driving experience.

Then the spark was really set, and I recall my brother having a *Karting Magazine* with a yellow twin on the cover (looked like the late Carl Buchannon's Moss Kart) and that somehow, someway, I had to get one. By now I was probably about 11 and in our household there was no hope of my Dad buying one for me, there just wasn't the funds there, BUT, you could earn some money by mowing lawns, and then you could at least get to smell the gasoline, and fool around with the Briggs revving it up, and such. My quest for funds continued, working in a Chinese restaurant washing dishes for a buck an hour, picking up golf balls at the driving range (yeah, the old days with people trying to hit you) and with a friend delivering newspapers, managing to scrape up enough funds to go in



partners on a used kart a guy in the neighborhood had.

I wish I had a picture or remember more, but it had a tank mounted on the belly pan, and was direct drive and lousy brakes, but it ran, and around the block was our track, combined with the local school yards, until the neighbors called the cops. We then got our parents to take us to our first real kart track which was Petaluma, and all though the track was shut down to organized racing you could still just go and run the track. There was also a track in San Jose running races, but with our equipment we were not ready for that. I remember one time at Petaluma not even having a spare plug, and my buddy's dad put our fouled plug in his Oldsmobile to try and clean it up!

This was around 1966-67 and our local kart shop was called the *Pit Stop*, in Daly City California. We were frequent visitors to get parts and lust over the new karts in the shop. We'd look through *Karting Magazines* at the ads for Bug, Lancer, Rupp and others. The Steen catalog had everything to put together that dream of a brand new karting package, so we could get to San Jose and run some real races. At the ripe old age of 12, and with a life's savings of about a hundred bucks, dreaming was about as close as I could get. It seemed impossible.

## That '55 Chevy

Well, one day walking home from school I came across a bright canary yellow '55 Chevy with teardrop bubble hood, Crager wheels, black tuck and roll upholstery; a pretty bad a\$\$ car for sale for \$100.00 bucks! What? A hundred bucks? That car was worth more than that, so I came home and told my Dad I wanted to buy this car and flip it for more \$\$\$\$. Turns out, a lady was selling it, since her husband was in the Navy. He told her to "just get rid of it" since it didn't run right. Then I got my buddy Jim's dad who was a mechanic to check it out. I bought it, fixed some stuff, and re-sold it for about 600 bucks. My next move was in the door of the *Pit Stop* ... laying down my new found cash on a brand new 1968 Dart Kart, Rupp A-bone, with a brand new Mc91. Wow! Talk about a dream come true! So, it began. Jim and I both laid down our money, bought identical Karts with Mc 91's, Max-Torque clutch's (no more direct drive stuff here) and an electric starter made out of





copper pipe fabricated by my sister-in-law's father, Ted (a master plumber). I took great pride in it by polishing it out with Brasso and steel wool.

It was about the Summer of 1968 and down to San Jose we went, as often as I could get my Dad to take us and started some real races. With some limited skill, we had fun, but if something broke, that was it for the day since we could not afford any spare parts. Also about that time the fast guys were running Komets. I had a little luck one day and won a heat and I will always remember coming off the track and seeing my Father standing there with a huge smile on his face, one of my best memories of him.

We ran at San Jose off and on for a while until the need to save for cars and girls got in the way with my buddy. Jim sold his kart and I took mine to the flea market to sell mine, but got low-balled on offers and decided to hang on to it instead. It sat idle until around 1975 when I got it running again and gave it to my nephews, which they did until around 1986 when it came back home to me. I recall seeing a listing in the sports page about Kart Races in Dixon, CA, for the Kinsman Kart Club and decided to take my boys up and see what was going on. This is where I met Louie Figone who had joined the

club and was instrumental in making improvements to the track and growing the Membership. I became a member, too, and took old blue (my A-Bone) up to see if I could have a little fun, but after all those years she did not want to run very well (probably the duck bill!)

Meeting Louie and coming to the club to watch races got me interested in karting again and around 1989 I purchased a Margay Kart with a Yamaha and began to practice at the club, and at the same time pulled the Mc91 off the A-Bone and bought a brand new Briggs to put on it so my boys, Kenny and Tony who were 8 and 6 years old, could come to the track with me and learn how to drive. With Tony being so small, I had to put a pillow on the seat to make



him fit better. Boy, those kids had a blast! We would stay at the track until it got too dark, and that kart only came in when it was out of gas. What great fun we all had! Later, youngest son, Jeffrey, learned to drive it ... this time with no engine; just me pushing him down the sidewalk and through cones set up in the driveway.

At this point, the boys wanted to race, so I turned over the Margay to Kenny and bought an Emmick for Tony and they ran club races in Jr. for a while with the A-Bone going back into retirement, this time for about 14 years.

### **Enter The Vintage Karting Era**

Somewhere around 2005 or so, Louie contacted me and told me that he had restored his original Chaparral that he had kept all these years and there was a group of guys, in what was called the VKA, who got together at different tracks and ran the old karts just like back in the day- how cool I thought! He also told me they were having an event at Prairie City near Sacramento and I should come up and take a look, which I did. I could not believe my eyes; seeing the vintage karts running. What a blast it looked like! A few months later, Louie asked me if I was interested in selling my kart and I said "no, it's been in the family too long" and I wanted to hang on to it. To which he replied "how would you like it if I restored it for you so you could run it?"

I was blown away by the offer ... and accepted! His son Joey came over to my work where I had it stored and picked it up one day. He brought it over to Louie's shop where Louie completely stripped it down, had it powder coated, replaced the two rear wheels that had been destroyed, re-chromed the fuel tank, put new brakes on and

sent the Mc91 to Terry Ives for a rebuild. All of this and Louie refused to take any money for his time ... only for what expenses he had incurred. What an incredible gift of generosity and love of the sport on Louie's part to get me back on the kart that had given me so many fun times over the years.

I currently run it with a Mc101 and have met many new people at the tracks that I had never been too before; including Riverside, Atwater, Santa Maria, Las Vegas, Medford, and Tacoma, to name a few. One of my personal highlights was attending the 2008 Riverside event when the Bennett's brought their hauler out with all the East coast/Midwest guys' karts. What an event to remember, with Duffy, Lynn Haddock, Lake Speed, Faye Pierson, Tom Medley and all the "Tihsepa Kart Club" Team as well as the Aussie's first trip out. What a great time!



Las Vegas was always a blast too, with Vince Hughes doing the

raffle`s with his humor providing many laughs to all of us. Many thanks to the people who put the events together for all of us including Louie Figone, Scott Wigginton, Faye Pierson, Mona Sturgeon, and the whole Adams Family who have hosted us at

Riverside. Also, thanks to Dewy and his gang up at Medford for having us up there. Great People! The mechanical skills and driving talents of the people involved always amaze me. There are too many to list.

*Tom Corso*

## VKA's "THROWBACK THURSDAY"



Gil Birge and Dan?

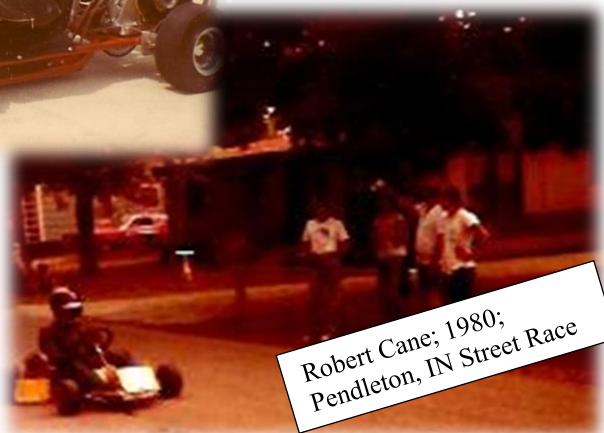


Gil Birge; Quincy; 1975  
Margay with twin K-88s



Bobby Lee; ~1969; B-Stock

JOIN THE FUN



Robert Cane; 1980;  
Pendleton, IN Street Race

# KART SHOW PICTURES BY LARRY MUDD (FROM P. 6)



Shawn Welte & Gus



Brian Espeset & Gus



Gil Birge & Gus



Sandy Daniel & Terry





Ron Brookman & Gus



Wes Lirts & Terry

### TRIVIA ANSWER (FROM P. 3)

**Answer:**

VKA was started in the Northeast Region of the United States in 2000.

**JOIN THE FUN**



## ANNUAL FALL ENDURO CLASSIC BY RICK CHAPMAN

The Michigan Kart Club (MKC) put on their Annual Fall Classic event at the Historic Michigan International Speedway September 6 and 7. We have attended this event for the past three years, because of the track layout, super nice facility and great and friendly Hosting Club. MKC continues to be a first class organization and bends over backwards, makes everybody happy and puts on an awesome event.

Their selection of modern Class's provided a place for almost anyone to run their enduro karts, including the four classes for Vintage enduros.

And, as usual, Monique Chapman and Tracey Bailey (soon to be daughter-in-law) put out a real lunch spread for all the Vintage racers both days; a time that gets everyone together to relax, talk ... and eat!



Saturday morning rain delayed the 1<sup>st</sup> practice for just a short time. But, the track dried up rapidly and the karts hit the track at about 9:00 am, so there was still plenty of time to make changes and get back on the track to get dialed in.

The four Vintage Classes all ran together. Saturday, the Vintage Piston Port Class started off with Rick Chapman taking the lead from the Green flag and held onto it for the entire 30 minutes. Keelie Fritz-Mann ran a close 2<sup>nd</sup> and Joel Walworth sadly fell victim to a broken motor mount and DNF'ed. In Vintage Euro, John Copeland had a carb issues and dropped out mid-race; Don Axe took the lead, but fell out with a broken throttle cable. That left the Atlas powered kart #62 who soon was added to the list of DNF with engine troubles.



Vintage USA saw Mark D'Elia running really great in his Hornet, when the rod said, "I've had enough," scrapping his Mc-92. And Bob Cole showed up with his beautifully restored dual Atlas Powered QuickSilver Enduro. He was running strong, and passing everything in sight, when he broke a throttle cable adding him to the list of early retirees.

On Sunday, the Vintage Piston Port got the Green flag and Keelie took a commanding lead, with Joel chasing her down. On the 3<sup>rd</sup> lap, Rick entered the first turn, and as my son would say, "he ran out of talent," and turned his kart around going into turn 1, but he kept it running. Two laps later, same turn, Rick did the same thing. Only this time, he ran through the pylons, making them look like bowling pins flying around. But at the Checkered flag, Joel took 1<sup>st</sup>, Keelie finished 2<sup>nd</sup> and Rick finished 3<sup>rd</sup>.

Vintage Euro saw John Copeland set a very fast pace and nearly lapped the other Vintage Classes until he stuck his Komet with five minutes left in the race. And finally, Mark D'Elia ran the full 30 minutes in the Vintage USA class with his back-up Mc-93. The entire Vintage Group always attracts a lot of attention and brought out talks of memories from the old days.



Keelie Fritz-Mann, along with her husband Bob who own Newman Creek Winery, provided commemorative bottles of wine for each race winner in each Vintage Class. And the VKA and MKC had a Special Golden Helmet Award that was Awarded for Best Appearing (Keelie Fritz-Mann), Most Correct (Mark D'Elia), Peoples Choice (John Copeland) and the Bad Luck Award went to Joel Walworth.

When the 2015 MKC schedule comes out, and if you want to attend an awesome event, mark the date on your calendar and come and join us. It is worth the drive. See you there. *Rick Chapman*



Rick Chapman, Joel Walworth, Keelie Fritz-Mann, Mark D'Elia, John Copeland



## TEAM PHOTO

Three generations of the **Klingler Racing Team**: Grand Pa Ted, Dad Scott and Daughter Averi. You will see all of them on the track and working in the pits.



## KNOW WHAT THIS IS?

Here are a couple of hints:

1. It seals-the-deal;
2. Penetration is just right;
3. Sonny Gergber uses it!\*

(Answer on next page.)

\* ... on Bobby Lee's karts!



## KNOW WHAT THIS IS? (FROM P. 15)

It's a **BS-ID**, but you knew that, right? (But, now are you scratching your head and wondering what the heck is a **BS-ID**?) It's a **Bearing Seal - Insert Device**. If you look close, you'll see that the center is a smidgeon (can I say that these days?) deeper than the outside diameter. That allows the **BS-ID** to push the bearing seal just the right depth as it is tapped in. Oh, and Sonny Gerber is the guy who made it.

### MEMBERSHIP REMINDER



**EFFECTIVE JANUARY 1, 2014, VKA Membership are:**

Full Membership = \$35;

Associate Membership = \$10;

Foreign Membership = \$45

**ONLY MEMBERS RECEIVE ALL THE VKA *FIRSTTURN*® MAGAZINES AND NEWSLETTERS.**

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

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

**WE NEED MORE ARTICLES FROM YOU!**

### HELP US OUT!

The Staff of *FIRSTTURN*® would like to make a special request for Members' input, to share the wealth of their expertise with all readers. We would love to include your **Technical Article**, **Restoration Project** write-up, or a **Member's Memory** ... a short story about a Member's karting life or karting experience, and don't forget **Team Photos**. You can write it yourself, or we can help you. Find me at the track or email me at: [KartNumber4@yahoo.com](mailto:KartNumber4@yahoo.com).

*Rolf - #4*

## 2014 RESOURCES FOR VINTAGE KARTERS

**AWS 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)

**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)**

**GL Doemelt Incorporated - King Kart chassis and parts**

**Tel: 217-268-4243**

**Email: [gldoemelt@yahoo.com](mailto:gldoemelt@yahoo.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**

**UPDATED**

**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 Groeteke - 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 Kaplan – 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 Email: [NanceWelding@gmail.com](mailto:NanceWelding@gmail.com)



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