

VKA FIRSTTURN

The Official Vintage Karting Association Magazine

Apr/May 2020

Rolf Hill, Editor

The oldest and largest vintage karting association in America



www.VKAkarting.com
www.facebook.com/VintageKartingAssociation

AND THE WINNER IS: (p.3)



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2020 SCHEDULE BY K. GINTER , D. CHAREST, J. COPELAND

VKA 20 TH ANNIVERSARY 2020 EVENT SCHEDULE	
<div style="display: flex; align-items: center;"> <div style="writing-mode: vertical-rl; transform: rotate(180deg); color: white; font-weight: bold; margin-right: 10px;">MOVED</div> <div> <p><i>12/28-30/19 Daytona</i></p> <p>1/30-2/1 Riverside</p> <p>2/13-15 Bushnell</p> <p><i>3/6-8 Roebling Rd.</i></p> <p>3/19-21 Barnesville</p> <p><i>4/17-19 Charlotte</i></p> <p>5/7-9 Fremont</p> <p><i>5/8-10 Gateway MP</i></p> <p>5/21-23 Springfield</p> <p>5/28-30 LaFayette</p> <p><i>5/29-31 Summit Point</i></p> <p>6/18-20 New Castle</p> <p><i>6/19-21 Mid-Ohio</i></p> <p>6/25-27 Chestertown</p> <p><i>7/3 – 5 Charlotte</i></p> </div> </div>	<p>7/9-11 Brodhead</p> <p><i>7/10-12 Grattan</i></p> <p>7/23-25 Avon</p> <p>7/30-8/1 Quincy</p> <p><i>8/14-16HeartlandPark, KS</i></p> <p>8/27-29 Camden, OH</p> <p>9/3-5 Saltillo, MS,</p> <p>9/11 & 12 Oreville, PA</p> <p>9/17-19 Delmar, IA</p> <p><i>9/25-27 Pittsburgh Intrnl.</i></p> <p>10/8-10 Whiteland, IN</p> <p>10/8-10 Bakersfield, CA*</p> <p>10/10-11 Street,,MD</p> <p><i>Oct 17&18 Roebling Road</i></p> <p><i>11/TBD MCMMP*</i></p>
VKA Sprint in BOLD * Indicates tentative Enduro in <i>italics</i>	

Where it's starting ... all over again!

20th ANNIVERSARY PATCH WINNER BY JOHN WOLKIEWICZ

First, **THANK YOU** to the six finalists (Kent Windham and Karl Ginter, **WINNERS**, Randy D. {SHADOW KARTS}, Rolf Hill, Sal Palatucci, R.Buchanan Pears, John Wolkiewicz) and to all who helped with the Patch Committee ... and especially to the Members for their interest in celebrating VKA's success over the years. All of you will be receiving a **FREE, 20th Anniversary Patch!** The first ones will be given at the LaFayette event. If you don't get one there, one will be mailed to you. Thanks, again. Congratulations to VKA.

VKA 20TH ANNIVERSARY CELEBRATION CONTINUES BY ROLF HILL

As promised last month when we celebrated the ten guys who made the effort to incorporate VKA, our "founding fathers," here is a list of the VKA Presidents who guided our organization from the beginning. Be sure you thank them, too. (So, shoot me if the dates aren't exactly right.)

			
01-04: Marc Parker	05: Vince Hughes	06: Tom Thorin	07: Quentin Haines
			
08-11: Carl Weakley	12-15: Jeff Campbell	16-18: Bill McCornack	18-20: Gary Wlodarsky

(It Takes Volunteers ... See article on p. 13.)

It takes more than “generals” to make an army run. As necessary as the “generals” are, if you’ve ever served in the military (first of all, **THANK YOU**), you know the officers rely on the enlisted to make it work.

The same is true for VKA. I would love to spotlight some of **YOU**, but as I have said, my knowledgebase is limited. If you have a story to tell about yourself (don’t be shy, others will be interested in your contribution) or someone else who you feel contributed to the success of VKA, let us know. There are manufacturers, engine builders, tuners, pickers (buyers/sellers), promoters, drivers who you may know or know of that others will want to hear about. (Contact me at KartNumber4@yahoo.com so we can discuss.)

My plan is to highlight some of the people listed in the RESOURCES section of the Jul/Jul **VKA FIRSTTURN**®. Stay tuned.

BARNESVILLE CANCELLED BY BOB BARTHELEMY

Due to Federal and State COVID-19 guidelines, and simply because it is the right thing to do, gatherings of 10 or more were discouraged. As a result, the 14th annual Vintage Kart Winter Nationals at Barnesville will be rescheduled to a date to be determined later in the year.

*** * NOTICES * ***

*** HELMET CERTIFICATION NOTICE ***

Helmets with 2010 Snell Certifications will be acceptable at VKA events until the end of this year (2020). 2015 or later Snell Certified helmets will be **REQUIRED** after 1/1/2021. VKA agrees with Snell ... replace your helmet every 3 – 5 years. (...but no later than 1/1/21.)

*** ACCEPTABLE TIRE NOTICE ***

Hoosier R60-series tires are acceptable until 12/31/2020.

*** MANDATORY MEMBERSHIP NOTICE ***

“Upon advice of counsel,” starting this year, VKA Membership is required for any on-track activities (and returning vendors).

*** B O L O ***

2020 Vintage Go Kart Virtual Kart Show® on the VKA Facebook page in May.

HORSTMAN VS. MARGAY BY LARRY BROWN

Two cool components; but they won't both fit together. Or will they? Not so fast....

I have been asked to explain how to mount a Horstman muffler on McCulloch engines using a Margay gearbox where the gearbox interferes with the muffler. The standard engine mounting position will not allow a Horstman muffler to be used, as there is not adequate clearance to keep the muffler from hitting the gearbox. What I have done is a simple, uncomplicated solution; the photos show my '62 Fox kart with the muffler installed. Here are the steps:



1.. Remove the gearbox mount from the engine and install the muffler without the gearbox.

2. Then place the engine back on the mount and rotate clockwise approximately 20 degrees. Mark the location and then remove engine and the mount from the gearbox.



3. Relocate and drill the four new engine mounting holes to the new clockwise position of approximately 20 degrees. Reinstall mount to gearbox. You can then reinstall the engine with the muffler mounted and it will not interfere with the gearbox or the frame rail below it.

Simple and effective, and the only tools required are a drill press, or a mill. Now you can choose from two engine mounting positions.

Larry Brown

We had a very successful VKA event at Bushnell Motorsports Park this year. Racers started rolling in Tuesday afternoon to snag a good parking spot, and the rest showed up on Wednesday morning and Thursday for a full-day of practice from 9:30 am to 4:00 pm. Almost everyone

was taking full advantage of the sunny weather to get their karts tuned and ready.



Friday morning, we had a wet track, so we shortened practice to a quick round. Heat 1 started shortly after 11:30am. Each Heat was tight, with most competitors finishing all the laps needed to score points. A couple of the classes were held over for Saturday.

Valentine's Day was wrapped up after the rain with a pizza party and rental kart racing that went on to almost 9:00 pm.

Saturday morning started with the Kart Show (p.8). Many entries were presented to showcase their hard work, original karts, and refurbished karts. Once the Kart Show finished, on track action picked up where Friday action was cut short. After completing the Friday schedule, practice resumed for Saturday and Heats followed.



Heat 3 saw fewer drivers due to some break downs and early departures to get a head start home, but the Heats were still exciting.

BMP would like to thank the ones who traveled to us this year. We really enjoy you and the history you bring with you to the track each year. Next year's date is still TBD, but when the time is right to publish a date, please know we use all the available outlets we can to reach you.

Bret Spaude

BUSHNELL DEMONSTRATION EVENT RESULTS			
Class	1st	2nd	3rd
Junior Rear	Kamran Jobe	- - - - -	- - - - -
Historic	Randy Forbes	- - - - -	- - - - -
Rear 6.1	Morgan Healey	- - - - -	- - - - -
Rear 8.2	Steve Mox	W. Mahrenholz	E. Mahrenholz
Sportsman Rear	Morgan Healey	Ernie Shores	D. Scarborough
Over 60 Rear	C.Abercrombie	Jerry Nagel	Brian Giessen
Straight Axle SW	Nick Weil	- - - - -	- - - - -
6.1/8.2	Garrick Miller	Larry Sampson	Terry Riggins
8.2 S/W	B.Winegardner	Rick Gilmore	Sean Collins
Sportsman S/W	L.Prelogar	- - - - -	- - - - -
Yamaha Limited	L.Prelogar	Troy Brown	Sean Kavanagh
C Open	Jerry Nagel	- - - - -	- - - - -
Unlimited	Bart Miller	- - - - -	- - - - -
Yamaha PP	Troy Brown	Kirk Jobe	Mike Grisby
Over 60 SW	Jeff Conner	- - - - -	- - - - -
Dual Yamaha	Vern Bergman	Jerry Nagel	- - - - -

THIS IS VINTAGE KARTING !



Where it's starting ... all over again!

BUSHNELL SHOW RESULTS BY G. WLODARSKY	
JUDGES: Ernie Shores/ Tony Severino/Rick Gilmore	
HISTORIC	
Unrestored	NO ENTRY
Restored	NO ENTRY
Modified	NO ENTRY
REAR	
Unrestored	NO ENTRY
Restored	'62 Mak Kart; MC-9; Ernie Shores
Modified	'64 Rupp Dart; MC-101; Wayne Marenholt
Past Champion	'61 McCulloch R1; MC-9; Randy Forbes
SIDEWINDER	
Unrestored	'66 Margay; Yamaha KT-100; George May
Restored	NO ENTRY
Modified	Margay; K-30; Rick Gilmore
Past Champion	'89 Margay Expert; DAP-T72; Larry Sampson
ENDURO	
Best in Show	'69 Rupp Chaparral; MC-91b1; Tony Severino
PEOPLES CHOICE	
Best in Show	'70 Margay Cheetah; B-Bomb K-99; Jeff Schmidt





Although it had rained heavily for three days prior to the race weekend and portions of the track were flooded, the rain finally stopped, and the water drained off the track and the paddock. Friday March 6th was a practice day and the track was dry, so practice took place. It was suggested not to go off the track but if you did, it was your responsibility to get the frogs off your kart! Actually, the practice went well without incident. It was quite windy so that helped to dry the area surrounding the track although there was still a lot of water around. As you drove down the front straight there was Lake Roebling on the left and a smaller version of Lake Roebling on the right. Friday, Saturday, and Sunday were bright and sunny all three days.

The 2nd race on Saturday featured Vintage Unlimited 1 and Vintage USA 1. Seven Vintage Unlimited karts and one Vintage USA kart were gridded for the race. When the green flag dropped, Tony Ellison led the pack into Turn #1 with Terry Armstrong in 2nd and Dick Charest in 3rd. Unfortunately, Daryl Parks had a problem and dropped out before completing a lap. Dick Charest passed Terry coming off the sweeper onto the main straight to move into 2nd place. After a few laps, Dick's engine overheated and before he could adjust the carb HS needle, his K-299 engine went sour and quit running, so he pulled off the track. A lap later Tony Ellison's K-35 engine failed, and he dropped out. While this was



Tony Ellison with K-35 powered Quicksilver kart.

going on Terry Armstrong and Arthur McKenny were having a spirited battle on the track. Three laps after Tony fell out, Chris Foskey stuck his K-55 and dropped out. After 10 laps Arthur McKenny lost his air filter and his K-78 engine started performing erratically so he came in to prevent damaging his engine. Scott Ader completed 19 laps running a BM engine on a sprint kart

set-up for road racing to finish in 2nd place. Terry Armstrong completed 20 laps in his Quicksilver kart with a DAP T-62 engine to win the race. It was Terry's first win after four years of trying. Needless to say, he was

very pleased with the result. Tony Ellison set the fastest lap of the race followed by Dick Charest, Arthur McKenny, Terry Armstrong, Scott Ader, and Chris Foskey. Bill Anderson ran uncontested in Vintage USA

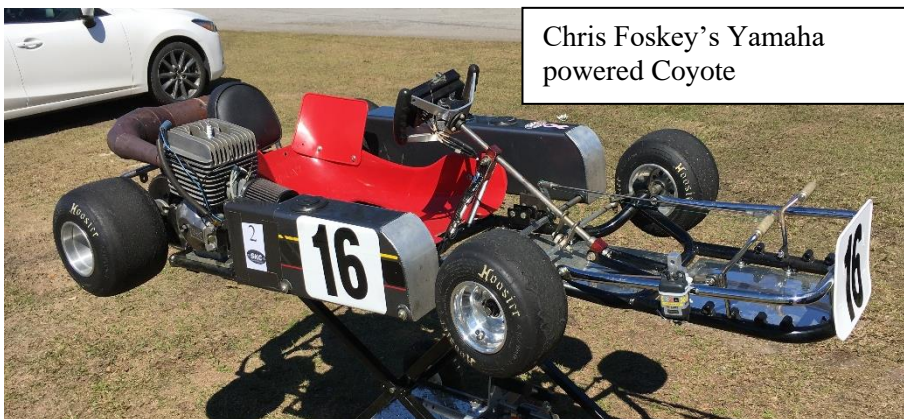


Arthur McKenny's K-78
powered Margay

until his engine tore up badly after 14 laps.

The 1st race on Sunday featured Vintage Unlimited 2. There were no entries in Vintage USA 2. Five Vintage Unlimited karts were gridded for the race. Just like on Saturday when the green flag

dropped, Tony Ellison led the pack into Turn #1 with Terry Armstrong in 2nd and Dick Charest in 3rd. Dick followed Tony and Terry for most of the 1st lap and then passed Terry as they came onto the front straight to move into 2nd place. Then he passed Tony before they crossed the finish line to take the lead of the race. He led the race for a couple of laps then Tony passed him. Shortly after passing Dick, Tony spun out in the curves on the back side of the track, so Dick regained the lead of the race. However, as he drove down the front straight, his engine failed. On the same lap, Arthur McKenny dropped out and two laps later Chris Foskey stripped a drive belt and dropped out. A lap later, Terry Armstrong dropped out.



Chris Foskey's Yamaha
powered Coyote

Tony had recovered from his spin and got back on track to continue his race. Tony completed 21 laps to win the race. As in race 1, Tony set fast time followed by Dick Charest, Arthur McKenny, Terry Armstrong, and Chris Foskey.

The 6th race on Sunday featured Vintage Piston Port. Arthur McKenny and Chris Foskey had a spirited battle throughout the race with Arthur taking the win by about one second over Chris.

The next race at Roebling Road will be the Annual Southern Vintage Kart Classic scheduled for October 17-18, 2020. At that event the vintage karts run four exhibition races over the two-day weekend. There are two 15-minute vintage exhibition races on Saturday and two more 15-minute vintage exhibition races on Sunday. Both vintage lay-down enduro karts and vintage sprint karts are welcome to participate.

Daryl Park's BM powered sprint kart driven by Scott Ader.



The track is located near Bloomingdale, GA. It is 2.02 miles long with 9 turns. The facility features a 60-acre paddock with paved access roads.

Dick Charest



Dick Charest's K-299 powered Invader kart.

NOTE: Charlotte date has changed. It WAS 4/17-18.
NOW it is 7/3 – 5.

Yes, VKA has come a long way in its journey to become the country's (and perhaps the world's) oldest and largest vintage karting organization. We are celebrating our **20th Anniversary** this year! Something we all should be proud of. But, what does the **FUTURE** hold for VKA?

Membership is growing. The number of events is growing. Participation at events is growing. That's all well and good, but ... in my opinion ... VKA is facing a **HUGE** challenge for the **FUTURE**.

In a word ... **VOLUNTEERS!** They are not easily recruited, Officers and Directors in particular (oh, yes ... and Editors). If it was easy, VKA would have more Member-Volunteers than Members and **YOU** would be one.

I tried to get an Editor more than a year ago. Cary was the right choice, but unforeseen personal commitments overcame his desire to help VKA. (VKA **STILL** needs an Editor ... fresh blood, new ideas, motivation, excitement and time; computer-skills help.)

Beyond my **PERSONAL** dilemma, the organization faces a similar dilemma, especially for Officers and Directors. Presidents (as you can see from the article on p. 3) serve for one to three years. Other Directors have served for one to **SEVERAL** years. Some jobs require more time and involvement than others. All their Job Descriptions are detailed in the ***Organization and Operations*** document that can be found under the Documents Tab on **www.VKAkarting.com**.

If you are interested, here are of some of the skill-sets you can share with VKA to keep it moving forward: organizer (community or otherwise 😊), accountant, typist, technical/safety expertise, social media pundit, photographer, journalist, **or anyone with a lot of enthusiasm, interest and time to help vintage karting grow.**

Whether you are an **EXISTING** Board Member or a member who loves wrenching, picking, promoting, or driving, VKA needs your help. If you have time and interest in helping VKA to flourish, check out the Job Descriptions or Contact KartNumber4@yahoo.com to start the dialogue.

Rolf

*[Editor's Note: There are only a handful of businesses that have been critical to helping VKA and vintage karting get to where it is today. Where would **you** be in your restoration project or out on the track at a VKA event without vintage tires? In its wisdom, VKA requires vintage (square edge/hard durometer) tires on all rear karts like we used to run. Sure, you might find some old tires or even someone selling "new old stock (NOS)," but keep in mind, the "middle name" of NOS is "OLD" (as in dry-rotted). As such, the old Firestone or Goodyear probably won't last one Heat. **Vintage Speed Tires** made the commitment to vintage karting ... by commitment, we're talkin' big bucks. Thanks Gus.]*

DEALING WITH FOREIGN MANUFACTURES WAS A CHALLENGE. NOT JUST THE LANGUAGE, BUT THE CULTURAL DIFFERENCES ...



HOW AND WHEN?

Moved my family to Oregon in 1997 with my racing bicycle fabrication company. As it turned-out, Duffy Livingston lived down the road. From him I found out about vintage karting events in California and Oregon and was able to revive my karting experiences of the 60s and 70s.

WHY?

My bike tire manufacturer had a kart tire line, but not particularly a vintage-style profile. But they did have a hard durometer. I displayed them at a 2004 Medford Vintage event. Terry Ives walked over with his Duro gauge and said, "these should work." He took boxes of the tires to the 2005 Adams event. Interest ensued at the feasibility to design molds for a vintage tire line. In 2006, we sprung the bucks for first mold for a 11x4.50-5 tire. A great tire but not square edge enough for "TBO." Plus, some people felt the "colored graphics" (raised white lettering on the side), albeit good advertising, were not appropriate for vintage tires.



CHALLENGES/PROBLEMS/SOLUTIONS

In 2009, with more feedback on dimensions and shape from vintage sages, plus the dwindling number of their prized, although dangerous, NOS tires,

I began drawing up blueprints on four major sizes to cover the 60s and 70s era.

After almost two years of very frustrating communications with Asian factory representatives to explain my vintage retro blueprints, they were approved. But it seems there's an ingrained cultural gap, going back in time, in understanding our desire to relive the past. The younger Asians don't generally look back in time and don't feel the passion required to relive vintage karting. We had to keep rejecting their blueprints because they would not diverge from modern tire designs.

SUCCESS

Finally, after sending various prized possessions of actual NOS vintage tires to the factory as examples of what we needed, did it sink in. The scary thing was ... they wanted to cut them up for examination. (A flat, square edge tire was a challenge for them.) **"Wow"** I about lost it, and immediately called my agent in Taiwan to rescue those rare samples.

2010-2011

After many \$300 UPS Blue Label shipments of unacceptable prototypes, and the acceptance by VKA and TBO, and with Louie Figone's financial support on the 4-inch tire mold, we finally cast the molds. During all remanufacturing of stock, we constantly tweaked things to stay in spec. At my price point (mo\$t I was willing to invest), a 2-3% tolerance is acceptable. After all we are just having fun "right".

OTHER

Shipping tires to UK, France, Sweden (for *Ronnie Peterson's* trademarked Robardie *F-1 champion reproduction*), Australia, and New Zealand has opened my eyes to the myriad of passions this sport entails. I would like to thank everyone for their support here and abroad. I especially want to thank my wife MaryJane who has supported me throughout.

See you at the track. Stop by and say "hi."

Thanks, Gus & MJ
www.VintageSpeedTires.com

[Post Script: *If you are concerned about things made in Taiwan, Gus has a return policy for faulty tires. He even pays the shipping.]*

MAX-TORQUE BY JIM DONOVAN

[Editor's Note: The other company that helped VKA get to where it is today is Max-Torque. As you will see in Jim Donovan's article, he responded to relentless requests from early vintage karters to meet their needs.]

I didn't hear about the 1st vintage gathering in 2000 in Quincy until after it was over. In all honestly, I probably wouldn't have gone down to Quincy [from Chicago] to participate because I didn't know a McCulloch from a West Bend. All I knew was 11 years earlier, in 1989, I loaded two large steel dumpsters with all the "stuff" that had anything to do with the 2-cycle clutches that **Max-Torque** made back in the day, before I bought the company. The tooling, fixtures, dies, springs, chassis parts, mini-bike frames, and 2-cycle clutch shoes, filled two dumpsters. It is amazing how much "junk" you can accumulate over 32 years and I was not going to move it to our new location (wherever that was going to be). It did free up a lot of storage space.



The reason for the decision to trash "old stuff" was because the person I bought the company from in 1989 had not sold a 2-cycle clutch in the 13 years he owned the company, and I knew at some point I would be moving the business out of Skokie, so now was a good time to start house cleaning. There was one person, Earl Larson (Mr. GEM Products) who told me I should store it because "you never know when you will need it." I hate to admit he was right.

I was talked into going to Event #2 in Quincy by Harv Aschenbrenner who had made the Banchi racing FKE karts back in the 1960's. He had reproduced the enduro kart that we called the *Max-Torque Special* that you see on our web site. After going down



to Quincy for the 2nd event and hearing a 2-cycle and smelling the fumes I was hooked on vintage karting.

For the third Quincy event, Harv talked me into loading the *Max-Torque Special* (Banchi) into a rented trailer and bringing it down to the event to put it in the kart show. It took first place in the enduro karts (it helped to be the only enduro kart in the show), but the *Max-Torque Special* is one beautiful chassis.

After my “dump run” in 1989, one avid vintage karter told me he needed a clutch for a 2-cycle. It wasn’t the only call. I started getting others for 2-cycle clutches. My immediate response was “they have been melted down and are probably part of the car you are driving. I have nothing and I don’t plan on making anything because retooling for this would be too expensive.” The only engine I was willing to help on was something called a West Bend 820.

I was making a clutch called the *Draggin Skin* for the 4-cycle racer and with some modification, could make it fit on a 2-cycle West Bend. One catch ... they told me they wanted a 5,000-rpm engagement and we didn’t have springs strong enough at the time to get it up that high.

I made several 10-tooth clutches to help the West Bend people. But then there were requests for a 9-tooth sprocket. There was no way I would start making a sprocket that had such a limited market. Besides, I had just thrown out the old stock of 9-tooth sprockets when I cleaned house. The 10-tooth was the smallest I would make because it was usable on the 4-cycle clutches.

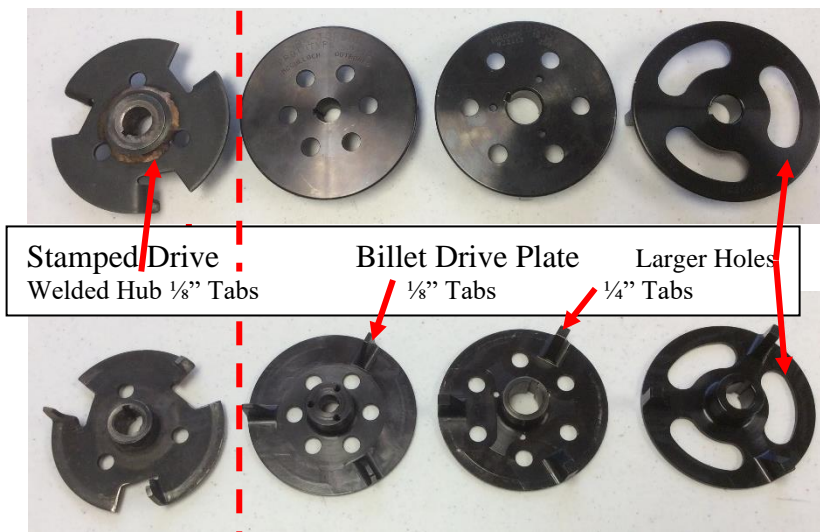
This was going to be the extent of my helping these old vintage karters. But I was getting inundated by calls from people who told me “back in the day the only thing we ran was a **Max-Torque** ... please reconsider.” One of the most persistent people was a guy named Bill McCornack who said he would work with me to test anything I came up with, but he needed **Max-Torque** to step-up to the plate and solve a problem -- a clutch for the vintage karters! In

2004, I made a clutch to fit something called a taper which he told me had to be outboard mounted ... whatever that meant. So, I had our machinist make me a proto-type out of a 4-cycle stamped drive plate which got welded to the tapered-hub for the 2-cycle. Problem solved ... so I thought.

Bill was going to test it out in some place called Riverside, CA, and I should fly out Friday and see how it worked. Well, two things came out of this venture: **1.)** the clutch broke on Thursday before I got out there and **2.)** I made up my mind to never fly to CA again. [Orville and Wilbur would have come to the same conclusion if they had worked on their flying machine on the West Coast -- I think CA has problems both in the air and on the roads ... too many people and the roads are not straight. They wrap around these things called mountains. (But I will solve that problem when I run for President.)]

Back to the clutch ... the drive tabs broke off the drive plate. So how much horsepower do these tiny little engines make? They broke my drive tabs clean off on his first lap on the track. Bill had to switch to his Rev-Grip so he could keep on having fun. My feeling was let this company called Horstman step-up to the plate and solve the problem.

I returned home and explained what had happened and my son said, "if you are going to do it Dad, then do it right and make a clutch out of a billet drive plate built just for the 2-cycle market." We were selling clutches that we mass produced with a stamped drive plate for less than \$12 for the fun kart market in 2004. The cost of making a billet drive plate (more than the entire cost for a complete 4-cycle clutch) was a quick "red flag," and I told my son, "these old guys would not pay for a billet drive plate, stronger springs, and a 9-tooth sprocket." My son said, "if you are going to put the **Max-Torque** name on it, you better build quality." My son said he will not know until we build it what they will pay because right now we don't even know the cost or the machine time. (Sounds a lot like some health plan explanation Nancy Pelosi was selling.)



The other thing I found out while in CA was, they would not buy the clutch unless it was inboard mounted so that was a good piece of information. We made the drive plate and we made it for either inboard or outboard mount and we made it with 1/8" drive tabs.

Trip #2 to CA, this time by car, was to test out the new billet drive plate. This time I had several people who were helping me. They already had the clutches and I had spare shoes and whatever was needed to keep them running. This time we were prepared, and we were now committed to make our contribution to vintage karting because this is where it all started by George Fields¹ back in 1957.

One of the drivers was a guy named Hal Orndorff who was running dual MC-101s with can mufflers. Hal was light (135 pounds) so he could get his kart airborne on the slightest bump in the track. This was the reason, after that weekend of racing, we switched to 1/4" drive tabs on the drive plate. Hal was able to break two clutches which told me to beef it up or others could possibly have the same problem. Over the years we have made other small changes to the original design based on customer input.

¹ George Fields was the original owner of Max-Torque.

Speaking of “customers,” the people I’ve met at vintage events are just unbelievable. Not only for their technical input to product improvements, but they are the names you used to read about in the karting magazines. They compete side-by-side with the local guys that had raced 50 years ago or the guys and gals that never quit racing. The list of people I have met at the track would take up this whole article, and every single one of them, as far as I am concerned, is famous and a great driver.



These are people with real guts to get in these karts that are like an open wheel Indy car. These karts are fast. You must have nerves of steel and quick reflexes to get in these karts. There is no body work, so you FEEL the speed more. These are the racers that set all kinds of speed records back in the day (and in their minds today 😊), these are the innovators of new designs in the chassis, on the engine and in the clutches that were willing to try anything to get that extra 100 rpm out of an engine that never was made to go as fast as these karts are screaming around the track.

Where else can you travel back in time when you put on the helmet and becoming 16 again? I know when I am leaning against the fence and watching these “kids” out on the track, it is just amazing to me the vitality they gain when they get back on the track; they are not 60, 70 or 80 years old any more. They are “kids” once again having the time of their life. Who would want to give this up; a chance to once again recapture your youth? Who gives a damn how sore you are after six laps? It was the thrill of getting in that kart and proving once again YOU are the **King Of The Hill**. That energy level drifts off the track and sinks into everyone watching. We are in a time warp back in the best of times, the glorious 60’s. I live vicariously

through you, and that is enough motivation for me to **MAKE KARTING GREAT AGAIN**. Although most of the **Max-Torque** business is for 4-cycles, in my heart, the biggest part is vintage.

The people you meet at the vintage karting gatherings are great. Some of them I only see once a year at a single event, but every one of them, as far as I am concerned, is a karting hero preserving the history of this great sport. They have the guts to get in these karts, the skill to work on them to keep them running or rebuilding an old rust bucket and bringing it back to life. I just love the vintage gang and what they do at the track. They help each other out to get an old engine started or run around finding a part for a brake or a replacement wheel. They help each other out at the track because it is nice to see someone get on the track and be 16 again. I totally agree.

Jim Donovan

[Post Script: Jim is now fluent in many languages ... accounting, business, and now, vintage karting ... words like West Bend, McCulloch, taper. Oh, if the face looks familiar, Jim is also the unofficial, official cook at many VKA events. Best burgers and pulled pork at the track.]



JOIN THE FUN

RESOURCES NEW OR REVISED

Don Axe – I manufacture 1" Vintage Axels, clutch nuts, MAC dovetail mounts, billet seat struts and custom parts. Tel: 419-733-4221

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

Tel: 248-613-5839

Email: invaderjb@gmail.com

Mike Berg - MC Rod Needles - MC/Foreign Bearings & Seals - Torqupine

Heads Tel: 309-749-5658 Email: magmo44@att.net

John Copeland – Fox Valley Kart Shop; reed & rotary valve engine work;

Yamaha building and modification; custom CNC kart accessories, 3rd

bearing supports. 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, old style Max-Torque

Horstman Hartman 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

Mike Golembesky Specializing in following: B Bomb Pistons, B Bomb

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Email: mike@speedparts.co www.speedparts.co (818-321-0564)

Don Grenier- L.A.D. Specialties, Foreign engine parts, vintage gaskets,

Yamaha dealer, engine builder.

Tel. 708 430 1588

Email: don@ladspecialties.com

Greg Gouveia – Close-out & last production run on Chilton & Azusa tanks,

a few left in stock! Shop Tel: 805-541-4310 Cell Tele: 805-305-2074

Email: GreggsSpeedShop@att.net

Nils Gustafson - Reproduction vintage tires

Tel: 541-471-7212

www.VintageSpeedTires.com

Lynn Haddock; Haddock, Ltd., Inc, -- Foreign engine parts/accessories;

Mac clutch guards; RLV vintage pipes; Tillotson carb kits; 423--698-0847

www.lynnhaddock.com

E-Mail: lynnhaddock@epbfi.com

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

Karts. Tel.: 714-612-4102 Email: 1HeadRacing@gmail.com

Rolf Hill – *THANKS TO ALL who supported the 2020 Vintage Wall Calendar.*

Vintage karters have helped raise over \$10,000 in 4 years! If you want your pic in the 2021 calendar contact me! KartNumber4@yahoo.com.

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

Hartman/Horstman; Tilly & Walbro Parts; Gem Manifolds; Billet drums;

Ripley Parts Tel: 916-201-7707

Email tii@surewest.net

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connecting rods 100, 102, 104 mm; cylinder liners, K88, K78, BM 96, LMR,
Tel: (732) 477-6869.

Bill McCornack – McCulloch and Yamaha engine building, Tillotson
carbs, L&T oil clutches, Big Volume Pipes, McCulloch bolt & nut kits,
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Tel: 920-485-2844 Email: teal@charter.net

Brian & Dotty Thomas – Custom Kart Covers & Power Products base
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Thomas Thorin – Simplex decals; Hoffco & Fox floor pans; R&L Clintons
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Jim Waltz - Energy Racing Associates - Ball-Hex Starter Adapter/Repair
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makes starting easier. Tel: 925-447-1140 jpwaltz@eraenergy.com

Scott Wigginton - ASW R&D Machining, 3535 Victor St., Santa Clara, CA
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Tel: 408-748-6949 Email: ASWInc2@aol.com

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Info. : www.VKAkarting.com

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5/21 – 23 Springfield, IL
www.MidstateKartClub.com

5/28 – 30 LaFayette, NY
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