

VKA FIRS

The Official Vintage Karting Association Magazine

Jun/Jul 2020

Rolf Hill, Editor

The oldest and largest vintage karting association in America



www.VKAkarting.com
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virtual vintage
Kart Show
WINNERS

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- Schedule CHANGES
- COVID-19 vs. VKA
- 20th Anniversary LUMINARIES
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- **FIRST** President's RECOLLECTIONS
- **FIRST** Event SUMMARY
- IKF Championship SERIES
- ... and more

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

VKA 20TH ANNIVERSARY 2020 EVENT SCHEDULE	
12/28-30/19 Daytona 1/30-2/1 Riverside, CA 2/13-15 Bushnell, FL 3/6-8 <i>Roebing Rd.</i> 3/19-21 Barnesville 4/17-19 <i>Charlotte</i> 5/7-9 Fremont, OH 5/8-10 <i>Gateway MP</i> 5/21-23 Springfield 5/28-30 LaFayette 5/29-31 <i>Summit Point</i> 6/18-20 New Castle, IN 6/19-21 <i>Mid-Ohio</i> 6/25-27 Chestertown 6/25-27 LaFayette, NY 7/3 – 5 <i>Charlotte</i> 7/9-11 Brodhead , WI	7/10-12 <i>Grattan</i> 7/23-25 Avon 7/30-8/1 Quincy 8/14-16 <i>Heartland Park, KS</i> 8/13-15 Springfield, IL 8/21 & 22 Chestertown, MD 8/27-29 Camden, OH 9/3-5 Saltillo, MS, 9/11 & 12 <i>Oreville, PA</i> 9/17-19 <i>Delmar, IA</i> 9/25-27 <i>Pittsburgh Intrnl.</i> 10/8-10 Whiteland, IN 10/8-10 Bakersfield, CA* 10/10-11 Street,,MD 11/5-7 Barnesville Oct 17&18 <i>Roebling Road</i> 11/TBD <i>MCMMP*</i>
VKA Sprint in BOLD * Indicates tentative Enduro in <i>italics</i>	

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

First, the good news ... there were no VKA events cancelled in April ... only because none were scheduled in April, therefore, the cloud of CANCELLATION was not hanging over them.

Barnesville, however, was the first victim in early March, but has rescheduled for November 5 – 7. Springfield was next, and has rescheduled to August 13-15. As of this printing, LaFayette ... **CONT. ON p. 12.**

VIRTUAL VINTAGE KART SHOW BY ROLF HILL

Bored to tears and with time on my hands, I got to talking with Sal Palatucci, NE Regional Coordinator. He wanted to know what I thought about a virtual kart show for the NE Region. The more we talked, the bigger it got. **We ended up making for the world.** With the help of Jeff Campbell, IT Director for VKA, we came up with seven Facebook pages for seven classes. Through Sal's efforts, he worked with Comet Kart Sales and they were willing to offer 10% off coupons for all **initial** entries. With some help from all four Regions, \$100 Certificates for Comet Kart Sales will go to the winners, who had to be VKA Members. Voting by Facebook "LIKES" would determine the winner; a virtual Peoples' Choice for each class. It all culminated with the seven deserving winners listed here. Check out *[class]-Virtual Vintage Kart Show* on Facebook for more details:

[class] - Winner	[class] - Winner
Survivor - Jack Murray	Enduro - Rick Gilmore
Historic - Al Postiglione	Mini-Bike - Robert Cain
Rear - John Wolkiewicz	Engines - Dick Teal
SW - Ken Wooldridge	

When it was all done, we had a total of 380 Members, 123 Entries and 837 votes from five countries. Thanks to everyone who participated.

CORRECTION: In the Apr/May issue of *FirsTurn*, the photo on p. 10 incorrectly identified the enduro kart owner. It really was Terry Armstrong. My apologies, Terry.



Survivor- Jack Murray – New Breed; Front Brakes, Girdled/Modified WB 820's. Kart built by Dave Romaine six years ago.



Historic- Al Postiglione; 1960 Percival Wildcat - Twin WB580



REAR- John Wolkiewicz- Bug Sprint with Jeff Brown 820.



SIDEWINDER- Ken Wooldridge- 1987 Margay Lynx with Yamaha KT100



ENDUROS-
Rick Gilmore-
1966 Rupp Chaparral



MINI-BIKES-
Robert Cain- 1969
Lil Indian 450



ENGINES- Dick
Teal- Free-Air WB

VKA 20TH ANNIVERSARY LUMINARIES

BY ROLF HILL

In this year of VKA's 20th Anniversary celebration, we have highlighted the VKA Founding Fathers, the VKA Presidents and a couple of the companies who have been the foundation of VKA's 20 years of success. In this issue, we want to focus on some of the other people who have contributed to the growth and success of vintage karting.

Although the VKA does not [yet] have an official **HALL OF FAME**, several members have been given **Lifetime Membership** status as a means of recognizing their contribution to VKA's success:

#1 Carl Billington	#66 Gus Traeder	#148 Butch Stewart
#2 Marc Parker	#73 Faye Pierson	#386* Richard Peck
#3 Duffy Livingstone	#71 Tom Medley	#420* Mickey Rupp
#10* Carl Weekley	#79 Ernie Fisher	#900* Lynn Haddock
#62 Paul Booth	#113 Pearl Gamble	* Don Freber

* Not all VKA Member Numbers reflect an accurate order of joining.

Then there is the **VINTAGE KARTING HALL OF FAME** plaque maintained by Jeff Brown, from New Castle and Camden fame:



Gus Traeder	Duffy Livingstone	Mickey Rupp
Pete Berlit	Faye Pierson	Ken Burden
Dan Klutz	Richard Peck	Pearl Gamble
Bobby Lee	Butch Stewart	Lake Speed
Terry Ives	Jim Walter	Bob Lapke
Lynn Haddock	Mark Dismore	Jeff Brown
Junior Neal	Dick Teal	Steve O'Hara
Bernie Cozad	Sonny Gerber	Kyle Adkins
Bud Bennett	Jerry Solt	Bill McCornack
Mark Shepard	Gary Hartman	Paul Martin
Pete Muller		

Early in the year I solicited input from the VKA RESOURCES. Here is some of the input I received. Please keep in mind, I can't make this stuff up because I wasn't part of karting for over 45 years. I depended on input.

JACK MURRAY-

Jack Murray got started in 1961 with an Evans Flyweight Kart from Don Surwall, Max Torque's number one driver. Jack switched to a Dart A-Bone with a MC-7 and ran all over the Midwest. After five years as TWA's first male flight attendant, his schedule allowed him to get back into karting with single engine Magnums, Margays, Zips and then 250 Super Karts. His passion for vintage blossomed after reverting to an all Original 1962 Evans Kart from Craig Strange, son of Herb Strange who built the Evans Karts. He dabbled in vintage Corvettes and Indy Cars for a while and has two **warehouses** of karts and parts to sell.

Personal note from the editor: At my first VKA event (Barnesville – 2011) I stuck MY MC-8... blew the head gasket. It had already been bored out 0.03. Jack scoured the pits and found a head gasket and 30-over rings! Together, we tore my engine down, emery-papered the cylinder (it wasn't too bad), put in the new head gasket and reassembled ... in the pits. It fired right up and my first experience with vintage karters was great. (Jimmy Gay has repeatedly asked for his rings back, but I tell him they are "in my toolbox." A belated **THANKS** to all who helped me at Barnesville.)

Today, Jack's passion for collecting and driving these incredible racing machines has not waned. The way he sees it, "I have another 27 years to enjoy them, that's when I'll turn 100."

Check out his listing on the RESOURCES PAGE (p.22).

LAKE SPEED-

Lake was introduced to vintage karting in 2005. Terry Treader asked if he would be the Grand Marshall at his VKA event that year. He was pretty busy at the time and really didn't think he wanted to travel that far just to be a dignitary. "I had just told him I didn't know if I could come when he told me he had a guy that had a C-Open kart with a couple of Stan Long's BM130's on it, and he really wanted me to come race it!" Without a second of hesitation Lake said, "What's the date, I'll be there!" When he got there, he couldn't believe what he found! "I was amazed, it was like I stepped back in time. It still brings tears to my eyes

just to remember that feeling. I had the most fun I had had in many years. I could hardly believe these old karts were still around. I had dreamed about driving one of my old C-Open karts, but I thought there was no way any would still be around.” When he left Quincy, he had blisters the size of 50 cent pieces on his hands but he was on a mission. “I WAS GOING TO HAVE MY OWN C-OPEN KART!!!”

He started contacting every person he could remember that had twin karts back in the day and every kart picker he could come across. He found a single engine Invader first, then a twin Comet kart and later an Invader twin and since then he has accumulated a lot of vintage karts, engines, and parts. Soon he realized, “we needed a lot of parts that were not readily available, so I started having parts remanufactured to the old specs.”

Check out his listing on the RESOURCES PAGE (p.23).

RICH ENGLE-

Rich Engle is from Canada, aye. For him it all started 2010 at Avon, New York when he spotted Jim Donovan wandering around the pits. Jim happened to notice the linings Rich put on his Max-Torque clutch. Jim asked if I would consider supplying old style vintage 2-cycle clutch shoes. Since then, Rich and his son Shawn have been relining old style Max-Torque, Hartman, Horstman shoes. They have also started relining enduro axel clutches, 150 and 175 Airheart pucks, as well as relining the DXL discs. He is still trying to keep the vintage parts available today.

Check out his listing on the RESOURCES PAGE (p.22).



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

Thanks to Marc Parker, first VKA President, for providing us with copies of early VKA magazines. Here is the cover of the FIRST!



Karting Fun for All

Volume I
Issue I

August 2002

Inside this issue:

Vintage Karting Association Formed

The Vintage Karting Association was born out of a race and a vision. The race was organized by Carl Billington. Carl put together one of the first formal vintage karting events at Sugar Hill. The program was attended by more than 14 vintage karters sporting early sixties rear engine karts running a variety of McCullochs and West Bends. This unique gathering also included racing under the lights on Saturday night. The modern kart fans were glued to the fence to catch the action of karter's time machines.

Carl's vision was to form an association to grow vintage karting as a fun

sport for all. Carl then drafted Marc Parker to represent the West Coast. Mark agreed to help Carl plant the seeds for a nationwide association.

Carl and Marc enlisted the support of vintage karters from both coasts and the central US. After many phone and computer chat room meetings, the association was finally established and officially formed as a non-profit corporation in 2001. The association is currently guided with ten board members who meet periodically on the internet, over the phone and at vintage kart events. The association agenda currently con-

sists of creating guidelines for racing, publication of exhibitions, membership solicitation, and the overall promotion of vintage karting. Future work will include discounts with vendors, relationships with track owners and membership. To join the Vintage Karting Association, simply mail a check for \$45 to the VKA.



Honorary VKA member Faye "Lady Bug" Pierson leads the pack in the Quincy 100cc Class

Quincy...one word...HUGE

Talk about Rolling out the red carpet ... Gus and Terry Traeder of TNT Kartways hosted what could become the event of the year. Sixty plus vintage karters enjoyed a full weekend of vintage karting. karts were plentiful and for classes

were run. Time trials leveled the competition and classification of karts. Trophies were awarded for the events including the kart show held at the Quincy Expo Center. The local chamber hosted a cocktail hour and kart show that

was a big hit. Noted industry leader Faye Pierson, of K & P engineering (Bug) participated in the racing. TNT will host again on June 19-22, 2003. Read more about Quincy including standings in GO-Racing's July issue, by Faye Pierson.

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Portland ... 3 days 2 tracks, 2 races	3
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Next issue:

Event Coverage of Cuddebackville, Portland

Up close and personal with karting pioneer Duffy Livingstone

Members only classifieds

Looking back at cheese cake in karting.

FREMONT SUMMARY ROMERO LLAMAS-SCOTT SMITH

Cold, but safe.

VKA FIRSTTURN[®]
MMXX No. 4

FREMONT SHOW RESULTS BY GARY WLODARSKY	
JUDGES: Romero Llamas, Mark Petraccoro, Al Hasenfratz	
REAR	
Unrestored	'73 Margay MK3; MC-101; Tim Stevens
Restored	'73 Margay MK3; MC-101b; Travis Stevens
Past Champion	'78 Invader; MC-92; Al Hasenfratz
SIDEWINDER	
Unrestored	'74 Bug Stinger; Yamaha KT-100; Dennis Crose
Restored	'73 Margay Concept; MC-91/mc; Dave Sexton
Modified	'82 Margay Expert; Komet K299s; Bud Snelling
Past Champion	'79 Emmick Arrow; MC-92; Mark Petraccoro
PEOPLES' CHOICE	
Best in Show	'62 Carretta; West Bend 580; Randy Mapos



OTHER FREMONT SHOW WINNERS



FREMONT DEMONSTRATION EVENT RESULTS			
Class	Class	Class	Class
Junior Rear	Jamey Stropko	Kyle Stropko	* * * * *
Sportsman Rear	Richard Sharer	* * * * *	* * * * *

Rear 6.1	Jerry Nagel	* * * * *	* * * * *
Rear 8.2	Kevin Myers	Mike Grigsby	* * * * *
Over-60	JoAnn Hertzig	Jerry Nagel	Steve Mox
Sportsman S/W	Dean Didion	Al Hasenfratz	Mark Patrauolo
Yamaha Limited	Dean Sauder	Mike Dobie	Kevin Myers
S/W 6.1 American	Tim Stevens	Travis Stevens	* * * * *
S/W 6.1 Foreign	Mike Dobie	Bob Stockdale	Mike Cambell
S/W 8.2 Amer.	Dave Sexton	* * * * *	* * * * *
Yamaha Piston Port	Sandy Stropko	Mike Grigsby	Terry Ruffer
Dual Engine	Bud Snelling	Jerry Nagel	Don Axe



JOIN THE FUN !

It was 20 years ago ... Aug.26 & 27 at a little track in New Hampshire that Carl Billington decided to have a race for Vintage Go-Karts. This event, and what was to come out of that weekend, would become what is now generally accepted as the birthday of Vintage Karting. There were 11 entries from six states.



Along with Carl, most were to become the Vintage Kart Racing Association's first President and Board of Directors.



1. Carl Billington, MA
2. Paul Bronnes, MA
3. Mark D'Elia, NY
4. Gary Emilio, NY
5. Neil Goguen, MA
6. Gary Parker, NY
7. Marc Parker, OR
8. Bill Rice, RI
9. Michelle Sahagian, RI
10. Bill Thompson, IL
11. Don Thompson, IL



On May 23, 2001 we would be incorporated as the Vintage Karting Association. In the next issue, I will try to fill in some of the details as I remember them of our first three years of historic growth.

Mark D'Elia

From Bob DiNozzi VintageKarts website.
VKRA Eastern Regionals (page updated 9/27/00)
Aug 26-27, 2000

Couldn't have asked for a better weekend to run the VKRA Eastern Divisionals at Sugar Hill Speedway, Weare NH. Entrants arrived from as far as Oregon (Marc Parker), Illinois (Tom and Bill Thompson), and New York state (Mark D'Elia; Gary Parker).

Saturday was primarily dedicated to practice, but the temptation to race was too much to bear and a combined Class A and B event was run that evening. On Sunday, three Heats were run with A's and B's running together but scored separately. These races were run interspersed amongst other [modern] karting classes. Many attendees had never seen vintage karts run and really got an eyeful of the colorful driving, with lots of the reverse steer and general sliding around that characterized those early days of kart racing.

Congratulations to Mark D'Elia (left) the Class A (single engine) winner and Bill Rice (right) the Class B (dual engine) class winner.



Special thanks and congratulations to Carl Billington, VKRA President, for organizing such a fine and fun event.

COVID-19 vs. VKA BY ROLF HILL (FROM P.3)

LaFayette was rescheduled to the Chestertown date (6/25-27) and Chestertown was moved to Aug. 21 & 22.

All changes are posted on VKAkarting.com and the VKA Facebook page, so just to be sure, check them before making your plans.

THE GLORY YEARS OF KARTING PART I OF IV

BY BILL MCCORNACK

This series will discuss briefly the Grand National Championship races that were held from 1959 to 1971. The years were chosen because it was a time when karting was young and new. There was only one National Championship per year – the IKF. Many of our members attended these events so we hope to stir up some old memories that may have gotten lost.



AZUSA, CALIFORNIA to CAMDEN, OHIO A History of Karting's National Championships 1956 – 1963

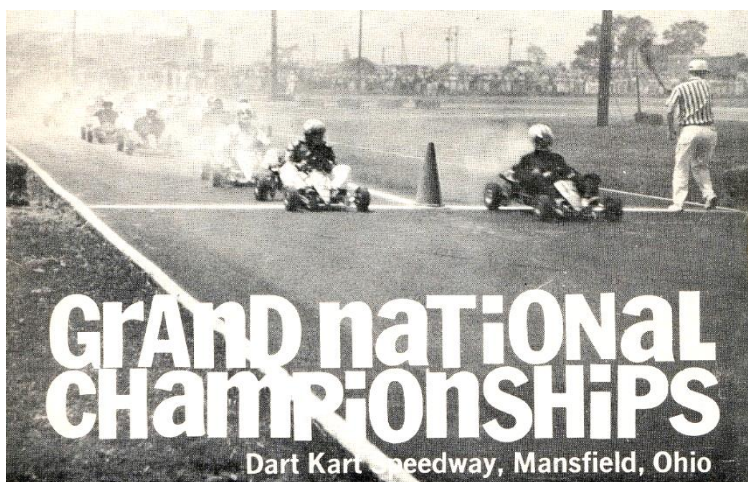
In 1956 Art Ingles built the first kart in California. A new sport was born. 1959 and 1960 were growth years for this sport. During those years, Go Kart Raceway in Azusa, CA hosted the first two GKCA National Championships (pictured above). Go Kart Mfg. Co., a major brand of karts, owned and operated this raceway on their plant site. The 1960 nationals had 300 entries, five classes and 6000 spectators.

During this period, there were several national clubs such as, GKCA – Go Kart Club of America, NAKA – North American Karting

Association and USKA – United States Karting Association, just to name a few.

The major kart manufacturers were Go Kart Manufacturing Co. in California, Rupp Manufacturing Co. in Ohio and Fox Go Boy Carts in Wisconsin.

White pants, loud engine headers and 4-wheel drifting in the turns were the “thing” back then



In 1961 the GKCA Grand National Championships moved from Azusa, California to Dart Kart Speedway in Mansfield, Ohio. There were 435 entries in seven classes. The major players were Chuck Pittinger, Gary Hartman, Pete Berlt and Chuck Florian.

Early racetracks were located on the plant sites of the early manufacturers, like Go Kart Raceway in California on the Go Kart

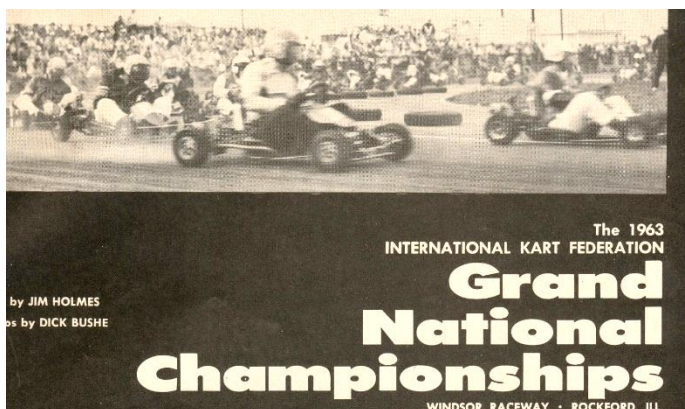
Manufacturing's site and Dart Kart Speedway on the Rupp Manufacturing's site. Beating out many major league baseball teams, in 1961 Dart Kart Speedway provided tremendous lighting for night racing.



In 1962 the IKF National Championships were held at an altitude of 4000 feet at the Beacon Hill Sportkart Roadway in Pueblo, Colorado. There were 504 entries competing in 13 classes. The major players at this event were Gary Emmick, Mikey Rupp, Dick Connors and Chuck Powell.

This new track was much larger than any other at the time. It was three-quarters of a mile and contained twenty turns. An average lap time was 1:14.

1962 was the year that the GKCA changed its name to IKF – International Karting Federation. Forty-five states were represented at this race as well as two foreign countries – Canada and New Zealand. From 1962 to 1971, IKF was the only Grand National event. When you were the best in your class, you were the best. From 1962 thru 1971, there was only one national club left - IKF. When a driver won a championship class then, it meant much more.



In 1963 the IKF Grand Nationals were held at Windsor Raceway in Rockford, Illinois. There were 550 entries competing in 10 classes.

This was a tight, half-mile, 12 turns track. It tested drivers' skill and handling more than how much horsepower they had.

ABC Wide World of Sports sent a full crew and televised this race. This finally made karting a nationally recognizable sport.

Sunnen (Honing Machines) brought \$20,000 worth of equipment and repaired cylinders at the track.

Nationally, McCulloch and West Bend were the dominant engines and they sent technicians to help entrants.



Next Month - Part Two: 1964 Riverside, CA 1965 Brodhead, WI and 1966 Quincy, IL
Bill McCormack

Email from Marc Parker: I noted in the Feb/Mar issue of **VKA FirstTurn** that you are looking for historical information on the VKA. As one of the founders I can provide you with the following information:

I started collecting old kart parts in the mid '90s, primarily the karts, engines and parts of late 50's and early 60's. I collected most brands of karts, including the ones that I used to drool over as a kid like the Rathmann Xterminator, Fox, GoKart, and of course the Rupp. As a kid I started on the Simplex with a WB580, then an AlaKart with MC6, and lastly a Bantam A-Bomb with MC-7 & 8. My brother ran a McCulloch Kart with MC-20. I raced from 1959 to 1963 at a small track in Medina New York and "Kartsville" in Batavia NY. The Batavia track was very successful and many regional karting events were held there. Many notable participants included Faye Pierson.

In the late '90s and early 2000s I had restored several karts and ran them at Pat's Acres in Portland, OR. There were no

other vintage karters in the area that I knew of who were running their karts, but soon I discovered Phil Pfau's kart shop "World of Wheels." Phil was a great help to me in setting up my karts and he was a major leader in kart racing in the North West. I believe that his father was a Bug kart distributor in the late '50s in Salem, OR and Phil was a racer from then to present day. He referred me to a dry-cleaning business owner who had a large collection of karts and parts. I bought everything he had including Fox, GoKart, Hornet, Rupp, and a huge number of engines and accessories.



Around this time, I was communicating with many vintage karters all over the US and I found one commonality; they all had running karts, but it seemed that there was no organized racing. One of my contacts was Carl Billington. We spoke several times about having to run our karts with no one else on the track. Carl went about organizing a race at Sugar Hill Speedway in New Hampshire. With the date set, I

crated two karts, one McCulloch Kart with an MC-91, and one GoKart with an MC-91, and shipped them from Portland to Rochester, NY where my brother resides. We uncrated them and went to the Batavia kart track to practice. The owner of the Batavia track was so impressed with the rear engine vintage karts that he proposed a vintage event for his venue. We then loaded up for two days of racing at Sugar Hill Speedway in NH. Many, many vintage karters showed up and we had a great time. [See **First Event** on p. 11.] The highlight for me was the night race, under the lights and the enthusiastic announcer who called the race. It was a trip back in time as we had racing at Batavia under the lights on Wednesday nights.

All the participants had a dinner together the first evening where Carl and I discussed the idea of forming a Vintage Kart Racing organization. I suggested that we take a look at the Vintage Sports Car Racing organization and model our ideas around their model. Some of the first racers at the Sugar Hill Speedway race became involved in the effort including William Rice, Chris Sahagian, Gary Emilio and others. I had some limited experience in forming

corporations and the State of Nevada offered the easiest and most economical process. West Coast karters Rob Jones and Vince Hughes were added to the founding group. When we started the membership, I believe we honored Duffy and Faye lifetime membership and I might have given the membership number one to Duffy or possibly to Carl Billington. I was fortunate to visit Duffy several times at his home in Oregon and I published my interview with him in one of the newsletters. I also interviewed Faye and Bobby Allen for articles.

I created the logo using Tom Medley's GoKartoon. I called Tom to secure his permission to use the logo and he graciously agreed and refused any compensation. He was an icon in the Hot Rod scene and this logo is the best icon of vintage karts in existence. He was a real gem.

I organized several races including Pats Acres in Oregon and a couple in Batavia. I raced in most events in the first few years of the organization including Sacramento, Vegas and several in the North East. Over the years I have sold all my collection of karts, 45 in all, and parts. Often, I see some

of the karts that I sold to West Coast members. I sold one kart less engines for \$6k, wow!

I've since moved on to big cars and I'm currently in the final

stages of building a '32 Ford deuce coupe. I'm very happy to see the success of the VKA and I enjoy the **VKA FirstTurn**.

Marc Parker

*** * 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).

MEMBERSHIP REMINDER: 12 mo. Full Mmbr = \$35; Assoc. Mmbr* = \$10 Foreign Mmbr = \$45; Expanded/36 mo. U.S. Membership = \$95 & Assoc. Mmbr = \$30. New VKA Memberships are issued for a 12 or 36 month period. Only Full Members receive **VKA FIRSTTURN®**. Applications are on the VKA website (www.VKAkarting.com) or from BillBloodworth@gmail.com. Completed forms should be sent to:

Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016.

*** Assoc.Member must be family member living in same home. ***

PayPal is now accepted through VKAkarting.com.

I got my 1st yard kart in 1973, a Wards green machine. In 1975-76 I got my 1st race kart from RUNT's Kart Sales in Gadsten, AL, the main race kart shop in the state, an event I will never forget! The older kids were beating me in there 5hp yard karts vs. my 3hp kart. So, my late father, a WW-II veteran, took me to Runt's place. It was an old gas station. Beside the gas station was Runt's original place; a small restaurant that was famous for the hamburgers. It was a real old-time place like you see in movies in the 40's and 50's with a counter with the round stools and some booths.

Runt's dad (also a WW-II vet) had started selling kart parts out of the back door of the restaurant in the late 1950's. Early customers included Lynn Haddock and Lake Speed. Runt's dad started keeping kart parts so the racers would have them when they were needed. As karting grew, they acquired the old-time gas station next door as a place to keep all the karts and parts. By the time I made it there in 1975, you could barely walk thru the place! Karts and parts piled up everywhere ... heaven for an 11-

year-old kid! Runt and his dad had a box-truck that they used to take parts to all the big races in the 1970s (it was packed full of karts and parts too!). My dad and Runt's dad sat and talked of their days during the war, drinking black coffee like folks did back then. Runt was gathering up all the parts and a kart kit for my 1st real race kart (a Rupp A-bone, unpainted kit), a new MC-92 with slipper clutch and GEM cow-bell open header.

I begged my dad for a 2nd engine, but he would not go for it! After eating some of the best hamburgers I ever ate, my dad and I went home to Huntsville. Dad took the frame to be painted metallic blue at an auto paint shop where they baked the paint on. I had to do all the wrench work due to my dad's injuries from the war. I put it all together myself.

Time for a test drive that I will **NEVER** forget! The brand-new MC-92 crackled to life on the 1st spin; the smell of Klotz was in the air! Dad told me to take it up and down the street one time. I went up and down the street until all the neighbors came out to see what was making all the noise.

Runt had geared me 9-65, so I flew down the street at 65 MPH+. I will never forget the trip to Runt's place and that 1st test drive. My dad had fixed me up with the fastest kart around!

We went to many events and the MC-92 ran without trouble. I still have that engine. Sadly, I sold the kart for \$100 in the 1980s when I was racing every weekend and I needed some new tires for the Margay SR-16. I ran at Dunn's Kart Track, a ¼ mile, high-banked oval, with a Modified Open, 4-cycle engine. I raced there every week for 7 years or more and did very well.

Ultimately, I even acquired a teammate. His dad was an Open Mod 4-cycle engine builder. He provided us with very fast,

powerful engines. I wish my dad could have seen how far I had progressed in karting.

Dunn's closed down in 1993.

That's a small part of my karting story. I always wanted to race McColloch's, but most were gone by the time I got into serious, organized racing in the 80's. The 4-cycle Opens were putting down the fastest lap times at Dunn's, so that's what I went with. Now I have 10 McCulloch's in my collection of vintage 2-cycles and too many karts and parts to list. The VKA did provide me a chance to run the mads like I always wanted to do.

Thanks, VKA.
Congratulations on your past 20 years.

David Nance, VKA #24

I GOTTA KNOW ... BY ROLF HILL, EDITOR

Please email me, MESSENGER me, call or text me if you have my number. If you don't have a computer or smart phone that's OK.

IF ... and that's a huge IF ... we go to an electronic magazine, I need to know how many members would like to have their copy sent to their email. **Number One:** You would get it faster; no postal delays. **#2:** you can enlarge the photos on your computer, iPad, etc. There are plenty of other PROs and CONs regarding security, printing and postage, but if we send it to **YOUR** email that should address "security," and if the number of hard copy issues we have to print and mail are low enough, we could save big bucks to improve VKA and the members would still get their regular issues. Yes, VKA Members who don't have a computer **WILL** get regular issues, too.

KartNumber4@yahoo.com

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 Gasket kits & accessories, BURCO AXLE clutches, Mikuni GASKETS

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: GregsSpeedShop@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

Gordon Juhasz-Vintage Karting Specialty Quality Kart Restorations.

Buy - Sell- Trade. Ph: 765-969-7756 Email: GordonJuhasz@gmail.com

Howard Kaplan – DXL N.O.S. High temp, semi-metallic Nfriction discs
Nippondenso – W34EN – Alky racing plugs for most foreign & Yamaha
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Rich Ludwig – Kustom Kart Shop NOS pistons, rings 48.0 to 56.4;
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Tel: (732) 477-6869.

Bill McCornack – McCulloch and Yamaha engine building, Tillotson
carbs, L&T oil clutches, Big Volume Pipes, McCulloch bolt & nut kits,
Horstman Rev-Grip Super springs. 630-400-2645 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

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Tel: 631-745-6932 Email: alpostiglione@yahoo.com

Robert Stanton - Robron Incorporated - Dart chassis, parts and repair
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Lake Speed – B Bomb Engines Parts Buy & Sell Service & Repair TRIC-
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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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Email: wrenchhead944@hotmail.com www.blackdogvintageracing.com

Thomas Thorin – Simplex decals; Hoffco & Fox floor pans; R&L Clintons
& WB. WB580/700 Lightning Bolt & shorty-finned headers; MC/GEM
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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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Upcoming Events ...

See VKA website for more
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New Castle

6/18-20 New Castle, IN
www.NewCastleMotorsportsPark.com

LaFayette

6/25 – 27 LaFayette, NY
www.LafayetteMP.com

Brodhead

7/9-11 Brodhead, WI
www.SugarRiverRaceway.com

AVON

7/23-25 Avon, NY
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QUINCY

7/30-8/1 Quincy, IL
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OFF-SCHEDULE: Anyone interested in listing their non-VKA event is encouraged to submit DATE/LOCATION/CONTACT info. Any that do not conflict with a VKA event (at least 2 weeks or 500 miles away) will be listed here.

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