



Johnson Kart
MANUFACTURING, INC.

MFG: JOHNSON KART MFG. C
NAME: GO-KARTS
TYPE: NON-KIDDIE

QUALITY CONCESSION KARTS

7350 NORTH 76TH STREET

PHONE (414) 353-5969

FAX (414) 353-4078

MILWAUKEE, WISCONSIN 53223

JOHNSON CONCESSION KART MAINTENANCE SCHEDULE

Daily preventive maintenance should be done on the Johnson Concession Kart to ensure a safe track operation.

1. The frame should be checked to make sure that no welds are broke or tubing cracked.
2. Tires should be checked for proper inflation and tread wear. Improper inflation and tread wear can cause braking problems. Inflate to proper pressure or replace worn tires.
3. Check to see if spindles or spindle bushings are worn. Spindles should be greased as needed.
4. Steering shaft and steering wheel should be checked for cracks and steering wheel pad should be in place. Lubricate shaft if steering becomes tight.
5. Check tie rods and tie rod ends. Loose tie rod ends will create alignment problems and cause excessive tire wear.
6. Brakes should be checked for sufficient brake band material. Make sure brakes are contracting and expanding properly around the brake drum.
7. Check to see that hubs and rims are not cracked or broken. Make sure lug nuts are tight and in place. Grease as needed.
8. Check sprockets or pulleys for proper alignment. Replace any worn chain or belts.
9. Check to see that throttle linkage and governor are secure.
10. Check engine and gas line for any leaks.
11. Review engine manual for engine maintenance.



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"SIGNS NECESSARY FOR OPERATION"

1. One sign clearly stating the MINIMUM HEIGHT of 52 INCHES at the ticket window and a measurement post or such device at the track entrance to the pit.
2. Signs with "ARROWS" showing direction of travel, located at various locations around the track perimeter.
3. Additional "NO BUMPING" signs erected around track.
4. "ENTRANCE and "EXIT" signs.
5. Sign indicating location of "FIRE EXTINGUISHER" in pit area.
6. At least two large "TRACK REGULATIONS" signs with the following rules posted at the ticket window and in the pit area.

"TRACK REGULATIONS"

1. RIDE AT YOUR OWN RISK, WE RESERVE THE RIGHT TO REFUSE ADMISSION TO ANYONE.
2. YOU MUST BE 52 INCHES TALL TO DRIVE THESE KARTS.
3. KEEP BOTH HANDS ON THE WHEEL AT ALL TIMES.
4. KEEP BOTH FEET IN KART AT ALL TIMES.
5. HAIR LONGER THAN SHOULDER LENGTH MUST BE TIED UP WITH CLIPS OR RUBBER BANDS.
6. ALL LOOSE CLOTHING MUST BE SECURED.
7. NO SMOKING IN KARTS.
8. WHILE ON TRACK - STAY IN KART AT ALL TIMES.
9. NO BUMPING, WEAVING, CUTTING OFF OR HORSE PLAY ALLOWED.
10. PERSONS UNDER THE INFLUENCE OF INTOXICANTS WILL NOT BE ALLOWED TO OPERATE KARTS.
11. AVOID ANY STALLED KARTS ON TRACK.
12. DO NOT EXIT FROM KARTS IN PIT AREA UNTIL INSTRUCTED.



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RECOMMENDED RULES FOR ALL GO KART OPERATIONS

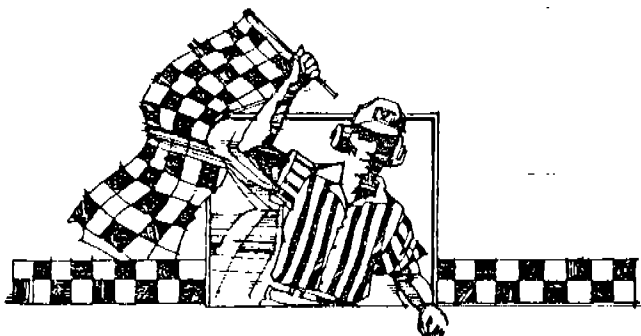
1. Rules must be posted on signs that are readable at entrance to track or ticket window and conspicuously in Pit area.
2. Rules should contain the information such as described on attached sheet.
3. No rider less than 52 inches tall may operate a Go Kart by themselves.
4. No one that shows any sign of drinking intoxicating beverages may be allowed to operate a Go Kart.
5. All wheels on the kart must be protected by an approved method to keep from interlocking or riding over one another.
6. Anyone with hair longer than shoulder length must have it tied up with a clip or rubber band.
7. No. Loose clothing that flairs out may be worn.
8. All edges of the track must not be below the level of the track surface.
9. Absolutely no hay bails will be used for barriers.
10. When tires are used for protective barriers they shall not be larger than automobile size and should be stacked two (2) high by banding or tying together.
11. Any pole or post or solid obstruction that may be accidentally struck must be protected by a shock absorbing barrier.
12. The pit area must be separated from the track by a barrier such as in items 10 and 11.
13. At any time there are more than two karts on the track an attendant must be posted in the far infield area to assist stalled karts and control the flow of traffic.
14. Absolutely no bumping of karts together can be allowed and riders are to be advised of this.
15. Inspections on the karts must be performed each day by a competent person to make sure the frames are not broken, chain guards are in place, spindles are not worn, tires are

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RECOMMENDED RULES

inflated properly, steering wheels are not broken and are secure and that the governors are set properly, and that the brakes are working properly.

16. Brake and throttle pedals must be marked and identified.
17. Speed of the cars must be set at a limit of not more than 18-21 M.P.H.
18. Fence and gate must be in place to separate spectators from the participants so that none can be run over.
19. There must be an approved fire extinguisher in pit area that is readily available.
20. Riders must be warned not to get out of cars before the pit man tells them to.
21. A sign should be posted that any injury must be reported before leaving area.
22. Track area must be fully enclosed by fence.
23. Steering wheels must be padded.
24. Karts must be equipped with roll bars and head pads.
25. All cars must be equipped with chain guards and mufflers must be guarded for possible burn hazards.
26. Rubber bumpers must be installed on the front of all karts.



THE RACE IS ON

a go kart and mini racer update

By Marilyn Turner

From the very first soap box racer, style and speed have been the goals of designers and riders alike. The Go Kart industry continues to race ahead at full throttle, redesigning and refining existing products, as well as introducing brand new concepts—such as controlling kart speed by radio.

Johnson Kart Manufacturing Co. is keeping up with the trends with several changes. Safety features important to insurance companies: seat belts, roll bars and shoulder harnesses are now available on all karts. "Our new two-seater is now ready for shipment, with a wide color selection," announced Jeff Mack, Sales Director.

A new model from **FKL Go Karts**, the Leopard, "is radically different from anything else on the market," reported Sales Manager Pete Crumb. "It resembles an Indy racing car and uses eight inch wheels instead of the five inch size. These exceptionally large tires make the handling and performance of the cars unmatched. Sales have been amazing, better than we had ever thought." FKL also offers a new electric bumper boat, previously powered only by gas.

"This year we've finally put out our very own Go Kart. They are just now landing on the ground all over the U.S.," stated Norm Sheya, General Manager of **J & J Amusements**. The sleek new Can-Am sports a pointed hood, along with the safety features of roll bars, harnesses and seatbelts. All but eight parts are stocked in most auto parts stores, keeping the track owner's inventory to a minimum.

"Everything to do with karting really gets back to how good your braking and your handling are, because people can steer out of trouble. Some

karts are hard to steer, so we have really put a lot of effort into ease of handling," Norm continued. "J & J's theory addresses track design and surface, as well as bumper systems both on the track and on the kart. Our emphasis is always on safety."

Recreational Enterprises offers two new products: a two-seater and the Skittle Bug. "Our new two passenger car has a different look, a street-sports car look, a decorator go kart," remarked Earl Barnes, President. "And our Skittle Bug is designed to run in very small areas. It doesn't take a lot of room." This very maneuverable kart, either gas or electric, is designed to run in an area as small as 30 feet by 40 feet. The electric kart is quiet and clean, ready for water play parks. An overnight plug-in keeps them running at speeds from one to 12 miles per hour.

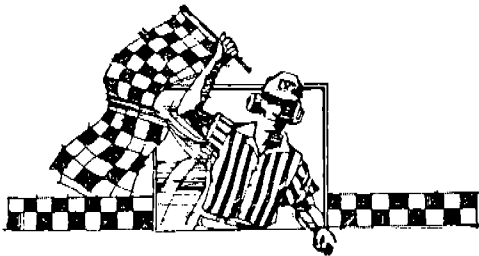
"Our electric tank, which shoots nerf balls, runs on the same chassis as the Skittle Bug, and we are building a boat, the Star Fighter, to complete the package." Earl described the scenario as tanks firing on karts, which are firing on boats, which are fired on by kids around the perimeter. "You can have a high capacity, as many as 120 kids at one time. The 'shots' are all nerf balls, which float. A spillway catches them, and a retrieval system is built into the pool. The kids just pick up a bucket of balls as they enter the area."

Shaller Engineering's President Roger Shaller recommended their new chassis for an eight horsepower motor, in addition to the five h.p. 'old standby' and their kiddie go kart. The new body, which will fit both motors is a composite of various racing cars. "It looks like a race car, but not a particular type of race car," Roger stated. "Ours is proportioned so it doesn't look like a big old body on a little kart. This body is vacuum-formed high impact thermal plastic. It should be very tough and is just now being introduced in the field with great success." The basic body is white plastic with an unlimited choice of stripes. Without the stripes, the panels are large enough to accommodate signs or logos, ideal for local business sponsorships.

"In our present time, when everybody is trying to avoid pollution and noise, our electric Go Kart is getting more popular from day to day," advised Peter Bobst of **Spibox AG**, Zurich, Switzerland.

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THE RACE IS ON

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This kart, redesigned in 1990 and presented to the market during an amusement equipment exhibition in France last December, runs on a special floor which conducts power to the karts.

Formula "K" Raceways, one of only three companies which recap go kart tires, has developed a new tire which replaces the recaps. "Our new tire is as thick as a recap," said Dick Sexton, President, "but appears to outlast all recaps on the market and is less expensive than a recapped tire. Plus it is recappable, the ultimate tire." The kiddie car by Formula "K" has parts which are interchangeable with larger karts, so parks need to stock only one size of part.

Jackie Webber, President of **Webber Engineering & Manufacturing**, commented, "We're putting in a newly designed belt system since we're always looking for more efficiency and less maintenance for our customers. In addition, new paint colors and designs, in bright pinks and turquoises, a new wave design, are being shown."

Two companies have announced speed control systems for karts.

Pro-Leg Technologies, Winnipeg, Manitoba, Canada and **Pacer Manufacturing**, Chattanooga, Tennessee.

"We've been in the kart business for about nine years now, and we've always had the really strong need to control some of the patrons who get out of hand," Brian Legary, President of Pro-Leg confided. "So we have an electronic genius from the communications industry who has designed a unique concept which works just perfectly." This process involves a receiver mounted on the engine which, when activated, can reduce the engine speed to whatever RPM has been pre-selected.

"You can bring the kart back to half speed, or you can kill it completely by individual kart number or in groups of up to 14 karts per code frequency," Brian added. "In addition, a separate loop can be mounted above, or buried in the track at the start or

finish line, which controls the speed as the kart goes underneath that line. The control unit is activated to bring the speed back to an idle, so no one entering the pit area can come in with his foot on the gas."

"The Kart Kommander," remarked Dutch Magrath III, Vice President of **Pacer Manufacturing**, "is probably the hottest thing to hit the go kart industry in the last ten years. Ten years ago we promoted a steel rail system which increased safety dramatically, but was a major expense. Now that system is pretty much universally used. This automated system, once the customer has seen the advantage, the lower liability, the fewer headaches, the more control on the tracks, is an invaluable tool, one you just can't do without."

Dutch told us of problems in the past with rowdy riders, problems where the drivers were in control. If they decided to take extra laps, the park operator was at a loss to stop them.

"One customer called to tell me the system had just made him a thousand dollars over a weekend." It seems a particular group returned every year to cause havoc. This year the owner was able to let them ride all weekend, and when one got out of line, his kart was merely reduced to idle until he settled down. The owner maintained control and the riders exited peacefully. "It takes the control away from the rowdy few and from the customers who really don't know how to operate the kart correctly," Dutch concluded.

From a safety standpoint and from an insurance standpoint, since most of the accidents on a go kart track seem to occur in or near the pit area, controlling the karts from a central system makes sense. The attendant can govern the customer taking an extra lap or gunning the engine on the way into the pit. For no other reason, if an accident does occur on the track, all karts can immediately be reduced to idle or coasting speed.

Some states are looking at legislation which will require safety harnesses, seat belts and roll bars in karts. Insurance companies obviously want this protection in all karts they cover. Safety will definitely be the watchword of the decade in design, concepts and products, and go kart manufacturers are racing ahead to redesign and innovate to fill the need.

