

HARM SCHUURMAN'S

Vintage Kart Museum



European kart manufacturers. During his senior racing career Harm was a factory driver for Dino the Danish kart manufacturer and DAP one of the early giants of Italian karting. At DAP his team mates were none other than world karting renowned icons Senna, Modena and Zanardi.

Harm stopped racing in 1986 to devote all his time to his business. At the same time a relationship began with Cheng Shin Tire where Harm used his karting expertise to develop the Cheng Shin kart tires which were marketed under the Maxxis banner.

Sometime later and now head of Schuurman BV, a successful import export business, Harm found that he needed to build a new office block to accommodate the company's growing administration requirements.

At around this time an opportunity arose to purchase a collection of karts that had been assembled over the years from a gentleman in Texas. With the help of people in the United States of America and Europe the karts were made ready for display and the Harm Schuurman Vintage Kart Collection was

An internet site of interest to karting enthusiasts who are fascinated with the history of the sport and the chassis, engines and memorabilia from the past can be found on the net at vintagekartcollection.com. The website is much more than photos and words about vintage karts; it's actually the portal for a living museum located in the southern outskirts of the town of Oss approximately 25 miles north of the city of Eindhoven in The Netherlands. The owner, curator and guide of the museum is well known former Dutch international kart racer Harm Schuurman who was Junior karting vice World Champion in 1971 and third in the Senior karting World Championship in 1979.

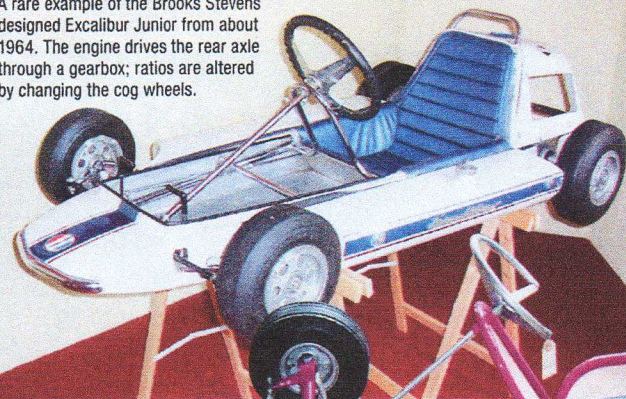
At Junior level Harm's father was his mechanic and sole sponsor. But when Harm moved up to Senior karting he soon attracted the attention of the



Harm in his role as CEO of Schuurman BV.



A rare example of the Brooks Stevens designed Excalibur Junior from about 1964. The engine drives the rear axle through a gearbox; ratios are altered by changing the cog wheels.



ready for viewing if only a home could be found for them.

Now that the former administration centre of Schuurman BV was vacant Harm decided to use that area to display his collection of vintage karts and associated parts and literature. He also decided that because he had such good people working for him that he would not need to have his own desk and chair in the new office block but instead would hold any meetings that required his input in the museum. These days Harm is in a position where he is almost retired from real work and can afford to devote lots of his time to his vintage kart collection and research and development of modern karting products.

There is even a 'Happy Days' type Seeburg juke box in the hospitality area.

Below: 1959 dead axle Dart/Clinton E65 with its original tyres.



The museum covers an area of 300 square metres and is tastefully decorated to fittingly reflect the late fifties and early sixties era of the karts on display. There is even a 'Happy Days' type Seeburg juke box in the hospitality area. This is actually Harm's 'office'. Here two karts hang vertically on the wall to act as a comparison between the American and European concept of kart marketing all those years ago. On the wall just above Harm's desk/table is a bright candy apple blue pristine 1962 American Fox/MC7 kart with its plush upholstered seat and chromed accessories. Adjacent to the Fox is a 1961 German Hess/Stihl SK-100 kart. It is painted dark green and has a bare fibreglass seat and not one piece of the kart has chrome. In between the two karts



Moss Kart powered by twin West Bend 580's circa 1960

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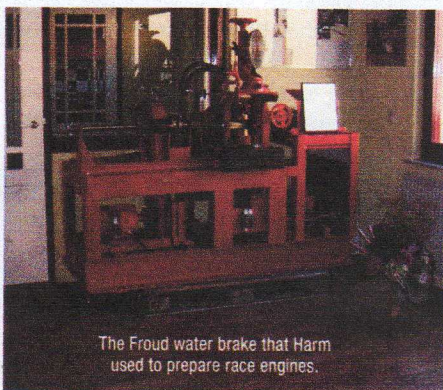
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From the left, a 1961 German Ihle, the classic 1964 Tecno and the 1965 Dutch Landia MK 12, the design of which was very much influenced by the Tecno.



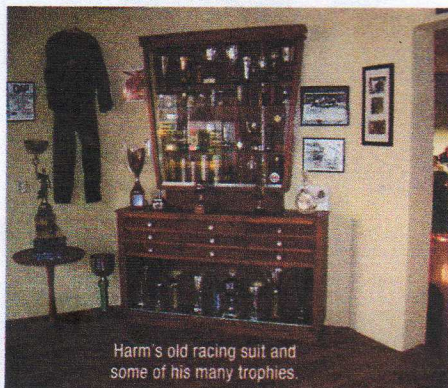
an electric light with coloured bulb shades formed like tulips acts as a subtle reminder that you are in Holland.

The museum is divided into sections. One section of the building houses the American karts and engines. Another section displays the early European karts and engines. In this section there was a fitting tribute to the late Evert Bos who made the Landia karts and was known as the Colin Chapman of karting because of his ideas and innovations. On the window sill behind the Landia there was a poignant array of tulips which was very fitting for a pioneer of Dutch karting.



The Froud water brake that Harm used to prepare race engines.

Part of the building is given over to displaying a static display of an early type Froud water brake engine dynamometer. Various glass fronted cases display trophies from early karting events. There is an extensive library of early karting magazines and literature. In the near future there will be archive film on show of early karting events. The old film reels were recently discovered by a journalist searching through the film vaults at a European TV station.



Harm's old racing suit and some of his many trophies.

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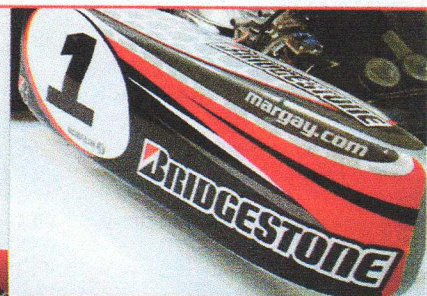
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There is also a huge gas guzzling immaculate restored white convertible 1964 Chevrolet Impala parked in the American kart section. This car still works as a wedding car and Harm used it recently to transport his Dart/MC101 twin in the trunk to a nearby meeting to celebrated 50 years of karting in The Netherlands.

Event flyers, product advertising, racing photos, kart blue prints, flags and magazine articles adorn the walls. One unusual display runs around the museum at window head level; all the pistons that Harm replaced in engines over the years never found their way to the scrap bin. They now have pride of place, albeit out of the normal line of sight at window head level. There is also a



room at the rear of the museum that serves as an Aladdin's cave. Here bits and pieces are stored before being made ready for display.

There were 11 European and 15 American karts on display at the time of visiting the museum. The European section contained the following exhibits.

Make	Country	Year	Engine
Landia Mark 2	Holland	1961	MC20
Landia Mark 12	Holland	1965	Parilla GP15
Tecno Kaimano	Italy	1963	2 Parilla S13 FC
Tecno Piuma	Italy	1964	Parilla S13 AC
Tecno GT, adjustable wheelbase	Italy	1967	Engineless
Ihle	Germany	1960	JLO
Ihle	Germany	1961	JLO
Hess	Germany	1961	Stihl SK-110
Hercules	Germany	1960	Sachs
Speedmaster	Switzerland	1960	MC10
Dino, 6 wheel 125 shifter modelled after the Formula 1 Tyrrell of that time	Denmark	1978	Yamaha YZ125

The following karts occupied the American section of the building.

Make	Year	Engine
Robron Chaparral with extended front porch	1966	MC91
Rupp Chaparral Enduro	1966	Engineless
Dart Super K	1963	Villiers 9E direct drive
Dart A Bone (bare frame with seat upholstery)	1962	Engineless
Dart GP	1968	2 x MC101
Dart, with dead axle	1959	Clinton E65
Go Kart 800	1960	2 x MC10
Moss	1960	2 x WB580
McCulloch R1	1963	2 x MC20
Fox Mak	1962	MC7
Mole FKE	1968	BM
Excaliber	1964	Engineless
Percival Hell Cat	1961	Guazzoni
Lancer Sidewinder	1965	2 x MC101
Xterminator	1960	2 x MC 10

The marketing comparison, left the shiny American Fox and the dull German Hess on the right.



As well, a 1961 American Cates chassis, a 1968 Birel Drag and one of Harm's old Dino frames from 1979 were in the store awaiting preparation before becoming exhibits. The museum also owns examples of Blitz, Bug, Caretta, Evans, Hornet, Kavalla, Margay, Neal, Simplex and LMC karts but at this time they are not on display. The building will need to have its floor area extended to eventually allow all the karts to be on exhibition.

Harm can speak in different languages. He gave the tour to the writer's party in perfect English. His knowledge of karting and the karting industry is extensive. His explanation of the way the engine should be attached to the chassis depending if it was mounted behind the seat above the rear axle or beside the seat and in front of the rear axle, sidewinder fashion, was most informative.

Harm explained that he has a desire to re-introduce the family concept back to modern day karting, just like it was in the very beginning when Mum

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Pop and the children would spend the weekend taking it in turns to drive the kart at the track or parking lot. To help make this desire a reality, Harm has again teamed up with the Parrilla family of DAP fame.

Visits to the museum may be arranged by e-mailing to HarmSchuurman@hotmail.com. Because Harm has homes in Switzerland, Portugal and The Netherlands appointments to visit the museum are a necessity. He also needs to know your nationality so that he can have the flag of your nation flying along side the Dutch flag at the museum entrance to welcome you; yes, it's true.

It's not every day that a CEO of a company that imports from 15 and exports to 50 countries has the time to show strangers around a museum. Harm proved to be a very modest, hospitable, humorous, generous and a most knowledgeable host about all things karting past and present. His story about having to report to the Clerk of the Course at a recent prestigious vintage kart race when he was accused of driving in a manner incompatible with general safety and departing

Right: Dart Super K powered by a 197cc British Villiers engine minus gearbox.



from the standard of a reasonable competent driver was very amusing. Apparently the young Clerk of Course was not familiar with the art of setting a vintage kart up for a corner well before the corner by the driver using body weight and opposite lock techniques.

Expect to take at least two hours to see all the museum exhibits, longer if you are going to spend time in the library section.

Whether you physically visit the museum or logon to www.vintagekartcollection.com Harm Schuurman is deserving of recognition for keeping karting's past alive for enthusiasts everywhere to enjoy; I for one thank him. ✨



Note the unusual knock off/on wire wheels and the large disc brake and drive sprocket to match the wheel size on this 1960 Swiss Speedmaster/MC 10.

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