



Editor – Rolf Hill

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# The Official VKA Newsletter

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## IN THIS ISSUE

2015 Schedule – Survey Results – Delmar Results – Jazz & Karting – Dirt Track Karting – and more.

### 2014 VKA SPRINT & ENDURO EVENTS

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

**Bold** = VKA Event *Italics* = vintage enduro event VIR = VA Intl. Raceway CES = Championship Enduro Series

SKC = Southern Kart Club MKC= Michigan Kart Club WKC = Woodbridge Kart Club

### 2015 VKA SPRINT & ENDURO EVENTS

<b>Jan22-24</b>	<b>Jacksonville, FL</b>	<b>Jun 18-20</b>	<b>New Castle, IN</b>	<b>Sep?????</b>	<i>MKC at MIS</i>
<b>Feb. 5 – 7</b>	<b>Riverside, CA</b>	<b>Jul 9-11</b>	<b>Brodhead, WI</b>	<b>Sep 25-26</b>	<b>Delmar, IA</b>
<b>Feb?????</b>	<i>SKC Roebeling Rd</i>	<b>Jul?????</b>	<i>CES Grattan</i>	<b>Oct?????</b>	<i>SKC Roebeling Rd.</i>
<b>Mar 26-28</b>	<b>Barnesville, GA</b>	<b>Jul?????</b>	<i>WKC VIR</i>	<b>Oct 11-12</b>	<b>Cuddebackville, NY</b>
<b>Apr 23-25</b>	<b>Circleville, OH</b>	<b>7/30-8/1</b>	<b>Quincy, IL/MO</b>	<b>Oct?????</b>	<i>WKC Summit Pt.</i>
<b>Apr?????</b>	<i>WKC NCCAR</i>	<b>Aug 20-22</b>	<b>Camden, OH</b>	<b>Nov 1 – 2</b>	<b>Atwater, CA</b>
<b>May 22-23</b>	<b>Springfield, IL</b>	<b>Sep?????</b>	<i>WKC Summit Pt.</i>		

## EDITOR'S COMMENTS (SEND YOUR COMMENTS TO KARTNUMBER4@YAHOO.COM)

2015 will bring changes to VKA. However, effective immediately, all membership applications will be handled by Bill Bloodworth. A big THANK YOU to Mary Jo McCornack for all her help and hard work over the last several years. Bill Bloodworth will also be handling the stuffing of the envelopes for your **VKA FIRSTTURN**® magazines beginning with this issue. (Be sure to take note of the new address on the Membership Application and in the **Membership Reminder on p. 10.**)

Other changes in 2015 will be made in the *Guidelines* and schedule ... hopefully, in enough time for members to get their karts ready for the first race and, as far as the schedule is concerned, early enough to plan for their year (at a minimum, for the first couple of events. As mentioned in last month's **VKA FIRSTTURN**®, the preliminary survey results were clear on two issues: Consistency between events (*i.e.*, no promoter's option) and the desire for a minimum of four-weeks between events. (Since the Survey results were so close to development of the 2015 schedule, some events still have at least 3-weeks between them, so plan ahead.)

Rolf

## SEPTEMBER BOARD MEETING SUMMARY

Guest and VKA Member Kent Windham provided the Board with a Fund Raiser proposal. Having experience with “quite a few race organizations,” he would like to offer printed T-shirts and embroidered polo shirts (and possibly other items) with a VKA design approved by the Board. T-shirts would start at \$15 and polo shirts would start at \$30; a percentage of the sale price would go to VKA. VKA would have no capital investment or need for warehousing, and items would be mailed directly to the customer. Membership was reported as 318. Bill and Mary Jo McCornack will continue to assist with Membership until the end of the year. (Bill Bloodworth will act in an interim capacity.) Early survey results were reported. Brodhead and New Castle were “most favorite,” while Whiteland and Quincy were “least favorite.” Nearly 99% of Members wanted consistency between all VKA events (no promoter’s option) and a minimum of 4-weeks between events. East and West Coast Members want another event in their area. Consideration was given to establishing Tier I and Tier II VKA events. Tier I would be “flagged” events, and Tier II would be more laid back, “non-flagged” events with no scoring and no awards. Guest and VKA Member Gary Wlodarsky expressed his concern that promoters do not enforce the rules. MKC enduro results were discussed (see Oct **VKA FIRSTTURN**®). The Guidelines Committee will also consider recommendations for the KT100 Class.

Balance as of 8/31/14 was \$11,559.85.

## DELMAR RESULTS BY JIM THOMPSON

Delmar had 81 entries that enjoyed sunny skies and 82 degree weather. The track, **61 Kartway**, hosted the event and featured the 2014 Mac-49 Class, Midwest Championship. Fourteen entries competed for the honors. The first four places were presented with beautiful walnut trophy's. The motors were all checked to make sure they were 80cc. There were no issues on checking stroke, thanks to Bill McCornack, and we checked a few tires to be sure they conformed to VKA Guidelines. Fun abounded and there were no injuries during the event.

There was a lot of over-eating. Jim Donovan (unofficial cook of the VKA) cooked-up 47 pounds of his Chili, Italian sausage from Jess James, and hot dogs from Sonny Gerber. Desert cake came from Bobby Lee.

The event started at noon, and was done with awards at 5PM, thanks to the people at **61 Kartway**.

*Jim Thompson*

DELMAR DEMONSTRATION EVENT RESULTS				
Class	1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>	
Historic Participants <b>3</b>	3 entries – No scoring			
Mac-49 <b>14</b>	1 <sup>st</sup> - Brian Jacobsen	2 <sup>nd</sup> - Tony Neilson	3 <sup>rd</sup> - Lyle Caswell	4 <sup>th</sup> - Steve Welter
Junior <b>1</b>	Jack Daniels	* * * * *		* * * * *
Sportsman <b>2</b>	Lyle Caswell	Sandy Daniel	* * * * *	
Rear 6.1 <b>6</b>	Craig Bennett	Dale Peterson	Autumn Nagel	
Rear 8.2 <b>2</b>	Scott Nagel	Jerry Nagel	* * * * *	
Dual American Rear <b>6</b>	Jerry Nagel	Marc Nagel	Shawn Welte	
S/W Amer. 6.1 <b>11</b>	Kirt Bennett	Craig Bennett	Bobby Lee	
S/W Amer. 8.2 <b>5</b>	Tom Tretow	Vern Bergman	Marc Nagel	
S/W For. 100 <b>5</b>	David Fisher	David Sager	Curtis Weatherly	
Stock Appearing <b>11</b>	Kirt Bennett	Vern Bergman	Jim Ryder	
80-85 <b>2</b>	Bill McCornack	Troy Cozad	* * * * *	
Yamaha <b>3</b>	Troy Cozad	Cory Patterson	Steve Watson	
Sr. Over-60 <b>9</b>	Tom Day	Paul Booth	Chuck Lipka	

DELMAR KART SHOW RESULTS	
CLASS	WINNER
REAR UNRESTORED	Doug Meriweather
REAR RESTORED	Donnie Cain
REAR MODIFIED	Shawn Welte
REAR PAST CHAMP	Shawn Welte
S/W RESTORED	Casey Munsell
S/W MODIFIED	Vern Bergman
S/W PAST CHAMP	Sandy Daniel
PEOPLES' CHOICE	1968 Bonzai Express, BM-96, Casey Munsell

## FINAL REPORT – VKA QUESTIONNAIRE RESULTS BY DEAN KOSSARAS

**Question #1:** How many years have you been involved in Vintage Karting? (124 Respondents)

15% from 1 to 2years

12% from 7 to 8 years

23% from 3 to 4 years

35% with 9 or more year

15% from 5 to 6 years

**Question #2:** How many events do you attend per year? (114 Respondents)

18% attended 1 events per year

16% attended 4 events per year

12% attended 2 events per year

31% attended 5 or more events per year

24% attended 3 events per year

**Question #3:** What classes do you participate in: (Base on most responses)

6.1 Rear

Dual Rear

6.1 Sidewinder

The least member participation was in Sportsman Sidewinder and Sportsman Rear

Mac 49

Over 60

**Question #4:** Three Most Favorite Tracks in order of most votes. (Ratings were mostly grading the condition of the track & facilities.)

New Castle

Camden

Barnesville

Quincy

Brodhead

Jacksonville

Riverside – (also number one on west Coast)

Cuddebackville

Springfield

Circleville

Delmar

Whiteland

(There was insufficient sample to conclude ratings for the other California Events.)

**Question #5:** Two Least Favorite Tracks

(The criticism cited the condition of the track, safety issues, and lack of or sub-par facilities.)

**Question #6:** Do you feel the event promoters should follow the VKA guidelines? (117 Respondents)

95% YES

4% Wrote in the Answer left to the promoter

1% NO

(A number of additional written comments send a strong message to the promoters to follow the VKA guidelines.)

**Question #7:** The promoters and track owners are complaining there are too many events in the Midwest, causing participation to be

down? Do you agree? (91 respondents)

54% YES

46% NO

**Question #8:** Please indicate how many weeks between events would be reasonable for participation? (113 respondents)

15% voted for 3 Weeks

12% voted for 5 Weeks

57% voted for 4 Weeks

16% voted for 6 weeks

**Question #9:** Would you like events on the following days (please circle one group) (109 respondents)

60% voted for Thursday–Friday–Saturday

40% voted for Friday–Saturday–Sunday

**Question #10:** Do you prefer having two heats on the first day and only one on the final day? (95 respondents)

78% YES

22 % NO

**Question #11:** If another event was available on the East or West Coast, would you attend?

37% YES

22% requesting another VKA event in the Carolinas

43% requesting another VKA event in California

8% requesting another VKA event in Pennsylvania

**Question #12:** Are You Retired? (121 respondents)

49% Retired YES

51% Retired NO

**Question #13:** Do you participate in Modern Karting? (124 Respondents)

21% YES

79% NO

**Question #14:** What changes would you make to the VKA *Guidelines* and Class Rules?

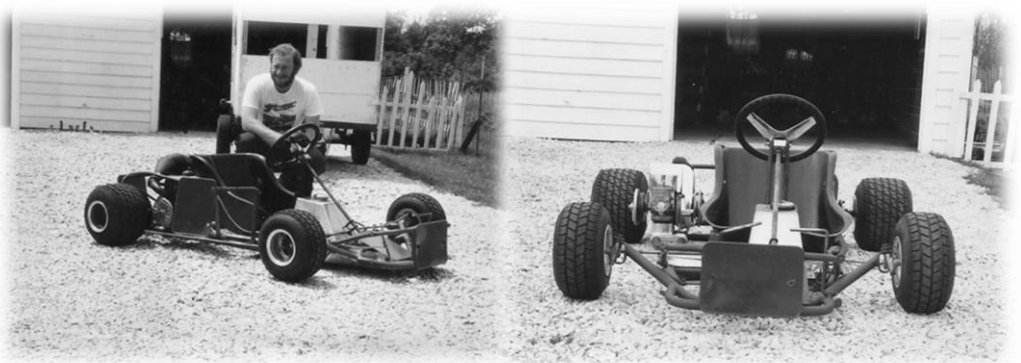
The responses have been sent to the Rules Committee of the VKA for review.

THE BOARD WANTS TO THANK EVERYONE WHO PARTICIPATED.

*Dean Kossaras*

## DIRT TRACK RACING BY DONNIE CAIN

Back in the early 1980's, I ran a lot on dirt at a number of local tracks on Friday and Saturday nights. I owned and ran different karts over a three-year period. I ran my first Margay Concept with a MC-90 on it and hand-grooved Goodyears in 1980. I did fairly well with it, until I sold it to another racer at the track where I raced. Then, I bought a Kee Kart with a Yamaha KT100 on it and ran that kart for a season until I sold it also. But, by 1982, I bought a frame from a friend of mine, Norm Daughtery, in Westfield, Indiana. He was a kart shop owner whose two sons raced at Whiteland Raceway. This kart was built by Norm at his shop to run at speedway tracks on asphalt, but never got the frame finished. He sold it to me and I finished it. I bought an MC-101 from Comet Kart Sales and put it on. When I got laid-off at Link-Belt Bearing in Indianapolis, had to sell it. Mr. Daughtery offered to buy back the kart, so I sold it to him. I never got involved in karting again until 2011 with my brother, Robert.



These are pictures of my last kart. Note the offset steering, pedals and seat just for left-hand turns.

*Donnie Cain*

## JAZZ & KARTS (AND BILL COWLING'S SWOOPSTER) BY FRANK WEIR

Vintage karting as an organised sport has been around for over a decade. Many events have been held during those years. If you have attended any of those meetings you will have seen most of the machinery that you read about or actually competed against 'back in the day'. You will probably have had an opportunity to talk to the people that were the driving forces behind the sport in those formative years. Sadly many have passed, but some such as Faye Pierson, Duffy Livingstone, Mickey Rupp, Jerry Solt and Dick Teal are thankfully still around.

At **The Big One** in 2009 Ted Johnson and Charlie Craibe unveiled their re-manufactured 1962 Swoopster Bandits. The original Swoopsters won many prestigious Mid-West karting events during 1962. They were different in design and appearance from the Bug, Caretta, Go Kart, SAE, Dart, and Fox that made up the majority of chassis in use then.

Fabrication of the Swoopsters was carried out in Evansville, Indiana, by LMC Midget Motors. The company office was located at 1412 N Main Street, an apartment block, and the karts were constructed at 2301 N. Kentucky Avenue located within an industrial zone. Six models were offered, namely the Sprint, Sprite, Trophi, Ascari, Bandit, and Rapier.

Charlie Craibe's reproduction Swoopster Bandit as debuted at the 2009 'Big One' in Fremont, Ohio



Their 1963 brochure enthused about a new vibration conquering design concept and the manoeuvrability of the chassis. The advertising copy went on to say that "no assembly lines techniques are employed." Instead premium components are fabricated and

assembled with meticulous care similar to the methods employed by high performance auto racing. Accordingly, Swoopsters are a little more expensive than most mass produced karts, but their marvellous handling and outstanding reliability combine to make winning considerably more frequent." Back then no less than four World Champions used the Swoopster chassis, namely Bill Cowling, his son Bobby, Larry Norvell, and Tom Wood. Further reading of the brochure revealed that Bill Cowling appeared to be the principal at LMC; he was the person you had to call if you wanted to buy any of the World Champion Team Swoopsters.

Whilst chatting at a vintage karting get together a while back Ted, Charlie and I wondered why Bill Cowling, the Swoopster constructor, never showed at any of the events, especially at the initial events when vintage was just getting going. We reckoned that Bill would be in his late 80's or early 90's by now and perhaps not just as spritely as he had once been.

During a recent visit to southern Indiana, I decided to see if Bill Cowling could be located. The municipal buildings in Evansville seemed a good place to start. I was fortunate to meet Dennis Au, the Historic Preservation Officer for the city of Evansville.

Nothing was any trouble to Dennis and soon he was scanning through the old Evansville news-paper files. Very quickly he came up with an obituary for Wilford Cowling who had a son called Robert. The obituary noted that Wilford M. Cowling had been a noted jazz arranger; there was no mention of involvement with karting. However, the address listed for the

deceased was the address that Bill Cowling used when he was a Director of the Formula 5 organization in 1968. Robert, or Bobby as he was known when he was younger, was listed as living in St Louis. It looked like the end of the trail.

Driving south on route 41 not too far from Evansville, I noticed a USAC midget track. I decided to drive back in that direction mainly to see if there was an event on that Friday evening. Unfortunately no racing was scheduled that weekend. However, the track owner who was a very friendly chap informed me that he had been a kart racer in his youth and dealt with a kart shop owned by people called Fellwock. It was easy to find Fellwock in the telephone book, there was just one, and soon I was on my way to interview Ron Fellwock. Ron who is still involved with Formula cars and karting, actually worked at LMC Midget Motors, but only on a casual basis when things got hectic at the factory. He did tell me that the wizard of the operation back then was a young man straight out of high school who could run any machine like a seasoned professional. He remembered that his name was Kent Quirey.

Fortunately again there was just one Quirey in the phone book and after a false start I was able to meet with Kent and hear about the process of manufacturing Swoopster karts. A couple of fabricators would cut, bend and fit the tubing during day time and a welder would work at nights and weekends. The welder also painted the frames at times as did Bill Cowling. Normally Bill Cowling would manage the operation liaising with suppliers and dealing with orders. Bill spent a lot of time away from Evansville lining up dealers from coast to coast. In July 1959 he had 30 dealers and applications from more than he could service. LMC had cardboard boxes especially made to fit the Swoopster so that it could be delivered around the United States by Greyhound bus. Kent went on say that Bill Cowling never came to work in the mornings, but worked on to late at night. Bill was responsible for designing the kart; there were no drawings to communicate what he wanted just verbal instructions! On average about 10 karts a week were produced. Kent confirmed that Bill was indeed a jazz arranger as stated in his obituary and worked for many nationally known bands including the Stan Kenton band and the George Fountain band which played locally. Bill always drove Corvettes and was lucky to escape with his life one night in Illinois when he struck a cow.

Kent and Bill would later part company. Bill would eventually ask Kent to return to LMC, but by this

time Kent was on his way to a successful business venture of his own associated with the motor trade. Incidentally, Kent related that LMC kept up with the major kart manufactures of the time by having a large transporter constructed to carry their team karts.

Whilst working at LMC, Kent made a light weight Swoopster that could be carried under your arm. He thinks that he still has it somewhere in storage; it may be coming to a vintage event near you soon. Actually, the 1963 Swoopster sales brochure has a



photograph of team driver Bill Moseley standing with a twin engine Swoopster under his arm! Kent also recalled that LMC made a kart which had a very short wheelbase. It was called the Kwarter Kart and was referred to in advertisements as 'Swoopster's little brother', and the only Formula K machine engineered specifically for younger drivers.

Disappointingly I never did find anyone who knew what LMC stood for. An article on Tri-State's karting champion Phil 'Yogi' Rea in the Evansville Courier and Press Look magazine dated the 22<sup>nd</sup> of March 1964 notes that he helped Bill Cowling build his first Lamands-Cowling for Cowling's LMC Midget Motors. That was the start of a fancy kart called the Swoopster which Phil said in the editorial



was far ahead of its time. At that time there were many articles in *Karting World* reporting the successes achieved by the Swoopster in major karting competitions mainly in the Midwest. These reports were usually written by a MH Moore. Perhaps Mr. Moore was the M in LMC suggesting that LMC were the initials of the folks financially involved with the kart manufacturing operation namely Lamands, Moore and Cowling.

Recently Dennis Au emailed to say that he knew a Larry Norvell, a retired Evansville fireman, who might be the World Champion mentioned earlier. Further investigation by Dennis revealed that the Larry he knew had relocated to Florida. Dennis continued to trawl through the Evansville newspaper archives at his disposal. The July 24, 1959, front page of the Evansville Press ran a story entitled 'Kart Fever Hits Boys and Dads'. The article reported that Robert D. Orr, President of Futura, saw a bright future for his kart business. Futura advertised on occasions in *Karting World* during 1960 and 1961; their model was called a Fireball. The article went on to say that Mr. Orr was sold on the karts by William M. Cowling formerly of Mount Carmel, Illinois. The result was the LMC Midget Motors Division of Futura headed by Mr. Cowling. The newspaper article goes on to say that Bill Cowling was the last man in the world who might be suspected of enthusiasm for karts. The family business in Mount Carmel manufactured furniture and Bill was a graduate of DePauw University with an art major. He got involved with karts as a form of amusement for his son Bobby, then 8, in 1958. The father was a captive from the start, especially when he found that karting was also an adult hobby. Soon Bill began to refine and improve kart design.

The December 8, 1959, Evansville Press ran a story titled 'Futura Taking New Quarters'. The piece reported that Futura would be moving into a production floor space of 30,000 square feet and one

of its operations was making Swoopster karts. The address was 707 West Eichel Avenue, Evansville, the address used in the *Karting World* advertisements for the Futura Fireball kart.

Both Futura and LMC Midget Motors both ran advertisements in the July 1960 edition of *Karting World*. The address for Futura was the regular location of 707 W. Eichel; the address for LMC was PO Box 4161 Station A, Evansville, Indiana. The LMC quarter page advertisement in the November 1960 edition of *Karting World* gave their address as 2301 N. Kentucky Ave., Evansville; they continued to advertise in *Karting World* throughout 1961, most times taking a half-page. By this time Futura had stopped taking advertising in *Karting World*. It looks like Bill Cowling had separated from Futura and was now manufacturing the Swoopster at 2301 N. Kentucky Avenue. This operation appears to have lasted well into 1963. The Industry News section of the June 1964 edition of *Karting World* had Bill Cowling writing to say that rumours of the demise of LMC were false and that they were only closed over the winter of 63/64; come spring of 1964 and it would be full steam ahead with Swoopster production.

However, by 1964 the karting bubble had burst in the United States. Bill Cowling became involved with Formula 5 cars and during the time of *Modern Karting* magazine (1968 to 1969) he contributed to the section of that magazine which covered such cars. In less than ten years time Bill would have sadly passed.

Bill Cowling died on the 21 November 1978 aged 57 at his home in Evansville, Indiana.

Article by *Frank Weir*

Newspaper Archive Research: Dennis Au, Historic Preservation Officer for the city of Evansville, IN.

**JOIN THE FUN !**



## RESOURCES FOR VINTAGE KARTERS

**AWS R&D Machining-** Scott Wigginton, 3535 Victor St., Santa Clara, CA 95054;

4" & 5" Go Power rims; front and rear;

Tel: 408-748-6949 Email: [aswInc2@aol.com](mailto:aswInc2@aol.com)

**Jeff Brown Engine** rebuilding modifications for all types since 1967, BM

130 parts available – rotary valves for B Bombs & BM 130s.

Tel: 248-613-5839 after 5pm EST Email: [invaderjb@gmail.com](mailto:invaderjb@gmail.com)



**CKT Racing Engines, Inc.-** Jim Perry- Full-time, full-service Kart shop; Frame/Axle straightening; In-house Dyno – Red Line Oil; Gas; Alky.

Tel: 630-513-5857 Email: [CKTracing@sbcglobal.net](mailto:CKTracing@sbcglobal.net)

**Fox Valley Kart -** John Copeland - VKA required 3rd Bearing supports for sidewinders. Also motor mounts and other machined accessories.

Tel: 765-742-0935 Email: [John@foxvalleykart.com](mailto:John@foxvalleykart.com)

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

Tel: 217-268-4243 Email: [gldoemelt@yahoo.com](mailto:gldoemelt@yahoo.com)

**Jim Donovan -** Max-Torque Ltd. – Clutches for most engines

Tel: 630-369-9600 [www.MaxTorque.com](http://www.MaxTorque.com)



**Richie Engel –** Relining of Clutch & Brake Shoes, McCulloch Engine Repair

Tel: 705-445-5766 Email: [rtengel55@hotmail.com](mailto:rtengel55@hotmail.com)

**Greg Gouveia –** New Fuel Tanks: Chilton, Azusa & Palmini

Shop Tel: 805-541-4310 Cell Tele: 805-305-2074

Web Site: [GregsSpeedShop.com](http://GregsSpeedShop.com) Email: [GregsSpeedShop@att.net](mailto:GregsSpeedShop@att.net)

**Charles Groeteke -** Vintage frame repair & parts, chrome stripping and re-plating

Tel: 636-942-9988 Email: [slkcharlie@sbcglobal.net](mailto:slkcharlie@sbcglobal.net)

**Nils Gustafson -** Reproduction vintage tires

Tel: 541-471-7212 [www.VintageSpeedTires.com](http://www.VintageSpeedTires.com)



**Tim Hinson –** Dealer for Azusa, RVL Tuned Exhaust, USMP West Bend; 510, 580, 700 NOS & used parts; restoration/rebuild of karts and WB & PP.

Tel: 661-253-9000, [CatKart@gmail.com](mailto:CatKart@gmail.com); [www.CatKartRacing.com](http://www.CatKartRacing.com)

**Terry Ives -** McCulloch engine repair, pistons, rings & gaskets. Azusa and Hortsman

Tel: 916-201-7707 Email: [tii@surewest.net](mailto:tii@surewest.net)

**K&P Manufacturing -** Bug chassis - parts “GEM-Style Pipes”, Blendzall Dist., Bridgestone Vintage Slicks, N.O.S. Parts & “Burco Clutch Nuts”

Tel: 626-334-0334 [www.kpmfg.com](http://www.kpmfg.com)



Howard Kaplan – DXL N.O.S. High temp, semi-metallic friction discs  
Nippondenso – W34EN – Alky racing plugs for most foreign & Yamaha  
Tel: 773-965-9755 Email: [HowardKaplan@comcast.net](mailto:HowardKaplan@comcast.net)

Bill McCornack – McCulloch Engine building, Big Volume Pipes, Tillotson Carbs, Rev Grip Springs, L & T oil  
clutches for McCulloch and Yami  
Tel: 630-400-2645 Email: [bill.mccornack@comcast.net](mailto:bill.mccornack@comcast.net)

Jack Murray – Collector of Early and Mid 60's Karts, Engines, and Rare NOS Parts. NOS GEM Pyramid Reed  
Cages, NOS Margay Dual Engine Gear Boxes and Parts, New Tourek Type Ball Joints, Tel; 619-501-5066

David Nance – T.I.G. welding of MOST ALL TYPES of metal. N.O.S. Clinton engine parts type used on vintage karts, mini bikes, quarter midgets.  
Tel: 256-881-3254 Email: [NanceWelding@gmail.com](mailto:NanceWelding@gmail.com)

R&I Metals- Bill Rowan, 1876 S. Taylor Ave., Ontario, CA 91761  
Fox Satellite Seat shells and foam;  
Tel: 951-897-4951 [www.RImetal.com](http://www.RImetal.com) Email: [Bill@RImetal.com](mailto:Bill@RImetal.com)



Robron Incorporated - Dart chassis, parts and repair  
Tel: 800-624-7383 Email: [robroninc@bellsouth.net](mailto:robroninc@bellsouth.net)

Rogeo Enterprises – Will Rogers, recast Hands Wheels, Hovey Hawk kart frames, welding, parts casting. Tel:  
530-878-7594 Email: [rogeo2@sbcglobal.net](mailto:rogeo2@sbcglobal.net)

Ed Sahagian - Line boring, blueprinting, head surfacing, helicoiling & prototyping  
Tel: 912-330-9120

Lake Speed – B Bomb Engines – Parts –Buy & Sell – Service & Repair  
TRIC-LOC Kart Clutch Oil  
Tel: 704-938-4912 Email: [LakeSpeed83@gmail.com](mailto:LakeSpeed83@gmail.com)



Dick Teal – Reproduction Fox pedals - floor pans - throttle arms – etc.  
Tel: 920-485-2844 Email: [teal@charter.net](mailto:teal@charter.net)

Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets  
Tel: 763-784-9095 Email: [wrenchhead944@hotmail.com](mailto:wrenchhead944@hotmail.com) [www.blackdogvintageracing.com](http://www.blackdogvintageracing.com)

Thomas Thorin - Simplex decals, brake linings & 5 inch cast wheels  
Tel: 818-708-7232 Email: [tthorin@socal.rr.com](mailto:tthorin@socal.rr.com)

Samantha Weakley (Price) - Early 70's Margay Cheetah reproduction seats  
Tel: 618-656-3900 Email: [SpeedyChic@aol.com](mailto:SpeedyChic@aol.com)

**VKA resources advertising is reserved for members only and limited to three lines.**

# Upcoming Events . . .



See VKA website for more  
Info. : [www.VKAkarting.com](http://www.VKAkarting.com)

# 2015!

## Riverside, CA

Feb. 5-7, 2015  
<http://www.adamsmotorsportspark.com/>

### MEMBERSHIP REMINDER

PLEASE NOTE THE CHANGE IN MAILING ADDRESS. BILL BLOODWORTH IS NOW RESPONSIBLE FOR COLLECTING ALL MEMBERSHIP APPLICATIONS.

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

Annual dues are: Full Membership = \$35; Associate Membership = \$10. Foreign Membership = \$45

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

Checks should be made payable to: "Vintage Karting Association" and mailed to: Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016

### JOIN THE FUN!

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DETAILS TO FOLLOW.