

VKA FIRS TURN

The Official Vintage Karting Association Magazine

August 2015

Rolf Hill, Editor



www.VKAkarting.com

Brodhead & New Castle Results

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MMXV – No. 8

VKA Logo Courtesy of Tom Medley

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2015 VKA TOUR EVENTS

2015 EVENT SCHEDULE					
1/22 – 24	Jacksonville, FL	<input checked="" type="checkbox"/>	<i>7/24-26</i>	<i>VIR (WKC)</i>	<input checked="" type="checkbox"/>
2/5 – 7	Riverside, CA	<input checked="" type="checkbox"/>	7/30 – 8/1	Quincy, IL/MO	<input checked="" type="checkbox"/>
<i>3/20-22</i>	<i>Roebling Rd.(SKC)</i>	<input checked="" type="checkbox"/>	<i>8/15-16</i>	<i>Corvette Museum Pk.(DKC)</i>	
3/26 – 28	Barnesville, GA	<input checked="" type="checkbox"/>	8/20 - 22	Camden, OH	
4/23 – 25	Circleville, OH	<input checked="" type="checkbox"/>	<i>8/28-30</i>	<i>Summit Pt.(WKC)</i>	
<i>5/2-3</i>	<i>Summit Pt.(WKC)</i>	<input checked="" type="checkbox"/>	<i>9/19-20</i>	<i>MIS (MKC)</i>	
<i>5/15-16</i>	<i>Grattan, MI (DKC)</i>	<input checked="" type="checkbox"/>	9/25 & 26	Delmar, IA	
5/22 & 23	Springfield, IL	<input checked="" type="checkbox"/>	10/1-3	Bakersfield, CA – Tier II	
<i>6/13-14</i>	<i>Summit Point (WKC)</i>	<input checked="" type="checkbox"/>	<i>10/ 3-4</i>	<i>Roebling Rd.(SKC)</i>	
6/18 – 20	New Castle, IN	<input checked="" type="checkbox"/>	10/9 – 11	Cuddebackville, NY	
<i>6/19-21</i>	<i>Mid-Ohio (DKC)</i>	<input checked="" type="checkbox"/>	<i>10/10-11</i>	<i>Summit Pt.(WKC)</i>	
7/9 – 11	Brodhead, WI	<input checked="" type="checkbox"/>	<i>10/23-25</i>	<i>Corvette Museum Pk. (WKC)</i>	
7/23 – 25	Avon, NY	<input checked="" type="checkbox"/>	11/?????	Atwater, CA	
VKA Events in BOLD			<i>Vintage Enduro Events in ITALICS</i>		

VIR = VA Intl. Raceway **MIS** = Michigan International Speedway
SKC = Southern Kart Club **DKC** = Dart Kart Club **MKC** = MI Kart Club **WKA** = World Karting Assn. **WKC** = Woodbridge Kart Club
 Please check the official schedule posted on the VKA web site for any last minute changes
www.VKAkarting.com

EDITOR'S COMMENTS

I went looking for helmets yesterday. The only ones I could find were SNELL 2010. It may be that the SNELL 2015 are not out yet or the dealer is just looking to deplete his SNELL 2010 stock before the SNELL 2015 models come in. But, you can bet on the 2015 models to be a little more pricey, although they would be OK to use for a full ten years. Anyway, just want everyone to be thinking about next season and aren't "surprised" when the tech guy comes through and tells them their **2005 SNELL Approved helmet** is no longer good. (You guys still running a 2000 helmet (or earlier) need to "act now," and not wait for the end of the season.)



WE WANT YOU!

there to support the driver and they, too, need to know the "ground rules" for the event. Sure, we all think we know the flags, but there may be nuances, quirks, or idiosyncrasies that the track or the flagman has. Besides that, "flags" aren't the only thing discussed at a drivers meeting; pace laps, to mention one. **EVERYONE** needs to know what is expected of him or her.

"The only way to communicate with someone who does not attend a drivers' meeting is with a **BLACK FLAG**."

Anonymous

Please, if you see someone hanging back when the Drivers' Meeting has been called, encourage them to attend. Thank you.

Rolf Hill - #4



JUNE BOARD MEETING - SHORT SUMMARY

The issue of overall kart width was raised and is being researched. There is a total of 354 Members. Mailing rates are going up. There were no vintage enduro entries at Grattan, MI, but the Mid-Ohio event is expected to see more vintage attendees. Show Certificates for New Castle and Brodhead are done. Avon Certificates are in the works. VKA is considering accepting the offer of the loan of the IKF Membership Card machine they no longer use.

The balance as of 6/30/15 is \$13,444.75.

→ * * * * * NOTICE * * * * * ← BY ERNIE SHORES

VKA elections occur once a year. Anyone interested in becoming a VKA Board Member should review the Board Member Application Process:

- Any member in good standing may run for a Board position by submitting their candidacy to the Secretary (louiemtb@aol.com);
- Application shall be made in writing to the Secretary by 30 September;
 - Name, member number, address, telephone number, e-mail address;
- Include a short personal non-karting biography;
- Include a summary of karting activity, interests and points of view relative to vintage karting.

→ * * * * * NOTICE * * * * * ← BY ERNIE SHORES

VKA Guidelines are reviewed and updated once a year. Anyone who would like to suggest changes, improvements, or new Guidelines should submit their suggestions to the Safety Committee (amstar@ameritech.net). Among the current issues are:

- Chain
- Helmets
- “Small” Intake Manifolds

JOIN THE FUN



NEW CASTLE RESULTS BY JEFF BROWN

Thursday was sunny and 80's 'til 3:30 then the rain came, but we got in enough practice. After practice, we gathered in the banquet restaurant area for the welcome party. Friday AM weather was wet and looking bad for the day so we moved up the kart show and dinner to 1pm vs. 7pm. All the demonstration events were moved to Saturday. Everyone participated in the decision as we put the weather report up on the big screen so all could see what we were challenged with. Special awards were given to Bud Bennett for **Outstanding Sportsman**. Junior Neal and Dick Teal were inducted into the ***Vintage Karting Hall of Fame***. Dicky Wilson from Barnesville (our tech man) won the 50/50 drawing. The Dismore staff served the food, and all had a good time. Just about at the end of the meal, the sun came out and dried the track and we got two more hours of practice in.

NEW CASTLE DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Historic Participants	Hal Hafenfratz, Dick Teal, Mark D'Elia		
Junior	Garrett Adams	Kory Bennett	* * * * *
Mac 49	Autumn Nagel	Bill McCornack	Bob Lindquist
Sportsman Rear	Lyle Caswell	Jeff Brown	Rick Gilmore
Rear 6.1	Autumn Nagel	Scott Nagel	Joanne Hertzig
Rear 8.2	Jerry Nagel	Rick Parsons	* * * * *
Yamaha	Troy Cozad	Troy Brown	Mike Birdsell
S/W 6/1	Craig Bennett	Bobby Lee	Bob Noel
S/W 8.2	Vern Bergman	Scott Nagel	Marc Nagel
80-85 S/W	Troy Cozad	Bill Arrandale	Daryl Parks
S/W 100cc Foreign	Sandy C. Stropk	Kayla Burns	Matt Morgeson
S/W 135cc Foreign	Matthew Laukaitis	Troy Brown	Rick Gilmore
Over-60	Jerry Nagel	Ken Wooldridge	* * * * *
Dual Rear	Terry Ives	Marc Nagel	Steve Welty
Dual S/W	Troy Brown	Craig Bennett	Jerry Nagel
Sportsman S/W	Don Renton	Bill Danahy	Katheryn Kavanah

Saturday we had one hour of practice and then we started the Heat Demonstrations. Weather was great and the number of entries climbed to 91. I felt if the forecast wasn't so poor we would have had 120ish. Terry Ives and company brought their outboard motor kart, which was a rocket and was just as loud as one. Richard Swantech also came from California in his motorhome. Competition and sportsmanship was at a high level; all had fun, and no injuries were recorded. Yamaha was the biggest class with 18 karts. Many thanks to all

who came and participated and those who worked. These events cannot happen without you whether you raced, finished 1st, or last, everyone was a winner.

Hope to see you all again next year.

(Results are above and on VintagKarting.com and MyLaps.com.)

Jeff Brown, Sheri, Troy Brown & Deb Lindquist

NEW CASTLE SHOW RESULTS BY GARY WLODARSKY

REAR

Restored	Dart Kart A Bone; WB 820; Gordon Juhasz,
Modified	Dart Kart Brand X; Mac 9; Romero Llamas,
Past Champion	Steve Welte; Alley Cat, Dual Mac 92s

SIDEWINDER

Unrestored	Margay Panther X; Mac 101AA; Bud Snelling
Restored	Margay Expert; Yamaha Rotary PP; Bill Wolters
Modified	Pro Line; Yamaha Rotary PP; Bill Arrandale
Peoples' Choice	Stratos Kart; Mercury; Wayne Seeburg/Steve Alexander



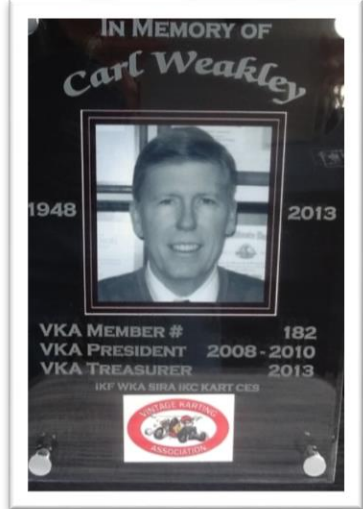
Photo by Dick Teal

HONOREES AT NEW CASTLE



Jeff Brown Bill McCornack Gary Wlodarsky
Photo by Dick Teal

Carl Weakly was honored at New Castle. He was a past VKA President, Treasurer and all 'round great guy and supporter of vintage karting. The VKA Board, in cooperation with Jeff Brown, Vintage Thunder Promoter and Mark Dismore, Owner of New Castle Motorsports Park, installed the plaque during the recent event in New Castle.



Dick Teal and Junior Neal were also honored at New Castle for their lifetime of contributions to vintage karting. Both were inducted into the ***Vintage Karting Hall of Fame*** and were joined by past recipients of the award. Bud Bennett was recognized for his involvement in vintage karting as ***Outstanding Sportsman***.



Photo by Gary Wlordarsky

BRODHEAD SUMMARY BY BILL MCCORNACK

Brodhead photo courtesy of Haley Morrall



Not counting Riverside, Brodhead was the first VKA event with no threat of rain. Eighty-four entrants and ten practice-only entrants turned out to enjoy the weekend including the classic Steak Fry (fabulous rib-eyes grilled by the man who raises the cattle) and the unique track with five large trees on the infield. Other amenities at Brodhead include an on-site parts shop, outdoor dining deck and shaded pits.

This year's increased entries came from the "sidewinder" classes. Jack Murray, Sonny Gerber and Dave Romaine judged this year's Kart Show, which included 55 entries, while everyone else was sampling local beers, wines and cheeses - another classic Brodhead activity.

(CONTINUED ON P. 17)

BRODHEAD RESULTS

BRODHEAD DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Historic Participants	Mark D'Elia, Mike Morrall, Joe Thibodeau, Nip Swenson, Mike Morrall, Jr.		
Mac 49	Shawn Welte	Steve Welte	Ty Swenson
Sportsman Rear	Steve Welte	Lyle Caswell	Jeff Brown
Rear 6.1	Marshall Fairman	Scott Klingler	Brett Carrol
Rear 8.2	Jerry Nagel	Rick Parsons	Vince Hughes
Stock Appearing	Tom Day	Ron Brookman	Vern Bergman
Yamaha	Troy Cozad	Dean Sauder	Bobby Lee
S/W 6.1	Troy Cozad	Bobby Lee	David Lovell
S/W 8.2	Tom Tretow	Jerry Culp	Vern Bergman
80-85 S/W	Jim Ryder	Scott Campbell	- - - -
S/W 100cc Foreign	Dave Doogan	Rick Cramer	- - - -
S/W Foreign	Butch Stewart	Matt Morgeson	Dave Sagen
Over-60	Jerry Nagel	Tom Day	Terry Walters
Dual Rear	Jerry Nagel	Steve Welte	Shawn Welte

BRODHEAD SHOW RESULTS BY GARY WLODARSKY

REAR

Unrestored	'59 Gopher; Homelite KL92; Doug Meriwether
Restored	'64 Fox; Dual MAC-49s; Brian Espeset
Modified	'15 Alley Kat, Sprint R.E.; MC-93; Jay Bruninga
Past Champion	'61 McCulloch Kart R-1; 2 MC-7s or MC-30; Jim Thompson

SIDEWINDER

Unrestored	'73 Margay Cheeta; MC-92; Kirk Gustafson
Restored	'78 Emmick Lightening; MC-92; Troy Cozad
Modified	'85 Emmick Elite; Komet K-55; Jim Ryder
Enduro	'67 Dart Chaparral CE1; MC-91; Rich Waldherr
Peoples' Choice	'76 Hartman; Dual MC-101s; Dave Romaine



Photo courtesy of Haley Morrall

VKA CENTENARIAN BY SCOTT KLINGLER

Don Hall shared his recollections about “the good ol’ days with me. We talked about the history behind vintage karting and how it has evolved into a fun family hobby with the hint of friendly competition. He hopes the younger vintage racers keep the sport alive.



Photo courtesy of Haley Morrall

ENDURO KARTING STATUS – PART I BY DICK CHAREST

After being away from enduro karting for a long time, I went to Roebbling Road in February 2007 to help a friend with the enduro kart and engines that I had sold him in March of 1993. At that race, I met Ed Sahagain and was introduced to vintage karting. My friend wanted to get a shifter enduro kart so he sold me back my Invader enduro kart and three of the five B-Bombs that I had sold him 14 years before. I spent the next year restoring the kart back to a vintage kart and rebuilding the engines. In February 2008, I went to Roebbling Road and ran my Invader/B-Bomb in the Vintage Class. It was my first enduro race in 15 years and I had an absolute ball. Since then I have raced many vintage kart road races and continue to enjoy them.

After several years of enjoying vintage karting, I decided it was time to contribute back to the sport that I love. Around that time, Rolf published a notice requesting volunteers for VKA positions. I offered to help promote vintage enduro karting in the South. Rick Chapman had been appointed as the VKA Vintage Enduro Director so I offered to help him. Being from Ohio, Rick interfaces mainly with the “Northern” road racing circuits (Mid-Ohio, Grattan, MIS, *etc.*). I felt I could help with the

“Southern” tracks (Roebbling Road, VIR, Summit Point, *etc.*). The VKA Board accepted my offer and I started to look more closely at what was going on in vintage enduro karting.

Due to the high cost of renting a road racing facility, vintage enduro karting is fundamentally different from vintage sprint karting. At a VKA sprint event, all the karts are vintage karts. However, at a road racing event, the vintage class is a small part of a much larger event consisting primarily of modern road racing karts. That’s not a bad thing, it is just a fact of life.



Actually, we are fortunate that we can be part of the larger event, otherwise we would not have any facility where we could run our vintage road racing karts.

On 11-17-14, I wrote the following letter to the VKA Board of Directors.

Earlier today I got an email from Ernie Shores informing me that I had been appointed as an assistant to Rick Chapman for vintage enduro karting matters. Thanks for the vote of confidence on the appointment.

My goal when I offered to work in this area was to be a coordinator for vintage enduro karting events in the South since Rick's home base is primarily in the North. Hopefully, with each of us concentrating on an area we can promote vintage enduro karting and get more people involved in this part of vintage karting.

Down South we are fortunate to have quite a few tracks to run our vintage enduro karts on. Currently, those tracks include Daytona, Roebing Road, Carolina Motorsports Park, Virginia International Raceway, North Carolina Center for Automotive Research, and Summit Point Raceway. A few years ago we also raced at Road Atlanta, Barber Motorsports Park, New Jersey Motorsports Park, and Talladega Grand Prix Raceway. My hope is for vintage enduro karts to continue to race at the current tracks we run on and to hopefully run at other facilities.

One thing the Board needs to understand is that the participant base for vintage enduro karting is miniscule compared to that for vintage sprint karting. Regardless,

vintage enduro karting is an important part of karting history and should be encouraged. As with vintage sprint karting, some of our former racers are now on the sidelines and with a much smaller base that makes the pool of vintage enduro karters quite small.

Another thing to understand is that because of the high cost to rent a



road racing facility, all vintage enduro karting events are part of a "modern" enduro karting event. Unlike a VKA event where it is ALL vintage, vintage enduro karts are a small part of a much larger "modern" karting enduro event. That's not a problem as long as the vintage karts adhere to the safety tech rules of the sanctioning body, essentially the WKA safety tech rules. The main focus there is having everything that should be cotter pinned or lock wired properly addressed and having two independent braking systems. Vintage karts should also have floor pans that fill the area between the main frame of the kart, but do not extend past the frame and the kart should be

devoid of bodywork. To me these items are just common sense since we are going pretty fast on an enduro track and nobody wants a component to fail and result in an accident and possible injury.

In the South, there are essentially two approaches to vintage enduro karting. When the Woodbridge Kart Club (WKC) runs an event, they have a very defined class structure with specific requirements for engine size (100cc, 125cc, or 135cc), engine type (foreign, American, reed valve, or rotary valve), fuel (gas or alkyl), carburetion (HL, HR, Mikuni, or McCulloch), intake manifold (stock with stock reeds or open), pipes (fixed or open), and weight. Some competitors do not like all these rules so the WKC has a class called Vintage Limited, which is essentially a “run what you brung” class.

When the Southern Kart Club and WKA run events, they run two classes, Vintage and Vintage Classic. The Vintage karts are karts from 1962 to 1972. The Vintage Classic karts are those from 1973 to 1984. However, due to the WKA safety tech rules, the Vintage class karts must have front bumpers so most participants run Vintage Classic. There are no other rules and weight

requirements and all the vintage karts are run together. It should be noted that when the Southern Kart Club runs an event, both vintage enduro and vintage sprint karts are run on the track at the same time. This provides a great opportunity for vintage sprint karters to drive their sprint karts on a road racing facility. This has been done several times without any problems.

With the small pool of vintage enduro karters and the broad range of engines, I favor what VKA calls a Tier 2 event where the karts are timed, but there is no overall “winner.” That way a vintage enduro karter running a 100cc McCulloch can run against other similar powered karts and the 135cc open karters can do the same. The fastest 100cc McCulloch karter should have the same feeling of accomplishment running against similar competition as the fastest open karter does running against other open karts.



Luckily for vintage enduro karters, WKA and other sanctioning bodies are glad to get our entry fees to help pay the bills at the track. Conversely, we benefit by having a facility to run our vintage enduro karts on. However, we are not too far from extinction. Consequently, we need to participate to keep vintage enduro karts on the schedule at “modern” enduro karting events and we need to have our equipment in good running condition to pass tech and not be a

burden with excessive breakdowns on the track.

I hope this gives each of you an understanding of how I look at vintage enduro karting. I enjoy vintage sprint karting a lot but vintage enduro karting has always been “where it’s at” for me.

Thank you,

Dick Charest, Southern Enduro Coordinator

As part of this article, Rick Chapman requested that the requirements established by WKA be contrasted with the requirements established by AKRA.

- AKRA does not require a double-braking system.
- WKA requires an Enduro License; AKRA does not.

EDITOR’S NOTE: In the September **VKA FIRSTTURN®**, Dick will address what he and Rick agreed on as a reasonable approach to vintage enduro karting requirements, the reaction of the “northern” and “southern” sanctioning bodies and “the bottom line” for vintage enduro karting. Stay tuned.



FAMOUS/NOT FORGOTTEN – EAST AVON BY COLM O'HIGGINS

Known simply as 'Avon' this kart track is actually located just south of East Avon, a small village in Western New York State. The track is ½ mile in length and is almost an exact copy of the famous Azusa, California, kart track. That circuit was designed by Don Boberick and is known as the first track to be built for karts, so East Avon has the best of racing lineage.

Owner Allen Gutberlet rents to Genesee Valley Karting Association (GVKA).

Genesee Valley Karting Association has hosted most kart race sanctioning bodies at Avon for decades and Scott Kneisel now organizes vintage kart events that use the VKA and VKCA formats. His races are non-competitive, (though that might be argued) and very friendly in nature with a static kart show component and a tasty picnic, too. As you read this, the 6th annual Vintage kart weekend will have just taken place.

Early participants during the 1960's at Avon included John Lenhard (IKF National Champ), and Carl Codello with Mike Favulli, Mickey McCarthy & Roger Riberdy, Gerry Gallagher, champs too and always feared in C Open. Ron Reding and his partner Bruce Caruara, the Lipp brothers, Carapellati family, and the Becks, regularly raised the level of race competitiveness.

Canadians entered in droves. Names such as Scott Goodyear, the Lamours, Wally Hyshka & team, Whalings and team, Yarletts, Oehrleins, Derek Wright, Richard Bender *et al* being prominent. A Can-Am Series existed for a decade, this venue bringing out the competitive nature in racers from an invisible border. Pit parties and barbeques were especially memorable. Avon was always a natural rival to Batavia, nearby.

A lap is driven like this: Out of the pit lane directly onto the 'pit straight' and over the Start/ Finish line takes you into a 90 degree, fast lefthander onto the main straight. Smooth and fast that eventually ends in a high speed, but decreasing radius left turn. During the 70's GVKA initiated a run 'straight through' to the back straight, but before that there existed a difficult and narrow left and right



kink before the back straight. It still exists. Then you will encounter another left, about 120 degrees whereupon the Monza beckons. Smaller than it seems though and easier than one worries following that turn is a short straight bringing you to an off camber right which you need to get right. A short stretch with a zigzag part comes to the 'Scales' turn, a wide but challenging 180degree left in front of the pits. Though short as kart tracks go, Avon is a challenge that requires handling, clutch, and driving concentration.

Though noise restricted, Avon continues as one of the venerable Sprint kart tracks in the Northeast and Vintage karting will remain a showcase in decades to come.

Colm O'Higgins

JESOLO, ITALY – SOMETHING TO THINK ABOUT BY ROLF HILL



Everybody knows Venice with all its canals is in Italy, but do you know that Jesolo is a suburb of Venice? Did you know they hold an annual event for vintage karts? Karters from all over Europe attend ... United Kindom, Denmark, Germany and of course Italy.

This year's event was held May 15 – 17 with 170 entrants. Things are different there, but you might recognize some American "influence" in the picture to the right. → → → → → → → →



JOIN THE FUN





← ← And for those of you who want a challenge on the track, how would you like 6 – 8 laps on this one? (I count 14 turns, counting chicanes.)

(Thanks to Frank Weir for the picture of the engines.)

Rolf Hill

EVOLUTION OF KARTING – 2-CYCLE vs. 4-CYCLE BY ROLF HILL

In the June **VKA FIRSTTURN®**, Dick Teal penned an article about the evolution of karting; sidewinders, weights, how old is “vintage.” This article is also about the evolution of karting ...



Photo by Haley Morrall



Why did karting evolve from 2-cycle engines to 4-cycle engines?

That’s not a trivia question, but given the facts, it would seem (from a racing/competition/want-to-win perspective) 2-cycles would be the choice of **WINNERS**. So why did karting turn “to the dark side?” I ask the question

because I got out of karting from 1965 to 2010 and don't have a feel for why the change occurred, so it is a legitimate question.

From an automotive engineering point-of-view, I know that 2-cycles produce power every other stroke; it takes four rotations for a 4-cycle to produce power. So, it seems logical that a 2-cycle is a better choice for the racer.

This notion was recently reinforced by some race results I read about lately.¹ Although they pertain to motorcycle racing, the end result makes me wonder even more, why did karting evolve from 2-cycle to 4-cycle?

- From 1949 to 1961, 4-cycle engines won 52 world titles on motorcycles; 2-cycles won nothing;
- From 1961 to 1974 (karting's early history), 4-cycle engines won 35 titles on motorcycles; 2-cycles won 30! (nearly a 50/50 split)
- From 1974 to 2001, 2-cycle engines won 104 titles on motorcycles; 4-cycles won **ZERO**!

Yet, karting as we knew it in the midst of all this motorcycle success got away from 2-cycle power and shifted to 4-cycle power at the peak of 2-cycle success.

I don't understand 'why' and I don't have the answer. Maybe some of you do. Was it concern over the environment? Was it because of the phenomenal growth of NASCAR and the desire to "be like them?" Was it the "simplicity" of getting them "race-ready?" Did the "tree huggers" (oh, wait a minute ... that's me) complain about the noise?

Let me know what you think: KartNumber4@yahoo.com.

Rolf Hill

BRODHEAD SUMMARY BY BILL MCCORNACK (CONT'D FROM P.8)

Three karters attended from New York, including Mark D'Elia, but the **Longest Distance Traveled** award went to Vince Hughes who came to Brodhead from California. Brodhead was also honored with the presence of Don Hall who recently celebrated his 100th birthday. (See p. 9)

¹ I borrowed *Stealing Speed*, Mat Oxley, 2010 Haynes Publishing from VKA Member Dean Scarbrough.

2015 RESOURCES FOR VINTAGE KARTERS

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 jeffbrownvintagekarting.com
Tel: 230-613-5839 Email: invaderjb@gmail.com

John Copeland - Fox Valley Kart - - VKA required 3rd Bearing supports for sidewinders. Also motor mounts and other machined accessories.
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, McCulloch Engine Repair
Tel: 705-445-5766 Email: 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 Email: GregsSpeedShop@att.net

Charles Groeteke - Vintage frame repair & parts, stripping and re-plating
Tel: 636-942-9988 Email: slkcharlie@sbcglobal.net

Nils Gustafson - Reproduction vintage tires
Tel: 541-471-7212 www.VintageSpeedTires.com

Rolf Hill - VKA International Oval Sticker, approx. 3" x 5";
\$3.99 plus shipping. Order direct from [www.cafepress.com/mf/64126687/
international-oval-vka_sticker?shop=VintageKart1&productId=611642590](http://www.cafepress.com/mf/64126687/international-oval-vka_sticker?shop=VintageKart1&productId=611642590)

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; www.CatKartRacing.com

Terry Ives - MAC engine repair, pistons, rings & gaskets. Azusa and Hortsman
Tel: 916-201-7707 Email: tii@surewest.net

Howard Kapland – 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

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

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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

Jim Perry - CKT Racing Engines, Inc.- - 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

Al Postiglione - Reproduction "Vintage Kart and Engine Stickers"

Please email inquiries about current offerings and availability to:

Email: apost@optonline.net



Bill Rowan - R&I Metals- , 1876 S. Taylor Ave., Ontario, CA 91761

Fox Satellite Seat shells and foam;

Tel: 951-897-4951 www.RImetal.com Email: Bill@RImetal.com

Robert Stanton - Robron Incorporated - Dart chassis, parts and repair

Tel: 800-624-7383 Email: robroninc@bellsouth.net

Will Rogers - Rogeo Enterprises –, recast Hands Wheels, Hovey Hawk kart frames, welding, parts casting. Tel: 530-878-7594 Email: 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

Dick Teal – Reproduction Fox pedals - floor pans - throttle arms – etc.

Tel: 920-485-2844 Email: teal@charter.net

Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets

Tel: 763-784-9095

Email: wrenchhead944@hotmail.com

www.blackdogvintageracing.com

Thomas Thorin - Simplex decals, brake linings & 5 inch cast wheels

Tel: 818-708-7232

Email: tthorin@socal.rr.com

Samantha Weakley (Price) - Early 70's Margay Cheetah reproduction seats

Tel: 618-792-8438

Email: SpeedyChic@aol.com

Scott Wigginton - ASW R&D Machining, 3535 Victor St., Santa Clara, CA 95054;
4" & 5" Go Power rims; front and rear.

Tel: 408-748-6949 Email: aswInc2@aol.com

www.aswmachining.com

VKA FIRSTURN®

-19-

August 2015

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Upcoming
Events . . .



See VKA website for more
Info. : www.VKAkarting.com

Camden, OH

Camden, OH
8/20 – 22
www.GandJkartway.com

NOTE: If you have a vintage Swap Meet, Test & Tune, or Practice you want listed here, please know, it will not be listed if it conflicts with a scheduled VKA Event. Please send info regarding DATE, LOCATION, WEBSITE/ DIRECTIONS and CONTACT to:
KartNumber4@Yahoo.com

Space is limited. Keep it short.

Aug 12/13 - Cokato, MN Fun Day
Contact: Michael Karels 651-755-6513

MEMBERSHIP REMINDER: Full Mmbr = \$35 Assoc. Mmbr = \$10 Foreign Mmbr = \$45
New VKA Memberships are issued for a 12 month period. Only Full Members receive VKA **FIRSTTURN**®. Applications are on the VKA website (www.VKAkarting.com) or from Bill Bloodworth (BillBloodworth@gmail.com). Completed forms should be sent to: **Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016.**

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