

VKA FIRS TURN

The Official Vintage Karting Association Magazine

December 2015

Rolf Hill, Editor



www.VKAkarting.com

2016 Guidelines + ATWATER

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2016 EVENT SCHEDULE (UPDATED)			
1/29 – 31	Bushnell, FL	7/28 – 30	Avon, NY (Tier II)
2/4 – 6	Riverside, CA	8/6 – 7	<i>Blackhawk CES</i>
3/11 – 13	<i>Savannah/Roebling</i>	8/12 – 14*	Adkins, OH
3/17 – 19	Barnesville, GA	<i>Mid-Aug*</i>	<i>Bowling Green AKRA/DKC</i>
3/18 – 20	<i>Kershaw AKRA</i>	8/25 – 27	Camden, OH
4/22 – 23	Circleville, OH	9/10 – 11	<i>Gingerman</i>
5/27 & 28	Springfield, IL	9/16 & 17	Orville, PA
5/21 – 22	<i>MKC MIS AKRA</i>	9/23 & 24	Delmar, IA
6/4 – 5	<i>Blackhawk CES</i>	9/24 – 25	<i>MKC/MIS AKRA</i>
6/16 – 18	New Castle, IN	10/13 – 15	Bakersfield, CA (Tier II)
6/17 – 19*	<i>Mid-OH Enduro</i>	11/5 & 6	Atwater, CA (Tier II)
7/7 – 9	Brodhead, WI	* Tentative dates	
7/9 – 10	<i>Grattan CES</i>		
VKA Events in BOLD		TENTATIVE <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).

JOIN THE FUN



EDITOR'S COMMENTS

'Twas the month before Bushnell and all through the shop,
Not an engine was running, not even a "pop."
All the engines were timed by the specs with care,
In the hopes a little spark would soon be there.

The family was all snuggled-up in their beds,
With visions of trophies, large in their heads.
Ma in her nightie, and me on my DAP,
It wouldn't start ... what a piece of !

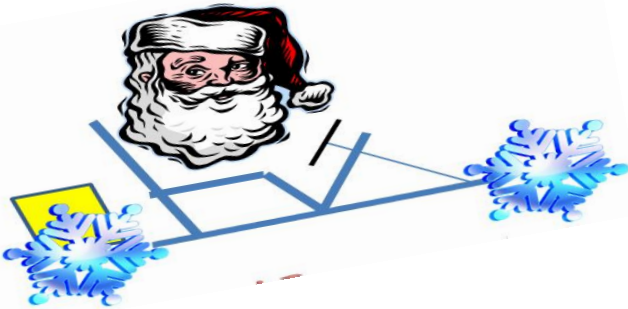
When all of a sudden I heard such a roar,
I knew on the track, it was certain to score!
Away to the shop door I flew like a flash,
To tell the whole family, it would win the mad dash.

Then what to my wondering eyes should appear,
But wonderful memories I would treasure so dear.
Bench racing with friends, pulled-pork for lunch;
The fun would not end with this frolicking bunch,

I knew in a moment I had to go,
To all the VKA events, each in a row.
On to Riverside, Barnesville and Circleville for fun,
Then Springfield, New Castle and Brodhead, nope I'm not done.
Finish the season with Avon, Adkins, Camden and Delmar
I'll have all I need packed in my car.

I sprang through the door and gave quite a whistle,
'Cause I knew my kart would be quite a missile.
But deep in my heart I knew there was more.
The memories and fun, I was certain to score!

Rolf



OCTOBER BOARD MEETING - SHORT SUMMARY

Incidents at Delmar prompted a discussion of the need for third-bearing supports for rear engine karts. The issue will be addressed by the *Guidelines* Committee for consideration in the 2016 *Guidelines*. There are a total of 362 Members. The 2016 Schedule was presented. Delmar and Cuddebackville had good show responses. There were 12 vintage enduro entries at MIS. Efforts continue to get more enduro participants. Ernie Shores and Jim Donovan resigned from the Board. Scott Klingler and Karl Ginter applied for Board Positions.

The balance as of 9/30/15 is \$13,592.45.

2016 VKA BOARD BY ROLF HILL

At the November Board Meeting, it was determined that the following ten VKA Members will serve on the 2016 Board:

Jeff Campbell
Rick Chapman
Louie Figone
Pearl Gamble
Karl Ginter

Greg Gouveia
Scott Klingler
Dean Kossaras
Bill McCornack
Gary Wlordarsky

There will be a shift in offices that will be determined next month.

Rolf

ATWATER TIER II BY LOUIE FIGONE

Weather was perfect, track conditions were perfect, everyone had a great time.



More pictures from Atwater, by Jerry VanDeusen, on p.7

Although not official, all vintage karts should read and consider these *Rules of the Road*. They were brought to my attention by Karl Ginter, the new Northeast Regional Coordinator. They can be found on the Vintage Racers Group (VRG) (http://vrgonline.org/rules/#driver_eligibility).

5. RULES OF THE ROAD

5.1. Why we need rules of the road:

It is our goal to make vintage racing enjoyable and safe. If we do not all agree to play by the same rules, problems may occur. By establishing rules of conduct, we all know how we are expected [to] handle on-track decisions. By stating our rules of conduct, it also makes the determination of fault in the case of an incident simpler.

5.2. Driver attitude: It is important to understand that vintage racing is somewhat different from most other forms of auto [and kart] racing. Our race groups are often made up of cars [and karts] that have very different speed potentials. Even when lap times are similar, one car [or kart] may be much quicker down the straights while another is perhaps lighter and can brake later and carry more corner speed. The result is the two cars [or karts] seem to be in each other's way much of the time. Add to this the fact that our groups will have very experienced drivers racing at [full

speed] mixed in with drivers with limited racing experience driving cars [karts] with less speed potential and happy to be driving at [less competitive speeds]. Such is the nature of vintage racing. This means you must understand and accept these differences and be willing to adjust your driving to accommodate these differences.

5.3. Overtaking: It is the responsibility of the overtaking car [kart] to make a safe pass. When



you are the faster car [kart], the car [kart] being passed has the right of way. Even when the blue flag (blue w/ yellow diagonal) has been shown to the slower car, the slower car [kart] is not required to yield the desired line through a turn. If you have actually established a

lead, that is, the front of your car [kart] is clearly ahead of the car [kart] you are passing, at or before the turn in point, you have the right to share the corner with the car [kart] being passed. The car [kart] being passed needs to yield the apex, but you still don't have the right to push the car [kart] being passed off the road. You have not completed the pass until the rear of your car [kart] is in front of the car [kart] being passed. Only then, have you fulfilled the responsibility for a safe clean pass.

5.4. Being overtaken: All drivers have a responsibility to [be aware of karts around them]. You must



be aware of the cars [karts] that may be about to pass you. If the car [kart] behind you is clearly a faster car [kart] that is going to pass you, or you simply desire the car [kart] to pass you, point to the side you want to be passed on [a “point-by”]. This is best done as you exit a corner. That “point-by” is valid

until you reach the turn-in point for the next corner. When you give a “point-by,” stay on your normal line. The only exception being, when you give a “point-by” as you are approaching a corner. In that case, you are indicating that you will share the turn with the overtaking car [kart]. You **MUST** then leave room for the faster car [kart]. to make a pass.

5.5. In traffic moves: When in heavy traffic typical of the first few laps, it is imperative that you not make any rapid line changes without first being sure that you are not going move into the path of another car [kart] so as to cause contact between cars [karts].



5.6. Blocking: When racing for position with another car [kart] you may adopt a defensive line so as to make a pass more difficult. You must not weave back and forth for the purpose of keeping another car [kart] behind you. You must not make sudden moves off your

normal line to shut the door on a car [kart] that is carrying more speed than you.

5.7. Damage avoidance: If a car [kart] in front of you loses control, you should treat this as an automatic **WAVING YELLOW**. The car [kart] in trouble may be two or more cars in front of you and the car [kart] right in front of you may slow to avoid contact with the **out-of-control** car [kart][emphasis added]. Do not look at this as an opportunity to pass. When you get

past the car [kart] in trouble, you can resume racing. (If you don't lose your chain! 🚫)



(Hey, I'm the Editor. I can use the pictures and emphasize the words I think best describes the narrative. Sorry, Gary. 🤔)

MORE ATWATER (FROM P. 4)



TRIVIA BY BILL MCCORNACK (ANS. ON P. 17)

In 1968, the Rupp "Chaparral" came on the market; one of Mickey Rupp's best creations. What was the factory list price for the kart in 1968?

(A) \$210.00 (B) \$300.00 (C) \$425.00

2016 VKA GUIDELINES CHANGES BY DEAN KOSSARAS

Recently, we have been experiencing broken crankshafts. The result has been broken cranks with an attached clutch launching into the pit areas. The velocity of the broken clutch/crank coming off at 12,000 rpms is lethal.

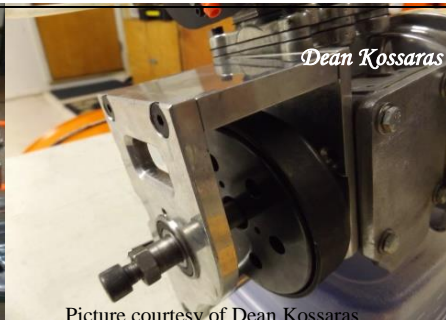
Due to these recent events, the VKA Board has unanimously agreed to institute a third-bearing support or catching device for all rear engine karts with oil clutches (e.g., Burco and Hartman clutches). Our equipment is aging; the metal fatigue is taking its toll on the crankshafts. The implementation of this guideline will add safety to our events and extend the life of irreplaceable crankshafts. There are members in the process of producing suitable supports or catching devices to meet the guideline. (See picture, below right.)

In addition to the third-bearing support/catching device guideline, the VKA Board has approved a promoter's Option Class for 2016 – ***Straight Axle Sidewinders***. The idea is to fill a void between the last rear karts and the more sophisticated sidewinders from the late 70's. The new guideline is as follows:

New Class Proposed	Straight Axle Sidewinder
Engines	Period Correct 100cc max; Foreign motors to have single carburetor as manufactured, and must be produced prior to 1975.
Tires	Vintage-style tires (square corners); 6" Max width per durometer guidelines
Clutches	Period correct clutches (e.g., Rev Grip, Horstman, Burco, Hartman, Max-Torque. NO DISC CLUTCHES
Exhaust:	Any can, period correct pipe, or box muffler
Rear Axle	1" only, unless manufactured with 1¼" from the factory
Fuel	Gas or alcohol
Weight	No weight restrictions
Tech	No tech



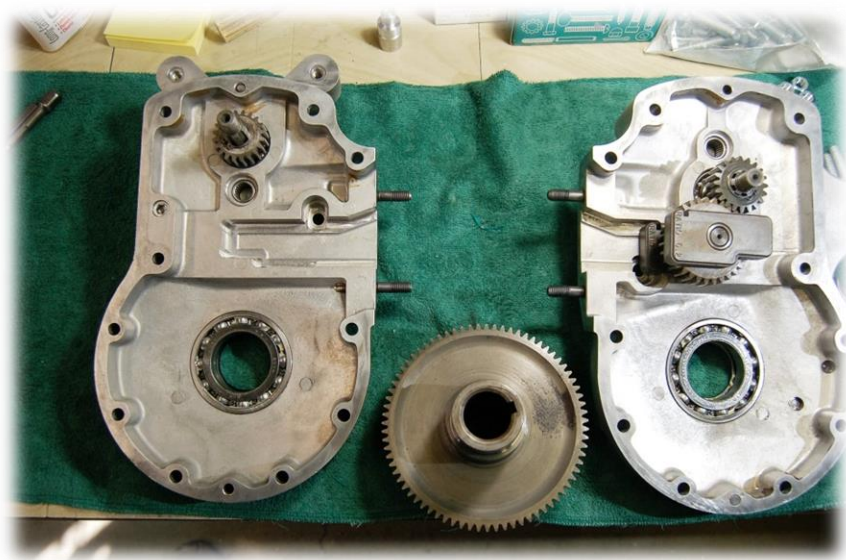
Picture courtesy of Gary Wlondarsky



Picture courtesy of Dean Kossaras

I've just finished rebuilding three dual and one single Margay gearboxes and thought that I should share how easy they are to restore and make race ready. I restored three boxes a few years ago and it gets easier every time.

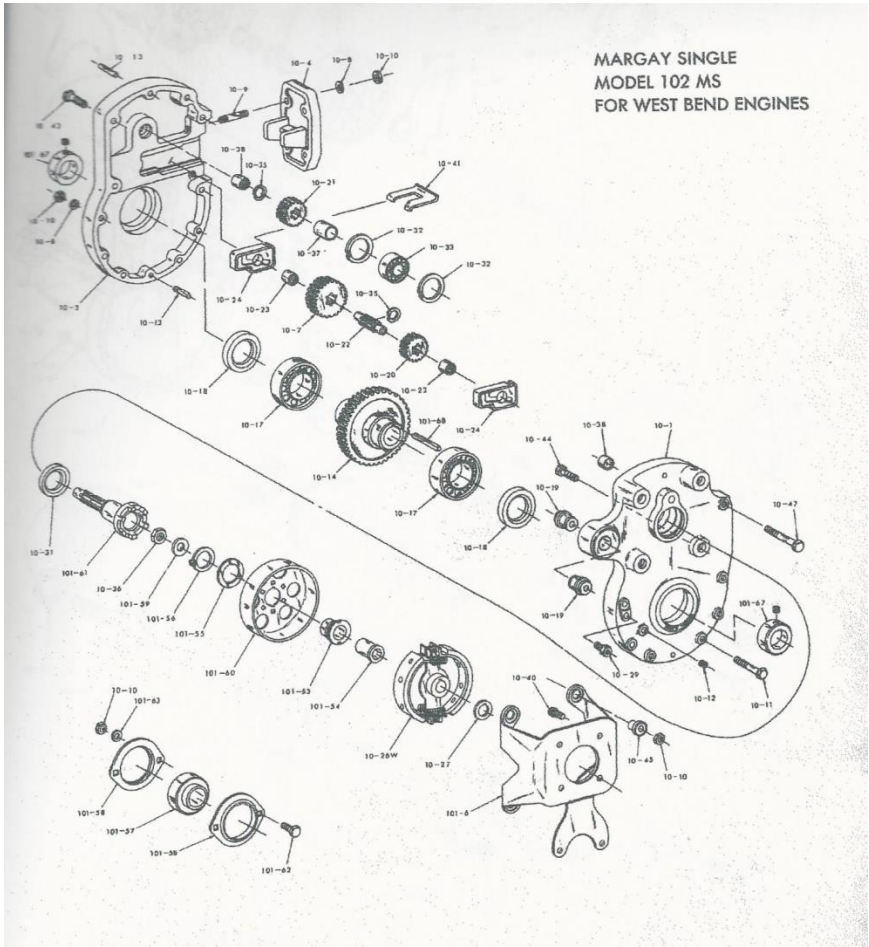
Disassembly- Remove all of the bolts and hardware and locate the two dowel pins that align the case halves. The pins need to be driven out of one of the halves. Using a press is best, but I don't have one so I use a large hammer and punch. Most of the boxes that I've restored have been apart at least once and the pins come out OK. I've had one or two that were never apart, but I was able to drive the pins out OK. Drain any old oil by removing the quick-change gear set and cover. Then separate the two halves carefully with two screwdrivers. I clean the cases with a simple degreaser and then decide what bearings and seals need to be replaced.



I've found that the lower axle bearings are always OK; the input shaft bearing is bad about half of the time, and the needle bearing for the input shaft can be bad if the input shaft roller bearing is bad. I always replace all of the seals; two for the axle bearing and either one or two for the input shaft or shafts. All of the seals can be driven out with a screwdriver and hammer at this time. I replace the input shaft bearings on all of my boxes because they take all of the engine and clutch loads and any misalignment. There are two snap rings holding the input bearing in place. I remove the outside one after I've removed the seal.

Then I press the bearing out of the housing. A bearing press is best, but a punch and hammer works OK.

Repairing the case halves- I've found that all of the bolt holes need to be cleaned up with a drill and the holes that are threaded need to have a tap run through the threads. There are some long threaded bolts that thread through the case and hold the engine mounts in place that I haven't found a replacement for, so I also chase the threads on them with a die.



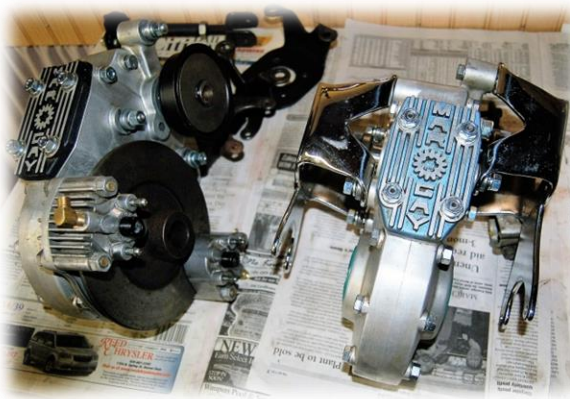
Sourcing new seals and bearings- Go to your local bearing store if you have one or order them on line.

<u>Item</u>	<u>No.</u>	<u>Mfg.</u>	<u>Part Number</u>
Input Shaft Bearing, clutch side*	1	Any	6203 w/o seals
Input Shaft Bearing, opp. clutch	1	Koyo	M-781, closed one end
Output Shaft Bearing	2	Federal	R24, open
Input Shaft Seal, clutch side	1	SKF	11123
Output Shaft Seal**	2	SKF	14855

* I use front wheel bearings for 5/8ths inch spindles and remove the seals.

** This seal housing is 5/16" thick and must be installed with the outer face of the seal .100 above the outer face of gearbox to avoid the seal housing contacting the roller bearing. I used two West Bend 610 head gaskets as my gauge when I pressed the seal in the housing.

Assembly- Install the new bearings and seals and grease the ball bearings with a small amount of lithium grease. Insert the input shaft or shafts (dual gearbox) and you are ready to assemble the case halves. I use Ultra Grey RTV to seal the halves. Put a thin layer on one-half and slide the two halves together. Install enough bolts to align the halves and tighten



them to set the RTV. Then loosen the bolts and drive the roll pins back into both case halves. Install all of the rest of the hardware and tighten them. It is really this easy and simple to do.



I use a single gearbox on one of my race karts and the ability to change ratios quickly makes up for the small amount of extra weight.

Dick Teal

FAMOUS/NOT FORGOTTEN - PICTON BY COLM O'HIGGINS

The Long Family is synonymous with Picton Kartway, Ontario, Canada. John Long, his wife Beverly and John's brother Paul were the builders and operators of the facility. Plus, a house on the property was their home for a good while too. The property and track are located on County Road 14, a mile west of the hamlet of Demorestville, and is a 20-minute drive to the nearest town, Picton. All of this is within Prince Edward County, a large section of land jutting into Lake Ontario, south of Belleville. Alas, John died suddenly in the late 1980's while driving on the track and the whole facility was purchased by the Borelli family. Following several declining years, the place is still there, becoming more derelict with every season, and though the surface is "good", now 3-inch saplings grow up through it. The house, outbuildings and fences are falling down as well. Oh my...dilapidated.



The author chasing Rod Reding, both in duals, testing the pit turn of Picton Kartway..... a few years ago.

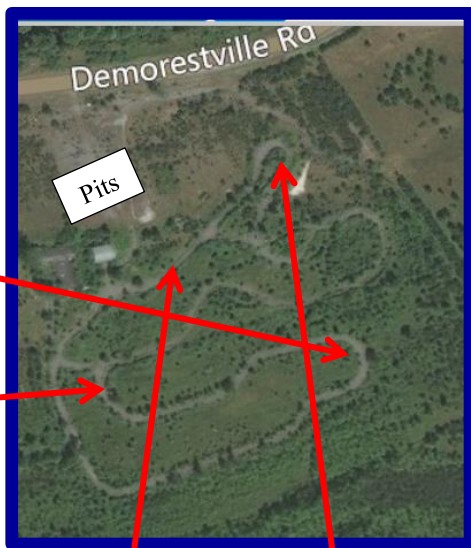
During the 1980's and 1990's, however, Picton was the kart racing track of choice for Ontario, and many U.S. racers mostly from New York State attended. Can-Am Series races, OKRA Provincial Championships, and John's own Money Races, along with the Canadian Nationals and supported by bi-weekly races hosted by the local Picton Kart Club made for an enjoyable and competitive time.

It rivalled Batavia and Goodwood, for example. Racers could camp, stay in Picton or Belleville and sample the excellent cuisine in the area. The Longs owned land up to water's edge (an inlet of The Bay of Quinte) and pumped

water up a cliff to the track. Originally, about a third of a mile-long, the track was extended twice, and in its current configuration is almost a mile in length. The last extension was greeted with great joy by all karters as Picton became the longest sprint kart surface regularly in use at that time. Plus, it was smooth. (The Cape Vessey kart track was created, thereafter, in the boonies east of Picton and lasted less than a decade.) John imported many products and even manufactured his own chassis brand that he named 'Boss' and featured in John's on-premise kart shop.

One lap drives like this:

The track runs counter-clockwise. Out of the pits a driver enters onto the "new" portion of the track and a short straight leads one into a daunting 90 degree, very fast, lefthander. The back straight is about 600' long and is ended by a left/right jog into a 180 left horseshoe. Doubling back is another good piece, employing a repeat left/right in its middle. That then brings you to a long difficult right, again 180 degrees and onto the original track itself. Uphill and over a jump on the left side (a drain runs underneath), left and the right and left towards the far end, a long, but decreasing-radius turn where the speeds are lower. Then left and right again and another rather short straight into the banked "hairpin", the slowest part. Following is the front 'start/finish part and your motor only breathes slightly as it travels alongside the pits and the flat-out pit corner. In all, smaller gears are needed and the mile length demands every driver's attention...if they wish to succeed.



The other notable kart tracks in Ontario such as Goodwood, oriented to direct-drive, European style racing and Whitby, solely was for 4-cycle entries. That left the Georgetown and Mount Forest tracks having become unused. Leamington, near Windsor, became more popular after it was bought by the Cromwells.

Many names familiar to karters ran at Picton, included all the best from Ontario such as Jim Johnston, the McCann's, Orhleins, Rich Bender & Bruce Bell, and the Eberschlag brothers. Charlie, Wally & Ruth Pilags, Gerry & Wilma

Whaling, Norm Jennings (currently heading the ASN in Canada), and Paul Long, of course. Locally, the Roth's from Cape Vessey, the Jones from nearby Demorestville, Shelly Hinde, a usual winner in the Mc49 class, Bob Webb, Frank Russell, and the Hights from Carrying Place, were constant boosters. Steve Bushell (now racing near Atlanta), Pete Lipp, the Carapellatis, (the late) Bruce Caruana & Ron Reding from New York were amongst the regular entrants. Formula car drivers Paul Subject, Jason Holehouse, and Walter Koller were also popular personalities on the track and in the pits. Oh, this writer raced at Picton, too, and travelled with John Long and other locals to many U.S. events.

Picton left a lot of excellent memories and experiences in the minds of Canadian and U.S. kart racers. The sudden demise of the principal owner, the Longs, created a definite void in karting in Ontario, only now being replaced by the sprint track at Mosport. It was a special venue to vintage karters and walking its length brings back a multitude of stories. Picton Kartway is gone, kinda, but not forgotten.

1959/60 FOX MAK-KART RESTORATION #3 BY DICK TEAL

The 1959 MAK-KART was designed for the Mc10 engine and sold to McCulloch Distributors and FOX distributors and dealers. When the kart was designed starting in late 1957, the only tracks that were available near Janesville, WI were parking lots or small ovals. Production started in 1958 for the 1959 model year. The materials used for the frame were whatever was available in a factory that built truck bodies. Minimal testing was done, since stress analysis, finite element analysis and other engineering tools were far in the future. The end result was a kart that



went around ovals pretty good; the frame was always cracking and the driver was cramped, because of the center steer design. These problems were common in all early karts.

I've restored two of the 1959 karts with one going to the FOX family and the other to a friend that helped me get my one-and-only FOX Enduro back. Both of those karts were restored as close to original as possible.

I came across another 1959/60 in the Fall of 2014 and decided to do something different. My goal was to fix the frame cracking problem by changing the main frame rails to chrome-moly tubing vs. water pipe, try to make the kart handle better by using later design front-end geometry and to provide more leg room without changing the appearance too much. I wanted to drive the kart at most events, so I decided that a pair of West Bend LH & RH stock engines with new style Max-Torque clutches and dual Airheart hydraulic brakes for stopping power were in order. Both the engines and brakes are close to period correct. I got my first 820 in the Fall of 1961 and Airheart had kart brakes available in 1960.

The first step was to strip all of the usable pieces off the old frame and then make new frame rails and front axle out of chrome-moly tubing. The motor mounts were not usable, so I designed replacements and had them laser cut and formed.



The next step was to tack the frame together and design the mounting method for the 820 engines and the hydraulic brakes. I am very fortunate to have my fabricator, Joel the magician, close by and he always has great ideas and a complete work shop to help me.



The engine mounting plates are below the rear axle and the engines needed to be raised up to clear the side rails on the frame. I also wanted to have the engines standing straight up to have a period correct appearance. Vince Hughes supplied me with the aluminum mounts, but they were designed for McCulloch engines and the 820 bolt pattern was too large, so we had to design and make adapter plates. The plates are screwed into the engine and they line up with the McCulloch bolt pattern. They are steel and I had them cadmium plated.



The front pedals are mounted on a porch, so it was easy to add one inch to the pivot position. Then 1961 FOX pedals were used and that added three more inches. The frame rails were extended $\frac{1}{2}$ inch to get better steering geometry so the end result was to add 4.5 inches of leg room.



The front-end geometry was changed to 12 degrees castor and 7 degrees of camber which is the same as a FOX satellite seat kart. This meant that new spindle assemblies had to be fabricated. The other major change was to make the seat area more comfortable and secure. The 1959 had the pizza pie shaped seat sides. The rare 1960 had full rails as shown in the picture. The two 820's will have all kinds of torque and I want to stay in the kart while going around corners. I changed the throttle set-up to a cable system similar to what I used in early 1961 to allow predictable throttle control. All of these changes should make the kart interesting to drive and hopefully pretty durable. I started the engines at Quincy this year, but didn't have time to run the kart. My plan was to go to TBO and drive it but my health interfered so the first test run will be next year.

Like any other restoration, this was an extensive undertaking, but I decided that our sport needed to see the early kart on the track and not just in a show.

Dick Teal



TRIVIA ANSWER BY BILL MCCORNACK (FROM P. 7)

(B) \$300.00 -- In today's money that's \$2,013.00 !

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: 248-613-5839 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 Groetke - 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

Ken Head – KRH Engineering – Restore/sale of Sprint/Enduro Vintage Karts.

Tel.: 714-612-4102 Fax: 714-528-8873 Email: 1HeadRacing@gmail.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; www.CatKartRacing.com

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

Tel: 916-201-7707 Email: tii@surewest.net

Gordon Juhasz - Vintage Karting Specialty

Quality Kart Restorations. Buy - Sell- Trade. Ph: 765-969-7756

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

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

Bill McCornack – MAC Engine building, pipes, Tillotson carbs, Rev Grip Springs, L&T oil clutches for MAC and Yami; Tel: 630-400-2645 Email: 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

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/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: robbroninc@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: aswInc@aol.com

VKA FIRSTURN®
MMXV No.12

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