

VKA FIRS TURN

The Official Vintage Karting Association Magazine

October 2015

Rolf Hill, Editor



www.VKAkarting.com

CAMDEN

Riverside 2016;
Feb. 4 - 6

In this issue:

- Camden Results
- The Science of Karting
- Famous/Not Forgotten: Mid-Ohio
- Lubing Your Chain
- Quincy- "The Final Act"
- *In Memory Of ...*
- Trivia
- ... and more

MMXV – No. 10

VKA Logo Courtesy of Tom Medley

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2015 VKA TOUR EVENTS

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

The Science of Karting is based on notable people like Sir Isaac Newton, Wolfgang Pauli, Einstein and my engineering professor. Newton said “a vintage go kart in motion, tends to stay in motion and a vintage kart at rest, tends to stay at rest.” Wolfgang Pauli said, “two vintage go karts cannot occupy the same spot on a go kart track at the same time.” Einstein said, “a vintage go kart cannot travel faster than the speed of light,” and my engineering professor said, “you can’t push on a rope, and you’ll* never make it as an engineer.”

MOST of these basic laws of science cannot be changed. Some vintage karters may not have heard about them, but they are absolutely TRUE ... almost.* Pauli may not have considered **THREE** vintage go karts when he stated his law about **TWO** karts occupying the same spot on the track. It happened at Camden; three experienced karters going into the same corner, at the same time.

This editorial is not about “fault.” This editorial is about “reality.” (The “end result” about cracked ribs and a collapsed lung have already been posted on-line.) The reality is, it **COULD** have been avoided and it **SHOULD** have been avoided.

Only those involved really know what should have been done, who really had the right-of-way, who really “had the line.” Yeah, yeah, I know ... ‘it wasn’t my fault; I had the right-of-way; it was his fault; he shoulda backed off.”

That reaction is the fuse for the next disaster!

I hope **EVERYONE** will think about the benefits of having fun ... measured against winning, bumps and bruises (or worse) and the medical bills. This reality applies to **ALL** of us ... not just these three.

Oh, one more thing. I forgot about Murphy’s Law. In the June **VKA FirstTurn** we talked about being prepared and having I.C.E. info available. A twisted version of Murphy’s Law basically says if you plan ahead, you won’t need it. Only those who don’t plan ahead will have a problem. So, to avoid any problems ... plan ahead.

Here ends the lesson.

Rolf Hill - #4

AUGUST BOARD MEETING - SHORT SUMMARY

WKA indicates that there was no 219 chain in '79/'80. We have learned that 2005 Snell rated helmets are acceptable until Dec. 2016. Snell 2000 helmets are no longer acceptable. When there is a problem with a driver, VKA needs to **VKA FIRSTTURN®**
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send a letter to promoters discouraging them from allowing those drivers from participating in their event. There are 308 full members. More stamps need to be purchased. Continuing with the Bulk Rate mailing was approved. Adkins looks a lot better than it used to, but still needs a lot of work. Quincy had some repairs, but was like a washboard. Fourteen entries enjoyed a smooth track at Sandy Hook, MD, for a two-day, practice event. Mid-Ohio enduro ran between raindrops. Avon had 43 Show entries and Quincy had 46. L&T clutches were discussed. No disc clutches are allowed on rear engine karts. DXL clutches are not produced any longer, and the L&T clutch is nearly identical in design and performance.

The balance as of 8/31/15 is \$14,032.62.

*** APPLICATION DEADLINE ***

Anyone interested in becoming a Member of the Board, should have submitted an application to the Secretary (Louie Figone- louiemtb@aol.com) by Sep.30.

Although application should have been submitted for any position, any Member interested in being the Treasurer or an Assistant to the IT Director are specifically needed for 2016. (This may have changed after going to press.)

CORRECTION

The August **VKA FirstTurn** did not include the correct results for S/W Sportsman at Brodhead. It should have read:

Class	1 st	2 nd	3 rd
S/W Sportsman	Jim Ryder	Tom Day	Ron Brookman

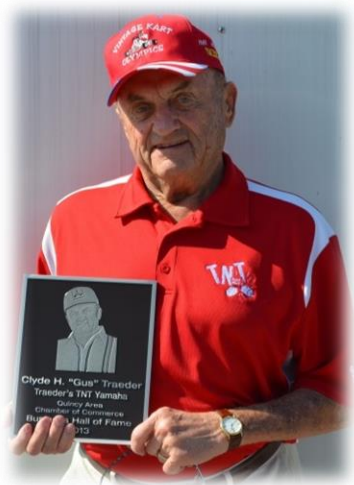
THE FINAL ACT – QUINCY BY ROLF HILL-STEVE EIGHINGER

In 1961 Gus Traeder and his wife, Fern, started the now famous TNT Kartway in West Quincy, MO. Fast forward to July 2015, Gus and his son Terry have now promoted their last vintage karting event at the TNT Kartway. (The new managers are hoping to continue the tradition.)

The Traeders have hosted annual VKA events from its very beginning in 2001. 2010 was my first event (as a spectator only), but what an event it was ... celebrities and a parade of golf carts circled the track to celebrate 50 years of karting at the TNT Kartway. (I guess they weren't celebrating my return to karting after 45 years. ☹)

During that time, the Traeders and the TNT Kartway have experienced (and survived) the highest of “highs” and the lowest of “lows.” Floods in the area are not uncommon, but the one in 1993 was most devastating. Several feet of water covered the track and more than half-way up the scoring tower. They moved their business interests to high ground in Illinois, but kept the kart track running.

But there were good times, too. One of the most memorable was in 1962, when Gus brought the *ABC Wide World of Sports* program to West Quincy to broadcast the National Karting Championship Race.



Gus turned 90 this year. Just another “high water mark” in his illustrious career as “promoter.” He has been recognized by many organizations ... too numerous to list here, but one he should be most proud of is the **VINTAGE KARTING HALL OF FAME**.

Steve Eighinger, Staff Writer wrote this about Gus in the July 26th issue of the **HERALD-WHIG**:

“Gus Traeder can be found wearing one or more of his numerous hats on any given day.

He is a storyteller with few equals. Once Traeder reels you in, his hold can be almost hypnotic. He also is a master salesman and promoter. Always has been, always will be.

Though he will politely decline most compliments that come his way, Traeder always has been the innovator. For most of his life, Traeder – who will turn 90 early next month – has been a step ahead of most of the people around him.

That was true in his business ventures and especially obvious whenever karting has been involved. Traeder introduced Quincy to karting and helped the city become one of the sport’s meccas.

His long involvement with the sport, which dates to the early 1960s, will come to a formal end July 30 and Aug. 1 at the 14th Annual Vintage Kart Olympics at TNT Kartways in West Quincy, MO. It’s an event that Traeder and his son Terry, 63, a former world karting champion, created.

They are stepping away – at least in an official capacity – from the sport that has occupied much of their lives for the past 58 years.

“It’s just time,” Traeder said.

Fittingly, the last event he will help promote is called “The Final Act.”

Always the salesman, always a promoter, always a showman.

Always has been, always will be.”

(Reprinted with permission from the
HERALD-WHIG, QUINCY, IL)

Rolf Hill

TRIVIA BY BILL MCCORNACK

In the mid 1970's Yamaha Corporation offered a racing kart with their piston port engine. They copied a US clutch manufacturer's clutch that they built and supplied on their kart. Was it:

A. Horstman B. Burco C. Hartman D. Max-Torque?

(Answer on p. 13.)

Bill McCormack

CAMDEN BY SHERRI & JEFF BROWN

The weather couldn't have been better; 75 and sunny all 3 days. We had 63 entries. Gary Wlodarsky cooked Perch and Walleye Friday night and there was bench racing 'til [way after] dark.

The track personnel were awesome and the track was well prepared. Gary Gregg the original family owner was the announcer and provided a wealth of history for racers and spectators alike. Jim Donovan provided his pulled pork meal on Thursday. The Nagel Family took home a large amount of the awards which were well deserved.

We plan to do it again next year same time in August. Thanks to those who came.

Sherri and Jeff Brown

CAMDEN DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Junior	Jack Sullivan	Kory Bennet	* * * *
Mac 49/Saw	Autumn NAGEL	Scott Klingler	Pearl Gamble
Sportsman Rear	Autumn NAGEL	* * * *	* * * *
Rear 6.1	Autumn NAGEL	Scott NAGEL	Rolf Hill Thanks Jeff
Rear 8.2	Jerry NAGEL	* * * *	* * * *
Yamaha	Troy Brown	Bobby Lee	Dean Sauder
S/W 6/1	Kirt Bennett	Craig Bennett	Bobby Lee
S/W 8.2	Vern Bergman	Marc NAGEL	* * * *
80-85 S/W	Bill Arrandale	* * * *	* * * *
S/W 100cc Foreign	Bud Bennett	Sandy Stropko	Jim Stropko
S/W 135cc Foreign	Matteson Morges	Butch Stewart	Craig Keller
Over-60	Jerry NAGEL	Joann Hertzig	Ted Klingler
Dual Rear	Jerry NAGEL	Marc NAGEL	Bud Bennett
Dual S/W	Craig Keller	Jeff Campbell	Scott NAGEL
Sportsman S/W	David Lovell	Dave Sagen	Kirt Bennett

CAMDEN SHOW RESULTS

REAR

Unrestored	'64 Dart, A-Bone; MC-90; Autumn NAGEL
Restored	'65 King; Dual MC-101s; Jerry NAGEL
Modified	'68 Blackhawk, Arrow; West Bend 610; Tony Palumbo
Past Champ	

SIDEWINDER

Restored	'74 Margay Concept; MC-101; Paul Billson
Peoples' Choice	'62 Blitz, F2000; MC-91; JoAnn Beres-Hertzig

EDITOR'S NOTE: I may not have gotten pictures and picked-up some of the forms, especially in the Sidewinder category. My apologies.



Built in 1962 and purchased in 1981 by the legendary Jim Trueman (Red Roof Inns) Mid-Ohio has similarities to the sprint track at Batavia, N.Y. During the early years, after Turn 1 there existed no "straight through" to enter Turn 2, but in 1990 CART cars required that faster portion to be added.

However, enduro karts continued to use the 'dogleg'. The track for karts is 15 turns, 2.4 miles long, quite difficult, and has many undulations. Dart Kart Club (DKC), one of the elder kart clubs that continues to host kart races, was the organizer from the beginning. Many hundreds of karters can say they raced on Mid-Ohio! DKC held varieties of events, team races, multi-hour events, big dollar races and various Nationals under whatever sanction was available. In 1982, Chris Economacki called the Mid-Ohio racetrack "the showcase of U.S. motor racing".

The track is located near the town of Lexington, Ohio in Central Ohio and the whole area is known as "Mid-Ohio." Several interesting institutions are nearby including Ohio State Reformatory, The Gorman Nature Center (both in Mansfield) and the Dutch Heritage Restaurant in Belleville. However, known worldwide is the track itself that has had races for CART & IRL, NASCAR, IMSA, AMA, SCCA, and karts. One of Europe's finest 250cc kart drivers, the late Martin Hines (Zip Karts) was recognized on every car in 2013 during a race event on TV. A driver is drawn to the venue by the circuit's unique naturalness and difficulty, plus the falls and rises, blind corners, off camber turns, and a likeable variety throughout.

One lap goes like this: The circuit is run clockwise, but has five left-handed corners. The pits are placed on the outside of the track. From the pits, you come to **Turn 1**, a flat out and daunting 90-degree left into an uphill wide section whereupon one encounters the dogleg. Some valuable time can be lost here as this chicane-like turns are right, left then left again, leading you to the "Keyhole". Using the previous dogleg the Keyhole becomes a long,

never-ending right-hander, a little off camber. However, it is grippy and takes your kart onto the long, wide and continuously downhill main straightaway.



It has a kink to the right about halfway along, the speeds are phenomenal, and deciding where to brake for the 90-degree right at the end is very important; no real landmarks are evident. Two or more karts can race through this section which then narrows and leads sharply uphill to a blind left where you need to keep to the left or an off-track excursion happens by surprise. Then downhill to

Turn 5 which is a deceptive right then quickly left followed by a small right again. "Thunder Valley" beckons! The next turn is one of the most treacherous in racing, greatly off camber, blindly uphill at the apex and has a bump on the exit. Thunder Valley itself is relatively easy and you are pointed toward the pits. First, however, at it's end is a fast left turn, Armco barriers alongside, which takes you to the "Carousel", a long decreasing radius right-hander which includes the entry to the pits on your left. Exiting the carousel is a severe bump combined with a fun left onto the pit straight. In all, an enjoyable lap with little rest time for the driver or their equipment.



Handling ranks supreme at Mid-Ohio, then gear, and power on the long downhill straight. Balanced, challenging, and unique, a racer would remember this as they plan their next visit. Dart Kart Club has hosted over 100 race events for us at Mid-Ohio and are currently under AKRA sanction. Their long life is to be congratulated. They also host races at Grand Rapids and Putnam Park tracks where modern bodied karts, enduro laydowns, shifters, and sit-up chassis are featured. Not to mention the inclusion of Vintage classes, noticeably competitive units. Being housed in the state of the art garages is a memorable luxury. To race on these iconic surfaces is a privilege so don't miss the opportunity.

Wow !!

Colm O'Higgins

As you read this article, please keep in mind that it was initially written for the 4-cycle racer, but has been updated to apply to the 2-cycle racer as well.

I am using the stove at home to lube my chain (naturally this happens while my wife is away just so I don't have to listen to the complaints) while my understudy, Rolf Hill, likes to use a crockpot which makes a lot more sense, but if I did it that way, your pulled pork sandwiches would taste funny and there are only so many port-a-potties at a race track and they would be FULL!!!

The stove is faster, and you will have some moisture condensation from the boiling water, but you make your own choice. The crockpot can take several hours and the stove is about a ½-hour, but you make the decision. Rolf's way is easier because after you remove the chain and sprockets, just put the lid on the crockpot and save it until the next time you need it.

This article is not meant to sell any type of chain lube, **but rather to inform and educate drivers.** The

problems experienced with chains can be minimized with some planning. Lubing your chain the day of the race is too late!

There are no rollers in 219 or #35 chain. Roller chains are #40, #420 and #41, and larger. The bigger the gap between the connecting roller link plate and the fixed roller link, the easier it is to get lubrication in where it is needed.

Chains bind on the inside NOT on the outside surface, so spraying lube on the outside of the chain doesn't accomplish much. Getting the lubrication inside the chain is the secret on how to correctly lube the chain. How, when and what you

lubricate with is the purpose of this article.

The inside of the clutch, when the engine is idling, acts like a fan drawing air around the drum to keep the shoes cool. Any excess oil on the chain is going to be sucked into the clutch. It will get on the shoes and will have to be burned-off before the clutch will work consistently again. On a 4-cycle, the blow-by line off the engine should be checked to make sure you have a good seal. It is



very important to have the line hooked up properly because of where that oil can go and the problems it can cause. Using your blow-by line to lube your chain is not a very good idea and will cause more problems than it is worth. This won't happen with a 2-cycle unless you are running an enduro with a chain oiler.

The oils that can give you problems if they happen to get on your brake disc or in the drum of your clutch are: Slick 50®, Dynamite®, or Energy Release®. Any oil that has Teflon® or silicone in it will give you problems when used near the brakes or the clutch. On a 4-cycle, these are excellent internal engine oils, but will give you fits if they get inside the clutch or on the brake disc. On a 2-cycle, be sure your exhaust manifold is tight so you don't have the same problem.

Oils do just what they are intended to do which is to prevent friction – steel-to-steel contact. On a clutch and a brake system, you need friction to have them engage. The bad news is these oils impregnate the steel. Sanding or cleaning with a solvent or gas will not help. Once it is in the metal, it is in there forever because the heat will bring these lubricants back to the surface.

Now back to the chain and what to do to get it race ready. We only use a continuous link chain because master links always break at the worst time. Any chain manufacturer will tell you the **VKA FIRSTTURN®**
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weakest link on the chain is the master link. To oil our chain, we take it off and clean it with an air hose. I don't like to use solvent because it will contaminate the oil bath.

We then put our chain in an old coffee can with enough 30 weight petroleum-based automotive oil to cover the chain and sprocket, and put it on the stove at 180°F (64.5°C) for 30 minutes. (Why? -- because that is how the manufacturers impregnate a bushing, the only difference is they do it under a vacuum which sucks out all the air from the voids inside the bushing.) Put ½ bar of paraffin wax (bee's wax) into the hot oil. It will melt and act as a seal when the chain cools.



Do not bring the oil to a boil because we don't want to break down the oil, we just want it to get the maximum penetration. The heat will cause the air to come to the surface of the oil. The void around the pin and roller link will be replaced by oil.

After at least 30-45 minutes on the stove, take the chain and sprocket out of the hot oil and let it cool then

wipe off any excess oil and wax before you mount it back on the kart. (Rolf leaves everything in the crock pot for 8 hours on LOW. That might be a bit excessive, but when he takes everything out, it's in the shop and not dripping on the stove.)

HINT: Whichever method you choose, you may want to twist a piece of safety wire on the chain and sprocket before you put it in the oil. Leave enough hanging out of the can so you can fish it out without burning your fingers.

The Oilite® bushing used in a clutch contains sufficient oil to self-lube the sleeve upon which it is rotating for many races before it needs to be replenished. The oil comes out in very minute amounts and gets on the inside of the clutch drum, that is why it is a good idea to wipe out the inside of the drum before your final race of the day.

Maintenance is very important on all clutches and preventive maintenance will give you consistency in a clutch. As the oil builds up on the shoes of the clutch, you lose contact points to the drum, which will cause it to slip excessively. As I said, the worst news is that some oils can impregnate the steel. Sanding,

cleaning with a solvent or gas will not help. Once it is in the metal, it is in there forever because the heat will bring these lubricants back to the surface. So what do you clean them with? A light sanding with an 80 or 120 grit sand paper or a Scotch Brite® pad will do the trick. I would only recommend brake cleaner on a steel shoe clutch **never**

on a clutch that has phenolic resin material. The chemicals in the brake cleaner will break down the resins causing the liner to wear prematurely.



The other thing I observe when walking through the pits and watching crews clean a clutch is, if a little spray is good, a ½ a can must be better yet. They end up spraying the inside of the drum containing the sprocket. If it has a bushing, the brake cleaner will dry out whatever lubrication is left in the bushing, so when it is put back together, if oil isn't worked into the bushing, it will wear prematurely or possibly engage at idle on the starting grid waiting to go out on the track. The safest way to clean a clutch is with a paper towel and an air hose. Wipe out the inside of the bushing with a paper towel or pull a rag through the bore, put some petroleum base oil on your finger and work it into the bushing.

When I see people spraying their chain with lube the day of the race, very little of the lubrication is getting where it is needed ... INSIDE the chain. They are only surface coating the chain. The oil will quickly be flung off and what remains attracts dirt. More oil goes on your clothes and kart than stays on the chain. If you have to oil the chain at the track, wait until you have warmed up the chain by driving around for a few minutes. Some may penetrate around the

inside of the chain, but it will be minimal. Wipe the excess oil off because it does not do anything except foul up the clutch, your clothes and your kart. The only lubrication I like to use at the track is WD-40 because it burns off easily without doing any damage. It is a combination lubricant as well as a cleaner.

Hope this helps and your chain stays on.
Jim Donovan

IN MEMORY OF ... VINTAGE KARTING SUPPORTERS

Randy Holt 7/16/15
Miriam Thorin 8/21/15
Steve Watson

Based on phone calls, emails and forum posts.

MOVING/SNOWBIRD/CHANGE OF ADDRESS?

If you move, are a snowbird, or have any change of address, please let Bill Bloodworth know (BillBloodworth@gmail.com). He's the guy who is mailing the **VKA FirstTurn** and needs to know your current address so you get your publication. The Bulk Mail rate VKA uses does not allow for "FORWARDING," so let Bill know ASAP or as soon as you know.



TRIVIA BY BILL MCCORNACK (FROM P. 6)

B. Burco

Bill McCornack

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 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. Email: KartNumber4@Yahoo.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 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

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 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: 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: SpeedvChic@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

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October 2015



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

Cuddyback, NY

Cuddybackville, NY
10/9 - 11
www.ovrp.net

Atwater, CA
11/7 - 8
<http://atwaterkartclub.weebly.com/>

Riverside, CA Feb. 4 - 6, 2016

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.

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 FIRSTURN®. 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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