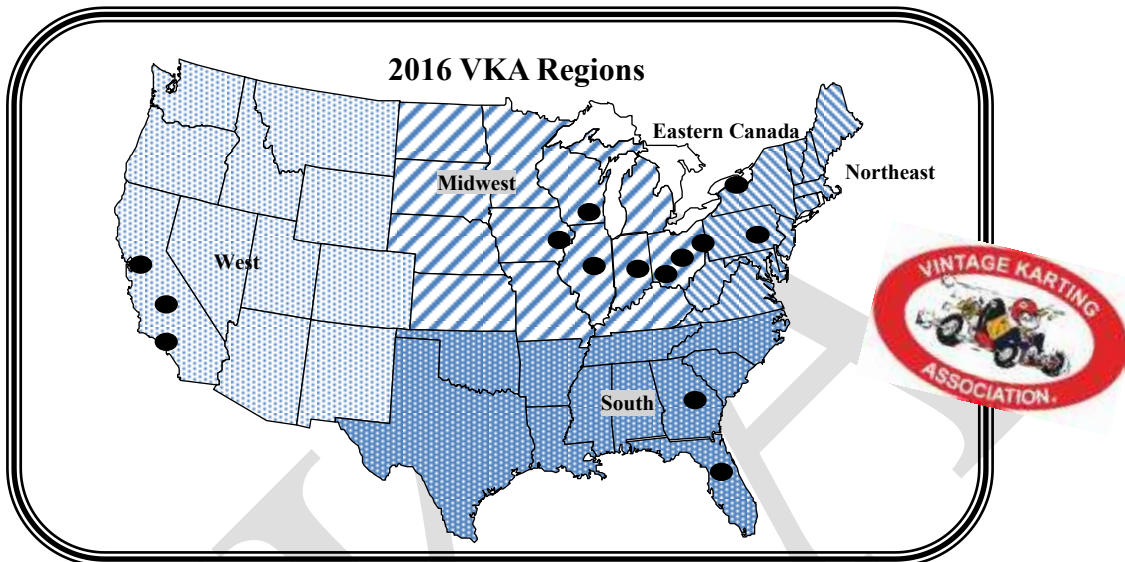


INCLUDED IN THIS ISSUE: *2016 NATIONAL EVENT SCHEDULE.*



EDITOR'S NOTE

HAPPY 2016 ... with lots of safe, fun karting!

The **Vintage Karting Association** (VKA) is organized to be the focal point for vintage kart sprint and enduro activities across the country and to be both a technical resource and a historical resource. The **VKA National Event Schedule** offers opportunities for vintage karting enthusiasts to participate in static and dynamic displays of their vintage equipment. 2016 *Guidelines* were developed to encourage both displays and to help establish consistency between events. The *Guidelines* are posted on the VKA website: www.VKAkarting.com. The changes to the *Guidelines* are included here on **p.4**

Present-day karting started with these types of karts. The history of karting is shown in these vintage karts ability to demonstrate their beauty and capabilities. This issue of **VKA FIRSTTURN**® is your initial resource for 2016 VKA Events. Non-members do not normally receive any of the VKA Publications, so this **SPECIAL VKA Newsletter** is a way of enticing them to join.

This year, the plan is to combine some of the black and white newsletters into the full-color **VKA FIRSTTURN**® magazine format. Non-members need to know the **VKA FIRSTTURN**® will contain great articles like we've had in the past, including articles containing VKA Event pictures and summaries, engine rebuilds, kart restorations, carburetors, ignitions, Member Memories, Teams pictures, and general information in each edition. Another **VKA FIRSTTURN**® example is on the VKA Website (www.VKAkarting.com) for all to see.

Anyone interested in becoming a promoter should review the *Promoter's Package* published by VKA. It lays out much of the information needed to hold a vintage karting event using the *Guidelines* established by VKA to help promote consistency between events. Promoters should be aware of one of the **major** 2014 VKA membership survey results; **99% want consistency between events!** Before you consider adding a "promoter's option," consider the impact it will have on how participants will have to change their equipment for your event. Any changes should be announced well before the planned event date.

Although most vintage events are for sprint karts, enduro karts are encouraged to participate. Promoters are encouraged to accommodate enduro karts either with their own "slot" if a sufficient number sign-up or to fit them in to similar sprint classes.

In addition to the VKA **website** that contains copies of the *Promoter's Package*, Membership Form, *Guidelines*, Event Schedule, Event pictures and other information, you can enjoy vintage karting and the **FACEBOOK** experience on www.Facebook.com/VintageKartingAssociation.

Don't forget, VKA is run by volunteers. VKA needs your help. Whether you offer constructive criticism, help at the track, or help on a committee ... get involved. If you want to become a Board Member, the best way to get started is to show your interest by volunteering your time and talent. Vintage karters have a broad spectrum of experience and interests. Please consider sharing them with your fellow vintage karters and help us make VKA even better. (Applications to be a Board Member are due no later than September 30. Mark your calendar now, **then** start by stepping up to the plate.

Good luck and good running.

Rolf Hill, Editor
VKA FirstTurn ©

2016 EVENT SCHEDULE SUMMARY

1/29 – 31	Bushnell, FL	7/22 – 24	<i>VIR North (WKA National)</i>
2/4 – 6	Riverside, CA	7/28 – 30	Avon, NY (Tier II)
3/11 – 13	<i>Savannah (Roebing Rd.), GA</i>	7/28 – 30	Camden, OH ← NEW DATE
3/17 – 19	Barnesville, GA	8/6 – 7	<i>Blackhawk</i>
3/18 – 20	<i>Kershaw</i>	8/12 – 14*	Adkins, OH (date tentative)
4/22 & 23	Circleville, OH	<i>Mid-Aug</i>	<i>Bowling Green</i>
5/7 & 8	<i>Summit Point (NESKS Shared)</i>	8/27 & 28	<i>Summit Point Main</i>
5/27 & 28	Springfield, IL	9/10 – 11	<i>Gingerman</i>
5/21 – 22	<i>MKC MIS</i>	9/16 & 17	Oreville, PA
6/4 & 5	<i>Summit Point Main</i>	9/23 & 24	Delmar, IA
6/4 & 5	<i>Blackhawk</i>	9/24 – 2 5	<i>MKC MIS</i>
6/16 – 18	New Castle, IN	10/8 & 9	<i>Summit Point Main</i>
6/17 – 19*	<i>Mid-Ohio (date tentative)</i>	10/13 – 15	Bakersfield, CA (Tier II)
7/7 – 9	Brodhead, WI	11/5 & 6	Atwater, CA (Tier II)
7/9 – 10	<i>Grattan</i>	* Tentative date	

VKA Events in BOLD

Vintage Enduro Events in ITALICS

2016 VKA Class Guidelines¹

1. HISTORIC	1956 to 1964 rear engine karts and engines; single, dual, or triple engines, 16.5 c.i. (270cc) max displacement; Must have vintage-style dry clutches or direct drive allowed ; box muffler; vintage tire required; Promoter may split class as per VKA Guidelines (Para. 6a, below); duals/triples in front. This is a non-points, demonstration class.
2. JUNIOR/WOMEN ² REAR OR SIDEWINDER	Rear or Sidewinder karts: Junior- (Boys & Girls ages 10-15) Recommend single 80cc American fan cooled engine. Allowed up to 100cc's. (McCulloch, Power Products, West Bend, Homelite, Clinton). Women- Up to 100cc or 135cc West Bend 820 industrial engine. All engines will run Single HL 1" or smaller throttle bore or small McCulloch flat back carburetor, Aftermarket small intake manifold allowed, vintage style dry clutch, box muffler and vintage tires. Promoters may allow 100cc engines in a segregated format.
3. SPORTSMAN REAR	Rear American engines; 8.2 c.i. (135cc) max displacement; WB-820 with 8.2 c.i. (135cc) max displacement must be industrial-type; McCullochs must be 6.1 c.i. (100cc) max displacement or saw blocks over 80cc. small single intake manifold allowed (WB V-reed, Homelite reed, Go Power reed, etc.). Manifold to have an HL bolt pattern. Single HL 1 inch maximum throttle bore carburetor Small Mac flat-back carb OK. Must have vintage-style dry clutch, box muffler and vintage tires. No MC-91, 92, or 93 engines.
4. MAC 49/SAW	Rear engine karts; Mc49 or 80cc saw block engines. 1.375 maximum stroke; Aftermarket small single intake manifolds allowed (WB V-reed, Homelite reed, Go Power reed, etc.) or factory Mc 49 intake. Manifold to have an HL bolt pattern. Single HL 1 inch maximum throttle bore carburetor or small Mac flat-back carburetor; Vintage style dry clutch; Box muffler; Vintage tires.
5. SINGLE REAR 6.1	Rear engine karts; American or Foreign engines, 6.1 c.i. (100cc) max displacement; pipes and oil clutches allowed; no disc clutches; any carburetor combinations, vintage tires.
6. SINGLE REAR 8.2	Rear engine karts; American or Foreign engines, 8.2 c.i. (135cc) max displacement; pipes and oil clutches allowed; no disc clutches; any carburetor combinations, vintage tires.
7. DUAL REAR	American or Foreign engines, 16.5 c.i. (270cc) max displacement; pipes and oil clutches allowed; no disc clutches; vintage tires. Any Historic B or C Class dual engine rear karts may run this class.
8. SINGLE 6.1 S/W AMER.	Sidewinder with American fan cooled engines, 6.1 c.i. (100cc) max displacement; engine clutches only; pipes allowed; modern tires allowed; one inch axle.
9. SINGLE 8.2 S/W AMER.	Sidewinder with American fan cooled engines, 8.2 c.i. (135cc) max displacement; engine clutches only; pipes allowed; modern tires allowed; one inch axle.
10. SINGLE 6.1 S/W FOREIGN	Sidewinder with Foreign or American engines, 6.1 c.i. (100cc) max displacement produced before 1980; engine clutches only; pipes allowed; modern tires allowed; one inch axle.
11. SINGLE 8.2 S/W FOREIGN	Sidewinder with Foreign or American engines, 8.2 c.i. (100cc) max displacement produced before 1980; engine clutches only; pipes allowed; modern tires allowed; one inch axle.
12. OVER-60	Drivers 60yrs +; Rear or sidewinder karts; American, 6.1 c.i. (100cc) max displacement engines; pipes allowed; oil clutches allowed; no disc clutches; vintage tires; any carburetor combinations. Promoters should consider separating the sidewinder and rear engine karts for scoring purposes when participation is sufficient to do so. Allow sidewinders to start in the front.
13. DUAL SIDEWINDER	Sidewinder with Foreign or American engines, 16.5 c.i. (270cc) max displacement; engine clutches only; pipes allowed; modern tires allowed. Tire compound durometer minimum of 48. Bridgestone YLC and MG tires allowed. May use any approved single sidewinder tire (see par. 6b, in the Guidelines); 1¼" axle allowed if original; karts and engines must be manufactured prior to '83.
14. 80-85 SIDEWINDER	Sidewinder with Foreign or American engines, 6.1 c.i. (100cc) max displacement; pipes allowed; engine clutches only; modern tires allowed; 1¼" axle allowed; kart and engine must be manufactured prior to 1986 – see Engine Schedule. (Para. 6c, below)
15. SPORTSMAN S/W	Sidewinder (pre-1980) with 6.1 c.i. (100cc) max displacement, American fan cooled engine; single

¹ Drivers who weigh 190 or more at Registration may be placed in a "vintage weight" sub-class as a Promoter's Option.

² The **Junior/Women Class** was created for the benefit of novice drivers to come into Vintage Karting at a lower budget level, and to use this class to improve their skills in order to progress to other desired classes. Women of any age over 10 may run in this class.

(STOCK APPEARING)	carburetor (Mikuni, Tillotson, or McCulloch), any size throttle bore; Factory V4 intake; modern tires; box muffler; vintage-style dry clutch (Horstman Rev Grip or MaxTorque).
16.YAMAHA PISTON PORT	Sidewinder karts (before 1986) with single 100cc (KT100S), 1975 to present; piston port only; max. bore - 2.090" ; max. stroke - 1.816" ; " stock appearing " - internal modifications allowed ; factory ignition system only (exception- "RVL" TCI replacement module OK); Walbro WB3A carburetor only; pipe allowed; Horstman DXL wet disc , Hartman, L & T wet disc, Burco, Max Torque clutches only (no modern clutches); Third bearing support required; 1" or 1¼" axle; modern tires; gasoline only.

OPTIONAL CLASS	STRAIGHT AXLE SIDEWINDER
Engines	Period Correct 100cc max; Foreign motors to have single carburetor as manufactured, and must be produced prior to 1975. (See paragraph 6c.iv for allowable foreign engines.).
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

In addition to the Optional Class listed above, the Board also approved a change to the 2016 *Guidelines* to include a guideline for 3rd Bearing Supports for all Rear Engine karts. (3rd Bearing supports were included in earlier *Guidelines* for sidewinder karts.)

NOVEMBER BOARD MEETING SUMMARY

Proposed Optional Straight Axle Sidewinder Class and 3rd Bearing Support or clutch guard for oil clutches on Rear Engine Karts was discussed. No changes to Yamaha class. (See "clarifications, below.) VKA has 357 Members. Two members (Karl Ginter, PA and Scott Klingler, MI) provided Applications for the Board. Bill McCornack will serve as VKA President in 2016. Balance as of 11/30/15 = \$15,519.65.

2016 GUIDELINES CHANGES/CLARIFICATIONS

The 2016 *Guidelines* include a couple of basic changes and a couple of clarifications. The first change was the addition of the Straight Axle Sidewinder class discussed above. The other *Guideline* change is the need for a 3rd Bearing Support or "catch device" on all Rear Engine karts with oil clutches.

The clarification for Class 16, Yamaha Piston Port, is discussed above. Basically, the clarification defines bore and stroke. Manifolds for Sportsman Rear and the MAC-49 class were clarified ... small vintage intake manifolds only with WB V-reed, Homelite reed, Go Power reed, *etc.*) or factory Mc 49 intake. Manifold to have an HL bolt pattern. Snell Approved helmets are intended for full-face helmets with 2005 or later Snell certifications. 2000 Snell Certifications are no longer valid. 2005 Certifications will be good for the 2016 season. Drivers weighing 190 or more at Registration may be put in a "vintage weight" sub-category as a Promoter's Option. Two additional "Acceptable Tires for Sidewinders" were listed (MoJo D1 tires and Dunlop DDM tires).

JOIN THE FUN !



2016 CALIFORNIA VINTAGE KARTING EVENTS

11th Annual Adams Vintage Kart Reunion – Feb. 4 – 6

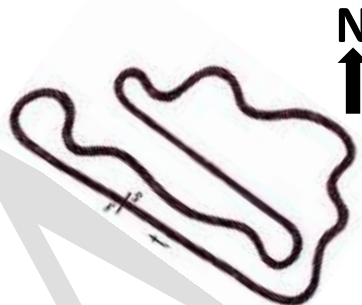
Adams Kart Track
5922 24th Street
Riverside, CA 92509

www.adamsmotorsportspark.com/

Contact Louie Figone

415-297-0374

louiemtb@aol.com



8/10 mile; 2 Monza turns
Gearing: 9 – 60*

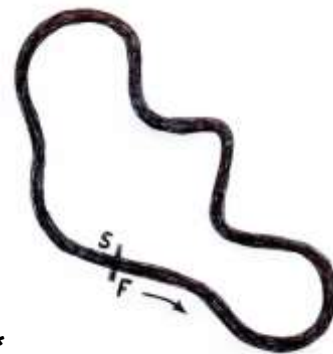
2016 Bakersfield – Oct. 13 - 15 (TIER II)

Bakersfield Kart Raceway
4695 Alfred Harrell Hwy.
Bakersfield, CA

Contact: Joe (or Rich) Swantek 310-466-8624

www.racingwhere.com/sprint-racing/tracks?key=225

1/2 mile course



Gearing 9 – 54*

2016 Atwater Vintage Kart Reunion – Nov. 5 & 6 (TIER II) TENTATIVE

Tom Dash Speedway
500 Industry Way
Atwater, CA 95301

www.AtwaterKartClub.com

Contact Louie Figone

415-297-0374

louiemtb@aol.com

1/2 mile course

Gearing 9 – 54*



*** Gearing based on single American engine, under 6.1 c.i., Sidewinder**

www.VKAkarting.com

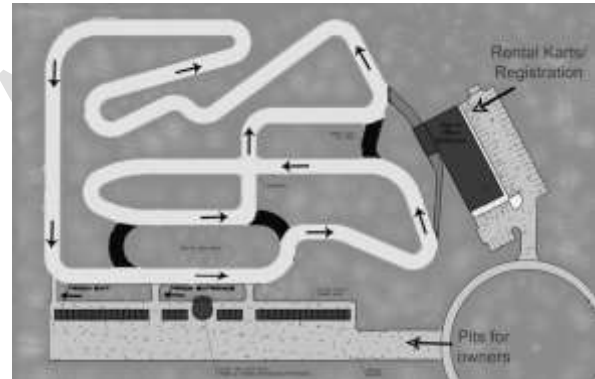
2016 FLORIDA VINTAGE KARTING EVENT

2016 Ice Breaker- 1/29 - 31

**5821 Pit Road
Bushnell FL 33513**

**www.bushnellmotorsportspark.com
[facebook.com/bushnellmotorsportspark](https://www.facebook.com/bushnellmotorsportspark)**

Bret Spaude- Phone: 352-568-0778



Gearing: 9 - 66 (Rear 6.1)

2016 GEORGIA VINTAGE KARTING EVENT

10th Annual Vintage Kart Winter

Nationals 3/17 - 19

**930 Highway 36 West
Barnesville, GA 30204**

www.georgiasprintkarting.net

or contact Bob Barthelmy

478-361-3048

bobb@lthomson.com



Gearing: 9 - 63*

*** Gearing based on single American engine, under 6.1 c.i., Sidewinder**

www.VKAkarting.com

2016 MIDWEST VINTAGE KARTING EVENTS

2016 Circleville Raceway Park 4/22 & 23

19413 US Route 23 North

Circleville, OH 43113

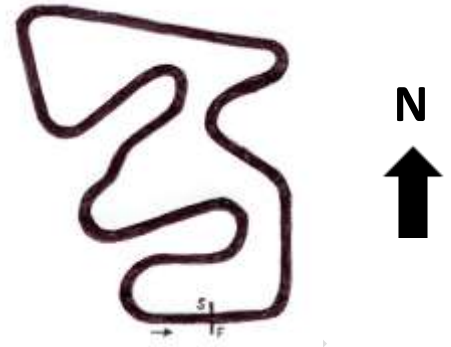
www.CirclevilleRaceway.com

or contact Steve Tatman 740-412-4129

or statman2@columbus.rr.com

or Pearl Gamble 740-499-3735

gamble16@columbus.rr.com



Gearing: 9 - 64*

THIS YEAR, VKA Events will be classified as Tier I or Tier II Events.
Tier I Events are "scored" events.
Tier II Events are not scored/practice-only events.

If enough Enduro karts express interest in participating in a sprint event, promoters may include practice sessions and non-scored Heats for enduro karts.



2016 Land of Lincoln Vintage Weekend (Springfield)

Midstate Kart Club

5/27 & 28

160 Kender Lane

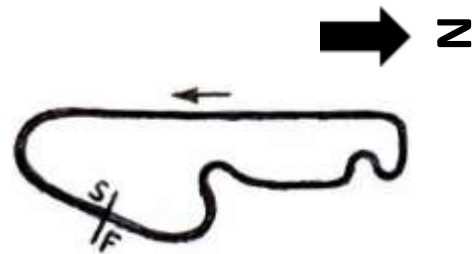
Dawson, IL 62520

Contact:

president@MidstateKartClub.com

or Paul Booth 217-323-1750 or

lindab@casscomm.com



Gearing: 9 - 55*

*** Gearing based on single American engine, under 6.1 c.i., Sidewinder**

www.VKAkarting.com

MORE 2016 MIDWEST VINTAGE KARTING EVENTS

7TH Annual Vintage Thunder Karting Reunion 6/16 - 18

New Castle Motorsports Park

5816 S. County 125 West

New Castle, IN 47362

www.NewCastleRaceway.com

or Jeff Brown 248-613-5839 after 4PM EST

invaderJB@gmail.com

www.JeffBrownVintageKarting.com

or Mike Adams 765-987-8090



Gearing: 10 - 58*

2016 Sugar River Raceway 7/7 - 9

VINTAGE KARTING HISTORICS

N2236 Mt. Hope Rd.

Brodhead, WI 53520

www.sugarriverraceway.com

Contact Marshall Fairman: SRR@Frontier.com

608-897-2898

Or Bill McCornack 630-400-2645

Bill.McCornack@Comcast.net



Gearing: 9 - 65*

2016 G & J Kartway 7/28 - 30

1619 Barnets Mill Road

Camden, OH 45311

www.GandJkartway.com

Contact Gary Gregg 937-452-1218

or Jeff Brown 248-613-5839 after 4PM EST

invaderJB@gmail.com

www.JeffBrownVintageKarting.com



* Gearing based on single American engine, under 6.1 c.i., Sidewinder

Gearing: 9 - 58*

www.VKAkarting.com

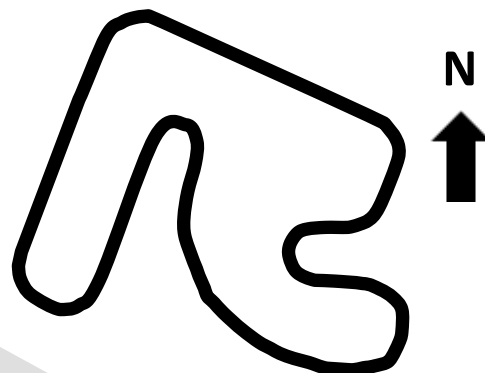
MORE 2016 MIDWEST VINTAGE KARTING EVENTS

1st Vintage Kart Fest 8/12 - 14

Adkins Raceway Park
9352 Bunker Hill Dr.
Port Washington, OH

AdkinsRacewayParkUSA.com

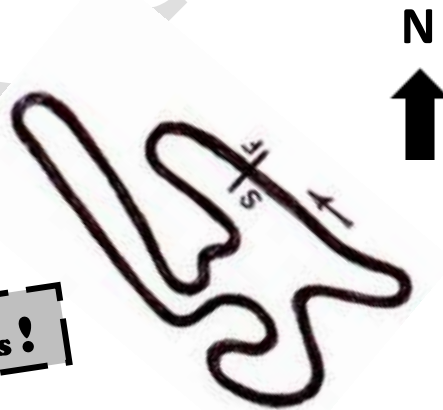
Contact: Rick Chapman ARPIVKC@aol.com
Tel. 330-620-9377



Gearing: 9/65*

12th Annual Midwest Vintage Kart Classic 9/23 & 24

61 Kartway
1580 Highway 61
Delmar, IA 52037
www.61Kartway.com
or contact Jim Thompson
319-560-8820
or jimt@bobmickeycollision.com



Way Cool, Extreme Elevation Changes !

Gearing: 9 - 67*

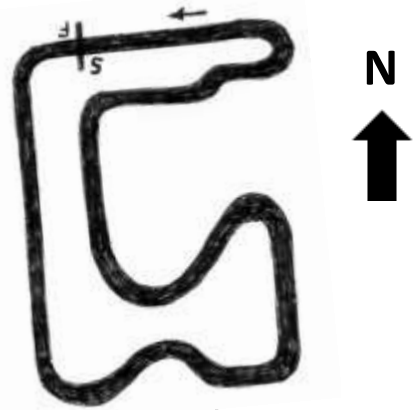
* Gearing based on single American engine, under 6.1 c.i., Sidewinder

www.VKAkarting.com

2016 EAST COAST VINTAGE KARTING EVENTS

6th Annual Vintage Karting Reunion 7/28 - 30 (Tier II)

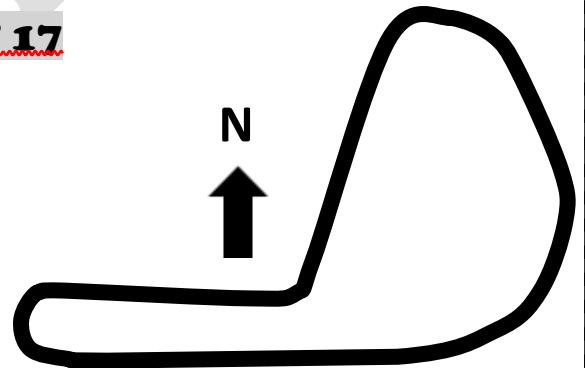
Avon Kart Speedway
2123 Lakeville Road
Avon, NY 14414
Contact Scott Kneisel
585-398-3526
Chuckie72us@yahoo.com
Al Gutberlet 585-872-1973
or www.gvkc.org



Gearing: 9 - 62*

2016 Oreville Kart Raceway 9/16 & 17

Oreville Kart Track
548 Old Tipton Road
Mertztown, PA
Promoter: Barry Greenzweig barry74@ptd.net
Tel. 610-657-5189
Or Contact:
Kent Windham akbags@aol.com 717-629-4997
Carl Haydt a80luv@yahoo.com 610 554 7400



Gearing: 9 - 65*

*** Gearing based on single American engine, under 6.1 c.i., Sidewinder**






www.VKAkarting.com

REGIONAL COORDINATORS

Regional Coordinators are a vital component of **all** VKA events. Together with the Event Promoter, the Regional Coordinators first establish the National Event Schedule. As the events grow closer, the Regional Coordinators work with the Event Promoter to “get the word out” to any interested vintage karts and to the public. Together they also try to ensure a safe and fun event.

2016 Regional Coordinators

Eastern Canada	Colm O'Higgins	905-203-1910 (landline) 416-270-1284 (cell) 31colm@gmail.com
Northeast	Karl Ginter	240-367-4511 GinterKarl@hotmail.com
South	Bob Barthelemy	478-361-3048 (after 5:30PM) bobb@lthomson.com
Midwest	Scott Klingler	248-533-754 scott.klingler@polyplastics.com
West	Louie Figone	415-297-0374 louiemtb@aol.com

2016 REGIONAL COORDINATORS			
Eastern Canada- Colm O'Higgins (Brampton, Ontario)		South- Bob Barthelemy (GA)	
Northeast- Karl Ginter (PA)		Midwest- Scott Klingler (MI)	
	West- Louie Figone (CA)		

Enduro Events are being coordinated/promoted by Rick Chapman, Enduro Director who is supported in the Southern Region by Dick Charest.

Enduro Director	Rick Chapman	330-620-9377	rixkart@aol.com
Enduro Southern Region	Dick Charest	803-493-2099	DickCharest@Yahoo.com

MEMBERSHIP REMINDER

VKA Membership: Full Membership = \$35; Associate Membership = \$10; Foreign Membership = \$45

ONLY FULL MEMBERS RECEIVE ALL THE VKA *FIRSTURN*® MAGAZINES AND NEWSLETTERS.
ALL Members are eligible for reduced entry fees at events, if offered.

New VKA Memberships are issued for a 12-month period. Current members should receive a reminder along with their VKA *FIRSTURN*® two months before their membership expires.

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

2016 VKA Officers & Board Members

President: Bill McCornack
V.P.: Louie Figone
Secretary: Bill Bloodworth
Treasurer: Scott Klingler

Bd. Mbr.: Dean Kossaras
Bd. Mbr.: Gary Wlodarsky
Bd. Mbr.: Jeff Campbell

Bd. Mbr.: Pearl Gamble
Bd. Mbr.: Rick Chapman
Bd. Mbr.: Karl Ginter

Thanks to all those who helped in 2015: VKA Officials, Promoters, Envelope labelers/stuffers, Track Owners/Operators, EMS personnel, registration staff, flagmen, corner workers, scorers, concession staff, track cook, vintage karters and all the others, behind the scene, who made the events work. A special "thanks" to those who have helped, but stepped-down in 2015: Ernie Shores and Jim Donovan .

DISCLAIMER

The information provided in this or any issue of the Vintage Karting Association (VKA) *FIRSTURN*® is provided as a service to the reader. VKA does not endorse any opinions, view-points, or support any technical findings, procedures, recommendations, or suggestions. It is the responsibility of the reader to decide whether to act on any findings, procedures, recommendations, or suggestions contained in this or any issue of VKA *FIRSTURN*®, and the reader assumes full responsibility for the outcome they produce. VKA does not endorse any of the Resources listed in this or any issue of VKA *FIRSTURN*®. It is incumbent on the reader to determine which, if any, of the Resources listed in this or any issue of VKA *FIRSTURN*® are qualified to provide the product or service they offer. Use of products or services offered by any of the Resources is done at the reader's own risk.