

VKA FIRS TURN

The Official Vintage Karting Association Magazine

April 2014
Rolf Hill, Editor



www.VKAkarting.com

Barnesville 8th Annual Nationals



In this issue:

- Barnesville Results & Pictures
- Restoring Vintage WB 820s
- Safety Tips & Hints
- New Unofficial VKA Slogan
- SHOWS part deux !
- Team Putt-Nik Photo
- **Kart-Toon by Tom Medley**
- ... and more

MMXIV – No. 4

VKA Logo Courtesy of Tom Medley

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TABLE OF CONTENTS

TOPIC	SOURCE	p.
2014 VKA Tour Events	Pearl Gamble	2
Editor's Comments	Rolf Hill	3
Bd of Directors' Meeting-Short Summary	Rolf Hill	3
Karting Trivia	Rolf Hill	3
Barnesville Summary/Results	Bob Barthelemy	4
Barnesville Pictures	Rolf Hill/Mike Brown	6
Trivia Answer	Rolf Hill	8
Safety Tips & Helpful Hints	Ernie Shores	8
Restoring Vintage West Bend 820s	Dick Teal	9
New UNOFFICIAL VKA Slogan	Rolf Hill	15
SHOWS !	Karl Ginter	16
Team Photo- Putt-Nik	Rolf Hill	16
KART-TOON	Don Cain/Tom Medley	17
VKA Resources	Rolf Hill	18
Upcoming Events	Rolf Hill	20

2014 VKA TOUR EVENTS

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

Bold = VKA Event *Italics* = vintage enduro event VIR = VA Intl. Raceway
 SKC = Southern Kart Club MKC = Michigan Kart Club WKC = Woodbridge Kart Club
 CES = Championship Enduro Series

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

Things are Better in Barnesville. (Maybe the B'vill Chamber of Commerce should use it as their slogan.) Well, at least when there's no rain. Thursday was purr-fect! I got in **two** days of track time in **one** day. Friday and Saturday were perfect, or should I say "ducky," if you were a duck! The good news is, Saturday cleared-up and they were able to get in the kart show and two full Heats. (See full report by Bob Barthalemy, p. 4.)

In the February **FIRSTTURN**® I suggested if you have an interest in improving VKA to get involved; help with one of the Committees, or let a Board Member know what you are thinking, or email me (KartNumber4@Yahoo.com). There is also a procedure shown on the VKA website for submitting suggestions (see http://vkakarting.com/?page_id=299).

Rolf Hill - #4

CORRECTION

Last month in the Board Meeting Short Summary, Gus Traeders "last hurrah" was said to be **this** year. We are happy to report that is not true. Maybe next year, but we hope it will be years away. Sorry for the mistake. *Rolf Hill - #4*

FEBRUARY BOARD MEETING - SHORT SUMMARY

Jacksonville and Riverside photos are up. Some additions need to be made to the minutes page. Photo upload feature needs to be fixed. There are 325 members. The wording in the *Guidelines* that refer to "acute or chronic" illnesses needs to be changed to "severe medical condition" since qualified drivers might otherwise have a "chronic" condition. Also, wording in the *Guidelines* needs to be changed to allow "other" qualified medical personnel to assist injured drivers; not just ambulance personnel. Riverside Judging went well. Results from Jacksonville and Riverside were turned-in. Fund raising options were raised including advertising in the **VKA FIRSTTURN**® and "premium memberships" that would allow "full-page" ads in the **VKA FIRSTTURN**®. Efforts are being made to coordinate a vintage enduro event with the Michigan Kart Club and possibly holding a joint enduro event. A suggestion was made that all VKA Officers/Directors at an event should wear a shirt that identifies them as such. The balance as of 1/31/13 is \$12,027.08.

KARTING TRIVIA QUESTION BY ROLF HILL

Question: How much time does the average karter spend in the shop on various tasks?

Answer on p. 8.

Finally! (At least for me, but I'm guessing there were a lot of other vintage karters who couldn't/didn't make it to Jacksonville. *Rolf*

2014 Barnesville Vintage Kart Winter Nationals Lamar County Speedway 3/27/14 thru 3/29/14

Many vintage karters arrived Wednesday and filled most of the reserved concrete pit area. Thursday was a beautiful day filled with lots of practice on the track (9:00 a.m. till 6:30 p.m.). At the lunch break, Steve Seewer and Merv & Roy Fenwick presented a brand new pink SAE recreation to Sarah Armstrong in memory of Jennifer Fenwick and Dan Lotz. Chuck Giacobi also provided an engine and Sarah was able to practice that day.



Friday was constant rain all day; we never had a chance to get on the track. Friday night we had a great crowd at the banquet with several of our distinguished karters receiving “Ambassadors of Karting” awards. Duffy Livingston even shared some history that he basically wrote, starting this sport that all love!

Saturday started a little rainy, but we actually got the kart show judging underway on the front straight at 9:30 a.m. and practiced ‘til noon. We started the first round of Heats about 12:30 and although delayed twice by a little rain, we quickly dried the track each time and finished the second round of Heats about 5:00 p.m. We then quickly presented awards and conducted the 50/50 raffle

(lots of merchandise from our gracious sponsors: Marcos Ambrose Thumper Racing, CKI, Stroker Ace Kart Shop, Terry Armstrong, GSKA, Arrow Racing – 4 Vintage Speed tires), and \$187.00 to Billy Winegardner. We will be sending a check for \$187.00 to VKA this week. We had a total of 88 entries for the weekend event.

Bob Barthelémy

BARNESVILLE EVENT RESULTS

Class	1 st	2 nd	3 rd
Historic Participants	JoAnn Hertzig and Rubin Tarca		
Clintons	Chip Bering	John McCorvey	Jimmy Gay
Power Product	John Stucts	Pearl Gamble	Bobby Muha
Mac 49	Jimmy Gay	Steve Welte	Kevin Rice
Junior/Women	Sarah Armstrong*	T. Armstrong*	B. Armstrong*
Sportsman Saw	Merv Fenwick*	Roy Fenwick*	Steve Seewer*
Rear 6.1	Kevin Rice	Pearl Gamble	Louis Smiley
Rear 8.2	Billy Winegardner	Jerry Nagel	Ryan Berkey
Dual Rear	Jerry Nagel	Narc Nagel	Jim Merritt
S/W Amer. 6.1	Mike Birdsell	Kevin Rice	David Turner
S/W Amer. 8.2	Billy Dalton	Thomas Crosby	Dick Charest
S/W For. 100	Matt Morgeson	Mark Fort	Brad Beard
S/W For. 135	Billy Dalton	Rick Gilmore	Danny Freeman
Yamaha S/W	Dean Sauder	Sean Collins	-----
Dual Amer. S/W	Mike Birdsell	Ken Grissom	
Dual Foreign S/W	Scott Ader	Hal Orndorf*	Lake Speed*
80-85 S/W	Sean Collins	Phil Rogers	Fred Tothrow
Sr. Over-60	Mike Birdsell	Gary Wlodarsky*	-----

* Left early due to rain.



BARNESVILLE SHOW RESULTS

Rear Unrestored	1963 Dart A-Bone, Chip Bering
Rear Restored	1964 Kavalla K-40, Dick Charest
Rear Modified	1966 Hamilton Racer, John McCorvey
S/W Unrestored	Margay, Sandy Crittle
S/W Restored	1976 Margay Pro-X, Brad Beard
S/W Modified	Magnum, Tom Crosby
Past Champion	John Berkey
Peoples' Choice	1976 Margay Panther-X, Brad Beard



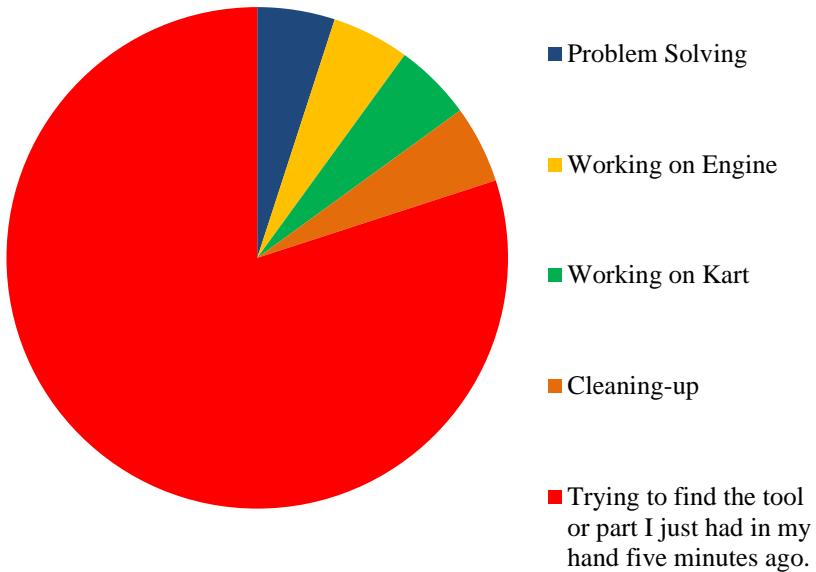
BARNESVILLE PICTURES BY MIKE BROWN & ROLF HILL





TRIVIA ANSWER (FROM P. 3)

Time in shop



✂ - - - - - CUT HERE - - - - - ✂
POST IN SHOP

SAFETY TIPS & HELPFUL HINTS BY ERNIE SHORES

Demonstration Heat-Runs

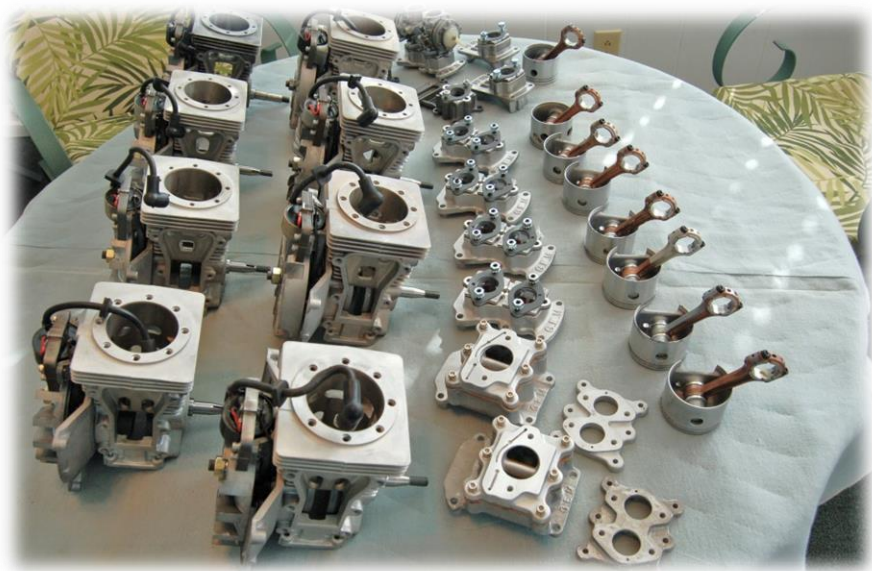
When participating in heat runs, it is important to remember that after the green flag drops there will be no Texas Starts up the middle, passing before crossing the start line (unless the person in front of you has a problem), no chopping/blocking in corners and no passing in the grass. One of the most important things in a heat-run is there will be **no bumping**. We all come to these events to have fun and enjoy each other's company. Besides, there is no ESPN TV time for wrecking.

Ernie Shores

During the past few years my 820 parts supply has continued to grow. I've been looking for and buying up many old 820 race engines. Then last year I purchased a collection of 820 engines and parts that came out of a Twin Cities kart shop. The collection included four complete left-hand engines, one complete right-hand engine with a bad chrome bore, one complete engine with a Russell stroked crank, and many other cylinders and parts.

I disassembled the four left-hand engines and then reassembled them into two sets of left-hand and right-hand engines. These engines are stock and will stay that way. The engines will be part of a display that I'm putting together.

Once this was done, I found that I had eleven cylinder blocks and enough parts to put them together. Six of these old blocks were modified but the chrome bores were bad, four were stock also with bad chrome, one was modified with good chrome and one was a NOS block without chrome. I decided to modify four of the stock blocks to make matching dual engines. Once the four blocks were machined, I took eight modified blocks to US Chrome in Fond Du Lac, WI about 30 minutes from where I live to have them Nickasil plated. One of the early blocks had some magnesium in the aluminum and could not be plated. I ended up with seven Nickasil plated, modified blocks that look and are better than when they were new.





This is where the story really starts

When I got the seven blocks back from US Chrome, it was obvious that I could create some special engines. Four are modified to Collier Specifications¹ for dual inline manifolds and three are modified for GEM V-12 manifolds. At this point I decided to build eight engines including the stroked engine that has good chrome. The stroked engine is modified for dual inline carbs and has an unusual boost port arrangement. → → → → →

Now the hunt was on to find all of the special parts and pieces needed to assemble the engines to early 1960's specifications.

This story is about **what**, **where** and **who**

helped me. Some of the simplest things caused me the most problems.



Bearings - I had side plates for all the engines, but needed new bearings for both sides of the crank. I decided to use FAG main bearings and found them at Comet Kart Supply. They have C-4 clearance (very loose) and are free-spinning. I don't remember them being available 50-years ago, but neither are the original bearings.

Seals - Finding the correct seals was difficult. The 820 uses special seals because the crankshaft is metric and the housing and side plate bores are English. I finally went to the US Motor factory and purchased the seals. The correct seals and free turning bearings provide minimum friction when turning the crankshaft. This means more RPM & power.

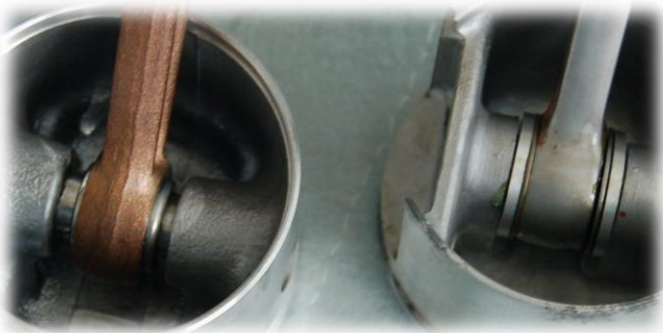
¹ Dick Collier was an 820 engine builder and he came up with the porting layout for the 820's that we've been using for 45 plus years.

Crankshafts - I chose Mac tapered crankshafts for six engines and a stock stepped end crank for one engine. The Russell stroked crank has a stepped end also. The tapered crankshafts are available from Dave Bonbright. I polish the crankshafts to allow the bearings to slide on instead of press on. This makes assembly much easier and allows the crank to slide side-to-side a small amount.



Pistons – Finding the right pistons was the biggest challenge because racing pistons for 820's are becoming nonexistent. The factory is looking at helping us out, but not in the near future. A friend of mine was able to purchase a stash of NOS Wiesco 9-port, thin-ring pistons and rings. He sent them to me and I'm building him four engines also. The piston on the left is a stock 820.

Rods and wrist pin bearings - The wrist pin bearings on 820's fail and allow the needles to come out causing a mess. The fix is to grind the bearing cage and needles flush with the rod and then machine the piston and assemble the rod and bearings with hard washers and aluminum spacers. If you decide to do this, make sure you allow the crank to float side-to-side so the piston assembly is centered. I had Dave Bonbright do the machining work and assembly of the pistons and rods. Dave also checks the rod because early rods fail. New rods are available from Dave. Half of the rods I sent Dave were bad.

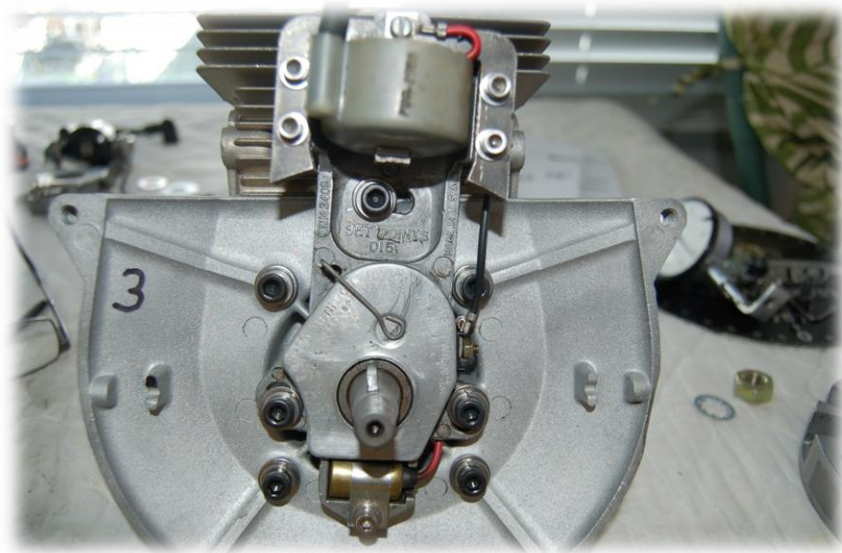


Wrist Pin Retainers - The Wiseco pistons use a wire “E” style retaining ring to hold the wrist pin in place. Old Lauson Power Products chain saws use the same style ring and the part number is #310167. I was able to find and order them from Pro Parts Direct in NH. I’m waiting for them as I’m writing this article.

Rod Bolts - Stock rod bolts are OK until you start to turn high RPM’s. High strength bolts are available from many sources. Make sure you replace them if you plan to race the engine.

Crankshaft/Rod Needle Bearings - Stock needle bearings never fail, but they’re no longer available. New 820 engines are being built with a cage and half the needles and they fail in racing engines. The factory is working on a fix, but it will take a while. Keep your needles and reuse them.

Wico Ignition Stator, Points and Condenser - I prefer to use points and condensers in my engines because they allow me to set the ignition advance. I’ve done articles on how to prepare them for racing in past VKA magazines and newsletters (June 2011). I modify the coil mounting so I can adjust the air gap between the laminations and the flywheel to .010 inches. Then I assemble the stator all of the way advanced and set the points at .020 gap. This will give you about 30 degrees of advance BTDC.



One of the engines (next page) will use this very rare Fairfield stator that allows for additional degrees of advance. When the stator is advanced all of the way to the right and the points are set at .020 inches the timing is 35 degrees BTDC.



Flywheel - My sprint track racing engines have the flywheel fins cut down. Most of the engines I've purchased over the last few years had the fins removed back in the 60's. New Wico flywheels and stators that use points and condensers are becoming harder to find as the years grind on.

Cylinder Heads - I will be using WB 610 heads, WB 820 heads and the current copy of the Horstman head that Dave Bonbright came up with a few years ago. Virg Love was kind enough to sell me a NOS Hortsman stroker head for the stroked engine.

During the last three years I've been experimenting with various compression ratios and will be checking the actual compression ratio as soon as I get the pistons installed. In the early to mid-60's we always used WB 610 heads when running on sprint tracks or street races. I will take pictures of how I check the ratio and do a separate article showing how and what I find. My memory tells me that I used to run an 11 to 1 ratio, but I'm getting old and need to make sure.

Intake manifolds - I will be using two GEM single stuffer manifolds, five dual inline GEM and two or three GEM V-12 manifolds. All of the reed cages are sanded flat with 400 grit paper on a flat surface. Then Phenolic (plastic) reeds are installed and I check to make sure the reed tips are flat against the reed block after screwing them together. Manifolds are getting hard to find, but Terry Ives and Vince Hughes have reproduction manifolds available. GEM still sells the Phenolic reeds for the 820 reed cage and the V-12 reed cage.

Carburetors - I will be using both HL and HR carburetors and they will all be set up for alcohol. The modified 820's I built in the early 1960's used the small McCulloch carburetors drilled for alcohol. I have a few of them, but parts are hard to find and they do not run as good as the HL or HR Tillotson carburetors.

Exhaust - The mufflers will be Reed, GEM, or Hortsman depending on the correct time period for the engine.

Port Timing - All of the engines were measured for port timing. Engines number 1 through 7 are very similar and within my measuring capability tolerances. The stroked engine is ported very high on both the intake and exhaust. The first six engines are being built as duals.

I installed a stock crank in block number 8 and the exhaust timing measured the same as it did with the stroked crank. The intake timing measured 2 degrees more with the stock crank than the stroked crank. It will be really interesting to see how the stroked engine runs.

West Bend Port Timing

Block #	Stroke	Bore	Exhaust ° ATDC	Intake ° ATDC
1	1.62	2.531	92	116
2	1.62	2.531	93	116
3	1.62	2.531	93	116
4	1.62	2.531	92	116
5	1.62	2.531	95	118
6	1.62	2.531	93	118
7	1.62	2.531	93	115
8	1.92*	2.531	87	109

* Russell stroked crank

Port timing measured with a stock 820 piston and rod.

Compression ratios will follow in another issue of the magazine.

Dick Teal

JOIN THE FUN



YOU ARE NEVER TOO OLD TO START VINTAGE KARTING

ON THE WAY TO THE BARNESVILLE EVENT, MATT MORGESON'S DAUGHTER,
HOLLY, TOLD HER DAD SHE'S THINKING ABOUT RACING HIS KART.

HELP US OUT!

The Staff of **FIRSTTURN**® would like to make a special request for Members' input, to share the wealth of their expertise with all readers. We would love to include your **Technical Article**, **Restoration Project** write-up, or a **Member's Memory** ... a short story about a Member's karting life or karting experience, and don't forget **Team Photos**. You can write it yourself, or we can help you. Find me at the track or email me at: KartNumber4@yahoo.com.

Rolf - #4

KART SHOW FOLLOW-UP BY KARL GINTER

*This is a follow-up to the article on this same topic in the February FIRSTTURN®. Karl Ginter's event was too close to press time last month. The good news is, he did forward some information about his experience. Check it out ... and think about "struttin' **your** stuff" at such an event near you. People love seeing our karts. Promotional material is available from me (KartNumber4@Yahoo.com).*

Rolf Hill

The Carlisle Karting Expo was held on Saturday, 22 February in Carlisle, PA.

The VKA display included Skip Owen's beautifully restored 1976 Margay Panther X. The VKA display drew heavy interest, and the flyers were exhausted by noontime.

Karl Ginter



TEAM PHOTO – PUTT-NIK

Team Putt-Nik consists of (from left to right) John McCorvey, Chris Marchand and Al Postiglione.

Official team mantra: "Go slow and be careful, old bones break way to easy (sic) !!!!!!"



KART-TOON OF THE MONTH BY TOM MEDLEY² 1920-2014



Tom Medley was a good friend to vintage karting. He provided the VKA logo which is an integral part of promoting vintage karting. A frequent visitor to vintage events, he was at Riverside earlier this year. Tom is also remembered for his work at **HOT ROD** and **ROD & CUSTOM** magazines and his hapless character Strocker McGurk. His cartoons became the inspiration to many hot rod and drag racing innovations.

Tom Medley will be missed.

HOT LAPS REMINDER

Hot Laps is a FREE service of the Vintage Karting Association (VKA) to the vintage karting community. Tell your friends they do not have to be a VKA Member to receive Hot Laps. Hot Laps will contain “time sensitive” vintage karting information and will be sent to your email address.

If you are not active on the VKA Forum, you can “sign-up” for Hot Laps by going to www.VKAkarting.com and signing up. If you are active on the VKA Forum and do not want to receive Hot Laps, you can also “unsubscribe” from Hot Laps.

The first time you receive Hot Laps from VKA, it might go to your SPAM, BULK, or JUNK Folder. You should look there first, and if it is in one of these folders, click on “this is not SPAM,” or go to your “settings” and add VKA as an authorized sender.

² Thanks to Don Cain for providing this month’s Kart-Toon, drawn by Tom Medley.

2014 RESOURCES FOR VINTAGE KARTERS

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

Tel: 408-748-6949

Email: aswInc2@aol.com

Jeff Brown – Engine rebuilding & modifications for all types since 1967, BM 130 parts available – rotary valves for B Bombs & BM 130's

Tel: 248-613-5839 after 5pm EST Email: invaderjb@gmail.com

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

Tel: 630-513-5857

Email: CKTracing@sbcglobal.net

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

Tel: 765-742-0935

Email: John@foxvalleykart.com

GL Doemelt Incorporated - King Kart chassis and parts

Tel: 217-268-4243

Email: gldoemelt@yahoo.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: GregSpeedShop.com Email: GregSpeedShop@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

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

Tel: 916-201-7707

Email: tii@surewest.net

**K&P Manufacturing - Bug chassis - parts “GEM-Style Pipes”, Blendzall Dist.,
Bridgestone Vintage Slicks, N.O.S. Parts & “Burco Clutch Nuts”
Tel: 626-334-0334 www.kpmfg.com**

**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, Electronic Ignition Modules
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 Email: NanceWelding@gmail.com**

**Robron Incorporated – Dart chassis, parts and repair
Tel: 800-624-7383 Email: robtroninc@bellsouth.net**



**Rogeo Enterprises – Will Rogers, 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
www.blackdogvintageracing.com
Tel: 763-784-9095 Email: wrenchhead944@hotmail.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**

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

upcoming
Events . . .



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

Whiteland Hoosier Nationals

Whiteland, OH
May 2 & 3
www.WhitelandRaceway.us

VKA

Springfield, IL
May 23 & 24
www.MidStateKartClub.com



Springfield

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