

Whiteland Hoosier Nationals Event

In this issue:

- VKA NEEDS HELP!
- Whiteland Results & Pictures
- WB Compression Ratios
- Nagel Racing Team Photo
- NEW West Bend 820
- Resources (are back)
- ... and more

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TABLE OF CONTENTS

Τορις	SOURCE	р.
2014 VKA Tour Events	Pearl Gamble	2
Editor's Comments	Rolf Hill	3
Bd of Directors' Meeting-Short Summary	Rolf Hill	5
Karting Trivia	Rolf Hill	5
Whiteland Results	John Stults/Rolf Hill	5
Whiteland Kart Show	Rolf Hill	6
Whiteland Pictures	Rolf Hill	7
West Bend Compression Ratios	Dick Teal	9
Team Photo- Nagel Racing	Rolf Hill	14
NEW West Bend 820	Dick Teal	15
Trivia Answer	Rolf Hill	17
VKA Resources	Rolf Hill	18
Upcoming Events	Rolf Hill	20

2014 VKA TOUR EVENTS

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

Bold = VKA Event *Italics* = vintage enduro event VIR = VA Intnl. 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 (<u>www.VKAkarting.com</u>).

JOIN THE FUN



EDITOR'S COMMENTS

Whiteland was a good event, despite the weather ... cool. There were no serious accidents although Gary W. did a fabulous job leading four karts in a synchronized spinout that I caught on helmet cam. <u>www.YouTube.com/RolfP4</u>. (Sorry Gary ... I couldn't resist.)

There are two issues, as the Editor, I'd like to discuss; the weather *vs*. attendance and the organization. Weather may not be the only factor in the low turnouts.

The discussion continues regarding the number of VKA Events ... in a year, in a month, in the Mid-West. There are two camps: **1.**The more the better and **2.** Fewer is "finer." The first camp is, in general, populated by newbies, neophytes, novices and retired people for whom "Christmas can't come often enough." The second camp is, in general, populated by dual engine kart drivers/owners, working people for whom time is limited and promoters for whom attendance at the event equals a \$uccessful event!

If there are fewer events, more participants are likely to attend **each** event which translates to a profitable event, but as soon as you suggest "your venue" be **dropped** or excluded in order to limit the number of events, you will hear **at least** one reason why <u>that</u> venue should <u>absolutely be included</u> in the schedule. No one wants to be excluded!

How to select who's "in" and who's "out" is the issue; best turn-out seems a logical measure, but then you might have left out "the oldest," "the newest," "the biggest," "the closest," the ______ (fill in the blank).

Give it some thought. The Board is considering sending out a questionnaire to VKA Members to address this and other issues that may be of concern to **you**!

The organization is the other topic I'd like to stir some excitement into!

Last year we lost two fine members; Bob Lapke and Carl Weakley. Last year, the Executive Director (the guy who does the Event Schedule also gave notice and Pearl Gamble stepped-up to the plate and, with continuing support from Bill McCornack, put together this year's schedule. It all got me to thinking ... what if ...

What if any one (or two) of the other Board Members (Officers or Directors) were not able to (or did not want to) do their job? Who would do it? Last year we were lucky; someone stepped-up. Thinking back to when I got started with the newsletter/magazine, Dick Teal had it all under control, but I offered to help. It worked out great, as far as I was concerned, and I think it did for him, too. I

still rely on him (and others) for input into the **VKA** $FIRSTURN^{\circ}$ (as you can see in this issue, and every issue, too).

Applying that experience to the rest of VKA "management," it seems only logical that **EVERY** Board position have an alternate; someone who can step-in temporarily or permanently, depending on the situation. Are you with me so far?

I'll start with me. Let's suppose a better paying job came along¹, or I broke all my fingers in some synchronized spin-out demonstration and couldn't type. Who's going to do the **VKA FIRSTURN**[©]? Sure, Dick might, but he's had his turn. Now, it is time for someone else to volunteer. I'll be at New Castle. Look me up. I need an assistant!

Putting the VKA FIRSTURN[©] together is only part of the effort. Have you ever stopped to think of all the other work that goes into <u>you</u> receiving <u>your</u> VKA FIRSTURN[®]?

After it is sent (electronically) to the printer. "Someone" picks-up a proof copy. If there are any corrections, I make them and re-send (electronically) to the printer. "Someone" (working with the Membership Director) determines how many copies need to be sent out and tells the printer. When they are printed, "someone" picks them up. Then "someone" has to stuff them into envelopes.

Think that's the end of the job? Nope. "Someone" has to put on the stamp and the address label after "someone" has printed the label. Done? Nope. "Someone" needs to determine if the address is a new member and should be getting a Membership Card and patch. The Membership Card and patch need to go into the envelope before sealing Oh, and the postage is different for those. If they are not a new member, but if their membership is going to expire in two months, "someone" needs to be sure a Membership Application is in the envelope. The rest of the envelopes get just the VKA FIRSTURN[©].

"Someone" gets to do this job every month (or you don't get your VKA FIRSTURN[©]. They do it sorta on their schedule, but it sure is nice when it is done immediately after they pick them up from the printer. Who wants to get their June VKA FIRSTURN[©] at the <u>end</u> of the month?

BOTTOM LINE: We will need "someone" to help with this effort very soon. I'm not the only one who needs help. The Mid-West Coordinator is swamped. Look up any Board Member or me at New Castle. VKA needs **your** help. Nuff

¹ Just kidding, I do this for nothing AND I enjoy it!

for now, but VKA does need your help for all the things we do. Find a Board Member and VOLUNTEER! **Rolf Hill - #4**

APRIL BOARD MEETING - SHORT SUMMARY

Problems exist with uploading and downloading pictures. Currently, Dropbox is being used. There are a total of 302 members. Safety Committee is still working on wording to allow qualified VKA members to assist in EMS duties. A clutch/crank broke at Barnesville. No one was injured. There were a few Macs and WBs without third-bearing support. Despite the weather, Barnesville had a great Kart Show. Weather has had a significant impact on attendance. VKA will seek assistance and in talking to Dart Kart Club regarding VKA Enduro participation. The rule regarding axle clutches was discussed, as was a B-Stock/B-Modified Class. Consideration will be given in future rules.

The balance as of 2/28/14 is \$13,545.70.

KARTING TRIVIA QUESTION BY BILL MCCORNACK

Question: In the 1960's and early 1970's, IKF was the only "Nationals" a driver could win making it quite an accomplishment. From '62 to '71 different tracks across the country hosted these events. In our current VKA circuit we have four original "National" tracks. Can you name them?

Answer on p. 17.

Class	1^{st}	2^{nd}	3 rd
Historic Participants	Roy Fenwick and JoAnnHertzig		
Homelite Stock	John Stults	Merv Fenwick	Lige Setser
Power Producst	Kevin Rice	Kevin Ford	
Mac 49	Dean Scarbrough	Ralph Fenwick	Roy Fenwick
Sportsman Rear	Tom Day	Dean Scarbrough	
Sportsman S/W	Gary Wlodarsky		
Yamaha Port	Dean Sauder	Steve Watson	
Rear 6.1	Kevin Rice	Rolf Hill	
Rear 8.2	Jerry Nagel	Terry Walters	
Dual Rear [TIE]	Jerry & Marc Nagel		
S/W 6.1	Bobby Lee	Kevin Rice	Robert Cain
S/W American 8.2	Bobby Lee	Scott Nagel	Marc Nagel
Sr. Over-60	Gary Wlodarsky	Tom Day	Rolf Hill

WHITELAND RESULTS

WHITELAND RESULTS

Rear Unrestored	'63 Lancer w/ WB820; Jerry Nagel
Rear Restored	* '61 Bug Wasp w/Mc-30; Robert Cain
Rear Modified	* '63 Fox Flyweight w/ 58 Power Products; Kevin Rice
S/W Restored	'79 Margay Xpert w/ Mc-91A; Robert Cain
S/W Modified	'71 Margay Panther X w/ WB820; Marc Nagel
Past Champion	'64 Fox Box Mount w/ Mc-91M/C; Rolf Hill
Peoples' Choice	* TIE: Robert Cain/Kevin Rice





Honorary Awards presenter was Samantha (Weakley) Price. Whiteland was one of Carl Weakley's favorite tracks.

WHITELAND KART SHOW WINNERS



WHITELAND PICTURES BY ROLF HILL





VKA FIRSTURN[©]

June 2014







WB 820 COMPRESSION RATIOS BY DICK TEAL

I built many 820 engines in the 1960's that I raced or had a driver race for me. I was pretty successful, but never raced on the national circuit. I had a house full of kids and not a lot of money. Once I discovered vintage karts and racing I wanted back into the game. The kids are grown and money is more available for my hobbies.

There's only one thing wrong with this scenario; I threw all of my notes away or I can't find them. However, when I get into a project, doors open in my brain and I think I remember what I thought I did back then.

I've been collecting and restoring vintage 820's for about eight years and I'm currently working on 12 racing engines; eight are for me and four are for a friend. I decided to share whatever I could and this is the latest installment of how to rebuild vintage 820's.

There are a few things that I remember very clearly, at least I think I do, and one was compression ratio calculation. I've stated that I built the winning engines for Gary Hackbarth (my driver) with 35 degrees of advance and about 11 to 1 compression ratio. I also said that I would get detonation if I ran 11.5 or higher advance. My April 2014 VKA **FIRSTURN**[®] article shows how I got the 35 degrees of advance and now I need to see if my compression ratio information was correct.

One other memory told me that I ran 610 heads on my 820 engines. I've built a few of these over the last few years, but never measured what I had. I built an 820 for the Historic class with a single one inch bore carburetor and I've been experimenting with different heads and gasket thicknesses. The engine was fast, but I seized it up two years ago (2012) at Jacksonville. I cleaned the aluminum off of cylinder and was able to reuse the piston with a different set of rings. Then I won at Barnesville with it that same winter season. The engine had .030 removed from the top of the block, used an 820 head and had a .012 head gasket. This is what I found when I measured the engine.

How I measure compression ratio

I use a large syringe that holds 20 cubic centimeters, a quart of 30-weight oil and an engine with the spark plug removed and it has marks on the flywheel showing where top dead center is.

The first measurement is made with the piston at TDC. I fill the combustion cavity with oil up to the bottom of the spark plug hole. Then I record how many

cubic centimeters of oil I used. The angled spark plug hole has to be level to fill the cavity. I block the engine to get the correct position.



The second step is to rotate the piston down to the top of the exhaust port. I had to do this a couple of times before I found where the oil would stay in the engine. Then I filled the cavity to the bottom of the spark plug hole again and recorded how many cubic centimeters this took.

The first engine I checked was the one I stuck at Barnesville. The measurement at TDC was **five** cc's. The measurement with the piston at the top of the exhaust was **71**cc's. The compression ratio is [total volume] 5+71=76cc divided by [the compressed volume] 5cc = 15.2 to 1. (I'm sure that's why I stuck the engine the first time and why I had to be careful with the carburetor settings.)

I disassembled the engine and then installed a .032 head gasket *vs*. the .012 and the results were pretty good. I measured 7cc's at the TDC position and then added 71cc's when I moved the piston to the top of the exhaust ports. The result was 7+71=78 divided by 7=11.14 compression ratio.

The second engine I checked used a 610 head and a .020 head gasket and the cylinder wasn't decked. It checked at 12.33 to 1. This set-up wouldn't work because the flat part of the 610 head just barely cleared the piston. Then I replaced the .020 head gasket with a .032 gasket and it checked at 11.2 to 1.

This set-up is probably what I used back in the day. I guess my memory was right on about what I thought I used back then.

How important is Compression Ratio??

School is out on compression ratio because there are many ways to measure pressure in the engine; unfortunately I don't know what good numbers are. I had a discussion (one of many) with Dave Bonbright and he felt that 11.5 to 1 was the maximum to run and then he suggested that cylinder pressure was the best way to see if your engine was going to perform great. Dave also suggested that if the engine was set up with a lot of ignition advance the compression needed to be lower.

Dave said "The way to measure pressure is to remove the spark plug and then insert a pressure gauge. Turn the engine over with your electric starter and either remove the carburetor or hold the throttle wide open to allow air to go into the engine. If the engine measures around 220 PSI or more it will run strong."

Louie Figone has a simple way to set up his 820's. He removes the spark plug and inserts a length of electronic solder. (The diameter of the soldier must be

larger than the "squish area;" the space between the top of the piston and the head.) Then he turns the engine over to compress the solder. This measures the clearance in the squish area of the cylinder head and the top of the piston. He likes to use .028 clearance. This will not work on 610 heads because the combustion area is shaped differently.



The other piece of the puzzle is port timing. If you look at the April 2014 VKA **FIRSTURN**[©] article you will notice that seven of the eight engines I'm restoring have similar port timing. This means that the volume inside the cylinder above the exhaust port is about the same. When the exhaust port is raised, the volume will be less and the compression will be less. The chart is reproduced at the end of this article.

The block I have assembled for the Russell stroked crank has high exhaust and intake ports. The crank came in an assembled engine when I got it. When I talked to the guy I got it from he said the crank and block were in the same box, but not together when he got them. I'm guessing that they were never run together.

I installed the Hortsman stroker head with a .005 head gasket. I measured the head cavity at 10cc's. Then I rotated the piston down to the top of the exhaust ports and added 82cc's. (10+82 divided by 10 = 9.2 compression ratio.) I could remove material from the head and get the ratio in the right zone, but I think I will wait until I get a different block from Dave, because I want to use lower port timing. The high port timing on the current block means that I would have to spin the engine at higher rpm's. The next two pictures show the exhaust ports on engine #3 and engine #8. Number 8 is the block with the high exhaust ports.



Block number 3



Block number 8



It's obvious that block number 8 has the higher exhaust ports and it also has lower compression ratio when everything else is the same.

What does all of this mean?

Here's the way I make some sense out of all this information. The engine is really a pump and the more pressure it has the more efficient it will be. This means that closer clearance between the piston and cylinder will improve pressure, but if it's too close the engine may seize up easier. The ring-tocylinder fit is really important. If the ring-to-cylinder fit is bad the pressure will be lower. Compression as I measure it is also important because the heat at combustion will be higher with too small of a combustion area.

Here are my rules to a good running early 820.

- Piston-to-cylinder fit measured at the bottom of the piston should be 1. from .005 to .006 inches; .003 per side max.
- 2. Piston rings must fit perfectly. Put the ring in the bore and check for light between the bore and the outside of the ring. Using Wiesco thin ring pistons helps because they seat-in very fast.
- Measure the compression ratio and keep it under 11.5 to 1. 3.
- Seal the engine with correct factory seals. 4.
- Use copper coat on the head gasket and ultra grey RTV on all gaskets. 5. Both are available from NAPA and most auto part stores.

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°	

West Des J Dest Th

* Russell stroked crank

Port timing was measured with a stock 820 crankshaft, piston and rod on engines #1 through #7. Engine #8 measured the same Exhaust degree ATDC with a stock crankshaft or the stroked crankshaft using the same piston and rod.

Dick Teal

TEAM PHOTO - NAGEL RACING

They are easy to spot in the pits because of their team jerseys and on the track by the skill and enthusiasm they display.

Back Row: Scott – Jerry – Marc Front Row: Kaylee – Autumn





US MOTOR POWER'S "NEW" 820 BY DICK TEAL

US Motor Power has moved and is under new management. The President and CEO is Steve Brian and the plant manager is Chris Grunewald. Chris has been very helpful and while he's been swamped just keeping the factory running, he has been helping the vintage kart family. We discussed what was needed and they are now producing the Vintage 820 cylinder heads. Chris is also sourcing the needle bearings for racing engines. Our greatest need is racing pistons. It

may be possible to piggy back the next production order for two ring pistons with a single ring groove version.

The other major change that should be in place when you get this issue is on-line direct purchase of parts from the factory. The web site has been



changed to <u>www.usmotorpower.com</u> and US820 Parts is one of the new features. Special performance parts will be under a separate tab in the future.

As time moves on it's important that parts are available for our vintage engines. The West Bend 820 was very popular in the 1960's and 70's. The VKA has created a place for the engines to compete in the Historic class and the Sportsman rear engine class. It looks like the 820's will be available for years to come.

US Motor Power is now located about 50 miles east of the Brodhead race track in Delavan, WI. Steve and his team will be attending the VKA Brodhead event in July. They will be there to support the vintage event and to promote the 820 engines. They have donated a kart engine for the VKA 50/50 raffle at Brodhead, so make sure you attend the event and purchase a chance to get the engine.

Dick Teal

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 <u>www.VKAkarting.com</u> 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.



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MEMBERSHIP REMINDER

EFFECTIVE JANUARY 1, 2014, VKA Membership are: Full Membership = \$35; Associate Membership = \$10; Foreign Membership = \$45

<u>ONLY MEMBERS RECEIVE ALL THE VKA *FirsTurn*® MAGAZINES</u> AND NEWSLETTERS.

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: Mary Jo McCornack, 7N057 Weybridge Drive, Campton Hills, IL 60175.

TRIVIA ANSWER (FROM P. 5)

WHITELAND WILD FLOWERS



HELP US OUT!

The Staff of *FIRSTURN*[®] 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** writeup, or a *Member's Memory* ... a short story about a Member's karting life or karting experience, and <u>don't forget</u> **Team Photos**. You can write it yourself, or we can help you. Find me at the track or email me at: <u>KartNumber4@yahoo.com</u>. **Roff-#4**

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: <u>aswInc2@aol.com</u>

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: <u>CKTracing@sbcglobal.net</u>

 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: <u>gldoemelt@yahoo.com</u>

Jim Donovan - Max-Torque Ltd. – Clutches for most engines Tel: 630-369-9600 <u>www.MaxTorque.com</u>

Richie Engel – Clutch & Brake Shoe Relining, McCulloch Engine Repair Tel: 705-445-5766 Email: <u>rtengel55@hotmail.com</u>

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: <u>slkcharlie@sbcglobal.net</u>

 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, <u>CatKart@gmail.com</u>; <u>www.CatKartRacing.com</u>

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; <u>HowardKaplan@comcast.net</u>

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: <u>NanceWelding@gmail.com</u>

R&I Metals- Bill Rowan, 1876 S. Taylor Ave., Ontario, CA 91761 Fox Satellite Seat shells and foam; Tel: 951-897-4951 <u>www.RImetal.com</u> Email: <u>Bill@RImetal.com</u>

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

Rogeo Enterprises – Will Rogers, recast Hands Wheels, Hovey Hawk kart frames, welding, parts casting. Tel: 530-878-7594 Email: <u>rogeo2@sbcglobal.net</u>

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: <u>LakeSpeed83@gmail.com</u>

Dick Teal – Reproduction Fox pedals - floor pans - throttle arms – etc. Tel: 920-485-2844 Email: <u>teal@charter.net</u>

Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets Tel:763-784-9095 Email:<u>wrenchhead944@hotmail.com</u> www.blackdogvintageracing.com

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

 Tel: 818-708-7232

 Email: thorin@socal.rr.com

Samantha Weakley (Price) - Early 70's Margay Cheetah reproduction seats Tel; 618-792-8438 Email: <u>SpeedyChic@aol.com</u>

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