

VKA FIRS **FIRSTTURN**

The Official Vintage Karting Association Magazine

Feb/Mar 2020

Rolf Hill, Editor

The oldest and largest vintage karting association in America



www.VKAKarting.com
www.facebook.com/VintageKartingAssociation

VKA 20th Anniversary Patch Entries.

Entry A – p.10



Entry B – p.10



Entry C – p.10



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Entry F – p.11



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- 20th Celebration Plan for VKA *FIRSTTURN*®
- Riverside/Daytona/Timing ... and more

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2020 SCHEDULE BY K. GINTER , D. CHAREST, J. COPELAND

VKA 20TH ANNIVERSARY 2020 EVENT SCHEDULE	
<i>12/28-30/19 Daytona</i>	<i>7/10-12 Grattan</i>
1/30-2/1 Riverside	7/23-25 Avon
2/13-15 Bushnell	7/30-8/1 Quincy
<i>3/6-8 Roebing Rd.</i>	<i>8/14-16 Heartland Park, KS</i>
3/19-21 Barnesville	8/27-29 Camden, OH
<i>4/17-19 Charlotte</i>	9/3-5 Saltillo, MS,
5/7-9 Fremont	9/11 & 12 Oreville, PA
<i>5/8-10 Gateway MP</i>	9/17-19 Delmar, IA
5/21-23 Springfield	<i>9/25-27 Pittsburgh Intrnl.</i>
5/28-30 LaFayette	10/8-10 Whiteland, IN
<i>5/29-31 Summit Point</i>	10/8-10 Bakersfield, CA*
6/18-20 New Castle	10/10-11 Sandy Hook, MD
<i>6/19-21 Mid-Ohio</i>	<i>Oct 17&18 Roebing Road</i>
6/25-27 Chestertown	<i>11/TBD MCMMP*</i>
7/9-11 Brodhead	
VKA Sprint in BOLD * Indicates tentative Enduro in <i>italics</i>	

Where it's starting ... all over again!

VKA 20TH ANNIVERSARY PATCH CHALLENGE
BY SAL PALATUCCI

ATTENTION: 2020 marks the 20th year VKA has been in existence. What a remarkable journey.

In December, we announced the **VKA 20th Anniversary Patch Challenge**. We received six entries, shown on the cover of this issue of the **VKA FIRSTURN[®]** and on pages 10 & 11.

Please vote for your favorite. One vote per Member.

Vote by Entry LETTER ... **A B C D E or F**

You may email your vote to John Wolkiewicz at oldprobm@yaho.com.

Those without computer access are invited to vote by US Mail.

You can send your vote to:

John Wolkiewicz
11 Armour St.
Long Beach, NY 11561

All votes must be emailed or Post Marked no later than midnight, April 1, 2020 ... no foolin'.

The winner will be announced in the Apr/May issue of the **VKA FIRSTURN[®]** and at the VKA Northeast Event at LaFayette, NY, May 28, 2020.

All members will receive a **FREE** patch once all votes are received. The first patches will be given out at Lafayette. Be there. Others will be mailed.

Note: The correct dates for VKA will be used in all Entries, as appropriate.

Sal Palatucci

THE BEST LAID PLANS* ... BY ROLF HILL

This being the 20th year of VKA, it's important to celebrate all the people, the history, the companies and the events that have gotten us to where we are. In the 2020 issues of the **VKA FirsTurn** we will highlight* those that I know of, and hopefully, get YOU to "fill in the blanks." In my defense, although I started in about 1959, I got out in 1965. I was not involved in karting until I joined VKA in 2010. So, for 45 years there is a lot of history with which I will need YOUR help. Any thoughts? Email me at KartNumber4@yahoo.com.

Here's what I **do** know based on documentation I've seen and personal contacts. VKA was incorporated May 23, 2001, in the State of Nevada. (Mark D'Elia provided much of the documentation and some is posted on www.VKAKarting.com under the Documents Tab.)

The "Founding Fathers" were:

- Carl Billington, Gardner, MA
- Marc Ciannavei, Norton, MA
- Mark D'Elia, Lewiston, NY
- Robert DiNozzi, Beverly, MA
- Gary Emilio, Kensington, NH
- Rob Jones, Martinez, CA
- Marc Parker, Portland, OR
- William Rice, Coventry, RI
- Chris Sahagian, Warwick, RI
- Don Thompson, Lindenhurst, IL

(Past Presidents in next issue.)

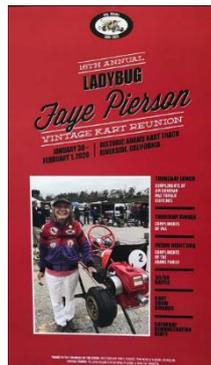
According to VKA's current list of members, the first 25 members also included the following. (If you see any of the original members at the track this year, be sure to shake their hand and say **THANK YOU**.)

<u>Member No.</u>		<u>Member No.</u>	
21	Virgil & Kitz Love	15	Ernie Shores
19	Tom Mescher	16	Tom Thorin
24	Dave Nance		

From what I know, there are a lot of contributors to VKA's success. **You are ONE of them.** I also know I **don't know** who the rest are. Please help me celebrate those contributions. Send me an email: KartNumber4@yahoo.com. Help me with info on vintage karting contributors for the last 20 years: DRIVERS/MECHANICS/PICKERS/MANUFACTURES/SUPPLIERS/PROMOTERS / VENUES/ EVENTS/... anyone who may have helped VKA become what it is today.

The Faye Pierson Vintage Kart Reunion (1/30 – 2/1)

To Riverside they came, just as they have for the past 16 years, to rendezvous with cherished friends, and to relive the excitement of Vintage Karting. Genuine legends of the sport, many who were there from day one, sharing a bond, an affection and a passion, came and reveled. They came to a family-owned track that has hosted Karting for more than 55 years – Adams. And they came from as far away as Ireland, Maryland, Ohio, Indiana, the Southeast, and up and down the West Coast.



The California weather (where “it never rains”) made amends for the incessant rains that soaked the 2019 event by gracing the 2020 event with clear skies, mild winds, and loads of sunshine.

As is tradition in Riverside, the event began on Thursday and ran through Saturday. So many people look forward to the Riverside event as “**THE**” event on the West Coast, as evidenced by the attendance; 74 drivers; 52 race entries; and 115 karts.

Like many VKA events around the Country, Riverside exudes history. We can never say enough about Karting’s Sweetheart, Faye Pierson, who was in attendance and out on the track (at 92) sliding through the corners. Jimmy Yamane was in attendance again in 2020, this time with his “Yamane Special” that he drove to the World Championship in Nassau in 1959. Other notable attendees were Vince Hughes, Terry Ives, Kim Livingstone (Duffy Livingston’s daughter), Tom Thorin, Junior Neal and several VKA Officers and volunteers (Gary Wlodarsky, President, Louie Figone (of course), VP, Joe Swantek (of course), Treas., Lynn Haddock, Safety, Jim Donovan, Cook and Rolf Hill, Editor). (I’m sure there were countless others. Sorry if I missed you.)

The early arrivers and long-distance travelers gathered on Thursday, so many that the Donovan/MaxTorque-hosted lunch was “sold out!” The crowd increased to capacity on Friday for more practice sessions, a full-scale Kart Show, dinner hosted by the Adams family, some great raffle →

RIVERSIDE SHOW RESULTS BY JACK MURRAY

JUDGES: Jack Murray, Scott Wiggington, Frank Weir

HISTORIC

Unrestored	NO ENTRY
Restored	NO ENTRY
Modified	NO ENTRY

REAR

Unrestored	'61 MaxTorque Spcl; dual MC-20s; Jack Murray
Restored	McCulloch R200; MC-40; Mark Landes
Modified	Bug Sprint; MC-101; Bill Parun

SIDEWINDER

Unrestored	NO ENTRY
Restored	Margay Cheetah; MC-101; Mike Frediani
Modified	Emmick Arrow; Dual Yamaha; Jack Dodd

PAST CHAMPION – REAR

Best in Show	Fox Go Boy; dual WB-580s; Cary Thomas
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PAST CHAMPION – S/W

Best in Show	Pruwett Lancer; dual MC-91b1; Renne Goldberg
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MIMI BIKE

Best in Show	Taco Frisole; WB-710; Gilberto Rodriguez
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PEOPLES' CHOICE

Best in Show	'59 Jimmy Yamane Special; dual MC-10; Jimmy Yamane
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← prizes and the evening awards ceremony. Saturday brought morning and afternoon driving demonstrations with some really fantastic driving exhibitions.

Special thanks to all the volunteers who supported Louie and Joe: Tom Corso, Jim Donovan, Scott Wigginton, Frank Weir, Vince Hughes, and Jack Murray.

Cary Thomas



FAYE PIERSON VINTAGE KART REUNION CALIFORNIA DREAMIN'



Every year between Christmas and New Year's, the World Karting Association holds enduro, modern sprint, and modern dirt sprint races at Daytona International Speedway in Daytona Beach, Florida. The enduro program includes classes for vintage enduro karts.

Friday, December 28th was scheduled to be a full day of practice, but the weather did not cooperate. Only one short practice was run before rain came and stopped practice. It rained off and on the rest of the day and never allowed the track to dry enough to allow more practice.

Saturday December 29th started off the same way with rain delaying practice until around 10am. Practice was divided up into four groups and two sessions of practice were run for each group. Race 1 was a Cadet race. Race 2 included five classes including Vintage Unlimited 1 and Vintage USA classes. We gridded, had the driver's

meeting, got in our karts, and just as the flagman was ready to raise the flag for the start, it began to rain. We were told to go back to the pits, and they would call us back to the grid for our race when the track dried. Unfortunately, just like the previous day, it rained off and on the rest of the day and never allowed the track to dry enough to have our race or any others.

Sunday December 30th was overcast but it did not rain, and the track was OK to run on. They held two sessions of practice and then started the races. All the races were shortened because rain was predicted for later that afternoon and the organizers wanted all participants to have a chance to race, especially those with the later scheduled races. Race 1 included the Vintage Unlimited 2 class along with six modern kart classes. Tony Ellison and I both got great starts and we were 1st and 2nd off the grid in the Vintage class. There were a lot of karts in front of us due to six other classes starting → p.12

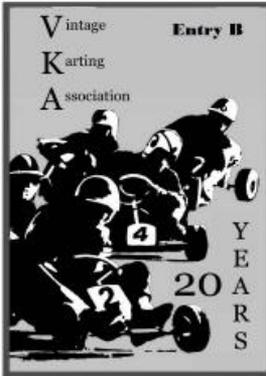
VKA 20th Anniversary Patch ENTRY A

Entry A



VKA 20th Anniversary Patch ENTRY B

Entry B



VKA 20th Anniversary Patch ENTRY C

Entry C



VKA 20th Anniversary Patch ENTRY D



VKA 20th Anniversary Patch ENTRY E

Entry E



VKA 20th Anniversary Patch ENTRY F

Entry F

VKA20
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in front of us. Tony got through the traffic better than I did because I was held up at several corners in the infield by the 4-cycle sprint karts. As the race progressed, Tony gradually pulled away from me. Tony won the race, I finished 2nd, Ed Dolbow finished 3rd, Shane Magiera finished 4th, and Don Axe finished 5th. Bob Cole had damaged a coil in practice and did not start the race. All the vintage karts that started the race finished it. Tony set fast time for the Vintage Open 2 race at 2:30.819. I set the 2nd fastest time and Ed Dolbow set the 3rd fastest time.

The next vintage enduro race is scheduled for March 7th and 8th, 2020, at Roebing Road near Savannah, Georgia. Several of us plan to do “The Double” which included the enduro race at Roebing Road followed quickly by the vintage sprint race at Barnesville. After that, the next vintage enduro race is at Charlotte Motor Speedway where we will race the “Roval” on April 18th and 19th, 2020.

If you haven't seen a vintage enduro, join us. They are all listed on the schedule on p.2.

Dick Charest



In 2010 I raced an MC-49 and had pretty good success. The engine seemed like it would never stop revving higher and I had many people ask me why. I told them that I had the timing set at 37 degrees of advance and this article explains how you can do the same.

Special Tools

Tools that you will need to set the timing of your engine.

1. The blue timing tester is something I've had for 50 years. You can use anything that will check for continuity. A flashlight modified with two leads will work. An ohm meter will also work.
2. Degree wheel; I wore out my old one but they're still available from GEM. I bought this one about three years ago. The GEM part number is G4500.
3. Coupler nut, the nut screws onto the flywheel side of the crankshaft to hold the flywheel and the degree wheel. I bought a standard coupler nut from my hardware store and then drilled and tapped it for 7/16-20 threads.
4. Degree wheel adapter, the hole in the degree wheel is larger than required for the mounting bolt. I machined a piece of tubing that has a step on one end that centers the wheel. The adapter has a tight clearance hole for the mounting bolt.
5. Mounting bolt - the mounting bolt I use is a 7/16"-20 socket cap screw.
6. Top dead center locator - I use an old spark plug that is tapped for a 5/16" cap screw and a 3" long hex head cap screw. Mine is coarse thread and I've had it for 50 years. Grind the end of the 3" screw to a bullet-end shape.
7. Pointer - I use old metal hangers to make my pointers. You will have to bend one to fit your application.



Point assembly modification

This photo shows the modification to the point phenolic material (brown color); that allows high advance. This modification with a 5-degree flywheel will allow you to set your timing from 30 to 40 degrees advance. Getting 35 degrees is easy, anything above that will take a little patience and testing of all the variables.



File the tip of the point assembly that contacts the crankshaft to a 45-degree angle until there's about a .030 (1/32) inch flat left.

This photo shows the points installed in an MC-49 side plate. Set the point gap to .017 or .018 to start.



General ignition tips

1. I use new or old point assemblies depending on what I have at the time. I clean the points by using 400 grit sandpaper. I cut a narrow strip of paper and draw it through the point surfaces while I'm holding them together. Clean both sides of the points until the surface is level. You can see whether it's level after you pull the sandpaper through a few times.
2. Clean all connections with a wire wheel. This is really important for good conductivity and current flow. The surface beneath the condenser needs to be clean metal and not painted. The ends of the condenser and the wire that goes from the point assembly to the coil need to be cleaned. Also clean the front and back surfaces of the condenser. The coil laminations and ground strap also need to be cleaned. I think you get the idea by now.

5-Degree Flywheel Prep

You will have to find a 5-degree flywheel to get the high degrees of advance. Color the flywheel rim as shown so you can mark it. The marks will go on later. I use red fingernail polish. Machinist blue dycum is also a good option.



Assembly & Side Plate Marking

1. Slide the flywheel in place and use the coupler nut to hold it in place. You don't have to torque the nut. I usually just have it finger tight to keep the flywheel from wobbling.

2. Mark the side plate with a straight edge and a scribe in the general location shown in the photo. (near the flywheel shroud mounting hole)



3. Assemble the coil in place - I use a .010 long piece of feeler stock to get the correct air gap between the flywheel magnets and the coil laminations.



4. There is side play in the lamination slots. I usually push the coil to the left before tightening the screws.

5. Set the gap on your spark plug to .028/.030 and plug it into the plug wire. Check to make sure you have spark by **quickly** turning the flywheel. The magnets should be to the right of the laminations and then turned past the laminations. I use alligator clamps on a wire to ground the plug. I find that it's easier than grounding the tip of the plug on the engine. I attach one clip to the electrode and the other end to one of the coil-mounting screws.
6. If you have spark, go to the next step. If you don't have spark, find out why. You may have to close the point gap. Not all condensers are equal. I like the large vintage ones with the green wire I get off old engines.

Degree the Flywheel

1. Install the timing wheel as shown.
2. Install the pointer.
3. Install the top dead center assembly. The plug base should be tightened to prevent movement.
4. Screw the cap screw into the plug base.
5. Rotate the engine until it is close to TDC. (Top Dead Center)
6. Tighten the screw until it contacts the top of the piston and the piston cannot rotate.
7. Loosen the screw so the piston can just rotate past the screw.
8. Tighten the screw to stop the piston just before TDC.
9. Move the degree wheel to align the pointer at a few degrees before ZERO.
10. Rotate the engine in the reverse direction until it stops and see if the degree is the same as it was on the other side of ZERO. The goal is to have the same number of degrees on each side of ZERO. You will need to hold the piston against the stop in each direction to take the slop out of the system.



JOIN THE FUN

11. Once you have the same reading in each direction you know that TDC is where the ZERO is. Remove the spark plug stop bolt and turn the degree wheel ZERO to the pointer and the engine will be at TDC. Mark the flywheel (in the red area) next to where the mark is on the side cover of the engine.



12. Rotate the engine to 20 degrees and put a small mark on the flywheel. Then move to 25 degrees and mark the flywheel. Continue to mark every 5 degrees to 40 degrees.
13. Remove the degree wheel and pointer and use a straight edge and finish marking the flywheel. (As long as this crankshaft and flywheel stay together, you will be able to time your engine without using a degree wheel.)

Set the Timing

Now that you have a built-in degree wheel on your flywheel you can test all the variables that effect the timing. Start with a stock flywheel and points set at about .018 and you will get about 25 degrees of timing. Install the special points and a 5-degree flywheel and it will be about 35 degrees. Check for spark with each variable and when you're ready, button up the engine.

This timing system can be used on any engine. The MC-9 I raced [in 2010] is set up the same. The MC-49 has a fixed compression ratio so it responds well to the high degree of advance when alcohol fuel is used. Be careful if you have higher than stock compression on removable head engines. It still works great, but make sure you get enough fuel to keep the engine from seizing up.

Dick Teal

*** HELMET CERTIFICATION NOTICE ***

Helmets with 2010 Snell Certifications will be acceptable at VKA events until the end of this year (2020). 2015 or later Snell Certified helmets will be **REQUIRED after 1/1/2021. Snell suggests replacing your helmet every 3 – 5 years.**

RESOURCES

Don Axe – I manufacture 1” Vintage Axels, clutch nuts, MAC dovetail mounts, billet seat struts and custom parts. Tel: 419-733-4221

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
Tel: 248-613-5839 [Email: invaderjb@gmail.com](mailto:invaderjb@gmail.com)

Mike Berg - MC Rod Needles - MC/Foreign Bearings & Seals - Torqupine Heads
Tel: 309-749-5658 Email: magmo44@att.net

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](mailto: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, old style Max-Torque Horstman Hartman
Tel: 705-445-5766 [Email: rtengel55@hotmail.com](mailto:rtengel55@hotmail.com)

Louie Figone – Reproduction Horstman mufflers for West Bend 610/820 and McCulloch's. Tel: 415-297-0374 [Email: louiemtb@aol.com](mailto:louiemtb@aol.com)

Mike Golembesky Specializing in following: B Bomb Pistons, B Bomb Gasket kits & accessories, BURCO AXLE clutches, Mikuni GASKETS
Email: mike@speedparts.co www.speedparts.co (818-321-0564)

Greg Gouveia – Close-out & last production run on Chilton & Azusa tanks, a few left in stock! Shop Tel: 805-541-4310 Cell Tele: 805-305-2074
Email: GregsSpeedShop@att.net

Nils Gustafson - Reproduction vintage tires
Tel: 541-471-7212 www.VintageSpeedTires.com

Lynn Haddock; Haddock, Ltd., Inc, -- Foreign engine parts/accessories; Mac clutch guards; RLV vintage pipes; Tillotson carb kits; 423--698-0847
www.lynnhaddock.com E-Mail: lynnhaddock@epbf.com

Ken Head – KRH Engineering – Restore/sale of Sprint/Enduro Vintage Karts. Tel.: 714-612-4102 Email: 1HeadRacing@gmail.com

Rolf Hill – *THANKS TO ALL who supported the 2020 Vintage Wall Calendar. Vintage karters have helped raise over \$10,000 in 4 years! If you want your pic in the **2021** calendar contact me!* KartNumber4@yahoo.com.

Terry Ives- MAC pistons, parts, repair: Max-Torque spring tool/Burco/Horstman/Horstman; Tilly & Walbro Parts; Gem Manifolds; Billet drums; Ripley Parts Tel: 916-201-7707 [Email tii@surewest.net](mailto:tii@surewest.net)

Gordon Juhasz-Vintage Karting Specialty Quality Kart Restorations.
Buy - Sell- Trade. Ph: 765-969-7756 Email: GordonJuhasz@gmail.com

Howard Kaplan – DXL N.O.S. High temp, semi-metallic Nfriction discs
Nippondenso – W34EN – Alky racing plugs for most foreign & Yamaha
Tel: 773-965-9755 Email: HowardKaplan@comcast.net

Rich Ludwig – Kustom Kart Shop NOS pistons, rings 48.0 to 56.4;
connecting rods 100, 102, 104 mm; cylinder liners, K88, K78, BM 96, LMR,
Tel: (732) 477-6869.

Bill McCornack – McCulloch and Yamaha engine building, Tillotson
carbs, L&T oil clutches, Big Volume Pipes, McCulloch bolt & nut kits,
Horstman Rev-Grip Super springs. 630-400-2645 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

Al Postiglione - Reproduction "Vintage Kart and Engine Stickers."

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: 843-479-6962 or 843-862-4559 (c) Email: robroninc@bellsouth.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, adapter shafts & housings, chromed drums, LH start
Tel: 704-938-4912 LakeSpeed83@gmail.com www.lakespeed.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, Go Power G10 reeds Tel:763-784-9095

Email:wrenchhead944@hotmail.com www.blackdogvintageracing.com

Thomas Thorin – Simplex decals; Hoffco & Fox floor pans; R&L Clintons
& WB. WB580/700 Lightning Bolt & shorty-finned headers; MC/GEM
covers; some stuffers/manifolds. 818-938-9066 Email: tthorin@socal.rr.com

Jim Waltz - Energy Racing Associates - Ball-Hex Starter Adapter/Repair
Tips; Fixes Broken/Worn Hex Tips on "Plug-in" Starters; 25 misalignment
makes starting easier. Tel: 925-447-1140 jpwaltz@eraenergy.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

**VKA RESOURCES advertising is reserved for members ONLY
and limited to three lines.**

Upcoming Events . . .

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

Fremont

5/7 – 9 Fremont, OH

www.facebook.com/FremontRacewayPark

Springfield

5/21 – 23 Springfield, IL

www.MidstateKartClub.com

LaFayette

5/28 – 30 LaFayette, NY

www.LaFayetteMP.com

OFF-SCHEDULE: Anyone interested in listing their non-VKA event is encouraged to submit DATE/LOCATION/CONTACT info. Any that do not conflict with a VKA event (at least 2 weeks or 500 miles away) will be listed here.

MEMBERSHIP REMINDER: 12 mo. Full Mmbr = \$35; Assoc. Mmbr* = \$10 Foreign Mmbr = \$45; Expanded/36 mo. U.S. Membership = \$95 & Assoc. Mmbr = \$30. New VKA Memberships are issued for a 12 or 36 month period. Only Full Members receive **VKA FIRSTURN**[®]. Applications are on the VKA website (www.VKAkarting.com) or from BillBloodworth@gmail.com. Completed forms should be sent to:

Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016.

*** Assoc.Member must be family member living in same home. ***

PayPal is now accepted through VKAkarting.com.

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