

# VKA FIRSTTURN

The Official Vintage Karting Association Magazine

Feb/Mar 2018

Rolf Hill, Editor



[www.VKAkarting.com](http://www.VKAkarting.com)  
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VKA FIRSTTURN®  
MMXVIII No.2

Feb/Mar 2018

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## 2018 SCHEDULE BY SCOTT KLINGLER & DICK CHAREST

2018 Event Schedule			
12/27 – 30/17	Daytona	7/26 – 28	Avon, NY (Tier I & II)
1/25 – 27	Bushnell, FL	8/2 – 4	Quincy, MO
2/1 – 3	Riverside, CA	8/23 – 25	Camden, OH
3/9 – 11	Roebling Rd	8/10 -12	Hartland Pk, Topeka, KS
3/15 – 17	Barnesville, GA	8/25 & 26	Summit Point
4/ 21 & 22	Shenandoah	9/14 & 15	Oreville, PA
4/26 – 28	Fremont, OH	9/ TBD	Atlanta Motorsports Pk
5/4 – 6	AtlantaMotorsports Pk	9/20 –22	Delmar, IA
5/4 & 5	Chestertown, MD	9/29 & 30	Shenandoah
5/24 – 26	Springfield, IL	10/5 & 6	Cuddebackville, NY
6/2 & 3	Summit Point	10/11 - 13	Bakersfield, CA (Tier II)
6/14 – 16	New Castle, IN	10/20 – 21	Roebling Rd
6/ TBD	Mid-Ohio	11/3 & 4	Atwater, CA (Tier II)
7/5 – 7	Brodhead, WI	11/9 – 11	NCMMP
7/20 – 22	VIR		
VKA Sprint Events in BOLD		Vintage Enduro Events in ITALICS	
NE Promoters' Cup Series (Tier I & II)			

**... where it's starting all over again!**

## EDITOR'S COMMENTS BY ROLF HILL

The 2018 Season is upon us. Another year of fun awaits us all. Hopefully, by the time this goes to press, all of the tweaking of the *Guidelines* has been completed. VKA continues to set the standard for vintage karting across the country ... recognizing the changes that are necessary to include all vintage karts as they become vintage, yet avoiding the history that was the demise of some of our treasures.



For those who can't read between the lines, "vintage" doesn't **end** with a "year," it **begins** with an "age;" VKA says "30 years old." Also, when foreign engines came into the picture, many fan-cooled American engines became obsolete. Vintage American fan engines don't need to be pushed-out **AGAIN!** Once is enough. **Full disclosure:** As a Rear 6.1 guy, I'm glad foreign engines have been "defined-out" of the Rear 6.1 class. My editorial opinion is ... they belong in Sidewinder. My hat is off to the *Guidelines Committee*.

(Don't like my editorial opinion, more on p.12)

*Rolf Hill, Editor*

## NEW MEMBERS BY BILL BLOODWORTH

Miguel Abella  
Bruce Barwick  
Sam Bennett  
Scott Benton  
Kurt & Natalie Bogerman  
Larry Conner  
Robert Davis  
Rob Downing, Jr.  
Christopher Foskey  
Alex Grenzweig

William "Kit" Henry  
Diana Huerta  
Lars Iverson  
James KammueLLer  
Mark Landes  
Rich Ludwig  
Drew Nagel (Assoc)  
John & Lorrie Odell  
Jay Orne

Phil Rogers  
Lynn Smith  
Randall Smith  
Joel Stephenson  
Wesley Tomikoshi  
Stacy Weakley  
Richard Wilson  
John Wolkiewicz

*THIS IS VINTAGE KARTING !*

## BOARD MEETING SUMMARY BY BILL BLOODWORTH

**2017 NOVEMBER SYNOPSIS:** There are 379 total members, 337 full members and 42 associate members. The ending October balance is \$19,809.83 (corrected) which reflects revenue of \$547.00 and expenses of \$966.53. Nine *Guidelines* change items were submitted by the *Guidelines* Committee for board consideration.



Item 1, the addition of two engines to the list of legal engines for class 1980 through 1987 was approved without objection. Item 3, revision of the recommended scoring system was tabled pending finalization of desired DNF and DNS scoring within the CIK system. The remaining seven items were approved by roll-call vote. An additional tenth item not submitted by the rules committee, but voted on by the board, the allowance of modern clutches for the two Yamaha classes, was defeated 7 to 2 by roll-call vote. A \$1,500 regional promotion budget for 2018 will be allocated among the four regions based on active memberships. Sonny Gerber was approved for board membership beginning 1-1-2018. Louie Figone agreed to remain on the board until a replacement is selected.

**2017 DECEMBER SYNOPSIS:** There are 384 total members, 342 full members and 42 associate members. The ending November balance is \$18,575.63 which reflects revenue of \$734.00 and expenses of \$1,968.20. President Bill McCornack discussed who will be involved with VKA in 2018 and in what capacity. The *Guidelines* section has been distributed for review. The wording of the scoring section is not settled; examples may need to be added to help users understand this section. The Motocross scoring system option will remain in the *Guidelines* since there never was a motion and a vote to remove that system. Gary Wlodarsky will participate in an upcoming expo to be held by the Ohio Valley Karting Association. Northeast regional members will participate in a local karting/motorsports expo at the end of March. Skip Owen reported that there was a lot of interest in the Northeast Region regarding 4-stroke engine powered karts. Discussion of track contributions to VKA highlighted the need to emphasize the voluntary nature of such. Gary Wlodarsky thanked Rolf Hill for the fantastic job which Rolf does. Bill McCornack stated how proud that he was of the talent involved in VKA.

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## BUSHNELL SUMMARY BY ROLF HILL

What a great “opening day” for the 2018 Season. 70 Entries. Sunny. Fun. First 4-cycle showing. And an after-event, just for mechanics.



Despite last minute health issue with the lunch truck, track management stepped-in and filled the gap with dollar-a-slice pizza. Always a welcome menu item. The dinner was a welcome break also. Plenty of get-together time for all.

Speaking of track management, Rebecca and Brett bent over backwards to accommodate the vintage karter. Their support of vintage karting is great.

<b>BUSHNELL DEMONSTRATION EVENT RESULTS</b>			
<b>Class</b>	<b>1<sup>st</sup></b>	<b>2<sup>nd</sup></b>	<b>3<sup>rd</sup></b>
Historic Participants	Roy Fenwick, Ernie Shores, Dean Scarborough		
Juniors	Kamran	*****	*****
Over-60	Jerry Nagel	Butch Kavanagh	Tony Severino
Rear 6.1	Bill Winegardner	Rolf Hill	Rob Rizzuto
Rear 8.2	Autumn Nagel	Rotele	Bill Winegardner
Sportsman Rear	Brian Giessen	Tony Severino	Gary Young
Yamaha S/W	Troy Brown	Shoemaker	Brian Giessen
Yamaha Limited	Crosby	Odom	Fagan
S/W 100 Foreign	Craig Bennett	*****	*****
S/W 8.2 Amer.	Dick Charest	*****	*****
S/W 135 cc For.	Craig Bennett	Marc Nagel	Lake Speed
SW 80-87	P. Bennett	Collins	
Dual Rear C	Marc Nagel	Jerry Nagel	Kirt Bennett
Dual Rear B	Autumn Nagel	*****	*****
Sportsman S/W	Kirt Bennett	Gary Young	Easch
4-Cycle Stock	Collins	Zink	*****
4-Cycle Modified	Zink	Collins	Sampson

<b>BUSHNELL SHOW RESULTS BY GARY WLODARSKY</b>	
<b>HISTORIC</b>	
<b>Restored</b>	Dart Kart; MC-91b1; Rob Rizzuto
<b>Modified</b>	Ala Kart; MC-8; Sam Bennett
<b>REAR</b>	
<b>Modified</b>	SAE; MC-91b1; Scott Klingler
<b>SIDEWINDER</b>	
<b>Unrestored</b>	Margay Panther; MC91-b1; Larry Sampson
<b>Restored</b>	Margay Lynx; PCR; Sam Bennett
<b>Modified</b>	Invader; MC-101AA; Dick Charest
<b>ENDURO</b>	
<b>Best In Class</b>	Hornet Enduro; WB820; Tony Severino
<b>4-STROKE</b>	
<b>Best In Class</b>	Margay Xpert; Flat Head 4-stroke; Dan Duke
<b>PAST CHAMPION</b>	
<b>Best In Show</b>	Hartman; Yamaha; Rebecca Spaude
<b>Peoples' Choice</b>	Margay Enduro; MC-91b1; Bill Shelly











This year's VKA Riverside event is in the books, and it went very well. The weather was dry and hot, 82 to 90 deg. throughout the event with no wind ... it reminded me of summer-time racing. We arrived on **Wednesday**. There were several others there with their trailers. After visiting with old friends, we took off for our motel room.

**Thursday**, we arrived at the track at 8:00 AM. There was quite a bit of activity going on in the pits. At around 8:30, we started doing pre-tech, pit-to-pit, to help expedite pre-tech. The track opened at 9:00 AM for open practice. I closed the track at 10:00 AM to call a drivers' meeting as there were some problems with a couple of drivers. I set the rules that I expected the drivers to abide by for the open practice sessions; mainly no passing in the turns, hold your line when someone is behind you, point to the side you want them to pass on, no driving backward on the track, *etc. etc.* In other words, use some common sense when on the track. Things went very smoothly after that. Since we had some very experienced drivers, (experts) on the track

along with some beginner drivers, we limited practice to no more than 10 karts at a time. There was never a problem with bunched up karts.

We had a hosted lunch put on by Bruce Bereiter courtesy of the Randy Holt estate. We closed the track at 5:15PM. Many of us then went to the Mission Inn in Riverside for a get-together of vintage karters to share stories. This was arranged by Jilene Chivell, and I hope it continues to grow.

**Friday** started off the same as Thursday; open practice until 3:30, then we went into the kart show. There were 60 plus karts in the show. The quality of the karts was unbelievable. Some of the best we have ever seen. I want to thank our show judges, Scott Wigginton, Frank Weir and Jack Murray for a job well done. It was not easy with the quality of karts in the show.



Dinner was hosted by the Adams family with a surprise birthday cake for Faye Pierson (turning 90 in July) and she drove all the

Heats in the Over-60 class in her Bug kart on Saturday. After the awards and raffle prizes were done, the track opened for practice under the lights.

I want to thank the people donating prizes for the raffle: Vintage Speed tires for the two sets of tires, Terry Ives for the case of Burris oil, Tom Willms for the ladies' bag and other prizes; Adams family for tools, Jerry Imboden for the cups and pictures and some guy for the Horstman muffler and shirts, and anyone else that donated. We then did a celebration-of-life for Duffy and Tommy Pierson, thanks go to all that gave their stories of the two of them.



**Saturday** the track was open at 9:00 AM for open practice until 11:00 AM, and after a short drivers' meeting the classes started to grid up. This

year we did a Tier II program (self-grid, **GREEN FLAG-START, CHECKERED FLAG-END**. We did **no scoring** or awards for the flagged events.) It seems that the consensus of the majority of the drivers, they did not care for awards. They knew who won ... it was all of us who were there!

I feel that everyone went home satisfied; they had a great time. The feedback I received was "we can't wait for next year." We had 62 signed up drivers; 57 karts registered for the Heats; 70 karts were pre-teched for on-the-track action. The total kart count including the show karts and karts that did not run was 126.

*Louie Figone*

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RIVERSIDE SHOW RESULTS BY LOUIE FIGONE		
	REAR	S/W
Unrestored	Alan Paolercio	Bud Mendoza
Restored	Tony Garbarino	Greg Richardson
Modified	Rene Ruelas	Gilberto Rodriquez
Past Champion	Vince Hughes	Rennie Goldberg
ENDURO		
Best In Show	Jack Murray (no, Jack did not judge his own kart)	
MINI BIKE		
Best In Show	Paul Wright	
Peoples' Choice	Tony Garbarino, Restored Exterminator	



Riverside pictures  
courtesy of Jerry Imboden

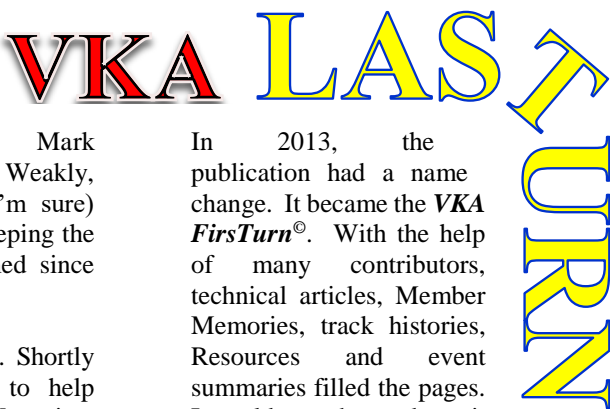


For those who don't know, the VKA publication has had a storied history, going back to the beginning. Mark Havery, Tom Thorin, Carl Weakly, Dick Teal (and others, I'm sure) were all instrumental in keeping the VKA Membership informed since 2001.

I started with VKA in 2010. Shortly thereafter, I volunteered to help Dick Teal with the VKA Magazine. His mentoring and advice were invaluable to me. Together we put out monthly publications. We alternated between black & white (8½ x 11) and full-color (5½ x 8½) versions.

Putting the publication together is only part of the effort. Perhaps even more critical is getting it to the membership. Bill McCornack and his wife, Mary Jo, did it when I first started, then Bill Bloodworth and his wife, Donna, took it over. Bloodworth was instrumental in getting a BULK MAIL PERMIT and saving VKA hundreds of dollars. He also improved on the membership spreadsheet the McCornack's had started. (Bloodworth can make a spreadsheet sing!)

In 2013, I took over the job as Editor, and have been doing it since then.



In 2013, the publication had a name change. It became the **VKA *FirsTurn***®. With the help of many contributors, technical articles, Member Memories, track histories, Resources and event summaries filled the pages. I could not have done it without all the help. As time went on, the ***FirsTurn***® became full-color magazine published every other month.

I can't say it was a thankless job, because many people have said "thank you," and have been very complementary of the job I've done. All of those comments have been **VERY** welcomed, have kept me going and I truly appreciated them.

It's been fun. I've enjoyed putting it all together ... to make it "look pretty." But, VKA is ready for new blood, certainly in the editorial department, to keep pace with the changes that are coming. I'm a rear engine guy. Sidewinders, foreign engines and 4-cycles, although inevitable, are beyond any experience I had 50+ years ago.

You may have seen my poster board that I put out with my kart at shows ... **RESTORING A MEMORY** (not





rebuilding a kart). I've restored that memory and then some. Now I have a stable of three blue and orange **FOX KARTS**. They all look the same as the one I had 50 years ago. I even put together a dual engine kart 'cause since I was a kid, I always wanted to experience the kick-in-the-pants from a dual. I got it.

Despite the complements, which have kept me going ... it's time. I'm ready, but perhaps more importantly, VKA is ready for someone else to take over the job of Editor.

I'm not done with vintage karting. I will continue to help, as I have, with the "administrative assistant"

(typist) role and the Vintage Karting Wall Calendar. I will continue as Editor through 2018, but the January 2019 issue will be my last issue of the **VKA FirstTurn**. This should give folks plenty of time to think about it, step-up-to-the-plate, and start helping.

Ultimately, the new Editor should make the new VKA publication his/her own and add their name and their STAMP on the new VKA publication as **EDITOR**.

#### **MAKE IT YOUR OWN!**

See you at the track. The fun continues. *Rolf Hill*  
KartNumber4@Yahoo.com

### **OTHER OPPORTUNITIES BY ROLF HILL**

VKA needs support in other areas, too. The Board needs help. If you have (or know some-one who does have) IT experience in website management, let me know. Jeff Campbell will still need help. VKA will also need someone to help coordinate the Regional Coordinators and set the Event Schedule for next year ... 2019. Email me at [KartNumber4@yahoo.com](mailto:KartNumber4@yahoo.com).

## TILLOTSON THROTTLE SHAFT BORE REBUILD BY DICK TEAL

*A friend of mine asked if I could repair some old Tillotson carburetors that had bad throttle shaft bores. The carbs*

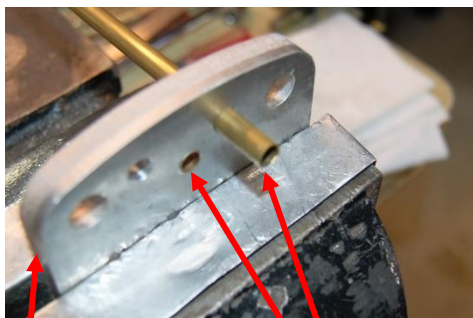


*were old HL88's from West Bend 580 and 700's. I Googled throttle bore repair and found nothing. Then I decided to really look at the problem. A new throttle shaft measures about .217" and the carb bore measures about .220"/.221".*



My first thought was to buy a bushing, machine the bore and press it in. I couldn't find a bushing that was the right size so then I decided to machine my own. My local hardware store has a good selection of stuff and I found some aluminum spacers, but both the outside and inside diameters were wrong. Then I saw a selection of brass tubing and found one with a .250" diameter with .014" walls. It actually measures .219" I.D. This made the job pretty easy. (If you can't find at local store, Google **K&S Precision Metals**.)

I decided to experiment before wrecking the carbs. I had a piece of 3/8<sup>th</sup> thick

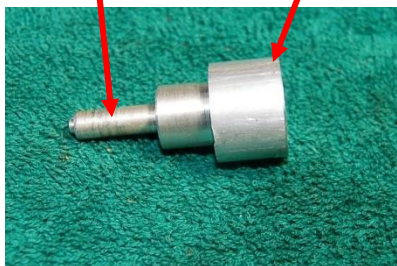


aluminum and decided that pressing in a bushing required a special tool and a reamer to machine the correct bore.

But first, I had to figure out a way to cut off the tubing because it was so thin-walled. I drilled a clearance hole in the 3/8<sup>th</sup> inch aluminum and used it to hold the tubing while I cut it off. Finally, I used a Dremel cutoff wheel.

The actual length isn't too accurate, the bushing on one side of the carb needs to be about .375 inches long and the other side about .500 inches long. I cut the tubing to about those lengths and used a fine sand paper to square up the ends.

Then I machined a tool to install the bushing without crushing it. I used a piece of  $\frac{3}{4}$ " diameter aluminum and turned the pilot diameter to .218".



I found a .2493" diameter reamer at McMaster Carr, reamed the aluminum and the bushing pressed in with the gentle tap of a hammer.

Now it was time to machine the carbs. I drilled the carbs



with a  $\frac{13}{64}$ " (.203" dia.) drill and then reamed the hole. Then I pressed the brass tubing pieces into both sides. The fit was a little tight, but after deburring the ends of the tubes, the shaft fit like a new carb.

My friend now has three, like new HL88 carbs for his early West Bends.



*Dick Teal*

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## 2017 ANNUAL INDEX BY ROLF HILL

We have listed an **ANNUAL INDEX** of the **VKA FirsTurn®** in previous issues (Apr/May 2017, Feb/Mar 2016, April 2015, February 2014 and April 2013). If you are looking for a copy of a previous technical article, *Ask Bill*, Member Memory, Team Picture, Famous/Not Forgotten track, or other article of interest, check out the previous **ANNUAL INDICES**. The **ANNUAL INDEX** for 2017 is shown below.

Hardcopies of old issues are available, while supplies last: \$2.00 for newsletter and \$3.00 for magazine. **Check for availability BEFORE ordering!**

[KartNumber4@yahoo.com](mailto:KartNumber4@yahoo.com)

Electronic copies of issues more than one year old are available at no charge to Members (limit two per person per year).

Send a check or money order made payable to **VKA** to: Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX, 76016. Include the month(s) you want and your mailing address. For pdf or scanned copies, include your email address.

2017 ANNUAL INDEX OF VKA FIRSTURN®			
Jan	2017 National Event Schedule	Aug	New Castle Summary
	2017 <i>Guidelines</i> & Coords.		Brodhead Summary - History
	2017 VKA Board		Ken Burden <b>MEMORY</b>
	Teching Yammy KT-100S		Upper Marlboro - <b>NOSTALGIA</b>
Feb/Mar	Bushnell Summary	Sep	Avon Summary
	Riverside Summary		Port Washington Summary
	Life is a Terminal Disease – <b>PART I</b>		Aux. Throttle Return Spring
	Yamaha RLV Pipe	Oct/Nov	2018 Schedule
Apr/May	Barnesville Summary		Camden Summary
	Kyle & Tony Adkins		Oreville Summary
	Selling Your Stuff – <b>PART II</b>		Delmar Summary
	Hartman/Bearing Support		Cuddebackville Summary
	Enduro 2017		Vintage Hall of Fame - <b>UPDATE</b>
	<b>ANNUAL INDEX</b>		Sportsmanship Award
	Michigan Kart Show		Low Cost Clutch Wrench
Jun/Jul	Circleville Summary	Dec	2018 Schedule <b>UPDATE</b>
	Sandy Hook Summary		2018 <i>Guideline</i> - <b>CHANGES</b>
	Springfield Summary?		<b>SPECIAL</b> Barnesville Event
	Play Day at CMP		<b>NE</b> Promoters Cup Series
	2017 VKA T-Shirt		Season Opener at Bushnell
			2017 Roebling Road - <b>ENDURO</b>



## 2018 GUIDELINE SUMMARY BY ROLF HILL

The **2018 Guidelines** are out! Major changes this year include:

- Limiting Over-Bore on 80cc and 100cc engines to 5cc;
- Adding MC- 91s, 92s and 93 with limited manifolds and single 1" carb to Sportsman Rear;
- Limiting Rear 6.1. B-Open and C-Open to American fan cooled engines;
- Combining Classes 9 & 10 (SW single 6.1 foreign & 8.2 American)
- Ending use of modern tires in Class 15 at the END of 2018 season;
- Adding a Classic Division for kart 30 years or older; and
- Adding two, 4-cycle classes to the optional classes;
- Adding certain acceptable tires and engines;
- Changing the recommended scoring system to CIK where low score wins (first=0; second = 2; third = 3; fourth – 4; etc.) (DNF and DNS ... TBD.)

The complete **2018 Guidelines** are posted on [www.VKAkarting.com](http://www.VKAkarting.com) under **VKA Documents**.

Keep in mind, the VKA establishes the *Guidelines* as a means to create a national standard for vintage karting. VKA does not sanction events and does not enforce the *Guidelines*. It is the responsibility of the track owner and the promoter to adopt and enforce the *Guidelines* and notify entrants of any changes they choose to use.

## VKA WEBSITE ... NEW & IMPROVED BY ROLF HILL

The VKA website ([www.VKAkarting.com](http://www.VKAkarting.com)) has been updated to include 2018 Officers and Directors, 2018 Schedule and a new PAGE for **VKA Documents**. The new page (accessible on the HOME Page), includes many of the documents of interest to members, Promoters and others interested in **VINTAGE KARTING**. Some examples include: Organizational Documents, Promoters' Package, Kart Show Documents, Promotional Documents, .... Oh, and *Guidelines* and other useful documents.

**CHECK IT OUT.**

## RESOURCES

**Bud, Kirt, or Craig Bennett** - RM Motorsports

Remanufactured S/W karts similar to Invader. Fabricating, restoration.

Tel: 248-344-1515 [rmmotorsports.com](http://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)

**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](http://www.MaxTorque.com)

**Richie Engel** – Clutch & Brake Shoe Relining, McCulloch Engine Repair

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)

**Greg Gouveia** – New Fuel Tanks: Chilton, Azusa & Palmini

Shop Tel: 805-541-4310 Cell Tele: 805-305-2074

Web Site: [GregSpeedShop.com](http://GregSpeedShop.com) Email: [GregsSpeedShop@att.net](mailto:GregsSpeedShop@att.net)

**Mike Golembesky**; New Komet B-Bomb pistons; 55.30mm thru 55.65mm;

\$135 (free shipping for VKA Members) [www.VintageKartParts.com](http://www.VintageKartParts.com)

Tel: 818-321-0564;

Email: [Mike@SpeedParts.co](mailto:Mike@SpeedParts.co)

**Charles Groetke** - Vintage frame repair & parts, stripping and re-plating

Tel: 636-942-9988

Email: [slkcharlie@sbcglobal.net](mailto:slkcharlie@sbcglobal.net)

**Nils Gustafson** - Reproduction vintage tires

Tel: 541-471-7212

[www.VintageSpeedTires.com](http://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](http://www.lynnhaddock.com)

E-Mail: [lynnhaddock@epbfi.com](mailto:lynnhaddock@epbfi.com)

**Ken Head** – KRH Engineering – Restore/sale of Sprint/Enduro Vintage

Karts. Tel.: 714-612-4102 Email: [1HeadRacing@gmail.com](mailto:1HeadRacing@gmail.com)

**Rolf Hill** – *THANKS TO ALL WHO SUPPORTED THE 2018 VINTAGE KARTING WALL CALENDAR. TOGETHER WE RAISED OVER \$2,000!*

**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](mailto:CatKart@gmail.com); [www.CatKartRacing.com](http://www.CatKartRacing.com)

**Terry Ives**- MAC pistons, parts, repair: Max-Torque spring tool/Burco/

Hartman/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](mailto:GordonJuhasz@gmail.com)

**Howard Kaplan** – DXL N.O.S. High temp, semi-metallic friction discs

Nippondenso – W34EN – Alky racing plugs for most foreign & Yamaha

Tel: 773-965-9755

Email: [HowardKaplan@comcast.net](mailto:HowardKaplan@comcast.net)

**Bill McCornack** – McCulloch and Yamaha engine building, Tillotson carbs, L & T oil clutches, Big Volume Pipes, Red Line oils  
Tel. 630-400-2645 nights /weekends Email: [bill.mccornack@comcast.net](mailto: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: 619-249-6100

**Jim Perry** - CKT Racing Engines, Inc.- - Full-time, full-service Kart shop; Frame/Axle straightening; In-house Dyno – Red Line Oil; Gas; Alky.  
Tel: 630-513-5857 Email: [CKTracing@sbcglobal.net](mailto:CKTracing@sbcglobal.net)

**Al Postiglione** - Reproduction "Vintage Kart and Engine Stickers."  
Email: [apost@optonline.net](mailto: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](http://www.RImetal.com) Email: [Bill@RImetal.com](mailto:Bill@RImetal.com)

**John Schutt** Overhaul and set up of West Bend US820s & Briggs Raptor 5hp and Tillotson HL Carbs. Tel: 630-554-9095  
Email: [jwschutt@hotmail.com](mailto:jwschutt@hotmail.com)

**Robert Stanton** - Robron Incorporated - Dart chassis, parts and repair  
Tel: 843-479-6962 or 843-862-4559 (c) Email: [robroninc@bellsouth.net](mailto:robroninc@bellsouth.net)

**Will Rogers** - Rogeo Enterprises; recast Hands Wheels, Hovey Hawk kart frames, welding, parts casting. Tel: 530-878-7594 Email: [rogeo2@sbcglobal.net](mailto: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](mailto:LakeSpeed83@gmail.com)

**Dick Teal** – Reproduction Fox pedals - floor pans - throttle arms – etc.  
Tel: 920-485-2844 Email: [teal@charter.net](mailto:teal@charter.net)

**Brian & Dotty Thomas** – Custom Kart Covers & Power Products base gaskets Tel: 763-784-9095 Email: [wrenchhead944@hotmail.com](mailto:wrenchhead944@hotmail.com)  
[www.blackdogvintageracing.com](http://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](mailto: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 Email: [jpwaltz@eraenergy.com](mailto:jpwaltz@eraenergy.com)

**Samantha Weakley (Price)** - Early 70's Margay Cheetah reproduction seats  
Tel: 618-792-8438 Email: [SpeedyChic@aol.com](mailto:SpeedyChic@aol.com)

**Scott Wigginton** - ASW R&D Machining, 3535 Victor St., Santa Clara, CA 95054; 4" & 5" Go Power rims; front and rear.  
Tel: 408-748-6949 Email: [ASWInc2@aol.com](mailto:ASWInc2@aol.com)

## Upcoming Events...

See VKA website for more  
Info. : [www.VKAkarting.com](http://www.VKAkarting.com)

# Fremont!!

4/26 – 28 Fremont, OH  
[www.FremontRacewayPark.com](http://www.FremontRacewayPark.com)

# Springfield

5/24 – 26 Springfield, IL  
[www.MidstateKartClub.com](http://www.MidstateKartClub.com)

# New Castle

6/14 – 16 New Castle, IN  
[www.NewCastleRaceway.com](http://www.NewCastleRaceway.com)

### OFF-SCHEDULE:

11/2-4/18 Musselman Honda Circuit, Tucson, AZ; [www.mhccircuit.com/](http://www.mhccircuit.com/)  
Contact Dean Kanocz: 603-369-8337; [RuppDart@gmail.com](mailto:RuppDart@gmail.com)

**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](http://www.VKAkarting.com)) or from [BillBloodworth@gmail.com](mailto:BillBloodworth@gmail.com). Completed forms should be sent to: **Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016.**

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