

# VKA FIRSTTURN

The Official Vintage Karting Association Magazine

Oct/Nov 2018

Rolf Hill and Cary Thomas, Editors



[www.VKAkarting.com](http://www.VKAkarting.com)  
[www.facebook.com/VintageKartingAssociation](https://www.facebook.com/VintageKartingAssociation)



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## 2019 SCHEDULE BY SKIP OWEN & DICK CHAREST

TENTATIVE 2019 Event Schedule			
12/27 – 30/18	<i>Daytona</i>	7/20 – 22	<i>VIR</i>
<b>1/24 – 26</b>	<b>Bushnell, FL</b>	<b>7/26 &amp; 27</b>	<b>Avon</b>
<b>1/31 – 2/2</b>	<b>Riverside, CA</b>	<b>8/1– 3</b>	<b>Quincy, IL</b>
3/8 – 10	<i>*Roebling Rd</i>	8/9 -11	<i>*Canaan, NH</i>
<b>3/14 – 16</b>	<b>Barnesville, GA</b>	8/9 – 11	<i>*Heartland Park, KS</i>
4/ 20 & 21	<i>*Shenandoah</i>	<b>8/22 – 24</b>	<b>Camden, OH</b>
<b>5/2 – 4</b>	<b>Fremont, OH</b>	8/24 & 25	<i>*Summit Point</i>
5/3 – 5	<i>*AtlantaMotorsports Pk</i>	8/24 & 25	<i>*MIS</i>
5/17 – 19	<i>*MIS</i>	<b>9/6 &amp; 7</b>	<b>Oreville, PA</b>
<b>5/23 – 25</b>	<b>Springfield, IL</b>	<b>9/19 –21</b>	<b>Delmar, IA</b>
<b>5/24 &amp; 25</b>	<b>Chestertown, MD</b>	9/27 – 29	<i>*Pittsburgh Intrnl</i>
6/1 & 2	<i>*Summit Point</i>	9/28 & 29	<i>*Shenandoah</i>
<b>6/13 – 15</b>	<b>New Castle, IN</b>	<b>10/4 &amp; 5</b>	<b>Cuddebackville, NY</b>
<b>6/21 &amp; 22</b>	<b>Lafayette, NY</b>	<b>10/4 &amp; 5</b>	<b>Whiteland, IN</b>
6/14 – 16	<i>*Mid-Ohio</i>	<b>10/10 - 12</b>	<b>*Bakersfield, CA (Tier II)</b>
<b>7/11 – 13</b>	<b>Brodhead, WI</b>	10/19 & 20	<i>*Roebling Rd</i>
7/12 – 14	<i>*Grattan</i>	11/8 – 10	<i>*NCMMP</i>
<b>VKA Sprint Events in BOLD</b>		<i>Vintage Enduro Events in ITALICS</i>	
<b>NE Promoters' Cup Series (Tier I &amp; II)</b>		<b>* TENTATIVE</b>	

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

## EDITOR'S COMMENTS BY ROLF HILL

One more issue after this one. The *LasTurn* is next. (Well, OK, two more since the January issue will actually be completed in December.) Cary is closing out a very successful career and has been busy passing along a lifetime of achievements before he retires. Fortunately for him, his peers have taken notice of his achievements, too. VKA is lucky to have him as their new editor. You may start noticing some changes he is making. Please support him in his new effort.



I would be remiss if I didn't publicly acknowledge the hard work of Skip Owen, VKA Executive Director, the VKA Regional Coordinators, Promoters and track managers for getting the 2019 VKA Schedule together in time for publishing in this issue. **THANK YOU.** (If you missed it, see p.2.)

## BOARD MEETING SUMMARY BY BILL BLOODWORTH

**May Synopsis:** There are 432 **total** members. Ending April balance: \$22,687.47 (Income: \$1,394.00; Expenses: \$1,596.06). John Copeland appointed VKA Enduro Director. The Board approved use of CertainSafe for storage of sensitive membership files (at no cost to VKA). Cary Thomas was introduced as new Editor beginning in 2019. The best way for transferring pictures to VKA via DropBox was discussed. The first-time, Fremont event participation was affected by weather. The Chestertown first-time event was successful with nice interface effort by club. The next three enduro events with vintage classes are Summit Point, WV, Lexington, OH, and Danville, VA. A rules infraction which occurred during the Chestertown event, but was not identified until days later because rain forced cancellation of Heats 2 and 3 and prevented tech inspections was discussed.



**Jun Synopsis:** There are 423 **total** members. Ending May balance: \$23,019.15 (Income: \$585.00; Expenses: \$253.32). An apparent increase in "aggressive driving" was discussed. It was noted that participation is up in Tier I events. It was mentioned that elimination of Tier I events would probably significantly impact vintage karting. It was also felt that there was nothing wrong with completion as long as it was done in a safe manner and participants always have the option to start at the rear of the grid. The

best path forward seems to be to stress safety during the drivers' meeting and not to hesitate to use the black flag when called for. An Over-60 Yamaha Class was discussed, and a survey will be taken regarding this issue and the tire rule for Sportsman S/W. The recent Michigan enduro event suffered from low vintage participation. The Summit Point enduro event was shortened due to the weather. The next enduro event will be Mid-Ohio - same weekend as the New Castle sprint event.

**July SYNOPSIS:** There are 434 **total** members. Ending June Balance: \$22,509.65; Income: \$740.00; Expenses: \$1,249.50. Bill McCornack to serve as 2019 Mid-West Coordinator, as well as Director of PR. The Mid-Ohio Enduro event had 28 vintage entries in the three vintage classes. AKRA treats vintage participants well. Participant data are being reviewed with an eye to splitting classes. The proposal to create an Over-60 Yamaha Class was for only Yamaha Limited engines and karts with hard tires. There was, however, a lot of push-back from Rear Over-60 participants to combine **all** Over-60 drivers/karts. Various options were discussed. A trial of a combined class was suggested for Camden. How much teching for Yamaha Class was discussed. Full tech can be performed according to WKA and the VKA *Guidelines*. Promoters should put affected drivers on notice that full-tech may occur, and that it is up to the promoter to punish violators. Brodhead event enjoyed nice weather and Brodhead staff ran an excellent event. Attendance may have been down due to holiday weekend and because the event followed close behind the New Castle event. Show participation was down at New Castle. Brodhead had 75 sprint entries and 57 show entries. Giving members the option to receive electronic versions of current issues instead of hard copies of the **VKA *FirsTurn*** was discussed, as was the potential cost savings and effect on membership.

**Aug. SYNOPSIS:** There are 440 **total** members. Ending July balance: \$23,705.664; Income: \$1,590.00; Expenses: \$394.01. The website is up-to-date and photos from the Quincy event have been posted. The Virginia International Raceway Enduro report is included in the full minutes file. The survey results for combining Over-60 Rear and S/W was presented and continues to be mostly negative from the current participants. There continues to be a push by some Yamaha drivers for a separate class for Over-60 Yamaha drivers. No action was taken on the suggestion for an official written protest form. There were a record number of show entries at the Avon event with many participants appearing to be more interested in showing their karts than winning an award. The organizers were

congratulated for the excellent Avon event, also noting this was the first anniversary of Sal Palatucci's participation in vintage karting. Sal also reported the Northeast Region may have a new venue next year, either as an addition or possibly as a replacement. There was a general discussion regarding methods for attracting the non-member participants to join VKA. Sal mentioned that at least half of the Northeast tracks do not offer entry fee discounts to VKA members for various reasons including possibly support of the end of the season Promoters' Cup awards. The release of the next issue of the **VKA FirstTurn** is being delayed two days to allow inclusion of photos from the Quincy event. *Bill Bloodworth*

## LETTER TO THE MEMBERSHIP BY GARY WLORDARSKY

Thank you. What you did is amazing!

In early August, as part of our effort to address the **2019 VKA Guidelines**, the Board approved sending nearly 400 postcards to VKA Members, requesting input to the **Guidelines**. The response was ... unexpected, but none-the-less, amazing and very much appreciated.



Almost 200 responses came in! All responses were constructive, with some very good ideas.

My understanding is that this is unprecedented ... especially in the modern karting arena. Vintage karters should be very proud. I am.

At a special meeting in early October, Dean Kossaras, **Guidelines Director** and the entire **Committee** addressed the concerns and comments. Their focus was based on the desire to keep vintage karting "period correct." At the October Board Meeting, the full Board considered the **Guidelines Committee** recommendations. The **2019 VKA Guidelines**, once typed, will be published on the VKA website ... VKAkarting.com ... and a notice put on various social media and vintage karting websites. Be on the lookout.

I would personally like to thank all of you that took the time to reply ... **THANK YOU** for being involved. **THANK YOU** for your comments. I look forward to moving VKA forward with your help and understanding.  
*Gary Wlordarsky, VKA President*

[As noted in the President's Letter on p. 5, the response to the postcard sent to Members was impressive. Below is a summary of the action taken on those comments.] **CHECK [www.VKAkarting.com](http://www.VKAkarting.com) for full text.**


- **ADD:** Driver must be in kart or kart on stand prior to starting.
- **REMOVE** the “no tech” guideline from Sec. 5.
- **Class 2** – **REMOVE** “dry clutch”. **CHANGE:** (See Yamaha Limited pipe and clutch requirements) to highlight “and clutch;”
- No axle clutches on karts before 1989; OK on Classic Karts 1989 or later;
- **Class 11** – Single Foreign S/W: 150cc engines allowed;
- **ADD: Class 11A.** – **80-87 8.2 S/W Foreign** – Foreign or American engines mfg. before 1988; 150cc max. displacement; pipes OK; engine clutches only; modern tires (56 min. hardness); 1 ¼” axle OK; 50” max. width; engines listed in para. 6c(iii)
- **Class 13.** – Dual S/W: Engines prior to 1980; frames prior to 1983; 300cc max displacement allowed.
- **Class 15** – **Sportsman S/W:** Last year's change to the tires used in this Class is being reversed. “Hard” tires will not be required.
- **CHANGE:** Optional Straight Front Axle S/W to **Class 18.** – **Straight Axle S/W** to include: Non-wishbone front axle; 6.1c.i., fan cooled, American, single carb; unlimited throttle bore; factory V4 manifold; box muffler; dry clutch; 48” max width; #35 chain; vintage tires.
- **CHANGE:** Optional Class – Classic Division to **Class 19. Classic Division;** Modern tires (56 min. hardness); axle clutches OK.
- **CHANGE:** 4-Cycle Stock Class to **Class 20. 4-Cycle Stock;** Modern tires (56 min. hardness)
- **CHANGE:** 4-Cycle Modified Class to **Class 21. 4-Cycle Modified;** Modern tires (56 min. hardness).
- **Classes 17, 18 & 23:** No carb triggers.
- **ADD: Class 23** -Dual Yamaha S/W 100cc same as Class 16 except, 56 min. tire hardness; allowable tires in para. 6b; engine clutches only; 1¼” axle OK if original; karts mfg. prior to 1987; no carb triggers.
- **Steel Nitro** issue tabled.

*Dean Kossaras, Guidelines Director*

## CAMDEN SUMMARY BY ROLF HILL

Wouldn't you just love to have a job ... and keep it ... if you did a good job **ONLY** half the time? The *Vintage Thunder* TEAM did a great job of out foxing the weatherman. Thursday was perfect karting weather. Friday's weather was good, but the forecast for Saturday was "iffy." So what do you do if you are Jeff Brown and crew ... change the schedule and have TWO Heats on Friday.

The efficient operation got in time-trials for Yamaha LIMITED, the two Heats and still had plenty of time for the Kart Show and FABULOUS Fish Fry, accented by Plentiful Pulled Pork and all the fixins'. (Be sure to check out the pix of the show on [www.VKAKarting.com](http://www.VKAKarting.com).) Some TRULY awesome karts.

I was prepared for the event to be cancelled Saturday but the weatherman ed-up again. As I pulled into the track I was stopped, handed a transponder and told to "hurry up, we are moving up the schedule." As I unloaded, the first class was firing up their engines and pulling onto the track. At that point, I was glad I was in the 7<sup>th</sup> class ... well, until I got on the grid and was ready for my third Heat. It started to rain. **EVENT CANCELLED**. The good news was, it didn't matter. I had a great time and it will be a long time before the memory of **ME** going wheel-to-wheel with ... IRON MAN Jerry Nagel ... in the first turn, then a couple laps later, going wheel-to-wheel with Jack Sullivan in the next turn. Now that's safe, clean vintage karting ... **JOIN THE FUN**. (Picture courtesy of Romero Llamas.)





CAMDEN SHOW RESULTS BY ROLF HILL	
HISTORIC	
Unrestored	Rupp A-Bone; WB-710; Bill Stocksdaile
Restored	Dart Kart; Homelite KL-92; Nick Warner
Modified	Metal Frame w/ yellow paint; one engine that is real-not a model
REAR	
	Al "the comedian" Hasenfratz
Unrestored	Rupp A-Bone; MC-90; Chuck Giacobbe
Restored	Margay New Breed; MC-91b1; Romero Llamas
SIDEWINDER	
Unrestored	Hornet Wishbone; Yamaha; KT-100; Dean Sauder
Restored	Rare '73 Bug Wasp; MC-101; Gordon Juhasz
Modified	Lancer/Dart; Dual MACS; Perry Paster
PAST CHAMPION	
Best In Show	Lancer; Komet K-88; Tom Bowman
MINI BIKE	
Best In Show	'68 Honda Mini Trail; Honda; Gary Gregg
<b>Peoples' Choice</b>	<b>'73 Lancer; MC-101; Brian Gessen</b>





## OREVILLE SUMMARY BY JOHN WOLKIEWICZ

Oreville, the third stop of the Northeast Promotors Cup Series may have been the shortest track in the series but there was no shortage of great people, exciting racing, and beautiful karts in the show.

With Friday being practice-only, the event was pulled into more of a one-day event really making a communitive experience. The Kart Show was in the morning and qualifying after lunch.



The event culminated with fast paced racing action all on Saturday. This made for a busy, exciting day filled with little down time and plenty of energy from the participants.



Respecting the local noon noise curfew, we pulled the karts from the show portion of the event and you could feel the excitement of the racers' energy rise with the echoing crack of engines firing in the pits of Oreville's Pennsylvania farm setting.

There were 60 participants in 12 groups. The racing was scheduled to begin after a brief, well organized drivers' safety meeting.

We were treated to some great racing. I watched an intense battle between Rodrigo DeFrancisco and Sam Polito in the Sportsman Rear class with the lead changing three times. Just behind them was a tight group of three to five karts all pushing to get the elusive third spot. With DeFrancisco coming out on top, all the guys had big smiles and shared high-fives, celebrating their on-the-track battles after the race.

I would like to thank all of the track officials and volunteers for a safe and exciting weekend and I can't wait to participate in the final leg of the series at Cuddebackville in October.

*John Wolkiewicz*



*THIS IS VINTAGE KARTING !*

OREVILLE SHOW RESULTS BY ROLF HILL	
HISTORIC	
Restored	Bug Wasp; MC-10 ; John Wolkiewicz
REAR	
Restored	Rupp; WB-820; Anthony Pikes
Modified	Fox; WB-820; Jim Walter
SIDEWINDER	
Unrestored	'87 Margay Lynx; Yamaha KT-100; Karl Ginter
Restored	Yamaha 88; Yamaha KT-100; Carey Strubhar
PAST CHAMPION	
Best In Show	Kavala; WB- 580; Bruce Ristow
OREVILLE BEST IN SHOW	
	'64 Blitz; dual MC-75s; Doug Jorgensen
<b>Peoples' Choice</b>	Rupp A-Bone; MC-91; Gary Anthony



## DELMAR FOOD FEST (AND SUMMARY) BY JIM DONOVAN

The *Delmar Food Fest and VKA Demonstration Event* is now over ... and so is the season for the Midwest VKA drivers, concluding at the beautiful 61 Kartway in Delmar, Iowa. This is a track to which I wish everyone could make the trip at least once because it is a track like no other in the circuit. It is smooth, and it is a challenge for the driver because of the various elevation changes throughout the course. It is easy on the kart because it is such a smooth track, but



it gives any age driver a great workout (so there is no need to go to the gym this weekend).

I guess this is the reason there is a very nice, **FREE** food-replenishment option for the drivers as well as their pit crews. Thursday's lunch started off with pulled pork served on a hot dog bun, so you could dip in the Boston baked bean juice and get every drop of nourishment. The Friday meals were even better with homemade Italian sausage; 90 pieces provide by Jesse James and Tod Hanold. But news got out there were some hamburgers in the cooler, so it is only natural participants wanted what wasn't ready. As a result, the line for chow was as long as the track (½-mile) for those that wanted a delicious ⅓-pound black Angus burger cooked





to perfection. These 100 burgers were provided by John Konkle, brought to you fresh from his ranch in Carmel, IN. Those burgers went faster than a dual West Bend 820's on nitro.

← illegal

Seeing that the coolers were still ½-full on Friday, I decided to make the announcement at the drivers meeting that after the first Heat, the grill would be opened to use up some more food ... and save the racers from waiting in line at the usual Friday night fish fry.

I had not even opened the cooler with the brats and hot dogs that Sonny Gerber brought to the *food fest*. There were also 100 bags of chips that Scott Klingler brought for people to munch on while waiting for their burger. For desert we had homemade brownies

from Vince Arconati's wife that were melt in your mouth delicious. No one went away hungry for sure.

The track owners were very gracious, as usual, to provide the L/P gas and the grill use to feed the gang. I want to say **THANK YOU** for all the people that made this weekend so enjoyable and hope to see you next year ... at the *2019 Delmar Food Fest and VKA Demonstration Event* ... September 19 – 21. Mark your calendar.

*Jim Donovan*

#### **GROUP PICTURE AT DELMAR.**

Editor's note: [Pictures courtesy Shawn Welte]  
I turned it sideways for two reasons:

1. To make it as big as possible so it is easier to see, and
2. So people who see you reading this issue might think you are looking at a centerfold.



## 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: [GregsSpeedShop.com](http://GregsSpeedShop.com) Email: [GregsSpeedShop@att.net](mailto:GregsSpeedShop@att.net)

**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 2019 VINTAGE KARTING WALL CALENDAR. TOGETHER WE ARE ON TARGET TO RAISE OVER \$2,000 THIS YEAR!*

**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: 619-501-5066  
**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: [alpostiglione@yahoo.com](mailto:alpostiglione@yahoo.com)

**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, rebuild and set up of West Bend 820s & US820s. New gaskets, diaphragms, set "Pop Off" on all Tillotson HL carburetors. 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)

**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)

**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; Go Power 4" and 5" GoPower front wheel sets. 2018 Production Run. Limited supply. Tel: 408-748-6949 Email: [ASWInc2@aol.com](mailto:ASWInc2@aol.com)

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

***THIS IS VINTAGE KARTING !***



## Upcoming Events...

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

# Bushnell Riverside Barnesville

1/24 – 26 Bushnell, FL  
[www.BushnellMotorsportsPark.com/](http://www.BushnellMotorsportsPark.com/)

1/31 – 2/2 Riverside, CA  
[www.AdamsMotorsportsPark.com/](http://www.AdamsMotorsportsPark.com/)

3/14 – 16 Barnesville, GA  
[www.GeorgiaSprintKarting.com](http://www.GeorgiaSprintKarting.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 FIRSTTURN®. Applications are on the VKA website ([www.VKAkarting.com](http://www.VKAkarting.com)) or from BillBloodworth@gmail.com. Completed forms should be sent to: **Bill Bloodworth, 4621 Wooded Acres Dr., Arlington, TX 76016.**

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