

VKA FIRS **TURN**

The Official Vintage Karting Association Magazine

Dec 2019

Rolf Hill and Cary Thomas, Editors



www.VKAkarting.com
www.facebook.com/VintageKartingAssociation

VKA 20th Anniversary

In this issue:

- 2020 SCHEDULE ← ←
- 20th Anniversary PATCH
- 2020 *Guidelines* SUMMARY
- Member Memory – Jim Kammuller
- Pittsburgh ENDURO
- Member Memory – Dave Luciani
- ... and more

TABLE OF CONTENTS

TOPIC	SOURCE	p.
2020 VKA Event Schedule	Owen/Charest/Copeland	2
VKA's 20 th Anniversary	Sal Palatucci	3
2020 <i>Guidelines</i> SUMMARY	Dean Kossaras	4
Member Memory	Jim Kammueler	5
2020 Member Involvement	Rolf Hill	6
Pittsburgh Enduro	Dick Charest	7
Member Memory	Dave Luciani	11
Tillotson Carb Tuning (reprint)	Dick Teal	15
VKA Resources	Members	17
2020 VKA Board & Volunteers	Editor	19
Upcoming Events	Editor	20

2020 SCHEDULE BY S. OWEN , D. CHAREST, J. COPELAND

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

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

VKA 20TH ANNIVERSARY CHALLENGE

BY SAL PALATUCCI

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

VKA was started by a handful of vintage karters who wanted to relive the excitement that comes with the hard-tire drifting of their rear-engine karts through the turns. Fast forward 20 years and the thrill and numbers of vintage karters has grown to include sidewinders and 4-cycle karts with “sticky” tires. Whatever you sit in, VKA has provided a place for you. And we want all of you, our loyal members, to help us celebrate this incredible achievement.

In appreciation of all the members who ARE the Vintage Karting Association, and who have built the VKA into the preeminent vintage karting organization in America, we are going to have a **LIMITED-EDITION PATCH** produced and sent to every current member next spring ... **FREE**.

Your part is to help us design a patch symbolizing our 20 years of all-volunteer success. More details are on the VKA's website [VKAkarting.com] and on our Facebook page. The parameters for anyone interested in submitting a design for our patch can be found there.

Please submit your sketch to John Wolkiewicz in PDF format, (oldprobmex@yahoo.com) no later than **January 15**. All the top-quality designs will be published on the VKA Facebook page for members to review. Member votes must be sent to John. Email are preferred. The winner will be announced in the Feb-March issue of *FirsTurn*.

Thanks to Karl Ginter, Rolf Hill and Kent Windham for their help in this exciting effort and to YOU for being part of the VKA family!

Sal Palatucci

THIS IS VINTAGE KARTING !

The 2020 VKA *Guidelines* were approved by the VKA Board on November 10, 2019. The full text is available on the VKA website (www.VKAkarting.com) under the **Guidelines and Documents** TAB. Below is a summary of the changes:

1. At all 2020 events, drivers, show entrants and judges, and returning vendors who want pit access must be VKA Members;
2. Combine MAC-49 (Class 4) with Historic (Class #1)
3. Eliminate use of Hartman Slipper Arms from Sportsman Rear and Sportsman Sidewinder (Class #3 and Class #15);
4. Eliminate use of Standard Mac Manifold in Sportsman Rear (Class #3);
5. Combine the following Sidewinder (thru 1987) Classes: 6.1 American, 6.1 Foreign, 8.2 American (Classes #8 & #14). 1-1/4" axle OK;
6. Combine the Foreign 8.2 Sidewinder (thru 1987) Classes #11A and #11B.
7. Hoosier R80 added to list of acceptable tires for Over-60 Yamaha Class #16;
8. Yamaha Limited Dual to run with Dual Piston Port until number of entries justify separate class (Class #17);
9. Max venturi for West Bends in Class #18 is 0.810". Restrictor Plate required for larger carbs;
10. Hoosier R70 added to list of acceptable tires for all sidewinders using modern tires;
11. **Hi Run** added to list of acceptable tires for Rear Classes;
12. Effective 12/20, delete Hoosier R60A from approve tire list (Sec. C.6.b) (use of existing stock allowable until 12/20);
13. 4-Cycle classes are removed.



In the summer of 1959, when I was 10 years old, my parents were divorced and shortly thereafter my mother bought a new 1959 Bug Wasp go-kart for me powered by a McCulloch MC 10 engine with direct drive. The kart was purchased for \$200 from dealer Jake French in Lake Fork, Illinois. Jake was a well-known local farmer who also was a dealer for a variety of goods.



My father was livid thinking I would be killed on this "contraption". Therefore, my divorced parents agreed (a rare occurrence) there would be no organized racing and the kart was then only driven occasionally on Sunday afternoons at parking lots and county roads.

The kart was kept at my mother's home until she became ill with metastatic breast cancer in 1961 and died early 1962 when I was 13.

The kart was then brought to my father's home for storage only.

As I grew up and left home, the kart did stay with me but remained in storage until November 2017 when I learned about, and joined, the Vintage Karting Association (VKA), thinking this group might lead me to the resources I would need to get the old Bug out of storage and running. (It also led to my first year of actual kart racing in 2018).

My first issue of the VKA Magazine arrived December 2017 where I found the name Bill McCornack for McCulloch work. I contacted Bill who agreed to service the MC 10 even though he normally worked on newer



engines. I had found that with a little WD 40 in the cylinder the engine still rotated freely, and even had spark.

This kart is completely original with the exception of the fuel line, throttle cable, inner tubes and engine mount grommets and is being shown for the first time on July 12, 2019 at 'Brodhead Historics'.

The kart is shown in loving memory of my mother - Ella V. Fones, November 5, 1914 - March 25, 1962.

JIM KAMMUELLER

2020 MEMBER INVOLVEMENT BY ROLF HILL

2020 promises to be an exciting year for vintage karters. With **TWENTY** years of fun under VKA's belt, 18 Sprint events and 14 Enduro events to choose from this year, when and where will the **FUN** ever end?

Dave Luciani (p.11-14) touched on what it takes to make it happen and keep it going ... **YOU** at an event and **VOLUNTEERS** to put it all together.

The VKA Board and **VKA *FirsTurn*** are no different. We need your help. Start by becoming an "assistant" to a Board Member. I won't be going to as many events and Cary is on the Left Coast, so input from the promoter will be essential along with photographs to share the fun and excitement that is part of each event. **PROMOTERS** ... make plans **NOW** if you want coverage in the **VKA *FirsTurn***. Find a writer and photographer.

Cont'd on p.14.



PITTSBURGH ENDURO BY DICK CHAREST



The Dart Kart Club held an enduro road race at the Pittsburgh International Race Complex located a little northwest of Pittsburgh near Beaver Falls in Wampum, PA. This race was part of the American Kart Racing Association (AKRA) road racing series. I had heard a lot of great comments about that track, but I had not raced there since it was such a long distance from South Carolina. This year I decided that if I wanted to race on that circuit, I had better do it this year since I'm not getting any younger and might not make it up there in the future. I loaded everything in the trailer and

the truck on Wednesday, 9/25 and drove part way there on Thursday, 9/26. I drove the rest of the way on Friday, 9/27 and after checking into the hotel, I drove to the track and got in line to enter the paddock. After they let us in, I parked the trailer, checked in at registration, and took the kart through tech inspection. Attendance at the event was very good.

After the driver's meeting on Saturday morning they had practice from 9am until 1pm. I really liked the way they conducted practice. They split the karts up into three main groups, all sprint karts,

all lay-down karts, and all shifter karts. They also had a couple of session for Cadets. Since there was no practice day on Friday, they extended the practice time and ran a lot of classes together during the races.

Saturday's Race #1 included the Vintage Piston Port / Vintage USA Final 1 class along with 14 other classes. Ben Eberhart won the race and had fast lap time for the race at 2:11.527. Arthur McKenny finished 2nd and was only a tick slower with his best lap time of 2:11.783. Arthur was followed by Phil Copeland, Mark d'Elia and John Copeland.

Saturday's Race #4 included the Vintage Twin Final 1 and the Vintage Unlimited Final 1 classes along with 19 other classes. Just before the start of the race, we were informed of a delay due to a medical situation in the paddock that tied up the ambulance and

made it unavailable to support the race in case of an accident. The delay turned out to be quite long and while we waited, the clouds built up and the sky turned dark. After a little less than an hour, they were able to get a 2nd ambulance to support the race so we finally got the green flag. However, right after the start of the race it started to rain. The rain was light at first but increased as time went on. There was significant rain on the back portion of the track, but much less on the front



portion of the track. I kept waiting for them to throw the red flag to stop the race, but I did not know that the Dart Kart Club races in the rain. Then

the rain got very heavy on the back part of the track and many karts slid off the track. I slowed down a lot, but I still hydroplaned into a very slow spin and went off the track. I

managed to keep my engine running and I got back on the track. However, my foam air filter was so soaked with water that the engine quit as I went up the hill trying to get to the pits. The race was stopped at that point. Ben Eberhart won the Vintage Twin Final 1 class race and had fast time for the race at 2:09.165. Phil Copeland and Bob Cole finished 2nd and 3rd. In the Vintage Unlimited Final 1 race, Fred Stoll won the race and had fast time with a best lap time of 2:24.087. Martin Powers finished 2nd and his fastest lap time was a 2:29.268. Martin was followed by Shane Magiera, Dick Charest, John Konco, Donald Axe, and Arthur McKenny.

On Sunday morning they held practice from 9:00 until 11:30am.

Sunday's Race #2 included the Vintage Piston Port / Vintage USA Final 2 class along with 14 other classes. Ben Eberhart won the race and had fast time for the race at 2:10.276. Arthur McKenny finished 2nd and again was

only a tick slower with his best lap time of 2:10.786. Arthur was followed by Phil



Copeland, John Copeland, and Mark d'Elia.

Sunday's Race #6 included the Vintage Twin Final 2, the Vintage Unlimited Final 2, and the Vintage Euro classes along with 19 other classes. Bob Cole won the Vintage Twin Final 2 race followed by Phil Copeland in 2nd. In the Vintage Unlimited Final 2 race, Martin Powers finished 1st and had fast time for the Vintage Unlimited 2 race with a best lap time of 2:14.798. Shane Magiera finished 2nd, and Dick Charest finished 3rd. About two thirds of the way

through the race there was an accident and the race was stopped. Although the kart was torn up quite badly and the driver was sore, he had no serious



injuries. At the same time as the accident I had an engine failure and dropped out. I later found out that I had broken a crankshaft (see pic, p.9). In the Vintage Euro class race Chuck Morgan took 1st place followed by Ed Dolbow in 2nd.

Although it was a long drive to get to the Pittsburgh track and a long drive to get home afterwards, it was very well worth it for me. The track is absolutely fabulous! A great combination of left turns,

right turns, uphill sections, downhill sections, short straights, and long straights. The Dart Kart Club did a great job running the event.

There are 2 enduro races remaining in the 2019 racing season that will include vintage classes. The first of these events will be held on October 19-20 at Roebing Road Raceway near Savannah, GA. That is a club race put on by the Southern Kart Club. The second race will be held on November 8-10 at the National Corvette Museum Motorsports Park near Bowling Green, KY. That race is the last race of the World Karting Association 2019 road racing series.

Dick Charest

The next enduro event for vintage is in the next couple of days ... December 25 & 26 at Daytona. It is the first enduro event for the 2020 season. There is a total of 14 events for vintage enduro karts in this celebratory 20th Anniversary year for VKA. Check the 2020 schedule on p.2.



MEMBER MEMORY: WHAT HAPPENED? BY DAVE LUCIANI

Reprinted from VintageKartForum* with permission from the author.

WHAT THE HECK HAS HAPPENED TO VINTAGE KARTING!!!

As many of you know, for deeply personal reasons I've been unable to attend the events these last two seasons.

I have been hearing small accounts of what's been happening and dearly wished I could be part of it all. From every person I talked with I heard event attendance is up. It seemed to indicate vintage karting had turned a corner and is growing.

I've monitored the Facebook posts as time allowed, read posts here* and other sites and generally kept in the loop. That's the best I could do considering, but from what I saw I was sure vintage karting is growing. Today, I just opened my new [Oct/Nov], **VKA FirstTurn** magazine, and read the articles. As with the issues before, I read with great interest about how many people attended.

With this magazine in hand and the season ended, I can safely say it's absolutely true.

**VINTAGE KARTING IS
GROWING !!**

The numbers are up, the events were all fun and reported to be reasonably safe considering we *are* driving racing machines. The food, as usual, was great, the guys helped each other to keep running and newbies got sold on the sport. There was mostly sunshine and whole families or groups of friends had a blast.

Bench racing, as usual was really fast and memories of past races faster. People got sore butts, ran equipment to its best potential and a few won prizes for awesome restorations. Others got bragging rights from the exhibition demonstrations (races???) and EVERYONE had fun.

Back in the day, a short fifteen to twenty years ago, we talked about this possibility of growth, but few believed we'd even get consistent track time. The tracks were totally non-interested in us running obsolete, dangerous equipment. So, we ran in parking lots and the street if we could find one not used too much. Insurance was an issue and hard to secure. We had to beg tracks, tell tall tales about

attendance numbers and accept whatever access was offered.

Plus, the parts were hard to find. Back then, we were more concerned about "soft part" replacements than building the fastest motor. Things like pistons, tires, seals and gaskets were getting old, tired and really hard to find. We were experts at running down leads, finding swap meet sweeps and using craigslist/eBay as they came into being.

We had endless discussions about how to repair some things, where to get seals, *etc.*, *etc.* We created modern exchange tables, matching old to new parts so we could replace 50-year old seals and bearings.

Occasionally, we had an event and were happy if 20-30 guys showed up ... fifty was huge. We all helped each other and established a habit of helping newbies that continues to this day. It was hard but fun and we constantly expected "the fad" to end, but we were too stupid to quit. We kept going, loving the karts everyone forgot and kept finding more "lost" stuff.

Somewhere along the line, dedicated people started filling the holes in our supplies.

We had pickers who literally devoted their lives to finding and selling us those hard to find things. It's a rare picker/seller of these parts that made much money. Their time could've been used to make a lot more cash at about anything else. These pickers got a ration of spew from us cheap guys, but they did what others couldn't. They found parts sold them to us and kept us running.

... and we kept growing

There were other guys who worked tirelessly to grow and promote clubs, to expand knowledge, invent sensible rules and produce order at the track. Other guys who made and manufactured new parts more often losing money or barely breaking even.

... and we kept growing

Promoters who tirelessly begged tracks for access, arranged events and, more often than not, lost money every time they hosted an event.

... and we kept growing

Then we got old manufacturers to reproduce some things. We got a tire guy who invested a silly amount of time and money to recreate the obsolete tires we need.

... and we kept growing

Rules were added changed and new classes allowed. We even ... ahem?? ... decided that vintage four stroke vintage karts were cool too. 😊

... and we kept growing

The amount of crazy arguments and bickering we had was epic at times. But throughout it all we kept going, loving the karts, the fun and the people we met.

and

IT HAS REMAINED FUN.

Personally, I never have had more fun than when I'm at a vintage karting event. At least G-rated fun!!

and we kept right on growing

having fun

making friends

generally having a blast

Now, it's paid off.

In the last couple of years, events have been getting consistently higher attendance numbers with many tracks breaking 100 entries. Promoters are making enough to break even or show modest returns. Tracks are contacting the clubs asking how to host events, and more people than ever are restoring future entries. Pickers still aren't getting rich and the guys doing repops are still insane to do it,

but I love that they are there helping grow a sport I love.

aaaaaaaand

IT'S BEEN NOTICED.

In the last several years, karting magazines [besides the **VKA FirsTurn**] have noticed us and have had many articles about vintage karting. At first we were viewed as oddities, running insanely old, creaky, obsolete machines. But like cars and motorcycles in the past, guys who also loved the old karts heard about us and started showing up.

The modern karting guys all seemed a little bit skeptical about us at first. But now they see a fast-growing segment of karting. Some even claim it's the fastest growing segment in all of karting. Me, I have no idea if that's true, but the idea does please me and scares me all at once.

Others I see coming in to enjoy the fun are:

- Modern karters are tired of endless rule changes and constantly evolving "stock" classes. As a result, some are moving over to vintage karting.
- Then there's are guys who loved the older

karts but lost interest when things changed. Now they can run again

- Car guys who want more than just static displays; maybe even a tiny bit of risky behavior actually driving. And vintage karting is fun and an active sport if you want it to be.
- People who just miss the fun and simpler times we had "back then," and as we mostly never grew up, they find it at our events.
- Or maybe a guy with a kid looking for a hands-on hobby. and what better place to learn and spend time than with a simple machine with simple motors that can be immensely complicated to fix, for no good reason other than gremlins!!

There are articles showing up in big car magazines and car guys

are noticing the noise [no pun intended] we're making. There's even been a few news segments done on us.

It's all very exciting as we did want vintage to grow. I truly hope it continues to be fun. I suspect it will as we seem to attract guys like us. Experienced guys that'll spend all day getting a newbie running, guys who will lend tools, parts and give advice to anyone needing it at an event. And especially the guys in the background, working hard to make it all happen, often with little praise. Club officers, volunteers, promoters, repop guys and the pickers all working together to build the sport. They do it as we all do because we love the sport. I hope that never changes

Dave Luciani

[**EDITOR'S NOTE:** This pretty much summarizes the last 20 years of vintage karting. Nice job by Dave. **THANK YOU.**]

2020 MEMBER INVOLVEMENT BY ROLF HILL (cont'd from p.6)

MEMBERS are encouraged to submit **MEMBER MEMORIES** and **TECHNICAL ARTICLES**. Share your karting pictures, experiences and technical knowledge. Oh, and volunteer at an event.

Together, we can make VKA (the oldest and biggest vintage karting organization in the United States) even bigger and stronger in 2020. *Rolf*

[This article was first published in the Feb. 2012 *Vintage Karting Magazine*, the predecessor of the **VKA FirstTurn**. Dick Teal was the Editor and found this helpful tuning information from Tillotson.]

(Author's Note: This comes from an early, genuine Tillotson factory service brochure. It still applies today as a great starting point.)

Setting up your 2-cycle Tillotson Carburetor

With today's state of the art motors and stinger type exhaust systems, the following information will help you achieve the desired results that you need from these motors. Before mounting your Tillotson carburetor check the pulse-hole track from the carb mounting surface and make sure that this track goes through the carb adapter, gaskets, *etc.*, and is clear and they are in-line with each other.

As a starting point, set the low speed needle at 1+1/2 turns out and the high-speed needle at 1+1/8 turns out. Adjust the throttle stop screw on the carburetor so that it just **cushions** the butterfly when the throttle valve goes closed. **Do not** set the carburetor so that the engine will idle as this will cause the engine to lean out in the corners and anytime you are off the throttle.

Track tuning your Tillotson Carburetor

If the carburetor settings are too rich (too much fuel) the engine will falter at that section of the track corresponding to that particular range of the carburetor settings. A **spluttering or irregular firing sound** will be heard. This sound is also called **4 stroking**. If this sound occurs at low speed while at full throttle, such as coming out of a tight turn, it is usually due to the Low Speed adjusting needle being turned out too far. If the sound occurs at high speed while at full throttle, such as on a straightaway section of the track, it is due to the High-Speed adjusting needle being out too far. In either case, needle adjustments must be made **inwards** gradually, in approximately 1/8 turn increments. It is best to adjust the Low Speed needle first for best overall low speed performance and then follow with the final high-speed adjustment.

If the engine does not **4 stroke** or give the **too rich** firing sound, any place on the track, it could be because the engine is running too lean (not enough fuel). This is easily checked by **opening** the needles out in 1/8 turn

increments until the engine **4 strokes**. In general, the optimum performance and engine reliability will occur at carburetor settings just slightly leaner than the point where the engine will begin to **4-stroke**.

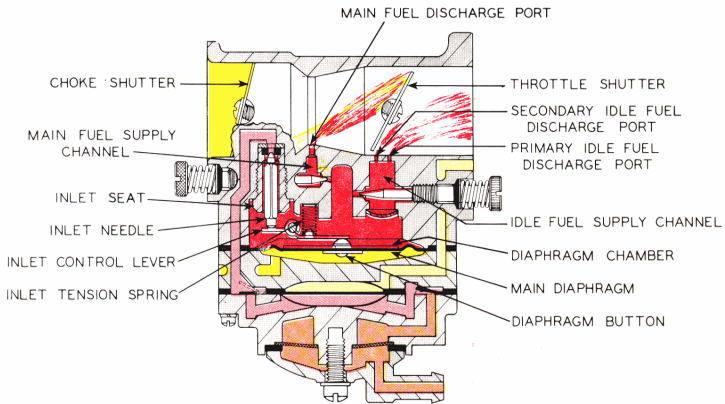
If you find that the engine will not **chop off clean** or is slow to come back from **high rpm's** when you lift the throttle, this is a sign that the pop-off pressure in the carb is too high. The cure for this is to lower the pop-off pressure. If you experience loading-up problems, this is a sign that the pop-off pressure may be too low. The cure for this is to raise the pop-off pressure. As a general rule of thumb, the pop-off pressure will be from 8 to 12 lbs. and is a tuning factor that you can adjust to account for the altitude of your racetrack and the type of racing that you do.

“Carburetors are stupid. They don't know 1½ from 2½ ... they know air/fuel mixture.”

One other carburetor tuning tip that may help: This article is pretty straight forward but I would add one thing. To get close when you are in the pits you can adjust the low speed jet to make sure the engine will pull off idle. I start the engine and let it warm up; then while holding the brake I open the throttle wide to see if the engine stumbles as it tries to accelerate. If it stumbles it is either too lean or too rich. I open the low speed first about ¼ turn and try it again. I continue to adjust until I get the engine to pull off of idle. It's best to have a high engagement clutch for a racing engine.

Dick Teal

[EDITOR'S NOTE: Jim Donovan cringes every time I do this, but it works. Just do it quickly when he's not around. That way you won't overheat the clutch, and Jim won't void the warranty. 😊]



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

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

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

Louie Figone – Reproduction Horstman mufflers for West Bend 610/820 and McCulloch's. Tel: 415-297-0374

Email: louiembt@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 Karting Wall Calendar. Vintage karters have helped me raise over \$10,000 in 4 years!*

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

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 friction 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, Red Line oils
Tel. 630-400-2645 nights /weekends 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

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: robbroninc@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](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.**

2020 VKA BOARD & VOLUNTEERS

BOARD AND OFFICERS

Gary Wlodarsky	President/Judging
Louie Figone	Vice President
Bill Bloodworth	Secretary/Membership*
Joe Swantek	Treasurer
Karl Ginter	Executive Director
Dean Kossaras	Guidelines Director
Jeff Campbell	Website
Sonny Gerber	Board Member
Lynn Haddock	Safety Member
John Copeland	Enduro Director

VOLUNTEERS

Louie Figone	Regional Coordinator (West)
Bill McCornack (Midwest)	Regional Coordinator/Public Relations
Sal Palatucci	Regional Coordinator (Northeast)
Bob Barthelemy	Regional Coordinator (South)
Cary Thomas/Rolf Hill	Editors VKA <i>FirsTurn</i>

* Edits the Editor, he and his wife Donna stuff the **VKA *FirsTurn*** envelopes, developed and implements the BULK MAILING effort, maintains a growing membership roster, generally does everything that is needed.

IF YOU WANT TO GET INVOLVED, start by volunteering; become an assistant to one of the Board Members, Officers, Regional Coordinators, or with the **VKA *FirsTurn***. “Job Descriptions are contained in the *Organization and Operations* document on VKAKarting.com under the Guidelines and Documents tab. Start now. Applications are due September 30 to the VKA Secretary.



JOIN THE FUN !



Upcoming Events...

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

Riverside

1/30 – 2/1 Riverside, CA
www.AdamsMotorsportsPark.com/

Bushnell

2/13 – 15 Bushnell, FL
www.BushnellMotorsportsPark.com/

Barnesville

3/19– 21 Barnesville, GA
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 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.

PayPal is now accepted through VKAkarting.com.

DISCLAIMER

The information provided in this or any issue of the Vintage Karting Association (VKA) *FIRSTURN*[®] is provided as a service to the reader. VKA does not endorse any opinions, view-points, or support any technical findings, procedures, recommendations, or suggestions. It is the responsibility of the reader to decide whether to act on any findings, procedures, recommendations, or suggestions contained in this or any issue of VKA *FIRSTURN*[®], and the reader assumes full responsibility for the outcome they produce. VKA does not endorse any of the Resources listed in this or any issue of VKA *FIRSTURN*[®]. It is incumbent on the reader to determine which, if any, of the Resources listed in this or any issue of VKA *FIRSTURN*[®] are qualified to provide the product or service they offer. Use of products or services offered by any of the Resources is done at the reader's own risk.