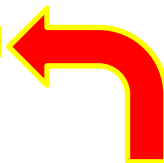


# VKA FIRSTTURN

The Official Vintage Karting Association Magazine

Feb/Mar 2019

Cary Thomas, Editor



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

TURN



## In this issue:

- Bushnell Results
- Impressions of Bushnell
- Riverside Results
- Memorial Events
- Sacrilege or Faithful?
- VKA Resources

## TABLE OF CONTENTS

TOPIC	SOURCE	Page
<b>2019 VKA Event Schedule</b>	Skip Owen/John Copeland/Dick Charest	2
Board Meeting Summary	Bill Bloodworth	3
Bushnell Report	Rolf Hill	4 - 8
Impressions of Bushnell	Ralph Pears	9 - 10
Riverside Report	Louie Figone	11-14
Memorial Events	Gary Wlodarsky	15
Sacrilege or Faithful?	Rolf Hill	16 -17
VKA Resources	Members	18 - 19
Upcoming Events	Editor	20

## 2019 EVENT SCHEDULE

2019 Event Calendar			
12/27 – 30/18	<i>Daytona</i>	7/13 –14	<i>Shenandoah</i>
1/24 – 26	<b>Bushnell, FL</b>	7/26 & 27	<b>Avon</b>
1/31 – 2/2	<b>Riverside, CA</b>	8/1– 3	<b>Quincy, IL</b>
3/8 – 10	<i>*Roebing Rd</i>	8/9 -11	<i>*Canaan, NH</i>
3/14 – 16	<b>Barnesville, GA</b>	8/9 – 11	<i>*Heartland Park, KS</i>
4/ 13 & 14	<i>Shenandoah</i>	8/22 – 24	<b>Camden, OH</b>
5/2 – 4	<b>Fremont, OH</b>	8/24 & 25	<i>Summit Point</i>
5/17 & 18	<b>Lafayette, NY</b>	9/6 & 7	<b>Oreville, PA</b>
5/23 – 25	<b>Springfield, IL</b>	9/19 –21	<b>Delmar, IA</b>
6/13 – 15	<b>New Castle, IN</b>	9/27 – 29	<i>Pittsburgh Intrnl</i>
6/14 – 16	<i>Mid-Ohio</i>	10/4 & 5	<b>Cuddebackville, NY</b>
6/21 & 22	<b>Chestertown, MD</b>	10/4 & 5	<b>Whiteland, IN</b>
6/21 – 23	<i>Charlotte</i>	10/10 - 12	<b>Bakersfield, CA</b>
7/11 – 13	<b>Brodhead, WI</b>	10/19 & 20	<i>Roebing 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>	

## BOARD MEETING SUMMARY BY BILL BLOODWORTH

SYNOPSIS (Board of Directors Meeting Minutes, October, 2018):



**Membership Report:** There are 435 total members, 392 full members and 43 associate members.

**Treasurer's Report:** The ending September balance is \$23,244.51 which reflects revenue of \$470.00 and expenses of \$668.63. The estimated costs of printing and mailing future publications is \$5,845 total, \$2,795 for 12-month members and \$3,050 for 36-month members.

**Events Update:** Two new events have been added for 2019, Lafayette Park in the Northeast and Whiteland in the Midwest. For 2019, promotional expenditure of \$1500 to be allocated among the four regions was approved. An excellent write-up of the Pittsburgh Enduro events is included in the full minutes.

**Rules Report:** By roll call vote *Guidelines* amendments 1 thru 18 were approved. Amendment 19 which addresses use of the Steel Nytro clutch was not approved. Dean Kossaras will hold a future meeting to discuss the issue.

**Other Business:** Coverage of the Cuddebackville event will be included in the December *FirsTurn* issue.

(Editor's note: Board Meetings occur monthly. Board Minutes are written and formally approved by Board Members at a subsequent meeting. Once Board Minutes are approved, a synopsis is included in the next edition of *FirsTurn* for membership information.)

## BUSHNELL SUMMARY BY ROLF HILL

With temperatures **below ZERO** “up north,” the Bushnell Motorsports Park (BMP) was a welcome alternative for vintage karters who wanted to get a jump on the 2019 vintage karting season. It wasn’t quite bikini weather, but the old engines just loved it. Several smiling faces from Michigan, Illinois, New York and Maryland, to name a few, also seemed to be enjoying the shirt-sleeve weather. There were 51 entries. A great showing.



Thursday morning, rain greeted the early birds, but by afternoon the



pavement was dry, and karts started to wizz around the track. Some would say the asphalt might have been imported from “up north” because it took three laps to get the tires warm, but that was not much of a price to pay to the early season fun.

Friday was a busy day with practice, two Heats, a delicious, home-made chicken and rice dinner ... and the Mechanics Race under the lights.



The weather cooperated all day. The temperature got warm enough for t-shirts in the pits but was still great for not stressing the old MACs, WBs, Yammies, and even a couple of four-bangers out on the track.

The two Heats came off without a hitch. Lots of great demonstrations of the performance of these classic machines ... and their drivers.



Dinner was inside a private room in the rental kart office space. A plentiful pot of home-made chicken and rice with all the complements of beans, corn, rolls and a drink filled everyone.

While folks were finishing their dinner, the mechanics gathered for the Mechanics Race. First choice of seats in the rental karts was given to vintage mechanics. There was a session to determine pole position ... then a session to establish the best of the “wrenchers”.

John Larue



The Kart Show brought out some of the nicest vintage karts. All the pictures are on the VKA website: [www.VKAkarting.com](http://www.VKAkarting.com). The results and a picture of the Peoples' Choice are on page 7.



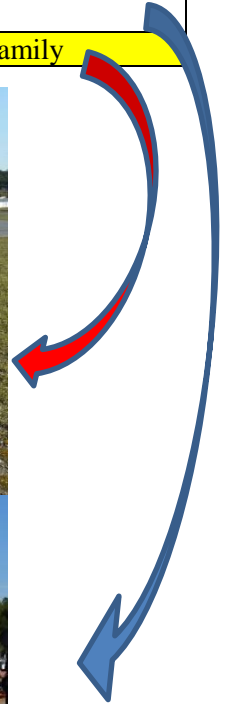
Thanks to Tony Severino and Bill Mack for judging Kart Show.



On Saturday, after an abbreviated practice session, the 3<sup>rd</sup> Heat followed the Kart Show. By shortening the practice, the day's schedule was shortened which allowed everyone the opportunity to get on the road early. Some were more excited than others to get on the road "up north." Of course, the "winners" were glad to stick around to accept the accolades of their fellow vintage karts for their job-well-done.



<b>BUSHNELL SHOW RESULTS BY ROLF HILL</b>	
<b>REAR</b>	
Unrestored	1964 Fox; MC-91b1; Ralph Pears
Restored	McCulloch; Dual MACs; Randy Forbes
Past Champion	Dart; MC-91; Rob Rizzuto
<b>SIDEWINDER</b>	
Unrestored	Blackhawk; MC-93; Birge Braun
Restored	Margay; MC91A; Geissen Family
Modified	Margay Invader; Yamaha; Nagel Family
<b>ENDURO</b>	
Best In Show	New Breed; Bill Shelley
<b>Peoples' Choice</b>	<b>Margay Invader; Yamaha; Nagel Family</b>



<b>BUSHNELL DEMONSTRATION EVENT RESULTS</b>			
<b>Class</b>	<b>1st</b>	<b>2nd</b>	<b>3rd</b>
4 Cycle Stock	Paul Sampson		
4 Cycle Modified	Larry Sampson	Marc Collins	
Historic	Randy Forbes		
Single 8.2 S/W American	Todd Breedlove	Dick Charest	
Sportsman S/W Stock Appearing	Nick Weil	Austin Eash	
West Bend S/W 820	Dan Reinbold		
Single 8.2 Rear	Marc Nagel	Autumn Nagel	Edward Mahrenholz
Yamaha Limited	Kyle Sauder	Dean Sauder	Scott Nagel
Over 60 Yamaha	Clayton Abercrombie	Mike Birdsell	Brian Giessen
Sportsman Rear	Melanie Giessen	Rolf Hill	
Single Rear 6.1	Jerry Nagel	Trevor Lotz	Robert Rizzluto
Dual Rear B	Mike Giessen	Autumn Nagel	Jim Merritt
Dual Rear C	Jerry Nagel	Marc Nagel	
Single 6.1 S/W American	Todd Breedlove		
Single 8.2 S/W Foreign	Lake Speed	Marc Nagel	Rick Gilmore
Over 60	Jerry Nagel	Robert Rizzluto	
Yamaha Piston Port	Mike Giessen	Scott Nagel	Jim Ryder





Years ago, there was an episode of *The Twilight Zone*, which revolved around a group of older men and women residing in a retirement home. It was not a nursing home, but was clearly a group residence for folks who no longer lived independently. The residents were bored and wasting away mentally and physically, with nothing to stimulate them. One of the men finds this situation deplorable and urges his fellow residents to embrace more active and fun activities in order to regain the delights of their youth, such as setting off fireworks and playing games. The professional staff at the residence had no interest in such goings on and disdained the idea. The leader of this “insurrection” reminds the other residents of how they felt when they played the game of “kick the can” as children. In short order, the residents sneak out in the middle of the night to play the game. When the residence staff hears the commotion and tries to round up the residents, they find no older people outside, just children playing “kick the can”, and it is clear that the older residents have been magically rejuvenated.

As a first time attendee at the January VKA races and kart show at Bushnell Motorsports Park in Florida, I could not help but think of the *Twilight Zone* program of 1962, a time when many of those racing at Bushnell today first started racing go karts, oh so many years ago. At Bushnell, I was surrounded by a large group of sexagenarians and septuagenarians like myself, who were reliving and remembering their past and delighting in their present-day enjoyment of vintage kart racing. Indeed, it would have been difficult to believe that many, if not most, of the racers were in their 60s and 70s. They certainly didn’t look their age! Far from being “senior citizens”, all were imbued with a youthfulness, competitive spirit, and zest for life that would rival that of any teen or twenty-something. The stories and reminiscences of the heyday of early kart racing in the late fifties and sixties were omnipresent and infectious, and having the opportunity to share experiences from those bygone days was almost intoxicating.

Of course, there were also many people competing at Bushnell who began, or enjoyed racing go karts in the seventies and eighties, and even later. Their knowledge of the evolution of kart design and engine designs, from the rear engined karts that I raced in the early 60s, to the more modern sidewinders with both foreign and domestic engine configurations was truly enlightening, at least for me. I left competitive kart racing behind in 1965, and only discovered the vintage karting world again last year. For an old timer such as myself, the design intricacies of sidewinders and modern purpose-built kart engines like Komets, Yamahas or B Bombs, has been mind-boggling, if not mind-blowing. I am still trying to wrap my mind around all the changes and advancements.

I'm afraid I am hopelessly caught up, if not transfixed, by the more distant past and the relatively simple rear engined kart designs that I raced in my youth, along with the simple two stroke engines that were the standards of those days: Macs, Power Products, and West Bends. However, my understanding and appreciation for the newer designs is growing, thanks in large part to the patient and welcome explanations of the owners of these newer machines. The openness, friendliness and camaraderie of the VKA membership is remarkable and welcoming, and attending the races at Bushnell was like meeting old friends again after the passage of many, many years. It was also heartwarming to see so many people willing to help sort out other racer's mechanical problems and tuning dilemmas. I am truly so thankful and happy to have discovered the VKA and its fraternity, and to find that there are so many vintage karts and engines still racing. And that more and more of them are being resurrected every year. Although I have always thought of myself as a very youthful septuagenarian, finding so many other like-minded and active men and women has truly been rejuvenating, "all over again". Does anybody still play "kick the can" with their grandkids? If not, vintage karting is a great alternative.

Vintage Karts have been racing at the Adams Track in Riverside, California since 1967, making this year's event the 52<sup>nd</sup> anniversary. In recognition of the many contributions to Vintage Karting by the Pierson Family (creators of the "Bug" Go Kart), the event has been renamed "The Faye Pierson Vintage Kart Reunion." Here is Faye with Louie.



**Jan 30, 2019 Wednesday:**

We arrived at the track 1:30 PM. Rich Swantek, Jon Woods, Greg Richardson, and Rich Mahaffay were busy doing track repairs that they started the day before. The weather was nice and warm with the forecast to be raining on Thursday the 31<sup>st</sup>. As trailers rolled in, we mulled around, visited with people we had not seen for a while. I met with Timel and Joanana, we went over the pre-entries and set up the procedure for Thursday sign-ups.

**Jan. 31, 2019 Thursday:**

Sign up and pre-tech started at 8:00 AM for those who had arrived, and with the threat of rain we wanted to get practice going early. The first karts went out at 9:00 AM. We were able to practice until 1:00 PM when the liquid started to bless us. We brought in Pizzas at 4:00 PM under the big tent that the Adams staff had erected for us. We all had a great time. We used this opportunity to explain the weather situation: Friday was to be dry but there were forecasts of heavy rain on Saturday. We all agreed to get the event in on Friday by running a short practice session, run two heats of three classes, do the kart show at 3:00 PM and then have the awards banquet with the raffle. This turned out to be a great plan.

**Feb. 1<sup>st</sup>, 2019, Friday:**

We started practice at 8:00 AM until 10:30, we then held a driver's meeting for our Tier I event (without scoring or awards). The

majority of the 48+ drivers agreed that there would be no assigned grid lineup. There were more than 80 Karts at the event.

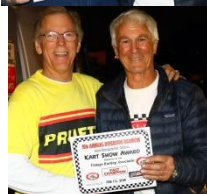
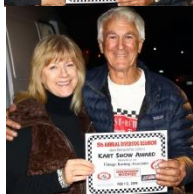
We ran the first set of heats, all single engine, 6.1, sidewinder in front of the rear engine karts. Then the 8.2 class ran with the same format. The dual sidewinder with the rears following constituted the third set of heats. We then took a lunch break.

Starting the second and final set of heats we ran a “Lady Bug” Class to honor Faye Pierson on this special day (Lady Bug is her nickname). I did not want to put Faye out on the track with a group of racers, so we picked six additional drivers to run with Faye. She won the heat and was all smiles, as she always is. This gesture proves, as much as anything, that karting keeps us young, perhaps not in age but surely young at heart!



We then ran the second and final set of heats. We had participants from nine US States, Ireland, Australia, and Canada.

The kart show was next, being the only event standing between participants and the Adams-hosted dinner, a gracious tradition for this event. The field of Karts on exhibit was amazing, with so many beautiful original and restored examples. Here is a sampling of the Karts on display and their proud owners. You have to pity the judges who had to decide among so many excellent entries.



*(Editor note: very special thanks to Jerry Imboden for photos!)*

The track was open for running under lights after the awards banquet was finished, resulting in six or seven diehards out there running until 10:00 PM. A few people left their trailers at the track on Friday night in the faint hope that Saturday would bring more on-track joy, but the heavy rains put an end to the 2019 event.

The turnout was low due to the severe weather, but the fun factor was high. I want to thank the Adams family, Tom Corso, Scott Wigginton, Terry Ives, Joe and Rich Swantek, Jim Donovan, Frank Weir, Jack Murray, Jerry Imboden, Dave Cordier and all the others that helped out to make this event a success, especially the participants, without you there would be no event.



## RIVERSIDE SHOW RESULTS BY FRANCIS WEIR

### REAR

Un-Restored Original Rear Engine	1960 McCulloch 300 Ice Kart/Dual McCulloch MC30's owned by Alan Paolercio, Fresno, California.
Modified Historic	1960 McCulloch Stinger/Dual McCulloch MC40's owned by Mike Jacobs, Petaluma, California.
Restored Rear Engine	1969 Bug Humbug/Clinton A490 owned by Dave Cabico, Lancaster, California.
Modified Rear Engine	1964 Rupp Lancer GT/West Bend 820 owned by Gilberto Rodriguez, Chula Vista, California.

### SIDEWINDER

Un-Restored Sidewinder	1979 Emmick Lightening/Dual BM 130's owned by Alan Paolercio, Fresno, California.
Restored Original Sidewinder	1980 DAP Jesolo/DAP T70TT owned by Gilberto Rodriguez Bazua, Chula Vista, California.
Modified Sidewinder	1973 Bug Stinger/McCulloch MC92 owned by Jill Wright, Redondo Beach, California.
Past Champion Sidewinder	1973 Pruett Lancer/Dual McCulloch MC91B1's owned by Rennie Goldberg, Fresno, California.

### RIVERSIDE – OTHER AWARDS

Tom Pierson Memorial 'Best Bug in Show'	1973 Bug Stinger/McCulloch MC92 owned by Jill Wright, Redondo Beach, California.
Mini Bike	1971 Taco T100/McCulloch MC100 owned by John Frank, Quartz Hill, California.
Peoples' Choice	1960 McCulloch Stinger/Dual McCulloch MC40's owned by Mike Jacobs, Petaluma, California.
Best Enduro	Not Awarded.

## MEMORIAL EVENTS BY GARY WLODARSKY

You may have seen on Facebook or the VKA website a suggestion made by Tom Day. His idea was to hold an event as a “tribute to vintage family members that have passed.” I’m all-in.



Many of you may have been at Quincy several years ago when this was done to honor Carl Weakly and Bob Lapke. Both served VKA with distinction. Carl and Bob were both VKA Treasures. Carl was the editor of the VKA publication in 2010 among other support. Bob was a big contributor to the early success of VKA.

At Quincy, Carl’s and Bob’s karts and family were there. All the attendees lined the straight at the START/FINISH line. A family member drove the respective kart ... **backward** on the track for three laps at a slow speed as the attendees paid a final tribute to the former members.

There may be other ways to honor our former members, but I have asked, and Scott Benton, Fremont Promoter, who has agreed to name his event (May 2-4) after Butch Kavanagh, a long-time supporter of VKA, and a good friend. How Scott (or any promoter) who wishes to conduct a tribute at their event is up to them.

Thanks to Scott.

RIP Butch

*Gary Wlodarsky*



This was my Fox Kart with MC-8 in 1964. So, when I saw the 1/2-scale model of the MC-8 on eBay, I just had to have it. Only one problem ... it was done exactly how the MC-8 looked new ... without my trademark orange shroud. Not to worry. I have plenty of orange paint. Was it a sacrilege to paint it?



My plan was to get one to show my grandchildren how an engine works. And the model does just that. The parts **bolt together** ... no glue. Put it

together, take it apart and reassemble all-over-again. They will be able to experience the concept of a “2-cycle” engine.



A little “pre-assembly” (shown here) will simplify the process and keep their interest.

Before putting the carb, manifold and reed assembly on, they will be able to see how the flow of gas gets to the cylinder. Once fully assembled, they will see the piston moving up and

down as the crank is turned. The concept of the “2-cycle” will be easier to “see.”

After some hands-on work with the model (we can do it on the kitchen counter without stimulating the wrath of grandma), hopefully they will have a better appreciation of the excitement their “Go Kartin’ Grandpa” has with his vintage karting friends.

To keep MY model faithful to the MEMORY I was rebuilding, I’ll make some more changes. In addition to the orange air shroud, MY original MC-8 had all the paint removed from the block and the carb. (A little grey paint will “fix” the carb/manifold/reed assembly, too.) The idea

was to make the orange shroud stand out and complement the orange helmet and orange floor pan.



So, were my “modifications” a sacrilege or true to my effort to ... rebuild a memory? Whichever, it will be FUN for vintage karters and non-karters, and for me ... FUN with the grandkids. (Move over 2<sup>nd</sup> Place NEPCS plaque. This baby needs a little room.)

If you like puzzles, if you like models, if you are a fan of McCullochs, if you want to have fun with your grandkids, you’ll love this unique puzzle/model. It’s not your father’s airplane model. It’s more than just a model or puzzle. It’s a **3D model/puzzle**. It’s a **working model/puzzle**. It’s a model/puzzle you can take apart and put back together (if you don’t get enough “wrenching” at the track).



There are two choices being produced by Jeff Campbell and his son, Nolan ([www.i3DSystems.com](http://www.i3DSystems.com)) with a high-tech 3D printer. More models under development. I especially like the MC-8 because it’s what I used to have ... 50 years ago. It even includes the by-pass passage unique to the MC-8 and 9. But they also have the ever-popular MC-91b (with the black outer air shroud). They are available on the VKA website: [www.VKAkarting.com](http://www.VKAkarting.com) or on eBay: search “MC8 model”. Have fun ... I did!

*Rolf Hill, Former Editor*

## 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** – 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](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)

**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)

**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](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: [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, 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; 4" & 5" Go Power rims; front and rear.

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 of text.**

Suggestion: Always refer to the VKA Website for the most up to date information!

[www.VKAkarting.com](http://www.VKAkarting.com)

#### Upcoming Events:

<b>March 8 – 10</b> <b>Robeling Road Raceway</b> <b>Bloomington, GA</b>	<b>May 2 – 4</b> <b>Fremont Raceway Park</b> <b>Fremont, OH</b>
<b>March 14 – 16</b> <b>13th Annual Vintage Kart</b> <b>Winternationals</b> <b>Barnesville, GA</b> <a href="https://thegska.com/">https://thegska.com/</a>	<b>May 17 – 18</b> <b>Lafayette Motorsports Park</b> <b>Lafayette, NY</b>
<b>April 13 – 14</b> <b>Shenandoah Speedway</b> <b>Shenandoah, WV</b>	<b>May 23 – 25</b> <b>Land of Lincoln Vintage</b> <b>Weekend</b> <b>Springfield, IL</b>

**MEMBERSHIP REMINDER:** 12 mo. Full Member = \$35; Associate Member = \$10 Foreign Member = \$45; Expanded/36 mo. U.S. Membership = \$95 & Associate Member = \$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.**

#### DISCLAIMER

The information provided in this or any issue of the Vintage Karting Association (VKA) **FIRSTTURN®** 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 **FIRSTTURN®**, 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 **FIRSTTURN®**. It is incumbent on the reader to determine which, if any, of the Resources listed in this or any issue of VKA **FIRSTTURN®** 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.