



VKA FIRS TURN

The Official Vintage Karting Association Magazine

Sep 2017

Rolf Hill, Editor



TURN



www.VKAkarting.com
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Duffy Livingstone passes away. p8

VKA Board Applications Due 9/30
* * **New Blood Needed** * *
Send to: louiemtb@aol.com

In this issue:

- Avon Summary
- Port Washington Summary
- Auxiliary Throttle Return Spring
- ... and more

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2017 SCHEDULE BY SCOTT KLINGLER & DICK CHAREST

2017 Event Schedule			
12/27 – 30/16	Daytona*	7/21 – 23	VIR
2/2 – 4	Bushnell, FL	7/27 – 29	Avon, NY (Tier I & II)
2/2 – 4	Riverside, CA	8/4 – 6	Port Washington, OH
3/10 – 12	Roebing Rd	8/24 – 26	Camden, OH
3/16 – 18	Barnesville, GA	8/26 – 27	Summit Point
4/27 – 29	Circleville, OH	9/15 & 16	Oreville, PA
4/29 & 30	Summit Point	9/15 – 17	Atlanta Motorsports Park
5/20 & 21	Sandy Hook, MD	9/16 & 17	MKC MIS AKRA
5/20 & 21	AKRA	9/21–23	Delmar, IA
5/25		9/30 – 10/1	Summit Point
6/3 & 4		10/21 & 22	Roebing Rd
6/15 – 17	New Castle, NY	10/6 – 8	Cuddebackville, NY
6/16 – 18	Mid-Ohio	10/12 - 14	Bakersfield, CA (Tier II)
7/6 – 8	Brodhead, WI	10/28 & 29	Atwater, CA (Tier II)
7/14 – 16	Grattan, MI	11/10 – 12	Saltillo, MS
VKA Sprint Events in BOLD		Vintage Enduro Events in ITALICS	

CHANGED!

NEW MEMBER BY BILL BLOODWORTH

Jeffrey Marshall

JOIN THE FUN!

EDITOR'S COMMENTS BY ROLF HILL

Last year, after the amazing showing of sidewinders at New Castle, I was thinking the end is in sight for rear engine karts. Well, maybe not **THE END**, but the enthusiasm for sidewinders was certainly on the rise and I was sure it would drive vintage karting for at least the next five years. I even speculated that a class for four-cycles was on the horizon. Avon changed all that ... at least the bad feeling I had about rear-engine karts. I can't remember the last time there were 18 karts in Rear 6.1. What a thrill! Most fun (on the track) I've had since 1964!



Cover Photo: Avon **START/FINISH LINE**

JUNE BOARD MEETING SUMMARY BY BILL BLOODWORTH

SYNOPSIS: There are 356 total members, 320 full members and 36 associate members. The ending May balance is \$19,475.79 which reflects revenue of \$1,282.00 and expenses of \$1,145.55. Lynn Haddock reported on a potential guidelines change involving the need for an auxiliary carburetor mounted throttle return spring. A recent incident at a WKA event brought the situation to Lynn's attention. Lynn is preparing an implementation presentation with photos for WKA. Lynn will furnish the presentation to Rolf Hill and he will forward the info to VKA directors. Jeff Campbell is working to correct a user registration problem on the VKA website. Show related preparations for upcoming events are complete. Rolf Hill reported on the lack of furnished information from the Springfield event.



{ANOTHER} CORRECTION BY ROLF HILL



Gordon Juhasz's beautiful Rupp Chaparral Enduro with a MC-9 was left out of the New Castle Show Results by mistake.

(Sorry Gordon)



After two weeks of heat and humidity on the east coast, cool weather and low humidity prevailed near the Finger Lakes Region of northwest New York, and afforded the legions of vintage karting enthusiasts just what the doctor



ordered for the Northeast Summer Nationals at Avon, NY. In continuous operation since 1959, and host to multiple IKF and CANAM national karting events over the years, Avon played perfect host to the VKA's second leg of the Northeast Promoter's Cup Series.

The event netted a 115 total kart count, with 75 entries in Tier I and Tier II demonstrations, and 59 entries in the Kart Show that boasted over 40 of the finest and rarest rear-engine chassis in the country. Special thanks to Terry Ives (California), VKA President Bill McCornack (Chicago), Jeff Brown (Michigan), and Gary Wlodarsky (Ohio), and several attendees from Georgia, all VKA Northeast members...and everyone who participated for making this a top-flight event!



Lots of practice and exhibition time characterized the first two days, punctuated by a wonderful picnic-style dinner and multiple 50/50 prize give-aways on Friday evening. Saturday started off with one practice session on the front end of the three scored Heats for each of the six scored/flagged classes in the Promoter's Cup

Series. We extend our special thanks to VKA event promoters Scott Kneisel and

Sam Polito, and the Genesee Valley Kart Club for hosting this awesome event, and look forward to the third leg of the Northeast Promoter's Cup Series at Oreville, PA on 15-16 September – we'll see you there! *Karl Ginter*



TIER 1 DEMONSTRATION EVENT RESULTS			
Class	1 st	2 nd	3 rd
Rear 6.1	Bob Noel	Hernan Rotela	Mark D'Elia
Rear 8.2	RodrigoDeFrancisco	Hernan Rotela	Rick Balliet
Yamaha S/W	Bill McCornack	Skip Owen	Kent Windham
Yamaha Limited	RodrigoDeFrancisco	Matt Klunk	Jim Kauffman
S/W 6.1 Amer.	Skip Owen	Karl Ginter	Chris Postiglione
S/W 8.2 Amer.	Steve Calabrese	Chris Gruber	Eric Krobath



THIS IS VINTAGE KARTING !

 Trophies donated by Karl Ginter.

SHOW RESULTS BY GARY WŁODARSKY

HISTORIC

Unrestored	'62 ½ Dart GP; MC-8; Terry Ives
Restored	'62 Fox; MC-9; Dan Lawton
Modified	'71 Repop King; MC-91; Lumpy
Past Champion	'61 Putnik Demon; Dual 580s; Al Postiglione

REAR

Unrestored	'65 Rupp; MC-75; Sal Palatucci
Restored	'66 Shoemaker; MC-91; Steve Miller
Modified	'68 Fantic Beowlo; WB-820; RodrigoDeFrancisco
Past Champion	'60 Percival Wildcat; Dual WB-580;

SIDEWINDER

Unrestored	'79 Emmick; MC-101; Karl Ginter
Restored	'76 Invader; MC-101R; Steve Calabrese
Modified	'73 Lancer Meyer; MC-93; Kent Windham
Promoter's Choice	'62 Fox; MC-9; Dan Lawton
Peoples' Choice	'65 Mirage RTS; Yamaha; Sam Cervoni





Pictures by Al Postiglione



JOIN THE FUN!

Duffy Livingstone who will always be remembered as the father of the Go Kart died August 13, 2017 aged 92. He was born in 1925. When he was 1-year old Duffy's parents relocated from Springfield, Illinois to Pasadena California. In March 1942, Duffy went to war.

Having survived flying missions over the South Pacific, Duffy was discharged in 1946 and returned to Pasadena. He immediately purchased a hot rod from Dave Mitchell who owned Mitchell's Roadster Shop in Pasadena close to the Rose Bowl. After Duffy purchased the roadster he went to work at Mitchell's where he learned to weld. Later the business name would change to Mitchell Mufflers. Duffy actually built Mitchell's first glass-pack muffler; before that, mufflers were packed with steel. By 1953 Duffy had left Mitchell's and together with an old high school pal, Roy Desbrow, started a muffler business behind a gas station in Pasadena.

At this juncture, Duffy became involved with a race car known as the Eliminator, a Ford T- Bucket which was named after the Potvin Eliminator cam. The car raced under number 184; Duffy was in Company 184 in the Navy. This car was more than a match for the sports cars of the day which all had fancy names such as Testarossa and Scuderia Ferrari; so Duffy added Tihsepa to the Chevy powered



Photo by Graeme Barwick

Eliminator as the model name. It took event organizers a while to figure out that Tihsepa was a dyslexic joke and banned the name. Today, there is a Tihsepa kart club called after the famous Eliminator car. Members of that prestigious kart club regularly compete at the Vintage Karting Association Reunion held annually at Riverside California. As to the Eliminator, the aged junkyard dog as one well known car magazine writer referred to it, ended up winning FIRST IN CLASS at the 2003 Pebble Beach car show considered to be the most revered event in the entire world of automobiles.

It was now 1956 and Duffy and his friend Roy Desbrow had three locations of Duff and Roy's Muffler Shop in the East Los Angeles area. Duffy had developed a muffler packed with fiberglass and was marketing the units as GP Mufflers, a pun on the shared acronym of Grand Prix and Glass Pack. The glass-packed muffler business was good for Duffy and his partner.

Because of his sports car fabrication and racing activities, Duffy often consulted with his friend Art Ingels who worked at the famous Kurtis Kraft plant in nearby Glendale. During a visit to Art's place, Duffy saw the Ingels' creation; a small tubular frame attached to four wheels at each corner and powered by a lawn mower engine. Art's invention stuck in Duffy's mind. He immediately started to construct his own version of Art's machine (after getting the OK from Art) one for himself and one for a friend. Then another friend wanted one and another and another. Duffy then called Art and organized a play day at the Rose Bowl in Pasadena. The Rose Bowl at that time attracted quarter midgets and many of their owners also wanted to know where to obtain these new-fangled miniature cars. Duffy drew up plans and put together materials lists and started to supply kits of parts to the converts. At this time, Bill Rowles joined Duffy's team as parts buyer.

The little cars ran at the Rose Bowl for quite a while. One Sunday a newspaper showed up and wrote a story about the activities in the

parking lot. The following Sunday the Police arrived. The local residents finally found out where the noise was coming from and that was the end of Duffy's and Art's creations at the Rose Bowl. Other parking lots were found for the week-end activities for the miniature vehicles and again they were moved on because of noise complaints. Incidentally, one of the police officers who had to deal with Duffy at the Rose Bowl would eventually end up working for Duffy at the Go Kart Raceway as head of security on race days!

Fabricating the small cars started taking up more and more of Duffy's time and was becoming a lucrative business. Duffy suggested to his partner Desbrow that they quit the muffler business. A friend who worked in advertising was approached to help them come up with a name for the little cars. Duffy remembers that Dart Kart, Zip Kart, Fun Kart and Go Kart were considered; they finally decided on Go Kart and Go Kart Manufacturing Company was formed; located at 152 East Huntington Drive, Monrovia, California.

Next, an organization had to be created and a set of rules drawn up to enable fair competition and to ensure that safety was paramount for the little cars. Duffy was a founding member of the Go Kart Club of America back in November 1957 (now known as the International Kart Federation).



Photo by Frank Weir

Finding a place to run the new breed of miniature race car was a concern for Duffy. Land was acquired at Irwindale Avenue in Azusa and a purpose-built race course for the little cars was constructed. This was the first track solely for karts in the World and was 0.3 of a mile per lap with 11 turns one of which was a challenging Monza type banked turn. The layout of the Azusa track layout was considered to be so good that its shape was reproduced at many locations throughout the United States and further afield.

Unfortunately, during 1963 Go Kart Manufacturing got into financial difficulties and Duffy returned to the muffler and welding business. He still continued to make karts during the 1960's; one model was known as the Flexible Flyer and was Duffy's version of a sidewinder kart that was revolutionizing kart chassis design worldwide.



Photo from Enzo Falconi Collection

Duffy retired to Grants Pass, Oregon from Costa Mesa, California with his second wife Deedee. There they kept seven dogs at one time, rescued three donkeys,

a couple of goats and a few sheep; Duffy sure liked things with four legs and four wheels. Later Duffy and Deedee would relocate to Tennessee.

Speaking of contemporary karting, Duffy admitted that he didn't go to karting events anymore simply because he did not enjoy the experience. He thought that the younger guys that were racing the modern karts seem to be out to win at all costs. However, he very much enjoyed attending vintage kart meetings.

All of Duffy's years of involvement in kart racing as a driver, mechanic, kart manufacturer, co-founder of organized karting and the Go Kart



Club of America which evolved into the International Kart Federation, have been honored by the International Kart Federation through their Duffy Awards, a bronze statuette of 'Joe Karter', 12 inches tall, mounted on a wooden base six inches high. These statuettes are presented every year to IKF National Champions. Duffy also served as an International Kart Federation Board Member and was a Past President of the International Kart Federation.

As well as karting, Duffy enjoyed building and flying complex radio controlled multi-engine model aircraft.

As a young teenager, back in Pasadena he worked in a model shop for 75 cents a week. There he developed a fondness for the scaled down aircraft.

Duffy fathered two children, Terry and Kim with his first wife Gloria. He lived in Ooltewah, Tennessee with his second wife Deedee and her son Steve and his wife Jackie.

Deedee also had two other children from her first marriage.

In 1939 aged 14 when he started working in the model shop in Pasadena, his given name of Frank gave way to Duffy for some forgotten reason; however, his massive contribution to the early days of the sport of Karting will never be forgotten.

Frank Weir

(Published with the permission of Vroom International Karting Magazine.)



Photo by Frank Weir



Photo from Enzo Falconi Collection

The 2017 *George Kugler Memorial Vintage Event* is history at Adkins Raceway. The Indian Valley Kart Club (IVKC) went above and beyond to put on a truly excellent program for everyone who came to run this historic track and test their skills when they attacked the famous Monza Wall.



One highlight of the event was the **VINTAGE**, solid wood trophies, dating back to 1960, that came from Ike White and the Crose Family and four historic tracks: Dart Kart Speedway, Linden Valley Kart Club (now known as Adkins Raceway), Navarre Kart Track and Cortney Road Kartway. Everyone could pick their own trophy, from their favorite historic track, according to where they finished. They were the hit of the event.

And no one left hungry. IVKC put out quite a spread both evenings. Friday evening, a diner was laid out for our racers with pulled pork, potato salad, baked beans and some great stories. Saturday, everyone filled their plate, a couple times, with fried chicken, baked beans, chips, Jo-jo's, and some of the **BEST** pies, next to Mom's, you could have.

The Kart Show was held during the picnic, and some beautiful karts were on display. The Peoples' Choice went to John Mitchel, son of Bantam Kart owner Mike Mitchel of Hudson, Ohio, with the last 1964 Bantam A-Bomb ever built. This kart was, hands down, the most gorgeous and documented historic kart in his category (see p. 15).

The racing was awesome with some racers posting times that were faster than the weekly modern kart races. A great battle, between the Rear Engine Racers, had people getting on their feet to watch.

Dean Sauder, in the Yamaha Limited Class, set a blistering pace no one could match. Turning the fastest times of the day, he easily won the class. Alan Davidson finished 2nd and Becca Spaude finished 3rd.



The Yamaha Class saw Alan Davidson set a tough pace for Dean Sauder to run against. Alan won Heat 1 and 2, but Dean came back in Heat 3 and took the win. Dean had an off-track excursion, but got back on the track and finish up front.

All the Juniors ran in one class, but the difference of karts made it tough to balance. We decided to award all three for a great race run. Drew Nagel got into the wet grass and slid into the safety barriers. Luckily, Drew was not hurt, but the kart was not so lucky.

Jerry Nagel and JoAnn Beres-Hertzog played cat and mouse for the entire race in Over 60. Both had great lap times and laughed and joked around after each race.

Even with the small turnout, everyone had a great time and repeatedly said, "the guys who didn't make it, missed a great event". For this, IVKC appreciate the comments. The track has come a long way and we have a way to go. The bumpy areas are all scheduled to be paved in due time. We average 50 plus entries at each event and we are growing, so we appreciate the understanding from both our modern and vintage racers.



After the Saturday night picnic, we held a raffle for a restored Mc-8, an air compressor, a Reese hitch and other prizes. Jim Hudson walked off with the Mc 8 and Doug "Lucky" Rossing won the compressor. Congrats guys...

And to top off the event, we had two visitors from Geneva, Switzerland. Rijen Sansonnens and his wife Gisele scheduled their vacation to attend our event. (To recognize them, we flew their flag during our event.) I met Rijen, about 4 years ago when we were on vacation in Switzerland and visiting the Swiss Hutlass factory. Rijen came in the store and we were introduced and I was told Rijen is the oldest Vintage Karter in Europe. How paths cross. Rijen started karting in 1959, at the age of 32. So, doing the math, Rijen is 90 years old and still gets into a kart every now and then. He raced in 461 races, 82 Victory's, 202 Podiums, 251 Cups. Quite an impressive record. We enjoyed having them and hope to remain in touch as time goes on.



Our **THANKS** to all who came and **BEST WISHES** to everyone.



DEMONSTRATION EVENT RESULTS

Class	1 st	2 nd	3 rd
Historic & Junior Participants	Kyson Barger; Drew Nagel; Doug Rossing; Kyle Stropko		
Over-60	Jerry Nagel	JoAnn Beres-Hertzig	John Mitchell
Rear 6.1	Jerry Nagel	*****	*****
Rear 8.2	Marc Nagel	*****	*****
Sportsman Rear	Romero Llamas	Roy Fenwick	Dean Scarbrough
Yamaha S/W	Alan Davidson	Dean Sauder	Doug Rossing
Yamaha Limited	Dean Sauder	Alan Davidson	Rebecca Spaude
S/W 100 Foreign	Sandy Stropko	Ralph Spithaler	*****
S/W Straight Axle	Tom Bowman	JoAnn Beres-Hertzig	*****
Dual	Bud Snelling	*****	*****
Sportsman S/W	Al Hasenfratz	*****	*****



PORT WASHINGTON KART SHOW BY GARY W LORDARSKY

SHOW RESULTS BY GARY WLODARSKY

REAR	
Restored	'61 Bantam "A" Bomb; Mac 70
Modified	'61 Dart Grand prix; WB 820; Drew Nagel
Past Champion	'63 Dart Brand X; Mac 45; Romero Llamas
SIDEWINDER	
Unrestored	'77 Bug Wasp, Yamaha; Ralph Spithaler
Restored	'80 Invader Star; Yamaha; Dan Bucher
Past Champion	'72 Big J Lancer; Komet K88; Tom Bowman
Peoples' Choice	'62 Bantam "A" Bomb; John Mitchell

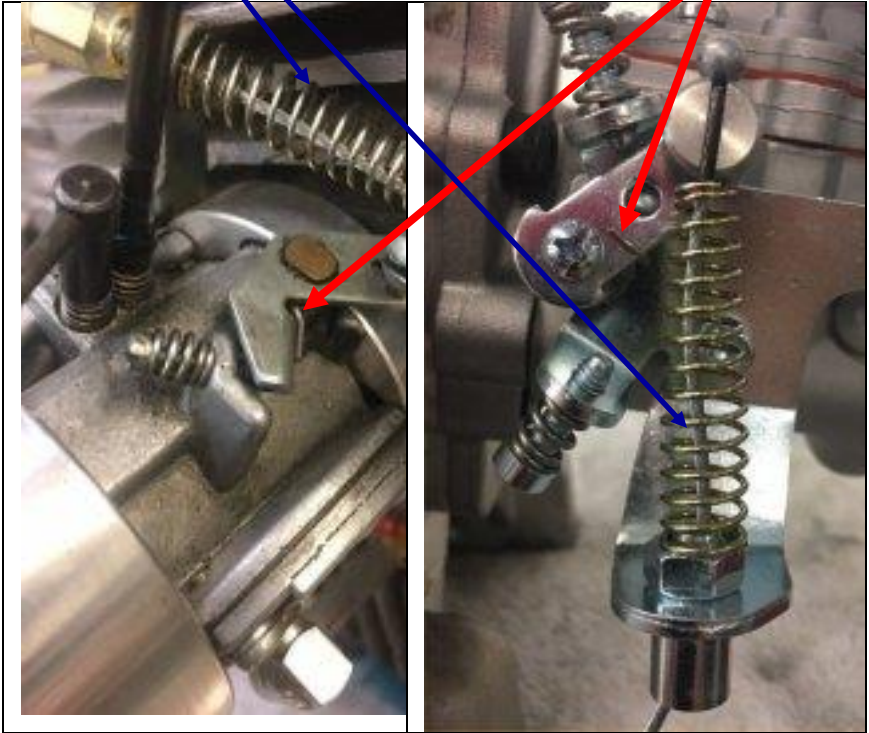


THIS IS VINTAGE KARTING !

AUXILIARY THROTTLE RETURN SPRING BY LYNN HADDOCK

Recently, all the major modern karting organizations have adopted a new rule that mandates all carbs (except slide valve type) employ an auxiliary throttle return spring. This extra spring is designed to return the shutter to the closed position in the event the primary carb spring fails.

At this stage, the VKA has not taken any official action on this situation, but I thought it would be appropriate to show a few of the available solutions in the interest of safety. Other solutions should be acceptable as long as the solution will close the throttle in the event the primary throttle return spring fails.



THIS IS VINTAGE KARTING !



Auxiliary Spring

Lynn Haddock

RESOURCES

Bud, Kirt, or Craig Bennett - RM Motorsports

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

Tel: 248-344-1515 rmmotorsports.com

Jeff Brown - Full Engine Service; Modifying & Rebuilding foreign, WBs and Macs since 1967; Honing, Inertia Dyno Testing

Tel: 248-613-5839

[Email: invaderjb@gmail.com](mailto:invaderjb@gmail.com)

John Copeland - Fox Valley Kart - - VKA required 3rd Bearing supports for sidewinders. Also motor mounts and other machined accessories.

Tel: 765-742-0935

[Email: John@foxvalleykart.com](mailto:John@foxvalleykart.com)

Jim Donovan - Max-Torque Ltd. – Clutches for most engines

Tel: 630-369-9600

www.MaxTorque.com

Richie Engel – Clutch & Brake Shoe Relining, 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 [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

Tel: 818-321-0564;

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

Charles Groeteke - 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

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](mailto:lynnhaddock@epbf.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 – 2018 VINTAGE KARTING WALL CALENDAR; Orders now being taken.

[Email: KartNumber4@yahoo.com](mailto:KartNumber4@yahoo.com) for more info. \$12 at the track; \$15 each by mail; reduced price for orders of 4 or more. *Support Friedreich's Ataxia.*

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; 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)

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

Gordon Juhasz - Vintage Karting Specialty

Quality Kart Restorations. Buy - Sell- Trade. Ph: 765-969-7756

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

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

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

Al Postiglione – RepopKart/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

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

Robert Stanton - Robron Incorporated - Dart chassis, parts and repair
Tel: 800-624-7383 Email: 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

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

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 <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 Email: jpwaltz@eraenergy.com

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

Scott Wigginton - ASW R&D Machining; 4" & 5" Go Power rims; front
and rear. Tel: 408-748-6949 Email: ASWInc2@aol.com

Upcoming Events . . .

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

Cuddeback

10/6 – 8 Cuddebackville, NY
www.ovrp.net

Bakersfield

10/12 – 14 Bakersfield, CA
www.racingwhere.com/sprint-racing/tacks?key=225

OFF-SCHEDULE:

10/22 JamaciaRaceway.com; IA
Contact JamKart@hotmail.com

11/10-12/17 [Musselman Honda Circuit](http://MusselmanHondaCircuit.com), Tucson, AZ
Contact [Dean Kanocz; RuppDart@gmail.com](mailto:DeanKanocz@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) or from BillBloodworth@gmail.com. Completed forms should be sent to:

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

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