



VKA LAS

The Official Vintage Karting Association Magazine

Dec 2018

Rolf Hill/Cary Thomas, Editors



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TURN



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2019 SCHEDULE BY SKIP OWEN, DICK CHAREST & JOHN COPELAND

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

JOIN THE FUN

I've reached the Finish Line (as pictured on the cover) as Editor of the **VKA *FirsTurn***. This is the ***LasTurn*** (also noted on the cover) for me. (Not to worry, I'll be at the track.) It's been nearly eight years, and 72 issues later that I've crossed the Finish Line. I'm hoping everyone will give Cary Thomas their full support. (If you are interested in past issues, most of them from 2013 through 2017 are posted on the VKA website (www.VKAkarting.com)).



Speaking of support, there are many people I need to thank, starting with Dick Teal. He worked with me and taught me the ropes of what it took to put out each issue ... from layout and formatting to getting the final product to the printer.

Next, a huge **THANK YOU** goes to Bill Bloodworth. It's one thing for me to bang the typewriter keys, but you wouldn't be reading this if Bill didn't keep such immaculate records of members and know who gets reminders, patches, renewals ... and oh by the way, the latest issue of the ***FirsTurn***. I will tell you, and I am sure he will too, that he had some help from his wife, Donna, who helped "stuff the envelopes" among other things. (I might add, Bill B. took over the job from Bill McCornack and his wife, Mary Jo, so they, too deserve my gratitude ... and yours ... for a job well done.) Bill B., together with MY wife took on the additional role of proofreader. Thanks to them for that.

This is where YOU come in; here is YOUR role as a VKA Member in making the **VKA *FirsTurn*** the premier vintage karting publication in the country ... perhaps the world. Just as in the past, VKA Members contributed to the **VKA *FirsTurn*** ... technical articles by Louie Figone, Dick Teal, Bill McCornack and Jim Donovan, Member Memories by various people, a whole series of *Famous Not Forgotten Tracks* by Colm O'Higgins, and "stolen" articles from Frank Weir to mention a few. (I probably should have gone through the 72 issues, 'cause I'm sure to have missed someone, but I've crossed the Finish Line. That's my story and I'm stickin' to it.) In any event, I want to thank all of the contributors in the past and encourage all of you to lend a hand in the future. Help Cary to continue the tradition that we know makes vintage karting so special.

One final **THANK YOU** ... to the VKA Board and Officers for their support and for the “free hand” they gave me as Editor ... as it should have been. No one may have noticed, or even cared about “the small print” that was added in the disclaimer on the back page of each issue. But despite the “freedom of speech” it gave me, I was never muzzled by any of the Board or Officers in the last eight years. So again, thank you for that and thank you for your \$upport.

Safe karting to all. See you at the track.

Rolf Hill, Editor
VKA FIRSTTURN®

P.S. Good luck, Cary.

BOARD MEETING SUMMARY BY BILL BLOODWORTH

Sep. Synopsis: There are 436 total members, 393 full members and 43 associate members. The ending August balance is \$23,443.14 which reflects revenue of \$865.00 and expenses of \$1,127.50. The estimated costs of printing and mailing future publications is \$5,678 total, \$2,628 for 12-month members and \$3,050 for 36-month members. Gary Wlodarsky stated that he would like to step down from the judging and show responsibilities.



Jack Murray was suggested as a possible replacement. Louie Figone reported that he has had discussions with Bill Ross, Jr. regarding a possible new Washington state event. Skip Owen expects most 2019 events dates to remain the same. A possible request for a Jacksonville, FL date will be investigated. Bob Barthelemy reported that in 2019 a local event will be held before the Barnesville VKA event in order to smooth out procedures and reduce delays such as occurred this year. Bob stated that due to the uncertainty regarding growth of the 4-cycle entries, the 2019 event will remain a combined 2-cycle & 4-cycle event. Dean Kossaras is requesting input from members, promoters, & track owners regarding **Guideline** changes for 2019. A postcard mailing requesting member comments for the changes was authorized. Lynn Haddock will create a list of the procedures required for a full-tech inspection of the Yamaha Limited class. Procedures already exist for the Yamaha Piston Port class. The phrase stating that there will be no official teardowns will be removed from the **Guideline**. Sal Palatucci reported that five Northeast Region events are planned for 2019. An advertising expenditure of \$500 was authorized for Rolf Hill's 2019 karting calendar. The general consensus seemed to be that submittal of a membership application was not necessary if pertinent information was furnished. The issues related to acceptance of electronic payments and fee responsibilities were tabled pending a special meeting schedule for 23 September.

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

Cuddeback, the final stop of the Northeast Promoter's Cup Series, may have been shortened by some wet weather, but it didn't dampen the spirit of the event. Friday was a beautiful day at the .7-mile track. With a full day of practice and tuning complete, it was time to have the final kart show of the season. There were so many fantastic karts on hand the judges had a tough time deciding the winners.

Immediately following the show, there was a delicious dinner prepared by the track. With dinner complete the real excitement was just about to begin. Still to come was one round of "Mock Heats" to be run under the lights. This was Tier II style with no scoring or points. This part of the event is something that is particular to Cuddeback and only within the N.E. Vintage Kart Promoter's Cup Series. Everyone had an absolute blast with some very tight, clean, and breathtaking racing on display.

Present, along with the usual exciting mix of vintage kart classes represented at the "Series" events, was an absolutely thunderous group of seven dual engine sidewinder karts. Everyone was on their feet

and lined along the fence to watch these beasts roar down the long back straightaway and jockey around this challenging course that is Cuddeback.

Rolling in for Day 2, Saturday morning, the valley was filled with a light mist in the air making for unfavorable conditions. After lunch, and after some slow laps to help dry the track, the track was cleared for practice and qualifying. However, just as the historic class completed **Heat 1**, the valley sent in just enough mist to put an end to any hopes to completing a full round of Heats. A decision was made to use the qualifying positions for the day's awards and the end of season results.

The awards assembled were second to none. Rick and Al handed out trophies for the day. (For more on the NEPCS awards, see article on p.16)

Cuddeback and The N.E. Vintage Kart Promoter's Cup Series would not be possible without all of the participants, and their commitment to restore, maintain and race these magnificent vintage machines. Without the effort of Rick Keller, Al Postiglione and Sal

Palatucci our N.E. VKA Coordinator, along with all of the individual track promoters, this

“SERIES” would not be as awesome as it is.

John Wolkiewicz

[More on the SERIES on p.14.]

CUDEBACK SHOW RESULTS BY AL POSTIGLIONE	
HISTORIC	
Unrestored	Fox Kart; Rick Keller
Restored	Bug; Paul Hunter
Modified	Bug; John Wolkiewicz
REAR	
Unrestored	Chaparral; Ralph Postiglione
Restored	Grand Prix; Al Peckenpaugh
Modified	GoKart 1200; Anthony Biers
SIDEWINDER	
Restored	MK3; MC-92; Tom Dandes
Modified	MK3; Dual KT-100; Rusty Becke
PEOPLES' CHOICE	
Peoples' Choice	'64 Bug Spider Sprint; MC-10; John Wolkiewicz

Special thanks to our judges: Paul Hunter, Jon Clark, and Tucker Johnson



12TH ANNUAL SOUTHERN ENDURO CLASSIC BY DICK CHAREST

The 12th Annual Southern Vintage Kart Classic was held at Roebling Road Raceway on October 20-21, 2018. The track is located near Bloomingdale, GA. It is 2.02 miles long with nine turns. The facility features a 60-acre paddock with paved access roads.



In March, the Southern Kart Club (SKC) hosted the 2nd race of the 2018 World Karting Association National Road Racing Series. However, in October the SKC holds a club race at Roebling Road with special emphasis on vintage karts. The vintage karts run four exhibition



races over the two-day weekend. There are two, 15-minute vintage exhibition races on Saturday and two more 15-minute vintage exhibition races on Sunday. Both vintage lay-down enduro karts and vintage sprint karts are welcome to participate.

The weather was beautiful on Saturday. It was sunny and started off at 65°F and got all the way up to 89°F. Pretty warm for a race day in mid- to late-October.

VINTAGE EXHIBITION RACE #1

When the **Green Flag** dropped, Tony Ellison got a good start and took the lead of the race. Dick Charest slotted into 2nd but he got a couple of high temp warning lights on his gauge and richened the carb HS needle accordingly. After about six minutes Dick's engine developed ignition problems and started to sputter so he went into the pits rather than getting stranded out on the track. Tony Ellison set fast time for Vintage 1 at 1:24.875 and won the race with his K-35. Dick's best

time was 1:29.787. Mark D'Elia ran 1:33.574 running Ed Sahagian's Emmick kart with a K-11. He had a rear brake problem late in the race but managed to finish 2nd. Todd Breedlove ran a sprint kart with a MC-92 and finished 3rd. Dick Charest did not finish the race but was credited with 4th place. Christopher Foske, Terry Armstrong, and Alan Lidke had problems in practice and did not make it to the starting grid for race #1.

VINTAGE EXHIBITION RACE #2

Dick Charest got a great start and took the lead of the race before Turn 1. He led the race for a couple of laps but then Tony Ellison passed him in Turn 3 and took the lead of the race. Dick followed Tony for a couple of laps but then the ignition problem he had in Race 1 resurfaced. About six minutes into the race, the ignition started to



sputter so he went into the pits rather than getting stranded out on the track. Tony Ellison again set fast time for Vintage 2 at 1:24.424 and won the race with his K-35. Dick Charest's best time was 1:26.792. Christopher Foske ran 1:34.577 and he finished 2nd running a Yamaha since he damaged his TKM piston port engine in Race 1. Mark D'Elia ran 1:36.952 running his Hornet Marauder II with a MC-101 and finished 3rd. Todd Breedlove finished 4th running a sprint kart with a MC-92. Dick Charest, Terry Armstrong, and Alan Lidke did not finish the race but were credited with 5th, 6th, and 7th place, respectively.

Overnight a front came through and the weather was noticeably cooler on Sunday. The high temp was only 66°F. That was a big change from Saturday.

VINTAGE EXHIBITION RACE #3

Dick Charest got a great start took the lead off the starting grid. However, as he went around the long sweeping Turn 2 on lap 2, the engine quit running and he pulled off the track. Dick noticed that it was very quiet, and he realized they had **Red Flagged** the race. Tony Ellison had attempted to pass Mark D'Elia on the sweeping turn coming onto the front straight and went off the track. Mark instinctively turned to the right and spun out hitting the concrete retaining wall separating pit road from the track with the left rear corner of Ed Sahagian's Emmick kart. The impact broke the rear axle and bent up both rim halves of the

left rear wheel. Even the race of the left rear axle bearing was cracked. Thankfully Mark was OK. He jumped over the retaining wall and gave the corner workers a “thumbs up” indicating he was not injured. The race was restarted, but when Ed tried to restart Dick, he noticed that both carb mounting nuts had come off and the carb was just resting on the carb studs, so Dick did not get to restart the race. Tony won the race turning a best lap of 1:26.094 with his K-35. Christopher Foske finished in 2nd running his Yamaha and turned a 1:31.936. Terry Armstrong turned a 1:30.142 but he and Todd Breedlove did not finish the race. Alan Lidke’s clutch problem in Race 2 prevented him from making it to the starting grid for either of the Sunday races.



VINTAGE EXHIBITION RACE #4

At the start of race 4, Dick Charest got a great start and took the lead before getting into Turn 1. He led the race for four laps, but then the ignition problems that he had been fighting all weekend resurfaced. He nursed the kart around the track for two more laps, but the engine was running so badly that he decided to come into the pits. Just before he came onto pit road, Tony Ellison passed him to take the lead of the race. Tony Ellison set fast time for the race at 1:21.787 and won the race. Terry Armstrong running a DAP T-62 had a best lap of 1:30.831 and he finished 2nd. Christopher Foske turned a 1:31.887 and he finished 3rd. Mark d’Elia ran a 1:36.967 and finished 4th in his Hornet Marauder II with a MC-101. Dick Charest and Todd Breedlove did not finish the race.

AUTHOR’S POSTSCRIPT: Back at the ranch I tried everything to “fix the problem.” Swapped-out sparkplug ... no joy. Swapped out coil ... no joy. Swapped out Motoplat stator ... no joy. Swapped out coil (second time) ... no joy. Swapped out carb. Problem solved! Why is it always the last thing you do that solves the problem?



THIS IS VINTAGE KARTING !



Last May, I bought a beautifully restored 1964 Fox Kart, Model 2320 (dual rear box mounts). I also bought a Mac 91B engine. I spent the hot Carolina summer slowly putting things together. By August, I had purchased a new clutch and assorted gear, built a starter, and finally had the engine mounted and running and felt it was ready to put it on the track. Unfortunately, this past summer was a particularly hot



one, and I felt strongly disinclined to get on the track in helmet and safety gear with a heat index well into the 100s. Then, September brought Hurricane Florence, followed shortly thereafter by the remnants of Hurricane Michael. Luckily, I escaped both storms unscathed, and by mid-October I finally got to Carolina Motorsports Park in Kershaw, South Carolina.

After more than fifty years since I had last been in the seat of a go kart, I had lots of apprehensions. Would the engine run consistently, or would I break down half way around the track on my first lap? Could I still drive as I once had been able to, or would I promptly spin out and end up in the weeds, completely embarrassed? As a new “rookie” and starting from scratch again, I imagined all the worst-case scenarios rather than better outcomes. Nevertheless, I was anxious to relive those old passions and feelings, and here I was, back on a track again.

Luckily, my little Mac 91b started right up with no difficulty, and I was off on my first few laps. The acceleration out of the pits and toward the first turn leading onto the long straightaway was exhilarating, and I reveled at the



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

feeling of being “back in the saddle” of a kart again. As I entered the first turn, my throat was dry, and I wondered if I was half crazy for even thinking of getting back into go karting at age 70. My trip down the straightaway

dispelled that notion immediately. I had the engine running quite rich because of the length of the straight and a concern if my 7 to 1 gearing was too low for such a long strip. Before I knew it, I was at the end of the straight, and my engine was just starting to sputter slightly as I wanted. I braked a bit harder than was really necessary and cranked the steering wheel to the left as I hit the turn and pushed the throttle to the floor. My kart practically jumped out from under me but feeling the acceleration and the kart frame flexing beneath me as I entered the next couple of turns brought back a flood of memories of the passion I’d had for racing when I was in my teens.

After five laps on the seven tenths of a mile track, I was



ready for a break. Driving this little thing was more work than I had recalled. Although the kart handled beautifully, the steering seemed much heavier than I had recalled of my previous driving experiences. After a short break, I got back on the track again, this time with one or two other karts also on the track with me. I was still a little nervous, especially about screwing-up in front of another kart on my tail, but I watched carefully for them and concentrated simply on getting a feel for the handling of my kart. With each passing lap, I began to gain a better feel for the kart’s tendencies. It seemed to like left hand turns better than right hand turns. Or was it just me? I wondered if having the engine mounted on the right side (outside in a left-hand turn) was a factor. It didn’t matter. There

was a slight difference, and I simply had to accept it and adjust for the difference in the feel of the kart in a left turn versus a right turn.

I was passed by a couple of karts and had a chance to follow their lines through the turns. Both of the other karts were sidewinders, and I knew they handled differently than my little Fox. Following their paths through the turns quickly showed me that my approach to the turns had to be different and had to take into account the way my kart drifted through the turns. As I practiced deceleration into the turns followed by full power, I began to gather more confidence in controlling the drift of my kart. I remembered my previous racing experience and the delight I felt from knowing exactly how my kart was going to handle and how to control its drift through the turns. I was now learning how this kart handled, getting used to its tendencies, and really beginning to get a “feel” for it. With each lap, I continued to better understand how the kart handled, how to begin to set up for each turn, and I increasingly drove more aggressively, undoubtedly improving my lap times. By the end of a total of

twenty-five laps, I was truly tired and ready to call it a day.

Afterward, standing in the pits, I knew I still had lots to learn, and had loads of unanswered questions about the kart. Why did it seem to handle differently in left versus right turns? Why did the steering feel heavy to me? Could it be tire pressure? Could it simply be a slight difference in the geometry of the front axles from my other karts? Was it just me that was reacting differently to the turns? Regardless, I loved getting back in the seat again. I loved feeling the incredible acceleration, feeling the frame of the kart flexing beneath me, and feeling the control of drifting through a corner in a truly vintage, rear engine kart. I loved the intoxicating smell of castor oil from the fuels. My shoulder muscles were sore from steering, but I knew I’d made the right decision to get back into karting. I admire the engineering of more modern karts, but I also know that I am unwaveringly attached to the old rear engine designs. I guess the only regret I have is not having gotten back into karting ten years earlier.

Ralph Pears

Beautiful late summer weather, a fast, smooth racetrack, and country club amenities, what more could a Vintage Enduro Racer want? For those of you who have not seen it, Pittsburgh Motorsports Complex is a stunning facility; 2.8 miles of glass-smooth asphalt with nearly 100 feet of elevation change. In one section, drivers drop 83 feet through three corners and climb back up that same 83 feet before the next corner. If you like challenging, technical, hi-speed karting, this is the place for you. The facility also boasts an outstanding Sprint track and a large, open Autocross area. All three venues were in use at the same time.



With two Road Race events in relatively close proximity, the number of available racers was split between Pittsburgh Motorsports Complex and Summit Point in West Virginia. While turnout at each race probably suffered a bit, it did spread the gospel of Vintage Enduro Racing.

Seven Vintage enduros were entered in *Vintage Piston Port USA* on Saturday with everything from Yamahas to Mark Delia's McCulloch-powered Hornet. This was the first race of the weekend and, for whatever reason, only Arthur McKenny and Ben Eberhart completed any laps. To make matters worse, Eberhart broke on the first lap, leaving McKenny to cruise to the win uncontested.

Two twin-engine karts took the track for Saturday's *Vintage Twin* event; Greg Wright's "Millenium Falcon" twin Yamaha setup, and Mike Schlager's venerable Dart Mean Machine with twin B-Bombs. While Schlager's B-Bombs definitely had the edge on horsepower, his commitment to run it in original trim, with Burco engine clutches and Goodyear Blue Streak tires (where does he even find those???), meant that Wright's more "modern" machine, with MCP brakes and axle clutches, had the edge and he took the win.

Vintage Unlimited on Saturday gridded four karts and big displacement ruled the day. Duane Eberhart and his son Ben fielded 135cc PCR's that were the class of the field. Arthur McKinney dropped out early, followed by the senior Eberhart, leaving John Copeland with his Komet K88 to trail Ben to the checkered.

Sunday's races began with the Vintage Piston Port USA class again but, unfortunately, we did not get any results to report.

Vintage Twin on Sunday was a non-event as only entry was Greg Wright, and he withdrew before the start with brake failure

That left *Vintage Unlimited* to carry the Vintage torch for the day and the same four drivers were entered. Once again, Ben Eberhart blasted into the distance with his 135cc PCR, leading his father, Duane, by several seconds. Arthur McKenny failed to make the grid and John Copeland trailed with his 100cc K88. But fate turned against the elder Eberhart and, with only one lap to go, he dropped out, handing the runner-up spot to Copeland.

Our compliments to Dart Kart Club for another well-run event. Everyone had a great time and truly enjoyed the beautiful facility. There are lots of Vintage Enduro karts out there that can be picked up for next to nothing. Why haven't you tried laying down yet? It's fast, it's fun, and the race weekend atmosphere is completely different than your average Sprint race; relaxed, laid back, friendly. So, get out there and look for something to drive before next season gets started!

John Copeland

NE PROMOTERS' CUP SERIES BY KURT BOGERMAN

This November evening, as the cold rain falls, and fog rolls in, I find myself reflecting on this past season of karting. In fact, that's only half right. I am actually reflecting on my FIRST season of vintage karting, and it was a total blast! But this article is not really about me: it's about everyone and everything that made this season so much fun. In particular, this is about the



collection of events known as "THE NORTHEAST PROMOTER'S CUP SERIES" (NEPCS).

It's important to define exactly what the series is. Developed and coordinated by Rick Keller and Al Postiglione, the

Series, per its promotional literature, "is intended to recognize consistency in engineering, performance, and participation over the course of

four events.” THE SERIES aims to “create an atmosphere that will add incentives and increase the participation of ‘Vintage Karters’ at all events in the series.” This is intended to tie into the VKA’s vision statement: “...to grow Vintage Kart participation, further the acquisition, preservation, and restoration of vintage go karts in a safety minded venue...”.

The thing that I see as being the most valuable aspect of the PROMOTER’S CUP SERIES is its ability to draw participation! Drawing people together to celebrate a shared interest can be a beautiful thing. Through vintage karting I have met new people and made a new circle of friends for the first time in years. It’s been a total joy for me to learn from the experience of the elder karters, and a delight to find myself addressing the inquiries of others at times! Most of the other drivers are faster than me, so I get to chase them, and that’s fun.

After procrastinating, watching the forums online, taking notes, acquiring parts here and there... for years, I finally decided to restore my kart last Fall, and 2018 was going to be different! Then I saw the flyer for the

NEPCS, and an actual plan of attack unfolded. My point is this: there were times when I was planning my summer, I would look at the calendar, then at the flyer, and realize that it just didn’t make sense to miss the next SERIES event. Challenge accepted!

Obviously, I was not alone. If you look at the numbers, the SERIES has been a resounding success, when it comes to getting folks to dust off their karts and meet at the track. In its inaugural season (2017), the SERIES was able to draw 249 entries. This year, that number grew to 290! The SERIES has been successfully growing vintage karting in the region. Attendance is growing. The number of karts, both on the track and on display are growing. The VKA Eastern Region is growing. This is great for Vintage Karting!

So.... where in the Northeast were each of these events, anyway?

EVENT ONE of the 2018 NEPCS was held on May 4-5, at Nicholson Speedway, in Chestertown, MD. This was the first VKA event for Nicholson, and they really rolled out the red carpet for us there. Joe Weissner,

Heather and Ray Masse and the entire track staff were polite and enthusiastic. It was here at Event One that I met several people who I now call friends, and with whom I would associate at the remaining events.

EVENT TWO occurred on July 26-28, in Avon, NY, at Genesee Valley Kart Club. This was a very well attended event. In fact, the kart show was among the largest ever assembled! Last year, 60 karts. This year, 83. That show was a spectacle! As Al Postiglione put it, “Karts as far as the eyes can see!”. Scott Kneisel and Sam Polito run that event, and you’ll rarely find two guys with half as much of the technical prowess and craftsmanship that they possess.

EVENT THREE took place on September 14-15 at the Oreville Kart Club in Oreville, PA. This event was nearly rained out. Thankfully, the clouds parted by mid-day on Friday, and we were able to make a weekend of it. Barry and Alex Greenzweig and Kenny Dengler ran a tight ship. They recognized early on that there were issues with the practice schedule and adjusted quickly. Barry was a stern grid marshal, but he kept the Heats rolling efficiently. My favorite

quote of the weekend was his: “If you’re ready, why don’t you have your helmets on!?!?!?”

The “**SERIES**” Awards followed the event awards at Cuddeback. The promoters had beautiful plaques custom made for first, second, and third place finishers. There were also custom embroidered jackets and travel bags for first place ...



Embroidered travel bags were also awarded to second and third place finishers.



Also, a \$310 Participation Bonus Check, sponsored by the VKA and the participating N.E. Series tracks, was won by Nick Sears.

John Wolkiewicz

Thanks to Kent Windham for his support and assistance in producing the Jackets and Travel Bag Awards.

EVENT FOUR was held on October 5-6 at Oakland Valley Race Park, in Cuddebackville, NY. There was a lot of

excitement associated with the event, both on and off the track surface. The Nagel family, from Ohio, came out and put on a show for everyone, largely dominating in eight different classes!

And, one of the things that has become a special signature of the series is the Tier II "Mock Heat", under the lights at Cuddebackville. It's quite a scene. Of course, no one's winning national titles...but it looks and feels like you're doing something really important!

So, looking forward to 2019, we will again be challenged to attend the four events of the NEPCS. Notably, The Avon event will continue on the NE schedule, but Lafayette Motorsports Park (formerly Cherry Valley) in Lafayette, NY will debut as part of the 2019 SERIES. This ½ mile track was widened and repaved in May 2018, so it will be a fast, fun experience for all of the kart classes. Looking forward to seeing you there, Dual Sidewinders!

Kurt Bogerman



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And.... to top off the SERIES awards, Jon Clark was given the 2018 Sports-



manship Award. Jon was described as a true gentleman both on and off the track and truly a great asset to this great sport we all love.

John Wolkiewicz



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: louiembt@aol.com](mailto:louiembt@aol.com)

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1/31 – 2/2 Riverside, CA
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