

# VKA FIRS TURN

The Official Vintage Karting Association Magazine

August 2013

Rolf Hill, Editor

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



Kristin Klein  
Sings National Anthem



# Brodhead

## In this issue:

- Quincy's Gus Traeder
- Brodhead Results
- Mid-Ohio ENDURO Results
- Jay Bruninga Re-Build Project
- Dick Teal's Fox Kart Museum
- Team Photos ... and more

MMXII – No.8

VKA Logo Courtesy of Tom Medley

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## 2013 VKA TOUR EVENTS & OTHER VINTAGE EVENTS

<b>1/24 – 26</b>	<b>Jacksonville, FL</b>	<input checked="" type="checkbox"/>	7/26 – 28	Avon, NY (VKCA)	<input checked="" type="checkbox"/>
<b>1/31 – 2/1-2</b>	<b>Riverside, CA</b>	<input checked="" type="checkbox"/>	<b>8/8 – 10</b>	<b>Circleville, OH</b>	<input checked="" type="checkbox"/>
<b>3/14 – 16</b>	<b>Barnesville, GA</b>	<input checked="" type="checkbox"/>	8/31 – 9/1	Rock Island GP	
<b>4/26 – 28</b>	<b>Whiteland, IN</b>	<input checked="" type="checkbox"/>	8/31 – 9/1	Fremont, OH (TBO)	
<b>5/9 – 11</b>	<b>Camden, OH</b>	<input checked="" type="checkbox"/>	<b>9/6 – 8</b>	<b>Quincy, IL/MO</b>	
5/17 – 19	<i>DKC Gratten, MI</i>	<input checked="" type="checkbox"/>	9/13 – 15	<i>MKC at MIS</i>	
<b>5/24 – 25</b>	<b>Springfield, IL</b>	<input checked="" type="checkbox"/>	<del>9/26 – 29</del>	<del>Alton, VA</del> ( <b>CANCELLED</b> )	
<b>6/13 – 15</b>	<b>New Castle, IN</b>	<input checked="" type="checkbox"/>	<b>9/27 – 28</b>	<b>Delmar, IA</b>	
6/7 – 9	<i>DKC Mid-Ohio</i>	<input checked="" type="checkbox"/>	<b>10/11 – 13</b>	<b>Cuddebackville, NY</b>	
<b>7/11-13</b>	<b>Brodhead, WI</b>	<input checked="" type="checkbox"/>	<b>11/2 – 3</b>	<b>Atwater, CA</b>	

**Bold** = VKA Event

*Italics* = Enduro Event

TBO = The [R.E.A.R.] Big One

VIR = Va. International Raceway

Please check the official schedule posted on the VKA web site for any last minute corrections ([www.VKAkarting.com](http://www.VKAkarting.com)).

## KARTING TRIVIA QUESTION BY BILL MCCORNACK

**Question:** At the 1970 I.K.F. Nationals held in Quincy, Illinois, what happened that interrupted practice for one full day? (It wasn't weather related.)

**Answer on p. 4.**

## EDITOR'S' COMMENTS

My first time to Brodhead; I was impressed. I'm sure the weather helped, but it was one of the best organized and run events I've been to in the last three years. I'm sure the success was due, in great measure, to the experience of the owner and the promoter, but personally, I believe it also had to do with combining many of the classes (and scoring them separately.)

If you don't count the gnats, there were no negatives to the operation. It all started with the "live" performance of The National Anthem that was sung exquisitely by Kristin Klein, an attractive, recent high school graduate. (She is featured on the cover. If you missed it, you missed a great performance.)

Officially, there were 67 entries. A **RED FLAG** spoiled the first Heat of the 49s, but no serious injuries. Two Heats on Friday, followed by the Kart Show and a fabulous grilled steak dinner. Saturday's Third Heat went flawlessly.

**Note to Promoters:** This event is noted for three "Special Awards:" Oldest Driver, Longest Distance Driven and Outstanding Vintage Karter. Paul Booth beat out Dick Teal by a "slim" margin for the first award. Gustavo Najera from Mexico won the second (2200 miles; one-way) and I was humbled to win the third. (Thank you Bill and Mary Jo.)

*Rolf Hill - #4*

## LETTERS TO THE EDITOR

From Rick Chapman-

*Would you make a correction in the next magazine. In the Historic Class, at Camden, JoAnn Hertzog won. Jerry Nagel won the Historic Dual Class. Brown separated these classes after he saw there was no way any of the singles could run with Jerry. Jeff sent Jerry a wall clock later that said "Dual Historic" on it.*

Consider it done.

*Rolf Hill - #4*

-----

From Shawn Engle (Canada),

*Fellow Canadian go karter Scott Truax has had a heart attack. He went into the hospital June the 28. Please put a short blurb in the next VKA FIRSTURN. We all wish him a speedy recovery. He will be back with a vengeance next year.*

At least this one has a happy ending.

*Rolf Hill - #4*

## CORRECTION

Thanks to Jim Waltz for noticing the mis-spelling of Duffy Livingstone's last name in the Hall of Fame article. I'll try to be more careful. (Sorry, Duffy.)

- - - - -

I was wrong ... again. I mistakenly said there was no overlap in the combined Rear 6.1 and MAC-49 Classes at New Castle. Bobby Lee and Jim Walter apparently DID mix-it-up with the tail end of the MAC-49. All's well that ends well. Besides, I was too busy bringing up the rear in that race. *Roff Hill - #4*

## JUNE BOARD OF DIRECTORS' MEETING - SHORT SUMMARY

[There was no Board Meeting in June.]

[No current balance was available.]



## HELP US OUT!

The Staff of **FIRSTTURN**® would like to make a special request for Members' input, to share the wealth of their expertise with all readers. We would love to include your Technical Article or a Member's History ... a short story about a Member's karting life or karting experience. You can write it yourself, or we can help you. Find me at the track or email me at: [KartNumber4@yahoo.com](mailto:KartNumber4@yahoo.com). *Roff - #4*

**Trivia Answer:** The track surface (the turns) came apart and had to be repaired with concrete thru the night.

## BRODHEAD RACE RESULTS

Class		1 <sup>st</sup>	2 <sup>nd</sup>	3 <sup>rd</sup>
Mac 49	13	Steve Welte	Shawn Welte	Lyle Caswell
Junior	1	Aaron Martinez	-----	-----
Rear 6.1	6	Kevin Rice	Dale Peterson	Jerry Efferding
Stock Appear.	5	Ron Brookman	Paul Booth	Tom Day
Rear 8.2	1	Pete Williams	-----	-----
Dual Amer.Rear	5	Dick Teal	Jim Merritt	Steve Welte
Sportsman Rear	5	Tom Day	Nip Swenson	Jim Thompson
80-85 100 cc	2	Bill McCornak	Troy Cozad	-----
S/W For. 6.1	5	Kevin Rice	Dave Sagen	Steve Watson
S/W Over 6.1	2	Butch Stewart	Howard Kaplan	-----
S/W Amer 8.2	4	Jerry Culp	Tom Tretow	Dan Reinbold
S/W 6.1	10	Bobby Lee	Kevin Rice	Vern Bergman
Over-60	4	Gustavo Najera	Jay Bruninga	Rolf Hill

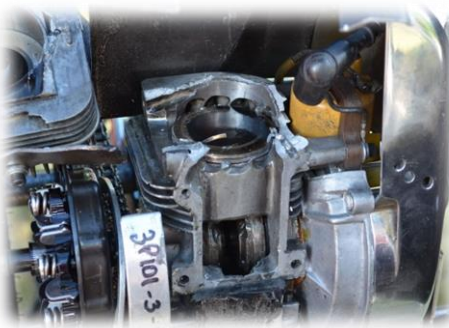
## BRODHEAD SHOW RESULTS

Rear Unrestored	'70 Blackhawk, Poison Arrow, MC-49; Mike Morrall, Jr.
Rear Restored	'70 Blackhawk, Poison Arrow, MC-101, Marshall Fairman
Rear Modified	'65 Fox Enduro Prototype, MC-91s, Dick Teal
Rear Past Winner	'61 Rathman Exterminator, MC-6, Paul Booth
S/W Unrestored	'74 Margay Concept, MC-91, Mike Kelly
S/W Modified	'78 Bug Black Widow, Atlas 100cc, Charlie Craibe
S/W Past Winner	'80 Margay Expert, Yamaha KT100, Bill McCornack
Peoples' Choice	'65 Fox Enduro Prototype, MC-91s, Dick Teal









## MID-OHIO ENDURO RESULTS

6/8/13 Vintage USA 1		6/8/13 Vintage Euro 1	
1 <sup>st</sup>	<b>David Yohn</b>	1 <sup>st</sup>	<b>Kelie Mann</b>
2 <sup>nd</sup>	<b>Mark D'Elia</b>	2 <sup>nd</sup>	<b>Mark Hicks</b>
3 <sup>rd</sup>	<b>Todd Giles</b>	3 <sup>rd</sup>	<b>Donald Axe</b>
4 <sup>th</sup>	<b>Herb Dickel</b>	4 <sup>th</sup>	<b>Rick Chapman</b>
		5 <sup>th</sup>	<b>Colm O'Higgins</b>
		6 <sup>th</sup>	<b>John Copeland</b>
		7 <sup>th</sup>	<b>Mike Schlager</b>
		8 <sup>th</sup>	<b>Adam White</b>

6/9/13 Vintage Euro 1		6/9/13 Vintage USA 2	
1 <sup>st</sup>	<b>Mike Schlager</b>	1 <sup>st</sup>	<b>David Yohn</b>
2 <sup>nd</sup>	<b>Kelie Mann</b>	2 <sup>nd</sup>	<b>Mark D'Elia</b>
3 <sup>rd</sup>	<b>Mark Hicks</b>	3 <sup>rd</sup>	<b>Robert Kurkowski</b>
4 <sup>th</sup>	<b>John Copeland</b>	4 <sup>th</sup>	<b>Todd Giles</b>
5 <sup>th</sup>	<b>Rick Chapman</b>		

### CARL WEAKLEY

For the second time in as many weeks, we have lost a member of the VKA family. Carl Weakley succumbed to health problems June 28, 2013. Carl was a Past President of VKA, publisher of *Hot Laps*, the VKA electronic newsletter, and a VKA Board Member.

Carl was born in Sullivan, IL, in 1948. He graduated from Eastern Illinois University in 1970, and worked for KPMG after college and as CFO for several companies before starting his own CPA firm that bore his name.

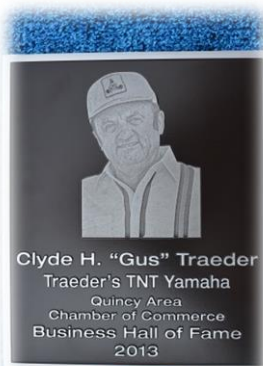


At the age of eight, his dad bought him a Quarter Midget and at age 12 he started his karting experience. As an adult he bought his first kart from Gus Traeder and raced at Quincy, Springfield and Batchtown. In 2008 he became the President of VKA and served for three years. He stepped-in as Acting Treasurer when Bob Lapke was having difficulties earlier this year. Carl's last event was New Castle where he ran the first Heat. His daughter, Samantha ran the Second and Third Heats. Carl will be missed.



## QUINCY'S GUS TRAEDER BY ROLF HILL

Gus Traeder is not only a member of the **Vintage Karting Hall of Fame**, but he's a VKA Life Member, and he is an icon of the entire karting family. In addition to the Grand Prix of Karting and the 1966 IKF Nationals (televised on ABC's Wide World Of Sports), he has graciously hosted the Karting Olympics at Quincy, and perhaps most notably, the 50<sup>th</sup> Anniversary event in 2010 with a huge parade at the track. (That was my first year back into karting. What an impressive event!) The next year, there were rumors that would be the last year for the Vintage Karting Olympics, but not so. We went last year and we're goin' again next month.



Gus continues to add to his impressive list of accomplishments. The Quincy Area Chamber of Commerce just added his name to the **Quincy Business Hall of Fame** for his work promoting Quincy along with several karting events. Events like a kart race in a local park. "That race in the park was the greatest karting race in the world," according to Gus.

Well, Gus, it might have been, but the rest of your "productions" haven't been half bad. Thanks for all your hard work.

*Rolf Hill - #4*

### **MEMBERSHIP REMINDER**

**New VKA Memberships are now issued for a 12 month period. Current members should receive a reminder along with your VKA *FIRSTTURN*® two months before your membership expires.**

**Annual dues are: Full Membership = \$30; Associate Membership = \$10; Foreign Membership = \$40**

**ONLY MEMBERS RECEIVE ALL THE VKA *FIRSTTURN*® MAGAZINES AND NEWSLETTERS.**

**Checks should be made payable to: "Vintage Karting Association" and mailed to: Mary Jo McCornack, 7N057 Weybridge Drive, Campton Hills, IL 60175.**

## MEMBER MEMORIES –'61 BUG RESTORE BY JAY BRUNINGA

As a young teenager in the early 1960's, I was growing up in Buffalo, New York. I had built a wooden "go-cart" with a lawn mower engine and was having a ball driving it around a local parking lot. The kid across the street had one too and we enjoyed chasing each other around the lot.....right up until he crashed into a parked car, broke his leg, destroyed his home-built kart, and ruined any further tolerance for these "little cars" from our families. I was encouraged to take up golf since karting was "too dangerous." Bummer! However, I soon met an older kid who had a "REAL" go-kart. It turned out to be a Bug Kart and it was powered a blue (and very loud) Homelite engine. I was captivated and mesmerized by this kart and even allowed to drive it a few times down his driveway. Only my brother understood how badly I wanted a kart of my own, but it was not to be.

Fast forward about fifty years when I walked into Paul Booth's shop and was introduced to the idea of VINTAGE karting. Wow, I had no idea these karts were still around. So I jumped in with both feet and now have four karts, trailer and all the trappings that go with it and I am having a ball. It's a thrill to meet so many people who have such similar interests!



**Figure 1: BEFORE**

This project began last October when I saw the frame on eBay. It didn't sell the first time around, but since I had placed a bid, I was offered a "Second Chance." It was listed by an auction business about 70 miles from my home. I was disappointed when I first



**Figure 2: DURING**

saw it -- it was in very poor condition and somebody had put a shabby orange paint job on it (**Fig. 1**). It had obviously been neglected, but the frame appeared straight and strong, and I figured I'd try to restore it. I had never attempted anything like this in the past and really had no idea what I was getting into.

A couple of weeks later I acquired a Homelite KL-92 (**Fig. 3**) on eBay, as well, with no idea if it would run or not -- this was from an estate sale.

When I got the kart home, I tried to take it apart to see what it needed. Essentially, it needed everything to work. All tires and wheels were shot. The rear wheels, sprocket, brake disk, and bearings were all frozen to the axle and were unusable. No upholstery was present. The spindle bushings were worn out. The ball-ends on the tie rods were shot. The tank was rusted inside and out but, was not dented. The steering wheel was in poor condition. All bolts



**Figure 3: HOMELITE**



**Figure 4: RESTORED PARTS**

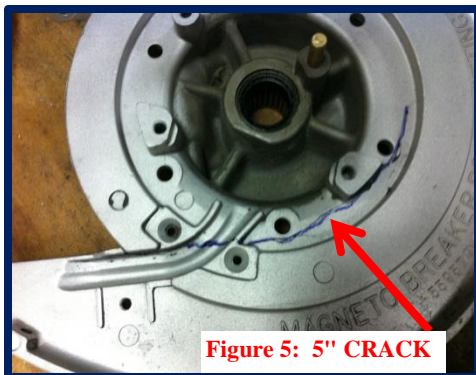
were worn and corroded. There were extra holes in the mounting plates and along the frame. The mechanical brakes were unusable. The paint was stripped (**Fig. 2**) and the frame seemed to be good with no apparent repairs or extra welds.

I TIG welded the holes closed, and ground them flush. I decided

on Martin brakes and welded the appropriate brackets for the master cylinder and brake caliper assembly. The  $\frac{1}{2}$ " steering shaft was removed and the supports were drilled to  $\frac{5}{8}$ " for a new and stronger steering shaft. New tie rods were fabricated by Bill McCormack. New ball ends were custom made by Tommy Scott Racing in Springfield, IL. New spindle bushings were turned down to size (**Fig. 4**). New front axles were welded in place to accommodate the new wider wheels. New rear bearings, axle, sprocket hub, and brake disk

were installed. The frame was sand blasted, sanded and painted. The spindles, tie rods, steering shaft, hardware, and fuel tank were chromed at Chicago Metal Polishing -- they did a great job and a very reasonable price. The new upholstery was fabricated through Mike Everin in Rhode Island (who also has restored Bug Scorpions and was a great information source).

The engine was disassembled after fabricating a custom flywheel puller. The crankcase side-plate had a 5" crack though the thin magnesium (**Fig.5**), but did not involve the pressure section. I acquired an old Homelite Zip chainsaw to use for parts but the side-plate was not the same and couldn't be used. I contacted a couple of specialty welding shops in other states and sent photos of the side-plate.



**Figure 5: 5" CRACK**

They didn't want to take a chance on welding the magnesium crack. Soooooo, I bought some magnesium filler rod and practiced on the chainsaw side-cover over a couple of evenings before tackling the crack -- it went well. The engine parts were bead-blasted and powder-coated. New decals and gaskets were made locally. The Brown carburetor was cleaned and a new kit installed. I'm pleased to report that it started on the second pull!





Now that the project is complete, I have mixed feelings. This was an adventure that was rewarding, but also at times very frustrating and discouraging. There were times when I wanted to set fire to the whole thing. It was labor, time, and money intensive. But looking at it now and driving it around the airport hangar area yesterday, I'm glad I attempted it and learned a great deal. I'm even thinking about another project as I write this.....!

*Jay Bruninga*

## DICK TEAL'S FOX KART MUSEUM

For those of us who love our Fox Karts and for those who appreciate the history of **all** vintage karts, this story is for you. Fox started building Karts in 1957/58 in this and other buildings in Janesville, WI. →



Although Fox went out of business in the early 1970's, Dick Teal, who worked for Fox from 1964 to 1971, has collected and restored many karts to preserve the Fox legacy; some very rare and very valuable karts.



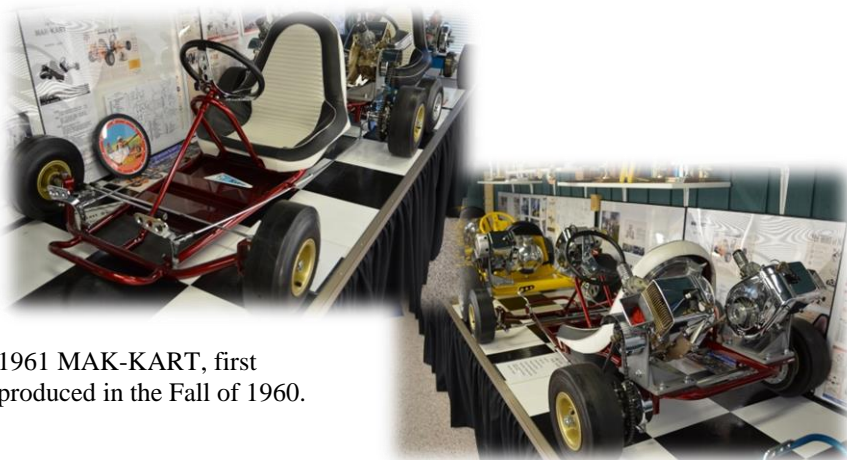
Dick raced a similar Fox MAK-KART for the Fox factory store in Janesville, WI. This one was restored by Dick Teal in 2010.







This 1960 model 60L GO BOY was restored by Dick in 2011.



1961 MAK-KART, first produced in the Fall of 1960.



The 1964 Fox Box Mount was a revolutionary design that eliminated one bearing from the rear axle. This one has West Bends with triple, small throat carbs. The new frame design is very similar to the 1960 Sprint Kart.



1968 Margay New Breed (OK, they are not all Foxes), was a barn find and is considered rare and valuable. It won “The Biggie” at Fremont in 2009. It is sporting a West Bend 820.

1962 Fox Swing Mount with original GEM saddle tanks. The restored kart debuted at New Castle with triple MC-6 in 2012.



Finally, Dick’s prize possession. A labor of lost love and devotion. This 1965 one-of-a-kind Fox Enduro Prototype was designed by Dick. Pipes and tanks are by Earl Larson of GEM. This kart ran at Blackhawk Farms, Lyndale Farms and Milwaukee Mile Road Course in the mid to late 1960’s. Dick got it back in 2012 and restored it in two months. (The full history of this one-of-a-kind kart will be featured in a future VKA *FIRSTURN*®.)



Every one of the karts in the *Dick Teal Fox Kart Museum* has won multiple awards at VKA events and has become the "gold standard" for show karts.

*Rolf Hill - #4*



## DICK CHAREST HAS BEEN BUSY BY ROLF HILL

You'd think Dick Charest would take a break, but I guess once you've been bitten by the bug, there is no stopping. You may remember the Member Memory we did in the June **VKA FIRSTURN**® DICK CHAREST PART DEUX. Well, he's still at it. Just got this picture of his latest project (Invader with Yamaha KT-100) from him. ➡



## HEAR YE – HEAR YE – HEAR YE

Teams photos! What a great idea! I wish I had thought of it, but the credit goes to that “other orange team.” At New Castle, Bobby Lee suggested we (the **VKA FIRSTURN**® editorial and photography staff) take pictures and publish “Team Photos.”

So starting at Quincy, the **VKA FIRSTURN**® editorial and photography staff will take pictures of “teams,” so plan ahead. You don't have to have an orange shirt. Any color will do. Matching Hawaiian Shirts are acceptable, but not required. Remember the VKA slogan ... JOIN THE FUN. (Be creative.)

Find me, Dick Teal, or anyone with a camera and arrange a time when your “team” is ready and all in one spot. Shoot, if you want to go to Sears and have a group picture taken, that's fine with me. Just be sure to get an electronic copy and send it to me. ([KartNumber4@Yahoo.com](mailto:KartNumber4@Yahoo.com))

*Rolf Hill - #4*

FOOTNOTE TO THE DICK TEAL FOX KART MUSEUM STORY AND THE COMMENT I MADE IN LAST MONTH'S **FIRSTURN**® ABOUT MY WIFE SEEING THE MUSEUM ARTICLE. HER CONCERN WAS I HAD THREE KARTS. I'LL BE HIDING MY COPY OF THE AUGUST **FIRSTURN**®. I WOULDN'T WANT HER TO THINK I WAS GOING TO START COLLECTING AND RESTORING ANY MORE KARTS. BESIDES, I COULDN'T COME CLOSE TO THE WORK DICK DID.

*Rolf Hill #4*



## RESOURCES FOR VINTAGE KARTERS

**Bill McCornack** – McCulloch Engine building, Big Volume Pipes, Tillotson Carbs, Rev Grip Springs, Electronic Ignition Modules  
Tele: 630-400-2645      Email: [bill.mccornack@comcast.net](mailto:bill.mccornack@comcast.net)

**Terry Ives** - McCulloch engine repair, pistons, rings & gaskets. Azusa and Hortsman  
Tele; 916-201-7707      Email; [tii@surewest.net](mailto:tii@surewest.net)

**Ed Sahagian** - Line boring, blueprinting, head surfacing, helicoiling & prototyping  
Tele; 912-330-9120

**David Nance** - Clinton NOS engine parts.  
Tele; 256-881-3254      Email; [gnome1967@netzero.com](mailto:gnome1967@netzero.com)

**Greg Gouveia** - Reproduction Chilton, Palmini & Azusa tanks  
Tele; 805-541-4310

**Thomas Thorin** - Simplex decals, brake linings & 5 inch cast wheels  
Tele; 818-708-7232      Email; [tthorin@socal.rr.com](mailto:tthorin@socal.rr.com)

**Carl Weakley** - Early 70's Margay Cheetah reproduction seats  
Tele; 618-656-3900      Email; [clwcpa@aol.com](mailto:clwcpa@aol.com)

**Charles Groeteke** - Vintage frame repair & parts, chrome stripping and replating  
Tele; 636-942-9988      Email; [slkcharlie@sbcglobal.net](mailto:slkcharlie@sbcglobal.net)

**K&P Manufacturing** - Bug chassis - parts "GEM-Style Pipes", Blendzall Dist., Bridgestone Vintage Slicks, N.O.S. Parts & "Burco Clutch Nuts"  
Tele; 626-334-0334      [www.kpmfg.com](http://www.kpmfg.com)

**Robron Incorporated** - Dart chassis, parts and repair  
Tele; 800-624-7383      Email; [robroninc@bellsouth.net](mailto:robroninc@bellsouth.net)

**GL Doemelt Incorporated** - King Kart chassis and parts  
Tele; 217-268-4243      Email; [gldoemelt@yahoo.com](mailto:gldoemelt@yahoo.com)

**Nils Gustafson** - Reproduction vintage tires  
Tele; 541-471-7212      [www.vintagespeedtires.com](http://www.vintagespeedtires.com)



**Brian & Dotty Thomas – Custom Kart Covers & Power Products base gaskets**

Tele; 763-784-9095

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

Email; [wrenchhead944@hotmail.com](mailto:wrenchhead944@hotmail.com)

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

Tele; 630-369-9600

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

**Lake Speed – B Bomb Engines – Parts –Buy & Sell – Service & Repair**

Tele; 704-938-4912

Email; [lcspeed@aol.com](mailto:lcspeed@aol.com)

**Dick Teal – Reproduction Fox pedals - floor pans - throttle arms – etc.**

Tele; 920-485-2844

Email; [teal@charter.net](mailto:teal@charter.net)

**Howard Kapland – DXL N.O.S. High temp, semi metallic friction discs**

**Nippondenso – W34EN – Alky racing plugs for most foreign & Yamaha**

Tele; 773-965-9755

Email; [howardkaplan@comcast.net](mailto:howardkaplan@comcast.net)

**Jeff Brown – Engine rebuilding & modifications for all types since 1967**

**BM 130 parts available – rotary valves for B Bombs & BM 130's**

Tele; 248-613-5839 after 5pm EST Email; [invaderjb@gmail.com](mailto:invaderjb@gmail.com)

**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, Tele; 619-501-5066**

**Richie Engel – Relining of Clutch & Brake Shoes, McCulloch Engine Repair**

Tele; 705-445-5766

Email; [rtengel55@hotmail.com](mailto:rtengel55@hotmail.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.**

Tele: 661-253-9000, [CatKart@gmail.com](mailto:CatKart@gmail.com); [www.CatKartRacing.com](http://www.CatKartRacing.com)

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



upcoming  
Events . . .



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

- VKA Classes/Kart Show
- One Entry Fee-Multiple Classes
- 1<sup>st</sup> Heat Under-the-Lights
- Dinner

# Circleville

Circleville, OH

Aug. 8-10

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

VKA

12<sup>TH</sup> Annual

Summer Vintage Karting Olympics

Tribute to Bob Lapke and Carl Weakley

# Quincy

Quincy, IL/MO

Sep. 6 - 8

[tntkartways.com/](http://tntkartways.com/)