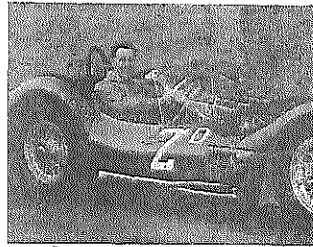
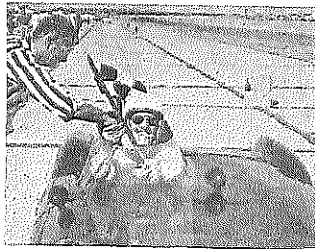
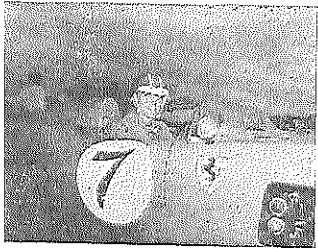


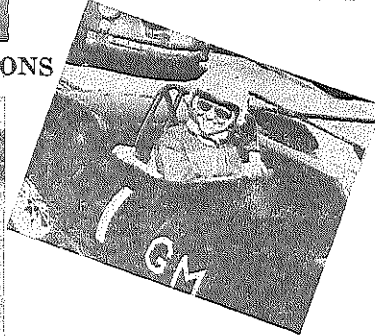
# PROGRAM

## Second Annual LAKE GARNETT GRAND PRIX SPORTS CAR ROAD RACES

JULY 3 and 4, 1960  
Garnett, Kansas



LAKE GARNETT CHAMPIONS



Presented by

KANSAS CITY REGION  
SPORTS CAR CLUB OF  
AMERICA, Inc.

Sponsored by

LAKE GARNETT GRAND PRIX  
SPORTS CAR RACING  
ASSOCIATION

DR. ROSS MELGAARD,  
Regional Director



DON J. STITH,  
President

HARVEY WOODWARD, Race Chairman

25c

# Welcome!

Visitors & Sports Car Club of America

to the

Second Annual Lake Garnett Road Races

**GARNETT STATE SAVINGS BANK**

And Also

CITIZENS STATE BANK, Pomona, Kansas

FARMERS STATE BANK, Walnut, Kansas

HEPLER STATE BANK, Hepler, Kansas

BEVERLY STATE BANK, Beverly, Kansas

BANK OF ODESSA, Odessa, Mo.

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CITIZENS BANK OF ATCHISON COUNTY, Rock Port, Mo.

CITIZENS BANK OF NORBORNE, Norborne, Mo.

THE LATHROP BANK, Lathrop, Mo.

THE LA MONTE COMMUNITY BANK, La Monte, Mo.

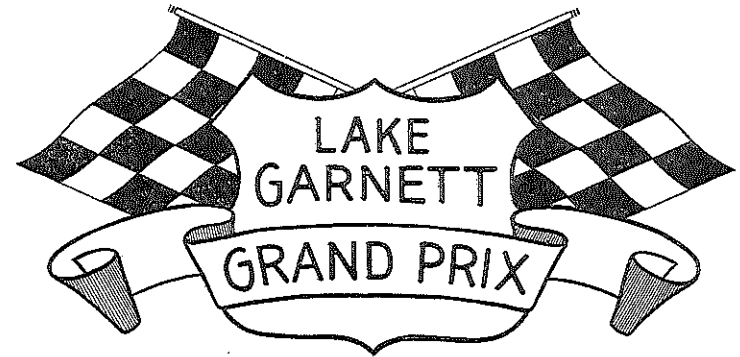
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Anderson County Bar Ass'n

Boat Club

Chamber of Commerce

Golf Club

Gun Club

Knights Of Columbus

Lions Club

Medical Association

Press

Radio

Rotary Club

Saddle Club

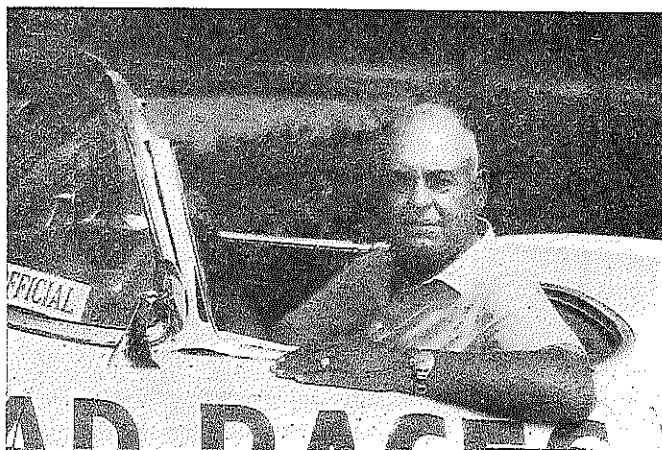
Veterans of Foreign Wars

### COVER PICTURES

We are proud to present on the cover six champion drivers who have appeared on the Lake Garnett course. From left to right, top to bottom: Dale Duncan, Kansas City; Tom Newcomer, Kansas City; Jack Hinkle, Wichita; Patsy Randle, Castleville, Wyo.; Harvey Woodward, Kansas City; Grace Harris, Kansas City.

**DON J. STITH**

President,  
Lake Garnett  
Grand Prix Sports Car  
Racing Association



**DR. ROSS MELGAARD**

Kansas City Regional  
Executive Sports Car Club  
of America, Inc.

**HARVEY WOODWARD**

Race Chairman,  
Kansas City Region,  
Sports Car Club of  
America, Inc.



## OFFICIAL PERSONNEL

### Second Annual Lake Garnett Grand Prix Sports Car Races

July 3 and 4, 1960

Dr. Ross Melgaard, Regional Executive of the Kansas City Region of the Sports Car Club of America, Inc.

#### RACE OFFICIALS, SCCA

Harvey Woodward, Race Chairman	Bill Lutz, Registrar
Virgil D. Wright, Assistant Race Chairman	Jack Kempton, Deputy Registrar
Hal Stipe, Chief Steward	Marvin D. Bredemier, Communications Chief
Vern De Mars, Deputy Chief Steward	Claude Boyle, Chief Safety Inspector
Dale Duncan, Chief Starter	Jim Green, Deputy Safety Inspector
Harvey Woodward, Deputy Chief Starter	Lawrence L. Evans, M. D., Course Physician
Chuck Slater, Grid Marshal	
David H. Wright, Chief Pit Steward	
Bob Scrom, Flag Marshal	
John Simon, Deputy Flag Marshal	
Ross Melgaard, Course Marshal	
Robert Schley, Deputy Course Marshal	
Andy Anderson, Chief Timer	
Helen Melgaard, Chief Scorer	
Mary Stipe, Race Secretary	

#### Announcers

Don Rose, Bob Musburger, Major Gil Grout  
Lavone Daily, Trophies and Awards National Contest Board Observer  
Ed French, Regional Contest Board Representative  
Art Goodell, Photographer

#### OFFICERS

##### Lake Garnett Grand Prix Sports Car Racing Association

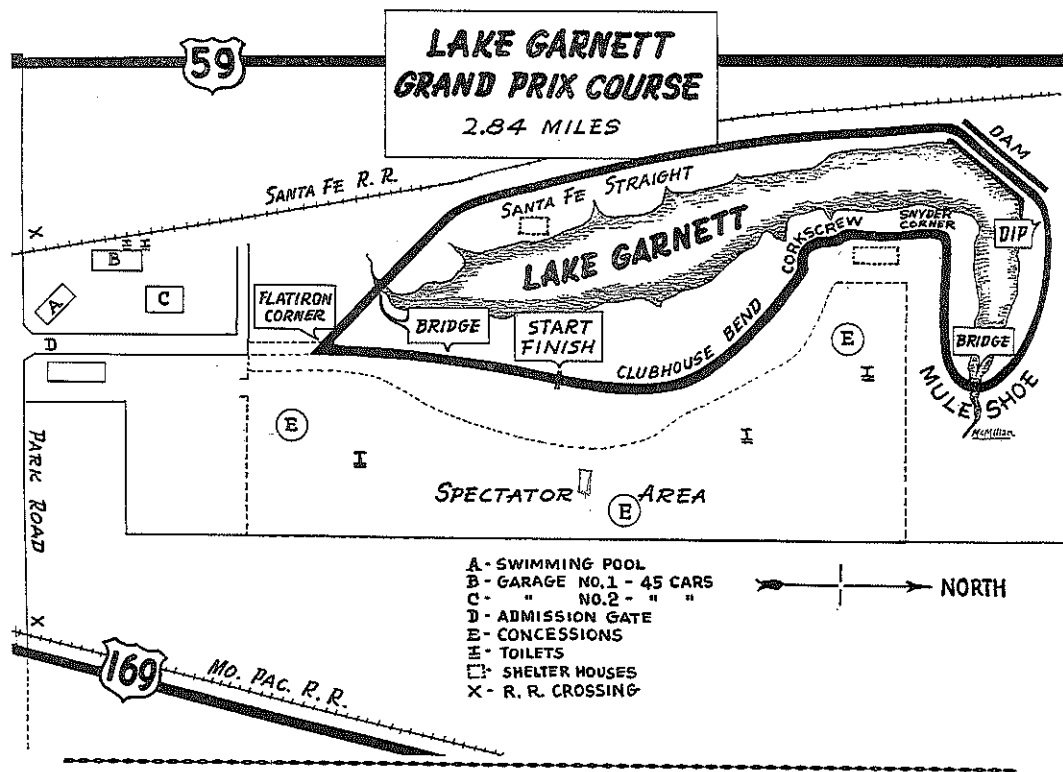
Don J. Stith, President	R. W. Farris, Vice-President
Frank H. Bennett, Secretary and Publicity	Arthur M. Hughes, Treasurer

Members of the Executive Committee: Leonard McCalla, Jr., and Kenneth Crippin.

#### COMMITTEES

Concessions, C. S. Busby	Crowd Control, Loren Warner and Meryl Coker
Grounds, Claude Anderson and Donald McAfee	Liaison Officer for SCCA and Garnett Kenneth Crippin
Parking, Gwinn Shell and W. R. Stockebrand	Photographers, J. P. Strain, Eugene Durst, Ralph White, Ed Brown
Program Book, Frank H. Bennett	Signs and Art, Jack McMillan
Reservations, Richard H. Sweers and Mrs. Clark Howerton	Construction, Robert Kite
Tickets, Arthur M. Hughes	





## The Lake Garnett Road Course

The map (opposite page) is the same as last year's map, and the road itself follows the pattern it followed last year and for many years before that its winding, sea-horse shape was established back in 1934-35 when an access was needed for the construction of the dam that bottles up the water to make a 100-acre lake. Let's lap the course, beginning at the Start and Finish line, and changes made for 1960.

The Flatiron Corner — widened for that tricky turn and built to stand up under a lot of spinning treads.

The Chicane at the west end of the dam has been rounded, surfaced and shaped to cut down the danger to drivers and cars.

Remember the old spillway and dip that gave so much trouble last year. They've been eliminated by a 30-inch high bridge and fill, with guard rails 10 feet long. It took 60 tons of concrete, 200 tons of crushed rock and 450 tons of blacktop to do the job, but it's done; an improvement in the course that gives drivers clear sailing from the Chicane to the Muleshoe.

And the Muleshoe—New guard rails have been constructed to eliminate the danger at this point.

Snyder Corner offers the same right-angle turn that isn't easy to make. It has been rebuilt and surfaced to give tires a better footing. The bend in the Corkscrew have been firmed up and widened slightly.

Not the least of the improvements are the new four-foot permanent road markings to assist drivers in negotiating the course at the safest top speeds.

As we can find out, the Lake Garnett course is the best marked course in the state. Trees have been trimmed and underbrush removed so that from the parking area, more than a mile of the course can be viewed.

Where did all of the money come from to make these improvements? From last year's receipts. The Lake Garnett Race is strictly a civic enterprise. Every dollar of the money earned by the Racing Association from admissions and concessions is spent for two purposes only — to pay the expenses of putting on the race and to improve the park and road course.

The Lake Garnett Course offers the only true road race course between the Mississippi River and the Rocky Mountains and is one of very few such courses in the world.

All cars seen racing on the Lake Road pictured above are powered by

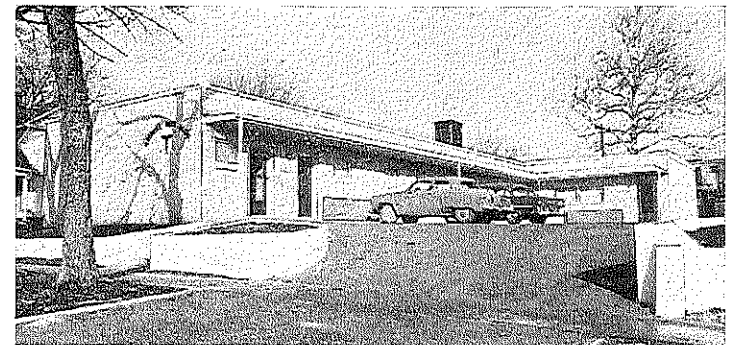
**Co-op Ethyl Gasoline**

furnished by courtesy of

**Greeley Cooperative Association**  
Greeley, Kansas

On U.S. 169, 9 Miles  
Northeast Garnett

**NEW**  
**COOP**  
**GASOLINES**  
**PLUS mp**



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MONTE B. MILLER, M. D. — General Practice, Internal Medicine, Pediatrics

RALPH E. WHITE, M. D. — General Practice, Eye, Ear, Nose, and Throat

# WELCOME TO GARNETT, KANSAS

## Sports Car Club of America and Visitors

THE GARNETT CHAMBER OF COMMERCE

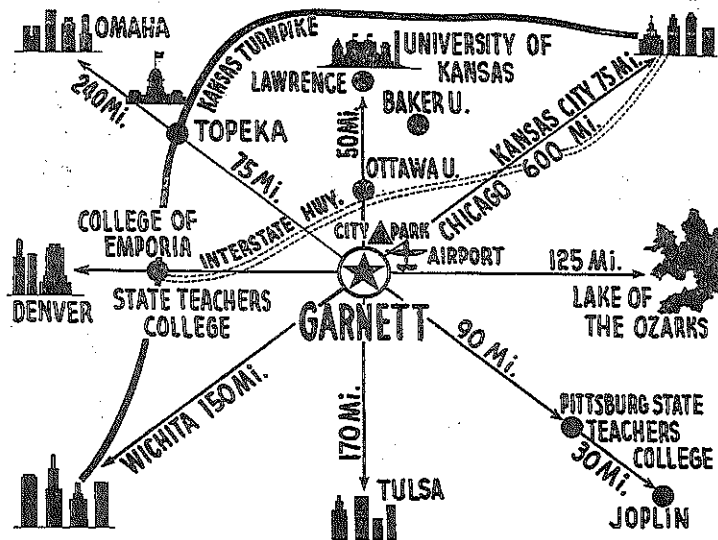
### Garnett, Kansas

County Seat of Anderson County

A Friendly, Progressive City that Welcomes New People and New Enterprises. Founded in 1857 near the geographical center of the United States, Garnett, Kansas, is in the "cross-roads" region of the nation and is a part of the 13th largest trade area in the nation.

Built on high ground that never floods, the city is surrounded by a rich farming area and a wealth of minerals: gas, oil, limestone, and clay and shale suitable for brick and tile manufacture. Modern business establishments and high-type professional services make Garnett a good place to live and to make a living.

The Garnett Industrial Development Corporation, made up of the business and professional men, was organized to obtain industrial sites and buildings for new industries. Some twenty industries in the city manufacture and produce garments, church furniture, commercial printing, cream-can washers, crates, coops, wire and metal goods, dairy products, ice and cold storage, crushed rock, agricultural limestone, baby chicks, egg products, poultry, machine shop products and concrete products.



Attractive sites, reasonably priced utilities, a plentiful water supply, a good labor potential with the absence of "labor trouble" and sound economic conditions combine to make Garnett the ideal community in which to establish industry.

Garnett is located at the juncture of three excellent highways: U. S. 59 and 169, and K-31. The Kansas Turnpike 50 miles north, I-35 twenty miles north, and U. S. 54, 30 miles south, provide major East-West routes. The Santa Fe and Missouri Pacific Railroads intersect at Garnett. There is a government-approved airport one mile east of the business district.

Of the two city-owned city parks, the larger one is a two-minute drive from the courthouse square. It covers 300 acres and contains not only a 65-acre lake, but also a golf course, riding arena, rifle and archery range, swimming pool, football stadium, two ball diamonds, fair grounds, shelter houses, picnic facilities and the National Guard Armory. The Lake Garnett Grand Prix Sports Car Races are run on the 2.8-mile blacktop road that circles this lake.

Garnett is a city of 3,000 people. A majority of the inhabitants are homeowners and they take pride in the appearance of the older homes as well as the new ranch-style homes that have sprung up in the surrounding suburbs. As your host city for the Grand Prix Sports Car Races, the people of Garnett are happy to welcome you, and it is our hope that you will enjoy your visit and return many, many times.

## Welcome to Garnett

### Visitors And Sports Car Club Members

## FARRIS FUNERAL HOME

GARNETT, KANSAS

### Sports Car Racing At Lake Garnett

It is quite apparent that Sports Car Racing is here to stay in this world with its desire for speed; and as a sport, the racing of automobiles under conditions is becoming more and more popular throughout the United States.

For many years, racing has been one of the most popular sporting events. Almost from the very beginning of the automobile, we find that individual teams of drivers have been competing in both cross-country runs and events. So let's take a close-up at sports car racing as it is on the Lake course and see what makes it "tick."

The driver, for instance; what manner of man is he? He may be middle-aged, tall or short, thin or fat. He may have good eyesight, or he may wear glasses to correct his vision. Emotionally, he may range from the lucky, devil-may-care sort of a person to the quiet, reserved type. Ask them to race, and you'll probably get as many answers as drivers. But one thing is common in all is an irresistible desire to race and to win.

How does a person become a race driver? In this country certain rules governing sports car racing have been set up by the Sports Car Club of America, an organization is the supreme body controlling amateur sports car racing, such as at Lake Garnett. (By "amateur" we mean that winning drivers are no money as the so-called "professional" driver is paid. The only awards of trophies at Lake Garnett are trophies and the personal satisfaction that comes from the game.)

To become a sports car licensed competition driver, the person must first be a member in good standing of the S.C.C.A. He (or she) must be over 21 years of age and have a valid operator's license of his state. Before obtaining a national competition license, he has to pass a physical and psychological examination given by a physician who signs a statement assuming responsibility that the man is fit to drive at speeds well in excess of 100 mph. He is then checked out by a member of the Contest Board to make sure he knows the "rules of the road", the signs and how to handle the car he drives. After this, he is observed in practice with a Contest Board member in the car with him. If he passes all tests, he

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## STRAIN'S STUDIO

GARNETT, KANSAS

OFFICIAL PHOTOGRAPHERS

Lake Garnett Races

J. P. STRAIN EUGENE DURST

CHARLOTTE MATHEWS

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C. E. GAULT, Telephone TE 5-3635, Richmond, Kansas

mitted to race as a novice. After three contests as a novice and the passing of more tests and examinations, he receives his competition license. The license must be renewed annually, which means the re-passing of all physical and mental requirements.

How is he protected from injury while racing? This, too, is regulated by the S.C.C.A. He must wear a fiberglass helmet with non-resilient liner and be clothed in coveralls fitted at the wrists and ankles. These must be fire resistant. His eyes must be protected by shatterproof goggles. He wears thin-soled shoes such as used by boxers, or tennis shoes.

He must use either a seat belt or a shoulder harness. The belt or harness must meet certain requirements and must be equipped with a quick-release buckle and mounted through the floor of the car and fastened to its frame. His car, of course, must be equipped with a roll bar.

Now to take a look at the racing car: There are two general types of machines used for racing. The single-seater design, typified by the Indianapolis Speedway car, or its counterpart, the monoposto of European Grand Prix fame. The other general type of racing car used on the Lake Garnett course is the sports car which today is also an out-and-out racing vehicle. A sports car, by definition, is one that can be used on the road for a personal car, and has all the standard equipment, such as fenders, headlights, bumpers, etc. The car made or modified for racing only usually has no doors, headlights, fenders, bumpers and so on, and it cannot be used for every-day transportation.

In order to insure that cars are in condition for racing, each undergoes a rigid technical inspection before each race. This is done by a team of experts. Each required safety item of the racing car is systematically examined, approved and checked or stamp-cancelled on a technical inspection card. Any fault found with the car must be corrected and approved before the car is allowed to race.

Who bosses these races? At Lake Garnett, everything pertaining to the racing of the cars is carried out by the Kansas City Region of the S.C.C.A. The race is sponsored by Garnett people, but the Kansas City Sports Car Club has all the responsibility of approving cars, drivers and the actual race program.

The Kansas City S.C.C.A. members are also in charge of all flag stations, communications between flag stations, arrangement of the pit area, the starting of the races, timing, scoring, inspection of the course, and a thousand other details. In

short, they have control of the pit area, the course and all of the activities in and around the course during racing hours. For the sake of safety, there can be no relaxing of regulations. The S.C.C.A. officials' word is the law of the course.

The communications men, flagmen and firemen are stationed at intervals along the Garnett course. These men have no easy job, but they are dedicated who have found racing safety exciting and rewarding work. They have had of special training in "flag school" before taking over their posts on the course. Without them, it would be impossible to hold the races.

And what of the sponsoring organization? The Lake Garnett Grand Sports Car Racing Association and the hundreds of volunteers helping, all without pay, had the responsibility of preparing the course for the races, providing park facilities to accommodate the spectators. On race days, these Garnett people are in charge of crowd and traffic control and the general welfare of everyone who attends the event. And certainly without the unselfish help and co-operation of them at Garnett, these races could not be. The all-out effort of the entire community is the backbone of the success of this magnitude.

Last but not least in making a sports car race "tick", are you, the spectators. Many of you coming from great distances at considerable expense to have so much in the color and excitement of the "big show." You are indeed a very important part of the Lake Garnett races. Your interest and enthusiasm make all the winning and time spent by officials, workers, drivers and crew members worthwhile. Your enjoyment of the activities is the frosting on the cake. But you as spectators have your responsibilities, too.

What are they? Reasonable care of yourselves and your families, a courtesy to others and a strict obedience of the safety precautions set up for your comfort and safety.

Please read and re-read the rules for spectators on another page of this program book and observe each and everyone for your own welfare and for the welfare of others. Let's make "Race-days" a time to be remembered with pleasure, not a tragedy. Please drive carefully to and from the races, help us keep the pavement for the comfort of yourselves and others by making good use of the trash cans provided — AND ENJOY YOURSELVES!

## GARNETT ICE & COLD STORAGE

"We Stored Two Miles of DOGS  
for the Lake Garnett Races!"

CRUSHED AND BLOCK ICE

South End of Oak Street

Welcome SCCA!

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GARNETT, KANSAS

## Welcome SCCA! HOTEL RICHART

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GARNETT, KANSAS

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UNTIL EVERYONE IS FED

Welcome Visitors!

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GARNETT, KANSAS

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GARNETT, KANSAS

How To Watch A Sports Car Race

The uninformed person watching a sports car race is apt to be confused by the fact that large and small, fast and not so fast cars may be running in the same event. The fact that so many different cars are competing at one time makes sports car racing unusual and highly interesting, for what the spectator is actually watching is a number of different races being run at the same time. Because there are so many kinds of sports cars, they have been divided into classes according to size and type; and in a race, each car is racing against cars of its own class and type.

Sports cars are classified according to engine piston displacement, which is measured in cubic centimeters (cc). For racing purposes, the cars are usually divided into two groups — those above 2,000 cc. and those less than 2,000 cc. — and races are run for each group. Within each group, several races are run simultaneously, each race within the group being run for the various engine size classification. Also, the cars are divided according to "production" and "modified," which are designated by the letters "P" or "M". A "production" car is a car that is a standard factory product and can be purchased through a dealer. A "modified" car is one that has been especially built or "souped-up" for racing purposes.

Classes in the Garnett races are: B, C, D, E, F, G, and H. Each class may have either production or modified cars racing, and each class and each type of car (P or M) will have a winner.

For benefit of scorers and spectators, each car is numbered and lettered. For example, a car marked 22 CM means that this car has been assigned the number, 22, for identification purposes and that it is a Class C Modified car. This car will be racing against other cars marked CM, while in the same race, cars with other identifying numbers and letters will be racing against other cars of their own class and type.

Classification of Sports Cars

CLASS	ENGINE DISPLACEMENT	MAKE OF CAR
H.	500—750 cc.	Crosley, Bandini, Osca, Fiat, Barkley.
G.	750—1100 cc.	Osca, Siata, Deutch-Bonnet, Sprite, Fiat.
F.	1100—1500 cc.	MG, Porche, Triumph, Singer, Lotus, Alfa Roi
E.	1500—2000 cc.	Fiat, Maserati, Ferrari, Porche, Austin-Heal Mercedes.
D.	2000—3000 cc.	Ferrari, Maserati, Mercedes, Ace-Bristol.
C.	3000—5000 cc.	Ferrari, Maserati, Jaguar, Corvette, Thunderbi
B.	5000 cc. and above	Allards, Kurtis-Kraft, Specials.

The engine displacement of the standard American car is measured in inches. For example, Chevrolet's medium V-eight motor has a displacement of 235 cubic inches.

For those who would like to compare the engine displacement of the standard American car with that of sports cars, simply remember that 1,000 cc. equals approximately 61 cubic inches.

Only about 650 Model A Dusenbergs were built between 1920 and 1926, and their influence on automobile design has had a lasting effect.

Race car motors are so carefully made and perfectly balanced that they will run at 8,000 revolutions per minute.

SPORTS CAR

WELCOME  
from  
CHARLIE

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ARFORD'S RETAIL LIQUORS

HI-WAY 59 AT FOURTH

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Welcome Visitors!  
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Welcome SCC

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COMPLETELY REMOVED

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Garnett, Kansas

Welcome SCCA!



GARNETT, KANSAS

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(1½ Miles Southwest Ottawa, Kansas — Interstate 35)

— featuring —

*Kentucky Fried Chicken and Choice Steak*

Dining Room and Coffee Shop Service

OPEN 24 HOURS

### Midwest Championship Awards

Second Annual Lake Garnett Grand Prix Road Races

July 3 and 4, 1960

MIDWEST CHAMPIONSHIP POINTS will be awarded in the following races:

- Race 4 Ladies Class.
- Race 5 Under 1100cc Modified; Formula Jr.
- Race 6 F, G, & H Production.
- Race 7 E Production.
- Race 8 B, C, & D Production.
- Race 9 1101cc to 2000cc Modified; 2001cc and over Modified.

POINTS: Finishing positions as follows:

First 10; Second 8; Third 6; Fourth 4; Fifth 2; Sixth 1.

MIDWEST CHAMPIONSHIP CLASSES: (12 classes)

- Production classes B, C, D, E, F, G, H.
- Modified classes under 1100cc; 1101 to 2000cc; 2001 and over.
- Ladies Class and Formula Jr's.

For safety purposes, ten check points along the Lake Garnett course are connected by two-way radio with the pit area.

Boats on Lake Garnett are in direct communication with the pit area by two-way radio during all practice and racing periods.

### Trophy Awards

Second Annual Lake Garnett Grand Prix Road Races

July 3 and 4, 1960

Trophies will be awarded to First, Second, and Third places in each class or more cars enter. First and Second places if four cars enter. First only or less cars enter. A minimum of two cars forms a class. A paid entry fee is \$1.00. First over-all trophies will be awarded in all eight races. No trophies will be in Novice Race.

#### FLAGS USED IN SPORTS CAR RACING

The Chief Starter's flags are:

- GREEN: Used for the starting flag. It signifies the course is clear.
- YELLOW: Use caution, slow down, do not change your position.
- RED: The race has been stopped.
- YELLOW with HORIZONTAL RED STRIPES: Oil on course, slippery.
- BLACK: Stop at your pit.
- BLUE with WHITE STRIPE: You are being overtaken, give way.
- WHITE: Ambulance on course.
- CHECKERED: You have finished the race.

Assisting the Chief Starter are the flagmen at each checkpoint along course. Their flags are: GREEN for all is clear; YELLOW for caution.



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SNACK BAR  
AIR CONDITIONED

Garnett  
Bowling  
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Open 1:30 p. m.  
Until Midnight  
On Highway 59

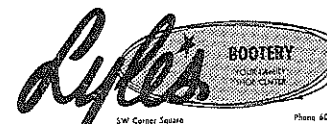


HODGSON IMPL. CO

Garnett, Kansas

Welcome Visitors

Welcome Race Buffs



Garnett's Leading Shoe Store

Welcome!

Visitors and  
Sports Car Club of A

JOHN H. ASKIN  
Retail Liquor Sto





# Welcome to Garnett



Visitors And Sports Car Club Of America

## PROGRAM

Sunday, July 3, 1960

8:00 a. m. to 12:00 Noon Registration and Safety Inspection

9:00 a. m. Drivers Meeting

10:00 a. m. to 10:30 a. m. Practice—Under 2000 cc.

10:30 a. m. to 11:00 a. m. Practice—Over 2000 cc.

11:00 a. m. to 11:30 a. m. Practice—Under 2000 cc.

11:30 a. m. to 12:00 Noon Practice—Over 2000 cc.

12 to 1 Lunch Break Forbes Skydivers

After 1:00 p. m. Continuous Racing

RACE NO. 1—Novice Race—10 Laps

RACE NO. 2—Over 1100 cc. Modified—10 Laps

RACE NO. 3—Class B, C, D & E Production—10 Laps

RACE NO. 4—Ladies Race and Class F, G & H Production—15 Laps

RACE NO. 5—Formula Junior and Under 1100 cc. Modified—15 Laps

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## PROGRAM

Monday, July 4, 1960

9:00 a. m. to 10:00 a. m. Practice—Under 2000 cc.

10:00 a. m. to 11:00 a. m. Practice—Over 2000 cc.

11:00 a. m. RACE NO. 6—Classes F, G & H Production and H Modified

12:00 Noon Forbes Skydivers

12:30 p. m. Ceremonies and Parade

After 1:00 p. m. Continuous Racing

RACE NO. 7—Formula Junior (30 second advance start) (duction—15 Laps

RACE NO. 8—Classes B, C & D Production—15 Laps

RACE NO. 9—Lake Garnett Grand Prix 25 Laps Modified B, C, D, E, F, & G Licensed Drivers

TROPHY AWARDS AT COURSE

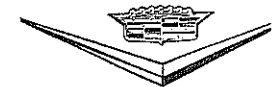
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## RACE ENTRIES

Car No.	Driver	Make of Car	City
0	Wm. A. Ong	Fiat Abarth	Kansas City, Missouri
1	Grace Harris	Maserati	Kansas City, Missouri
2	Jack Hinkle	Maserati	Wichita, Kansas
4	R. P. Vandawalker	Corvette	Little Rock, Arkansas
5	Harvey Woodward	AC Bristol	Kansas City, Missouri
6	Wm. L. Flippo	Austin Healey	Alton, Illinois
7	Lt. Russ Roland	Dyna Panhard	Topeka, Kansas
9	Ed Walsh, Jr.	Walsh Rdst.	St. Louis, Missouri
10	Robt. A. Hindson	AH Sprite	Kansas City, Missouri
11	Otto J. Klein, Jr.	MGA	Springfield, Illinois
12	Robt. K. Hubbard	Porsche	Manhattan, Kansas
13	Dick Anderson	AH Sprite	Kansas City, Missouri
14	Guy P. McMurray	Berkeley	Midwest City, Oklahoma
15	James R. Johnston	Formula Jr.	Cincinnati, Ohio
15	Dave Biggs	Ferrari	Clarksville, Missouri
16	R. J. Level	Fiat Abarth	Des Moines, Iowa
17	John Max Wolf	Porsche	Colorado Springs, Colorado
18	Ed Gordon	AH Sprite	St. Louis, Missouri
19	Judith Boyer	Alfa	Des Moines, Iowa
21	James Classen	Jaguar	Champaign, Illinois
22	Wm. L. Harman	Austin Healey	Jefferson City, Missouri
23	Robert Kelce	AH Sprite	Belleville, Illinois
23	Doug Carrico	TR 3	Kansas City, Missouri
24	Joe Mayer	Elva MK II	Omaha, Nebraska
24	Rosie Mayer	Elva MK II	Omaha, Nebraska
25	Ed Spillman	H Mod.	Tulsa, Oklahoma
26	Bill Stevens	Alfa	Kansas City, Missouri
27	John Mullen	Corvette	St. Louis, Missouri
28	Ralph Beals, Jr.	AH Sprite	Newton, Iowa
29	W. R. Bass	Alfa	Tulsa, Oklahoma
31	Pap Sinton	AC Bristol	Lincoln, Nebraska
32	Robert E. Fry	Austin Healey	Wichita, Kansas
33	Laveeda Grimm	Alfa	Tulsa, Oklahoma
34	Lew Huxtable	Austin Healey	Wichita, Kansas
35	Cecil M. Goldner	Austin Healey	Derby, Kansas
37	George Rawline	Fiat Abarth	Gypsum, Kansas
39	Dave Morgan	Elva	Tulsa, Oklahoma
40	John Able	Jaguar	Leavenworth, Kansas
42	Gene Smiley	Austin Healey	Omaha, Nebraska
43	Ed French	Lotus MK XI	Kansas City, Missouri
44	R. E. L. Hayes	AC Bristol	Vinita, Oklahoma
46	Dean Elder	Jabro	Manhattan, Kansas
47	Robert W. Price	Porsche	Topeka, Kansas
51	Walter Gray	Allard Spec.	Kansas City, Missouri
55	Frank Manley	Fiat Abarth	Topeka, Kansas
57	Dick De Jaeger	Porsche	Topeka, Kansas

# AT LAST!

AFTER 30 YEARS  
OF RESEARCH—THE  
1<sup>st</sup> STEEL CORD

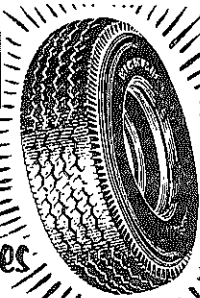


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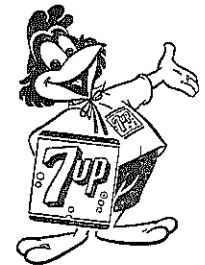
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Bottlers of 7-Up and Dodge

Fort Scott, Kansas

## RACE ENTRIES

Car No.	Driver	Make of Car	City
58	Bert Persons	MGA	Wichita, Kansas
59	Ed Hausseumann	Porsche	Lawrence, Kansas
61	John Mahler	TR 3	Manhattan, Kansas
64	Bruce Larson	Fiat Abarth	Kansas City, Missouri
66	Geo. W. Starch	Austin Healey	Tulsa, Oklahoma
68	Steve Wendt	Formula Junior	Denver, Colorado
69	Ed Carsten	MGA	Denver, Colorado
71	M. T. Thomas	Elva MK V	Wichita, Kansas
73	Dr. Fritz Taylor	AC Bristol	Martinsville, Indiana
74	Revon Craig	MGA	Tulsa, Oklahoma
75	James K. Browne	Jabro	St. Louis, Missouri
76	Jack Wood III	Austin Healey	Tulsa, Oklahoma
77	Stanford N. Gecher	AH Sprite	Kansas City, Missouri
77	Barney McCray	AH Sprite	Kansas City, Missouri
79	R. V. Henry	Lotus	Roanoke, Indiana
80	Dave Ostrem	TR 3	Des Moines, Iowa
81	Dave McKinney	TR 3	Des Moines, Iowa
82	Bill Swanson	TR 3	Des Moines, Iowa
85	Frank Phillips	AH Sprite	Minneapolis, Minnesota
85	Dick Lang	Corvette	Xenia, Ohio
87	Donn L. Salyer	Crosley Spec.	Wichita, Kansas
88	Ken J. Ongemach	Fiat Arbarth	Lakewood, Colorado
91	Bob Harness	Fiat Abarth	Topeka, Kansas
93	Bob Major	Formula Junior	Chicago, Illinois
95	Glenn Branstad	Alfa	Peoria, Illinois
96	F. Jones	MGA	Norman, Oklahoma
98	Verne Bixby	Sprite	Topeka, Kansas
99	E. Tom Newcomer	Lotus MK XI	Kansas City, Missouri
110	David C. Hallam	Alfa	Joplin, Missouri
111	Grant Crenshaw	TR 3	Des Moines, Iowa
112	J. Anthony Palumbus	Alfa	Denver, Colorado
115	Harold Clapsaddle	AH Sprite	Tulsa, Oklahoma
117	A. F. Staeger	Alfa	Ash Grove, Missouri
118	Theodora Ives	Porsche 1600	Colorado Springs, Colorado
121	Bob Aylward	Maserati	Wichita, Kansas
122	Richard E. Warren	TR 3	Minneapolis, Minnesota
122	Richard Giese	TR 3	Minneapolis, Minnesota
124	Frank Pfahl	TR 3	Loose Creek, Missouri
133	John J. Koparski	Alfa	Denver, Colorado
144	Ronald M. Catalno	TR 3	Des Moines, Iowa
174	Marilyn Taylor	Alfa	Martinsville, Indiana
175	C. L. McDaniel	Elva MK IV	Indianapolis, Indiana
175	M. J. Taylor	Elva MK IV	Indianapolis, Indiana
177	Clyde Viggers	Corvette	St. Louis, Missouri
181	Bill Button	MGA	Des Moines, Iowa
185	Edna Sherman	Porsche	Denver, Colorado

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AUSTIN - HEALEY '3000'

MORRIS '1000'

SPRITE

# Kansas City AUSTIN

6520 Troost — EM 3-3300  
KANSAS CITY, MISSOURI

# RACE ENTRIES

Car No.	Driver	Make of Car	City
196	Lucile B. Key	Porsche	Denver, Colorado
211	Ron Hunter	AC Bristol	Denver, Colorado
211	Patsy Randle	AC Bristol	New Castle, Wyoming
339	David A. Bell	Ding Dong Spec.	Fort Riley, Kansas
500	F. Robert Woodward	Formula Junior	Fort Dodge, Iowa
551	Phill Hunt	Special Rdst.	Oklahoma City, Oklahoma
711	Don Ives	RFK Porsche	Colorado Springs, Colorado
712	Gerry Rodehaver	AH Sprite	Topeka, Kansas
713	G. C. Waddle	TR 3	Waverly, Iowa
777	Mack Yates	Corvette	St. Louis, Missouri
888	Dichard L. Belitzer, Jr.	TR 3	Hutchinson, Kansas
	Donald McGreevy	Lotus MK II	Lawrence, Kansas
	John Peach	HM	Topeka, Kansas
	John Goans, Jr.	Daimler	Kansas City, Missouri
	David Kiser	Daimler	Kansas City, Missouri
	Phyllis Kiser	Daimler	Kansas City, Missouri
	Ken Kennedy	Alfa	Kansas City, Missouri
	Eleanor Kennedy	Alfa	Kansas City, Missouri
	Dean Knight	Chevarri	Tulsa, Oklahoma
	Dean Knight	Ferrari	Tulsa, Oklahoma
	Ray Heath Motors	MGA	Salina, Kansas
	Enus Wlison	Marserati	Tulsa, Oklahoma
	Tommy Allen	Porsche	Oklahoma City, Oklahoma
	A. C. Langworthy	MG Twin Cam	Kansas City, Missouri

**FOR LATE ENTRIES**

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(Entry list not final at press time and subject to change)

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# Lake Garnett Sports Car Race Queen

July 3 and 4, 1960

Queen of the Lake Garnett Second Annual Sports Car Races is the lovely and talented Dusenue Allee Vunovich of Kansas City, Mo. Miss Vunovich, who will present trophies to the winning drivers of July 3 and 4, has been selected by the Junior Chamber of Commerce of Kansas City, Mo., to represent the Kansas City area in the Miss Missouri contest. She is being sponsored as Race Queen by the Kansas City Region of the Sports Car Club of America.



Among Miss Vunovich's former honors are Paseo high school homecoming queen and queen of this year's Engineering Day at Missouri University, where she was a sophomore last year. She was also first runner-up in the International Perfect Posture Contest.

Her selection as Lake Garnett Race Queen for 1960 is based on beauty, personality and talent. Her beauty and engaging personality speak for themselves. Her talent is singing.

Welcome Visitors

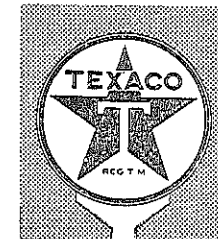
## Deep Rock Appliance

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Tires, Batteries, and Accessories

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Welcome Visitors

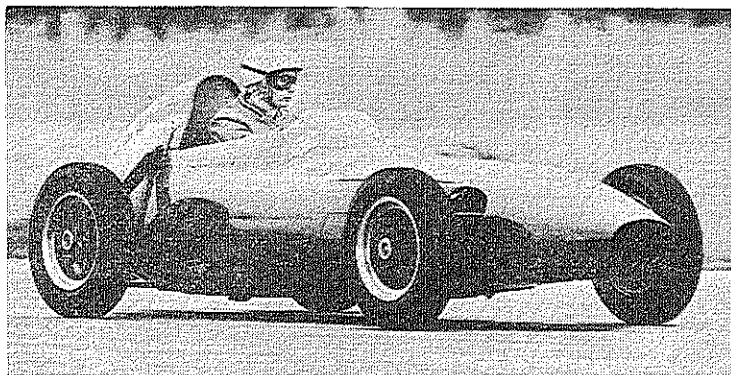


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Fourth & Highway 59 —

## The Formula Juniors



Jim Hall, Dallas, Texas, in his Elva Formula Junior in which he won top honors in the Mansfield, La., Races. (Photo, Courtesy Competition Press.)

Something new and pretty wonderful has been added to sports car racing — the Formula Junior. Last summer, a blue Stanguellini showed up at the Montgomery races and suddenly caught everyone's attention. A small "mono posto" (one-man car) — the question was, was this a new type of race car, brought in from the race circuits of Europe, that would have an impact on American road and airport racing? The answer turned out to be "yes".

On Friday this year at Sebring, the curtain raiser to the big race, 23 of these Formula Juniors lined up for what turned out to be the most exciting race of the season so far.

To go into the details of that race would take too much space; but to say that the crowd got their money's worth out of that whirlwind event is an understatement. Quoting author Sherrie Zuckert (Sports Car): "If this affair was any indication, we can look forward to a season that will bring racing back to racing!"

Needless to say, this new type of racing sports car is now sweeping the country and causing excitement and enthusiasm among spectators and drivers alike. The Formula Junior is a one-man car, without fenders and headlights and has been designed strictly for racing purposes. Copied after the famed 500-miler of the Indianapolis Speedway, it is actually a pint-sized Grand Prix racer. A variety of power-plants are used — Cooper, Elva, Stang, Lotus, Volpini, and so on. They are hand-made and built with the balance and fine precision of a jeweled watch. Costs run from about \$4,000.

Although the Formula Juniors are not as fast as many of the larger cars to be seen racing on the Lake Garnett course — maximum speed 135 to 150 mph. — they have the advantage over the big machine on the take-off and on the sharp turns of the Garnett road course. These small racers are, in fact, so quick at the "get-away" that they will be placed at the head of the line-up on the starting grid.

These cars in the 1100 cc. class are tuned to approximately 80 h.p. They have a tubular frame, close-ratio gears, four-wheel independent suspension, and aerodynamic aluminum bodies with tuned exhaust systems.

Body height and size vary, but on an average, the Formula Junior is 2 ft. tall, 3 ft. wide and 11 ft. long. They weigh approximately 800 lbs.

The Lake Garnett Course, one of only three true road courses in the United States, offers a terrific challenge to drivers and cars. Spectators will find this first running of Formula Juniors on the course, especially at the Flatiron, Muleshoe, Snyder Corner and Conroy's, a tremendously exciting spectacle to watch.

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### RULES FOR SPECTATORS

Attending a sports car race can be great fun. But it can also be dangerous.

The most nearly mechanically perfect car in the world driven by a skilled driver, when driven at high speed, can and does occasionally go out of control. A racing car out of control is like a bolt of lightning—when it starts at there's no time to move out of its path. Don't ever believe you can outrun an automobile!

A car going 120 m.p.h. covers 176 feet of ground every second. Some cars racing around Lake Garnett will be going much faster than 120 m.p.h. your own safety and the safety of others, carefully read and heed the following for spectators:

1. NEVER STAND ON THE OUTSIDE OF ANY CURVE.
2. NEVER CROSS THE RACE COURSE DURING AN EVENT OR IN PRACTICE PERIODS.
3. STAND BEHIND THE FENCES—THEY HAVE BEEN PLACED THERE FOR YOUR SAFETY.
4. NEVER STAND IN ESCAPE AREAS OR ROADS — THESE ARE EMERGENCY VALVES FOR OUT-OF-CONTROL CARS.
5. NEVER MOLEST OFFICIALS, FLAGMEN OR GUARDS — THEY ARE WORKING FOR YOUR ENJOYMENT AND SAFETY.
6. NEVER RUN TOWARD AN ACCIDENT.
7. NEVER PERMIT A CHILD OR A DOG TO WANDER UNATTENDED NEAR THE COURSE — KEEP YOUR EYES ON YOUR CHILDREN!
8. NEVER STEP WITHIN 25 FEET OF THE INSIDE OF ANY CURVE.
9. NEVER APPROACH AN OVERTURNED OR DISABLED CAR OR A LIGHTED CIGARETTE.
10. NEVER DROP NEWSPAPERS OR ANY OTHER OBJECTS NEAR THE COURSE—PAPERS CAN FALL ACROSS A WINDSHIELD, BLIND THE DRIVER; STONES AND BOTTLES CAN BE SNAPPED BACK LIKE ROCKETS.

## Acknowledgments

Gasoline for race cars by courtesy of the Greeley Cooperative Association, Greeley, Kansas.

Fire-fighting equipment by courtesy of the Ansul Chemical Company of Kansas City.

Diving equipment by courtesy of Lee D. Hughs, Jayhawk Marine Rescue and Recovery Service, Ottawa, Kansas.

Baldwin electric organ by courtesy of Lanning Music Company, Osawatomie, Kansas.

Sound System by Seals Radio & Sound Service, Dodge City, Kansas.

Race and road signs by courtesy of Jack McMillan Sign Works, Garnett, Kas.

Hay Bales by courtesy of Knights of Columbus.

Construction and iron work, I. O. Kite & Son Machine Works and Welding.

Vocalist, Miss Flossie Nester, Kincaid, Kansas.

Organist, Mrs. Clarke Jackson, Garnett, Kansas.

Program Books, courtesy of the advertisers whose support made this book possible and the Bennett's Publicity & Advertising Service.

Invocation, Rev. Carroll E. Bickley, Pastor of First Baptist Church.

Course Preparation, State, County and City Employees.

Housing Arrangements, Vista Study Club.

Course Telephones, United Telephone Co.

House trailers by courtesy Burriss Motor Co.

Trucks and Water by courtesy Bill Graham.

Ambulance by courtesy Farris Funeral Home.

Space does not permit the listing of the hundreds of people and business firms of Garnett that have helped in organizing, promoting and holding the July 3 and 4 Lake Garnett Sports Car Races. Most certainly, an event such as this could not held without the full co-operation of the citizens of the entire community. Therefore, to each and everyone of you who has had some part in this community undertaking, the Lake Garnett Grand Prix Sports Car Racing Association wishes to express grateful appreciation for your time, efforts and contributions so generously given.

### Committee Members:

Claude Anderson  
Frank Bennett  
Sam Busby  
Meryl Coker  
Kenneth Crippin  
Richard Farris  
Ray Harden  
Arthur Hughes  
Eugene Kelley  
Kenneth Lyle  
Don McAfee  
Leonard McCalla, Jr.  
Jack McMillan

### Garnett City Officials:

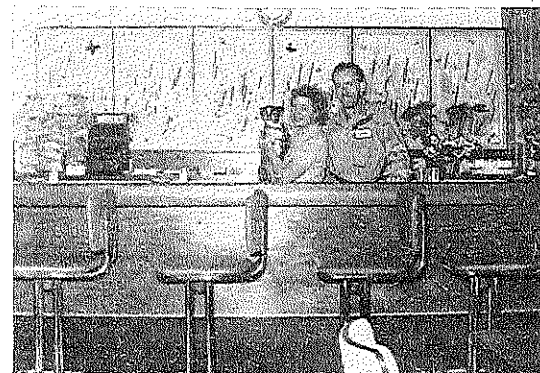
Earl Snyder, Mayor  
Robert Garrett, Commissioner  
Clinton Wilson, Commissioner

Glen Osborn  
Leo Raborn  
Guy Rogers  
Melvin Schulte  
Gwinn G. Shell  
Dr. Robert L. Stevens  
Don J. Stith  
W. R. Stockebrand  
Richard Sweers  
Loren Warner  
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### Law Enforcement:

Kansas State Highway Patrol  
Don Hermreck, Sheriff

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## WELCOME RACE FANS

*The Place to Relax After the Races*

Six Miles North on U.S. 59, One Mile East

**Cold Beer To Go Jerry and Loma Kipper**

### APPROXIMATE DISTANCES OF POINTS SHOWN ON MAP, PAGE

Start and Finish — Flatiron Corner, .3 mile.

Santa Fe Straight, 1 mile.

Dam and Dip, .2 mile.

Dip — Muleshoe bridge, .3 mile.

Bridge — Snyder Corner, .2 mile.

Snyder Corner — Corkscrew, .3 mile.

Corkscrew — Start and Finish, .5 mile.

The Pits—last year, there was a surfaced area about 20 feet wide and long. This year drivers will find the pits 70 feet wide and 650 feet long, even if it surfaced! No losing tools, nuts and bolts in the grass this year!

*Welcome SCCA!*

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*Forbes Skydivers*



Skydiving refers to the technique of maintaining absolute control of one's body during free fall before the parachute is opened. Instead of simply twirling through the air for 30 seconds or more, the jumper must first hold a stable bearing with arms outstretched, facing the ground like a bird and then — always in perfect horizontal position — perform maneuvers such as a figure eight and various glides.

Skydiving is a relatively new sport in America. The French developed it, and now have instructors paid by the government to teach students recognition of the sport's physical and character-building qualities.

Jumps are made from 10,000 feet or less. To jump from a higher altitude is extremely dangerous due to the lack of oxygen in the air. The jumps at Linnett will be made from 10,000 ft. and 5,000 ft. Regulations prohibit skydiving there is a low ceiling or wind stronger than 15 mph.

Speed rate of free-fall descent is as follows: (First number, seconds number, distance in feet) 1—16, 2—46, 3—76, 4—104, 5—124, 6—138, 7—148, 9—163, 10—167, 11—171, 12—174 (maximum speed attained in free-fall).

A jumper will fall 1,138 feet in 10 seconds. In 30 seconds he will have fallen 4,615 feet.

The target for the Forbes Skydivers is the rise at the north end of the golf course. THIS AREA MUST BE KEPT FREE OF CARS AND SPECIFICALLY DURING THE SKYDIVING EXHIBITION. ANYONE APPROACHING THE TARGET DURING THE NOON HOUR WILL BE ORDERED AWAY BY MEMBERS OF THE SAFETY PATROL.

ALSO, THE GARNETT AREA MUST BE KEPT FREE OF ALL AIRPLANES EXCEPT THE OFFICIAL SKYDIVER PLANE FROM 11:30 A. M. TO 12:45 P. M., JULY 3 and 4.

**NOTICE**

BECAUSE OF NECESSARY SAFETY PRECAUTIONS, THE LIGHTING AND EXPLODING OF FIREWORKS IN THE GARNETT CITY PARK ON JULY 3 AND 4 IS PROHIBITED. PLEASE HELP ENFORCE THIS REGULATION FOR YOUR OWN SAFETY AND THE SAFETY OF OTHERS.

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Garnett, Kansas

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**Third Annual Lake Garnett  
Grand Prix Sports Car Races**

**July 1-2, 1961**

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Lawrence Lickteig  
Phone 581

Carl Irwin  
Phone 1181

*This space is reserved for notes and autograph*

*The Garnett Savings & Loan Associati*





# HOWDY!

We're Glad You Came To Garnett  
and  
Hope You'll Come Back Often!

## MAGGIO'S

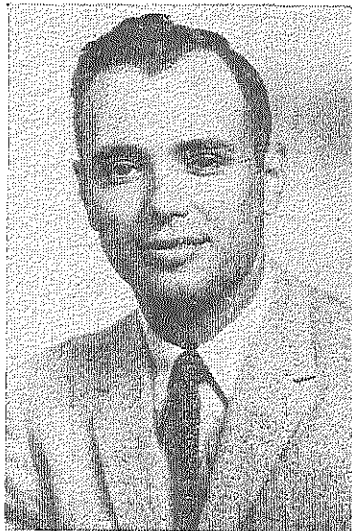
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*We Sell the Earth and Insure All on It*