

PROGRAM

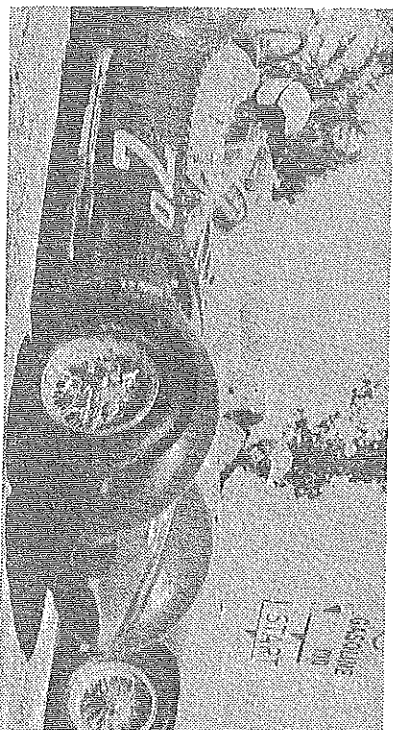
KANSAS CENTENNIAL

(Third Annual)

LAKE GARNETT GRAND PRIX SPORTS CAR ROAD RACES

JULY 1 and 2, 1961

Garnett, Kansas



Presented by

KANSAS CITY REGION
SPORTS CAR CLUB
OF AMERICA, Inc.

Sponsored by

LAKE GARNETT GRAND PRIX
SPORTS CAR RACING
ASSOCIATION

ROBERT L. SCHLEY
Regional Director



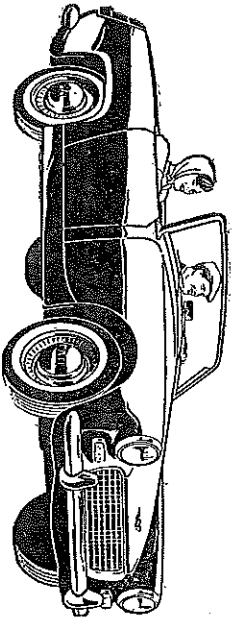
DON J. SMITH
President

TED BROWN, Race Chairman

25c

NEW FUN

SPRITE



MGA

JAGUAR

AUSTIN-HEALEY

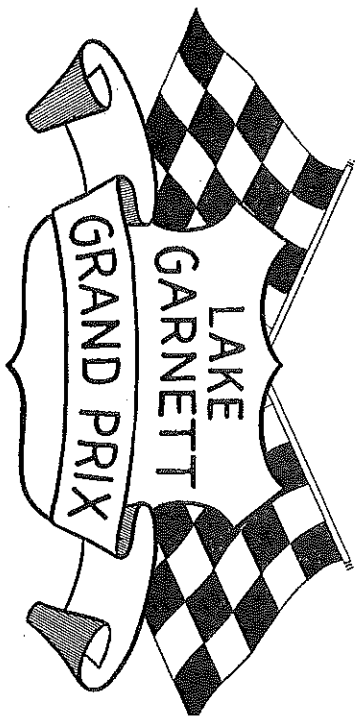
MORRIS

SPRITE

Kansas City

JAGUAR-MG

4203 Troost — LO 1-7788
KANSAS CITY, MISSOURI



ORGANIZATIONS REPRESENTED

American Legion	Lions Club
Anderson County Bar Ass'n	Medical Association
Boat Club	Press
Chamber of Commerce	Radio
Golf Club	Rotary Club
Gun Club	Saddle Club
Knights of Columbus	Veterans of Foreign Wars

COVER PICTURE

The Start of the Lake Garnett Grand Prix, 1960.
The two lead cars in last year's Grand Prix 25-lap race were (on left) Jac Wichita, and Dale Duncan, Kansas City. Hinkle is driving a Maserati, and I driving a Ferrari, both Italian-made cars.

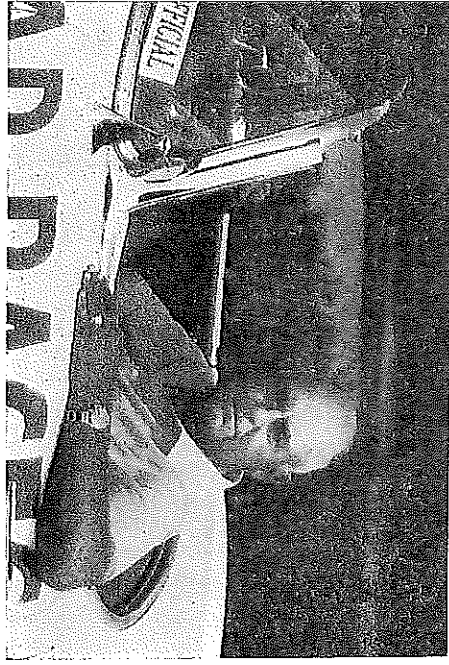
OFFICIAL PERSONNEL

Third Annual

Lake Garnett Grand Prix Sports Car Race

July 1 and 2, 1961

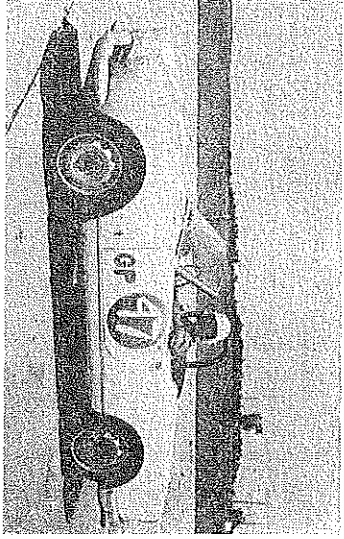
Robert L. Schley, Regional Executive of the Kansas City Region of the Sports of America, Inc.



DON J. SITH
President,
Lake Garnett
Grand Prix Sports Car
Racing Association



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



RACE OFFICIALS, SOCA

- | | | | |
|---------------------------------|---------------------|------------------------|-----------------------|
| Face Chairman | Ted Brown | Flag Marshal | B |
| Program Chairman | Bill Ong | Chief Timer | Fran |
| Secretary Plenipotentiary | Mary Stipe | Chief Scorer | Helene |
| Chief Steward | Harold Stipe | Chief Announcer | Ma |
| Chief Starter | Dale Duncan | Registrar | M |
| Assistant Starter | Tom Newcomer | Communications Steward | Marvin B |
| Course Marshal | Ross Melgaard | Chief Medical Steward | Lawrence L. Ewy |
| Chief Pit Steward | Bob Humbert | National Observer | S. C. C. |
| Grid & Marshalling Area Steward | Art Bunker | | |
| Chief Safety Inspector | Dan Chapin | | |

OFFICERS

- Lake Garnett Grand Prix Sports Car Racing Association
- Don J. Sith, President
 Frank H. Bennett, Secretary and Publicity
 Members of the Executive Committee: Leonard McCalla, Jr., and Kenneth C.

COMMITTEES

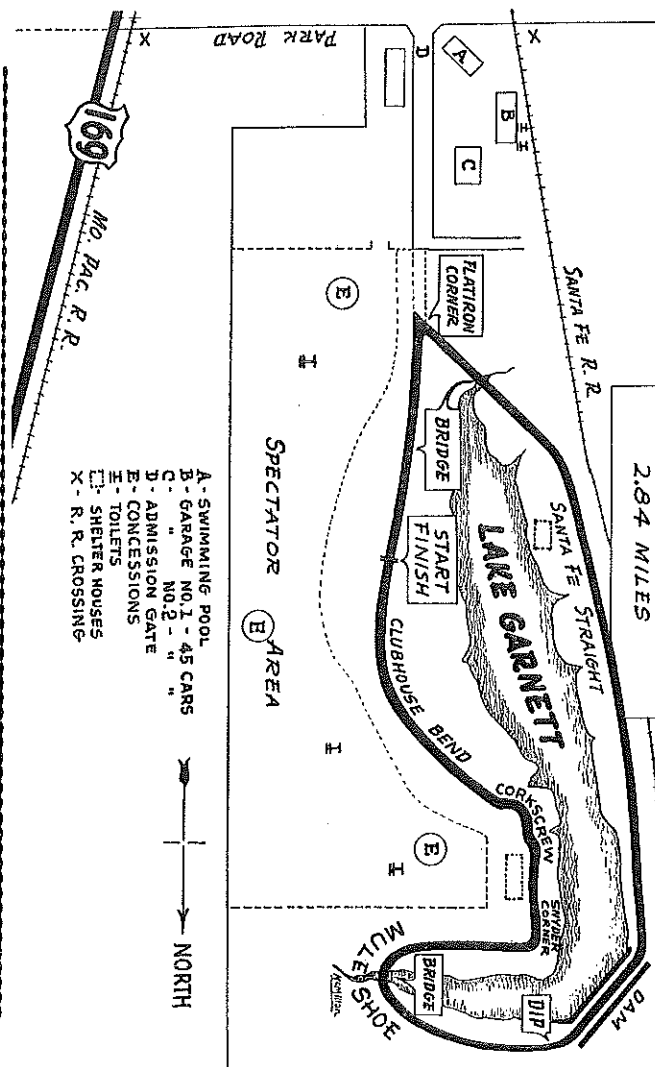
- | | |
|---|--|
| Concessions, C. S. Busby | Crowd Control, Loren Warner |
| Grounds, Claude Anderson and Donald McAfee | Coker |
| Parking, Gwinn Shell and W. R. Stockebrand | Liaison Officer for SOCA and Kenneth Chippin |
| Program Book, Frank H. Bennett | Photographers, J. P. Strain, Dursi, Ralph White, Ed B. |
| Reservations, Richard H. Sweets, and Mrs. Robert Powers | Signs and Art, Owen T. McMill |
| Tickets, Arthur M. Hughes | Construction, Robert Kite |



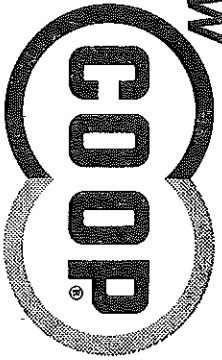
59

LAKE GARNETT GRAND PRIX COURSE

2.84 MILES



NEW



GASOLINES

PLUS mp

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

Approximate Distances Of Points Shown On 1

- 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.

Sports Car Race Courses

The world over, there are four distinct kinds of sports car race courses. To begin with, back in the early years of sports car racing, the cars were open roads, both in towns and in the country. This is known as "true open road". For example, the Watkins Glen, N. Y., course was laid out on town roads, and the straightaway were smack in the middle of town. However, as more cars entered these open road races the sport became more and more dangerous, for spectators, but also for the drivers, and open road racing has in most places a thing of the past.

Airport courses are exactly what the name implies — race courses laid the concrete runways of airports. Although airport racing is considered safe the spectator's point of view and lacks driver interest, the safety features easily controlled than in any other type of sports car racing. One of the most races in the United States, Sebring, is still run on a course of which a large part is an airfield. There are probably 50-odd airports in the United States used for race courses. A third class of race courses for sports cars in the "closed road" type have been built purposely for racing. There are some fifteen or twenty of these most of them constructed within the past five years. Road America, Lake Wisconsin, is a good example of this kind of race course.

The fourth kind of race course, and the one that concerns us most, is

(Concluded on page 7)

THIRD ANNUAL LAKE GARNETT RACI

A DIVISIONAL CHAMPIONSHIP EVENT

In the United States, there are eleven geographical divisions of the Sports of America, Inc. Garnett is located in the Midwest Division, which is divided into areas, No. 4, 5 and 6.

The Lake Garnett 1961 racing event includes all three areas of the Midwest Division. The Governors of the areas are: Area 4, Charles H. Dietrich, Jr., Sandusky and Charles W. Rickert, Indianapolis, Ind.; Area 5, James H. Kimberly, Ohio and Area 6, Jack B. Hinkle, Wichita, Kan.

Mr. Hinkle is Chairman of the Board of Governors, and Mr. Kimberly is chairman.

Courtesy of

THE MEDICAL CENTER CLINIC
Medical Arts Building
Garnett, Kansas

WELCOME TO GARNETT, KANSAS

Sports Car Club of America and Visitors

THE GARNETT CHAMBER OF COMMERCE

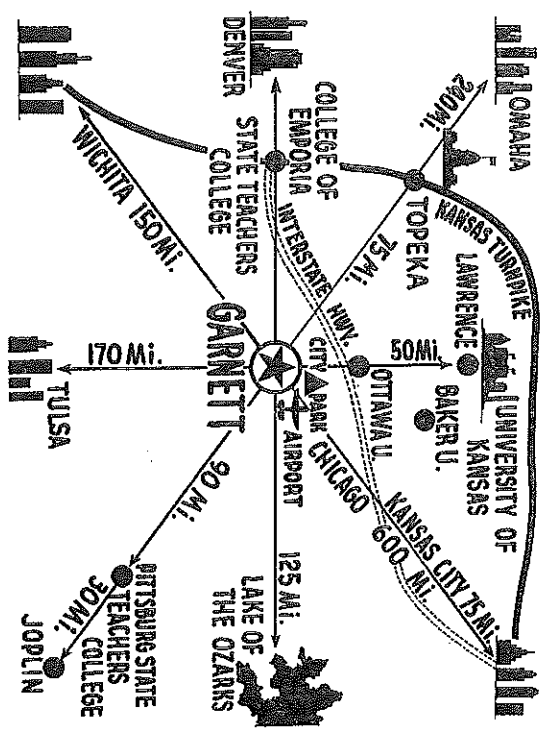
Garnett, Kansas

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, 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 junction 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 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

Welcome to Garnett

Visitors And Sports Car Club Members

FARRIS FUNERAL HOME

GARNETT, KANSAS

Sports Car Race Courses

(Continued from page 5)

road" type. Lake Garnett belongs to this group. For 363 days of the year, the road that circles Lake Garnett is used as an access road to the water by fishermen and boaters. The speed limit is posted at 20 mph. Then for two years, the road is turned into a race course, with the speed limited only to power and driver skill.

Such courses as this are rare indeed. In fact the Garnett course is the only one of its kind between the Mississippi River and the Rocky Mountains, and there are two or three other true road courses in the world.

Because a course of this kind was meant to be a road rather than a track, many problems arise in safety and in crowd control. This means that it takes a force of people working together to put on successfully a race of this kind. Conducting the Lake Garnett races as a non-profit civic enterprise, sponsored by clubs and civic organizations, and assisted by hundreds of citizens of Garnett volunteered to work without pay, has it been possible to have the annual Lake Grand Prix races.

Many improvements have been made on the Lake road since the time of sports car racing here in 1959. Last year, the spillway walls raised thirty feet and steel guard rails were erected at the more hazardous places along the road. The pit area was enlarged to about 600 feet in length by 85 feet in depth. For the 1961 races, the road has been widened to an average of 27 feet surfaced. Incidentally, over 4,000 tons of rock went into this widening project. The pits have been enlarged again — the same length, but deepened to 200 feet. Trees and underbrush have been trimmed and cleared to permit viewing of the races, and additional restroom facilities have been constructed in parts of the park. All of these improvements, of course cost a great deal of money.

Where did the money come from? As has been said before, the Lake Garnett Annual Racing Event is a civic, non-profit enterprise. Every cent of the money earned from admission concessions is spent for two purposes only — to pay the expenses of putting on the races, and to improve the park and the road.

HOTEL CAFE

WELCOME SCCA

Serving:

Breakfast

Lunch

Dinner

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Telephone 3 601 So

GARNETT, KANSAS

DODGE — DODGE I

Goodyear Tire Headq



COPELAND & GAULT OIL COMPANY

Quality Products . . . Friendly Service
Tires and Batteries

M. E. COPELAND, Telephone 680, Garnett, Kansas
C. E. GAULT, Telephone TE 5-3635, Richmond, Kansas

Sports Cars Used For Racing

The following information about the various makes of racing sports cars includes country where manufactured, classification, weight of the car, number of cylinders, engine horse power and the maximum speed in miles per hour.

- ALFA ROMEO (Italian), Class E Production, weight 2,000 lbs., 4 cyl., 103 h. p., max speed 115 m. p. h.
- ARNOLT-BRISTOL (American-British-Italian), Class D Production, weight 2,150 lbs., 130 h. p., 6 cyl., max speed 115 m. p. h.
- AUSTIN MARTIN (British), Class C Modified, 1950 lbs., 6 cyl., 300 h. p., max speed 190 m. p. h.
- AUSTIN-HEALY SPRITE (British), Class H Production, 1450 lbs., 4 cyl., 48 h. p., max speed 80 m. p. h.
- BERKELEY (British), Class G Production, 720 lbs., 3 cyl., 2 cycle, 30 h. p., max speed 80 m. p. h.
- CHEVROLET CORVETTE (American), Class B Production, 2900 lbs., V-8, 315 h. p., max speed 135 m. p. h.
- COOPER MONACO (British), Class E Modified, 1150 lbs., 4 cyl., 180 h. p., max speed 165 m. p. h.
- DEUTSCH-BONNETT (French), Class F Production, 1450 lbs., 2 cyl., opposed, 58 h. p., max speed 105 m. p. h.
- ELVA MARK IV (British), Class G Modified, 870 lbs., 4 cyl., 90 h. p., max speed 135 m. p. h.
- FERRARI 250 TESTA ROSSA (Italian), Class D Modified, V-12 cyl., 300 h. p., max speed 170 m. p. h.

Welcome SCCA!
HOTEL RICHART

Telephone 60
GARNETT, KANSAS

Welcome Visitors!
Craig Sales & Service
MASSEY - FERGUSON
Phone 104
GARNETT, KANSAS

STRAIN'S STUDIO

GARNETT, KANSAS

OFFICIAL PHOTOGRAPHERS
LAKE GARNETT RACES

J. P. STRAIN EUGENE DURST
CHARLOTTE MATHEWS

SPRADLIN PHAR

Garnett's Ferial Store

STOVER'S CANDIE
HALL'S GREETING CAR
PETERS VETERINARY PH

Dependable Prescription

- FIAT-ABARTH (Italian), Class G Production, 1250 lbs., 4 cyl., 43 h. p., max speed 90 m. p. h.
- LISTER-JAGUAR (British), Class C Modified, 1900 lbs., 6 cyl., 300 h. p., max speed 190 m. p. h.
- LOTLA (British), Class G Modified, 825 lbs., 4 cyl., 90 h. p., max speed 140
- LOTUS ELEVEN "LEMANS" (British), Class G Modified, 900 lbs., max speed 130 m. p. h.
- MGA 1600 TWIN CAM (British), Class E Production, 2200 lbs., 4 cyl., 1 max speed 115 m. p. h.
- MASERATI "Bird Cage" (Italian), Class D Modified, 1300 lbs., 4 cyl., 2 max speed 170 m. p. h.
- MERCEDES-BENZ 300 SL (German), Class C Production, 3000 lbs., 6 h. p., max speed 150 m. p. h.
- MORGAN (British), Class D Production, 1940 lbs., 4 cyl., 100 h. p., 100 m. p. h.
- OSCA 750 (Italian), Class H Modified, 950 lbs., 4 cyl., 70 h. p., max s m. p. h.
- PORSCHE 1600 SUPER (German), Class E Production, 1700 lbs., 4 cyl., max speed 105 m. p. h.
- PORSCHE 1500 RSK SPIDER (German), Class F Modified, 1150 lbs 160 h. p., max speed 160 m. p. h.
- SCARAB (American), Class B Modified, 1850 lbs., V-8 cyl., 375 h. p., max speed 175 m. p. h.
- STANGHEILINI FORMULA JUNIOR (Italian), Class Formula Junior, 4 cyl., 72 h. p., max speed 125 m. p. h.
- TRUMPH TR-3 (British), Class E Production, 2200 lbs., 4 cyl., 100 h. p., max speed 110 m. p. h.
- TURNER (British), Class F Production, 1400 lbs., 4 cyl., 48 h. p., m 80 m. p. h.

GARNETT
ICE & COLD STORAGE

"We Stored Two Miles of DOGS
for the Lake Garnett Races!"
CRUSHED AND BLOCK ICE
South End of Oak Street

Phone 95

Welcome SCC
WESTERN AU
ASSOCIATE ST
Hank Allen
GARNETT, KANSAS

Welcome Visitors!

Fraker's Clothing Store

"The Store for the Lad and His Dad"

GARNETT, KANSAS

Welcome Visitors!



It Pays To Stop At The Apco Sign

Hiway 59 At 5th St.

WAYNE PENN, Mgr.

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.

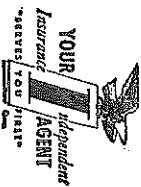
Sports cars are classified according to engine piston displacement, which is measured in cubic centimeters (cc). For racing purposes, the cars are usually divided into two groups — those above 2,000 cc, and those less than 2,000 cc. — and races are run for each group. Within each group, several races 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 22CM 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.

Compliments

Walter L. Simpson Agency



GENERAL

INSURANCE

Garnett, Kansas

Studebaker — Lark

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GARNETT, KANSAS

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CLUB

of

AMERICA

WELCO

from

BETT

ARFORD'S RETAIL LIQUORS

HI-WAY 59 AT FOURTH

Classification of Production Cars, 1961

Class A—Aston Martin DB4GT

Class B—Corvette

Porsche Carrera (including 1600 engine, Weber carburetors)
Ferrari 250GT (except short wheelbase)
Aston Martin DB4, DB2-4

Class C—Jaguar XK 120, 140, 150, 150S, 3.4 and 3.8

AC Ace Bristol, Aeca Bristol
Arnold-Bristol
Frazer-Nash
Porsche Super 90
Daimler SP 250
A-H 3000 (BNT7)
(1) Lotus Elite
Morgan Plus 4 (Aluminum body and competition options)

Class D—Alfa Romeo Veloce

Alfa Romeo 2000
Porsche 1500S, 1600S
AH 100, 100-6 (BNT1, BNT2, BNT4, BNT6)
SIATA 208S
Turner-Chimax

AC Ace, Aeca
Lancia Aurelia GT and

Class E—Triumph TR-2, TR-3

MGA (Twin-Cam)
Elva Courier
Morgan Plus 4
Fairthorpe Electron
FIAT-Abarth 750 (dol Mercedes 190SL)
FIAT 1500 Spyder

Class F—MGA

Sunbeam Alpine
Porsche 1500, 1600
Denzel 1300S
FIAT-Abarth 850 S
Turner 950 Sports (SI D-B Dual Super HB and 950
(1) D-B HB 950

Class G—Alfa Romeo Giulietta

A-H Sprite with co options
MG TF 1500
Porsche 1300, 1300 S
FIAT-Abarth 750 (P Mille Miglia engine)
FIAT-Abarth 850 coupe

Welcome Visitors and SCCA!

and SCCA!

Welcome SCC

COKER'S STORE CO.

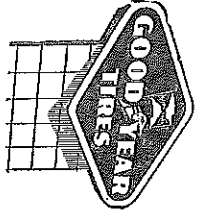
Garnett, Osawatimie, Paola, Kansas

FRANKLIN DRUG

"Garnett's Leading Drug

425 South Oak

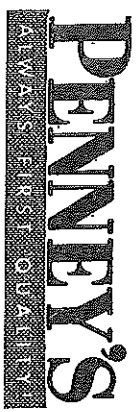
Welcome Visitors!



SINCLAIR PRODUCTS
GOODYEAR TIRES

Kellerman's Sinclair Service
Fourth & 59 Hwy. — Phone 51
Drive With Care — Buy Sinclair

Welcome SCCA!



GARNETT, KANSAS

Classification of Production Cars

(Continued)

- D-B HBR 5, 850 and 750
 - Berkeley B95, B105
 - Alpine (Renault)
 - Lotus 7A
 - Auto Union 1000SP
 - Fairthorpe Minor
 - FIAT 1200 Spyder
- Class H—A-H Sprite
 - Berkeley 492
 - MG TC, TD, TF 1250
 - FIAT-Abarth 750GT (standard pushrod)
 - Lancia Appia GT
 - NSU Sport Prinz
 - Morgan 4-4

Prayer of the Sports Car Driver

(From Road & Track, March 1953)

We sports car enthusiasts thank Thee, O Lord, for the many things thou hast given us — for the TC, whose quiet beauty recalled us to the paths of righteousness; and for the TD, whose superior suspension showed us that paths need not be hard.

We thank Thee for giving us road-handling, cornering, steering — those basic virtues of an honest motor car — and at a price an honest man could pay.

But, O Lord, we supplicate you! Give us just a little more with which to labor — just a little more displacement — perhaps a liter and a half. Give us just a bit more cruising speed — and just a bit more torque. (And may we ask for a return of the wire wheel and the knock-off hubcap? And with them, perhaps, a larger brake drum?)

The glittering jaws of the monsters of Detroit we put behind us on the lonely curving road.

But the rallying cry of the worshippers of Detroit is "pick-up." And, O Lord, they have us there!



HODGSON IMPLE. CO.

Garnett, Kansas

Welcome Visitors!

GREETINGS

SCCA and Racing Fans

Curtlee Clothes — Freeman Shoes

Stevens Hats

Galloway Clothing Co.

"The Corner Clothier"

Garnett, Kansas

BOB'S HILL HOUSE

(1½ Miles Southwest of Ottawa, Kansas — Interstate 35)

— featuring —

Kentucky Fried Chicken and Choice Stea

Dining Room and Coffee Shop Service

OPEN 24 HOURS

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 (Motionless): Warning to watch out for danger, but passing.

YELLOW (Waved): Warning to watch out for danger and be prepared.

RED: The race has been stopped.

YELLOW with HORIZONTAL RED STRIPES: Oil on course, slippery.

BLACK with ORANGE BALL: Car has mechanical failure, come into pit.

BLACK: A driver infraction of rules, come into pits.

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.

Welcome Race Buffs

WELCOME:

Visitors and

Sports Car Club of Ar

JOHN H. ASKIN

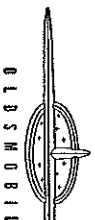
Retail Liquor Store



Anderson County's Leading Shoe Store



Welcome to Garnett



OLDSMOBILE

Visitors And Sports Car Club Of America

PROGRAM

Saturday, July 1, 1961

- 6:00 a.m. to 5:00 p.m. Registration and Safety Inspection.
- 9:00 a.m. Drivers Meeting.
- 10:00 a.m. to 10:30 a.m. PRACTICE—Novice—All Novice Classes.
- 10:30 a.m. to 11:15 a.m. PRACTICE—Under 1600 c.c. Production; Under 1100 c.c. Modified.
- 11:15 a.m. to 12 Noon PRACTICE—Over 1600 c.c. Production; Over 1100 c.c. Modified.
- 12:30 to 12:30 Noon PRACTICE—Novice—All Classes.
- 12:30 p.m. to 1:15 p.m. PRACTICE—Under 1600 c.c. Production; Under 1100 c.c. Modified.
- 1:15 p.m. to 1:45 p.m. PRACTICE—Over 1600 c.c. Production; Over 1100 c.c. Modified.
- 2:00 p.m. RACES.
- 2:00 p.m. NOVICE RACE—10 Laps—"All Productions" Trophies—1st, and 2nd Place Under 1600 c.c. 1st, and 2nd Place Over 1600 c.c. (No "Over-All" Trophy)
- 2:30 p.m. NOVICE RACE—10 Laps—ALL MODIFIED Trophies—1st Place Under 1100 c.c. 1st place Over 1100 c.c. (No "Over-All Trophy")

CORVARI

PROGRAM

Saturday, July 1, 1961 (Continued)

- 3:00 p.m. to 6:00 p.m. RACES—5 Laps—All Drivers (Other than N Trophies All Classes
 - 10:00 a.m. Race No. 1—E, G & H Production & H & I
 - 10:30 a.m. to 11:00 a.m. Race No. 2—E Production
 - 11:00 a.m. Race No. 3—A, B, C & D Production
 - 12:00 Noon Race No. 4—B, C, D, E, F & G Modified
 - 1:00 p.m. to 5:00 p.m. Race No. 5—Formula Jr. & Formula III Trophies—1st, 2nd & 3rd in Class (No "Over-All Trophies")
 - Lake Garnett Grand Prix? Presentation of Trophies at Course Following
- Sunday, July 2, 1961**
- Compulsory Drivers Meeting—Roll Call at "st
 - 10:30 a.m. PRACTICE—(Not Compulsory)
 - 11:00 a.m. RACE No. 1—G & H Production—1 Modified—
 - 12:00 Noon OFFICIALS TIME (PARADE)
 - 1:00 p.m. to 5:00 p.m. RACE No. 2—F Production—H Modified—1
 - RACE No. 3—E Production—15 Laps
 - RACE No. 4—D Production—15 Laps
 - RACE No. 5—A, B & C Production—15 Lap
 - RACE No. 6—Formula Jr. and Formula III—
 - RACE No. 7—B, C, D, E, F & G Modified—
 - Presentation Trophies—30 Minutes after RAC

EARL WHITLEY MOTORS, Inc.

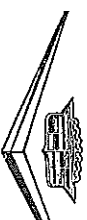
Salesmen: Ben Miller, Ralph Ruby and Roy Van Tries
Body Shop Mgr., Pete Bowen Service Mgr., Wilbur (Wig) McCain

Parts Mgr., Harold Young

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CHEVROLET — OLDSMOBILE — BUICK — CADILLAC

"You Pay the Least Where They Sell The Most"



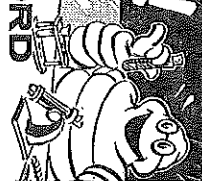
CADILLAC

RACE ENTRIES

(Because it was necessary to print the following list four days before the closing date for entries, the list is subject to change in accordance with additions or cancellations of entries received by the Secretary of the Kansas City Region, S. C. C. A.)

Car No.	Driver	City	Make of Car
1	Harry Heuer	Chicago, Illinois	Scrab
2	Jack Hinkle	Wichita, Kansas	Maserati
4	Ed Alshury	Kirkwood, Missouri	Jabro
5	Harvey Woodward	Shawnee Mission, Kansas	AC Bristol
3	Bob Kelce	Belleville, Illinois	MGA Twin Cam
6	Dick Anderson	Overland Park, Kansas	Fiat Abarth
7	Mack Yates	St. Louis, Missouri	Corvette
8	Bill Burton	Des Moines, Iowa	MGA
8	Paul Packard	Wellington, Kansas	DB Panhard
9	Bob Vandawalker	No. Little Rock, Arkansas	Corvette
10	Bob Hindson	Kansas City, Missouri	Austin Healey Sprite
11	John Peach	Topoka, Kansas	Austin GT
14	Norman Perkins	Oklahoma City, Oklahoma	Austin Healey
17	Mason Steinberg	Omaha, Nebraska	Austin Healey Sprite
21	Bill Roberts	Oklahoma City, Oklahoma	Austin Healey
23	Frank Pfahl	Jefferson City, Missouri	TR3
27	Geoffrey Hands	Pt. Riley, Kansas	TR3
29	Gary Wilson	Towanda, Kansas	Corvette Spec.
33	Jack Stone	St. Charles, Illinois	Elyva Courier
41	Pete Winberg	Des Moines, Iowa	Alfa
42	Gene Smiley	Omaha, Nebraska	Austin Healey
44	R. E. L. Hayes	Yintha, Oklahoma	Ace Bristol
45	Tommy Allen	Oklahoma City, Oklahoma	Porsche
46	James Sheffield	Topoka, Kansas	Bandini
47	Bill Stone	St. Charles, Illinois	Lotus
50	C. Denton	Cincinnati, Ohio	Formula Junior
51	Walter S. Gray	Parkville, Missouri	Allard
55	Frank Manley — Tom Newcomer	Topoka, Kansas	DB Panhard
59	James Adams	Sioux Falls, S. Dakota	Oscia
64	Bruce Larson	Kansas City, Missouri	Fiat Abarth
71	Ace Langworthy	Kansas City, Missouri	MGA Twin Cam
72	Ace Langworthy	Kansas City, Missouri	Austin GT
74	Robert Harness	Topoka, Kansas	Fiat Abarth
77	C. W. Wachsmuth	Salina, Kansas	Austin Healey Sprite
79	R. J. Henry	Rosauke, Indiana	Lotus
81	Dave McKinney	Des Moines, Iowa	TR3
86	Robert Price	Topoka, Kansas	Porsche
87	Donald Clay	Lees Summit, Missouri	Lotus
89	Joseph Scopelito, Jr.	St. Louis Co., Missouri	Porsche
90	Joseph Scopelito, Jr.	St. Louis Co., Missouri	Formula Junior
98	A. C. Morse	Topoka, Kansas	Fiat Abarth

AT LAST!

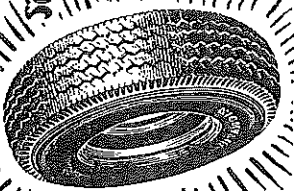


**AFTER 30 YEARS
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SPORTS CAR TIRE**

MICHELIN



STEEL CORD TIRES



McDOWELL TIRE COMP,
Kansas City, Mo.

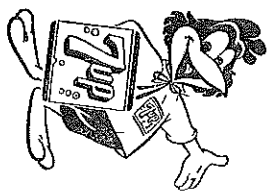
**Race Drivers and
WELCOMI**
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Lake Garnett Gra

Ride On
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Sensational Mileage
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RACES!



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**BE REFRESH
AT THE RA**



**The Ottawa
Coca-Cola Bottli**

Ottawa, Kansas

Telephone CH 2-21

RACE ENTRIES

Car No.	Driver	City	Make of Car
117	Dean Knight	Tulsa, Oklahoma	Chevarri
221	Donald Poskin	Jefferson City, Missouri	MG TD
888	Donald Lauer — Bill Ruggs	Kansas City, Missouri	TR3
69	Mel Bogus		Sprite
147	Ernie Harris		Elva Courier
34	Bob Hagesstad	Denver, Colorado	Porsche
174	Revon Craig	Tulsa, Oklahoma	MGA
777	John Rowley	Dodge City, Kansas	Rowley Spec.
129	Enus Wilson	Okmulgee, Oklahoma	Maserati
57	Mike Joeceyn	Wichita, Kansas	MGA
157	Bob Perry	Denver, Colorado	Porsche
58	Bert Parsons	Wichita, Kansas	Elva Courier
43	Eid French	Kansas City, Missouri	Lotus
96	Doc Roberts	Norman, Oklahoma	MGA
60	Sanders Milens	Kansas City, Missouri	Porsche
56	Dr. Richard Alley	Wichita, Kansas	Sprite
28	Robert Cherry	Davenport, Iowa	Porsche
144	Wm. Bowersox	Lawrence, Kansas	Sprite
39	Dave Morgan	Tulsa, Oklahoma	Formula Junior
16	Chas. Throwbridge	Denver, Colorado	Fiat Abarth
18	Robert Kuhle	St. Louis, Missouri	MGTF
22	Wm. Hannon	Jefferson City, Missouri	Sprite
141	John Rainbolt	Cordehl, Oklahoma	TR3
222	Gene Stone	Tulsa, Oklahoma	TR3
36	Bob Bennie	St. Louis, Missouri	Sash
54	Dick Cahill	St. Louis, Missouri	Lotus
31	John Carter	Omaha, Nebraska	Porsche
32	Fed Parrish	Joplin, Missouri	TR3
34	David Bartner	Muskogee, Oklahoma	
35	J. M. Cumberland	Muskogee, Oklahoma	Allard J2X
75	Dick De Jaeger	Topeka, Kansas	Fiat Abarth
100	Gordon Gresham	Wichita, Kansas	TR3
111	Hugh Berthot	Chanute, Kansas	Sprite
	Dave Carrico	Kansas City, Missouri	TR3
	Bob Aylward	Wichita, Kansas	Chevarri
	John Horn	Muskogee, Oklahoma	Lotus
	Dave Kliser	Kansas City, Missouri	Daimler



WELCOME
RACE FAN

Make the Lake Garnett Races Two Days of
Thrills and Picknicking for the Whole Family

ALL READY-TO-EAT PICNIC FOODS
COLD DRINKS
PICNIC SUPPLIES

Open Both Days Of The Lake Garnett Grand Prix Race

GARNETT OTTAWA

Located On Hi-way 59 Plenty Of Free Park

Sports Car "Lingo"

Ever listen to sports car "buffs" talk and wonder what they are talking about? To help clarify their conversation for the average watcher of sports car races you some of the sports car terminology.

Bonnet—Hood of car.

Break-away—usually used to describe something other than normal type (front or rear) and frequently caused by abnormal velocity.

C. C.—Cubic centimeters.

Chicane—Curve or curves added to a race course by markers, to slow dangerous points.

Crunch— Mash, bend, dent or crumple.

Dice—Vie vigorously for position with another car of approximate speed.

DNF—Did Not Finish.

Essex—An S-shaped curve or series of curves in a race course.

Flip—Just that—like "over and out," or upside-down.

Goodies—Anything added to improve the car's performance.

Hardware—Trophy.

Iron—Car.

Leadfoot—A driver who maintains a firmly-depressed foot on the accelerator one who drives quite fast.

Le Mans Start—Cars lined up on one side of the track, drivers on the other side.

When the Starting Flag drops, drivers sprint for their cars, jump in and start the course at will.

Liter—1,000 cc's.

Nerf—Deliberately nudge or hit another car on the race course.

Oversteer—Tendency for rear wheels to lose lateral traction in a corner.

Prang—Bump into, as another car, haybale, or other course marker.

Spin Out—Do a 360 degree at speed, usually in a corner.

Texas Start—A start that allows cars lined up on a race grid to pass front of it, before passing over the Star Line.

.....

RACE ENTRIES

Car No.	Driver	City	Make of Car
	Ken Kennedy	Overland Park, Kansas	Alfa
	Laveeda Grimm	Tulsa, Oklahoma	Alfa
	Dick DeJager	Topoka, Kansas	Fiat Abarth
	Ray Herndon	Oklahoma City, Oklahoma	Sprite
	Bob Spooner	St. Louis, Missouri	Corvette
	Philip N. Windheim	Omaha, Nebraska	Austin Healey

FOR LATE ENTRIES



Welcome
SCCA

SNAOK BAR
AIR CONDITIONED

Garnett
Bowling
Center

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

Welcome Visit

BURGERTER

Sandwiches, French Fries, C
Quick, Courteous Ser

Hiway 59 — Phone
Plenty of FREE Parl

Lake Garnett Sports Car Race Queen



Miss Carole Harmon

Queen of the Lake Garnett (Third) Annual Sports Car Race lovely and talented Carole Harmon of, Mo.

Miss Harmon, who will present to the winning race drivers of Garnett races, July 1 and 2, has been elected by the Junior Chamber of Commerce of Con Kansas City, Mo., to represent the City area in the Miss Missouri contest being sponsored as Race Queen Kansas City Region of the Sports of America, Inc.

This year's Race Queen is nine old and a sophomore at William J lege. She is interested in going in relations work upon graduation from Her selection as queen of the annual Lake Garnett Grand Prix is beauty, personality and talent. competition talent, she performed monologue.

Fashion Corner

Fashion Corner

Suits—Coats—Dresses—Lingerie

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"The Fashion Corner"

Phone No. 537 Garnett, Kansas

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Fashion Corner

Fashion Corner

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ART'S 66 SER

Tires Batteries — Ac

First and Maple — High

Phone 73

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Tank Wagon Farm Tire Service
Armstrong Tires

GARNETT OIL CO.

Champion Products

621 South Oak Phone 34

For Service
Lawrence Lickteig Chas. "Red" Schlick
Phone 581 Jim Lanlard

Awards

Third Annual Lake Garnett Grand Prix Sports Car Races

First Place Trophies, All Classes of Cars
Second Place Trophies, All Classes of Cars
Third Place Trophies, All Classes of Cars
"Overall" Trophy, Lake Garnett Grand Prix

The Don Sith Lake Garnett Trophy

In addition to the above listed awards, a special trophy will be awarded each year, beginning with this year's Third Annual Lake Garnett Grand Prix Sports Car Races. The trophy, to be known as the Don Sith Lake Garnett Trophy, has been presented to the Lake Garnett Racing Association by Mr. Don Sith, president of the organization.

Forty-five inches tall, this handsome bronze trophy is to belong permanently to the Garnett racing association and will be presented to the "over-all" winner in the Grand Prix Race, who will have possession of it for the ensuing year. Two weeks before the following Lake Garnett Grand Prix, the trophy is to be returned to the racing association in order for it to be presented to the succeeding winner. This procedure will be followed for all future Lake Garnett Grand Prix races.

Each winner's name is to be engraved upon the name plate, along with the date of the race and the name of the winning car.

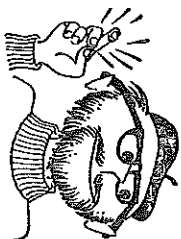
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Casida-Smith Motor Co.

FORD — MERCURY
Phone 97

W. H. Casida J. W. Smith



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I gotta see that D-S outfit to have them build my wire and sheet metal bearing thinners.

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We'll Build It . . . FAST DAD!

DALTON - BRECHEISEN MFG. CO.
Garnett, Kansas

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PEOPLES STATE BANK

RICHMOND, KANSAS

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3% Interest Paid on Savings and Time Deposits

Capital Accounts Over \$150,000.00

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 after you, no time to move out of its path. Don't ever believe you can outrun a speed mobile.

A car going 120 m.p.h. covers 176 feet of ground every second. So 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 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 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 LIGHTED CIGARETTE.
10. NEVER DROP NEWSPAPERS OR ANY OTHER OBJECTS ON THE COURSE—PAPERS CAN FALL ACROSS A WINDSHIELD, BLIND

Acknowledgments

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

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

Diving equipment by courtesy of Lee D. Hugins, 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 McMillan Sign Works, Garnett, Kansas.

Hay Bales by courtesy of Knights of Columbus.

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

Vocalist, Bill Craig, Garnett, 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. Charles Stewart, Garnett, Kansas.

Course Preparation, State, County and City Employees.

Housing Arrangements, Vista Study Club.

Course Telephones, United Telephone Co.

House Trailers by courtesy Burris Motor Co.

Trucks and Water by courtesy Bill Graham.

Ambulance and mineographing 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 1 and 2 Lake Garnett Sports Car Races. Most certainly, an event such as this could not be 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	Delton Hodgson	Leo Raborn
Joe Bailey	Arthur Hughes	Carroll Schulte
Frank Bennett	Sam Jones	Gwynn G. Shell
Sam Busby	Robert Kite	Don J. Stith
Ben Brunnel	Kenneth Lyle	W. R. Stoeckbrand
Meryl Coker	Don McAfee	Robert Strong
James Cooper	Leonard McCalla, Jr.	Richard Sweets
Kenneth Crippin	Owen T. McMillan	Loren Warner
Richard Farris	Frank Miller	Dr. R. E. White
Ray Harden	Glen Osborn	Raymond Zwiener

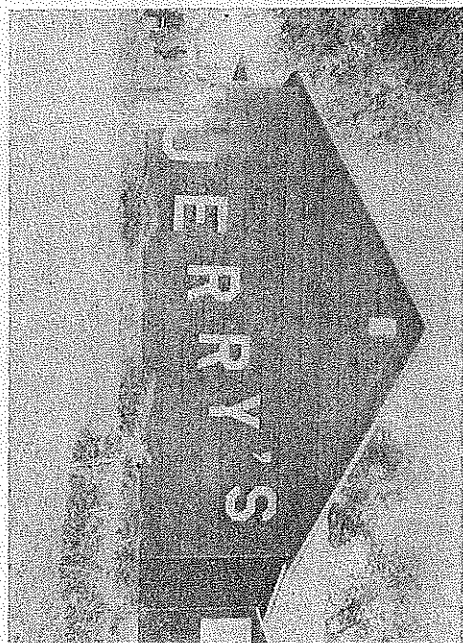
Garnett City Officials:

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

Anderson County Commissioners:

H. L. Kelley, Chairman
Garland Badders
Fred Hicks, Jr.
Law Enforcement:
Kansas State Highway
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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 Kipp

Lake Garnett

In three years, the Lake Garnett races (and Garnett, of course) have known throughout every state in the Union and in a number of foreign countries to the fine publicity and coverage given by press, radio and television. (Incidentally, year's race coverage includes press and news releases to about 400 newspapers as coverage by the Associated Press, and more than forty radio and television stations.)

In William Stone's recent book, "A Guide to American Sports Car Races" published by Hanover House, Lake Garnett is listed among twenty-one of the "finest American race courses" and is described and illustrated on two full pages.

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THE GARNETT REVIEW

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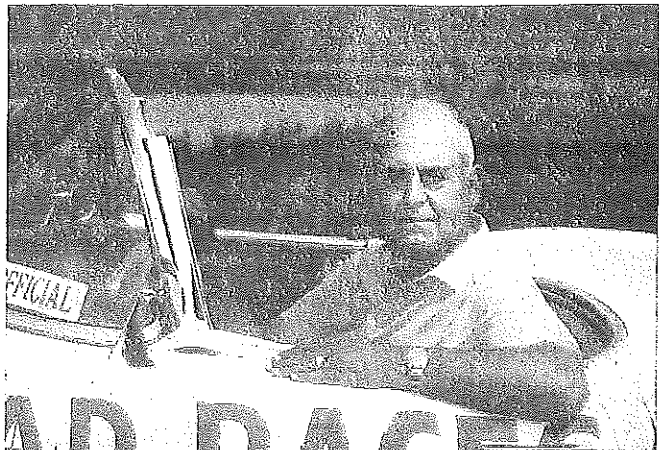
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PREBELL - ABARTH - W

COMPLETE MOTOR REP

2728 California
TOPEKA, KANSAS

Third Annual Lake Garnett Grand Prix Will Open Saturday, July 1



Don J. Stith, President of the Corvette to advertise the third Lake Garnett Grand Prix Sports annual Grand Prix here on July Car Racing Association, uses his 1-2, 1961.

Preparations for the Third Annual Lake Garnett Grand Prix Sports Car races are in the final stages as time nears for the midwest's most spectacular sports event, Saturday and Sunday, July 1-2. This year's Grand Prix, again presented by the Kansas City Region of the Sports Car Club of America, has advanced from a regional to a divisional event, this Midwest Division including 11 regions. The number of entries is expected to surpass the 132 entered in the 1960 regional races, and as usual, there will be sports cars of English, French, German, Italian, as well as American makes, in competition. The races will be climaxed Sunday afternoon with the 25-lap Grand Prix race that will determine the winner of the Grand Prix Trophy, and also the new special Don Stith Lake Garnett Trophy, to be awarded the "over-all" winner of the Grand Prix race. Last year's crowd of around 50,000 is also expected to be larger as the inclusion of other regions attracts more drivers and racing fans.

Since the 1961 race event coincides with the 100th anniversary of Kansas Statehood, and also marks 100 years for Garnett as an incorporated city, the occasion is being observed as Garnett's Centennial celebration.

Several of the drivers who have participated in races of the past two years are among the list of entries, with Jack Hinkle of Wichita, and his Leader Birdcage Maserati, again striving to maintain his title as winner of the Grand Prix Trophy two years in a row.

A main contender for this honor in 1961 will be Henry Heuer of Chicago, who will pilot one of the very few Meister-Brauser sports cars in existence, built by Reventlow Automobiles, Inc., and named the Scarab. This Corvette-powered racer is capable of speeds up to 200 miles per hour, and will get a real work-out on the tricky Lake Garnett road course.

Other cars of foreign manufacture include Jarbo, AC Bristol, MGA, Fiat Abarth, Austin Healey, TR3, Alfa, Porsche, Lotus and others. The Formula Junior, which made its first appearance on the Lake Garnett course last year, will be back again with four of that make listed among the entries.

Drivers are coming from several midwestern states, including Kansas, Missouri, Iowa, Arkansas, Nebraska, Oklahoma and South Dakota, and from as far distant as Illinois, Indiana and Ohio. The list as found in the program book is incomplete, since it was necessary to get the books printed in advance of the entry deadline.

Some drivers are arriving today (Thursday) and many others are expected to be coming in early Friday. Rooms for those who cannot be accommodated at Hotel Richart, and for the many spectators

had widespread publicity via newspapers, magazines, radio and television for the past month, and all media will be represented to give on-the-spot coverage of the races as they are happening.

Chief announcer this year will be Major Grout, broadcasting every detail of each race over the powerful public address system so that no matter where spectators may be in the park they will be kept informed of the progress of the drivers. In addition to press and television cameramen, local official photographers will be J. P. Strain, Eugene Durst, Dr. R. E. White and Ed Brown.

Refreshments On Grounds

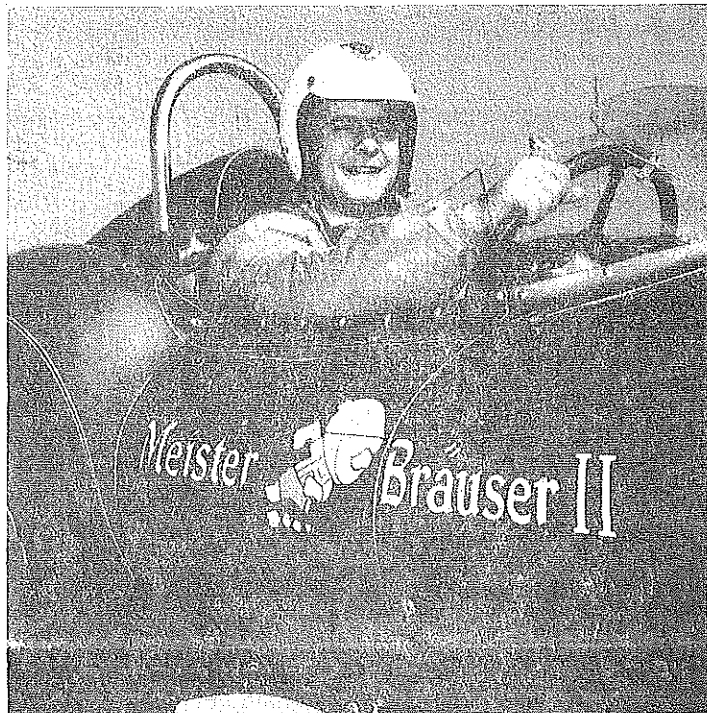
In charge of concessions, Sam Busby reports that seven organizations will have refreshment booths at various locations near the course. The Eastern Star Chapter will have a booth in the pit area where box lunches will be available for drivers, crewmen and other racing personnel.

Other refreshment stands will be staffed by the following groups: Business and Professional Women's Club, the Garnett Golf Club, 4-H Clubs, Camp Fire Girls, Boy Scouts, V. F. W. Post and Auxiliary. Refreshments will be the same at all stands: Hot dogs, potato chips, candy bars and cold drinks, and the same prices will be charged at all.

The Knights of Columbus will again have a stand for the sale of Grand Prix hats and pennants.

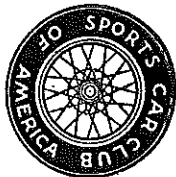
Many Committees Busy

In past weeks a considerable amount of space has been given by



Harry Heuer will drive the famous Chevrolet-powered Meister Brauser Scarab in the Lake Garnett Grand Prix. Heuer, executive at the Peter Hand Brewery company of Chicago, sponsor of the Meister

Brauser racing team, is in his third year of competition driving and in 1960 finished second in national SCCA B-modified point standings. (Photo courtesy Daytona International Speedway, Daytona Beach, Fla.)



INFIELD GUEST

LAKE GARNETT — JULY 1 & 2, 1961

**Welcome Visitors
Deep Rock Service
& Appliance, Inc.**

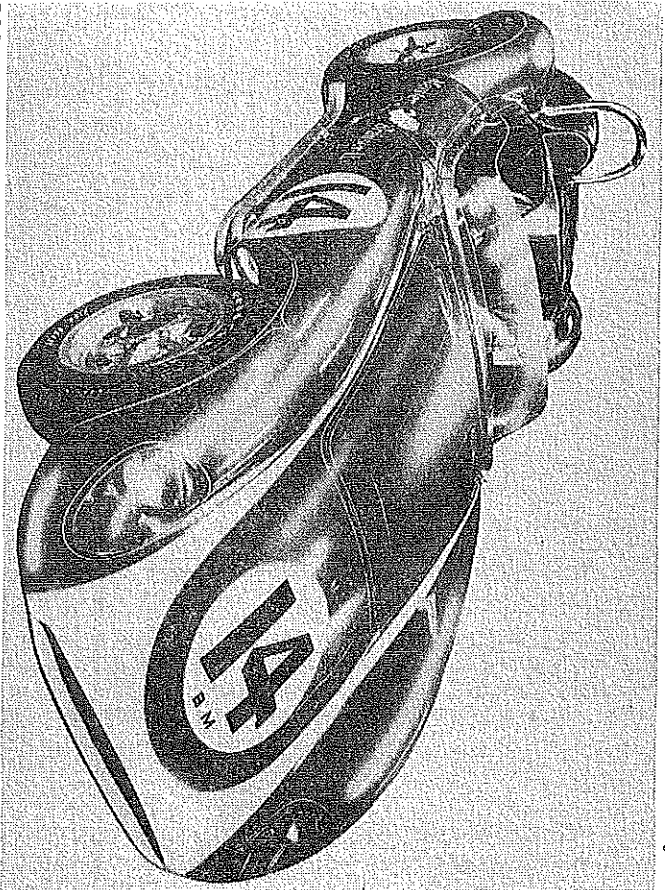
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Philo and Bendix TV and Appliances
Farm Tire Service
Myrl Irwin
Phone 713
Carl Irwin
Phone 1181
Garnett, Kansas — Phone 161

The Mighty Scardb

It has been entered in the Lake Garnett Grand Prix for the first time this year.



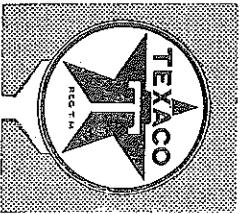
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TEXACO
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Gasoline
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Accessories



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Greetings, Visitors!

Best Wishes For An Enjoyable Week End In Garnett

*Investments
Mutual Funds*

DON J. STITH

Phone 567

Garnett, Kansas

See You At The

**FOURTH ANNUAL LAKE GARNETT
GRAND PRIX SPORTS CAR RACES
June 30 — July 1, 1962***

*Tentative date. Should the Lake Garnett Races become a national 1962, the date may be changed. Check with newspapers, radio and television for confirmation of dates.)

Compliments of

U. S. Congressman Robert F. Ellsworth

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Topeka's Leading Sports Car
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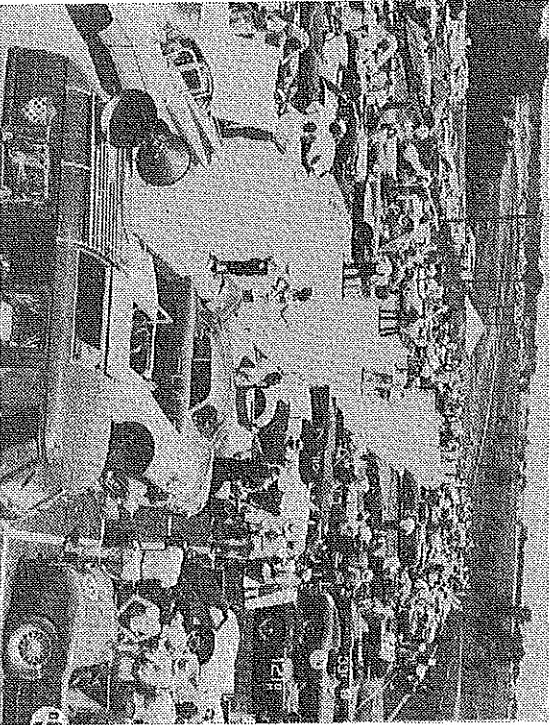
Telephone 421 — P. O. Box 67

GARNETT, KANSAS

This space is reserved for notes and autograph

The Garnett Savings & Loan Association

Lake Garnett Pit-Paddock Area



Grouped closely about the start/finish line are pits, paddock, timing stand, communications, and official headquarters. "Pits" and "paddock" are a couple of words sometimes confused. Let's get them straight.

Strictly speaking, the "pits" are an area along the edge of the course that is home base for the cars during the race. Here the car is refueled during a race, mechanical adjustments or repairs made, tires changed, etc. It is from the pits, too, that instructions are given to the driver by his pit crew (by signs or blackboards) during the course of the race.

The paddock, on the other hand, is a larger area, close to the course, that opens onto it through one or more short entrance roads. It is the paddock area in which cars are unloaded from their trailers, most pre-race preparations made by drivers and crew, and to which the cars return after the race. Except during the race itself, the paddock is home base for cars and crew.

Part of the confusion between pit and paddock results from the fact that the entire pit/paddock area is referred to as "the pits" at many courses. But since their functions are largely separate, the two areas should be properly distinguished.

One of the pit crew's important jobs during a race is keeping the driver posted on his lap times and position via blackboards. Seconds add up fast in sports car racing. At an average speed of 80 m.p.h., a car that's only one second per lap faster than the competition will be over half a mile ahead at the end of a twenty-five lap race, such



Welcome!

Visitors & Sports Car Club of America

to the

Third 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.
PLEASANT HILL BANK, Pleasant Hill, Mo.
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.
SUBURBAN BANK, Kansas City, Mo.
BUSH CITY STATE BANK, Bush City, Kansas

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