## P R O G R A M

Fourth Annual



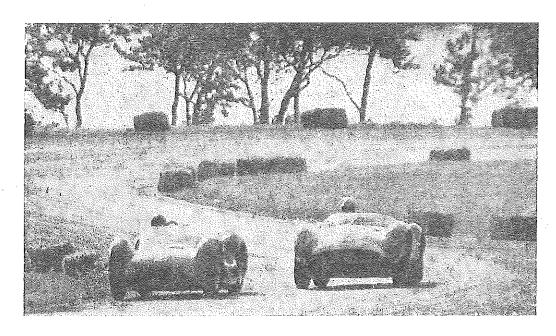




### National S.C.C.A. Road Races

JULY 7 and 8, 1962

Garnett, Kansas



Presented by

KANSAS CITY REGION
SPORTS CAR CLUB OF AMERICA, Inc.

Sponsored by

LAKE GARNETT RACING ASSOCIATION
GARNETT, KANSAS

WILLIAM A. ONG
Race Chairman

ROBERT D. SCROM, Jr.

Regional Director

DON J. STITH
President

# You Can Build Security For Your Family With Protection

by



#### Check Your Needs:

П	Money	to	help	pay	hospital	and	surgery	expenses.
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- A guaranteed, tax-free income when you are disabled.
- Money to pay off the mortgage when you are disabled or after death.
- An income for your family if you die.
- Funds to assure education for your children.
- Guaranteed income when you retire.

In Garnett, Call

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BMA Chanute Branch Office 129 W. Main, Chanute, Kansas



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Home Office, Kansas City 41, Mo.

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#### OFFICIAL PERSONNEL

## Fourth Annual Lake Garnett Grand Prix Sports Car Races July 7 and 8, 1962

A National Sports Car Club Of America Racing Event

Robert D. Scrom, Jr., Regional Executive of the Kansas City Region of the Sports Car Club of America, Inc.

#### RACE OFFICIALS, SCCA

#### OFFICERS, GARNETT 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 Grounds, Claude Anderson and Donald McAfee Parking, Gwinn Shell and W. R. Stockebrand Posters, Jimmy Cooper Program Book, Frank H. Bennett Reservations, Richard H. Sweers, and Mrs. Robert Powers Tickets, Arthur M. Hughes Crowd Control, Loren Warner and Meryl Coker Liaison Officer for SCCA and Garnett, Kenneth Crippin Photographers, Eugene Durst, Charlotte Matthews Signs and Art, Owen T. McMillan Construction, Robert Kite Track, Kenneth Crippin and Robert Kite

#### ORGANIZATIONS REPRESENTED

American Legion 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 Vista Study Club

	(Continued)				(Continued)	-	
CAR NO. NAME H/PRODUCTION (Cont.)	ADDRESS	MAKE OF CAR	REGION	CAR NO. NAME	ADDRESS	MAKE OF CAR	REGION
62 Ken Drysdale	Overland, Mo.	A/H Sprite	St. L.	FORMULA C			
63 Frank Brunot	Boulder, Colo.	A/H Sprite	Colo.	33 Bob Smith	Dellag Tarma	75	There a
64 Bob Black	Rayville, Mo.	A/H Sprite	KC ·	37 Benney D. McCoin	Dallas, Texas Calumet City, Ill.	Merlyn Crossle	Texas Indiana NW
70 Ken Glasener	Chicago, Ill.	A/H Sprite Mg I	Chi.	78 Fred Roehr			
85 M. W. Davis (Bud)	University City, Mo.	A/H Sprite	St. L.	10 Fled Abell	Portland, Oregon	Titan Ford	Oregon
85 *Ray L. Michaels	• • • • • • • • • • • • • • • • • • • •	•	St. L.	FORMULA VEE			
91 Bob Stratton	Tulsa, Oklahoma	A/H Sprite	Neokla	3 Carl VonDoymi	Channel Minit	<i>a.</i> 1	1/0
97 Dr. Charles Rogers	Wagoner, Okla.	A/H Sprite	Neokla	11 Harvey Staab	Shawnee Mission, Ks.	Zink	KC
				14 Joseph Wedig	Denver, Colorado	Zink	Colo
A/SPORTS RACING				17 Royce Wallace	Alton, Illinois	Autodynm	SIR
8 William F. Riggs	Kansas City, Mo.	McKee/Chevy	· KC	24 Van Durrett	Wichita, Kansas	Vanguard	Wichita
				25 Mation O. Noah	Bartlesville, Okla.	VD	Neokla
B/SPORTS RACING				31 Richard Schmer	Shawnee Mission, Ks.	Gladiator	KC
53 James R. Harris	Liberty, Missouri	Lotus 47/Ford	KC	39 Jimmy O'Dell	Fort Collins, Colo.	BKW	Colo
			110	41 David Schuster	Prairie Village, Ks.	Bobsy	Kansas City
C/SPORTS RACING					O'Fallon, Illinois	Zink	SIR
3 Bill Custer	Muscoutah, Ill.	Climax	SIR	42 John A. Beck	Mason City, Iowa	McNamara Hawl	
21 Ken Edwards	Overland Park, Kan.	Elva/Alfa	KC	43 Terry Keeper	Mason City, Iowa	McNamara Hawl	
26 J. S. Baxter	Aspen, Colo.	Merlyn	West RM	44 Kendall L. Noah	Prairie Village, Ks.	Zark	Kansas City
28 David Foerster	Okla. City, Okla.	Elva/Alfa	Okla	48 Vernon D. Claiborne	Leawood, Ks.	Shark	Kansas City
87 J. Dee Snyder	Granite City, III.	Shiva	SIR	57 Heinz Arent	Manhattan, Kansas	Formcar	Kansas
o. o. Dee Silydel	Grante City, III.		SIII	79 Myron Lee	Carbondale, III.		SIR
D/SPORTS RACING			•	83 Harvey Templeton	Winchester, Tenn.	Ringwraith	Chatt. Region
4 John Walker	Okla. City, Okla.	SAAB	Okla.	86 J. Robert Young	Vail, Colo.	Zink	Colo.
7 J. Forrest Tindall	Springfield, Mo.		KC	87 Jerald Adams	Prairie Village, Ks.	Shark	Kansas City
8 Dick Durant	Mission, Ks.	Lola/SAAB	St. L.	88 Gene Forsthofel	Overland Park, Ks.	Shark	Kansas City
12 Frank Dickerson	Wichita, Kansas	Dubury/SAAB	Wich.	99 David J. Lichius	St. Louis, Missouri	Zink	St. Louis
14 Skip Remple		Jabro/SAAB				4	
19 Roger W. Noonan	Wichita, Kansas	Jabro/SAAB	Wich.	SEDAN/A			
36 Dean Elder	Olathe, Kansas	SAABeria	KC	4 Vern Bixby	Kansas City, Ks.	Mustang	Kansas City
61 Christine Roberson	Marshalltown, Iowa	TerrySAAB	DES MV	33 John G. McComb	Hutchinson, Ks.	Mustang	Wiehita
96 Dr. Robert Katsev	Topeka, Kansas	Jabro/SAAB	Kansas	56 J. Chris Dyer	Aspen, Colorado	Camaro Z-28	Wstn. Reky Mt.
50 Dr. Robert Katsey	St. Louis, Mo.	Bobscat	St. L.	68 Roy Woods	Encino, Cal.	Camaro Z-28	Cal Club
FORMULA FORD				78 Mark Waco	Tarzana, Cal.	Cougar	Cal Club
1 Bobby Nichols	The last Other Last						
4 Blake Harder	Tulsa, Oklahoma	Merlyn	Neokla	SEDAN/B			
	Fayetteville, Ark.	Lotus	Ark	17 Mark D. Cain	Okla. City, Okla.	Lotus Cortina	Okla
6 Stephen Louden	Dallas, Texas	Merlyn	Texas	20 Ray Blitstien	Creve Coeur, Mo.	Lotus Cortina	St. Louis
7 Robin Spurrier	Wichita, Kansas	Merlyn	Wichita	45 Fred Tenerich	Denver, Colorado	Porsche	Colo.
8 James King	Belleville, Ill.	Climax/Royale	SIR				
39 Bill Custer	Muscoutah, Ill.	Climax	SIR	SEDAN/C			
53 Eldon (Bud) Howard	Kansas City, Mo.	Lotus 51	KC	10 Robert Henson	Los Alamos, New Mex.	Alfa/Jr	Rio Grande
61 John Saucier	Midwest City, Okla.	Titan	Okla	20 Ted Strait	Cedar Rapids, Iowa	Mini Cooper	Iowa
69 Roy Woods	Encino, Cal.	Climax/Royl	Cal Club	31 Robert Hindson	Kansas City, Missouri	Austin Cooper S	
79 Mark Waco	Tarzana, Cal.	Merlyn	Cal. Club	33 Roger Mitchell	St. Louis, Missouri	Austin Cooper S	
FORMULA/A				47 Emmett R. Pyatt	St. Louis, Missouri	Austin Cooper S	
15 Brian Haupt	Shawnee Mission, Ks.	Cooper/Climax	Kansas	77 John Peach	Topeka, Kansas	Austin Cooper S	
	•			93 Britton Brown	St. Louis, Missouri	Austin Cooper S	
FORMULA B				95 William Jo Bell	Cedar Rapids, Iowa	Austin Cooper S	
12 Tom McEntire	Leawood, Kansas	Co-op Special	Kansas City				-7.10
16 Harvey D. Woodward	Shawnee Mission, Ks.	Lotus 51	KC	SEDAN/D			
34 Jim Kauffman	Dallas, Texas	Merlyn	Texas	11 Glen Shepard	Overland Park, Kansas	NSU	KC
42 William C. Johnson, Jr.	Kansas City, Mo.	Co-op Special	KC	16 R. J. Boehm	St. Louis, Missouri	Austin Cooper S	
75 Evan L. Noyes	Indianapolis, Ind.	Brabham BT 18	Indy	40 Elouise Norris	Oklahoma City, Okla.	Austin Cooper S	Okla
88 Gene Forsthofel	Overland Park, Kansas	Lotus/Ford	KC	86 Claude Whitehead	Tulsa, Oklahoma	Mini Cooper	Neokla
99 Harvey Simon	Mineral Wells, Texas	Caldwell	Texas	* Co-Driver	ruisa, Okianuma	with cooper	Neukia
<u>-</u>		5020		- CO-DIIVEI			

RACE ENTRIES

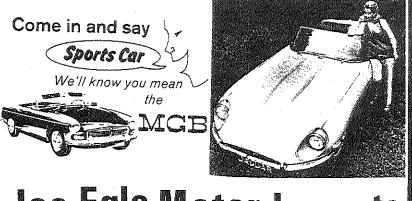
(This list is subject to	change in accordance with	additions or cancellai	tions of entries
received by the Secretary	of the Kansas City Region.	SCCA)	cromp of cutifes
CAR NO. NAME	ADDRESS	MAKE OF CAR	REGION
A/PRODUCTION		DATE OF CHIL	TabOIO14
51 Major Loren Pearson	Topeka, Kansas	Simca/Abarth	Kansas
81 Sun Oil/David Dooley	Okla. City, Okla.	Corvette	Okla.
91 Sun Oil/Don Yenko	Canonsburg, Pa.	Corvette	Neokla
98 D. Geishart		Cobra	11001114
B/PRODUCTION			
<ol><li>W. Marvin Shoenfeld</li></ol>	Creve Coeur, Mo.	Corvette	St. Louis
7 Mack Yates	St. Louis, Mo.	Mustang	St. Louis
46 Jerry Henderson	Lawton, Okla.	Corvette	Okla.
47 Dick Durant	Hazelwood, Mo.	Corvette	St. Louis
51 Major Loren Pearson		Cobra	Kansas
77 Wm. Stuart Conklin	Kirkwood, Mo.	Mustang	St. Louis
C/PRODUCTION			
44 Robert Hindson	Kansas City, Mo.	Bunker Porsche	Kansas City
86 Stanford Trumbower	Des Moines, Iowa	TR-6	Des Moines
D/PRODUCTION			
9 Eldon (Bud) Howard	Kansas City, Mo.	Triumph 4	Kansas City
14 Ron Oliver	Raytown, Mo.	Triumph 4	Kansas City
23 Donna Mae Mimms	Bethel Park, Pa.	Yenko Stinger	Ne Ohio
25 Dan Parkinson	Glendale, Calif.	Datsun 2000	Cal Club
34 William McKemie	Austin, Texas	Elva Courier	Lone Star
37 Gene Strautman	Overland Park, Kan.	TR/4	Kansas City
37 *Stan Laughlin	Grandview, Mo.	TR/4	Kansas City
45 Dr. D. W. Foerster	Okla City, Okla.	Datsun 2000	Okla.
64 Don Stacker	Independence, Mo.	TR/4	Kansas City
69 Mel Bogus	Creve Coeur, Mo.	Datsun 2000	St. Louis
74 Donald Preston	Wichita, Kansas	Lotus	Wichita
75 Dr. Don Ginardi	Kansas City, Mo.	Lotus S/7	Kansas City
99 Dave Coman	Tulsa, Oklahoma	Alfa 1750 Spyder	Neokla
E /BRODELOWION			
E/PRODUCTION	Imaine Tos		
	Irving, Tex.		Texas
2 *Jug Latham	Plano, Texas		Texas
4 Tommy Allen	Okla, City, Okla,	Porsche Speedster	Okla.
6 Vern Bixby	Kansas City, Kan.	MGB	Kansas City
7 Larry Myers 40 David Dooley	Boulder, Colo.	Porsche	Colo.
71 Arnold Fredericks	Okla. City, Okla.	Tr 6 GT Plus	Okla.
72 William Boemler	Wichta, Kansas	MGB	Wichita
12 William Boeinger	Overland, Mo.	TR 3	St. Louis
F/PRODUCTION			
3 C. Leonard Voice	Donney Colo		
15 Milton Bentley	Denver, Colo. Dallas, Texas	Datsun 1600	Colo.
21 M. Allen Cadwell	Midwest City, Okla.	Datsun	Texas
22 M. Steven Hughes	Wichita, Kansas	MGA	Okla.
24 Rameau Johnson	Fenton, Missouri	Datsun	Wichita
39 James Speck	Okla. City, Okla.	MG Midget	St. Louis
51 David Gillenwater	Kanas City, Mo.	Austin Healey	Okla.
58 Geo. England	Midwest City, Okla.	Volvo P 1000	Kansas City
65 Bert A. Jones	Tulsa, Okla.	Volvo P 1800	Okla.
78 Bryan Cramond	Kansas City, Mo.	A/H Sprite	Neokla
80 William Juliff	Independence, Mo.	Sunbeam Alpine Lotus 7 A	Kansas City
oo man outur		Louis / A	Kansas City

#### **RACE ENTRIES**

	TO TO THE POST OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TO THE PERSON	J	
CAR NO. NAME 89 Ray Pickering	(Continued) ADDRESS	MAKE OF CAR	REGION
os taly i ichernig	Lawrence, Kansas	Lotus 7 A	Kansas
G/PRODUCTION			
5 Darrell Honn 23 Larry Atwell	Kansas City, Mo.	Sprite 1100	KC
28 Michael G. Yore	Arlington Heights, Ill.	A/H Sprite	St. L. Chi.
38 W. B. Barney McCray	Kansas City, Mo.	A/H Sprite Mg. 2	KC
41 Ronald Sharp	Des Moines, Iowa	MG Midget	Des M
44 Robert Wheat	Golden, Colo.	Datsun	Colo.
65 Costa J. Dunias 69 Gordon Smiley/	Odessa, Texas Ballwin, Mo.	Triumph Spitfire	W. Tex.
76 Stan Engleman	Fort Worth, Texas	Triumph Spitfire MG Midget	St. L. Texas
84 Paul Fortner	Okla. City, Okla.	Datsun	Okla.
88 Darrell Myers	Burnsville, Minn.	A/H Sprite	L.O.L.
H/PRODUCTION			
0 David G. Smith	Manhattan Beach, Calif.	A/H Sprite	CSCC
3 Bill Barton	Topeka, Kansas	A/H Sprite	Kansas
9 Dave Eagleson	Olney, Ill. Vinita, Okla.	A/H Sprite	C.I.
13 Robert Icenberger 17 Bruce Kline	Castiac, Cal.	A/H Sprite Fiat 850	Neokla CSCC
25 Jerry Hall	Wichita, Kansas	Mg Midget	Wichita
37 Richard Gerry Wilson	Prairie Village, Kan.	A/H Sprite	KC
43 Charles Grauel	Kansas City, Kan.	A/H Sprite	Wichita
54 Dorman Lough	East St. Louis, III.	A/H Sprite	St. L.
55 Tom Fowler	Richardson, Texas	A/H Sprite	Texas
56 Hank Afghani	Kansas City, Mo.	A/H Sprite	KC



Sports Car Hq. For Johnson Co., Kansas



## Joe Egle Motor Imports 215 E. Park OLATHE ST2-2211

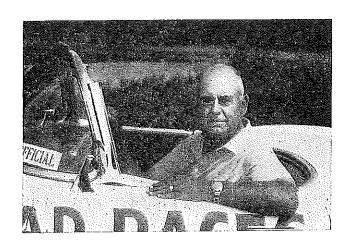
DON J. STITH

President,

Lake Garnett

Racing Association

Garnett, Kansas





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



ROBERT D. SCROM, JR.

Kansas City Regional

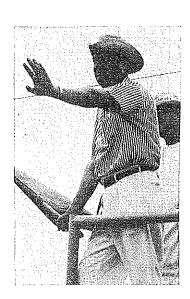
Executive, Sports Car Club

of America, Inc.

HAL STIPE
Chief Steward,
Kansas City Region,
Sports Car Club of
America, Inc.



DALE DUNCAN
Chief Starter,
Texas Region,
(Dallas)
Sports Car
Club of America, Inc.



## Shaler Products

For Your Car Engine . . .

## PEP...POWER... PERFORMANCE



## Rislone the Oil Alloy

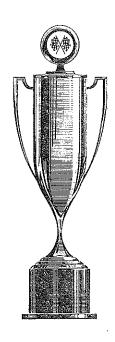
HERE'S WHAT RISLONE GUARANTEES TO DO FOR YOUR AUTOMOBILE ENGINE:

- Frees sticking valves. Quiets noisy hydraulic valve lifters.
- Tunes up sluggish engines—makes them run quieter and smoother.
- Absorbs power-robbing gums and sludge—restores lost compression and power.
- Facilitates break-in of new or reconditioned engines
   —permits normal driving speeds immediately.
- Keeps oil free flowing even in sub-zero weather, for quicker starting and immediate, adequate lubrication.

The Rislone Rally is a sincere salute to America's fussiest drivers—the members of the Sports Car Club of America. It is intended to recognize their zealous interest and personal contributions to automotive progress in design, engineering and testing.

Award winners in rally competition will be the top ten rallyists designated by the Rally Board of the SCCA at the end of 1962.

A Grand Champion Racing Competitor and a Grand Champion Rallyist will also be chosen with the assistance of the Contest Board and Rally Board of the SCCA.



#### If You've Ever Been In A Rally You Can Join The New Rislone Rally Club

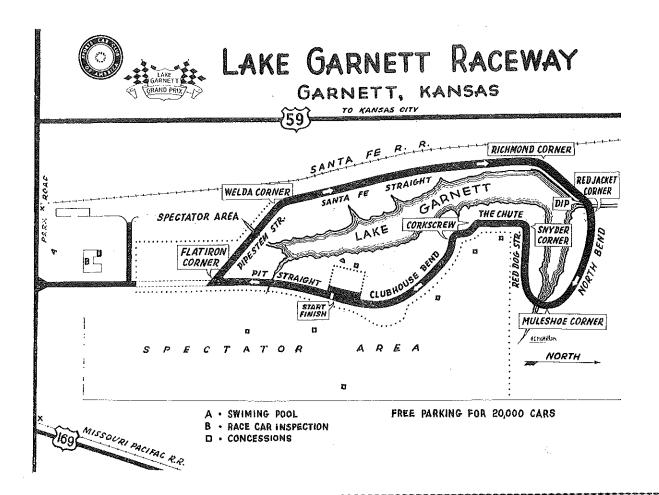
If you have competed in any local, regional or national rally, you are eligible for membership in this new Rislone Rally Club. You do not have to be an active member of the SCCA to join. Membership entitles you to the club's official metal seal (for dashboard or door), membership card and an information book, "Engine Performance". Obtain application from Sports Car Magazine; or write: Rislone Rally Club, The Shaler Co., Dept. 0000, Waupum, Wisc.

SPONSORED BY

### HUGHES AUTO SUPPLY

GARNETT & OTTAWA, KANSAS

Distributor of SHALER PRODUCTS to Better Car Dealers, Service Stations, and Garages.





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

### Co-op Ethyl Gasoline

furnished by courtesy of

Consumers Cooperative Association

KANSAS CITY, MISSOURI

And

Greeley Cooperative Association

GREELEY, KANSAS

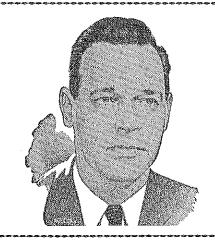
On U.S. 169 9 Miles Northeast Garnett

## CONGRATULATIONS GARNETT, KANSAS

for Bringing to Kansas the first National S.C.C.A. Road Races ever to be held in Our Mid-America Region.

#### **IOHN ANDERSON**

GOVERNOR OF KANSAS



#### Approximate Distances Of Points Shown On Map

Start and Finish — Flatiron Corner, .3 mile. Pipestem and Santa Fe Straights, 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 Lake Garnett Race Course

Lake Garnett belongs to the group of race courses known as a "true road course." A "true road course" means that the races are run on a road built for and used by the public.

For 363 days of the year, the 2.8-mile road that circles Lake Garnett is used as an access road to the water by the general public. The speed is posted at 20 m.p.h. For the remaining two days of the year, the road is closed to the public and is used as a course for sports car racing, with the speed limited only by horsepower, driver skill and an automobile's maneuverability.

Such courses as this are quite rare. Actually we do not know of another course quite like it in the United States; and there are only a very few true-road courses in the entire world.

#### FOURTH ANNUAL LAKE GARNETT RACES

A National S.C.C.A. Event

Each year, a limited number of National S.C.C.A. races are held in the United States. At these particular races, it is possible for race drivers, licensed by the Sports Car Club of America, to win points toward their championship standings for the year in their classes of race cars driven.

There are only thirteen national races listed in Sports Car, the official magazine of S.C.C.A. Lake Garnett is one of these 1962 Nationals and is the first ever to be held in our Mid-America region. Other National races, and the sponsoring regions are as follows: Mariboro, (Washington), Virginia International Raceways (Washington), Cumberland (Steel Cities), Stuttgart (Arkansas), Bridgehampton (New York), Road America (Chicago), Lime Rock (New England), Meadowdale (Milwaukee), Indianapolis Raceway Park (Indianapolis), Thompson (New England), Road America (Chicago), and Watkins Glen (Glenn, N.Y.).

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.

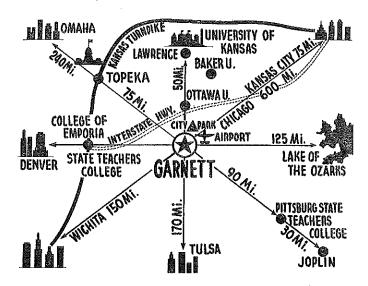
Built on high ground that never floods, the city is surrounded by a rich farming area and a wealth of minerals: gas, oil, limestone, and clay and shale suitable for brick and tile manufacture. Modern business establishments and high-type professional services make Garnett a good place to live and to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



PAUL M. NESBITT, DVM, President, Chamber of Commerce

#### Welcome To Garnett!

July 7 & 8, 1962

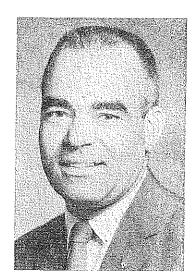
#### Dear Friends:

In behalf of the citizens of Garnett, we take this means of extending a hearty welcome to each and every sports car fan who may come from far or near to attend the Lake Garnett National Sports Car Races.

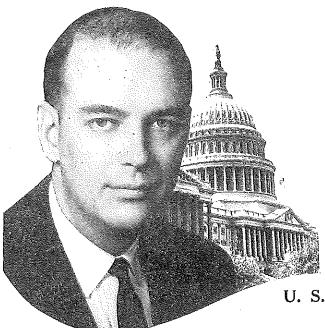
We wish you a pleasant visit in our city. We want you to have a most enjoyable time at the races. And after the last race is run and you are homeward bound, we hope you will carry with you many happy memories of the time spent with us.

Drive safely, and do come back to see us. You are always welcome in Garnett.

GWINN G. SHELL, PAUL M. NESBITT



GWINN SHELL, Mayor Garnett, Kansas





Compliments of
U. S. Congressman Robert F. Ellsworth

#### The Don Stith Lake Garnett Trophy

In addition to the race awards, a special trophy is awarded each year, beginning with the Third Annual Lake Garnett Grand Prix Sports Car Races. The trophy, known as the Don Stith Lake Garnett Trophy, has been presented to the Lake Garnett Racing Association by Mr. Don Stith, president of the organization.

Forty-five inches tail, 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.

The 1961 winner was Harry Heuer of Chicago, driving a SCARAB race car.

#### Awards

Trophies will be awarded to First, Second, Third and Fourth places in each class if six or more cars enter. First, Second and Third if five cars enter. First and Second if four cars enter. First only if three cars enter. A minimum of three cars form a class.







## K. C. SAAB, Inc.

8207 WORNALL ROAD, KANSAS CITY, MO.

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#### WELCOME SCCA!

## PENNEY'S

GARNETT, KANSAS

## GREETINGS SCCA and Racing Fans

Curlee Clothes — Freeman Shoes
Stevens Hats

#### Galloway Clothing Co.

"The Corner Clothier"

Garnett, Kansas

#### Rules For Spectators

Your co-operation in making racing at Lake Garnett both safe and enjoyable for everyone concerned will be greatly appreciated. Please help us by carefully reading and observing the following suggestions:

- 1. Never stand on the outside of any curve.
- 2. Never cross the race course during an event or during practice periods.
- 3. Stand behind the fences they have been placed where they are for your safety.
- Never stand in escape areas or roads—these are safety valves for out-of-control cars.
- 5. Never molest officials, flagmen or guards—these men 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 stop within 25 feet of the inside of any curve.
  - 9. Never approach an overturned or disabled car with a lighted cigarette.
- 10. Never drop newspapers or any other objects on or near the course—papers can fall across a windshield, blinding the driver; stones and bottles can be snapped back like bullets.

Large wire trash containers have been provided throughout the Garnett City Park. Please help us keep the park clean by putting your empty cans, bottles, papers, etc., into these containers. Thank you very much. — Garnett Racing Association.

### Howdy! - - - Come Eat With Us

## HOTEL CAFE

North Side Square

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#### 1962 Lake Garnett Race Queen



Queen of the Lake Garnett National (Fourth Annual) Sports Car Races is the lovely and talented Miss Linda Pryor of Kansas City, Mo.

Miss Pryor, who will present trophies to the winning race drivers of the Lake Garnett National Races, July 7 and 8, 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 of 1962 by the Kansas City Region of the Sports Car Club of America.

This year's Race Queen is nineteen years old and has just finished her first year at the Kansas City, Mo., Junior College. She plans to attend there again next year. After that, her plans call for a degree from the Julliard School of Music. She is a talented singer and is a member of the Kansas City Civic Orchestra.

Her selection as queen of the Fourth Annual Lake Garnett Grand Prix is based on beauty, personality and talent. The 5 ft.-7 in. Brunette Beauty's world revolves around music. She plays the classic guitar, piano, 'cello and bass viol.

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#### 1962 SCCA Classification Of Sports Car

(Partial List)

CLASS A-Jaguar XKE Ferrari 250 GT Corvette 327 Aston Martin DB4 GT

Class B-

Corvette 283 Ferrari 250 GT (2600 mm wheelbase) Mercedes 300SL

Porsche Carrera Aston Martin

CLASS C-

Daimler 250 SP Morgan + 4 (with options) AC Bristol Porsche Super 90

Alfa Romeo Sprint Zagato Lotus Elite

CLASS D-

A-H 3000 Alfa Romeo Veloce

Porsche 1500, 1600 Super Turner-Climax Lotus Seven Classic

CLASS E-

A-H 100-6-2.6 A-H 100-0-2.6 TR-2, 3, 4 MG A Twin-Cam FIAT-Abarth 700, 750, doc Elva Courier Lotus Elite—Stage 1

CLASS F-

Sunbeam Alpine Porsche 1500, 1600 Normal Mercedes-Benz 190SL FIAT-Abarth 850S

Renault Alpine 900, 850, 750

CLASS G-

Porsche 1300, 1300S Alfa Romeo Giulietta A-H Sprite

Lotus Seven America FIAT-Abarth 850 Berkeley

CLASS H-

A-H Sprite FIAT-Abarth 750 GT

FIAT 1200 Spyder MG TC 1250, TD 1250, TF 1250 Lancia Appia GT Morgan 4-4

1962 Modified Category

In 1962 the SCCA will recognize only six classes of Modified Category automobiles as follows:

Class C-over 3000 cc.

Class D-2000-3000 cc.

Class E-1600-2000 cc.

Class F-1100-1600 cc.

Class G--- 750-1100 cc.

Class H-under 750 cc.

#### The Ferrari

The 300 workers at the Ferrari factory at Maranello, Italy, turn out only six of these hand-tooled touring and sports cars a week. This limited production, plus the car's quality, means that supply never catches up with demand. Thus the Ferrari's price, begins at \$12,900.

The initial cost of a Ferrari, however, is only a small part of the cost of owning one. For example, a tuneup to put the engine in peak running form, costs from \$400 to \$2,000, depending on how finely tuned the owner wants his car. Incidentally, Ferrari engines vary in size - a few are made with 12 cylinders, others with eight or six.

In all, Ferraris have won 13 world racing titles since the end of World War II. There are only between 500 and 700 of them in the entire United States, and they are seldom seen, except at racing events such as the Lake Garnett Grand Prix. But once spotted, they are easy to identify. They are bright red, usually, low to the ground, and have a long snout and a humpback.

Many drivers speak of them with both affection and fear. Without question, the Ferrari is among the world's finest, most beautiful and fastest automobiles.

#### Road Testing Exposed!

Road Testers usually manage to remain critical and dispassionate judges of each automobile they evaluate. Occasionally, however, a road test article begins with the words: "Once in a while a car comes along that..." This phrase is the first critical in the following of information. sign of infatuation.

These very words open a recent test report on my current automobile, a Fitchew. "Once in a while," the article begins, "a car comes along that not only fulfills its promise of performance, but is also downright irresistible." Filled with joy in discovering that here is someone else who cares, I read on.

It is soon obvious that the road tester's love is even blinder than my own. Without pausing to examine the merchandise he flings himself into the driver's seat and attacks the ignition,

"Firing up is an instantaneous procedure: the engine rips immediately into action,"

True, starting is instantaneous. But "rips" is not quite the word to describe the sound of a Fitchew engine's awakening. There is only one word that adequately describes the sound and that is the name Fitchew. At first I thought the designer—obviously a man with a sense of humor—had picked this name to describe the fit of sneezing with which the engine greets its owner every morning. But a glance at Webster's revealed that a Fitchew is a European polecat.

"There is absolutely no wind noice"

"There is absolutely no wind noise."

Of course not. Even the winds on the edge of a hurricane would have a hard time getting themselves heard above a Fitchew engine. Passengers in a cruising Fitchew must resort to note-writing or lip-reading, because this is a car that will never be accused of being one in which you can hear a clock tick at 60 mph. Unless, of course, you reach 60 mph and turn off the notine. off the engine.

"Hard cornering produces a certain amount of lean, but the discomfort to the driver is inconsequential; one is not even aware of it."

Until one rests one's arm on the top of the door and scrapes one's elbow on the pavement,

"The clutch has a firm bite."

It certainly does - also, on occasion, it chews.

"Although the ride is fully as comfortable as that of any other car in its class — if, indeed, there is any other car in its class — the short wheelbase does cause a slight pitching action over rough roads."

This action to which he is referring produces some rapid and rather suggestive movements from the driver, reminiscent of someone trying to do the limbo while sitting down. Actually if you relax, it can be rather fun.

"However, our test car was still a bit tight."

Tight! Mine is absolutely pickled. When things get to the staggering point (as they do at 70 mph in a heavy cross wind), that "item no car should be without — a windshield washer" turns itself on and attempts to sober the situation.

"The handle for the emergency brake is of the fly-off variety.

Enough said. Nothing could describe it more eloquently. "The driver's seat affords plenty of hip room, and leg space is more than ample."  $\ensuremath{\mathsf{T}}$ 

This seemingly-innocent statement is a dead giveaway to the road tester's physique. He must be exceeding short-legged and thin-hipped, and he probaby wears size 5 shoes.

"The steering wheel is a bit close to the driver." So close, in fact, that it necessitates the adoption of a steering technique which resembles embracing a roulette wheel. Not only is this enamored test driver short-legged and thin-hipped, he must also have a chest like an upended breadboard.

Now that the road tester has gained an intimate knowledge of the car's interior and controls, he climbs out and examines the engine:

'Service accessibility is excellent. It is easy to reach the spark plugs, carburetor and distributor."

This is definitely one of the car's strong points, as the foregoing items all have to be removed every 2000 miles.

(Concluded On Page 19)

## Welcome SCCA

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## Greetings, Visitors . . .

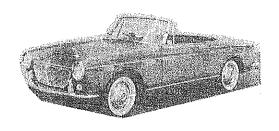
Best Wishes For An Enjoyable Week End In Garnett

## Don J. Stith

President, Garnett Racing Association

GARNETT, KANSAS





1200 spider.....

**CONGRA** 

To The For For Gaining

#### PROGRAM

FRIDAY, JULY 6

11:00 A.M. to 7:30 P.M. —
Registration and Safety Inspection

SATURDAY, JULY 7

7:00 A.M. to 5:30 P.M. -- Registration

7:00 A.M. to 3:00 P.M. - Safety Inspection

9:00 A.M. to 3:00 P.M. - Mandatory Practice \*

3:30 P.M. - H Production Race, 18 Laps

\* Grid positions will be based on best lap times recorded in practice.

This program is subject to change by the Race Officials depending on the class entries received.

## sprěte *Midget*

SALES SERVICE PARTS

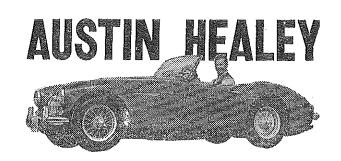
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#### **JLATIONS**

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SALES SERVICE PARTS

#### PROGRAM

SUNDAY, JULY 8

8:00 A.M. to 10:00 A.M. — Registration

10:00 A.M. — Formula Junior, Formula III Race, 18 Laps

10:45 A.M. - G Production Race, 18 Laps

11:40 A.M. - E Production Race, 18 Laps

12:15 P.M. to 1:00 P.M. - Lunch Break and Festivities

1:00 P.M. — D Production and H Modified Race, 18 Laps

1:45 P.M. — F Production Race, 18 Laps

2:30 P.M. — C Production Race, 18 Laps

3:20 P.M. — A, B, Production Race, 18 Laps

4:00 P.M. — Garnett Grand Prix —

B, C, D, E, F, and G Modified, 25 Laps

5:30 P.M. - Presentation of awards at Track

This program is subject to change by the Race Officials depending on the class entries received.

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#### RACE ENTRIES

(Because it was necessary to print the following list four days before the closing date for entires, 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.)

MAIN	of efficies received by the p	ecretary or the Hundan Only IN	, gion, 5: 0: 0: 11/7
Car N	lo. Driver	City	Make of Car
0	Herbert F. Steinbeck	St. Louis, Missouri	Austin Sprite
1	Don Yenko	Pittsburgh, Pennsylvania	Corvette
2	Harry Heuer	Chicago, Illinois	Chapparal
3	Jay Hoke	Skedee, Oklahoma	Elva Jr.
4	Tommy Allen	Oklahoma City, Oklahoma	Porsche
5	Robert D. Kelce	Belleville, Illinois	MGA Twin Cam
6	Enus Wilson, Jr.	Okmulgee, Oklahoma	Maserati
7	Robert Donner	Colorado Springs, Colorado	Porsche RS-61
8	Doug Thiem	Elm Grove, Wisconsin	Ferrari Berlinetta
9	Gary M. Wilson	Towanda, Kansas	Ferrari Testa Rosa
10	Dave Clark	New York City, New York	Lotus Super 7
11	Dick Thompson	Pittsburgh, Pennsylvania	Corvette
12	Kenneth D. Edwards	Kansas City, Kansas	Corvette
13	R. G. Harrison	Little Rock, Arkansas	OSCA
14	Pete Winberg	Des Moines, Iowa	Alfa Romeo Spyder
15	Edward Astri	Baltimore, Maryland	Fiat Abarth
16	Gene Nicholson	Kansas City, Missouri	Daimler
17	R. P. Vandawalker	North Little Rock, Arkansas	Corvette
18	L. Sheldon Brown	Evanston, Illinois	Alfa Super
19	Edw. J. Walsh, Jr.	St. Louis, Missouri	SAAB-Kurtis Spec.
20	Gordon Gresham	Wichita, Kansas	Cooper-OSCA
21	Grady Davis	Pittsburgh, Pennsylvania	Corvette
22	Donald E. Carter	Topeka, Kansas	Abarth Zagato
23	Ted W. Parrish	Joplin, Missouri	TR-3
24	Joseph R. Mayer	Lee's Summit, Missouri	Elya Mk II
25	Harvey Woodward	Shawnee Mission, Kansas	Elva Mk VI
27	Richard Bradford	Tulsa, Oklahoma	MGA
28	Anatoly Arutunoff	Bartlesville, Oklahoma	Lotus 7A

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#### RACE ENTRIES

Car	No. Driver	City	Make of Car
29	Gordon Gresham	Wichita, Kansas	Austin Healey
30	Bruce Hoskins	Kansas City, Missouri	Austin Sprite
31	Walter Hotchkiss	Des Moines, Iowa	Sunbeam Alpine
32	John R. Carter	Omaha, Nebraska	Volpini Jr.
33	Bob Spooner	St. Louis, Missouri	Corvette
34	Dean E. Edmonds, Jr.	Lincoln, Massachusetts	Lotus Jr.
35	Fred C. Ellsworth	St. Paul, Minnesota	AC Bristol
36	Jay Dee Snyder	Granite City, Illinois	Lotus 11
37	Howard Hanna	Newton Square, Pennsylvania	DB Coupe
38	George Gunther	Omaha, Nebraska	Ferrari
39	Gene Cormandy	Fort Wayne, Indiana	Corvette
40	Roy Kumnick	Skokie, Illinois	Corvette
41	Dr. Rita Wetzel	Shawnee Mission, Kansas	Berkeley
42	Gene Smiley	Omaha, Nebraska	Austin Healey
43	Edwin French	Kansas City, Missouri	Lotus MkVI
44	R. E. L. Hayes	Vinita, Oklahoma	AC Bristol
45	Robert Tullius	Alexandria, Viriginia	TR-4
46	James Sheffield	Topeka, Kansas	Handini
47	Bill Stone	St. Charles, Illinois	Lola Medallion
48	Jay Signore	Elizabeth, New Jersey	Elva Courier
49	Richard Anderson	Overland Park, Kansas	Lotus 7A
51	Walter S. Gray	Kansas City, Kansas	Allard
52	George E. Chapman	St. James, Manitoba, Canada	Lotus 7A
53	John Goans, Jr.	Kansas City, Missouri	TR-4
55	Frank Manley	Topeka, Kansas	DB LeMans
56	Donn Salyer-Richard Alley	Wichita, Kansas	Sprite
57	John Wessale	Cedar Rapids, Iowa	Giaur Mercury
58	Bert Persons	Wichita, Kansas	Elva Courier
59	Jim Adams	Sioux Falls, South Dakota	OSCA
60	Richard Brown	Golden, Colorado	Panhard Spec.
61	Jack Hinkle	Wichita, Kansas	Maserati

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Fashion Corner

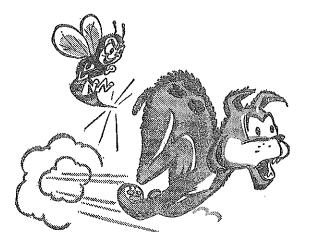
Fashion Corner

#### RACE ENTRIES

F. Robt. Woodward Bruce A. Larson A. Cecil Schoeneman Melvin Bogus Jack Gregg-Vernon Bixby E. C. Hessert, Jr. Frank Manley Meredith Thomas Eric Mangelsen Ernie Harris C. S. Trosper Oliver C. Schmidt-Jim Scott O. J. Klein, Jr. David Johnson Peter Ledwith George Bachelder T. J. Kelly Bert Persons Donn Salyer-Richard Alley Jack Stone Thomas Slaymaker Emmett Pyatt Glenn Baldwin Nolan K. Sims Pete Sherman Martin Tamer Jack C. Reed Win. Flipo Robert K. Hubbard John R. Peach George McClure Robert K. Hubbard John R. Peach George McClure Robert R. A. A. Aylward Marvin R. Dee Bruce Carrico John Walker Walter B. McCray Wichita, Kansas Minneapolis, Minnesota Marsas City, Missouri Sioux Falls, South Dakota Friat Zagato OSCA Sprite Fiat Zagato OSCA Sprite Sprite Sprite Sprite House-of-Michigan Lotus-OSCA Fiat Abarth DB HBRS Elva Mk 5 Alfa Romeo TR4 Fiat Abarth DB HBRS Fiva Mk 5 Alfa Romeo TR4 Fiat Abarth DB HBRS Fiva Mk 5 Alfa Romeo TR4 OSCA Fiat Abarth DB HBRS Fiva Mk 5 Alfa Romeo TR4 Fiat Zagato OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo TR4 Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo TR4 OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo TR4 Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo TR4 OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo TR4 OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo TR4 OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo TR4 OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo TR4 Wik 5 Alfa Romeo OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo OSCA Fiat Abarth OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo OSCA Fiva Mis 5 Alfa Romeo OSCA Fiat Abarth DB HBRS Fiva Mis 5 Alfa Romeo OSCA Mis Forch Mis Coergia Mackson F III Morgan plus 4 Sprite SAAB Alley Spec. Cherub SAAB	Bruce A. Larson A. Cecil Schoeneman Sioux Falls, South Dakota Florrisant, Missouri Topeka, Kansas Florrisant, Missouri Topeka, Kansas Topeka,	. Driver		
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GARNETT, KANSAS

#### Sports Car Racing

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.

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.

#### 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 possible.

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

RED: The race has been stopped.

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

BLACK with ORANGE BALL: Car has mechanical failure, 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 the race course. Their flags are: GREEN for all is clear; Yellow for caution. All checkpoints are connected by telephone.

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#### Road Testing Exposed!

(Continued from page 10)

"The oil filter is partially concealed beneath the starter

And the starter motor is partially concealed beneath the aust manifold, and the exhaust manifold is partially conled beneath the brake fluid reservoir and the radiator headled beneath the brake fluid reservoir and the radiator headank. Not long ago I heard a peculiar clanking noise from the engine compartment. At first I feared that it only the mechanic who had gone into the engine compartit several days earlier and was still there, attempting to the coll filter. "Although the Fitchew is not a commonly-seen car, there is not supply of parts wherever the car is sold." This has one drawback in that the car is not as yet sold in United States. Being forewarned of this disadvantage, I chased a large quantity of parts from the Fitchew dealer as possible. Consequently, the car now resides in a two-garage which is 50% Fitchew and 50% Fitchew factory ehouse.

Finally, satisfied that it is possible to maintain a Fitchew spite of its rarity, the road tester stands back and drinks sheer esthetic beauty of his new-found inamorata:

"The car has a graceful grille."

Not any more. A petulant Ephemerid owner kicked it one day, and the grille now looks like the dental hardware of a smiling alligator with two front teeth missing.

"The bumpers have a beautifully-sculptured smoothness, although they do not appear to be overly strong."

A situation which has caused me some embarrassment — such as on the day I drove the car to a sports car club meeting with the intention of showing it off to the members. One member, an old friend of mine, casually put his foot on the rear bumper, which fell off immediately. The result was not only that the bumper fell off, but also that my friend lost his balance and fell forward onto the rear of the car, and dented the deck with his abin the such as the car. with his chin.

Why, people often say, do I put up with the Fitchew at all? "Because," I answer, quoting the road tester's last love-struck words, "there may be faster cars and there may be more comfortable ones, but there are very few that compare to the Fitchew in the field of voluptuous motoring delight."

By Georgie Tanner

(Reprinted By Permission From Road and Track)

#### The Start Of A Race

Two different kinds of starts are used in American sports racing; the "grid start" and the "Le Mans start."

For showmanship and excitement nothing can beat the Le as start. It takes its name from what's probably the world's atest sports car race, the twenty-four-hour event at Le Mans,

In the Le Mans Start the cars are parked, engines shut off,

The common American start is the "grid start." Here the cars are spotted on the track on a painted grid — as at the Lake Garnett Grand Prix — two or three abreast in alternating rows. Their engines are running. At the start, the drivers simply let out their clutches and they're off.

In the grid start, the fastest cars are in the front rows. They are picked by their performance in prerace practice timetrials, or by engine displacement. At the Garnett Nationals that was the starting or walk positions will be determined by

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

Two-way radio communications by courtesy of Bill Graham.

Wurlitzer electric organ by courtesy of the Butler Music Company, Ottawa, Kansas.

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

Hay bales by courtesy of Knights of Columbus.

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

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

Ticket sales and collection by the Garnett Lions Club.

Parking and program sales by the Garnett Rotary Club.

Pre-race communications: Mrs. Frank Bennett; Mrs. Kenneth Crippin.

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

Course preparation, State, County and City Employees.

Housing Arrangements, Vista Study Club, Mrs. Robert Powers, Chairwoman.

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Duplicators and electric typewriters for Scorers, courtesy of Tempo Company. sas City, Missouri.

Invocation, Rev. Ronald D. Burt, Christian Church, Garnett.

Vocalist, Bill Craig, Garnett.

Organist, Mrs. Clarke Jackson, Garnett

Presentation of 1962 Race Queen, Congressman Robert F. Ellsworth, Washington,

Space does not permit the listing of the hundreds of people and business firms of nett that have helped in organizing, promoting and holding the July 7 and 8 Lake nett Sports Car Races. Most certainly, an event such as this could not be held nout the full co-operation of the citizens of the entire communiy. Therefore, to each everyone of you who has had some part in this community undertaking, the Lake nett Grand Prix Sports Car Racing Association wishes to express grateful apprecion for your time, efforts and contributions so generously given

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(Photo by Bob Beasley, Consumers Co-op, Kansas City)

The start of a race — drivers headed for the Flatiron Corner at speeds approaching 100 mph.

#### Point Standings 1962 National Championship

As of May 1, 1962

(First, second and third high-point winners, only.)

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1 Don Yenko 2 Bruce Jennings 2 Ralph Salyer 4 Grady Davis	Steel Cities Washington Fort Wayne Steel Cities	20 16 16 10	1 Bob Holbert 2 Chuck Cassell	Philadelphia Cent. Florida	20 8	2 Glenn Baldwin 2 George Peck 4 Ben Diaz 4 Tommy Van Hoozier	Detroit 10 Cent. Florida 10 South Jersey 8 East Tennessee 8
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2 Ed Smith	Steel Cities	8	F Modi	ified		3 H. I. Kleinpater 4 Randy Canfield	Florida 10 Washington 8
4 Art Huttinger 4 Ed Lowther 4 John Todd	Cent. Florida Steel Cities No. New Jersey	6 6	1 Bob Bucher 2 Joe Buzzetta 3 Jacques DuPont	So. New York New York Philadelphia	20 16 6	4 Robert Roe	Cent. Florida 8
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C Produ	ction		F Produ	ction		1 Floyd Aaskov 2 Chuck Dietrich	New England 20 N. W. Ohio 10
1 J. Ross McCain 2 Don Greimel 3 Duncan Black 3 D. Clark	Atlanta Washington Washington New York	16 12 10 10	1 Howard Hanna 2 Don Sesslar 3 Skip Barber	Philadelphia Ohio Valley Philadelphia	24 12 10	2 Walt Hansgen 2 Tim Mayer 5 Mark Donohue 5 Roger Penske	No. New Jersey 10 N. E. Penn. 10 No. New Jersey 8 Philadelphia 8
3 Bob Evelyn 3 Horace Pettit	New England Philadelphia	10 10	G Mod	ified			
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D Mod 1 Roger Penske 2 Alan Connell 3 Walt Hansgen	Philadelphia	20 10 8	<ul><li>2 Curt Gonstead</li><li>2 Arthur Tweedale</li><li>2 M. R. J. Wyllie</li><li>5 Joe Hutchinson</li><li>5 Tom Terrell</li></ul>	Milwaukee Washington Steel Cities Atlanta Chicago	10 18 16 8 8	<ul><li>1 John Field</li><li>2 Don Auray</li><li>2 Rowland Oliver</li><li>4 Tom Robinson</li><li>4 James Stevens</li></ul>	New England 20 New England 8 Washington 8 Washington 6 New England 6

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Law Enforcement:

Kansas State Highway Patrol Don Hermreck, Sheriff Ordinance No. 1879 of the City of Garnett

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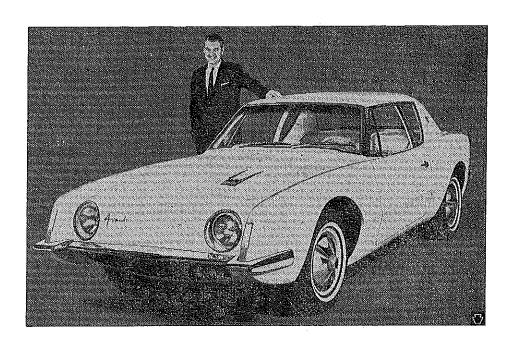
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