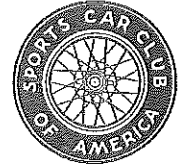
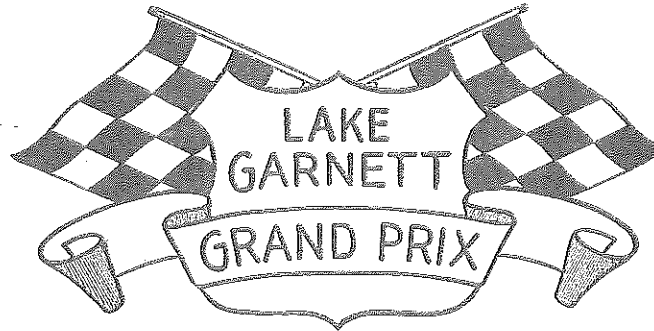
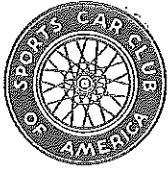


P R O G R A M

Fifth Annual



National S. C. C. A. Road Races

JULY 6 and 7, 1963

Garnett, Kansas



Presented by
KANSAS CITY REGION

Sponsored by
LAKE GARNETT RACING ASSOCIATION, Inc.

Congratulations

Kansas City Region, SCCA, and the Lake Garnett Racing Association, Inc.

on the

Fifth Annual Lake Garnett Road Races

from the folks at

Earl Whitley Motors, Inc.

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- ANDERSON COUNTY MEDICAL ASSOCIATION Dr. C. B. Harris
- ANDERSON COUNTY 4-H COUNCIL Donald McAfee, Claude Anderson
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- ADDITIONAL MEMBERS: Loren Warner, Leonard McCalla, Jr., Jimmy Cooper, Frank Bennett, Kenneth Lyle, Everett Burns, Owen T. McMillan, Bill Gadelman, Ray Harden, Chester Kite, Robert Kite, Bill Graham, F. D. Richards, Dick Dalton, Dr. F. C. Carothers, D.D.S., Earl Whitley, Dr. Ralph E. White, M.D., and Robert Garrett.

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- Robert Garrett, Commissioner
- Everett Burns, Commissioner

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- H. L. Kelley
- J. Walter Sisson

LAW ENFORCEMENT:

Sam Geer, Chief of Police

Bill Gadelman, Sheriff

Kansas Sate Highway Patrol

PHOTO CREDITS

- Cover Picture Bob Beasley, Kansas City, Mo.
- Miss Garnett Strain's Studio, Garnett, Kansas

LOREN E. WARNER
President
Lake Garnett
Racing Association, Inc.
Garnett, Kansas



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

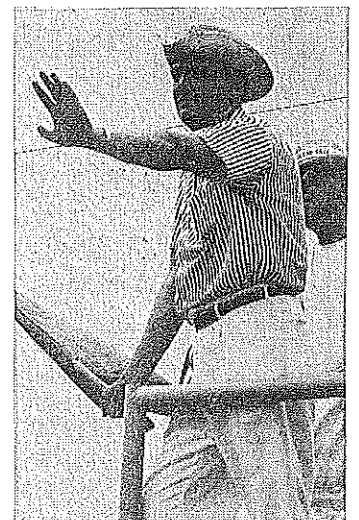


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Kansas City Region
Executive, Sports Car Club
of America, Inc.

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



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



OFFICIAL PERSONNEL
Fifth Annual
Lake Garnett Grand Prix Sports Car Races
July 6 and 7, 1963

A National Sports Club Of America Racing Event

RACE OFFICIALS, SCCA

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

REGIONAL RACING CHAIRMAN	Wm. A. Ong	COURSE MARSHAL	Ross Melgaard
REGIONAL CONTEST BOARD		TECHNICAL INSPECTION	Bruce Haskins
REPRESENTATIVE	Richard Anderson	CHIEF GRID STEWARD	Arthur Bunker, Jr.
RACE SECRETARY	Mary Stipe	CHIEF PIT STEWARD	Jerald Moore
CHIEF STEWARD	Hal Stipe	CHIEF TIMER	Frank Schmitz
ASST. CHIEF STEWARD	Allan (Bud) Berg	CHIEF SCORERS	Verne Humbert - Helene Melgaard
STEWARDS OF THE MEET	to be announced	FIRE MARSHAL	Stan Siggs
GARNETT GRAND PRIX STARTER	Dale Duncan	REGISTRATION	Marge Moore - Eva Templar
STARTER & FLAG MARSHAL	Robert Scorum, (Iowa Flag Team)	COURSE PHYSICIAN	Dr. Evans
COMMUNICATIONS CHIEFS	Marvin Bredemeier and Richard Boyd	FIRST AID	Fran Baker
		PUBLIC RELATIONS	Bob Musberger
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Garnett, Kansas

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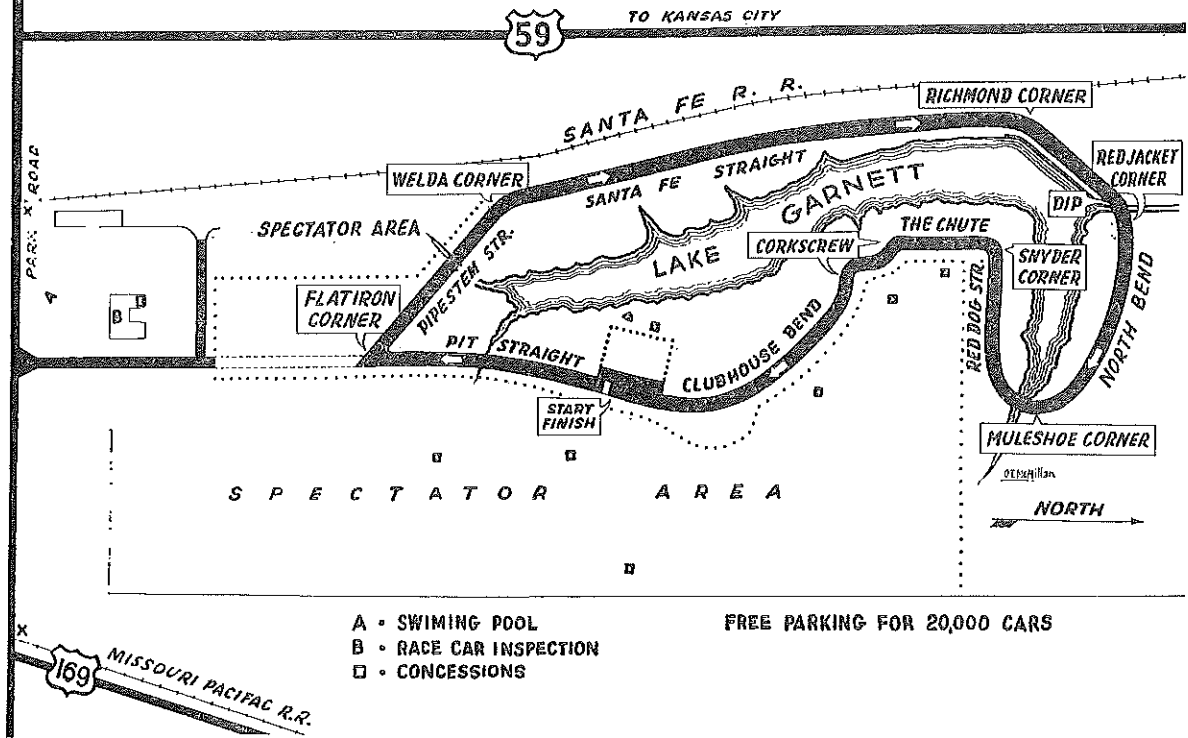
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CROWD CONTROL: Meryl Coker and Arthur Hughes	OFFICIAL COURIER: C. B. Harris, III.



LAKE GARNETT RACEWAY

GARNETT, KANSAS



Approximate Distances Of Points Shown On Map

Start and Finish — Flatiron Corner, .3 mile
 Pipestem and Santa Fe Straight, 1 mile
 Dam and Dip, .2 mile
 Dip — Muleshoe Bridge, .3 mile

Bridge — Snyder Corner, .2 mile
 Snyder Corner — Corkscrew, .3 mile
 Corkscrew — Start and Finish, .5 mile.

The Lake Garnett Race Course

There are four distinct kinds of sports car race courses.

First, in the early days of sports car racing, the cars were run on open roads, both in towns and in the country. This is known as "Open Road Racing." However, as more and more cars entered these races, the sport became more and more dangerous for spectators and drivers, and open road racing has practically become a thing of the past.

Airport courses are race courses laid out on the concrete runways of airports. Although airport racing may lack driver and spectator interest to a certain degree, the safety features are more easily controlled than in any other type of sports car racing.

A third class of race course is the "closed road" course that has been built purposely for racing. Each year sees more and more of these courses built and made available for racing.

Lake Garnett is a "true-road" course. This means that a public road, in this case, is closed two days each year to the public in order to be used as a race course. There are very few such courses in the world.

Although the pattern of the road that circles Lake Garnett has not been changed since the beginning of racing at Garnett

more dangerous places along the road. The pit area has been enlarged a number of times and blacktopped. Underbrush has been removed and trees have been trimmed to provide better visibility for spectators. Additional rest room facilities have been provided at various points in the Garnett city park. Last year, a steel tower was erected at the start-finish line. The tower has two platforms: the lower is for the Chief Starter; the upper for the announcer. This year, an underground telephone line was laid for use in communications among the various flag stations.

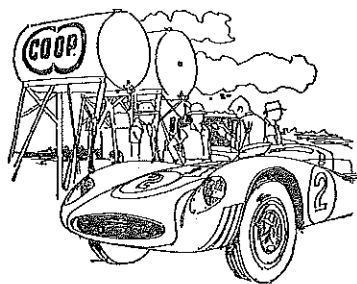
During race days, the course is marked by approximately fifty road signs and count-down numbers to aid the race drivers in traversing this sea-horse shaped course. The road signs indicate the corners, bends and esses. The count-down numbers indicate distances to certain corners, thus showing drivers where to down-shift to reduce speed.

The road has been re-finished, sealed and widened a number of times. Originally it was about 18 feet wide. Now the width is approximately 27 feet, except for the places which cannot be widened, such as the dam, the spillway and the Muleshoe Corner.



*Every Car Here Races on CO-OP Ethyl Gasoline **

* Furnished by Consumers Cooperative Association, Kansas City, Missouri and Greeley Cooperative Association, Greeley, Garnett, Osawatomie, Harris.



Consistent Fire Power from the CO-OP tank is pumped into this sleek racer. Clean-burning CO-OP GASOLINE provides the instant response and dependable power necessary for successful high-speed competition or perfect performance on the highway and the farm.

Make YOUR Car A Winner With

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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.

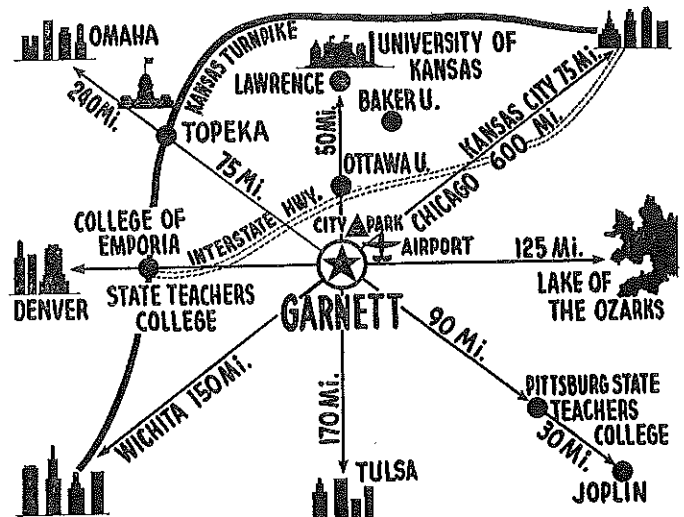
Built on high ground that never floods, the city is surrounded by a rich farming area and a wealth of minerals: gas, oil, limestone, and clay and shale suitable for brick and tile manufacture. Modern business establishments and high-type professional services make Garnett a good place to live and to 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, 33 miles south, provide major East-West routes. The Santa Fe and Missouri Pacific Railroads intersect 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 house, 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 the 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.

Welcome To Garnett!

July 6 & 7, 1963

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



Start/Finish Line

Grouped closely about the start/finish are the pits, paddock, timing stand, communications, and official headquarters.

Pits and paddock are a couple of words often confused. Strictly speaking, the pits are an area along the edge of the course that is home base for the cars during the race in which they are in. Here the car is repaired if necessary, tires changed, etc. Also it is from the pits that instructions are given to the driver by his pit crew during the course of the race.

The paddock 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 mechanics, and to which the cars return after the race. Frequently the paddock is also used to line up cars for the race that follows the one in progress. At Garnett this is done on a false grid, which is a replica of the actual starting grid.

Near the starting line, is the timing stand. It is set high so that nothing interferes with the view of the track. Here are located timers and scorers, equipped with stop watches, adding machines and lap sheets. The work of these people is to count the number of laps cars have made and record lap times and total times for the cars in each race. Every car must be checked individually throughout the race. This is a very exacting job when there are twenty to thirty-five cars in a race, for after the first few laps, the cars get completely scrambled in their positions.

At the start/finish line are the race officials: race chairman, chief steward, chief starter, course marshal, flag marshal, chief timer and scorer, communications chief and course physician.

The race chairman is over-all boss of the entire event. He is in charge of everything except the actual conduct of the race.

The chief steward is directly responsible for the conduct of the race. He is supreme authority on all racing matters, communications, safety, flagging, starting. Nearly all of the other race officials are responsible to him.

The chief starter is the person who starts the races by signaling with the green flag. He is responsible for seeing that cars are lined up properly on the grid. With the black and white checkered flag, he signals the end of a race. At Lake Garnett, the starter occupies the lower platform of the Grand Prix Tower.

The course marshal is responsible for the physical conditions of the course itself, making numerous tours before and between races to check for spilled oil, loose gravel, misplaced haybales and pylons and spectators where they shouldn't be. No race can begin until the marshal assures the chief steward that the course is clear.

The flag marshal and communications chief are responsible for the network of flag stations around the course. The flag marshal is in charge of the flagman at the stations; the communications chief is in charge of men and equipment that are part of the communications system that links the stations. At Garnett, there are twelve such stations, linked by short-wave radio and telephones.

Racing is a dangerous business. The unexpected often happens. If the unexpected occurrence is invisible to the drivers — well, imagine yourself a driver barreling into a blind turn at 100 mph. Halfway through the turn you see that another car has spun and is stalled across the track not more than fifty feet ahead of you. In this case, an accident is almost sure to occur. It's just this kind of accident that is the job of the man at the flag stations to prevent.

The flagmen communicates with drivers by means of different colored flags. You

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GARNETT, KANSAS

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GARNETT PHOTOGRAPHERS
LAKE GARNETT RACES**

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South Side ☐

Welcome to Garnett

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Company
of
Kansas**



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BREAKFAST — LUNCH — DINNER

Good Food - - Air Conditioned - - You'll Like It!

GREETINGS

SCCA and Racing Fans

Curlee Clothes — Freeman Shoes

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"The Corner Clothier"

Garnett, Kansas

Welcome To Garnett

Race Fans

**STAR GRAIN
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North on Hiway 59—Phone 448-3321

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 STRIPE: 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.

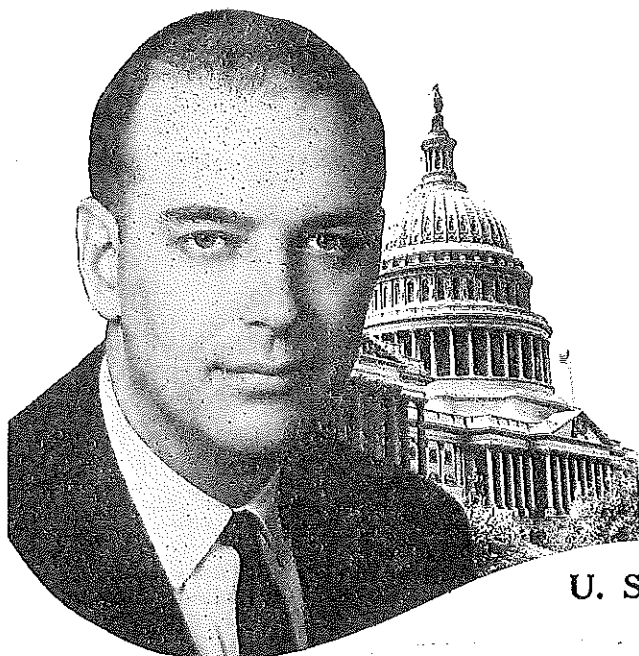
Assisting the Chief Starter are the flagmen at each checkpoint along the race course. Their flags are: GREEN for all is clear; YELLOW for caution. All checkpoints are connected by telephone.

WHAT TO DO IN GARNETT

Friday and Saturday Nights

Come To The New V. F. W. Building Overlooking The South Lake
Open House Friday Night — Dutch Lunch And Refreshments

STAGS OR COUPLES WELCOME!



Compliments of
U. S. Congressman Robert F. Ellsworth

A Review of the 1962 Races —

THUNDER IN THE TREES

Story by Bill Ong, Chairman Racing, Kansas City Region

Big-time sports car racing came to Kansas on the weekend of July 7-8, '62. And Garnett, a quiet town of 3000 seventy miles south of Kansas City, will never be the same! The occasion was the fourth running of the Lake Garnett Road Races, this year a National championship SCCA event presented by the Kansas City Region. Of the 140 entrants, 132 reported at the starting line. Early Saturday morning the first arrivals of 10,000 enthusiasts were lined up at the gates to the town park. On Sunday an estimated 50,000 people jammed the roads within ten miles of Garnett. When at last they reached the town, the horde simply took it over. Filling stations pumped their last gallons; every restaurant, soda fountain, hot dog stand and drive-in sold down to bare shelves. On Saturday night, there wasn't a vacant room within 25 miles of Garnett.

The race course at Garnett is the 2.8 miles of macadam road that borders Lake Garnett in the city park. All but one of the "straights" are very short; all the corners are tight, with the road cambered to the outside. Even present hazards are the deep ditches beside the road, the tall trees, the narrow road across the dam and the sharp dip at the spillway.

To visualize the course as the drivers see it, let's ride with Alan Connell as he approaches the starting line to begin his last lap of the Grand Prix.

From the elevated Starter's platform the cars are seen as they leave the Corkscrew, a half mile to the north. They burst from the restraint of the tortuous bends as small spots of bright color in the slanting rays of the blazing sun; vivid Italian red, England's green, soft French blue, the shining silver of Ger-

Chief Starter Dale Duncan cannot see the cars below the hill, but muffled roars, high-pitched shrieks and the howl and whine of straining engines and shifting gears tell him the pack is clawing out of the bottom of Clubhouse Bend. He leans far over the rail of his lofty perch, an arm and one finger extended to signify the beginning of the last lap.

They burst over the hill like shooting stars. Connell leading. He flashes past Duncan flat-out, bobbing his helmet in acknowledgement of the signal, and streaks down the hill to Flatiron Corner, a very difficult 120-degree right turn. The Cooper takes it smoothly at 25 mph; then, like an arrow from an archer's bow, streaks down the short Pipestem Straight to Welda Corner.

Tall trees line the course here and so the Cooper disappears, the thunder of its engine echoing among the trees as Connell takes the climbing right turn in a fast drift. He tops Welda and the Cooper is visible again on the Santa Fe Straight, now it is a blur of metallic blue, like the swift stroke of an artist's brush, hurtling toward the chicane at 150 mph.

The chicane—a seemingly impenetrable pile of heavy tires painted a brilliant yellow—is about 50 feet from the thick stone wall at Richmond Corner, where the road turns sharply right to cross the dam. At the last instant Connell, with perfect timing, decelerates to 15 mph. With less than a foot of clearance on either side, he slips through with the grace of a ballet dancer on a tightrope, and turns Richmond onto the very narrow road across the dam.

Now he's invisible again, for the Cooper is even lower than the stone and steel walls between which the exhaust booms like a ghostly drum as he flattens the accelerator. He's not out of second gear before he's across the dam and into the deep dip at the spillway, where the road widens again.

Bouncing out of the dip, Connell charges up the fast right

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All Ready-to-Eat

Picnic Foods,

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* * *

Miss Garnett of 1963



CAROL ANN BAIN

Representing Garnett and the Lake Garnett Racing Association as a 1963 Queen of the Lake Garnett (Fifth Annual) National Sports Car Races is Carol Ann Bain, daughter of Mrs. F. M. Bain of Colony, Kansas.

The evening of April 26, at a Pageant sponsored by the Garnett Business and Professional Women, Carol Ann was crowned Miss Garnett of 1963 by Miss Kansas (Carolyn Parkinson) of 1962 to represent Garnett in the Miss Kansas Contest.

This spring Carol Ann completed two years' study at the Iola Junior College, Iola, Kansas, and now plans to finish her college education at Pittsburg State College. She is majoring in music, plays the piano and gives piano lessons. Nineteen years old, 5-2 tall, with brown hair and blue-green eyes, the 105-pound beauty is also talented in dramatics. She has won top state honors in speech, appeared in many plays and musicals, including the Junior College production of "Oklahoma."

In her exhibition of talent for the title of Miss Garnett, she impersonated Scarlett O'Hara in a sketch from the book, "Gone with the Wind."

* * *

* * *

Miss Kansas City of 1963



MAJEL EVJEN

The Kansas City Regional Queen of the Lake Garnett National (Fifth Annual) Sports Car races is the lovely and talented Majel Evjen of Kansas City, Mo.

Miss Evjen, who will assist in presenting trophies to the winning race drivers of the Lake Garnett National Races, July 6 and 7, 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 a Race Queen of 1963 by the Kansas City Region of the Sports Car Club of America.

Majel is 19 years old, a graduate of Southwest High School and a student at Kansas University. In 1962-63, she was selected Queen of the Kansas City Sports Show, Freshman Queen at Kansas University and Kansas City Flying Queen for the International Parachute Association. Her hobbies include water skiing, swimming and tennis. Her talent is in the field of painting, piano and dancing.

* * *

WELCOME

from the

DAIRY QUEEN

Hiway 59

Lots of Free Parking

**Ordinance No. 1879
of the
City of Garnett**

The construction and erection of temporary structures, scaffolds, platforms or perches, either stationary or moveable, on or off a vehicle, on public grounds of the City of Garnett, Kansas, is prohibited except by permission of the proper authorities. Violators of this ordinance shall be deemed guilty of misdemeanor.

BENNETT'S

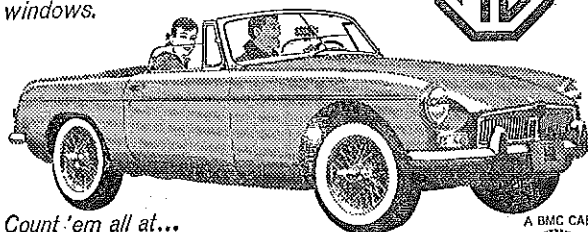
**Publicity and Advertising
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Phone 448-5546 — P.O. Box 367

GARNETT, KANSAS

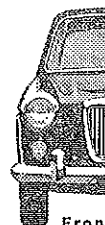
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*Here's a start! New styling, new comfort,
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The MGB's got lots more! Even wind-up
windows.*



Count 'em all at...

A BMC CAR



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ent, 4-whe
pension. R
ing. Room
Drive it...

PROGRAM

FRIDAY, July 5

Tech Inspection — 3:00 to 8:00 P.M.

Registration — 3:00 to 8:00 P.M.

SATURDAY, JULY 6

Registration — 6:00 A.M. to 3:00 P.M.

Tech Inspection — 6:00 A.M. to 2:00 P.M.

PRACTICE — 9:00 A.M. to 3:00 P.M.

THERE WILL BE NO PRACTICE SUNDAY

3:45 P.M. RACE I — H Production . . . 45 Min.

5:00 P.M. "Come As You Are" Cocktail Party at Track

Race schedule subject to revision by Race Officials depending on class entries received.

SPRITE

MIDGET

• • •

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SERVICE
PARTS**

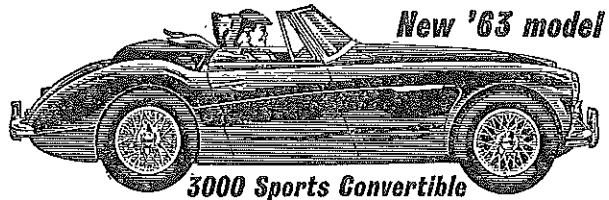
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**SALES
SERVICE
PARTS**

• • •

P R O G R A M

SUNDAY, July 7

- 9:00 A.M. MANDATORY DRIVERS' MEETING, Roll Call
- 10:00 A.M. RACE II — H Modified . . . 45 Min.
- 11:10 A.M. RACE III — A, B, C Production . 45.Min.
- NOON — Lunch Break, Parade, Etc.
- 1:00 P.M. RACE IV — F and G Production . 45 Min.
- 2:10 P.M. RACE V — Form Junior and Form III (Separate awards for front and rear engine Formula Junior cars) . . . 45 Min.
- 3:20 P.M. RACE VI — C, D, E, F, & G Modified (FEATURE) . . . 45 Min.
- 4:30 P.M. RACE VII — D & E Production . 45 Min.
- 5:45 P.M. PRESENTATION OF TROPHIES, at Track

Race schedule subject to revision by Race Officials depending on 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 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 GM	Jay Dee Snyder	Granite City, Ill.	Lotus II
1 BP	Don Yenke	Canonsburg, Pa.	Corvette
2 AP	Grady Davis	Pittsburgh, Pa.	Corvette Stingray
2 GM	M. R. J. Wyllie	Allison Park, Pa.	Lola Climax
3 CM	Leonard D. DeAtley	Kansas City, Mo.	Austin Healy Corvette
3 EP	John J. Dennis	Silver Spring, Md.	Elva Courier
4 EP	Tommy Allen	Oklahoma City, Okla.	Porsche Super
4 GM	Ernest Harris	Fort Wayne, Ind.	Elva Mk. 7
5 GM	Robert Kelce	East St. Louis, Ill.	Elva Mk. 6
5 CP	Lew Spencer	Los Angeles, Calif.	Morgan S.S.
6 CM	Enus Wilson, Jr.	Okmulgee, Okla.	Maserati Birdcage
7 GM	John A. Rowley	Dodge City, Kas.	Elva Roadster
7 GP	Bud Gewinner	Webster Groves, Mo.	MG Midget
8 CM	Paul Packard	Wellington, Kas.	McCoy Special
8 HM	Paul Packard	Wellington, Kas.	D-B Panhard
9 DM	Gary Wilson	Towanda, Kas.	Ferrari Testa Rosa
9 HM	Edward J. Walsh	St. Louis Mo.	Lotus 23
10 GM	Robert Hindson	Kansas City, Mo.	Lola Roadster
11 AP	Dick Thompson	Washington, D. C.	Corvette Stingray
11 CM	Dick Thompson	Washington, D. C.	Corvette Grand Sport
12 FP	Brooks Noah	Mission, Kas.	Lotus 7a
12 CM	Harry Heuer	Chicago, Ill.	Chaparral
13 GM	L. Sheldon Brown	Evanston, Ill.	Elva Mk. 7
13 DP	John Goans, Jr.	Kansas City, Mo.	TR4
14 GM	Pete Winberg	Des Moines, Iowa.	Lola Sports
14 HM	John Peach	Topeka, Kas.	Austin 850
15 DP	R. K. Knox	Wichita, Kas.	Alfa
15 DM	David Biggs	Clarksville, Mo.	Ferrari Testa Rosa
16 BP	Charles Brooker	Wichita, Kas.	Corvette
17 FP	Donald L. Poskin	Jefferson City, Mo.	TR3

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RACE ENTRIES

Car No	Driver	City	Make of Car
GM	Ralph A. Miller	Wichita, Kas.	Lola Sports
HP	Bruce Hoskins	Kansas City, Mo.	AH Sprite
HM	El Alsbury	Mission, Kas.	Jabro
FJR	J. E. Haynes	Lime Rock, Conn.	Lotus 20
HP	Robert Nagel	Bethel Park, Pa.	AH Sprite
EP	Bill Romig	Roseville, Mich.	Porsche Super
	Robert Hubbard	Emporia, Kas.	Volkswagon Formula V
HM	Richard Jacobs	Waukegan, Ill.	Jackal Sports
DP	Nolan Sims	Champaign, Ill.	TR4
HP	Donna Mae Sims	Pittsburgh, Pa.	AH Sprite
GM	Joe Mayer	Lee's Summit, Mo.	Elva MK. II
AP	Ralph Salyer	Hammond, Ind.	Corvette Stingray
GP	R. W. Drexler	Nashotah, Wis.	AH Sprite
FJR	Al Ackerly	Stamford, Conn.	Taraschi
FP	Ted Parrish	Joplin, Mo.	TR3A
FP	Richard Bradford	Tulsa, Okla.	MGA
DP	Mark Doyne	Minneapolis, Minn.	MGB
HM	Emmett Pyatt	St. Louis, Mo.	Jabro
EP	Mak Kronn	Libertyville, Ill.	Porsche Roadster
CP	Jim Pease	Arkansas City, Kas.	AC Bristol
FJR	John Carter	Omaha, Nebr.	Volpini
CM	Robert Spooner	St. Louis, Mo.	Bocar
AP	Bob Johnson	Columbus, Ohio	Cobra SC
DP	Robert Hagestad	Denver, Colo.	Porsche Roadster
CM	Don Devine	Chicago, Ill.	Scarab
FP	Wm. MacLeod	Crestwood, Mo.	MGA
HP	Carl D. Rao	Chicago, Ill.	Sprite
GP	John Behrmann	Topeka, Kas.	Fiat Spider
HP	M. W. Davis, Jr.	University City, Mo.	Sprite
FJR	Gordon Gresham	Wichita, Kas.	Lotus 20
HP	Armand Breard	Monroe, La.	AH Sprite
CP	Grand Crenshaw	Des Moines, Iowa	Morgan S S
HP	Rita Wetzel	Prairie Village, Kas.	Berkeley
AP	W. F. McLaughlin	Fayetteville, Ark.	Corvette Stingray

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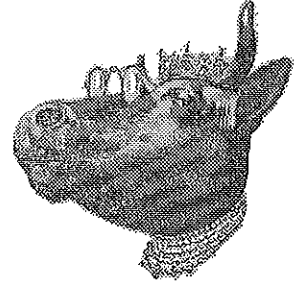
Phone 448-3624 Garnett, Kansas

Sportswear—Hosiery—Accessories

RACE ENTRIES

Car No	Driver	City	Make of Car
42 EP	Gene Smiley	Omaha, Nebr.	AH 100-6
43 HP	Wm. Trowbridge	St. Louis, Mo.	Sprite
43 GM	Ed French	Kansas City, Mo.	Lotus MK II
44 HP	Hugh Major, Jr.	E. Alton, Ill.	Fiat Abarth
45 AP	R. E. L. Hayes	Vinita, Okla.	AC Cobra
45 GM	Harvey Woodward	Shawnee Mission, Kas.	Elva MK 6
47 GM	John Fitch	Lime Rock, Conn.	BMC
47 F JR	C. D. Hayes	Chevy Chase, Md.	Elva
48 FP	Robert Shaw	Pleasant Valley, Iowa	Alfa Spider
48 J JR	John Timken	Stonington, Conn.	BMC
49 DP	Vick Campbell	Tulsa, Okla.	TR4
51 CM	Walter S. Gray	Kansas City, Kas.	Allard Special
52 FP	David Cook	Wichita, Kas.	TR3
53 DP	James Spencer	Racine, Wis.	TR4
53 F JR	Bud Morley	Denver, Colo.	Lancia Dagrada
54 EP	Eugene Scott	Oxford, Ohio	Elva Courier
54 HP	W. J. Allen (Paul Hill)	Ft. Worth, Texas.	AH Sprite
55 HP	Harold Clapsaddle	Tulsa, Okla.	AH Sprite
55 CP	Fred Ellsworth	St. Paul, Minn.	AC Bristol
56 HP	Richard Alley	Wichita, Kas.	Sprite
57 FP	Frank Manley	Topeka, Kas.	DB HBR-S Coupe
59 GP	Robert Fry	Wichita, Kas.	AH Sprite
59 GM	Jim Adams	Sioux Falls, S. Dak.	Lola
61 DM	Jack Hinkle	Wichita, Kas.	Cooper Monaco
61 HM	Donald Carter	Topeka, Kas.	Fiat
63 HM	Dave or Phyllis Kiser	Overland Park, Kas.	Jabro Saab
63 GP	Dave or Phyllis Kiser	Overland Park, Kas.	Triumph Spitfire
65 HM	A. Cecil Schoeneman	Sioux Falls, S. Dak.	Osca Spider
67 BP	R. Houchins	Montgomery, W. Va.	Lotus Mk 7
69 HP	Mel Bogus	St. Ann, Mo.	Fiat Abarth
69 CM	Paul W. Meyers	Mt. Pulaski, Ill.	Scorpion
71 EP	A. R. Welch, Jr.	Florissant, Mo.	MGA
71 BP	Ace Langworthy	Overland Park, Kas.	Lotus Super 7
72 F JR	John B. Howard	Odessa, Texas	BMC
74 EP	Don Sessler	Columbus, Ohio	Sunbeam Alpine
75 GM	Charles Barnes	Dallas, Texas	Merlyn MK 6
75 F JR	Charles Barnes	Dallas, Texas	Cooper
76 CM	Dick Durant	Florissant, Mo.	Durant Special
77 GM	John Horn	Muskogee, Okla.	Hornet Special
77 FP	Dave Ostrem	Des Moines, Iowa	TR3
78 CM	Dave Burtner	Muskogee, Okla.	Jaguar C
79 CP	Tom Slaymaker	Kansas City, Mo.	Daimler
81 BP	Ron Hunter	Boulder, Colo.	Lotus 7
83 HF	Barney McCray	Kansas City, Mo.	MG TD
84 EP	T. J. Kelly	Augusta, Ga.	Morgan
87 HM	Edward F. Zink	Knoxville, Tenn.	Zink Petite
87 FP	Richard H. Adams, Jr	Roswell, N. Mex.	Lotus 7A
88 GM	Charles Dietrich	Sandusky, Ohio	Bobsy Sports
88 HP	Thomas Hukle	Wichita, Kas.	Sprite
91 F JR	Don Brady	Berea, Ohio	Cooper
91 CP	Dr. Fritz Taylor	Tucson, Ariz.	Bristol AC
94 F JR	Curtis Muncy	Tulsa, Okla.	Stanguellini
94 FP	Richard Anderson	Overland Park, Kas.	Lotus 7A
97 FM	Bob Markley	Midland, Texas	Lotus 23
98 EP	Bert Jones, Jr.	Tulsa, Okla.	Porsche Speedster
99 DP	John Mahler	Bettendorf, Iowa	Alfa Giulia

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Richard Dalton

Keith Brecheisen

THUNDER IN THE TREES

(Continued from page 9)

ows to cross the bridge spanning the upper end of Lake Garnett. Many fine drivers have lost it here, and guard boats with tin divers aboard are posted close to the bridge, waiting.

They get no business from Connell. He takes Muleshoe fast and smoothly, climbing again from the bridge to the short Red og Straight leading to Snyder Corner, a hard left. In the shade of the tall trees at Snyder, flagmen watch Connell swallow Red og in a single gulp, brake hard, and kick the car's rear out as he takes the corner and sizzles down The Chute leading to the famous Corkscrew.

The road through the Corkscrew wanders among the trees, starting with a ditch on the right, and comes to a series of tight bends—left, right, left and right again. The beautiful handling of the Cooper is evident as it goes through the treacherous stretch like a hot knife through butter. At the end of the

Corkscrew the Cooper once more is lost to view as Connell dives down the hill of Clubhouse Bend.

Like the sudden burst of a rocket, Connell booms over the crest of the hill at the top of the pit straight. Duncan leans far out, holding the checkered flag high. A flash of metallic blue blends with the falling flag, and the race is over.

Alan Connell, driving a Cooper Monaco, won the 70-mile feature race, the Grand Prix. Under a scorching Kansas sun he finished 25 laps of the hilly, serpentine road course, averaging 89.4 mph for a new race record. Harry Heuer, 1961 winner, was second, barely leading Jim Hall across the finish line. Both drivers piloted Chevrolet-powered Chaparrals, fighting a bitter duel from start to finish. The big cars were no match for Connell's guided missile. The English car took a big lead with the drop of the starter's flag and held it to the finish.

(Reprinted from the Sept. 1962, issue of Sports Car with the permission of the author the editor of Sports Car.)



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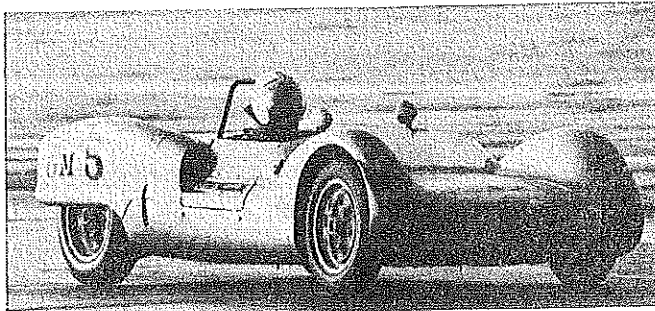
Welcome to Garnett

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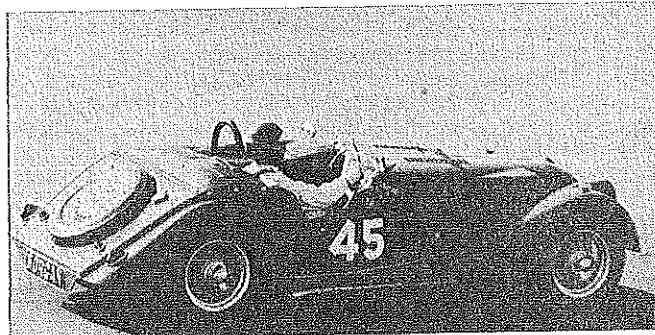
SCCA CHAMPIONS



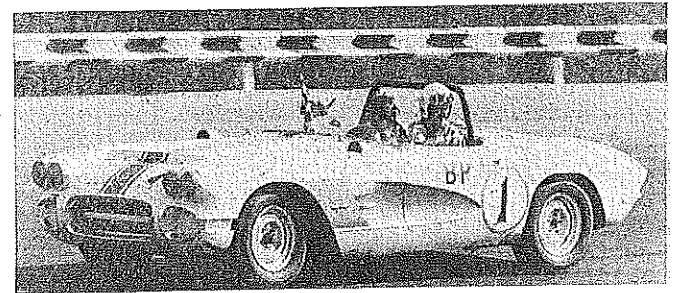
Robert D. Kelce, East St. Louis, Ill., racing in G-Modified class, a winner of many firsts in his class in SCCA racing.



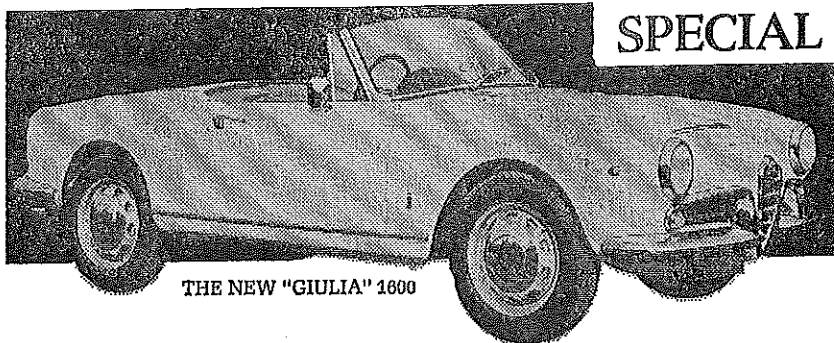
Dr. Dick Thompson, Washington, D. C., drives an A Production Corvette, a member of the Grady Davis team and SCCA's class A Production winner for 1962.



Lew Spencer, Los Angeles, Calif., driving a Morgan, C-Production Class. 1962 Pacific Coast Champion and currently leading in 1963.



Don Yenko, Canonsburg, Pa., Corvette driver, a member of Pittsburgh's Grady Davis team, won eight championship first places, B Production, in 1962.



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1963 SCCA Production Category Classes

Production Racing car classes for 1963 have been announced by SCCA's Car Classification committee under authorization of its Board of Governors. A total of 81 models in eight classes, A through H, have been listed. The designated classes will prevail in the coming season's SCCA speed events.

CLASS A

AC Cobra
Aston Martin DB4-GT, DB4-GT Zagato
Corvette '327' ('62)
Corvette Sting Ray
Ferrari 250 GT (2400 mm wheelbase)
Jaguar XKE

CLASS B

Aston-Martin DB-2, 2-4, DB4
Corvette 1953-1961
Ferrari 250GT (2600 mm wheelbase)
Lotus Super 7 (Ford 109E, 1340 cc)
Lotus Elan (1500 cc)
Mercedes 300SL
OSCA 1600 GT
Porsche Carrera 1500, 1600, 2000
Simca Abarth 1300

CLASS C

AC Bristol, Aceca Bristol
Alfa Romeo 2600
Alfa Romeo Sprint Special and Sprint Zagato
BMW-507
Daimler SP-250
Elva-Courier 1800 (MGB)
FIAT-Abarth 1000 (DOC)
Frazer-Nash
Jaguar XK120, 140, 150, 1508S
Lotus Elite
Morgan Plus 4 Super Sport
Turner-Climax
TVR-Climax
TVR-1800 (MGB)

Sprinzel Sebring Sprite
WSM (Sprite)

CLASS D

Alfa Romeo Super Sprint
Super Spider
Alfa Romeo 1600 Giulia Sprint, Spider
Alfa Romeo 2000
Arnolt Bristol
Austin-Healey 3000, 3000 Mk. II
GSM Delta
Jensen
Lancia Aurelia GT Coupe and Spider
MG-B1800
Porsche S-90
SIATA 208S
Triumph TR-4
TVR-1600 (MGA)

CLASS E

AC-Ace, Aceca
Austin-Healey 100-6, 100-4 (2.6)
Elva Courier 1600 (MGA)
Fairthorpe Electron
FIAT-Abarth 700 DOC, 750 DOC, 1000 (pushrod)
MGA (DOC)
Morgan Plus 4 ('54-'63)
Porsche 1500, 1600 (Normal and Super)
Sabra Sport
Sunbeam Alpine and Harrington Alpine
CLASS F
Alfa Romeo Giulietta Sprint and Spider

Berkeley B-95, B-105

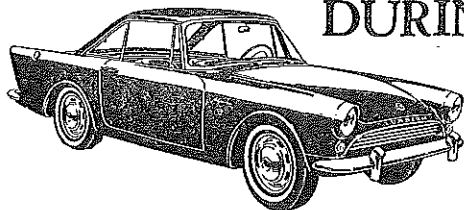
Deutsch-Bonnet
Denzel 1300-S
Facel-Vega Facellia
Fairthorpe Electron Minor
Lotus 7-A (Sprite)
Mercedes 190SL
MGA
Renault Alpine
Triumph TR2, TR3
Turner 950-S
Volvo P-1800

CLASS G

Austin-Healey Sprite Mk. I (with options)
Austin-Healey Sprite Mk. II
Austin-Healey Sprite 1100 (limited options)
Fiat 1500 Spider
FIAT-Abarth 750 MM, 850/S
MG-Midget
MG-Midget 1100 (limited options)
Morgan 4/4 Series IV
Porsche 1300
Triumph Spitfire

CLASS H

Austin-Healey Sprite Mk. I (limited options)
Fiat 1200 Spider
FIAT-Abarth 750-GT
Lancia Appia GT
MG-TC, TD, TF 1250
MG-TF 1500



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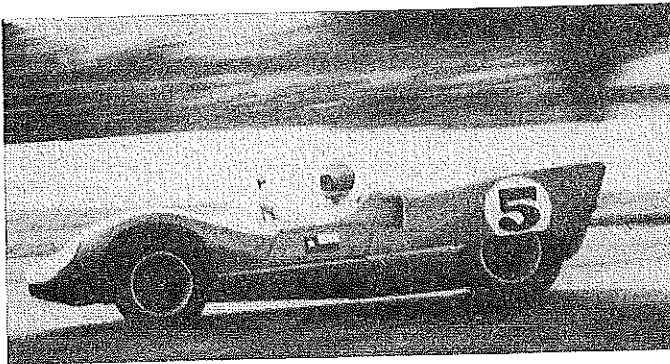
SATURDAY, JULY 6, — 7:30 P. M.

FUN . . . SPEED . . . THRILLS

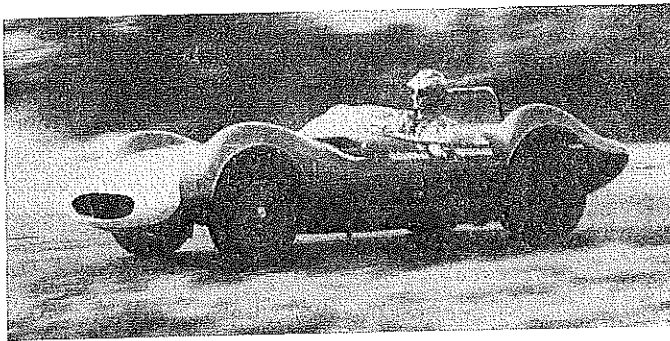
ALL CLASSES — CHAMPIONSHIP DRIVERS — POWDER PUFF RACES — TRACK LOCATED IN CITY PARK

Admission: 50c Per Person N Sponsored by Garnett Go-Kart Assn.

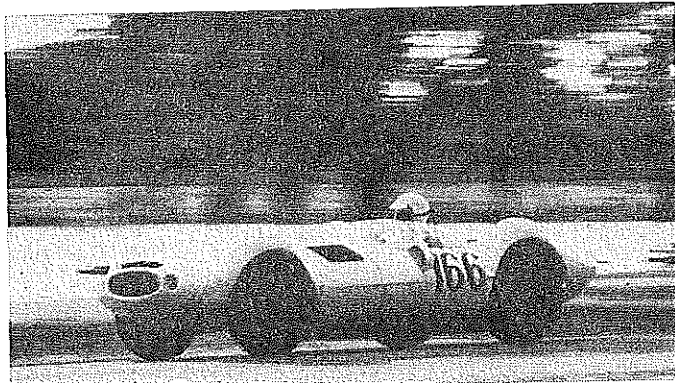
The 1962 Overall Winners



Car No. 5 — Cooper-Monaco, driven by Alan Connell, Ft. Worth, Tex., the overall winner of the 1962 Lake Garnett Grand Prix.



Car No. 2 — Chaparral, driven by Harry Heuer of Chicago. Mr. Heuer placed second overall and was the winner in his class.



1962 Lake Garnett Grand Prix National S.C.C.A. Results

SATURDAY, JULY 7

H PRODUCTION RACE

1. Bruce Larson, Kansas City, Mo. — Fiat Abarth Zagato
2. Edward Astri, Baltimore, Md. — Fiat Abarth
3. Gill Stevens, Kansas City, Mo. — Fiat Abarth

SUNDAY, JULY 8

RACE 1 — F & G PRODUCTION

Overall Winners

1. Howard Hanna, Newton Square, Pa. — DB Coupe
2. Don Sessler, Columbus, Ohio — Sunbeam Alpine
3. C. S. Trospen, Oklahoma City, Okla. — Porsche

CLASS WINNERS — CLASS F

Howard Hanna

CLASS G

Lynn Blanchard, Thienville, Wis. — Alfa

Race 2 — Formula Jr.; Formula III; G Modified

Overall Winners

1. Bob Schroeder, Dallas, Tex. — DeTomaso
2. Ed Askov, Lincoln, Mass. — Lotus, Jr.
3. Jim Scott, Winnetka, Ill. — DeTomaso OSCA

Class Winners

Formula, Jr.

Askov

Formula III

Rowland Oliver, Riverdale, Md. — Cooper Mk. VI

G Modified

Jim Scott

RACE 3 CLASS D, CLASS E

Overall Winners

1. Eric Mangelesen, Ann Arbor, Mich. — Alfa
2. Johnny Goans, Jr., Kansas City, Mo. — TR4
3. T. J. Kelly, Augusta, Ga. — Morgan 4

Class Winners

CLASS D

Eric Mangelesen

CLASS E

Johnny Goans, Jr.

RACE 4 — H MODIFIED

1. Martin Tanner, Saginaw, Mich. — Martin T-5
2. Glenn Baldwin, Birmingham, Mich. — Lotus 17
3. Gordon Gresham, Wichita, Kan. — Cooper OSCA
4. Frank Manley, Tonka, Kan. — DB LeMans

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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 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, former president of the organization.

Forty-five inches tall, this handsome bronze trophy is to belong permanently to the Lake Garnett Racing Association, Inc., 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.

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. The 1962 winner was Alan Connell, Jr., Worth, Tex., driving a Cooper-Monaco.

Awards

Trophies will be awarded to First, Second, Third and Fourth places in each class if six or more cars enter. First, Second and



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The Sports Car Club of America

The SCCA, a club of motor sports enthusiasts, owners, competitors and their families, has grown from a seven-member, local group to a national club with thirteen thousand members and 96 regions (local chapters) throughout the United States, and it is steadily expanding. Its purpose is:

... to encourage the ownership, operation and preservation of sports cars; to arrange and regulate sports car events and exhibitions; to encourage safe and sportsman-like conduct on public highways; and to develop and provide technical information relevant to any of these purposes.

The club, a nonprofit organization, and each region has its own by-laws, corporate organization and program. A Board of Governors, elected from specified, geographical areas, and a Contest Board, a Rally Board and national Activities and Medical Advisory committees establish policy and regulations, administer the club and coordinate activities.

The program, designed for the participation and enjoyment of members, includes social and business meetings, lectures, films; specialized events such as non-speed competitions — rallies, gymkhanas, concours d'elegance, tours; and the high specialized speed events — driver schools, time trials, hill climbs and races. Selected rallies and races are run annually on a national basis in addition to numerous regional and divisional events. Annual championships are awarded in each category. All events are conducted by the regions under the administration of their elected officers and in conformity with the SCCA rules and regulations. Members may attend club and regional activities anywhere in the United States. It is an enjoyable characteristic of motor sports that the entire family can participate in most activities.

The era of international road racing with strong American participation has come — the long-time experience and tested regulations of the SCCA place the club in a position where today it is the leading road-racing organization in the United States.

Probably the SCCA would never have reached its present prestige and success without a deep sense of responsibility concerning safety. Standard procedures and rules have been established to safeguard the driver, the official and the spectator. Drivers must pass a medical examination and are required to wear special safety equipment; in addition, their cars must be equipped with roll bars, safety belts and meet other requirements. Careful and thorough technical inspections at each race insure the mechanical efficiency of cars. Courses are made as safe as possible from the driving standpoint and spectators are allowed only in specified areas. Supervised by the competition committees and administered by regional contest boards, racing is carried out under strict regulations. The Medical Advisory committee is responsible for operational and research programs aimed at maximum safety for the competitor. Also the club supports and is guided by the work of the Smell Memorial Foundation. Outstanding work has been done in research on helmets and other competition equipment. Perhaps the best safety measure of all is contained in the rigid requirements and careful controls that govern the issuance of competition licenses. There is an annual increase in training schools for drivers, flagmen and communications personnel.

A major road race such as the Lake Garnett National Races may embody hundreds of cars, a hundred or more officials and workers, tens of thousands of spectators — it is a serious undertaking, the culmination of extensive planning and training.

In addition to the club racing program of national, divisional and regional events, the SCCA conducts and sanctions international races under the FIA, international governing body of motor sports.

SCCA membership reflects pride and understanding of the objectives and by-laws of the club whose motto is SPORTSMANSHIP DEMANDS SAFE DRIVING. It is a participant's club — there are no luxury club houses — and the returns are gained from congenial activities with fellow sportsmen as competitor, worker, official or spectator.

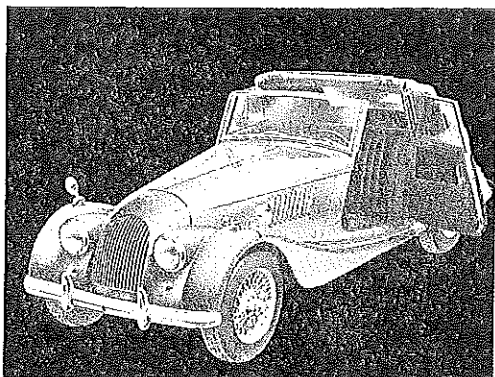
Regions are interested in obtaining members who wish to compete or work (both are necessary) — people who will be a credit to the club and the region.

Membership is open to owners of sports cars and others interested in furthering the purposes of the club. Two members of the club and the regional executive of the region in which membership is proposed may submit to the board of governors any person eligible for membership and shall supply such information concerning the applicant as the board may require. There is no age limit for joining the SCCA; however, all competition license holders must be twenty-one years of age.

As all events are conducted by unpaid volunteers, from a few to a hundred or more, many talents are needed — photographers, communications experts, announcers, officials, timers, scorers, mathematicians, writers, clerical help, doctors, safety engineers, lawyers, tax experts, automobile technical inspectors, flagmen, communication and registration personnel, and so on.

The SCCA was founded February 26, 1944 in Boston, Massachusetts. From its modest beginning, it has become one of the largest clubs of its kind.

In the early days of the club, interest was chiefly in the individual car and its preservation, dissemination of information on various makes and organization of small gatherings where members showed their cars and tested performance competitively. It was a time when there were few sports cars in the United States; people felt the need to preserve them; and club regulations were strict about the type of car required to qualify the owner for membership.



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"Stingray" Corvette for Race promotion by courtesy Earl Whitley Motors, Inc., Garnett.

Mimeographing by courtesy Warner Manufacturing Co., Garnett.

Gasoline for race cars by courtesy of Consumers Cooperative Association, Kansas City, Mo., and the Greeley Cooperative Association, Greeley, Kansas.

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

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 Signs, Garnett, Kansas.

Ticket sales and collection by the Garnett Lions Club.

Parking and program sales by the Garnett Rotary Club.

Assistance with driver invitations, Business and Professional Women's Clubs, Garnett, Kansas.

Program Books, courtesy of the advertisers whose support made this book possible.

Course preparation, State, County and City Employees.

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

Road Outline, Kenneth Crippin and Bob Kite.

Assistance with Telephones, United Telephone Co.

House Trailers by courtesy of Burris Motor Co.

Trucks and water by courtesy of the Graham School for Cattlemen.

Service for Fire Stations, Dick Dalton.

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

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

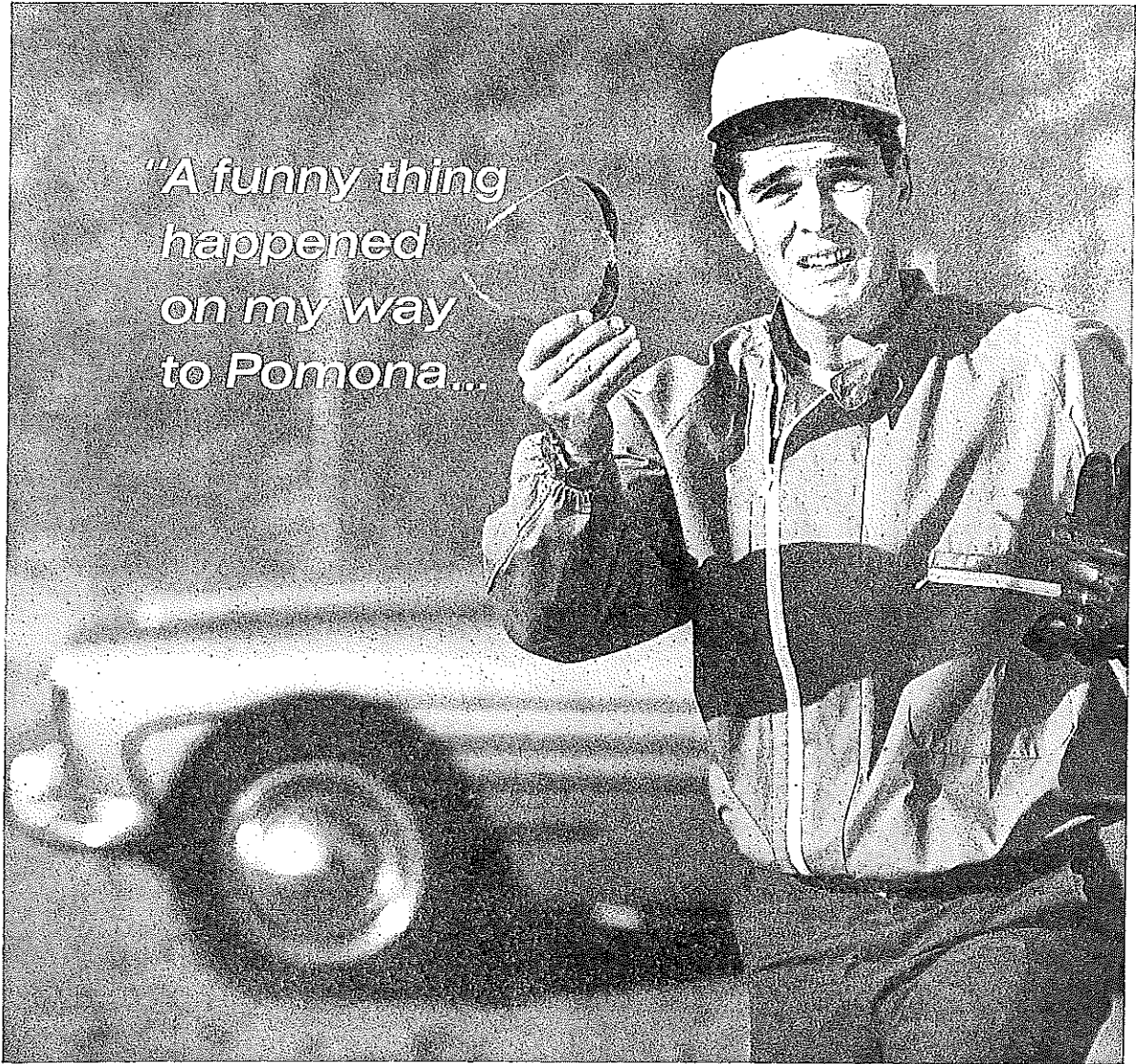
Vocalist, Bill Craig, Garnett.

Organist, Kenneth Cooper, Garnett.

SCCA MIXER by courtesy Garnett Chamber of Commerce.

Food Furnished by ANCO Cheese of Garnett; and through the East Side Market, Kitty Clover Potato Chips and National Biscuits; Decorations by J. C. Penney Store, Garnett.

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 6 and 7 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 appreci-



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A Falcon Sprint V-8, of course... and there's nothing odd about that. Tuck an ultra-compact V-8 into Falcon's fat-free shell, back it up with an optional four-speed floor shift, give the roof a slippery rake and you've got a car that deserves to be called "Sprint." Because sprint it does, it responds when bigger cars are still trying to figure out what the driver wants... and when those 164 horses say "move!" there's no lard to say "not

right now." There's plenty of beef in the rear axle, drive-line and suspension, though. And all the rest of the good things drivers crave—bucket seats, console, chrome in the engine room (who else does this?) and a tachometer up where you see it and the road too. Of course, you can get a V-8 in any Falcon sedan, hardtop, station wagon or convertible now, but this is the far-out version and the price is a lot smaller than the performance.

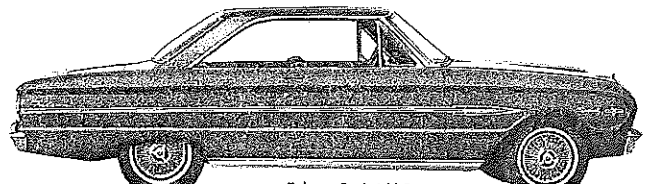
One thing's sure, you'll be seeing plenty of Sprints from now on... but mostly a rear view. Unless you have your own, that is.

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1962 Lake Garnett Grand Prix National S.C.C.A. Results

(Continued from page 22)

RACE 5— CLASSES A, B & C

Overall Winners

1. Dick Thompson, Pittsburgh, Pa. — Corvette
2. Doug Thiem, Elm Grove, Wis. — Ferrari Berlinetti
3. Roy Kumnick, Skokie, Ill. — Corvette
4. Don Yenke, Pittsburgh, Pa. — Corvette.

Class Winners

A Production:

Dick Thompson

B Production:

Don Yenke

C Production:

R. E. L. Hays, Vinita, Okla. — AC Bristol

LAKE GARNETT GRAND PRIX

1. Alan Connell, Ft. Worth, Tex. — Cooper Monaco
2. Harry Heuer, Chicago, Ill. — Chapparral
3. Jim Hall, Midland, Tex. — Chapparral
4. Bob Donner, Colorado Springs, Colo. — Porsche

Class Winners

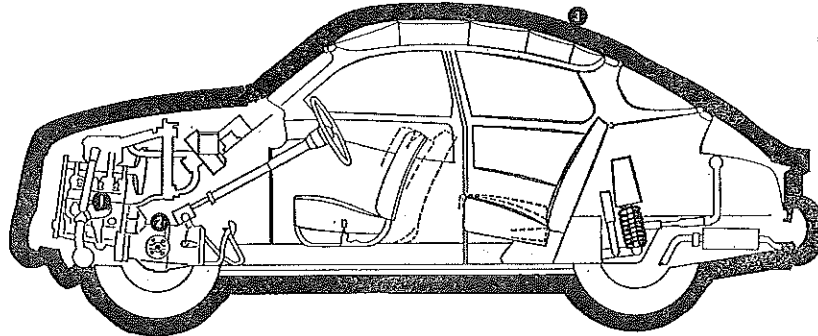
C Modified — Harry Heuer

E Modified — Bob Donner

F Modified — Ed Hausserman, Wichita, Kan. — Porsche

D Modified — Alan Connell

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Offer Expires July 13th

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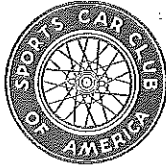


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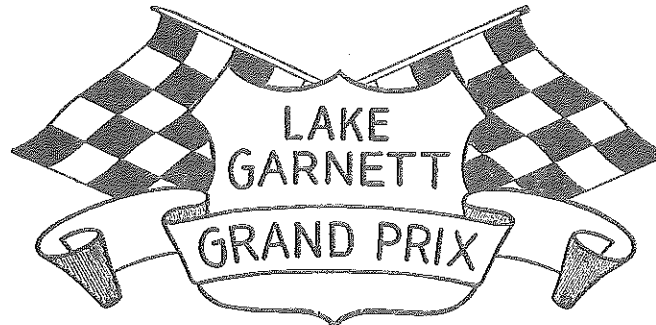
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