

2014

# P R O G R A M

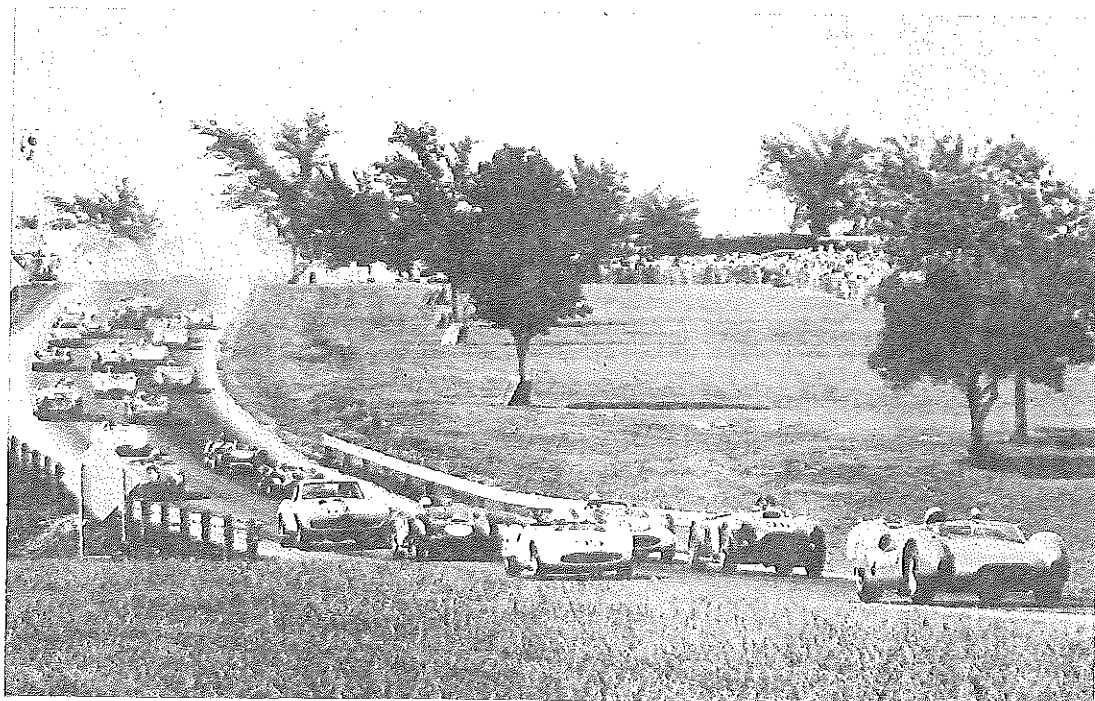
Sixth Annual



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

JULY 4 and 5, 1964

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

Sixth Annual Lake Garnett National Road Races

from the folks at

## Earl Whitley Motors, Inc.

WHO SELL AND SERVICE



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"YOU PAY THE LEAST WHERE THEY SELL THE MOST."



1964

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**ANDERSON COUNTY COMMISSIONERS:**

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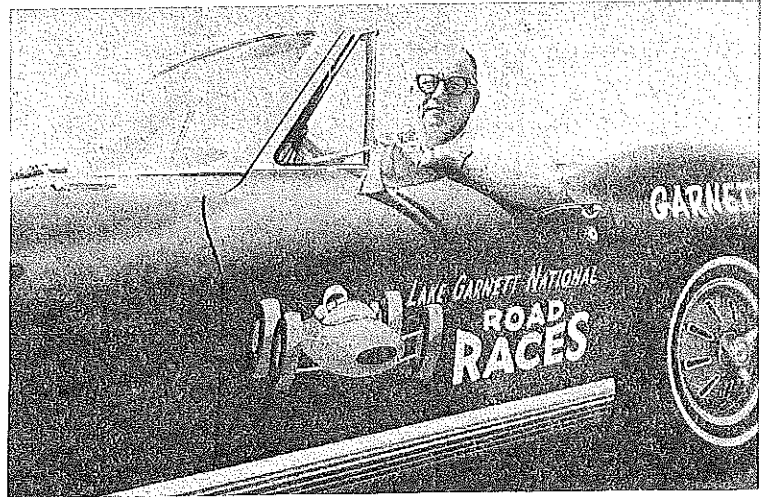
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**PHOTO CREDITS**

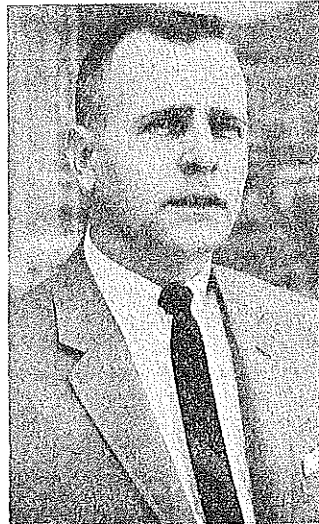
Cover .....  
Garnett Race Queen

Herb Williams, Lawrence, Kansas  
Gene Durrst, Garnett, Kansas

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Lake Garnett  
Racing Association, Inc.  
Garnett, Kansas



**VERNE WILSON**  
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**OFFICIAL PERSONNEL**  
**Sixth Annual**  
**Lake Garnett Grand Prix Sports Car Races**  
**July 4 and 5, 1964**

A National Sports Car Club Of America Racing Event

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RACE SECRETARY .....	Mary Stipe	CHIEF COMMUNICATIONS .....	Marvin Bredemeier
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STEWARDS OF THE MEET .....	To Be Announced	FIRE MARSHAL .....	Stan Siggs
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Garnett, Kansas

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Secretary, Frank Bennett

Vice-President, Kenneth Lyle  
Treasurer, Jimmy Cooper

Board of Directors: Claude Anderson, Frank Bennett, Everett Burns, Sam Busby, Meryl Coker, Jimmy Cooper, Arthur Hughes, Kenneth Lyle, Leonard McCalla, Jr., Walter R. Stockebrand, Loren Warner.

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CONSTRUCTION: Robert Kite and Don McAfee

OFFICIAL COURIER: C. B. Harris, III.

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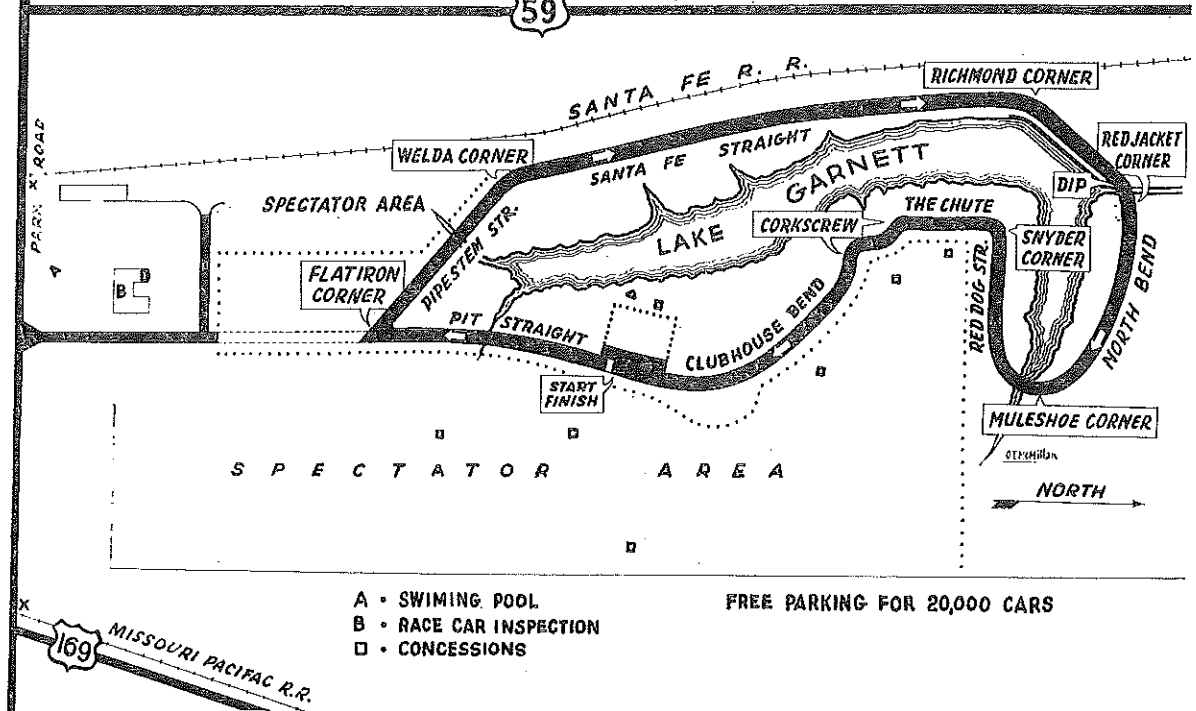


# LAKE GARNETT RACEWAY

## GARNETT, KANSAS



TO KANSAS CITY



### 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, .4 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.

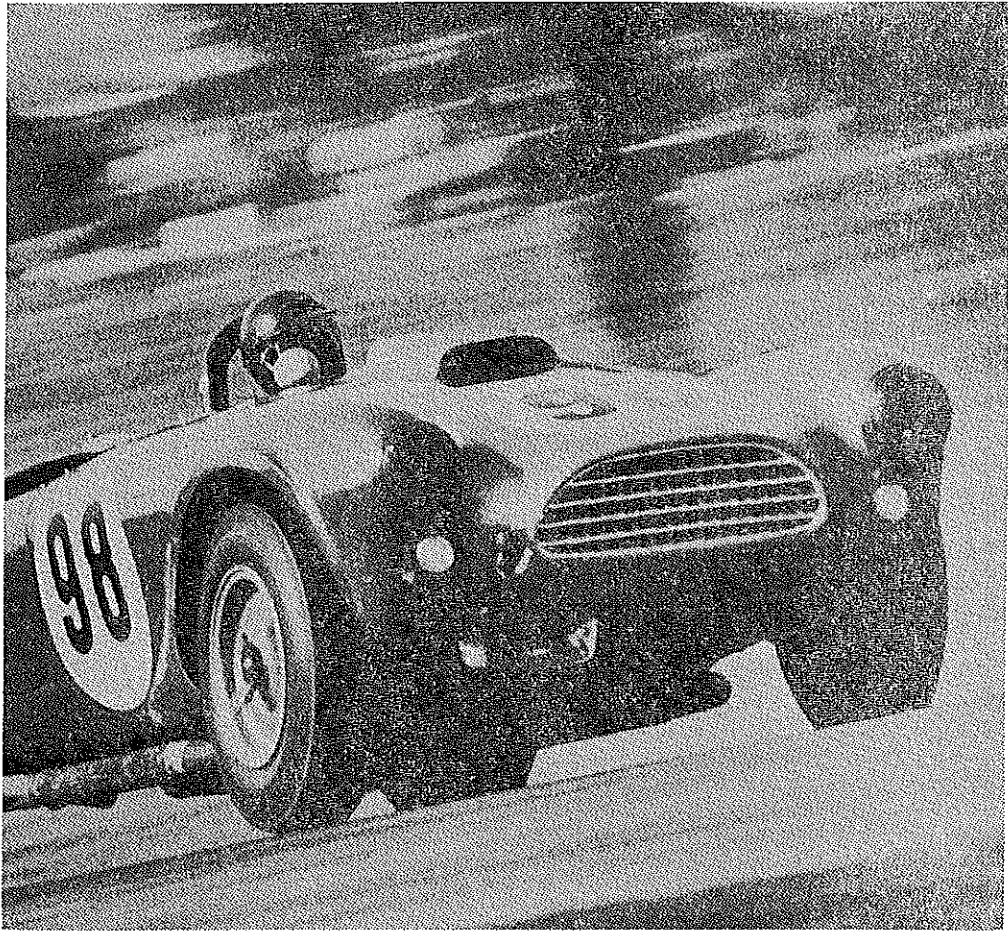
Lake Garnett is a "true-road" course. This means that a public road, in this case, is closed two days each year to the public in order to be used as a race course. There are very few such courses in the world.

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. A steel tower was erected at the start-finish line. Last year, an underground telephone line was laid for use in communications among the various flag stations. This year corners have been rounded and widened. Also, the Racing Association has constructed two concrete shelterhouses overlooking Lake Garnett.

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.



FOR THE FOURTH STRAIGHT YEAR CO-OP GASOLINES WILL PROVIDE ALL OF THE  
**instant power needed at Garnett\***

**R**aces are won and lost in the corners.

After shifting down and drifting through a turn, this driver depends on instant acceleration to send him flying down the next straight. The slightest hesitation can cost him the race.

That's one reason that every driver at Garnett depends on clean burning CO-OP Gasoline to give the quick response and consistent fire power needed for high-speed competition.

Make your car a winner. Use CO-OP Gasolines wherever you drive for full firing power on every stroke of your engine. That's the kind of efficiency that saves you money, too.

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\* CO-OP Ethyl Gasoline for Garnett Races furnished by Consumers Cooperative Association, Kansas City, Missouri and Greeley Cooperative Association, Greeley, Garnett, Osawatomie, Harris.



**GASOLINE PLUS MP**



# 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.

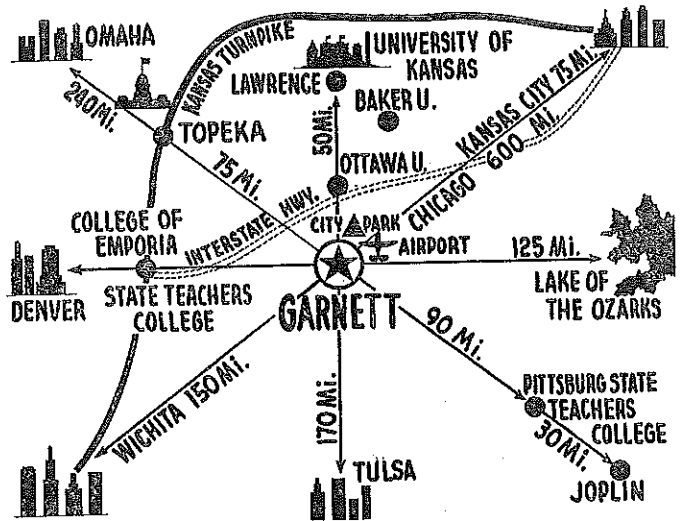
Built on high ground that never floods, the city is surrounded by a rich farming area and a wealth of minerals: gas, oil, limestone, and clay and shale suitable for brick and tile manufacture. Modern business establishments and high-type professional services make Garnett a good place to live and to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

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

Garnett is located at the junction of three excellent highways: U.S. 59 and 169, and K-31. The Kansas Turnpike 50 miles north, I-35 twenty miles north, U.S. 54, 30 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 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 National Sports Car Races are run on the 2.7 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 Lake Garnett National 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 4 and 5, 1964

Dear Friends:

In behalf of the citizens of Garnett, we take this means of extending a hearty welcome to each and every racing 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.



**CARROLL D. SCHULTE,**  
President, Chamber of Commerce

**GWINN G. SHELL,**  
**CARROLL D. SCHULTE**



**GWINN SHELL, Mayor**  
Garnett, Kansas





# Here's Mustang!

A PRODUCT OF  
  
 MOTOR COMPANY

... and there is no joy in Modena these days (or Stuttgart, either)

Only *drivers* have reason to rejoice when Ford takes a deep breath and invents a four-passenger trans-Atlantic jewel like this . . . and then hangs on a very friendly Dearborn price tag! You certainly can't expect the competition to be happy about a car that looks like Mustang and handles like Mustang and carries such an unexpected low tab.

Knowing how red-blooded you are, we'll move briskly on to the parts bin and start pawing through that giant pile of Hero Driver options. Like the 260-cubic-inch V-8 (164 hp, \$116\*); the 289-cubic-inch V-8 (210 hp, \$181.70\*); the Cobra-bred High Performance 289 (271 hp, \$437.80\*)—or, if you're really heroic, the whole spread of Cobra kit options up to 345 hp! So much for the power. Transmissions run from 3-speed manual through 3-speed automatic to 4-speed manual—all with floor shift

levers. You'll find the standard suspension pretty much in the *Gran Turismo* tradition but, if you want something stiffer, you can order a special handling package of heavy-duty shocks, springs, stabilizer bar and "quick" steering for \$38.60\* . . . and this includes 14-inch wheels. We'll take the chrome off the side and give you a nice paint stripe and rocker panel moldings for \$27.70\*; a combination clock and tachometer on the steering column for \$70.80.\*

If you're more the *dolce vita* type you can hang on power brakes, power steering (22 to 1 ratio), power-operated top for the convertible, air conditioning, vinyl-covered roof, full-length console (Man, like Christmas, ain't it!), tinted glass, two kinds of wheel covers, rear seat speaker and—well, we're running out of space. But you get the idea. Mustang has a lot of answers you never

could get before. It's a four-passenger sports car with trunk space AND it doesn't cost an arm and a leg. It handles like it was made in Italy and goes like Mr. Eliminator . . . and at the same time it is solid, tough, nimble and rides like a little fat cloud. No wonder flags are at half-mast from Torino to Coventry. All we can do is apologize while we mind the till.

\*Manufacturer's suggested retail price for factory installed equipment; state and local taxes extra.

TRY TOTAL PERFORMANCE  
 FOR A CHANGE!

# FORD

Mustang • Falcon • Fairlane • Ford • Thunderbird

RIDE WALT DISNEY'S MAGIC SKYWAY AT THE



FORD MOTOR COMPANY'S WONDER BOTUNA NEW YORK HONORIFIC



# GOODYEAR SWEEPS DAYTONA 500!

Richard Petty—up on Goodyears and finishing fast in the Daytona 500.

First, second, and third! That was the score for cars up on Goodyear racing tires in the 1964 Daytona "500".

Richard Petty won this major stock car event by pushing his Goodyear-equipped Plymouth at the record clip of 154.334 mph for 500 blistering miles.

Tufsyn rubber was another winner. Tufsyn—the same tough rubber that is used in Goodyear passenger-car tires—was used in the racing tire's compound.

The result was better wear, even at racing speeds.

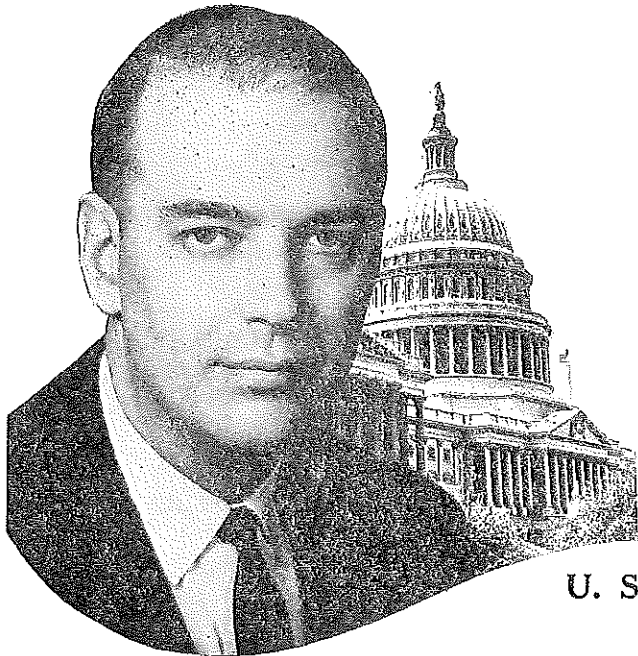
You can get passenger-car tires made with this same long-wearing Tufsyn rubber. See your nearest Goodyear Dealer or Store—and ride with a winner.

Racing tires are distributed to Goodyear Dealers and Service Stores by: Gofaster Inc., New Rochelle, N.Y. • Huggins Tire Sales, Thomasville, N.C. • Lauderdale Auto Marine Service Inc., Ft. Lauderdale, Fla. • RRR Motors Inc., Homewood, Illinois • Bob Schroeder Race Cars, Dallas, Texas • Carroll Shelby Enterprises Inc., Venice, California.

**GO**  
**GO GOODYEAR**

More People Ride On Goodyear Tires Than On Any Other Kind

TUFSYN—T.N. THE GOODYEAR TIRE & RUBBER COMPANY, AKRON, OHIO



Compliments of  
**U. S. Congressman Robert F. Ellsworth**

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### *What Is A Sports Car?*

If it was simply a matter of conforming to the international rules covering racing sports cars, many cars on the road today could be considered sports cars. That they are not is because they do not meet the only genuine test of what makes a sports car—and that is its performance.

One of the best descriptions, not a definition, of a sports car appeared in the first issue of "Sportswagen," the SCCA magazine. It offered: "Any quality car which was built primarily for sports motoring as opposed to mere transportation. In other words, any car which rates higher than average in construction and engineering and which, preferably, has open body work."

Appearance alone does not qualify an auto as a sports car. No matter how it looks, it is what it can do on curves, on hills, straightaways, over rough and smooth surface that is important.

Designers and engineers strive for what is sometimes called "sports car performance." According to one recognized authority, John Bentley, this can be attained if the car has light but sensitive steering, smooth but firm suspension, a favorable power to weight ratio, proper weight distribution and a minimum of sprung weight, ample brake lining and will operate on ordinary pump fuel.

automatic transmission would not provide the acceleration needed nor the speed in shifting to go through corners. Comfortable "family car" springing would make handling difficult on sharp turns. Brakes adequate for city traffic would very likely give way under competitive conditions. These features, all desirable for touring, would prove undesirable for sports motoring or competition.

There are sports cars designed for both purposes and can perform them well. That was the original idea in developing a sports car. At race speeds, these are usually the "production" cars, only slightly modified from their original condition. Other sports cars, whether produced in quantity or specially built, are for racing only and would prove highly impractical for "mere transportation." These are the "modified" cars, hauled to races on trailers and driven only in competition. In appearance, the two classes are alike but the engines are set up and tuned differently to meet their primary function.

To differentiate sports cars from touring and all-out racing machines, the FIA has certain requirements. Sports cars, under these rules, must have normal road equipment including lights, a windshield, a door, spare tire, luggage space, a passenger's seat and operate on pump fuel.

Of course, some cars are built to conform only to the letter and not to the spirit of these rules. But if the minimum standards are met, the car qualifies.

Because car design is ever changing the definition of a

WELCOME



Nelson Huffman & Loren Page  
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“Home of the Cobra”

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GARNETT, KANSAS

Compliments

Walter L. Simpson Agency



GENERAL  
INSURANCE

Garnett, Kansas

Welcome Visitors!

Fraker's Clothing Store  
“The Store for the Lad and His Dad”  
GARNETT, KANSAS

\* \* \*

### 1964 Lake Garnett Race Queen



REBECCA JO CASIDA

Representing Garnett and the Lake Garnett Racing Association as the 1964 Queen of the Lake Garnett (Sixth Annual) National Sports Car Races is Rebecca Jo Casida, daughter of Mr. and Mrs. Walter H. Casida. She was selected to be the 1964 Queen by ten members of the staff of WIBW Radio and WIBW Television, Topeka, Kansas, who were chosen to act as judges of the queen contest.

This spring Rebecca Jo completed her freshman year at Kansas State College, Pittsburg where she is majoring in elementary education with a minor in psychology. She expects to teach upon finishing college. She is a member of the Associated Women Student Organization and is specially interested in fashion designing.

During her four years in the Garnett high school, she was in many activities, including Pep Club of which she served as president. She was a member of the debate squad, of the McCall's Teen Fashion Board and of the Student Council. She became a member of the high school band (saxophone) while still in junior high and played in the band during her four years in senior high.

A tall (5'7"), lovely, green-eyed brunette, Rebecca is eighteen years old. She likes the summertime best when she can swim and water ski. For relaxation she plays piano and plays it well. She is the first Garnett girl to be chosen Queen of the Lake Garnett Races, as Miss Carol Ann Bain (Miss Garnett of 1963) was from Colony, Kansas, and prior to 1963, the queens were out-of-town girls.

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# The PEOPLES STATE BANK

RICHMOND, KANSAS



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## MAJOR ROAD RACING COURSES IN THE U.S.

### CALIFORNIA:

Laguna Seca—Fort Ord, Monterey; 120 miles south of San Francisco  
Riverside—Riverside; 53 miles east of Los Angeles.

### COLORADO:

Continental Divide—Castle Rock; 30 miles south of Denver.

### CONNECTICUT:

Lime Rock—10 miles south of Canaan in northwest Connecticut.  
Thompson—5 miles northeast of Putnam in northeast Connecticut.

### FLORIDA:

Corry Field—Warrington; near Pensacola.  
Daytona International—Daytona Beach; 90 miles south of Jacksonville.  
Sebring—70 miles southeast of Tampa.

### ILLINOIS:

Meadowdale—Carpentersville; 45 miles northwest of Chicago.

### INDIANA:

Indianapolis Raceway Park—Clermont; 10 miles northwest of Indianapolis.

### KANSAS:

Greenwood Roadways—Indianola; 16 miles west of Topeka.

## LAKE GARNETT NATIONAL RACES

July 4 and 5, 1964

### *Menu of Concession Stands* (Except Infield)

Hot Dogs .....	30c
Ham Sandwich .....	45c
Coke, 7-Up .....	20c
Coffee .....	10c
Candy Bars .....	10c
Cigarettes .....	30c
Potato Chips .....	15c
Gum .....	5c

## WELCOME

from the

## DAIRY QUEEN

Hiway 59

Lots of Free Parking

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## WELCOME VISITORS!

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Monuments and Markers  
Auto Glass . . . Furniture Tops  
Mirrors

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WELCOME SCCA!

**Penneys**  
ALWAYS FIRST QUALITY

GARNETT, KANSAS

**The Garnett  
Publishing Company**

Publishers of  
THE ANDERSON COUNTIAN  
THE GARNETT REVIEW

Commercial Printing

Phone 448-3121

**A Message From Col. Larry Hughes**



Col. L. E. Hughes was appointed to the superintendency of Kansas Highway Patrol in February, 1961, by Gov. John Anderson, Jr. Previous to this appointment, he was a member of the Kansas Highway Patrol and a member of the K.B.I.

Colonel L. E. Hughes, Superintendent of the Kansas Highway Patrol advises that Patrol aircraft and radar will be checking traffic closely each day of the Race. "We earnestly hope everyone will drive carefully while attending this event and it is our earnest desire to accomplish this without anyone getting injured or killed," said Col. Hughes. "The efforts of the Kansas Highway Patrol will be directed toward that end."

**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.
4. 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.

WELCOME  
SCCA

things go  
better  
with  
Coke



**The Lawrence  
Coca-Cola Bottling Co**

646 Connecticut  
Lawrence, Kansas

Phone VI 3-7517



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## Road Racing In The U.S.

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When automobiles were first seeking public acceptance, speed and reliability were its selling points. Races gave proof of these desirable qualities and provided publicity, both necessary for gaining favor and sales.

The earliest races were staged over public roads. America's first competition was in 1895, a 52 mile race from Chicago to Evanston and return. Charles Duryea won at a speed of 7.5 m.p.h. The next year cars were raced at Narragansett, R. I., then as now, a horse track. The fastest five mile heat was at 26.2 m.p.h.

To encourage automobile manufacture in this country, William K. Vanderbilt inaugurated the Vanderbilt Cup race in 1904. Patterned after Europe's James Gordon Bennett Cup, the Vanderbilt required that the car, its parts and tires had to be made in the nation from which it came.

A 90 h.p. Panhard Levassor driven by George Heath won the first Vanderbilt. He completed 284.4 miles over Long Island roads at 52.2 m.p.h. Later races were run over other courses until 1916 when the war ended them.

For stern competition, the 1908 New York-to-Paris "Round the World" race has had few equals. Six cars started with an American entry, a Thomas Flyer eventually declared the winner. George Schuster and Montague Roberts drove, pushed and pulled over some 12,000 miles in 170 days. That year also saw the first 24 hour race at Brighton Beach.

While road events were still quite popular, more use was being made of the many available horse tracks. The crowd was confined to its grandstand with all the action in front of it. And they had to pay to get in. Barney Oldfield and the Indianapolis Speedway helped popularize the ovals but Oldfield still took to the road on occasion. In 1914 he won the Cactus Derby, a three-stage dash from Los Angeles to Phoenix, Arizona. To do it, he used his regular Stutz track racer.

Following World War I, road racing waned. The public now preferred its sport on dirt ovals or the steeply banked board tracks. It wasn't until 1934, when the automobile Racing Club of America was formed, that road racing was seriously revived. This time it was over privately owned roads in the East. The year before an attempt was made to renew the once popular Elgin (Ill.) National road race. Phil (Red) Shafer won in a quick Special covering 203 miles at 88.34 m.p.h. but the race was a financial failure.

So were the two efforts to bring back the Vanderbilt Cup in 1936 and 1937. A flat four mile circuit with 16 turns was built on Long Island, so difficult that in 1936 Tazio Nuvolari's Alfa Romeo averaged only 65 m.p.h. for 300 miles. The next year the course was severely modified to boost speeds. Bernd Rosemeyer won in an Auto Union at 2.56 m.p.h. Both races were highly unprofitable and the Cup and track were abandoned.

The Eastern amateurs meanwhile kept the sport alive with races over a variety of courses including public roads. The last event before Pearl Harbor, over the New York World's Fair Grounds, was won by Frank Griswold in a single-seat Alfa Romeo.

In early 1944 the Sports Car Club of America was founded in Boston. Four years later its first major race was held at Watkins Glen, N. Y. Frank Griswold was the winner in an Alfa Romeo averaging 63.7 m.p.h. for 52 miles. The 6.6 mile circuit was laid out over public roads.

In 1949 racing returned to Bridgehampton, N. Y. after a lapse of 29 years and the first major airport race was held at Linden, N. J. The next year the Sebring, Florida 24 Hour was inaugurated and road racing went West with events at Palm Springs and Pebble Beach.

Then in 1952, the SCCA and Strategic Air Command agreed to a series of charity races over SAC airports. Fourteen races were held before large and appreciative crowds during the next 26 months. When the program ended, the first of the privately owned road courses had been built and the SCCA and road racing were firmly established.

Professional road racing made a major advance in 1959 with the staging of the Grand Prix of the U. S., counting toward the World's Driver Championship, at Sebring, Fla. Bruce McLaren won it; his Cooper-Climax averaging 98.87 m.p.h. for 218 miles. An important milestone away from these shores was the victory of Phil Hill of California in the Driver's Championship of 1961.

In 1963, the SCCA began the U. S. Road Racing Championship, a blue-ribbon series of eight races for cash prizes, with divisions for drivers and manufacturers. In its first year the USRRC attracted more than 142,000 paid admissions and offered \$58,000 in prize money.

In the post-World War II years, road racing has returned to the popularity it enjoyed at the turn of the century. The great number of competitors, both amateur and

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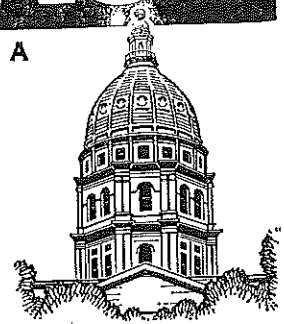
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**Ordinance No. 1879, City of Garnett**

The construction and erection of temporary structures, scaffolds, platforms or perches, either stationary or movable, 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.

**Fireworks Prohibited**

Because of the necessary safety precautions, the lighting and exploding of Fireworks in the Garnett City Park on July 4 and 5 is prohibited. Please help enforce this regulation for your own safety and the safety of others.

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GARNETT, KANSAS

## 1963 SCCA Point Standings

### MODIFIED

C	1. Harry Heuer	Powers Lake, Wis.	46
	2. Don Devine	River Forest, Ill.	26
	2. Walt Hansgen	Westfield, N. J.	26
D	1. Roger Penske	Gladwyn, Pa.	20
	2. Bob Grossman	West Nyack, N. Y.	12
	3. Wayne Burnett	Chicago, Ill.	10
	3. Jack Hinkle	Wichita, Kans.	10
E	1. Joe Buzzetta	Smithtown, N. Y.	38
	2. Herb Swan	Cleveland, Ohio	18
	2. Bill Wuesthoff	Milwaukee, Wis.	18
F	1. Peter Sachs	Stamford, Conn.	34
	2. E. L. Hall	Chicago, Ill.	20
	3. Skip Barber	Philadelphia, Pa.	18
G	1. Chuck Dietrich	Sandusky, Ohio	50
	2. M. R. J. Wyllie	Allison Park, Pa.	42
	3. Donald Wolf	Cleveland, Ohio	32
H	1. Bill Greer	Knoxville, Tenn.	46
	2. John Igleheart	Greenwich, Conn.	40
	John Gordon	Rockaway, N. J.	34

### FORMULA JUNIOR

	1. Jim Haynes	Lakeville, Conn.	36
	2. Charles Hayes	Washington, D. C.	24
	3. Chuck Dietrich	Sandusky, Ohio	20

### FORMULA III

	1. Don Auray	Fairfield, Conn.	42
	2. John Field	Hingham, Mass.	40
	3. Jerry McCammon	New York City, N. Y.	20

### FORMULA LIBRE

	1. Vic Meinhardt	Merrick, N. Y.	16
	2. Gaston Andrey	Farmingham, Mass.	10
	3. Walt Hansgen	Westfield, N. J.	10

### PRODUCTION

A	1. Bob Johnson	Columbus, Ohio	50
	2. Bob Brown	Massapequa, N. Y.	46
	3. Dick Thompson	Washington, D. C.	42
B	1. Don Yenke	Canonsburg, Pa.	50
	2. Bob Moutat	Baltimore, Md.	46
	3. Bruce Jennings	Towson, Md.	38
C	1. Duncan Black	Parkton, Md.	46
	2. Paul Richards	Wappingers Falls, N. Y.	38
	3. Bob Evelyn	New London, Conn.	22
	3. Bill Harwell	Shaker Heights, Ohio	22
D	1. Bob Tullius	Arlington, Va.	50
	2. Jim Spencer	Racine, Wis.	46
	3. Alex Dearborn	Convent, N. J.	28
	3. Harvey Marks	East Meadow, N. Y.	28
E	1. Lake Underwood	Livingston, N. J.	38*
	2. Don Sessler	Lancaster, Ohio	38
	3. James Ladd	Lebanon, Pa.	27
F	1. Robert Shaw	Rockford, Ill.	38*
	2. Art Riley	Franklin Square, N. Y.	38
	3. Jack Crusoe	Lexington, Mass.	28
	3. Tom Flaherty	Manchester, Conn.	28
	3. Bob Sharp	New Canaan, Conn.	28
G	1. Pete Van der Vate	Arlington, Va.	48
	2. Tom Kerr	Mystic, Conn.	34
	3. Frank Nagle	Wyomissing, Pa.	18
H	1. Donna Mae Mims	Pittsburgh, Pa.	44
	2. Paul Hill	Fort Worth, Tex.	42
	3. Bob Nagel	Bethel Park, Pa.	34

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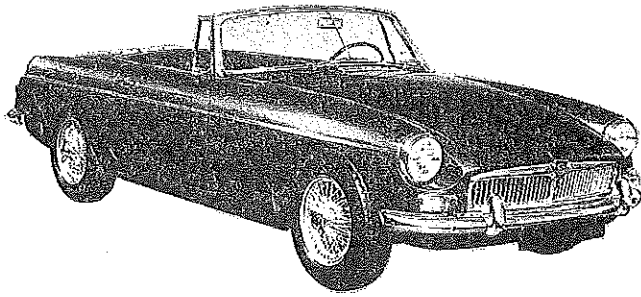
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## PROGRAM

### FRIDAY, JULY 3

Tech Inspection — 6:00 to 10:00 P.M.  
Registration — 6:00 to 10:00 P.M.

### SATURDAY, JULY 4

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

Registration — 6:00 A.M. to 2:00 P.M.

DRIVERS' MEETING — 9:00 A.M.

OPEN PRACTICE — 9:30 A.M. to Noon  
(35 cars maximum at one time)

LUNCH BREAK — Noon to 1:00 P.M.

OPEN PRACTICE — 1:00 P.M. to 2:00 P.M.

2:15 P.M. RACE I — H Production . . . 45 Min.

3:15 P.M. RACE II — G Production, H Modified, 45 Min.

4:15 P.M. RACE III — Formula III, Formula V,  
Formula Jrs. (all open wheeled cars) 45 Min.

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

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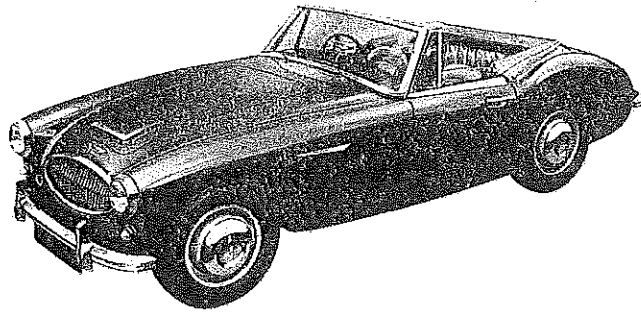
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**P R O G R A M**

**SUNDAY, JULY 5**

**DRIVERS' MEETING (Roll Call) — 9:00 A.M.**

**OPEN PRACTICE — 9:30 A.M. to 10:30 P.M.**

**11:00 A.M. RACE IV — A & B Production . 45 Min.**

**Lunch Break and Parade, etc. — Noon to 1:00 P.M.**

**1:00 P.M. RACE V — E & F Production . 45 Min.**

**2:15 P.M. RACE VI — C & D Production . 45 Min.**

**3:30 P.M. RACE VII — G, F, E, D, C, Modified, 60 Min.  
(Feature Race)**

**TROPHY PRESENTATION — 5:00 P.M. at Track**

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

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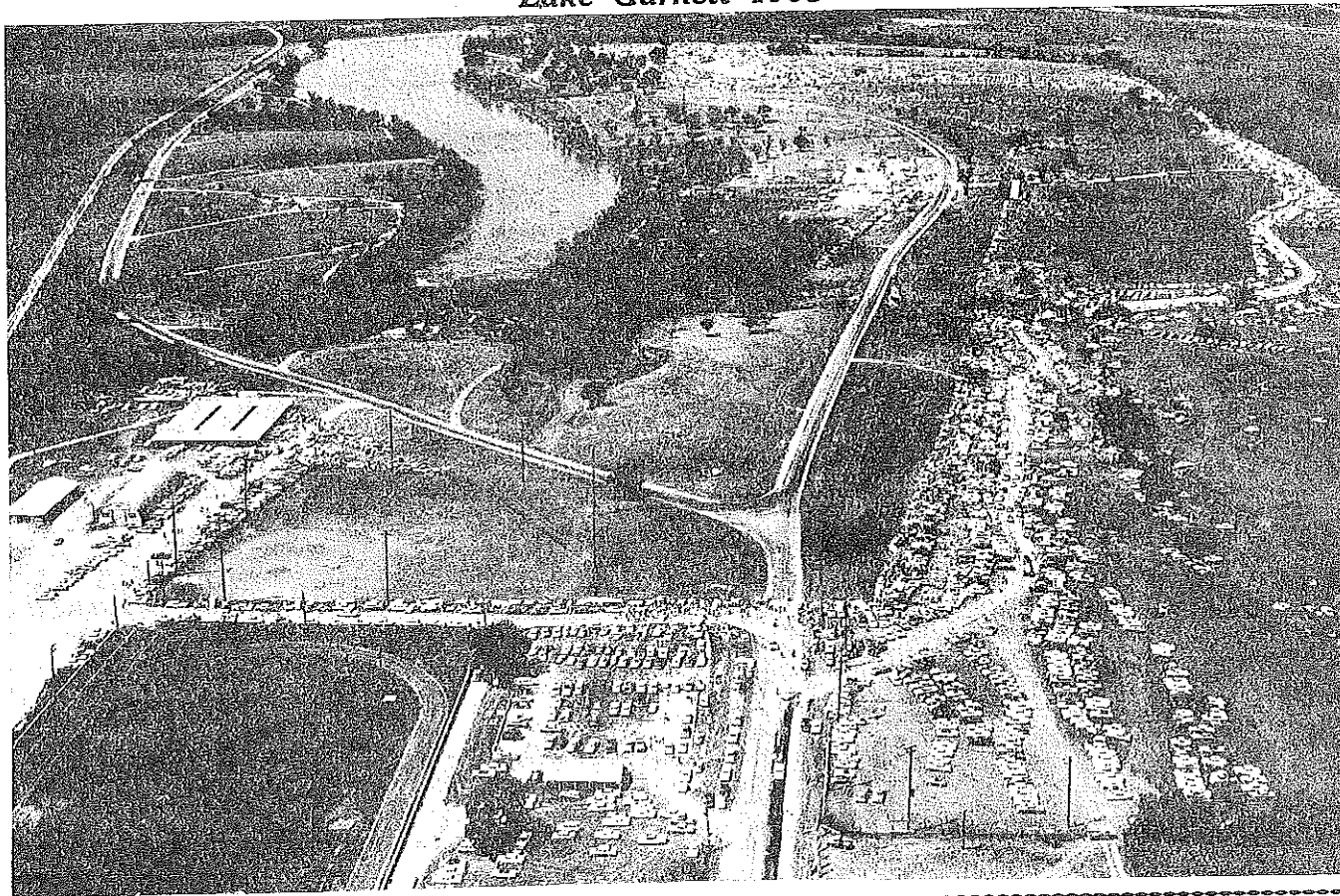


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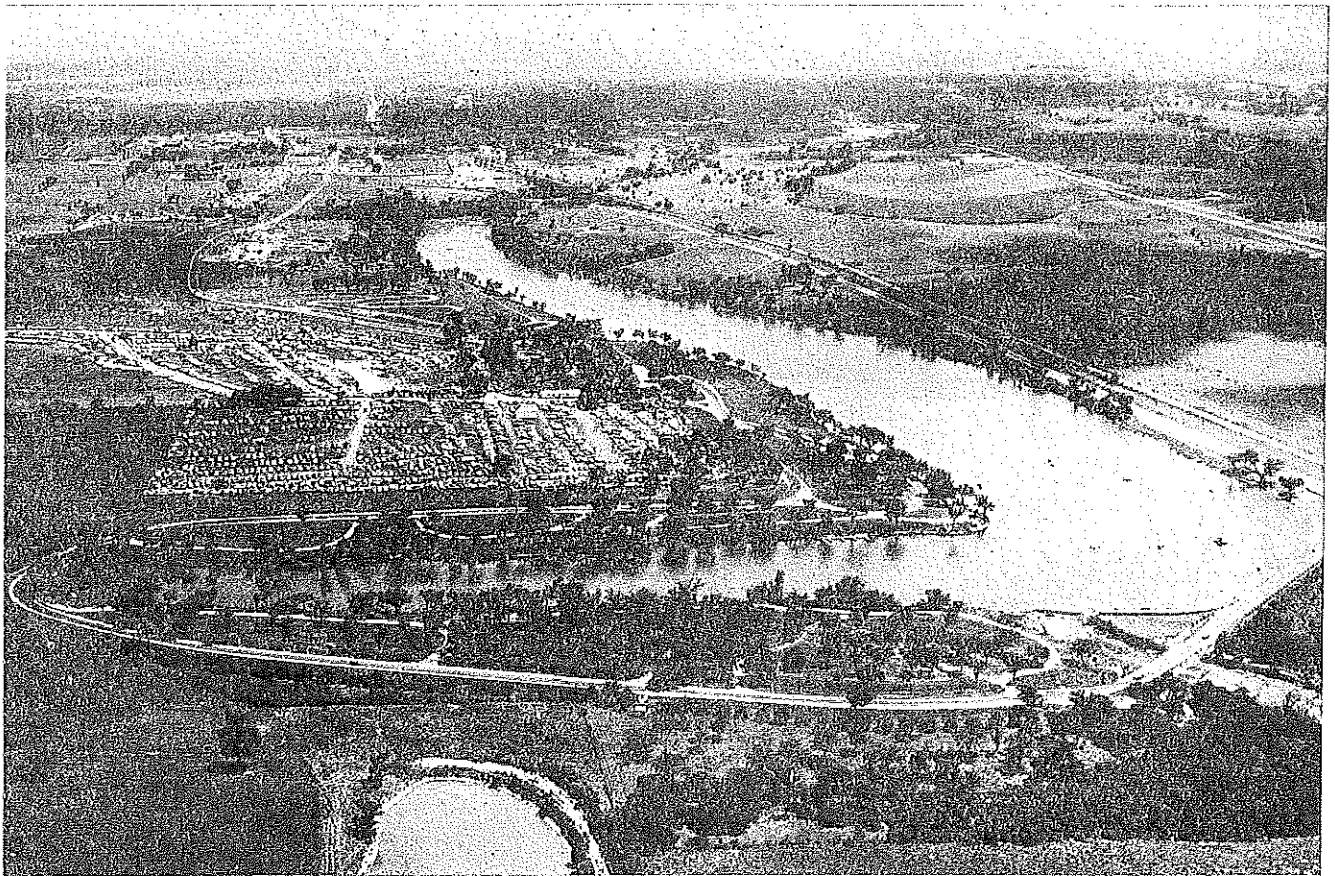
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*And*

*Sports Car Club Members*

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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.	Name	Address	Make of Car	Class
0	Ace Langworthy	Overland Park, Kas.	Lotus Super-7	CP
1	Don Yenke	Canonsburg, Pa.	Corvette	BP
2	W. M. Shoenfeld	St. Louis, Mo.	Corvette	BP
3	Byron Snow	San Jose, Calif.	Lotus 20	F Jr
4	Tommy Allen	Oklahoma City, Okla.	Datsun	GP
5	Haizer	Ft. Worth, Texas	Formula IV	F IV
5	Harvey Woodward	Shawnee Mission, Ks.	Elva MK VI	GM
6	Bill McLaughlin	Tulsa, Oklahoma	Iso	CM
7	Ernie Harris	Ft. Wayne, Indiana	Elva	FM
8	R. S. Vandawalker	Kansas City, Kansas	MG Midget	GP
9	Ed Walsh	St. Louis, Mo.	Lotus 7A	HM
10	Bob Hindson	Kansas City, Mo.	Lotus Elite	DP
11	Jay Dee Snyder	Granite City, Ill.	Lotus V	GM
12	Al Ackerle	Overland Park, Ks.		F Jr
13	Ray Caldwell	Boston, Mass.	Formula V	FV
13	John Goans, Jr.	Kansas City, Mo.	TR4	DP
14	Tom Slaymaker	Kansas City, Mo.	Daimler	DP
15	Bill Stevens	Kansas City, Mo.	Sprite	HP
16	Lloyd Chambers	E. Alton, Illinois	Sprite	HP
17	Max Yates	St. Louis, Mo.	Cobra	AP
19	Bert Jones	Tulsa, Oklahoma	Porsche	EP
22	Robert Moore, Jr.	Mannford, Oklahoma	TR3	FP
23	Brooks Noah	Shawnee Mission, Ks.	Lotus 7A	FP
23	Donna Mae Mims	Pittsburgh, Pa.	MGB	DP
24	Graham Shaw	Columbia, S. C.	Cobra	AP
25	R. K. Knox	Wichita, Kansas	Alfa	EP
26	Ken Edwards	Shawnee Mission, Ks.	Edws. Special	HM
29	Eddie H. Gray	Jefferson City, Mo.	TR3	FP

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r No.	Name	Address	Make of Car	Class
	Jim Pease	Topeka, Kansas	AC Bristol	DP
	John Carter	Omaha, Nebraska	Volpini	F Jr
	Jim Thompson	Kansas City, Mo.	MGB	DP
	A. Clint Lindberg	St. Louis, Mo.	Elva	GM
	Joe Egle	Olathe, Ks.	Sprite	GP
	Wm. Stuart Conklin	Kirkwood, Mo.	Sprite	HP
	Walter B. McCray	Kansas City, Mo.	Alfa Veloce	EP
	Rita Wetzel	Prairie Village, Ks.	Berkeley	HP
	Gene Smiley	Omaha, Nebraska	AH 100-6	EP
	Jack Hatfield	Indianapolis, Indiana	MGA	FP
	R. E. L. Hayes	Vinita, Oklahoma	AC Cobra	AP
	Dick Q. Durant	Florissant, Mo.	Durant Spec.	CM
	Bob Kelce	E. St. Louis, Mo.	Elva	GM
	Bob Cross	St. Louis, Mo.	Stingray	AP
	Richard Alley	Wichita, Ks.	Sprite	HP
	Donald Poskin	Jefferson City, Mo.	Formula V	FV
	Jack Hinkle	Wichita, Kansas	Cooper Monaco	DM
	Dave Kiser	Overland Park, Kas.	Spitfire	GP
	David Biggs	Clarksville, Mo.	300 SL	BP
	F. D. Schooler (Ken Edwards)	Leawood, Kansas	Chevy Wildfire	CM
	Brad Brooker	Wichita, Ks.	Corvette	BP
	Dick Bradford	Tulsa, Okla.	MGA	FP
	Jack Miller	Albuquerque, N. M.	Fiat 1500	GP
	Richard Abney	Minneapolis, Minn.	Formula	FV
	Don Sessler	Columbus, Ohio	Sunbeam	FP
	Leonard Jancke	Pender, Nebraska	AH 100	EP
	Harold Clapsaddle	Tulsa, Oklahoma	Sprite	HP
	Lavone A. Daily	Kansas City, Ks.	TR3	FP
	Thomas Hukle	Wichita, Kansas	Sprite	HP
	Ray Pickering	Lawrence, Ks.	Sunbeam	FP
	Marvin Wolf	Overland Park, Kas.	Spitfire	EP

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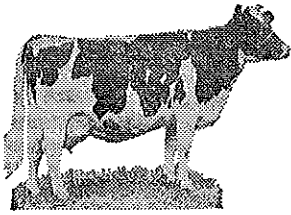
**RACE ENTRIES**

Car No.	Name	Address	Make of Car	Class
16	Whit Charin	Allendale, S. C.	Formula V	FV
18	Chuck Leighton	St. Louis, Mo.	Formula V	FV
59	Dave Cook	Wichita, Kan.	Triumph	FP
71	Ralph Miller	Wichita, Kan.	Lola	GM
76	Richard Kohler	Canton, Ohio	Formula V	FV
82	Bob Hubbard	Topeka, Kan.	Formula V	FV
93	Dick Anderson	Overland Park, Ks.	Lotus 7A	FP
94	George Gunther	Omaha, Nebraska	Jag XK 140 C	DP
94	Curtis Muncy, Jr.	Tulsa, Oklahoma	Stanguellini	F Jr
96	Charles Barns	Dallas, Texas	Merlyn	GP
97	John Casey	Tulsa, Oklahoma	Lotus 7	FP
93	Vern Bixby	Topeka, Ks.	Gemini	F Jr
	Gary Ford	Tulsa, Okla.	Formula V	FV

(Entries made after press date will be announced from time to time over the public address system during race days.)

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For the third time, the Lake Garnett sports car races are a National S.C.C.A. championship point racing event. This means that all drivers are holders of a S.C.C.A. National license and are racing to win points toward the National championship for 1964.

This year's Nationals have been limited to twelve events. The National Races are:

April 12—Marlboro, Md.—Washington	June 14—Mid-Ohio, Mansfield, O.—NEOhio	Aug. 23—Watkins Glen, N. Y.—Glen
April 19—VIR, Danville, Va.—N. Carolina	June 21—Elkhart Lake, Wisc.—Chicago	Sept. 7—Thompson, Conn.—New England
May 17—Cumberland, Md.—Steel Cities	July 5—Lake Garnett, Kans.—Kansas City	Oct. 11—Reading, Pa.—Philadelphia
May 31—Bridgehampton, N. Y.—New York	Aug. 2—Lynndale Farms—Milwaukee	Oct. 18—Lime Rock, Conn.—New England

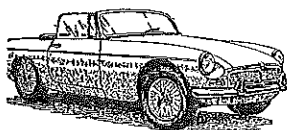
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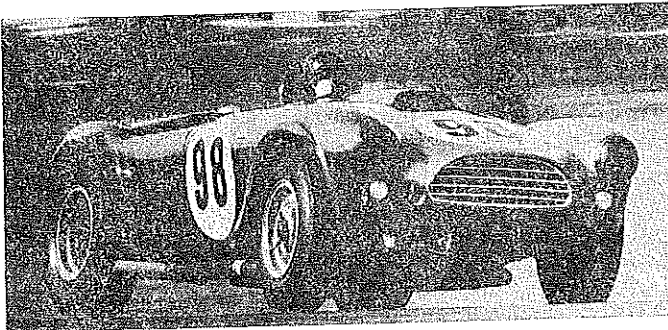
Will Be Seeing You  
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**RACES!**



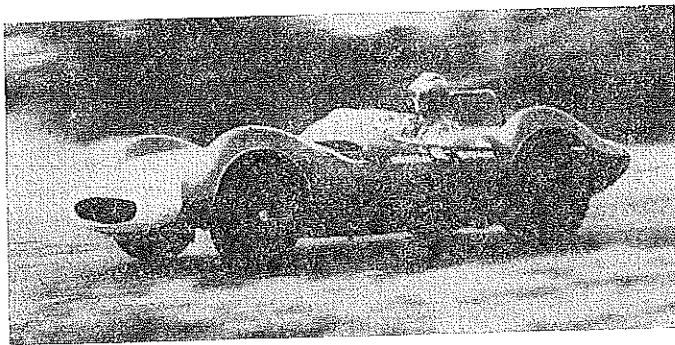
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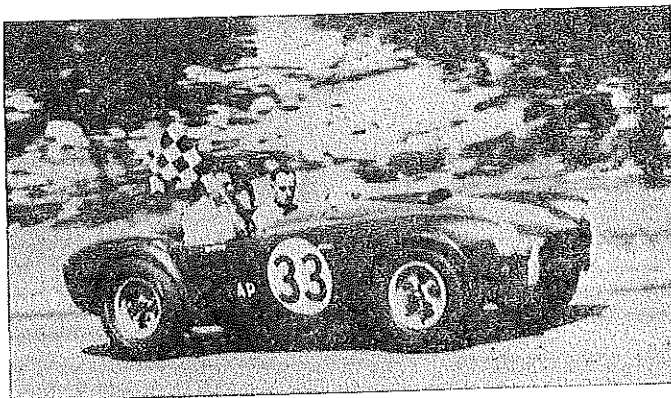
## 1963 Race Winners



Ken Miles, Hollywood, Calif., overall "Grand Prix" winner, 1963 at 160 m.p.h. in a Cobra Ford.



Car No. 2 — Chapparral, driven by Harry Heuer of Chicago. Mr. Heuer placed second overall and was the winner in his class, in the 1963 Lake Garnett Races.



Bob Johnson, Columbus, Ohio, A Production winner, taking victory lap in his Cobra Ford at Lake Garnett, 1963.

## The Winners

July 6-7, 1963—GARNETT, KAN., (2.7 mile circuit)

Lake Garnett "Grand Prix" **OVERALL WINNER** —  
Ken Miles, Ford Cobra

Class	Winner/Car	Overall	Speed
HP	Bruce Hoskins—Sprite	1st	63.46 m.p.h. (47.6 miles)
FP	Richard Anderson—Lotus 7A	1st	74.66 m.p.h.
GP	Robert Fry—Sprite	6th	(56 miles)
DP	John Goans, Jr.—TR-4	1st	N.A.
EP	Don Sessler—Sunbeam Alpine	3rd	
HM	Ed Walsh—Lotus 23	1st	74.66 m.p.h. (56 miles)
F. Jr.	John Howard—BMC	1st	78.4 m.p.h.
F. III	William Gillespie—Cooper-Norton	4th	(58.8 miles)
AP	Bob Johnson—Cobra-Ford	1st	89.6 m.p.h.
BP	Don Yenke—Corvette	6th	(67.2 miles)
CP	Lew Spencer—Morgan	7th	
CM	Harry Heuer—Chapparral	1st	82.13 m.p.h.
DM	Jack Hinkle—Cooper Monaco	3rd	(61.6 miles)
GM	Chuck Dietrich—Bobby II	4th	

## MAJOR ROAD RACING COURSES IN THE U. S.

(Continued from page 11)

### KANSAS:

Lake Garnett; 75 miles southwest of Kansas City.

### MARYLAND:

Marlboro Motor Raceway—Upper Marlboro; 10 miles southeast of Washington, D. C.

### NEW JERSEY:

Vineland—35 miles southeast of Philadelphia.

### NEW YORK:

Bridgehampton—eastern end of Long Island; 100 miles from New York City.

Watkins Glen—20 miles north of Elmira.

### OHIO:

Mid-Ohio Raceway—Lexington; 10 miles southwest of Mansfield.

### VIRGINIA:

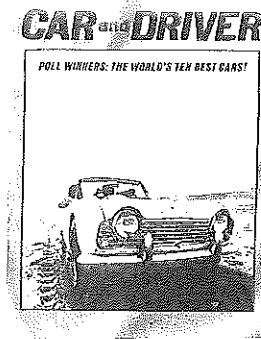
Virginia International—12 miles southeast of Danville.

### WASHINGTON:

Pacific Raceway—Kent; 15 miles south of Seattle.

### WISCONSIN:


Lyndale Farms—Pewaukee; 20 miles west of Milwaukee.  
Road America—Elkhart Lake; 15 miles northwest of Sheboygan.



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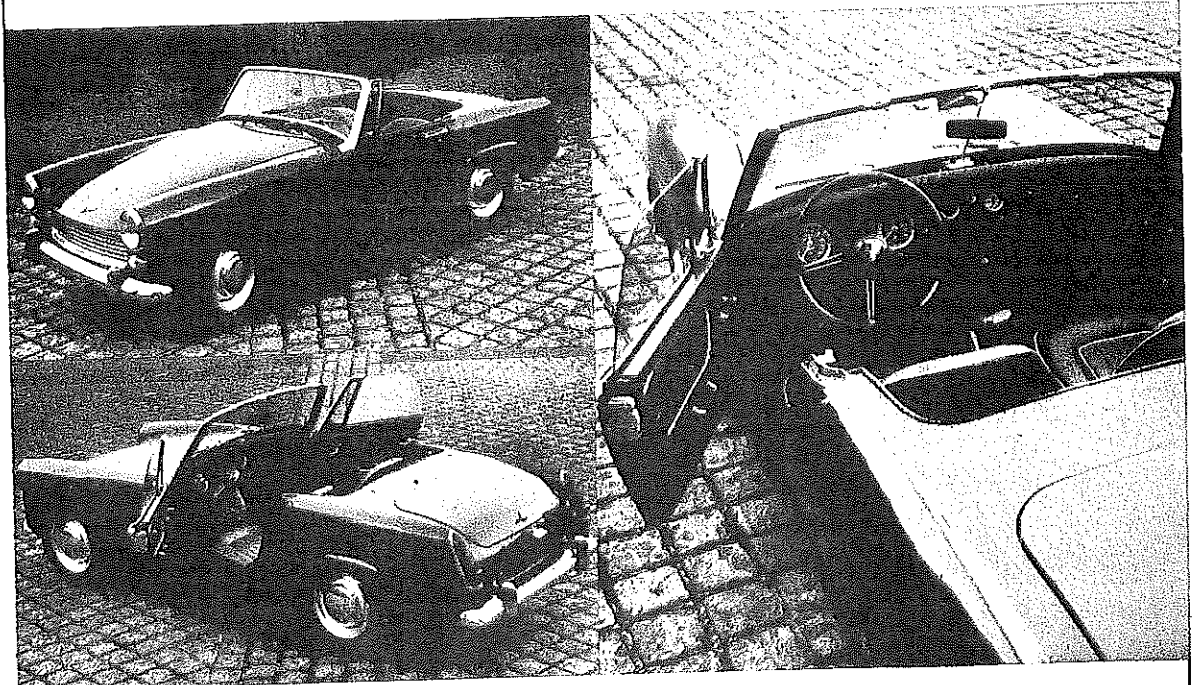
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### Sports Car Racing

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 classifications. 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.

---

### GREETINGS

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# ONE MILLION MILES OF RACING

by Dic Van der Feen, Editor Sports Car

A year-end review of Sports Car Club of America automobile competition shows that we presented 1,804 races in 1963 with the total racing miles exceeding one million. Both these figures set new records for SCCA and are additional evidence of the boom in U. S. automobile competition.

All the 1963 competition totals set new records as SCCA enjoyed its biggest year. Paid admissions at SCCA-sanctioned events, a far more conservative figure than total spectator count, were 930,777 in 1963, the highest total yet. Due to the speed event data project, 1963 is the first year in which an event-by-event breakdown of actual paid attendance is available. The total indicates that 90 per cent of road racing attendance last year was at SCCA-sanctioned events.

This first comprehensive statistical review of SCCA activities was produced by a speed event data project inaugurated at the beginning of 1963. Weekly reports on each event by local organizers indicate that 63 of SCCA's 96 local Regions organized speed events. Their total number of miles covered in races was, 1,090,098.

In all, 17,341 separate competition starts were made by cars in 1963 SCCA racing competition. This indicates that the average SCCA event attracted 78 starting cars and the figure ranged up to 305 actual starters at one 1963 race meeting.

In 1963, a quarter of a million spectators (226,300) paid admission fees to SCCA-sanctioned events from which the proceeds went to charities. Dozens of charities benefitted as frequently the proceeds were pooled and distributed by such organizations as the Jaycees, Rotary and Lions.

There were 1,261 individual Regional races in the United States.

The 44 Divisional events produced a total of 448 races which says that Typical Region's Divisional meet had 10 races; and had 119 starting vehicles; and 4,400 paying spectators.

The ten 1963 Nationals attracted, on the average, 13,200 paying fans for, typically, 6.8 individual races. As a spectator, if you came early to Average National, you could watch 9,900 miles of practice.

The average starting field of recognized classes in a 1963 National was 145. This plus the minimum race length requirement of the GCR goes a long way to explain why there is so much more racing at a National. The average number of competition miles for a race meeting compares this way:

National	— 18,400
Divisional	— 7,500
Regional	— 4,800

By class, all starters in Nationals last year:

AP	89	CM	5
BP	88	DM	2
CP	85	EM	3
DP	128	FM	3
EP	213	GM	10
FP	166	HM	6
GP	63	FJ	10
HP	152	F3	4
Other	42	<b>TOTAL</b>	<b>149</b>

## SCCA 1963 SPEED EVENT DATA

	Paid Attendance	No. of races	Practice miles	Competition miles
National race meetings (10)	132,000	68	99,791	183,6
Divisional race meetings (44)	193,934	448	194,480	331,0
Regional race meetings (85)	272,775	1261	291,981	414,6



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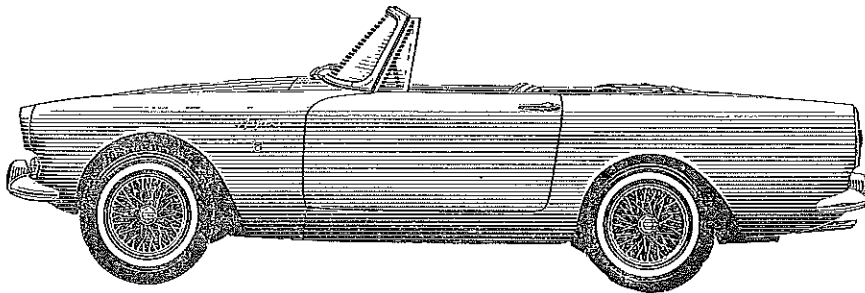
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Parking and program sales by the Garnett Rotary Club.

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National Anthem, Osawatomie High School Band Members, directed by R. G. Renoe.

SCCA MIXER by courtesy Garnett Chamber of Commerce.

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Room for Pre-Race Headquarters courtesy Kansas State Bank.

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 4 and 5 Lake Garnett Sports Car Races. Most certainly, this event 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 Sports Car

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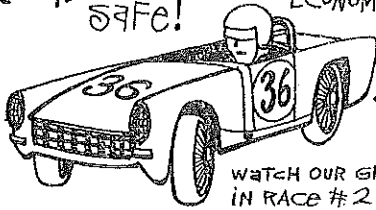
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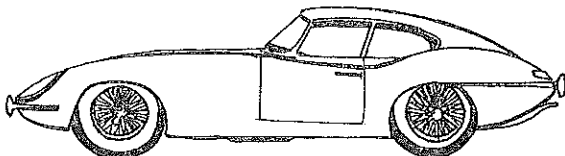
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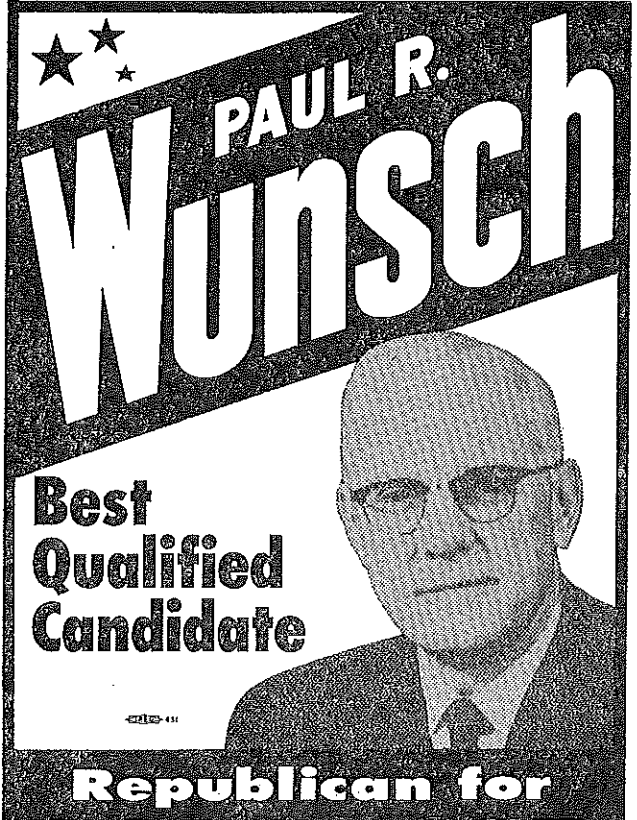
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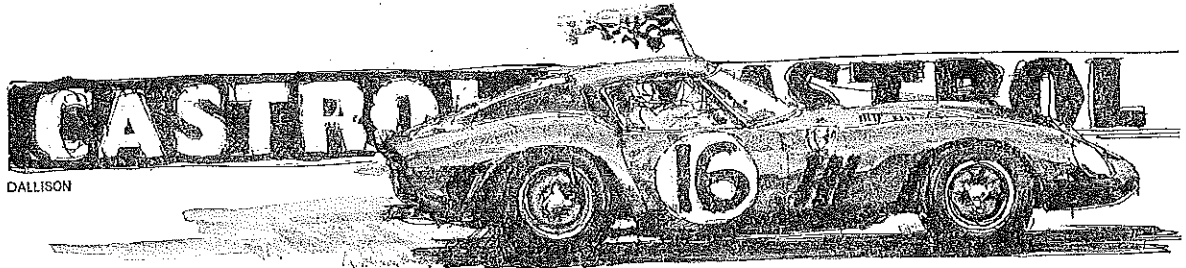


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## SPORTS CAR CLUB OF AMERICA

SCCA is the only truly national racing organization in the United States. SCCA sanctions and conducts more races per year than any other single racing organization in the world. SCCA sanctions and conducts more FIA International races than any other club in the U.S., including the only four World Championship races held in this country.

In 1964, SCCA will sanction a minimum of 225 speed events comprising more than 1,500 separate races involving at least 5,000 drivers at 100 different sites. This broadly based competition, which will include some 18,000 starting cars and cover 1½ million competition miles, will take place almost entirely with imported cars.

---

### Donna Mae Mims

During 1963, Donna Mae Mims, Pittsburgh, Pa., drove her Sprite in ten National sanctioned races and placed first twice and came in second on three other occasions. Winning a total of 44 points, she earned the Sports Car Club of America Class H. Championship. In the club's twenty year history, she is the first woman to earn a national title.

She is easily recognized on the track. Her coveralls are pink. So is her helmet. Her car is pink, and emblazoned across its rear deck is the legend "Think Pink."

Miss Mims works as a secretary to the president of an electronics company which makes hearing aids. She also serves as a writer for automotive magazines to help pay her expenses of racing.

She raced her pink Sprite at Lake Garnett in the 1963 Na-



This space is reserved for notes and autographs by

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