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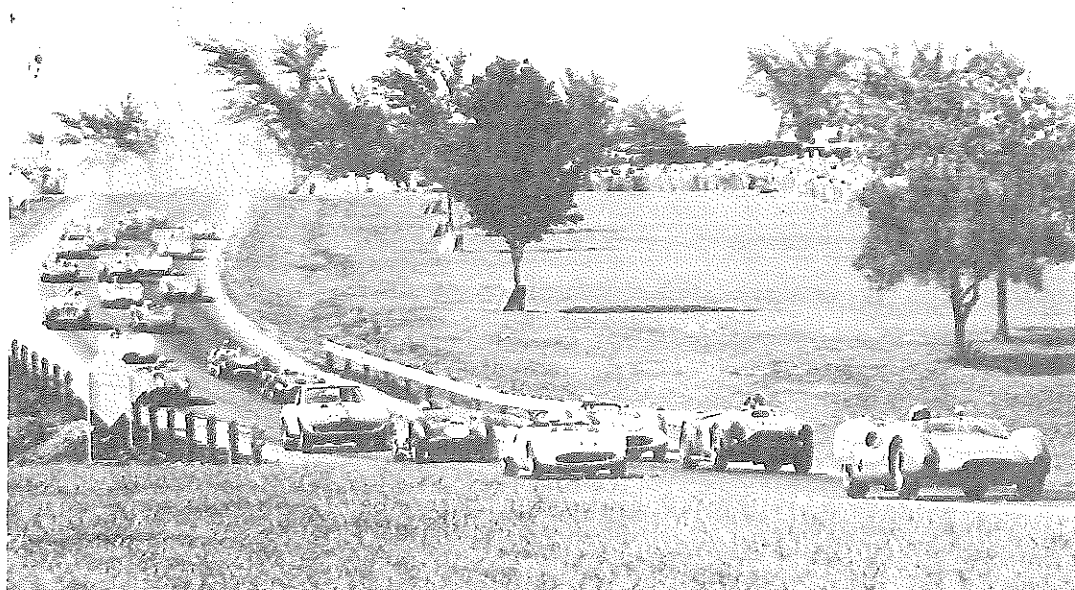
Eighth Annual



National S. C. C. A. Road Races

July 26 and 27, 1969

Garnett, Kansas



Presented by
KANSAS CITY REGION
SPORTS CAR CLUB OF AMERICA, Inc.

Sponsored by
LAKE GARNETT RACING ASSOCIATION, Inc.
GARNETT, KANSAS

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Eighth Annual

Lake Garnett Grand Prix Sports Car Races

July 26 and 27, 1969

A National Sports Car Club Of America Racing Event

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Garnett, Kansas

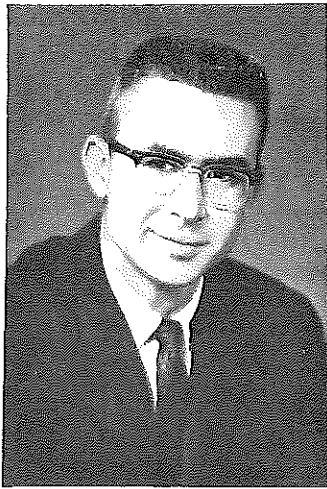
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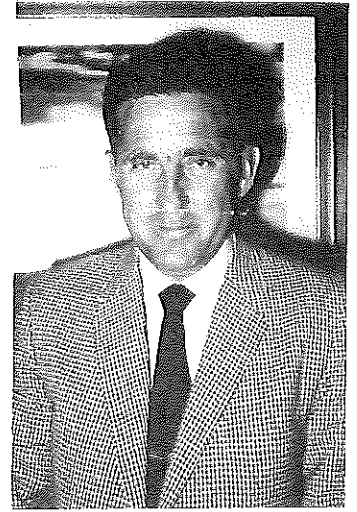


David Leitch, M. D.
President Lake Garnett
Sports Car Association



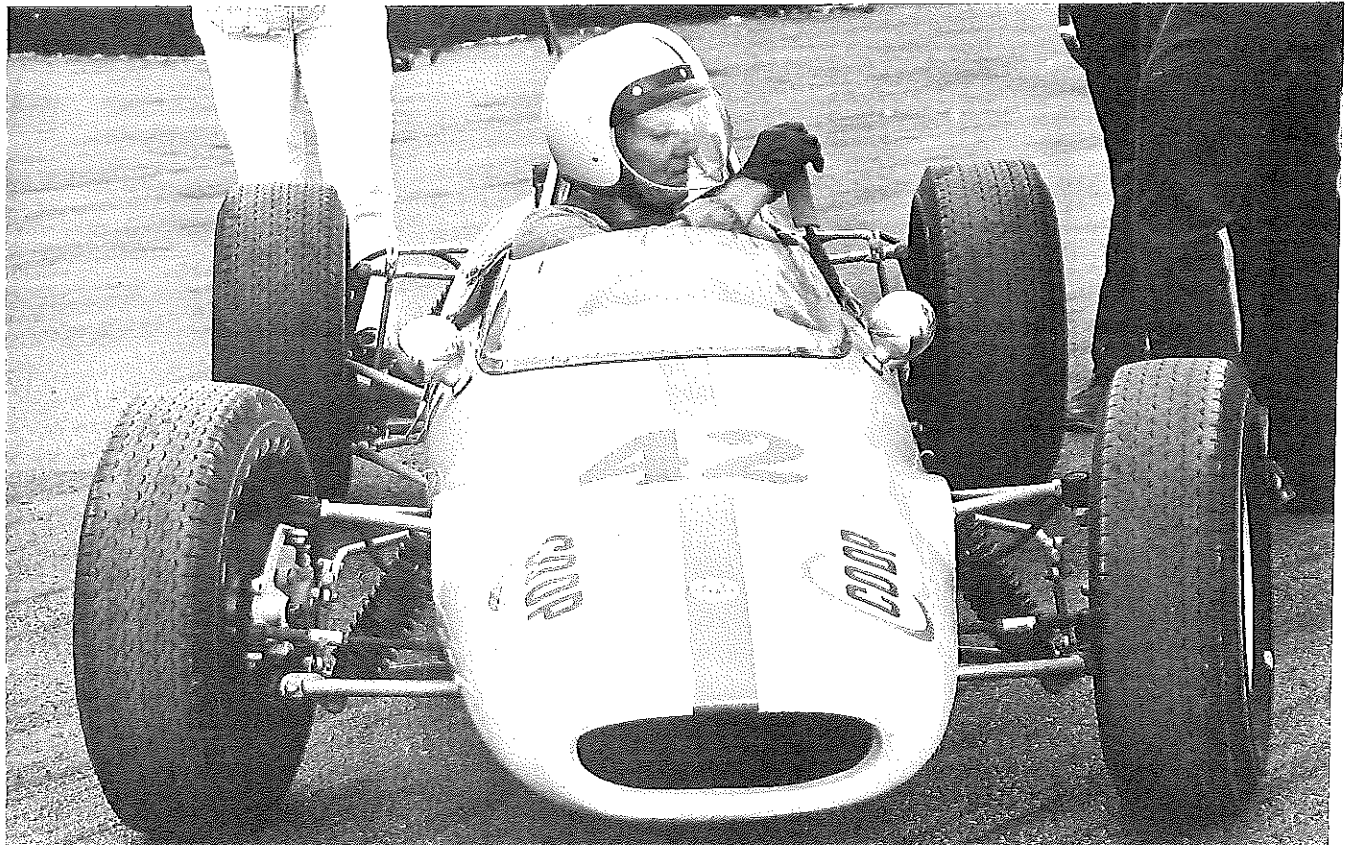
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Club.



Bill Riggs

Announcer for the races from
Kansas City Sports Car Club.



William C. Johnson, Jr.

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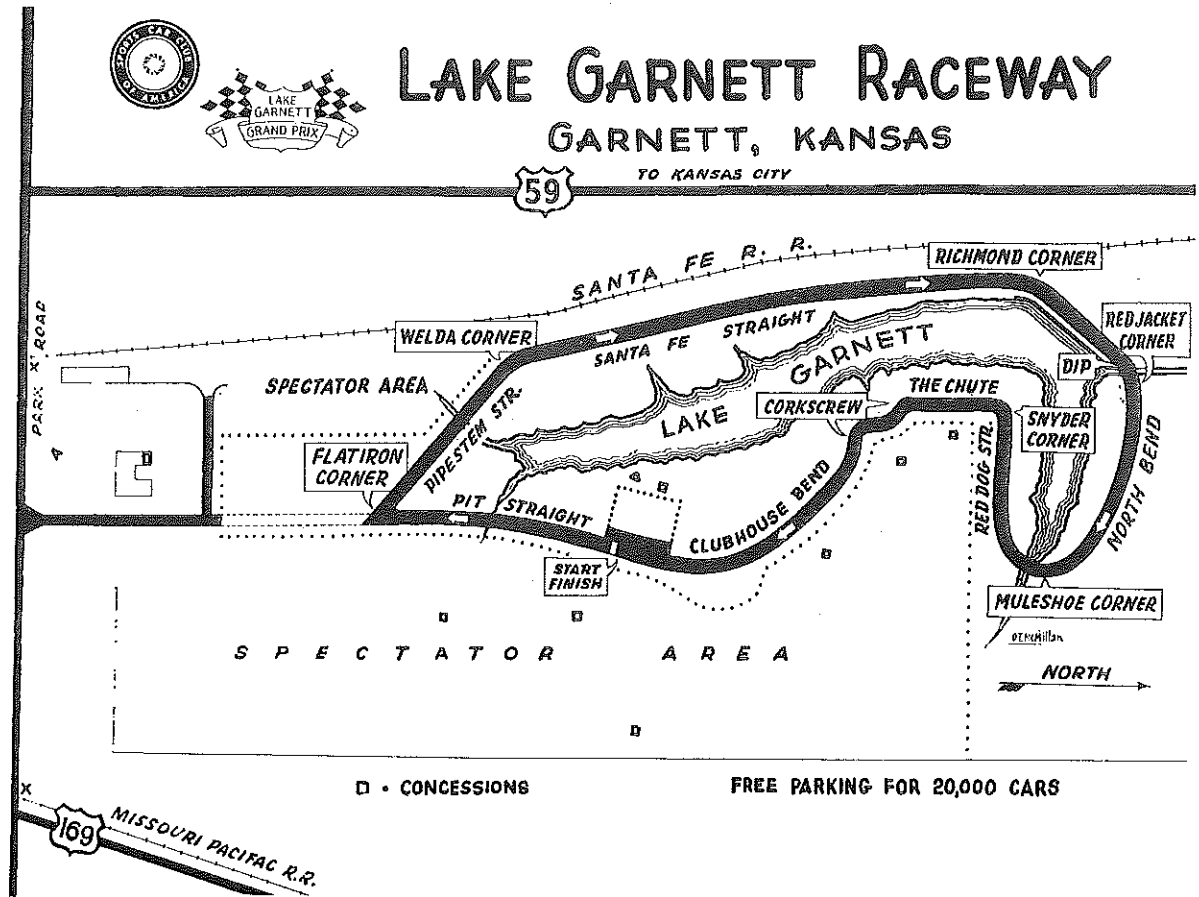


LAKE GARNETT RACEWAY

GARNETT, KANSAS



TO KANSAS CITY



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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)

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 in 1959, many improvements have been made on the road. The

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 visibility for spectators. Additional rest room facilities have been provided at various points in the Garnett city. A steel tower was erected at the start-finish line. In 1964 an underground telephone line was laid for use in communications among the various flag stations. In 1964 the corners have been rounded and widened. Also, the Racing Association has constructed three concrete shelterhouses over Lake Garnett.

During race days, the course is marked by approximately fifty road signs and count-down numbers to aid the race car 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 the driver 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 it is approximately 27 feet, except for the places which cannot be widened, such as the dam, the spillway and the Muleshoe corner.

The Lake Garnett Racing Association, Inc., is a non

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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

Garnett is a Friendly, Progressive city that welcomes new people and new enterprises.

Founded in 1857 near the geographical center of the United States, Garnett is located in a rich area and one that has much to offer those who are looking for a peaceful place to make their home or to locate their business or industry.

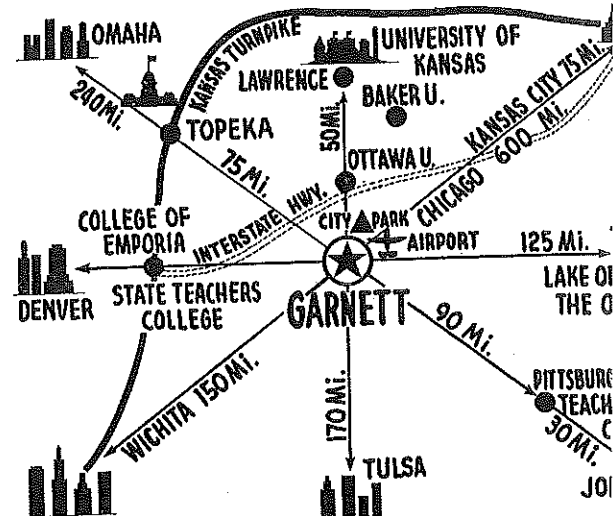
Built on high ground that never floods, the city is surrounded by a rich farming area and a wealth of minerals: gas, oil, limestone, clay and shale suitable for brick and tile manufacturing. Modern business establishments, a fine hospital and high-type professional service make Garnett a good place to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

The Garnett Industrial Corporation was formed a few years ago to help new industry find suitable sites and to help with the financing and other problems that might arise in starting a new industry. Some twenty industries in the city manufacture and produce garments, metal goods, dairy products, ice boxes, aluminum storm doors and windows, crushed rock, agricultural limestone, fertilizer, machine shop products, printing 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 contain 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 house facilities, and the National Guard Armory. The Lake National Sports Car Races are run on the 2.7 mile black that circles the lake.

Garnett is a city of 3,100 people. A majority of the in are home-owners and they take pride in the appearar older homes as well as the new ranch-style homes sprung up in the surrounding suburbs. As your hos the Lake Garnett National Sports Car Races, the Garnett are happy to welcome you, and it is our hop will enjoy your visit and return many, many times.

Welcome To Garnett!



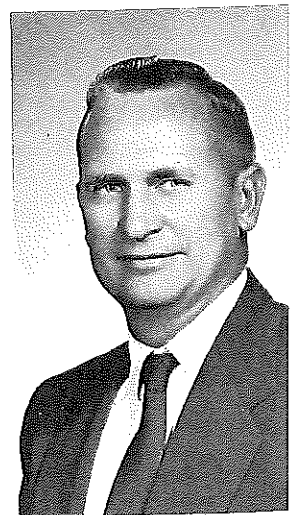
Dear Friends:

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.

R. W. FARRIS
RICHARD CHRISTY



<p style="text-align: center;"><i>Welcome Visitors and SCCA!</i></p> <hr style="width: 10%; margin: auto;"/> <p style="text-align: center;">COKER'S STORE CO.</p> <p style="text-align: center;">Garnett, Osawatomie, Paola, Kansas</p>	<p style="text-align: center;"><i>Welcome Visitors!</i></p> <hr style="width: 10%; margin: auto;"/> <p style="text-align: center;">GARNETT FOOD MART</p> <p style="text-align: center;">North Side Square</p> <p style="text-align: center;">Hy-KLAS FOODS</p>	<p style="text-align: center;"><i>Welcome SCCA!</i></p> <hr style="width: 10%; margin: auto;"/> <p style="text-align: center;">HOTEL RICHART</p> <p style="text-align: center;">Telephone 448-3136</p> <p style="text-align: center;">GARNETT, KANSAS</p>
<p style="text-align: center;"><i>Howdy! Come Eat With Us</i></p> <hr style="width: 10%; margin: auto;"/> <p style="text-align: center;">HOTEL CAFE</p> <p style="text-align: center;">North Side Square</p> <p style="text-align: center;">Good Food — Air Conditioned</p> <p style="text-align: center;">YOU'LL LIKE IT!</p>	<p style="text-align: center;"><i>Welcome Visitors!</i></p> <hr style="width: 10%; margin: auto;"/> <p style="text-align: center;">Fraker's Clothing Store</p> <p style="text-align: center;">"The Store for the Lad and His Dad"</p> <p style="text-align: center;">GARNETT, KANSAS</p>	<p style="text-align: center;"><i>Welcome Visitors</i></p> <hr style="width: 10%; margin: auto;"/> <p style="text-align: center;">Deep Rock Service & Appliance, Inc.</p> <p style="text-align: center;">B. F. Goodrich Tires, Batteries and Accessories</p> <p style="text-align: center;">RCA Appliances and TV Motorola TV</p> <hr style="width: 10%; margin: auto;"/> <p style="text-align: center;">105 West 4th — Phone 448-3512</p>

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, on 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 positive steering, smooth but firm suspension, a favorable power to weight ratio, proper weight distribution and a minimum of unsprung weight, ample brake lining and will operate on ordinary pump fuel.

Granted, these qualities might be found in many cars. But their overall performance would disqualify them as sports cars.

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 sports car must also remain flexible. As in the past, it is what a car can do that will determine whether or not it deserves the

Road Racing In The U.S.

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 Bennet 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 it 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 oval 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 the 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 Buick 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 Auto Union at 82.56 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 Six 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 professionals, have strengthened its position as one of the outstanding forms of motor sport.

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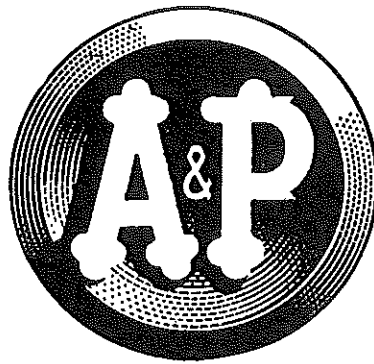
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Major Road Racing Courses In The U. S.

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.

IOWA:

Greenwood Roadways—Indianola; 16 miles south of Des Moines.

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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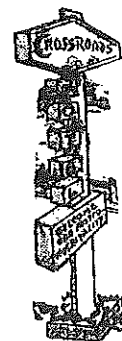
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Rules For Spectators

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. Stand behind the fences - they have been placed where they are for your safety.
2. Never stand on the outside of any curve.
3. Never stand in escape areas or roads - these are safety values for out-of-control cars.

4. Never molest officials, flagmen or guards - these men are working for your enjoyment and safety.

5. Never run toward an accident.
6. Never permit a child or a dog to wander unattended near the course - keep your eyes on your children!
7. Never approach an overturned or disabled car.
8. Never drop newspapers and 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.

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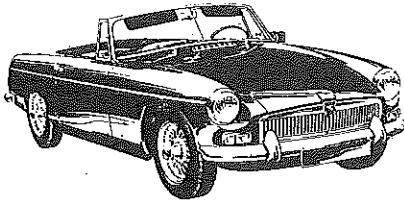
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**LAKE GARNETT GRAND PRIX RACE
SCHEDULE OF EVENTS
Saturday, July 26, 1969**

- 9:00 — DRIVERS' MEETING
- 9:30 - 12:00 — PRACTICE for cars entered in Races 1 through 3
- 12:00 - 1:00 — LUNCH BREAK
- 1:00 - 2:30 — PRACTICE for cars entered in Races 1 through 5
- 2:30 — RACE 1 — HP, GP, D SPORTS
RACING AND D SEDAN . . . 15 Min.
- 3:00 — RACE 2 — FORMULA V 15 Min.
- 3:30 — RACE 3 — FP, EP, DP, C SEDANS
AND C SPORTS RACING . . . 15 Min.
- 4:00 — RACE 4 — FORMULA SCCA A, B, C,
AND FORMULA F 15 Min.
- 4:30 — RACE 5 — A, B, C PRODUCTION; A & B
SPORTS RACING AND A & B
SEDANS 20 Min.

SPRITE
JAGUAR

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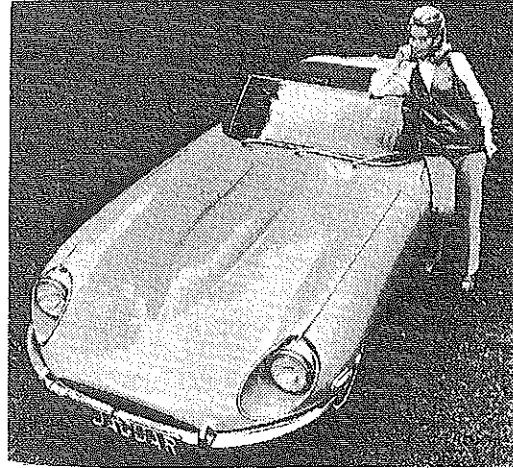
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**LAKE GARNETT GRAND PRIX RACE
SCHEDULE OF EVENTS**

Sunday, July 27, 1969

Championship Points Qualifying And Races

- 9:00 — DRIVERS' MEETING
- 9:30 - 12:30 — PRACTICE and Timed Practice for Races 6 through 11
- 12:30 - 1:00 — LUNCH BREAK
- 1:00 — RACE 6 — F PRODUCTION, D SPORTS
RACING AND C SEDAN . 16 Laps
- 2:00 — RACE 7 — FORMULA Vee 16 Laps
- 3:00 — RACE 8 — C, D & E PRODUCTION;
B SEDANS & C SPORTS
RACING 16 Laps
- 4:00 — RACE 9 — H & G PRODUCTION
AND D SEDANS 16 Laps
- 5:00 — RACE 10 — FORMULA SCCA; A. B. C
AND FORMULA F 20 Laps
- 6:00 — RACE 11 — A & B PRODUCTION, A
SEDANS AND A AND B
SPORTS RACING 25 Laps
- 7:30 — TROPHY PRESENTATION at the Start-Finish line

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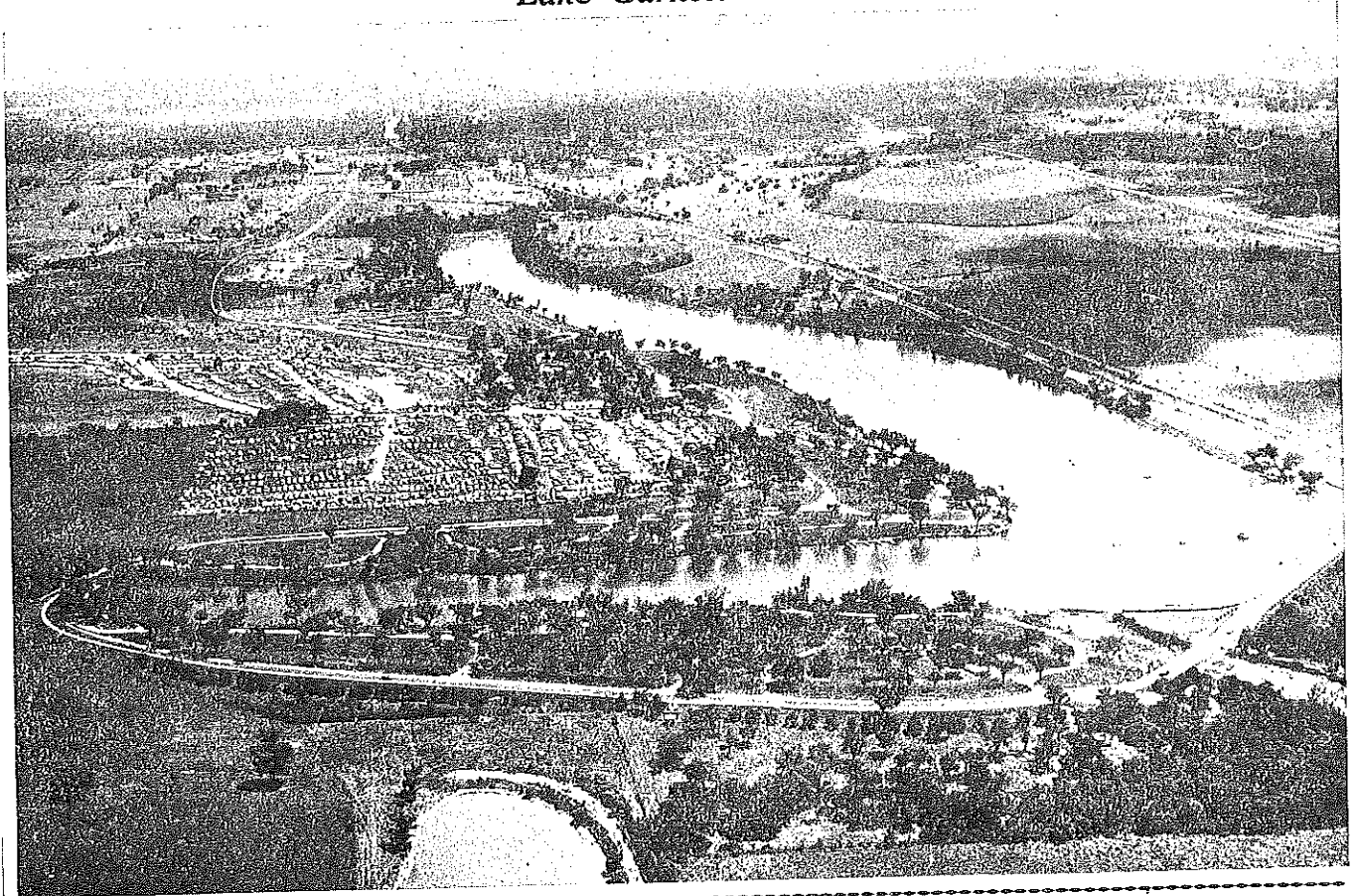
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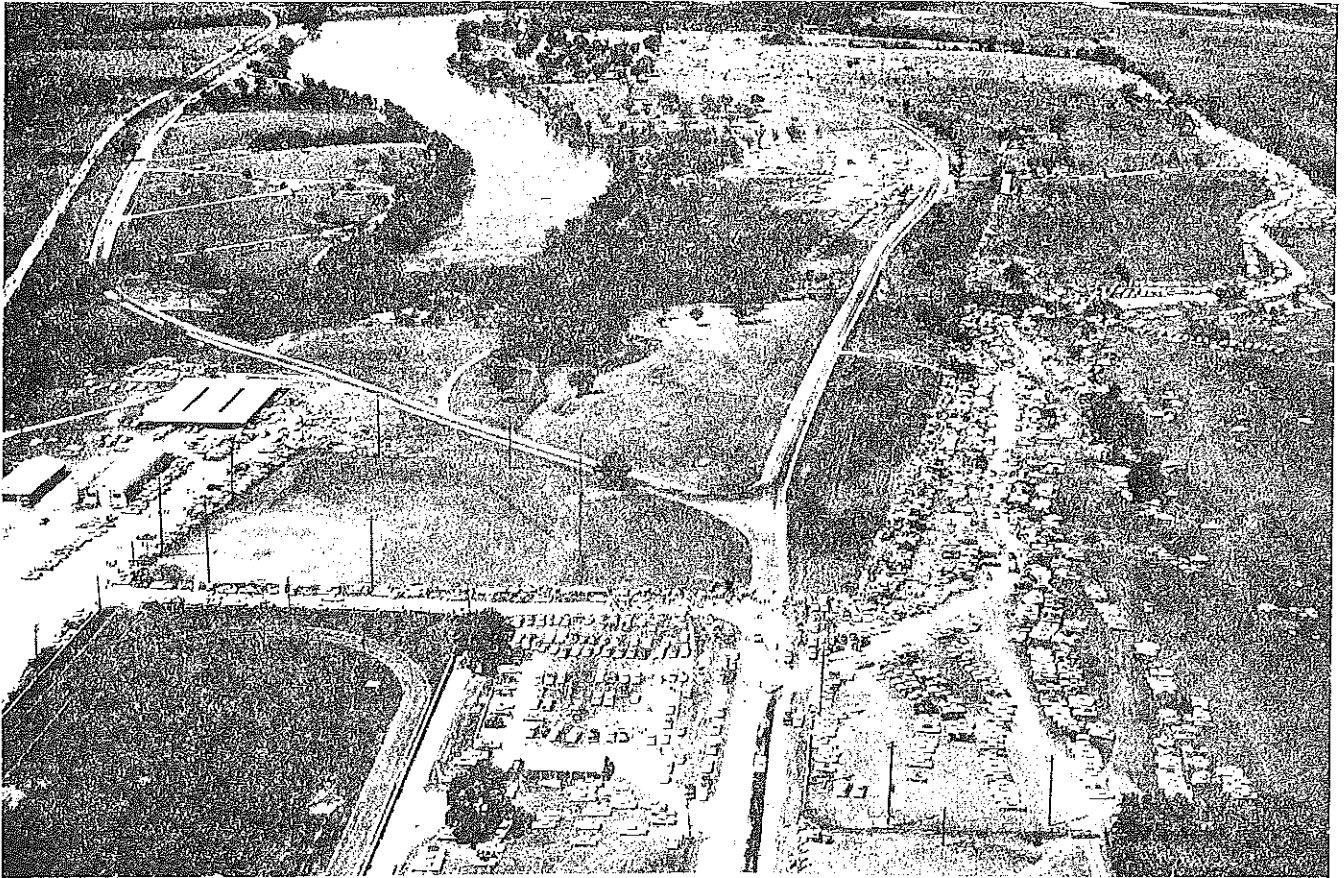
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59 Liquor Store

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Highway 59

Garnett, Kansas

Welcomes You

To The Races

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.

Camping Prohibited

The North Lake at Garnett will be closed Friday and Saturday nights except to members of the Kansas City section of the Sports Car Club of America. No camping will be allowed except by the drivers and their crews and only in designated area.

TO ALL RACE VISITORS, WE WISH



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GARNETT, KANSAS



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GARNETT, KANSAS

<p style="text-align: center;">Welcome</p> <p style="text-align: center;">Race Fans</p> <p style="text-align: center;">Hunt Furniture</p> <p style="text-align: center;">Kenneth Crippin</p>	<p style="text-align: center;"><i>Flags Used In Sports Car Racing</i></p> <p>THE CHIEF STARTER'S FLAGS ARE:</p> <p>GREEN: Used for the starting flag. It signifies the course is clear. YELLOW: (Motionless): Warning to watch out for danger, but passing possible. YELLOW: (Waving): 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.</p> <p>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.</p>	
<p style="text-align: center;">Little Brown Jug</p> <p style="text-align: center;">South Side Square</p> <p style="text-align: center;">Garnett, Kans.</p> <p style="text-align: center;">Welcomes You To The Races</p>	<p style="text-align: center;">Jane's</p> <p style="text-align: center;">Ladies Ready To Wear</p> <p style="text-align: center;">401 So. Oak Garnett, Kansas</p>	<p style="text-align: center;">Welcome</p> <p style="text-align: center;">Race Fans</p> <p style="text-align: center;">Archer</p> <p style="text-align: center;">Insurance Agency</p> <p style="text-align: center;">512 S. Oak Garnett, Kans. 66032</p>

A PLEASANT WEEK END IN GARNETT



KANSAS STATE BANK

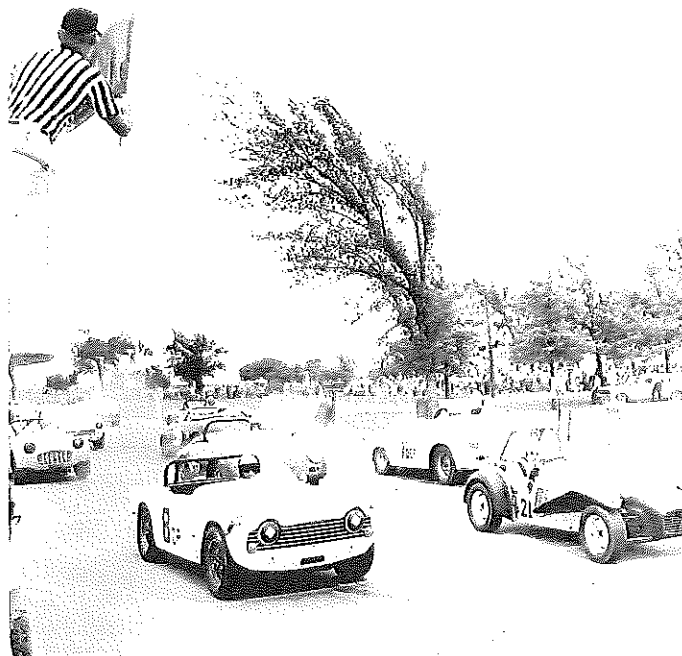
WEST SIDE SQUARE

GARNETT, KANSAS

PHONE 448-3191



Pictures Taken At 1968 Lake Garnett Grand Prix



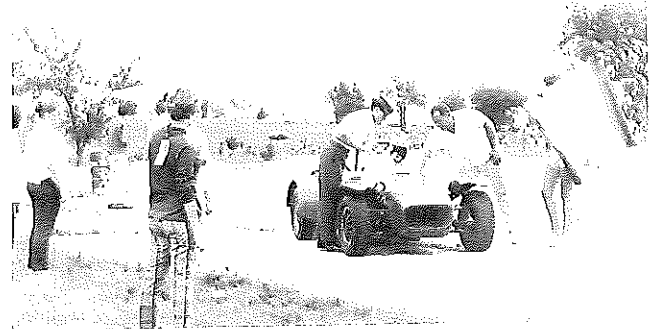
Starter gets ready to drop his flag to start one of the races last year in the Lake Garnett Grand Prix race.

(Photo by Larry Byers, Osawatomie)



Several cars line up in preparation for one of last year's races.

(Photo by Jo Doty, Garnett)

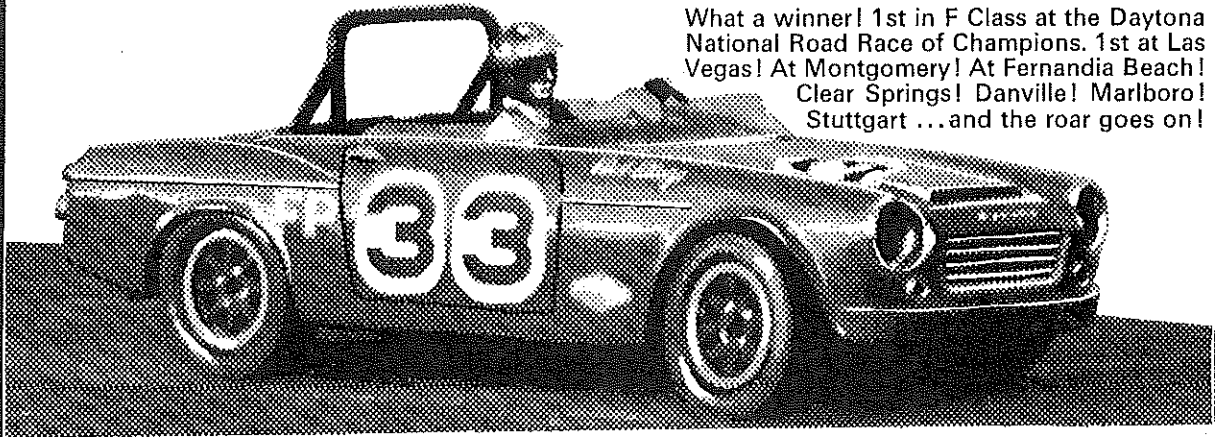


Trouble brings many helpers as engine balks on race track in one of last year's races.

(Photo by Larry Byers, Osawatomie)



Austin-Cooper S, driven by Robert Hindson, Kansas City.



What a winner! 1st in F Class at the Daytona National Road Race of Champions. 1st at Las Vegas! At Montgomery! At Fernandia Beach! Clear Springs! Danville! Marlboro! Stuttgart ...and the roar goes on!

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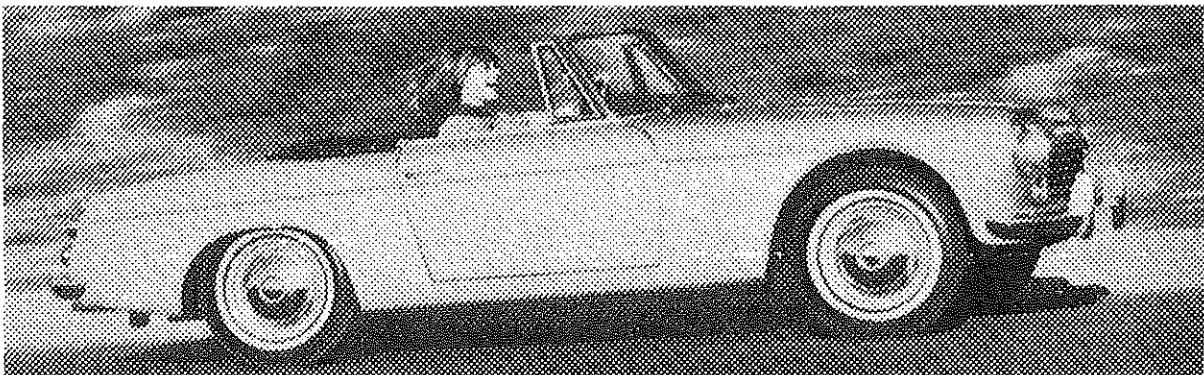
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Regulations Governing The Lake Garnett Sports Car Races July 26-27, 1969

GENERAL:

- A. This event will be held under the S.C.C.A. General Competition Rules, 1969.
- B. Insurance will be provided under the S.C.C.A. Master Policy.

DRIVERS ELIGIBILITY:

- A. Races open to all drivers holding current S.C.C.A. National Competition Licenses.

All cars conforming to a class of automobiles listed in Appendix A of the General Competition Rules are eligible to enter. All cars will be subject to Technical Inspection and no cars will be allowed to practice or race until approved by Technical Inspection. Car numbers will be affixed in accordance with the G.C.R. and correct assigned numbers will be on cars when presented for Technical Inspection.

DRIVERS:

All drivers must be in possession of a valid 1969 S.C.C.A. License appropriate for the event in which they are entered.

All drivers must present valid driver's license from their State of residence.

REGISTRATION:

Upon arrival at the track, drivers will register at the Armory Building located just inside the main (south) gate of the Lake Garnett City Park.

Registration will be open Friday, July 25th. 4:30 to 10:00 p.m. and will reopen Saturday, July 26th. at 6:00 a.m.

Registration and inspection by appointment Sunday-- before 8:00 a.m.

TECHNICAL AND SAFETY INSPECTION:

Inspection will be held in the inspection shed inside the Park, Friday, July 25, 4:30 to 10:00 p.m. Saturday, July 26, opening at 6:00 a.m.

Inspection will be thorough and complete, and in accordance with the 1969 G.C.R.

Sedan entrants must be able to present Hemologation forms upon request of race officials.

Any car involved in an accident shall not be driven in practice or races thereafter until the car has been presented to the Race officials for inspection, and said officials have authorized the car to continue in competition.

NUMBER OF CARS ON THE COURSE:

A maximum of 42 cars will be allowed to start simultaneously in a race, and not more than 56 cars will be permitted on the course at any one time during practice sessions.

GRID POSITIONS:

Positions on the starting grid will be determined by official timing during timed practice sessions in accordance with G.C.R.

Practice times and grid positions will be posted at a designated location to be announced at Driver's meeting.

Cars will be gridded with the fastest cars ahead, irrespective of class.

All cars must complete a minimum of 5 laps in observed practice.

STARTS:

Races will start from standing grid positions.

In the event of a non-start the race will be flagged at corner 1 with a waving black flag, and cars will proceed around the course at a reasonable speed to be re-gridded for a new start.

RULES OF THE ROAD:

- A. Lake Garnett is a natural road course that demands the greatest respect and highest degree of gentlemanly conduct. Special conditions will be explained in detail by the Chief Steward at Driver's meeting.
- B. No stopping on the course except in case of an emergency.
- C. Engines must be started by an on-board starter using permanent on-board power. Restarting in the pits or on the course by pushing or means other than the on-board starter using permanent on-board power will result in disqualification.
- D. When a driver has been given a black flag by the starter or at any designated black flag station, he will continue around the course, entering the pit lane at the first opportunity, and reporting in his car to the Start-Finish line. The mechanical black flag will require the driver to report to his pit at the next opportunity.
- E. Only the driver will be permitted in the car while on the race course during race or practice.

RULES OF THE PITS:

- A. Consumption of alcoholic beverages during the scheduled hours of practice or racing, within the pit, paddock or adjacent areas, by any competitor, entrant, pit crew member, or by any official, will result in immediate rejection from the track, disqualification and recommendation of suspension of S.C.C.A. competition privileges.
- B. Drivers are reminded that they are responsible for the conduct of their pit crew members.
- C. No more than four persons, including the driver, will be permitted in the pit at any time.
- D. If a car is to refuel in the pit during practice or races, a CO-2 or dry chemical extinguisher of at least 4 lb. capacity, must be present and at the ready. Driver must be out of the car and the engine turned-off, before refueling starts.
- E. Only the crew for the car competing will be allowed in the pit.
- F. In accordance with S.C.C.A. insurance guide, children under 12 years of age or pets of any kind, are not permitted in the pit area.

TROPHIES:

Trophies will be awarded in accordance with the 1969 G.C.R.

In cases where more than one driver may be driving the same car in practice and/or qualification it will be the driver's responsibility to notify the chief timing and scoring accordingly. Failure to do so may conceivably lead to disqualification.

PROTESTS:

Protests will be conducted in accordance with the 1969 G.C.R.

The first three finishing cars in each class will proceed immediately to a designated impound area and remain for 30 minutes following their race.

Let Racing Teach You To Drive

By Roland L. Jons

It is impossible to watch motor racing events without becoming aware of the particular polished style in which the real "aces" drive. Modeling one's style on the racing men, when driving the sports car or family saloon, may seem a far-fetched idea. It is, however, possible and even desirable.

When next you watch a faultless performance on road-circuit or track, try afterwards to reproduce it in your own road driving. This does not involve driving in a "flashy" fashion. The firstline racing driver is always unspectacular, certain, consistent and dependable.

The first point to consider is driving position. There is a tendency, nowadays, to make sports and touring cars too comfortable, and to cultivate seating positions of extreme ease and languor. Follow the racing driver--sit up alert to the job of conducting the motor, and choose your car or modify your driving seat so that you can assume and retain an alert position at the wheel. This does not involve being uncomfortably upright; it simply means choosing comfortable seating to make it easy to sit in a workmanlike attitude. If the steering column is provided with telescopic adjustment always see that it is locked before starting to drive the car. A spring wheel is delightful to handle and does reduce fatigue. Look for seating that gives support when sitting up to it, and which provides elbow room for rapid and accurate work with the steering wheel.

Now as to actual driving methods. Most of the fun of fast driving is in cornering. Apparently, our forefathers had prevision of this, for our roads, as inherited from them, give us plenty of opportunity of indulging in it.

It is here that the real application of racing methods can begin. A moment's reflection will show, however, that where the racing driver can follow any course he chooses round corners, the everyday driver must always keep to his own side of the road, and must never seek a favour-

able camber on the wrong side of the white line.

Use your close-ratio third gear to the full. Snap change down for all easy bends and for light traffic, and negotiate all restricted areas in this "traffic top."

Adopt the racing method of dealing with all significant bends or corners. Never find yourself braking in the bend, or the slippery occasion will surely arrive when you will find yourself leaving the straight and narrow sideways.

Finish all braking before entering the corner, change down and take the bend accurately on a course of tramline accuracy with the throttle just sufficiently open to maintain speed. Then, on the release from the corner, with the car accurately placed, open the throttle and accelerate away.

Sometimes, in a twenty-four hour sports car road event, the early men have to ascend the first hill before dawn, while the latecomers have the advantage of being able to watch the early men on a hill and so benefit by their errors. Considerable knowledge can be gained by closely observing surrounding traffic which contributes to safe driving on our public thoroughfares.

It, of course, would go without saying that any experimental driving should be done off the highway under controlled SCCA or similar safety provisions.



Bill Johnson, III, helps his father, Bill Johnson Jr., Kansas City, get ready to race. Johnson is chairman of the Lake Garnett races this year.

Clint's Service

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Majestic

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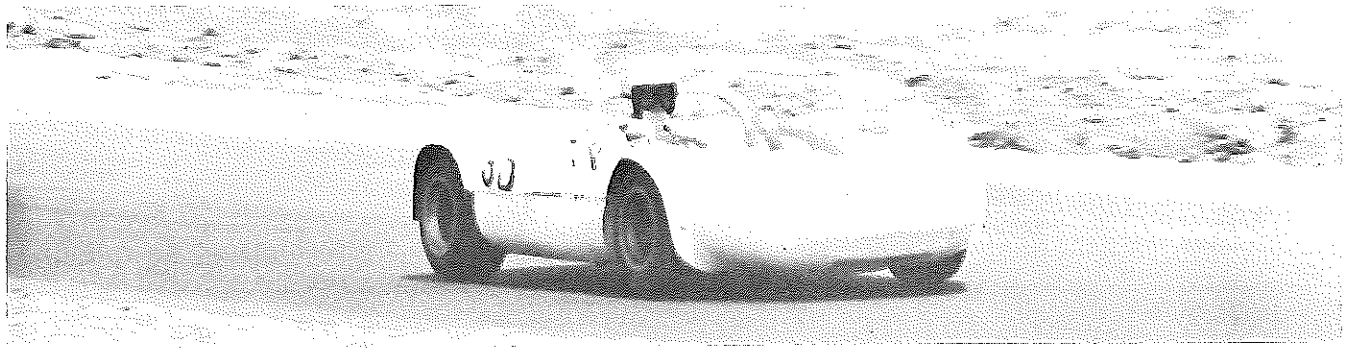
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Les David, Agent

and

Gary Haley

Insurance of All Kinds

Acknowledgments

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 and Richards Supply Co., Garnett.

Hay bales by Dennis Callahan.

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.

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

Course preparation, State, County and City Employees.

Assistance with Telephones, United Telephone Co.

House Trailers by courtesy of Burris Trailer Sales.

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

Service for Fire Stations, Dick Dalton.

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 26 and 27 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 Racing Association, Inc., wishes to express grateful appreciation for your time, efforts and contributions so generously given.

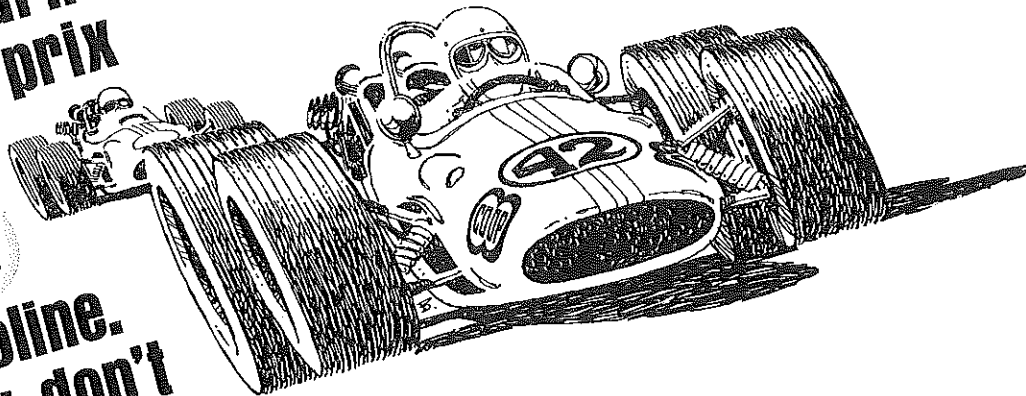
the
lake garnett
grand prix
uses



gasoline.
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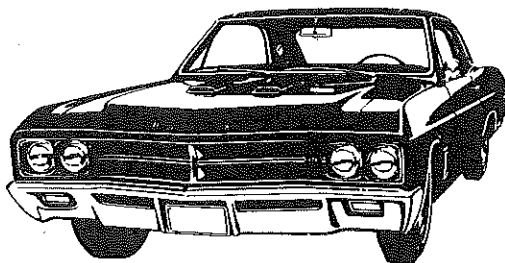
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This space is reserved for notes and autographs by

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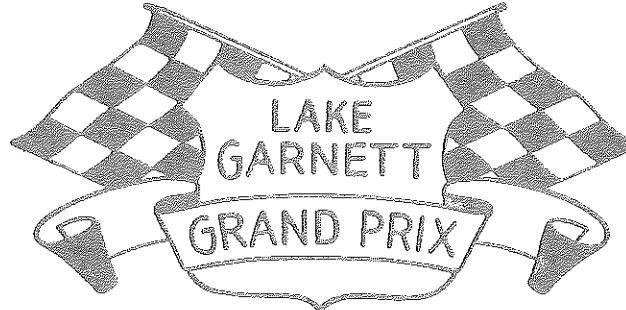




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Visitors & Sports Car Club of America
to the Eighth Annual



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BUSH CITY STATE BANK, Bush City, Kansas
CENTERVILLE STATE BANK, Centerville, Kansas
BANK OF ODESSA, Odessa, Mo.
PLEASANT HILL BANK, Pleasant Hill, Mo.
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