

lake garnett

castrol grand prix

SEPT 2&3



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National Race
Garnett, Kansas**

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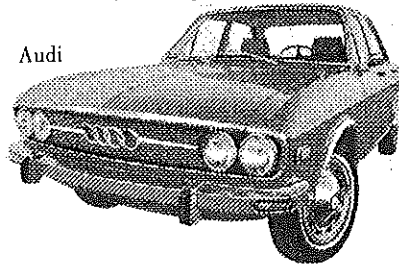
**We'd like to show you
how great ours work.**

At our Porsche Audi showroom we have more important things to tell you about than how our cars look. That, you can see for yourself.

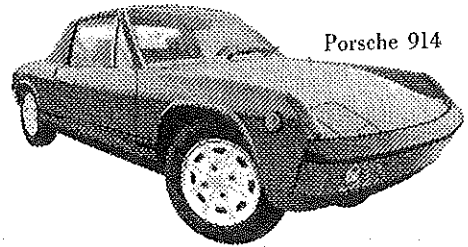
We'd rather show you how each one works. Because, frankly, that's what we're most proud of.

Our Audi, for example, is a lot of cars for the money. It has rack-and-pinion steering like a Ferrari. It gives just about the same headroom and legroom as a Rolls-Royce Silver Shadow. And holds as much luggage as a Lincoln Continental Mark IV. (Just to give you an idea.)

Audi

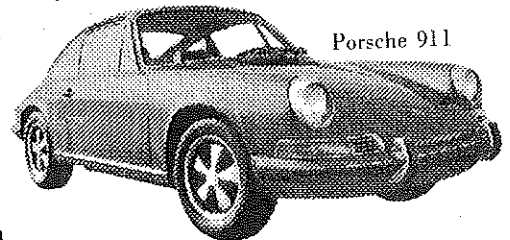


Our Porsche 914 is engineered with a mid-engine design so it corners surer and brakes smoother than just about any other car on the road. And since its engine is in the middle, we give you two trunks instead of one. The removable fiberglass roof stores in the rear trunk, where it takes up practically no room at all.



Porsche 914

And our Porsche 911 is engineered to be one of the most superlative road machines of its time. Regardless of price. Which is why Porsches have won more than one thousand major victories in the past twenty-three years.



Porsche 911

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Write for further literature.

Art Bunker

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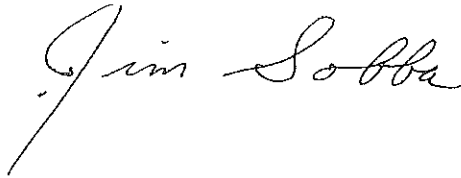


WELCOME TO LAKE GARNETT

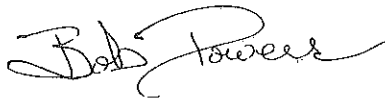
Dear Race Fans:

With the Grand Prix returning to Lake Garnett this year, it looks like a banner year. New machinery, a new technical interest in the sport itself, plus the elimination of hazards and the installation of more protective guard rail will make Lake Garnett more attractive to both the driver and fan. We thank you for your support and hope it continues.

Sincerely,



President, Lake Garnett Racing Assoc., Inc.



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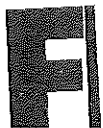


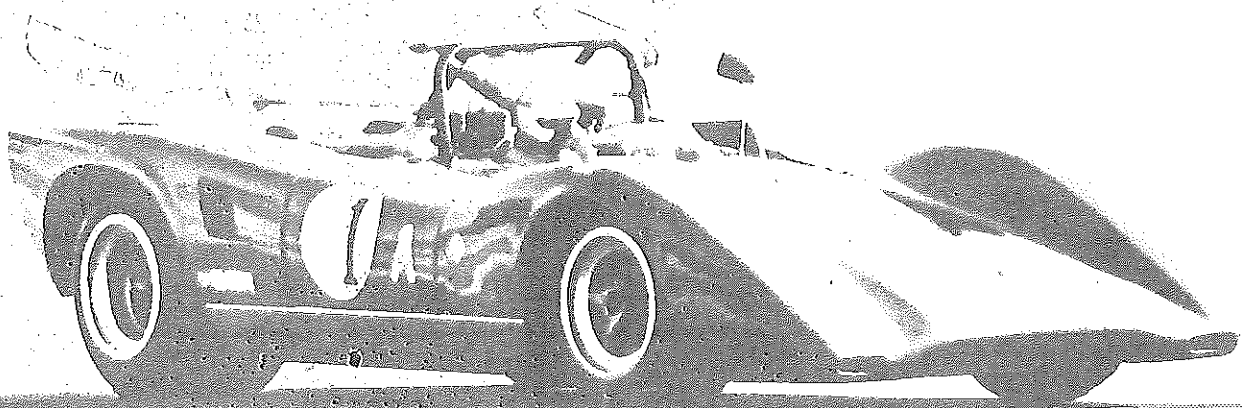
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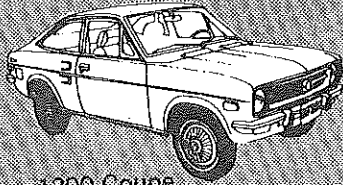
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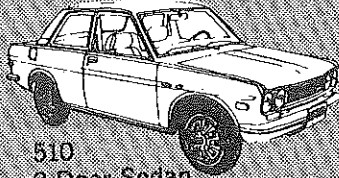
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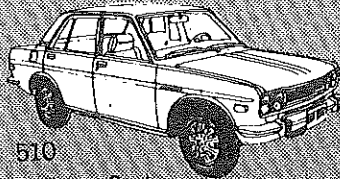
1200 Coupe



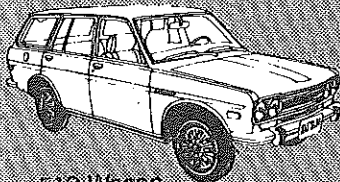
1200 Sedan



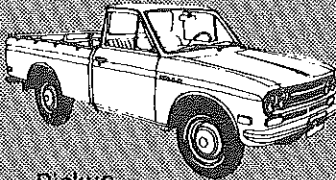
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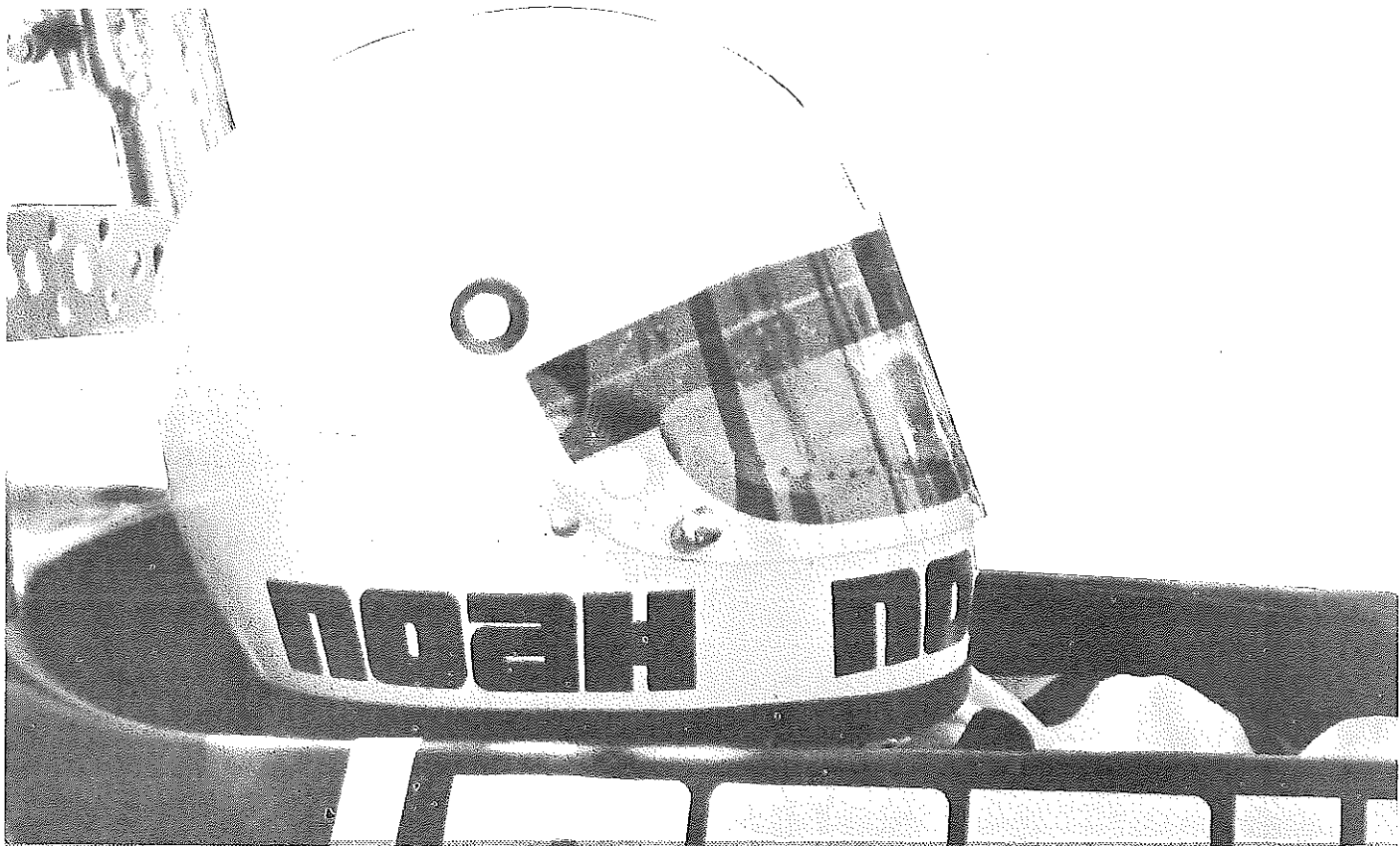
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Credits

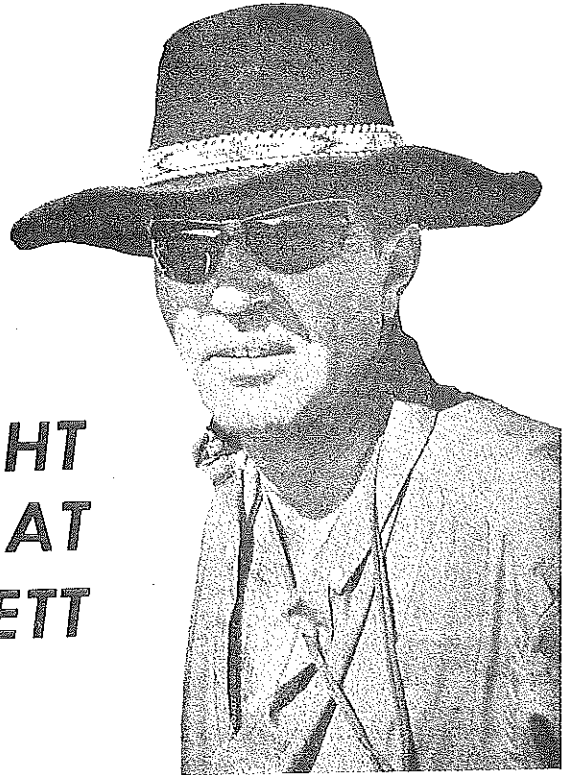
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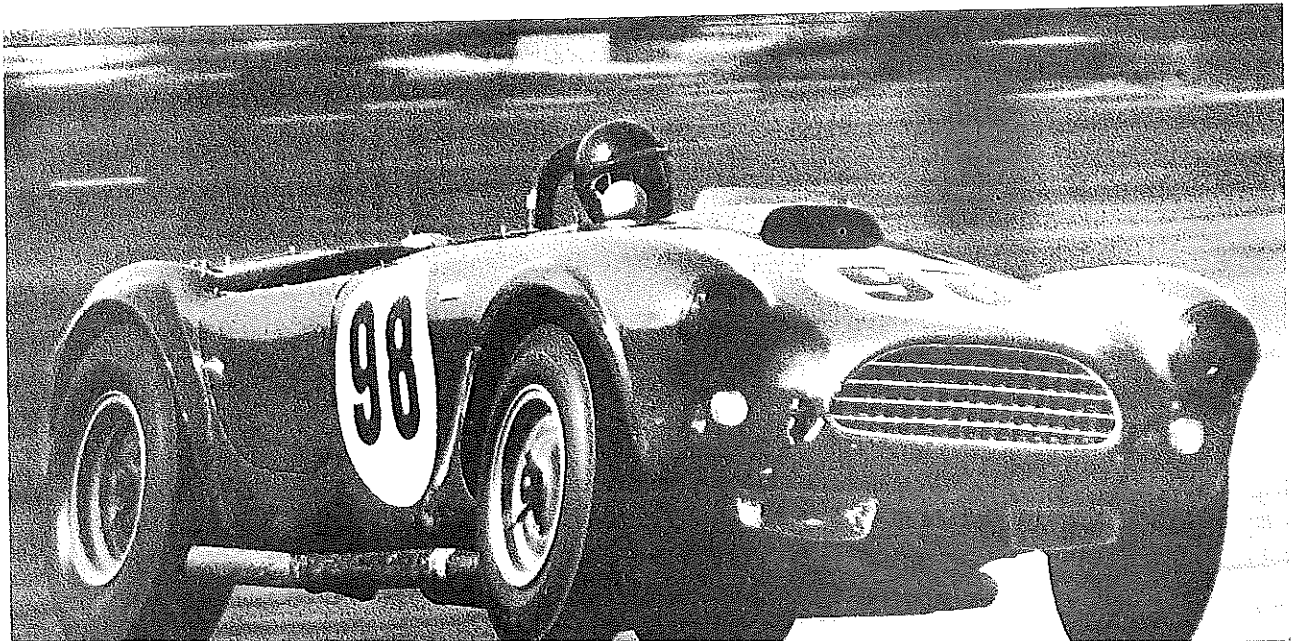
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Many others contributed their time and service to make

**EIGHT
YEARS AT
GARNETT**



CARROLL SHELBY



Lake Garnett has been the scene of some of the most exciting sports car racing in the country. Many great names have raced on its surface.

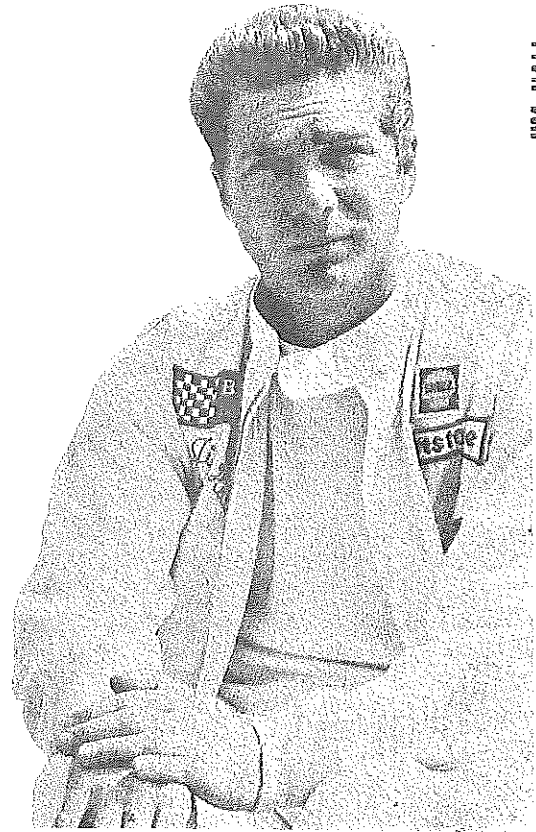
In 1961, Harry Heuer brought down his Meister Brouser Racing Team from Chicago and took all honors. He returned the following year with Jim Hall, both in Chapparals, but they took a back seat to the very fast Cooper Monaco ably driven by Alan Connell.

In 1963, Carroll Shelby took the opportunity to score a big win over the Corvettes. Race fans remember when he hauled his team of Ford powered Cobras from California to do battle with the popular Sting Rays of the Grady Davis Racing Team from Pennsylvania. Ken Miles won the race going away.

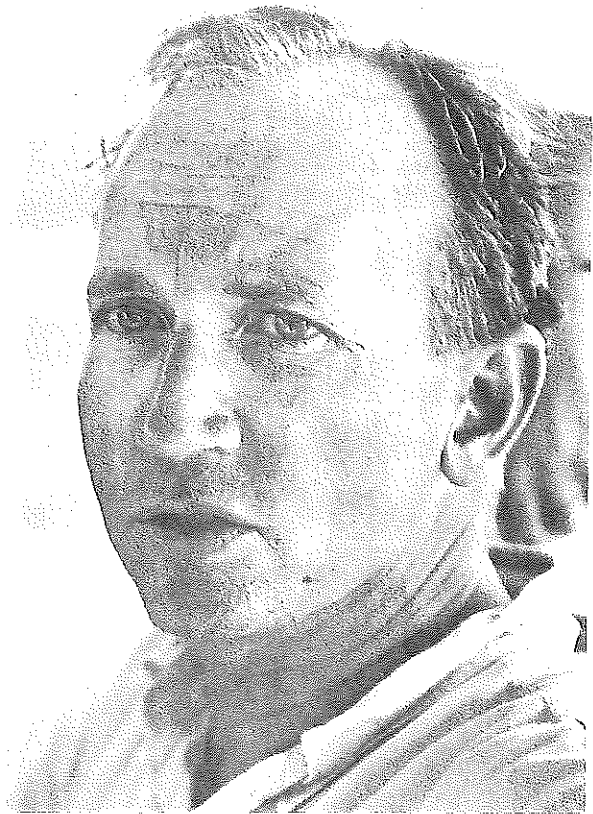
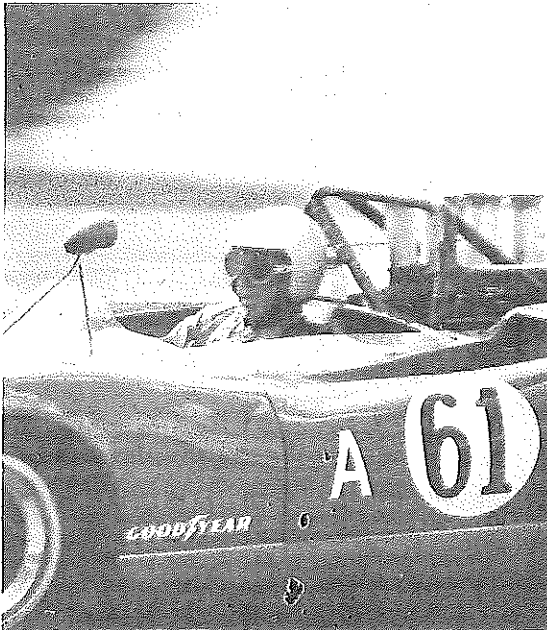
In 1964, Jack Hinkel, of Wichita, won the big race in his Cooper Monaco. This was the first win at Garnett since 1960 when Jack had won the big event two years in a row.

In 1968, Brad Brooker took his Shelby GT-350 to the winner's circle and in 1969, the last year of the Grand Prix, racers came from both coasts to "race Garnett." Roy Woods, Jr., ran a Camaro Z-28 and a Formula Ford that year and Mark Waco raced a Formula Ford. Neither won that year but both have done well since that time in SCCA's professional Trans-Am Series. That year, Don Yenke took it all in a very fast Corvette.

JIM HALL

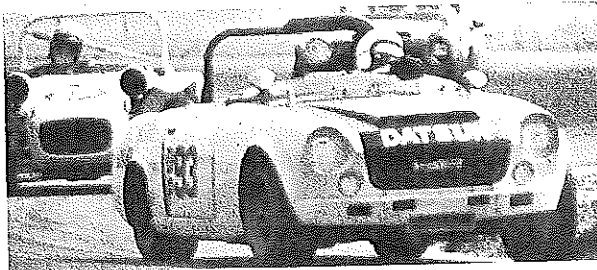


JACK HINKEL



WOODY WOODWARD after drive into lake

The Four Types of Race Cars Seen At Lake Garnett

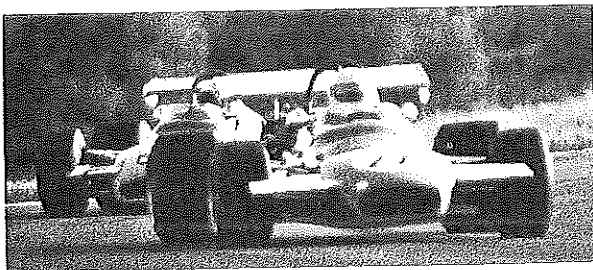


PRODUCTION CARS

Mass produced sports cars running from a Corvette to a Sprite. These cars bear close resemblance in appearance to showroom cars but are permitted some modification and special parts.

SEDANS

Mass produced compact sedans with the general requirement that they were originally designed to carry passengers in the rear seat.

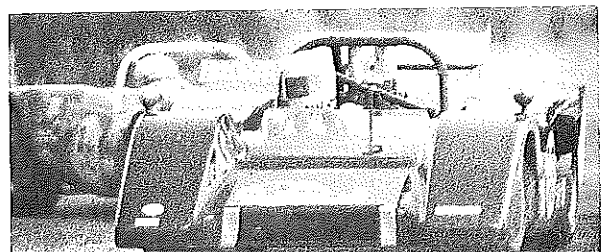


FORMULA CARS

These are open wheel racing machines similar to but slightly different than the Indy or Grand Prix cars. Engines vary by class and range from 5 liter engines to a Volkswagen engine with a 1600 cc Ford Cortina engine in between.

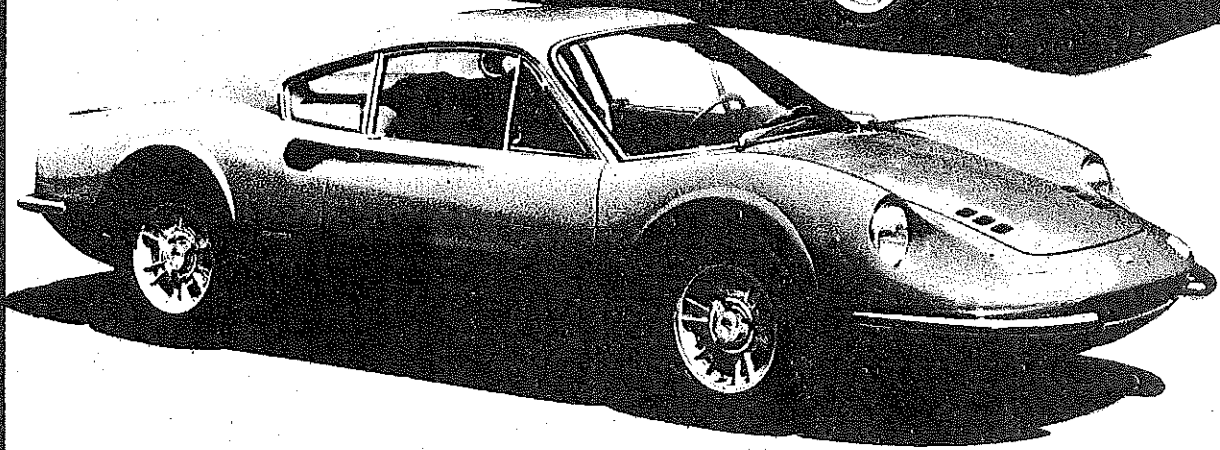
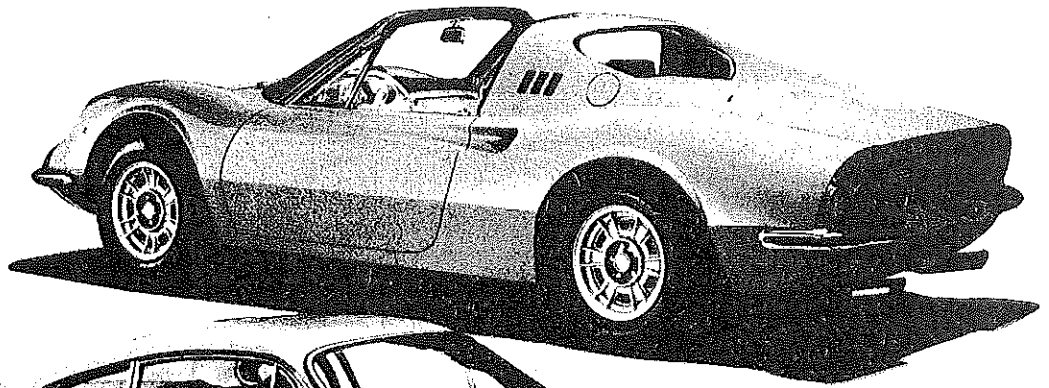
SPORTS RACING CARS

Unlimited sports cars that compete according to engine size. They have two seats and four fenders but are very stack in fittings. This class probably offers the best opportunity in racing for individual ingenuity in auto design.





K.C. FOREIGN CAR Sales & Service
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Ferrari

Everything You Always Wanted To Know About Sports Car Spectatoring . . . but were afraid to ask. by Bob Severs

Dr. Vicarious gives frank, straight-from-the-shoulder answers to ever the most intimate of your spectatoring questions.

1. Why do all the cars have funny numbers and letters on them?

The number identifies the car and driver. No two cars in the same race will have the same number. The letters, however, indicate the class in which the car races. Classes range from A to H with A being the potentially faster cars. Cars of equal performance capabilities are assigned to the same class. Following the class designation letter will be either a "P" for production (stock), an "SR" for sports racing, and an "F" for Formula car (one without fenders). GP therefore means class "G", production - not "parental guidance suggested" as in the movies.

2. Why do winners always say the track was fine, but losers say it was rough and slippery with oil?

Because winners are winners and losers are losers. Who needs an excuse for winning.

3. How come sports cars race on road courses?

You will find an occasional race on the ovals but like the origin of the car themselves, racing started through the streets of Europe. . . thus road racing. Enthusiasts also maintain that a road course is a better test of both man and machine. Some cars go fast on the straight and hot so fast through the turns. Other cars are just the opposite. It makes for interesting racing.

4. Have they ever held a Demolition Derby on a road course with sports cars?

Yes, many times, but they always started out to be regular races and really weren't planned that way.

5. Is a good cornering technique vital to winning races? Keep an eye out for two cars that are running together. If one driver seems to be working pretty hard - you know, letting it hand out on every corner - while the other just quietly keeps up, but on the smooth one. The "Hollywood"

approach is not only hard on the car, but the margin of error is almost nonexistent. The tire-squealing hot dog will almost always be the second car to arrive at the finish line. . . if he arrives at all. Smoother is faster.

6. What is the difference between a 4-wheel drift and an uncontrolled sliding skid?

About \$1,400 in car repairs and a couple days in the hospital.

7. Where is the best place around the course to watch the races?

One of the best things about watching a road race is that there are so many different kinds of racing to watch. Move around. Watch a slow corner for a while to start. This way you'll be able to study the various ways drivers brake, shift and accelerate-then move over to a high-speed corner. Things will be happening faster here, but look for the same things taking place. You see some drivers attempt to pass going into corners while others wait until they are through the turn. Many people move all over the spectator area during a day of racing. Try it.

8. I have seen two identical cars race several times. One car is red. The other blue, but the red car always wins. How come?

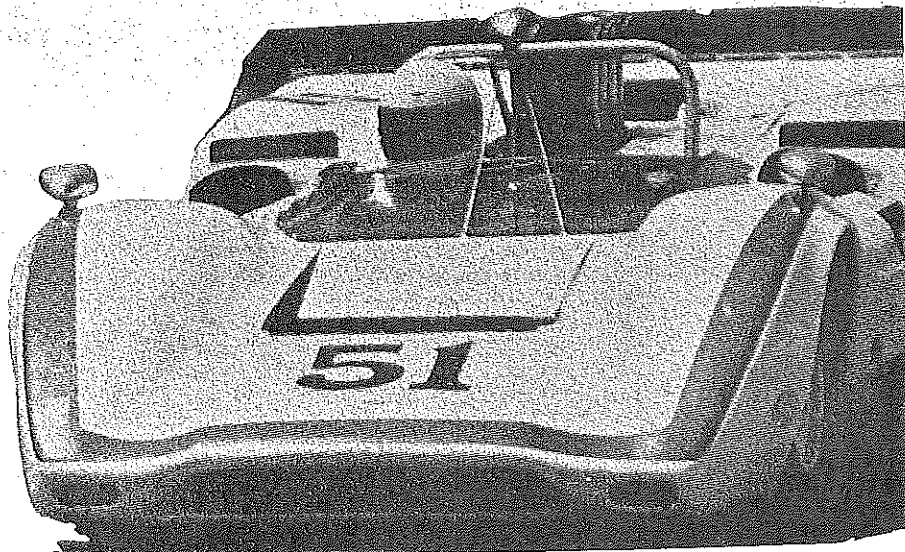
Perhaps the blue car has a yellow driver and a green mechanic.

9. Occasionally I've seen men standing near a turn holding or waving a yellow flag. Why are they there?

Safety. They let the drivers know of danger ahead. When the flag is being waved, it usually means there's an accident ahead or perhaps a car has spun out and is stalled on the road. A stationary yellow flag usually indicates less danger - a car pulled off the side of the road, etc.

10. How does a fella become a flagman?

He usually starts when his wife tells him he can't race anymore.



240-Z: Winner in Africa and Atlanta.

There's a lot of Z in every Datsun 1200.



Datsun 240-Z: Winner of the 1971 East African Safari and the 1971 Road Race of Champions. Engineering excellence carried the day, and every Datsun we build carries on the tradition.

Case in point: The Datsun 1200 Sport Coupe. Its refinements read like a pedigree. **Solid unibody construction. 4-speed stick shift. Safety front disc brakes. Vinyl-trimmed interior with reclining bucket seats. Nylon carpeting. Tinted glass. Whitewalls. Around 30 miles per gallon. All included in the price.**

240-Z and Datsun 1200. They're two ends of our spectrum, yet they share many similarities. Maybe you don't think winning races is important for a family car. **But it sure beats whatever's second.**

DATSUN
FROM NISSAN WITH PRIDE



1200 Coupe

1200 Sedan

510 2-Dr Sedan

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Pickup

240-Z

Datsun prices start at 1976*

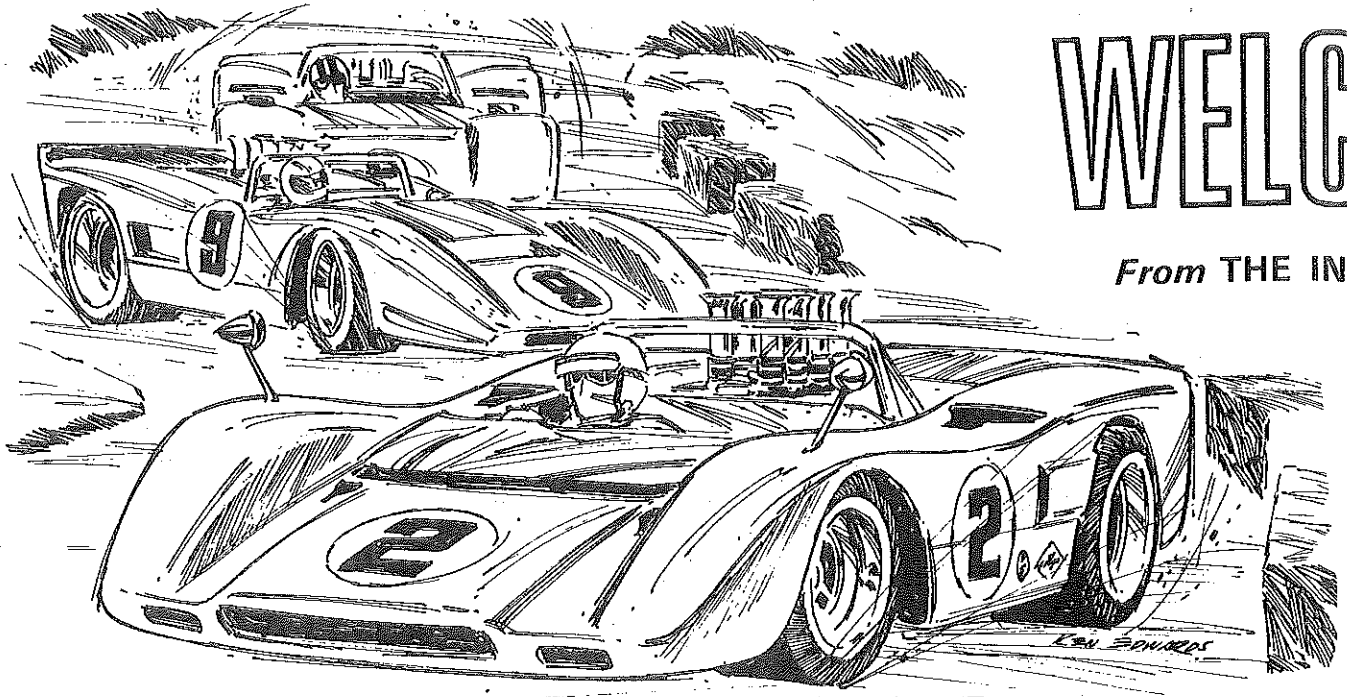
*Mfr.'s. suggested retail price for 1200 Sedan, excluding tax, license, freight and handling, dealer preparation.

Drive a Datsun...then decide. Today at your nearby Datsun Dealer.

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WELC

From THE IND

CLASS WINNERS

CLASS	CAR NUMBER	DRIVER	CITY	WINNING LAP TIME
A SPORTS RACING				
B SPORTS RACING				
C SPORTS RACING				
D SPORTS RACING				
A PRODUCTION				
B PRODUCTION				
C PRODUCTION				
D PRODUCTION				
E PRODUCTION				
F PRODUCTION				
G PRODUCTION				
H PRODUCTION				
FORMULA A				
FORMULA B				
FORMULA C				
FORMULA FORD				
FORMULA Vee				
SUPER Vee				
A SEDAN				
B SEDAN				
C SEDAN				

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We Hope you Enjoy the Races!

VIEW FROM THE TOP

Welcome, race fans, to the revival of one of the greatest racing events in the Sports Car Club of America's broad spectrum of racing. What you will be watching this week end is the culmination of many months of hard work by the citizens of Garnett, Kansas; the Lake Garnett Racing Association; and the Kansas City Region of the Sports Car Club of America. The race course was re-inspected in June of this year, and broad safety requirements were made known to the Garnett Racing Association at that time. It involved thousands of dollars plus thousands of man hours of labor to meet the rather stringent safety requirements as set down by the club's safety inspection team.

The drivers you are watching this week end are part of over 5,400 licensed drivers in the Sports Car Club of America, competing not for money but national championship points. Their main objective will be the accumulation of these points; as the drivers who finish first, second and third in class will be invited to participate in the American Road Race of Champions at Road Atlanta, Thanksgiving week end. There they will meet winners of the other six racing divisions in our club, with the national championship at stake.

I find it difficult to believe myself that all of this started just twenty-eight years ago with seven people sitting around a New England pub. They had but one common interest-----an appreciation of fine automobiles. From that rather meager beginning in 1944 the Sports Car Club of America now boasts over 20,000 members that belong to one hundred and five separate Regions. We have members from every walk of life, some young and some old, both male and female, almost all of whom participate in some of the club's activities. Ours is not a racing club alone; for we also have a full program of national, divisional and club rallies, as well as full Solo program, in addition to our many-faceted racing program. Anyone interested in joining SCCA should fill out the membership application card in this program.

For those of you who may not be aware, the CanAm Series, the TransAm Series (both under and over 2.5 liters), the Continental and Pro Super Vee Championships are all SCCA-sanctioned events. These professional racing events will pay in excess of two million dollars in prize money in 1972.

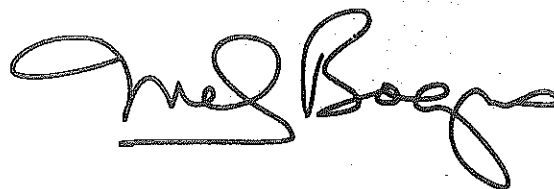
One thing you'll be seeing new is the addition this year of eighteen-year-olds being allowed to race, with parental permission. Most other racing organizations have allowed this for the past few years, and - since adopted this year by SCCA - it has added two hundred drivers to our ever-increasing rolls.

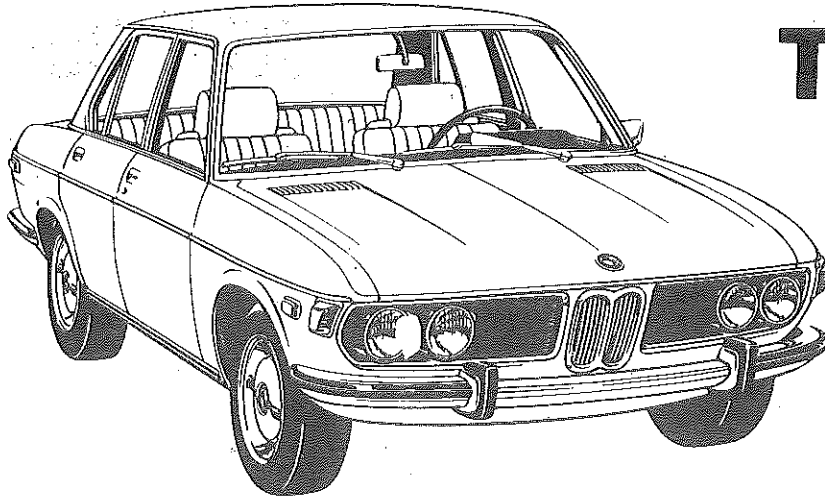
The only other phase of Garnett of which I'd like to make you aware is the overwhelming number of people it takes to put on this race for you. Those of you spectators who are near a corner crew will see that it takes five to seven people to man a corner, plus medical crews. Also, there must be fire-fighting equipment, wreckers, ambulances-----and that does not include the multitudes of people and things necessary to get a race functioning smoothly. Some of the figures, just to give you an idea, are ---- 300 corner workers, 200 drivers, 50-75 officials, 600 crew members, 100 additional workers not associated with the club-----wrecker crews, etc. These, of course, are on the club side only. This list does not include concessionaries, ticket sellers, program sellers, gate guards, the many

Police who come to help----and on and on and on. This is not an easy project, which is the reason there are not more events of this kind.

I started racing in 1960 and my greatest desire was to race and win the Lake Garnett Grand Prix. My first race car was a Sprite and I came in fourth at the 1960 Garnett July 4th spectacular. For a variety of reasons I did not make it to the winners circle at Garnett until 1968 and the trophy I won here still hangs in a favorite spot.

I am now racing a red-white-and-blue Datsun two-liter. Those of you who are so inclined, please feel free to let me know how much you appreciate all the time and effort that have gone into making this show the most outstanding in the Midwest Division. My congratulations and thanks to the multitudes who have made it possible----not only for me to race here, but for you to see one of the greatest shows on earth. Yours for safer and faster racing,





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Kansas City, Missouri

816 231-8720

816 421-3736



SCHEDULE

FRIDAY, SEPTEMBER 1, 1972

4:00 p.m. to 11:00 p.m.

Tech inspection & registration at track

SATURDAY, SEPTEMBER 2, 1972

6:00 a.m. to 3:00 p.m.

Tech inspection & registration at track

8:00 a.m.

Mandatory Drivers meeting at s/f line

8:15 a.m.

Practice for group 1

9:05 a.m.

Practice for group 2

9:55 a.m.

Practice for group 3

10:45 a.m.

Practice for group 4

11:35 a.m.

Practice for group 5

12:15 p.m. to 1:15 p.m.

Lunch

1:15 p.m.

Qualifying for group 1

2:10 p.m.

Qualifying for group 2

3:05 p.m.

Practice for group 6

3:55 p.m.

17 laps

Race for group 1

4:50 p.m.

17 laps

Race for group 2

OF EVENTS

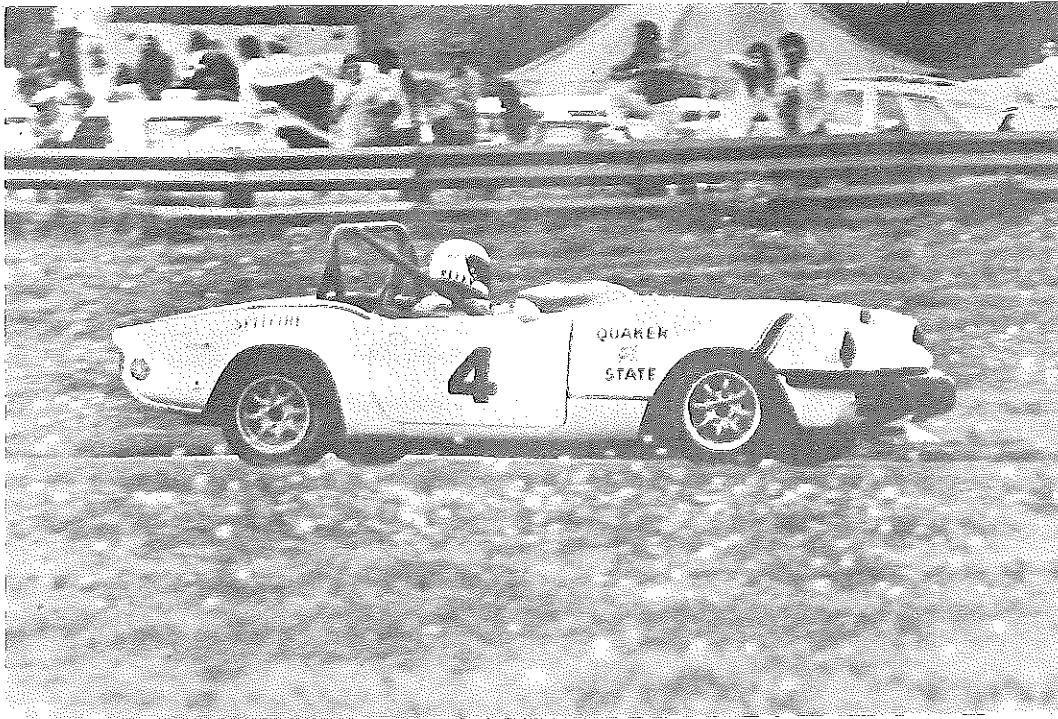
SUNDAY, SEPTEMBER 3, 1972

6:30 a.m. to 12:00 noon		Registration -- Tech inspection by appointment only.
8:00 a.m.		Mandatory Drivers Meeting at S/F line
8:15 a.m.		Qualifying for group 3
9:10 a.m.		Qualifying for group 4
10:05 a.m.		Qualifying for group 5
11:00 a.m.		Qualifying for group 6
11:55 a.m. to 12:55 p.m.		Lunch
12:55 p.m.	17 laps	Race for group 3
1:55 p.m.	17 laps	Race for group 4
2:55 p.m.	17 laps	Race for group 5
3:55 p.m.	20 laps	Race for group 6
5:00 p.m.		Trophy presentation at start/finish

GROUP BREAKDOWN

Group 1	Formula Vee
Group 2	F Production, D Sports Racing
Group 3	G and H Production, D and C Sedan
Group 4	D and E Production, C Sports Racing and B Sedan
Group 5	A and B Sports Racing, A,B, and C Production and A Sedan
Group 6	Formula SCCA - A, B, C, Ford and Super Vee

**WORLD, MORE RACES HAVE BEEN WON
CASTROL OILS THAN ALL OTHERS COMBINED.**



While you're waiting to get enough bread together for a Ferrari, may we offer you an hors d'oeuvre?

Small though it may be, the Spitfire has a large heart and a full measure of dignity. Beneath its little bonnet throbs a far-from-mighty but entirely substantial overhead valve, high-torque engine that gives the

Spitfire, if not a whole lot of fire, a hell of a lot of spit. It overtakes like the larger jobs, and though not as fast at top speed, it goes much faster than most people want to and anybody should.

The cockpit of the Spitfire has more than enough room for anybody under 6-foot-6, with all the comforts of a large sports car. Reclining

bucket seats made of perforated vinyl (they stay cooler because they "breathe"); padded steering wheel and gear-box cover; and anti-dazzle dash, with black rimmed instrumentation.

So even if you're not loaded, be a sport. Try on a Spitfire at your Triumph dealer.



Triumph Spitfire

HARRIGAN MOTORS
Sports Car Center

6441 Troost
Kansas City, Missouri

(816) 444-4000

1972

Lake Garnett . . .

The Track, The City, The People

Lake Garnett has a mystique that no other race course in this area enjoys. What it is can't be described, but it keeps people coming back.

Road Racing, with all its glamour, is a special phenomenon in motorsports competition and Lake Garnett both draws from and contributes to this unique charisma.

Like LeMans, Sebring, Elkhart Lake and others around the world, Lake Garnett is more than just a place to see racing spectaculars. It's a happening, a place to be when the action's going and where "the crowd" is.

Two or three hours in the bleachers watching drags or stockers is great, but road racing is a whole day or week end with the family or friends, a chance to get some sun, play frisbee, put down some cold beer, and maybe meet someone new - while men with steel nerves go by in hundred-thousand-dollar cars, with engines making music to chill the nerves.

People are free here, to sit in one spot all afternoon, catnap in their camper, or roam from turn to turn at will.

To the racers, the men who own, drive and maintain the cars, Lake Garnett is another arena in which they once more must face the challenges that their profession demands week after week during the racing season. To them it is both fun and work.

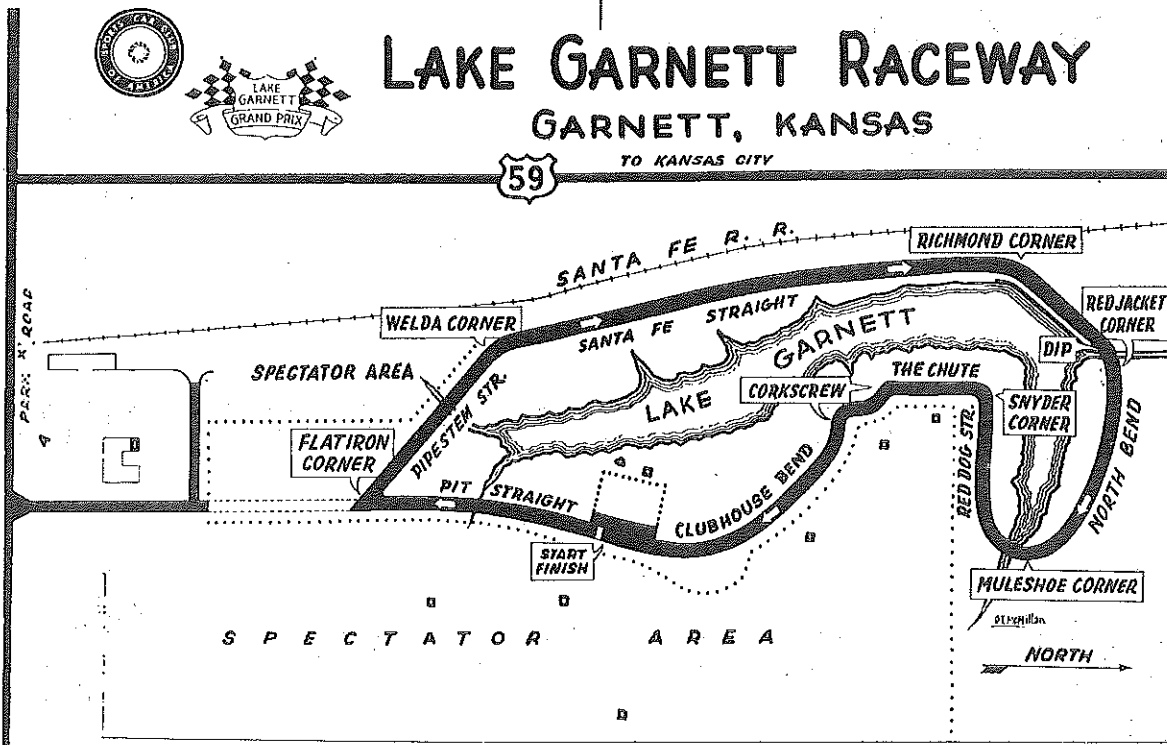
Contrary to some thinking, the people of the Garnett area have come to respect Lake Garnett as a valuable asset for their city.

Garnett is a nice place to live and work, too. 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 for bricks and tile. Add to this all the up-to-date business, plus a fine hospital and high-type professional services, makes Garnett a nice place not only to visit, but to live.

Several years ago the Garnett Industrial Corporation was formed to help new industries find suitable sites and help with financing and other problems which arise when starting up a new business. Add to this attractive sites, reasonably priced utilities, a plentiful water supply, a good labor potential with the absence of "labor trouble" and sound economic conditions, excellent highways and rail connections, plus large parks, a football stadium, baseball diamonds, shelter houses and picnic facilities, a local airport and fine schools, and it makes Garnett a nice place to settle.

The races are put on each year by the Lake Garnett Racing Association, Inc., a non-profit corporation which uses all funds above expenses to improve both city parks. This year alone over \$40,000 was spent to re-finish and seal the main road racing service, add protection barriers for your safety, and increase the number of concession stands and rest room facilities to make this a most enjoyable week end. Plans to continue improving the track for spectator and racer alike are on the drawing board for the years ahead.

So, from the 3,200 residents of Garnett, "Welcome." Have a good time, enjoy yourselves, and come back next year!



LAKE GARNETT CASTROL GRAND PRIX ENTRY LIST

SEPTEMBER 2 and 3, 1972

SANCTION NO. 72-N-38S

RACE NO. 1 FORMULA VEE					
CAR NO.	DRIVER	HOME TOWN	CAR	REGION	
00	William J. Noble	Manhattan, Kan.	Zink	Kansas	
1	John Mulholland	Columbia, Mo.	Emu	St. Louis	
5	Fred Stout	Webster Grove, Mo.	Lynx	St. Louis	
9	Grady Clay	Englewood, Colo.	Zink	Colorado	
11	Harvey Staab	Denver, Colo.	Zink	Colorado	
13	Robert T. Powers	Kimberling City, Mo.	Zink	St. Louis	
21	Fred F. Storer, Jr.	Oklahoma City, Okla.	Autodynamics	Oklahoma	
38	Rodney Winters	Overland Park, Kan.	Shark	Kansas City	
51	Charles D. Metcalf	Colorado Springs, Colo.	Zeitler	Colorado	
53	Tim Millis	Leawood, Kan.	Caldwell	Kansas City	
61	David Washburn	Wheat Ridge, Colo.	Zink	Colorado	
69	John T. Harris	Lawrence, Kan.	Vee	Kansas	
70	David R. O'Brien	Manhattan, Kan.	Zink	Kansas	
96	Melinda Rae Brand	Overland Park, Kan.	Zink	Kansas City	
RACE NO. 2 F-PRODUCTION / D SPORTS RACING					
1	FP	E.L.F. Entriken	Lawrence, Kan.	MG/A	Kansas
3		William Juliff	Independence, Mo.	Spitfire	Kansas City
7		Gerry Porter	Bloomington, Ill.	Lotus 7	Chicago
27		Clayton Peterson	Grand Island, Nebr.	Sprite	Nebraska
47		David J. Ressler	Columbia, Mo.	MG/Midget	St. Louis
78		Dick Kibling	Independence, Mo.	Sun/Alpine	Kansas City
82		Neil Harrison	Mission, Kan.	MG/Midget	Kansas City
99		David Coman	Tulsa, Okla.	MG/Midget	Neokla
0	D/SR	Don Ramsey	Indianapolis, Ind.	Pegasus	Wichita
8		Dick Durant	St. Louis, Mo.	Dubury	St. Louis
84		Robert Marshall	Edmond, Okla.	PBS GT	Oklahoma
RACE NO. 3 G-PRODUCTION / H-PRODUCTION / C SEDAN					
1	GP	E.L.F. Entriken	Lawrence, Kan.	Spitfire	Kansas
5		R. K. Knox	Wichita, Kan.	Alfa	Wichita
18		Dr. French Hickman	Midwest City, Okla.	Spitfire	Oklahoma
21		Leon MacKechnie	Midwest City, Okla.	Sprite	Oklahoma
24		Dr. David Cunningham	Memphis, Tenn.	Spitfire	Mid South
34		R. C. Wheat	Denver, Colo.	Datsun	Colorado
37		Rameau Johnson	Kirkwood, Mo.	MG-Midget	St. Louis
38		Brian Haupt	Shawnee Mission, Kan.	Sprite	Kansas City
50		Bob Lanphier	Fort Smith, Ark.	Alfa	Chicago
52		George Lasater	Overland Park, Kan.	Spitfire	Kansas City
61		Gerald Bloomer	Burlington, Ia.	Spitfire	Great River
70		Kenneth Lawrence	Tulsa, Okla.	Spitfire	Neokla
71		David R. Gillenwater	Kansas City, Mo.	Spitfire	Kansas City
87		William R. Shephard	Kansas City, Mo.	Spitfire	Kansas City
90		Timothy J. Lind	Waterloo, Ia.	Sprite	Iowa
2	HP	Bill Leisen	Colorado Springs, Colo.	Sprite	Colorado
13		Bill Barton	Topeka, Kan.	Sprite	Kansas
14		Marie R. Bonebrake	Manhattan, Kan.	Sprite	Kansas
25		Ron Franklin	Enid, Okla.	Sprite	Oklahoma
30	HP	Ed Forrest	Tulsa, Okla.	Sprite	Neokla
40		Anatoly Arutumoff	Tulsa, Okla.	Morgan	Neokla
44		Dorsey Schroeder	Warson Woods, Mo.	Fiat 850	St. Louis
54		Dorman Lough	East St. Louis, Ill.	Sprite	St. Louis
56		Andy Brown	Kansas City, Mo.	Sprite	Kansas City
57		Michael Fisher	Bloomington, Ind.	Fiat Spyder	Indy
66		Gary Borgens	Wood River, Ill.	MG-Midget	St. Louis
91		Bob Strattan	Tulsa, Okla.	Sprite	Neokla
97		Dr. Charles Rogers	Wagoner, Okla.	Sprite	Neokla
99		Jim Lyle	Derby, Kan.	Sprite	Wichita
12		Martin Centers	Mission, Kan.	Alfa GTA, Jr.	Kansas City
16		R. James Boehm	St. Louis, Mo.	Austin Cooper	St. Louis
22		R. A. Davenport	Wichita, Kan.	Alfa GTA, Jr.	Wichita
28		Irwin J. Beck	Litchfield, Nebr.	Austin Cooper S	Nebraska
31		Harry Hover	Overland Park, Kan.	Austin Cooper S	Kansas City
85		David Bridger	St. Louis, Mo.	Austin Cooper S	St. Louis
RACE NO. 4 E-PRODUCTION / D-PRODUCTION / C SPORTS RACING / B SEDAN					
9	EP	Larry Myers	Boulder, Colo.	Porsche Speedster	Colorado
43		Robert A. Hindson	Kansas City, Mo.	Porsche 914/4	Kansas City
63		Father Douglas Mould	Hutchinson, Kan.	Porsche Speedster	Wichita
72		William Boemler	Overland, Mo.	Triumph TR-3	St. Louis

(Race No. 4 continued to back of this page)

WELCOME

Visitors and
Sports Car Club of America

JOHN H. ASKINS
Retail Liquor Store
First Ave. & Hiway 59



Welcome Visitors!

Welcome Visitors!

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Hiway 59 — Phone 448-3521
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Deep Rock Service

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FOOD MART**

North Side Square

Hy-KLAS FOODS

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Kenneth Centlivre, owner

Highway 59

Garnett, Kansas

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To The Races



Shop Penneys In Garnett

Don't Forget
Penneys Catalog Service, To



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**WARNER
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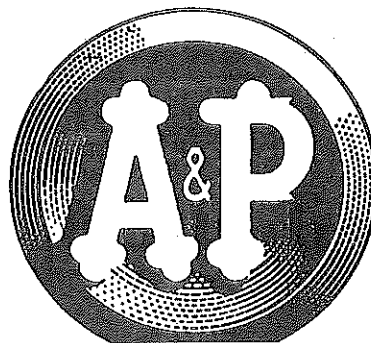
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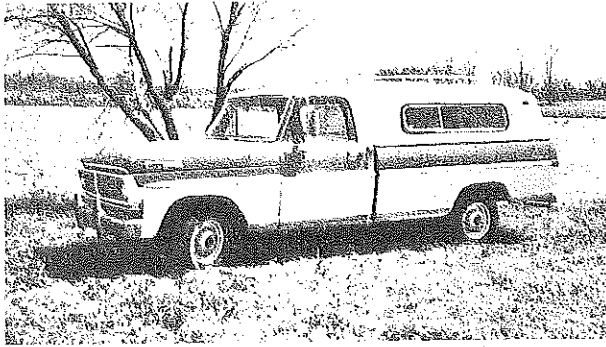
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Baker Ins. Agcy.



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OF ALL KINDS

Garnett, Kansas



GO-WITH-GUIDON

THE LEADER

Fiberglass and

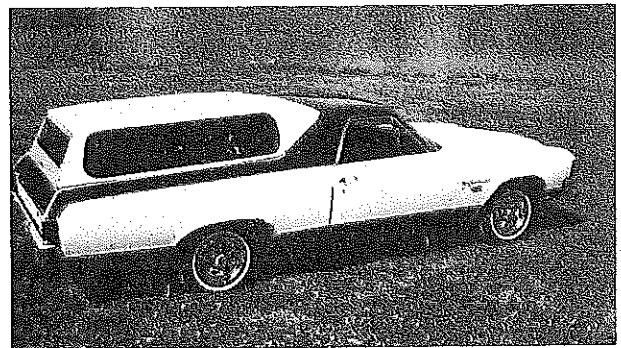
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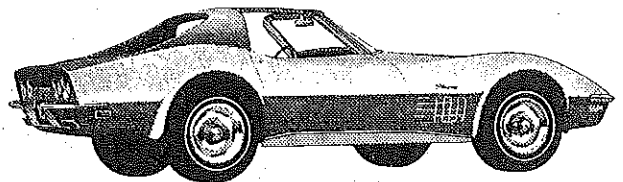


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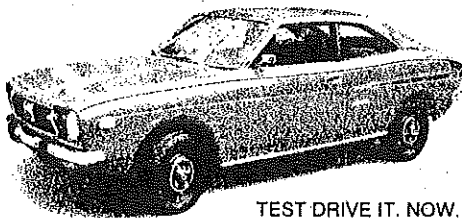
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<p>WELCOME VISITORS</p> <p>Southern Kansas Greyhound Lines</p> <p>Hotel Richart Telephone 448-3136</p> <p>GARNETT, KANSAS</p>	<p>ANDERSON COUNTY BAR ASSOCIATION</p>	<p>Music, Cigarette and Amusement Machines</p> <p>CARDINAL SERVICE CO. GARNETT, KANSAS</p> <p>FOR SERVICE CALL 1st Choice, 448-3913 2nd Choice, 448-6691 3rd Choice, 448-3857</p>
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Welcome Race Fans
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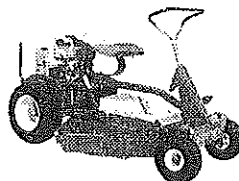
Pete's Body & Glass Shop

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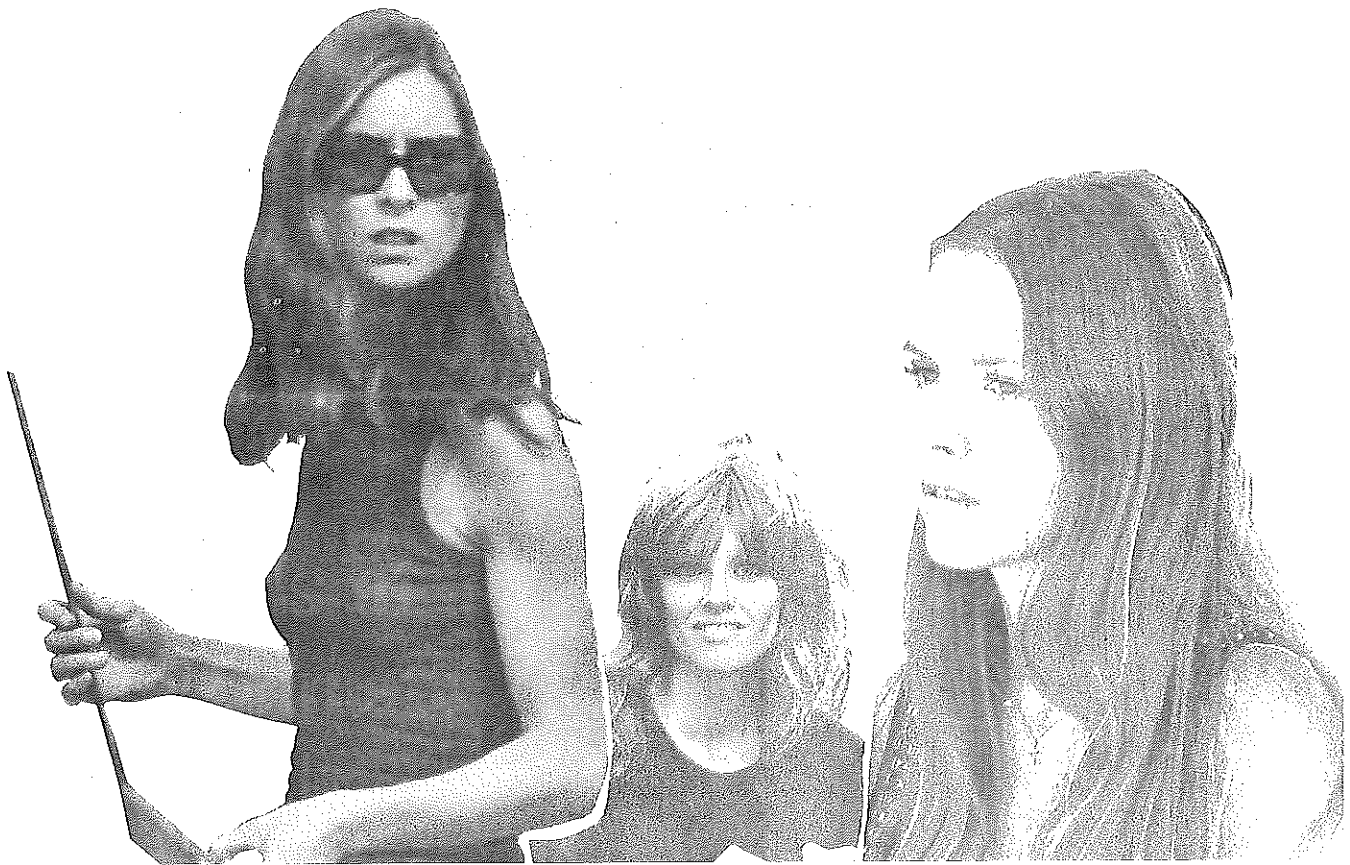
Welcomes You At The Races

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Ottawa, Kansas

The Girls at Lake Garnett



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Garnett, Kansas 66032

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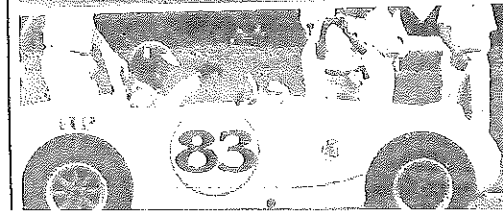
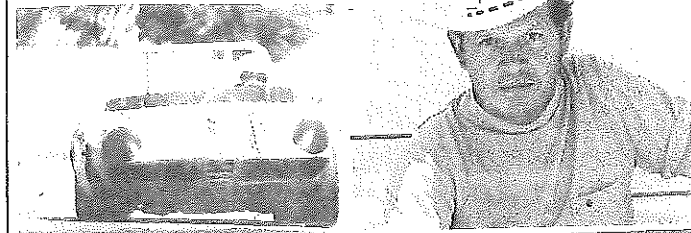
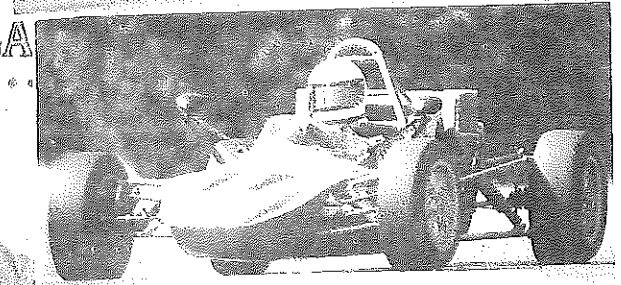
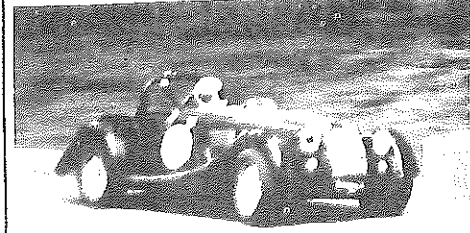
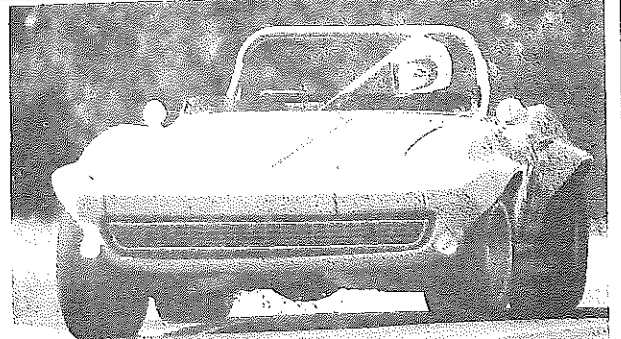
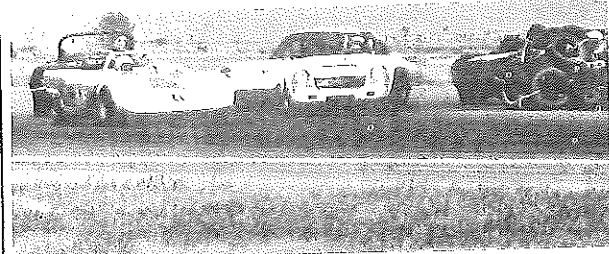
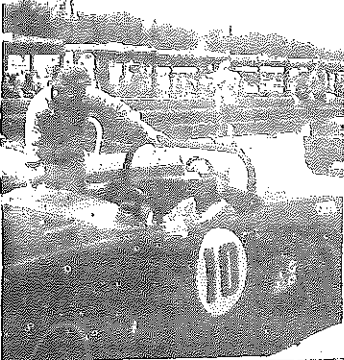
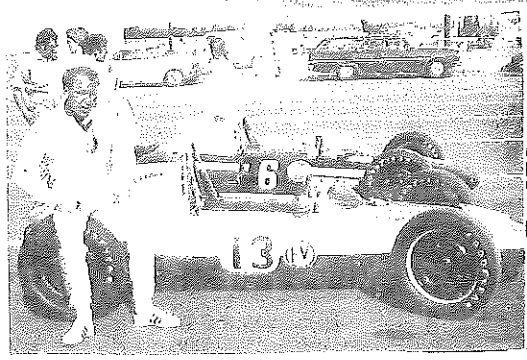
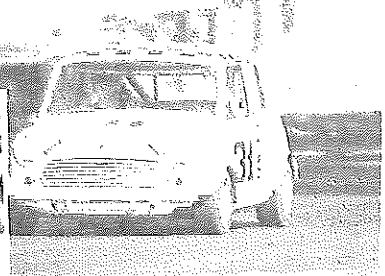
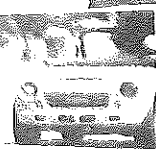
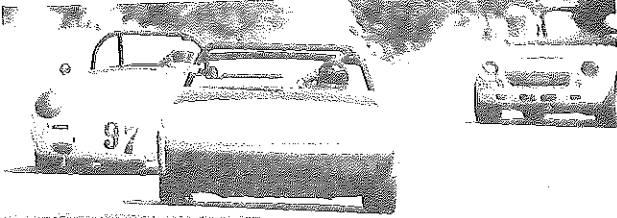
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SIGNALS IN RACING

Racing Flags

Have

Important

Meanings

GREEN

The race is on. The course is clear and drivers may proceed at full speed.

YELLOW - MOTIONLESS

Caution, danger ahead. No passing until past danger area.

YELLOW - WAVING

Use extreme caution and be prepared to stop. No passing until past danger area.

RED

Stop immediately. Clear the track as well as possible.

BLUE - MOTIONLESS

Another car is following you closely.

BLUE - WAVING

Move over to allow a faster car to pass.

YELLOW WITH VERTICAL RED STRIPES

Debris or oil on the track. Use Caution.

WHITE

An ambulance or other service vehicle is on the track. Use caution.

BLACK

Complete the lap, then come into pits for consultation.

BLACK - FURLED

Warning for unsafe or improper driving. If continued, driver will be called into pits.

BLACK WITH ORANGE BALL IN CENTER

Mechanical failure or other difficulties observed. Proceed to pits at reduced speed.

CHECKERED

Race ended. Complete one more lap at reduced speed, then enter pits.

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 rules:

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 valves for out-of-control cars.
4. Never interfere with 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. Keep an eye on your children!
7. Never approach an overturned or disabled car.
8. Never drop newspapers or any other objects on or near the course - papers can fall across a windshield, blinding a driver; stones and bottles can be snapped back like bullets.

Camping Prohibited

Both the North and South Lakes at Garnett will be closed Friday and Saturday nights, except to members of the Kansas City Region of the Sports Car Club of America. No camping will be allowed except by the drivers and their crews and only in designated areas.

Garnett Jaycees have an available camp ground three miles southeast of Garnett. Look for signs.

ORDINANCE NO. 1879,

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 a misdemeanor.

PAY YOURSELF FIRST EARN MORE FOR YOUR SAVINGS DOLLAR

**START NOW WITH ONE
OF THE FOLLOWING TYPES OF ACCOUNTS**

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Regular
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\$5,000.00 minimum
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5¹/₄%
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for period of 6 months*

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Savings Certificates
\$10,000.00 minimum
for period of 2 years *

SAVE BY THE TENTH AND EARN FROM THE FIRST

* Number of accounts we may accept is subject to Federal Regulations .

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LAKE GARNETT CASTROL GRAND PRIX ENTRY LIST

SEPTEMBER 2 and 3, 1972

SANCTION NO. 72-N-38S

RACE NO. 1 FORMULA VEE					
CAR NO.	DRIVER	HOME TOWN	CAR	REGION	
00	William J. Noble	Manhattan, Kan.	Zink	Kansas	
1	John Mulholland	Columbia, Mo.	Emu	St. Louis	
5	Fred Stout	Webster Grove, Mo.	Lynx	St. Louis	
9	Grady Clay	Englewood, Colo.	Zink	Colorado	
11	Harvey Staab	Denver, Colo.	Zink	Colorado	
13	Robert T. Powers	Kimberling City, Mo.	Zink	St. Louis	
21	Fred F. Storer, Jr.	Oklahoma City, Okla.	Autodynamics	Oklahoma	
38	Rodney Winters	Overland Park, Kan.	Shark	Kansas City	
51	Charles D. Metcalf	Colorado Springs, Colo.	Zeitler	Colorado	
53	Tim Millis	Leawood, Kan.	Caldwell	Kansas City	
61	David Washburn	Wheat Ridge, Colo.	Zink	Colorado	
69	John T. Harris	Lawrence, Kan.	Vee	Kansas	
70	David R. O'Brien	Manhattan, Kan.	Zink	Kansas	
96	Melinda Rae Brand	Overland Park, Kan.	Zink	Kansas City	
RACE NO. 2 F-PRODUCTION / D SPORTS RACING					
1	FP	E.L.F. Entriken	Lawrence, Kan.	MG/A	Kansas
3		William Juliff	Independence, Mo.	Spitfire	Kansas City
7		Gerry Porter	Bloomington, Ill.	Lotus 7	Chicago
27		Clayton Peterson	Grand Island, Nebr.	Sprite	Nebraska
47		David J. Ressler	Columbia, Mo.	MG/Midget	St. Louis
78		Dick Kibling	Independence, Mo.	Sun/Alpine	Kansas City
82		Neil Harrison	Mission, Kan.	MG/Midget	Kansas City
99		David Coman	Tulsa, Okla.	MG/Midget	Neokla
0	D/SR	Don Ramsey	Indianapolis, Ind.	Pegasus	Wichita
8		Dick Durant	St. Louis, Mo.	Dubury	St. Louis
84		Robert Marshall	Edmond, Okla.	PBS GT	Oklahoma
RACE NO. 3 G-PRODUCTION / H-PRODUCTION / C SEDAN					
1	GP	E.L.F. Entriken	Lawrence, Kan.	Spitfire	Kansas
5		R. K. Knox	Wichita, Kan.	Alfa	Wichita
18		Dr. French Hickman	Midwest City, Okla.	Spitfire	Oklahoma
21		Leon MacKechnie	Midwest City, Okla.	Sprite	Oklahoma
24		Dr. David Cunningham	Memphis, Tenn.	Spitfire	Mid South
34		R. C. Wheat	Denver, Colo.	Datsun	Colorado
37		Rameau Johnson	Kirkwood, Mo.	MG-Midget	St. Louis
38		Brian Haupt	Shawnee Mission, Kan.	Sprite	Kansas City
50		Bob Lanphier	Fort Smith, Ark.	Alfa	Chicago
52		George Lasater	Overland Park, Kan.	Spitfire	Kansas City
61		Gerald Bloomer	Burlington, Ia.	Spitfire	Great River
70		Kenneth Lawrence	Tulsa, Okla.	Spitfire	Neokla
71		David R. Gillenwater	Kansas City, Mo.	Spitfire	Kansas City
87		William R. Shephard	Kansas City, Mo.	Spitfire	Kansas City
90		Timothy J. Lind	Waterloo, Ia.	Sprite	Iowa
2	HP	Bill Leisen	Colorado Springs, Colo.	Sprite	Colorado
13		Bill Barton	Topeka, Kan.	Sprite	Kansas
14		Marie R. Bonebrake	Manhattan, Kan.	Sprite	Kansas
25		Ron Franklin	Enid, Okla.	Sprite	Oklahoma
30	HP	Ed Forrest	Tulsa, Okla.	Sprite	Neokla
40		Anatoly Arutunoff	Tulsa, Okla.	Morgan	Neokla
44		Dorsey Schroeder	Warson Woods, Mo.	Fiat 850	St. Louis
54		Dorman Lough	East St. Louis, Ill.	Sprite	St. Louis
56		Andy Brown	Kansas City, Mo.	Sprite	Kansas City
57		Michael Fisher	Bloomington, Ind.	Fiat Spyder	Indy
66		Gary Borgens	Wood River, Ill.	MG-Midget	St. Louis
91		Bob Stratton	Tulsa, Okla.	Sprite	Neokla
97		Dr. Charles Rogers	Wagoner, Okla.	Sprite	Neokla
99		Jim Lyle	Derby, Kan.	Sprite	Wichita
12		Martin Centers	Mission, Kan.	Alfa GTA, Jr.	Kansas City
16		R. James Boehm	St. Louis, Mo.	Austin Cooper	St. Louis
22		R. A. Davenport	Wichita, Kan.	Alfa GTA, Jr.	Wichita
28		Irwin J. Beck	Litchfield, Nebr.	Austin Cooper S	Nebraska
31		Harry Hover	Overland Park, Kan.	Austin Cooper S	Kansas City
85		David Bridger	St. Louis, Mo.	Austin Cooper S	St. Louis
RACE NO. 4 E-PRODUCTION / D-PRODUCTION / C SPORTS RACING / B SEDAN					
9	EP	Larry Myers	Boulder, Colo.	Porsche Speedster	Colorado
43		Robert A. Hindson	Kansas City, Mo.	Porsche 914/4	Kansas City
63		Father Douglas Mould	Hutchinson, Kan.	Porsche Speedster	Wichita
72		William Boemler	Overland, Mo.	Triumph TR-3	St. Louis

(Race No. 4 continued to back of this page)



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