

# LEGION ASCOT SPEEDWAY

15¢



*AAA Sanction No. 3017*

**Wednesday Night, August 1, 1934**

**Leased and Operated by Legion Ascot Speedway, Ltd.**



# Legion Ascot Speedway

LOS ANGELES, CALIFORNIA



Wednesday Night, August 1st, 1934



## THE OFFICIALS

COLONEL E. V. RICKENBACKER - - - - - Chairman of Contest Board  
A. C. PILLSBURY, OF LOS ANGELES - - - - - A. A. A. Regional Director

### A. A. A. RACE OFFICIALS

A. C. PILLSBURY.....A. A. A. Representative and Chief Steward  
DR. FRED LORING.....Steward  
LOU MOORE.....Referee

### TECHNICAL COMMITTEE

GEORGE STEPHENSON.....Chairman Technical Committee	WILLIAM KOLLER.....Starter
WM. CLAUS.....Pit Manager and Technical Inspector	HAROLD HOOK.....Chief Scorer
REEVES DUTTON.....Technical Inspector	G. S. G. PATTERSON.....Assistant Scorer
WALTER SHAW.....Technical Inspector	E. C. BETH.....Assistant Scorer
EDWARD MALEY.....Secretary Technical Committee	RALPH HEPBURN.....Asst. Scorer
VIC LINDAHL.....Pit Attendant	HAROLD HARPER.....Chief Timer
WALTER L. SMITH.....Auditor, A.A.A.	E. CLOVER.....Assistant Timer
CARROLL PHOTO SERVICE.....Official Photographer, A.A.A.	

### DEPARTMENTAL

Chairman Board of Managers.....DR. FRED LORING	Liason Officer.....GEO. M. HAMMOND
General Manager.....E. W. AUSTIN	Tickets.....CARL MATHIAS
Director of Personnel.....HENRY PRUSSING	Announcer....."REG." REGELIN
Director of Publicity.....NORMAN HARTFORD	Auditors.....HUTCHISON & BLOODGOOD, C.P.A.
Director of Parking.....ROBERT E. ROWLEY	

Director of "Speedway", the official program.....W. H. REGELIN  
For Advertising Rates in "Speedway" call CApiitol 14433



LEASED AND OPERATED BY  
LEGION ASCOT SPEEDWAY, LTD.

### BOARD OF MANAGERS

Dr. Fred Loring, Chairman - Henry Prussing - Carl Mathias - Geo. M. Hammond - Robert E. Rowley  
W. H. Regelin - E. W. Austin

Race Governed by Rules and with the Sanction of Contest Board A. A. A.

SANCTION NUMBER 3017

### GENERAL RULES GOVERNING EVENTS

All events limited to Class E Non-Stock Cars, 205 or less cubic inch displacement, but without superchargers.  
Maximum 7 to 1 compression ratio.

All cars must pass inspection by Technical Committee and qualify between 5:00 to 8:30 P. M. on day of race.

All cars eliminated during the running of these events for mechanical reasons must obtain from the Chairman of the Technical Committee, certificate of proof that trouble encountered was good and sufficient cause for withdrawal. Payment of prizes will be governed by the findings of Technical Chairman.



# FLASHES *from the* SPEEDWAY

By NORMAN HARTFORD

(Radio Sports Reporter, heard nightly at 6:30 over KGFJ)

HERE ARE A FEW THOUGHTS: (Let's play like I had some. Maybe nobody will know the difference.)

—Wonder if Rex Mays wrote that song, "I love a parade"? Everytime he gets out in front now-days the Legion boys must hope he will run out of gas. Rex's one-man races are not good for the box office.

—Wonder how Kelly Petillo felt last week when he tried desperately to beat Mays in three races and failed? Kelly was doing his best to make a hit with T. E. "Pop" Myers, the Indianapolis general manager, who was on the sidelines. But Mays had other ideas.

—I think the speedway ought to hold a race in honor of Dr. Fred Loring. "Doc" is leaving the race board after being the boss of the track for four years. He has taken abuse aplenty, which is the penalty for rather a thankless executive job. But he has come through with flying colors. Dr. Loring is a man his friends are proud to know. He hasn't any enemies.

—Mrs. Rice, who publishes the Coast Auto Racing, local auto racing newspaper, is a woman who succeeded at a task considered too tough for any man. She now has her periodical on a firm foundation with a goodly portion of the fandom as subscribers. One of her staff writers is Art Boyce, the bespectacled, serious-looking ex-race driver from San Fernando Valley.

—"Pop" Myers, the Indianapolis general manager, is an affable fellow who replies good-naturedly to countless questions asked him about his famous speedway. A lesson for business men who are always intent upon "expansion" could be learned from the Indianapolis owners. The 500-mile classic, held once a year, draws close to 150,000 people. But the track owners have been smart enough to hold only ONE race a year — being satisfied to have an annual profitable event. Two races might spoil it.

(Continued on Page 9)

*Best Buy of the Year!*

## **PREMIER DUPLEX VACUUM CLEANERS**

Factory Rebuilt

**NEW**

MOTOR  
BAG  
CORD

BRUSH  
WHEELS  
GUARANTEE

**\$20.00** **EASY TERMS**

**OTTO K. OLESEN COMPANY**

OPEN  
EVENINGS

1560 VINE STREET, HOLLYWOOD

Gladstone 5194

FREE  
PARKING



# PROGRAM OF EVENTS



EVENT NO. 1—2 Laps—Helmet Dash. Open to two fastest cars to qualify.

Won by ..... Time .....

EVENT NO. 2—8 laps, open to eight fastest cars to qualify. Winners of 1st, 2nd and 3rd places qualify for Event No. 5.

Won by ..... Time ..... 2nd ..... 3rd .....

EVENT NO. 3—8 laps. Open to balance of cars in Event No. 2 and the next fastest qualifying cars to make a field of eight starters. Winners of 1st, 2nd and 3rd places qualify for Event No. 5.

Won by ..... Time ..... 2nd ..... 3rd .....

EVENT NO. 4—8 laps—Open to balance of cars in Event No. 3 and the next fastest qualifying cars to make a field of eight starters. Winners of 1st, 2nd, 3rd and 4th places qualify for Event No. 5.

Won by ..... Time ..... 2nd ..... 3rd ..... 4th .....

EVENT NO. 5—50 laps—Open to winners of 1st, 2nd and 3rd places in Events 2 and 3 and winners of 1st, 2nd, 3rd and 4th places in Event 4. Making a field of 10 starters.

Won by ..... Time ..... 2nd ..... 3rd ..... 4th ..... 5th .....

6th ..... 7th ..... 8th ..... 9th ..... 10th .....

EVENT NO. 6—5 laps—Open to the 8 fastest cars that have not won money.

Won by ..... Time ..... 2nd ..... 3rd ..... 4th ..... 5th .....

6th ..... 7th ..... 8th .....

EVENT NO. 7—5 laps—Open to all cars that have not won money but limited to 8 starters.

Won by ..... Time ..... 1st ..... 2nd ..... 3rd .....

4th ..... 5th ..... 6th ..... 7th ..... 8th .....



# OFFICIAL ENTRY LIST

CAR NO.	DRIVER	QUALIFYING TIME	NAME OF CAR
2	Rex Mays	.....	Ed. Winfield Spec. ....
6		.....	Haskell-Miller .....
7	Floyd Roberts	.....	Gabhart Spec. ....
18	Harris Insinger	.....	Gilmore Spec. ....
19	Kelly Petillo	.....	Deulen Spec. ....
29	Bob Gragg	.....	Gaston Spec. ....
32	Norman Murr	.....	R. and R. Spec. ....
33	Red Clark	.....	American Spec. ....
34	Jimmy Wilkinson	.....	Duffield Spec. ....
35	Hal Cole	.....	Trone Spec. ....
36	Otto Wolfer	.....	Stephens Spec. ....
38		.....	Wilson Spec. ....
40	Roy Russing	.....	R. C. Spec. ....
41	Frank McGurk	.....	Flat Head Spec. ....
43	"Pinky" Richardson	.....	Corona Spec. ....
44	Clyde Bloomgren	.....	Zotteralli Spec. ....
45	Ray Gardner	.....	Garfor Spec. ....
47	Tommy Cosman	.....	Stewar Spec. ....
48	Louie Webb	.....	Purdy Spec. ....
50	John McDowell	.....	Jacobson Spec. ....
52	Ray Durling	.....	Trevor Spec. ....
57	Frank Wearne	.....	Atlas Chrome Spec. ....
60	Stan Hallett	.....	Sowers Spec. ....
61		.....	Edwards Spec. ....
62		.....	Montrose Spec. ....
67	Lane Curry	.....	Riley Spec. ....
68	Al Putman	.....	Ross Spec. ....
72		.....	Pintarelli Spec. ....
74	Pierre Bertrand	.....	Bertrand Spec. ....
76	Everett Balmer	.....	Caldwell Spec. ....
83	Dean Beach	.....	Beach Spec. ....
86	Ray Pixley	.....	Morales Spec. ....
90	Harry Lester	.....	Marron Spec. ....
93	Ed Haddad	.....	De Chance Spec. ....
99	Ray Cocking	.....	Divine Spec. ....
		.....	.....
		.....	.....
		.....	.....
		.....	.....
		.....	.....



# FLASHES *from the* SPEEDWAY

(Continued from Page 4)

## DO YOU REMEMBER—

—When "Shorty" Cantlon drove the only Miller at Ascot—the same owned by Bill White. "Shorty" had a hip injury and his side used to go to sleep on him during a race. White sometimes found it necessary to lift "Shorty" out of the car at the finish line.

—When "Speed" Hinkley of Pasadena was a main event star.

—When Bill Cummings drove in a half-dozen races at Ascot, sent everybody into fits of cheering when he fought his way to the front, and then had his motor break down on him on each occasion when he had victory within his grasp. That was when he first broke into the game at the track and earned the sobriquet of "Wild Bill".



HARRIS INSINGER, who just returned from the East, will be at the wheel of Walt Harris's No. 18 tonight. This boy was doing some very fine driving here, before his crackup. He has fully recovered and hopes to be well up in front when the checkered flag drops. Good luck Harris—Go Get 'Em.

—When an oil company sponsored a radio broadcast of a certain 100-lap race, and the driver who won the race gave credit to another oil company's gasoline when he spoke over the "mike" at the finish. The pilot did so without realizing he was guilty of wrong.

—When Floyd Roberts drove at Ascot three years ago in a consolation race. His car was a funny-

looking affair, larger than any of the rest. But there's nothing funny about Floyd when he starts "going places" now-a-days.

± ± ±

## OUR NOMINATIONS FOR HONORS:

Rex Mays—greatest natural pilot at the track, the gifted chauffeur.

Kelly Petillo—most fearless and never accused, not even by his enemies, of being afraid to push a car to the limit.

Hale Cole—showing most promise over a short period and most sensational since Mays became a front runner.

Floyd Roberts—an old fox of the dirt tracks. Knows every trick in the books and a few that haven't gone to press.

George Connor—a serious young man, detained by numerous little tough breaks, but bound to get there anyway.

"Stubby" Stubblefield—a business man driver. Waits for big bait and then grabs it. Handles a car nicely on any track.

± ± ±

## DID YOU KNOW THAT—

Harry Hartz had a smashup the first race he ever drove, which was on a dirt course at Culver City, and he cracked up in his last race, at Salem, New Hampshire, 18 years later. Harry was only injured once in his career and that was at Salem when his car hit the inside rail and overturned, throwing him out on the ground. The car burst into flames and Harry was pulled away just in time.

Ralph Hepburn, who probably is here tonight, will go down in history as one of the greatest motorbike racers as well as one of the foremost auto pilots.

No woman has ever received a driver's sanction from the A.A.A.

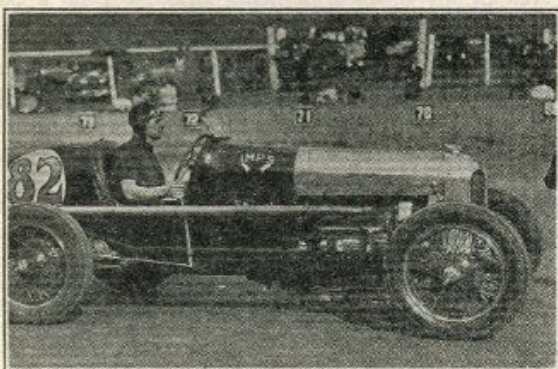
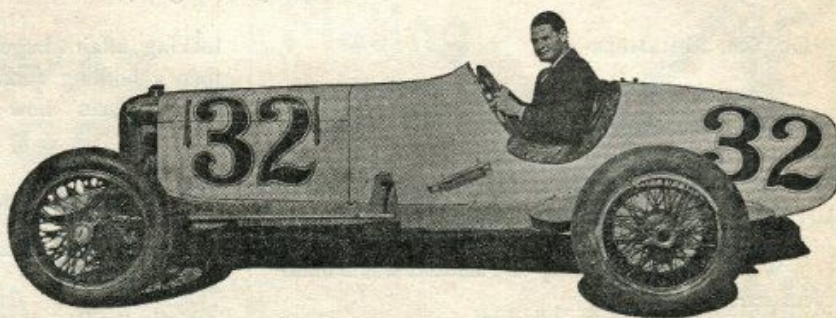
Mons. Pierre Bertrand is going to scare yours truly to death some night if he doesn't settle down a bit. Whatadriver!!!!

If you wish to keep track of the auto racers and if you want the news first, listen in at 6:30 each night over KGFJ.



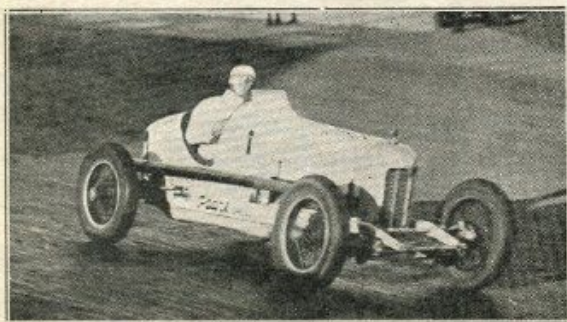
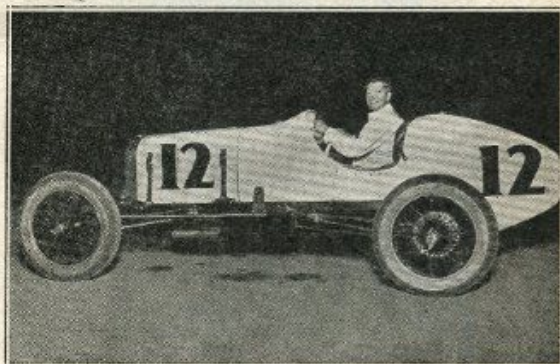
# Do You Remember? When...

—Lou Moore drove Car No. 32. (He is our referee tonight.) Lou finished third this year at Indianapolis driving the Foreman Axle Special, 255 cubic inch, 4 cyl. Miller. Qualifying at 113.442 miles per hour. Welcome home Lou. How about a ride on our new "Bull Ring"?



—Curley Grandel drove Car No. 82, the Imps Special. At the time it was one of the best looking cars that ever competed here and plenty fast. Curley is always in the pits or grandstand at every race. (A great boy, well liked by everyone in the game). Today is his 33rd birthday. Let's all wish him happy returns of the day.

—Chet Gardner drove Car No. 12. Chet is some place in the South now, having raced on July 4th and 8th at Atlanta, Ga. We understand that he will leave for home (Long Beach) in the next week. (Did you know that Chet is a member of Glendale Post, American Legion?)



—Ralph De Palma in his white No. 1. The master showman of all race drivers is still showing the youngsters the short way around the tracks, in the Eastern states. What could he do here on our new half mile? Would you like to see him try? We would!



# PACIFIC COAST CHAMPIONSHIP POINTS

## As of July 31, 1934

REX MAYS .....	125.87	PIERRE BERTRAND .....	5.68
AL GORDON .....	124.10	ED HADDAD .....	4.87
KELLY PETILLO .....	98.97	RALPH GREGG .....	4.39
GEORGE CONNERS .....	56.87	J. McDOWELL .....	4.24
CHESTER GARDNER .....	41.50	AL PUTMAN .....	3.93
FRANK WEARNE .....	36.02	FRENCHY LA HORGUE .....	3.75
TED HORN .....	35.75	H. D. LESTER .....	2.90
PINKY RICHARDSON .....	32.46	RAY GARDNER .....	2.88
LOUIE TOMEI .....	31.28	CHRIS VEST .....	2.50
GUY DEULEN .....	27.48	A. J. WALKER .....	2.17
FLOYD ROBERTS .....	25.76	DEAN BEACH .....	2.11
JIMMY MILLER .....	22.50	NORMAN MUIR .....	2.11
TEX PETERSON .....	21.44	ED WALKER .....	1.88
RED CLARKE .....	18.72	RAY DURLING .....	1.65
THOMAS COSMAN .....	17.98	WIRT STANLEY .....	1.50
BOB GRAGG .....	17.59	BOB AUSTIN .....	1.27
HAL COLE .....	14.56	HARRIS INSINGER .....	1.25
E. C. WOODFORD .....	13.23	F. MCGURK .....	1.17
EARL BRENTLINGER .....	13.75	EVERETT BALMER .....	0.64
RAY PIXLEY .....	12.64	LANE CURRY .....	0.62
ROY RUSSING .....	12.36	CLYDE BLOOMGREN .....	0.55
JIMMY WILKINSON .....	11.37	STAN HALLETT .....	0.55
BRUCE DENSLow .....	9.07	LOUIS ULBRICH .....	0.33
LOUIE WEBB .....	7.57	RUSS DEL DOTTO .....	0.19

### LEADING CARS IN MAIN EVENTS FOR CASH AWARD

CAR No. 7—RUSS GARNANT .....	192.50	CAR No. 72—SAM PINTARRELLI .....	20.00
CAR No. 2—PAUL FROMM .....	160.00	CAR No. 44—JOE ZOTTARRELLI .....	20.00
CAR No. 1—PAUL WEIRICK .....	100.00	CAR No. 18—WALT HARRIS .....	17.50
CAR No. 43—A. TISNERAT .....	90.00	CAR No. 38—CLIFF WILSON .....	17.50
CAR No. 61—JACK EDWARDS .....	65.00	CAR No. 3—WM. S. WHITE .....	10.00
CAR No. 40—R. C. CHAPPELL .....	62.50	CAR No. 34—JACK DUFFY .....	10.00
CAR No. 33—LEO MONSON .....	57.50	CAR No. 47—S. M. NEWMARK .....	10.00
CAR No. 57—HENRY PUCKETT .....	50.00	CAR No. 86—AL MORALES .....	10.00
CAR No. 14—HARVEY WARD .....	47.50	CAR No. 19—GUY DEULEN .....	10.00
CAR No. 5—CHESTER GARDNER .....	42.50	CAR No. 35—I. A. TRONE .....	7.50
CAR No. 32—RUSS CHABOT .....	42.50	CAR No. 27—H. HAFLEY .....	5.00
CAR No. 62—JACK TAYLOR .....	30.00	CAR No. 48—HATTAON PURDY .....	5.00
CAR No. 10—BABE STAPP .....	27.50	CAR No. 51—JACK RAND .....	5.00
CAR No. 39—C. R. WILSON .....	25.00	CAR No. 49—H. J. HOFFMAN .....	2.50
CAR No. 6—EARL HASKELL .....	20.00		

### BEST APPEARING CAR

CAR No. 34—JACK DUFFY .....	20.00	CAR No. 32—RUSS CHABOT .....	3.00
CAR No. 57—HENRY PUCKETT .....	14.00	CAR No. 14—HARVEY WARD .....	2.00
CAR No. 18—WALT HARRIS .....	8.00	CAR No. 2—PAUL FROMM .....	2.00
CAR No. 1—PAUL WEIRICK .....	8.00	CAR No. 3—W. S. WHITE .....	1.00
CAR No. 5—CHESTER GARDNER .....	6.00	CAR No. 33—LEO MONSON .....	1.00
CAR No. 6—EARL HASKELL .....	5.00	CAR No. 49—H. J. HOFFMAN .....	1.00
CAR No. 42—CLARENCE FELKER .....	5.00	CAR No. 90—HARRY LESTER .....	1.00
		CAR No. 35—I. A. TRONE .....	1.00

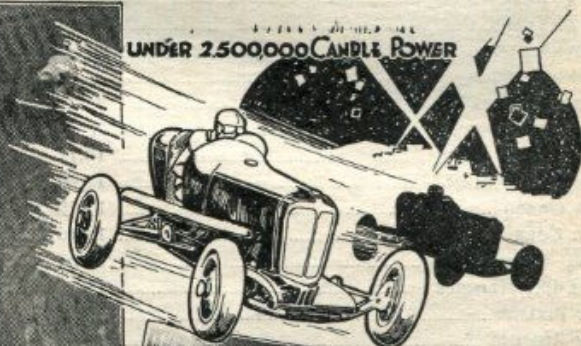
### BEST APPEARING DRIVER AND CREW

JIMMY WILKESON .....	10.00	RAY GARDNER .....	3.00
FRANK WEARNE .....	10.00	TEX PETERSON .....	3.00
CHESTER GARDNER .....	7.00	REX MAYS .....	2.00
KELLY PETILLO .....	6.00	RALPH GREGG .....	2.00
TED HORN .....	5.00	HAL COLE .....	2.00
AL GORDON .....	3.00	NORMAN MUIR .....	2.00
GEORGE CONNORS .....	3.00	CHRIS VEST .....	1.00
		ROY RUSSING .....	1.00

FIRE NOTICE! Look around now, choose the nearest exit to your seat, and in case of disturbance of any kind, to avoid the dangers of a panic, WALK (do not run) to that exit.



# WORLD'S MOST THRILLING SPORT/ NITE AUTO RACING

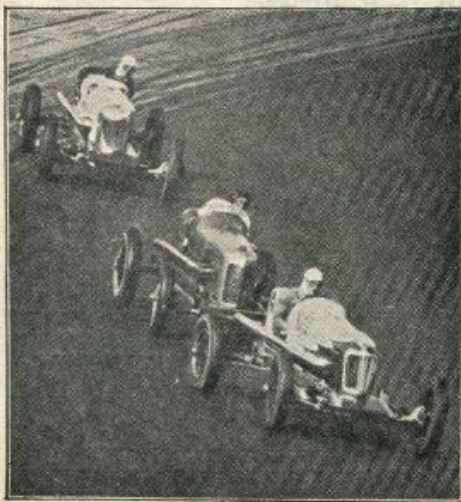


## EVERY WEDNESDAY NIGHT



INTERNATIONALLY FAMOUS DRIVERS

*Legion*  
**ASCOT SPEEDWAY**  
ON ALHAMBRA BLVD. JUST EAST OF LINCOLN PARK  
LEASED AND OPERATED BY GLENDALE POST #127 AMERICAN LEGION



TAX EXEMPT ~ FREE PARKING.



PRICES: Grandstand 75c; Reserved Section \$1.00; Loges \$1.50

FOR RESERVATIONS — CALL Capitol 14433