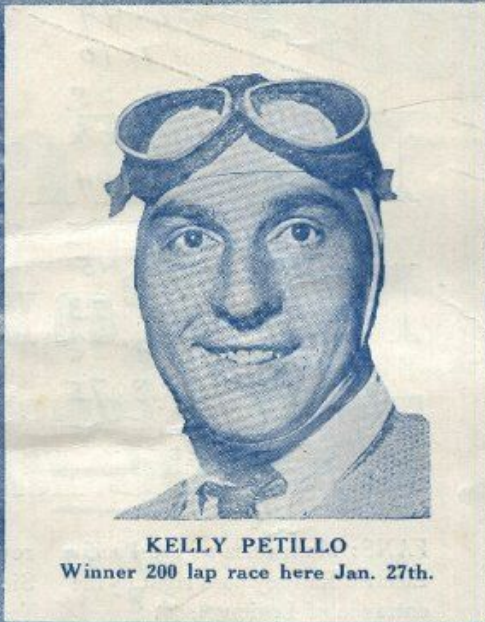


# LEGION ASCOT SPEEDWAY



KELLY PETILLO  
Winner 200 lap race here Jan. 27th.

15¢

*A.A.A. Sanction No. 3134*  
**Sunday, February 17th, 1935**  
**LEGION ASCOT SPEEDWAY, LTD.**





# No Traffic No Parking

*when you come to the races  
on the **BIG RED CARS***

FANS: Main lines of the Pacific Electric Railway pass right by the entrance of Legion Ascot Speedway. Ride the Big Red Cars and forget traffic jams and parking nuisance.

From Los Angeles, take Sierra Vista locals, with a ten-cent fare right to the main entrance. From cities north and east, inbound interurbans on the Pasadena, Glendora-Azusa, Mon-

rovia, Alhambra-San Gabriel and Sierra Madre lines stop at the Track entrance on race days. Out-

bound cars on the same lines stop after the races to take you home. Come all the way from home on the Red Cars, or drive your own car to Sierra Vista, park it at the junction free and ride to the races in safety and comfort. Either way you save money, energy and time.

## SAVE \$10 TO \$35 a Month

Don't forget that if you travel to work daily, Pacific Electric Big Red Cars and Motor Coaches can save you \$10 to \$35 a month on daily travel, depending upon how far you have to go, if you now use other transportation. Red Car fares for regular riders are as low as 1.4 cents a mile, at least 2½ cents per mile less than the cost of other means of travel. Ask any conductor or agent about the Monthly Pass and the various Commutation Tickets available on your line. Learn what it means not to have to worry about traffic and parking, wasted time and energy between home and office. Learn the "care free way to town."

Ride the   
**BIG RED CARS**

PACIFIC ELECTRIC RAILWAY, O. A. SMITH, *Passenger Traffic Manager*



# Legion Ascot Speedway

LOS ANGELES, CALIFORNIA



Sunday, February 17th, 1935



## 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*  
HENRY PRUSSING ..... *Steward*  
HARRY HARTZ ..... *Referee*

### TECHNICAL COMMITTEE

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

### DEPARTMENTAL

<i>Chairman Race Committee</i> .....	HENRY PRUSSING	<i>Announcer Public Address System</i> .....	"REG." REGELIN
<i>General Manager</i> .....	E. W. AUSTIN	<i>Publicity</i> .....	FANE NORTON
<i>Director of Personnel</i> .....	CARL MATHIAS	<i>Auditors</i> .....	HUTCHINSON & BLOODGOOD, C.P.A.
<i>Director of Publicity</i> .....	GEO. BARTON	<i>Recording Secretary</i> .....	ED MARTIN
<i>Plant Maintenance</i> .....	HARRY SCHMIDT	<i>Broadcast Station</i> .....	K M T R
<i>Tickets</i> .....	ROBERT ROWLEY	<i>Announcer, K-M-T-R</i> .....	FRANK BULL

*Director of "Speedway", the official program*.....W. H. "REG" REGELIN  
For Advertising Rates in "Speedway" call MUTual 5000 or CApitol 14433

## LEGION ASCOT SPEEDWAY, LTD.

### RACE COMMITTEE

Henry Prussing, *Chairman* - Harry Schmidt - Carl Mathias - Geo. Barton - Robert E. Rowley  
W. H. "Reg" Regelin - E. W. Austin

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

SANCTION NUMBER 3134

### 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 12:30 to 2:00 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 FANE NORTON

Legion Ascot speedway fans will watch with interest the driving of Harris Insinger at the wheel of Russ Garnant's new Miller-motored job.

Those who followed their racing closely know that Garnant is a smart owner. He knows cars and he



STARTER BILL KOLLER

has been a successful owner. Garnant owns the car in which Floyd Roberts made such a great bid for the Pacific Coast driving championship last year. In spite of the fact that the car was the leading main event performer for 1934 he realized that Robert's big bid was made in long races on the flat track. He figured the old job just a bit too slow for competition against the faster jobs on the banked five-eighths-mile course.

Determined not to start a car until he had a chance to cop first money Garnant worked over the chassis he wanted to use and then stepped out and bought a new Miller motor. He wanted a pilot who knew Millers and he selected Insinger, a most capable fellow and a driver of the highest type.

Insinger and the new job are out there today. And don't think that Al Gordon, Kelly Petillo, Rex Mays and other fast ones aren't going to take the new combination seriously.

You all know Leon Duray. During the winter months he is running the Leon Duray cafe in Indianapolis. And if you don't believe that's a good racket ask Al Gordon. Al is still in business out on Long Beach Boulevard.

Red Clark is getting a yen for some match races. Before Red tangled with a motorcycle a few months ago and received a broken shoulder he drove his way

into a number of helmet dashes and he figures he can make just as good a showing in five-lap match events. One thing is certain—he never stops bearing down as long as his car holds together.

Carl Ryder is doing very nicely, thank you, and will be back at the track shortly.

The first auto race of the year at Phoenix has been indefinitely postponed due to the extension of horse racing dates at the Phoenix track. Rumor has it that racing is due for a revival at Oakland, San Diego and El Centro.

If Sir Malcolm Campbell, the great British pilot who is at Daytona Beach, Florida, awaiting favorable conditions to make his attempt to set a speed record of 300 miles per hour, comes to the Pacific Coast, he will undoubtedly be the guest of the Legion Ascot speedway when he visits Los Angeles. There is little doubt that Sir Malcolm will reach his 300 mile per hour goal. Even Al Gordon and Kelly Petillo admit that five miles a minute is pretty fair speed.

Many question the value of automobile racing and speed trials aside from their attraction as an entertainment, but the history of racing is a history of improvements in the automobile in daily use. Racing gives the acid test to materials used in construction.

*(Continued on page 9)*



THE FAMOUS ITALIAN HELMET

This gold crown of victory was presented to the Speedway ten years ago by a group of Italian sportsmen, headed by the Vai Bros. The Helmet is valued at \$1,500.00.



# PROGRAM OF EVENTS



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

Won by Ininger Time 5:31.72  
2:08.6

EVENT NO. 2—25 laps. Open to the 12 fastest cars to qualify. Winners of the first six places qualify for Event No. 4.

Won by Gordon Time 11:20:60 2nd Ininger 3rd Mays  
4th Gardner 5th Cole 6th Horn

EVENT NO. 3—25 laps. Open to the balance of cars from Event No. 2 and the next fastest qualifying cars to make a field of 12 starters. Winners of the first six places qualify for Event No. 4.

Won by Cannara Time 11:46:90 2nd Roberts 3rd Clark  
4th Wawdy 5th Weatherly 6th Gardner

EVENT NO. 4—50 laps. Open to winners of 1st to 6th places inclusive in Events 2 and 3, making a field of 12 starters.

Won by ..... Time ..... 1st ..... 2nd .....  
3rd ..... 4th ..... 5th ..... 6th ..... 7th ..... 8th .....  
9th ..... 10th ..... 11th ..... 12th .....

EVENT NO. 5—15 laps. Open to the 10 fastest qualifying cars that have not won money.

Won by Peckham Time .....  
McDowell  
2nd ..... 3rd Corman 4th Fogg 5th ..... 6th ..... 7th .....  
8th ..... 9th ..... 10th .....



# OFFICIAL ENTRY LIST

NEW NO.	OLD NO.	DRIVER	QUALIFYING TIME	NAME OF CAR
1		Rex Mays	26:69	Gilmore Lion Special
2		<del>Floyd Roberts</del>		Elvin Holt Special
3		Al Gordon	26:53	Bill Froelich Special
4		Kelly Petillo		Gilmore Special
5		Geo. Conner	27:31	Worley Special
6		Frank Wearne	27:20	Art Frost Special
7		Red Clark	27:35	Wilson Special
8		Pierre Bertrand		Bertrand Special
9				Miller Special
10		Ted Horn	27:31	Atlas Chrome Special
12		Harris Ininger	26:49	American Special
14		Hal Cole	27:10	Stephens Special
15		Jimmy Wilkeson	27:25	Corona Special
16		Ray Pixley Peterson	28:08	Pintarelli Special
17		Chet Gardner	26:44	Miller Special
19		Tex Peterson		Gaston Special
20		Bruce Denslow	27:45	Holland Auto Special
22		John McDowell	28:53	Zotteralli Special
25		Tommy Cosman	29:33	Hunter Special
26		Gregg	28:75	Edwards Special
27		Bob Sall		McDowell Special
28				Altadena Special
32				Hafley Special
33		Louis Webb	27:47	Purdy Special
34		Ray Durling	28:96	Trevor Special
35		Stan Hallett	28:11	Stewar Special
38		Ray Gardner	28:08	Garfor Special
43		Lane Curry Gregg	28:41	Lipscomb Special
49		H. J. Walker	28:24	Champion Special
57		Floyd Davis		Hal Special
58		Clay Weatherly	27:46	Krasek Special
37		Lester	28:37	
86		Pixley	27:49	
61		Roberts	27:63	
21		Woody	28:03	



# DOUBLE WIN *for* GILMORE!

**1934 National  
A.A.A. Race  
Championship**

**1934 Pacific Coast  
A.A.A. Race  
Championship**

Victory upon victory... on the nation's leading speedways... has been the reward of drivers using Gilmore gasoline plus tetraethyl. Now the climax to this great record... the National and Pacific Coast A.A.A. Auto Race Championships. These awards for a series of victories are positive proof that Gilmore gasoline... with its scientifically Controlled Power... is today's fastest... most efficient gasoline. Gilmore will give your motor winning performance too! Fill up where you see the famous checkered flag!!



**REX MAYS**

Wins Pacific Coast Auto Race Championship with Red Lion gasoline and Lion Head motor oil.

"Gilmore gasoline and Lion Head motor oil (the same oil you buy from any Independent dealer) were in my car during every race. That's the combination that gets the checkered flag first... and a championship! You ought to try these products!"

*Rex Mays*



**BILL CUMMINGS**  
National Auto  
Race Champion

"I wasn't taking any chances! I used Gilmore gasoline in the National Championship race and gathered up enough points to win the National title."

*Bill Cummings*



USE THE NATIONAL CHAMPIONSHIP GASOLINE

## GILMORE *RED LION*

PLUS TETRAETHYL

**GET CONTROLLED POWER—the Gasoline with the Full Power Drive!**



Order Your Copy of

# Coast Auto Racing

VOLUME ONE

Containing 24 Issues

Bound in Marble Board

A limited number of copies of this interesting history of Coast Racing will be available Feb. 20

**\$2.00 POST PAID**

Send in your \$2.00 right away as books will be made up only to fill orders. If you do not wish to send the full amount, mail deposit of \$1.00 and we will make the book and mail it C.O.D. \$1.12.

**OVER 200 PAGES**

This book contains the 24 issues of Coast Auto Racing, beginning March 1, 1934, and including February 15, 1935 issue, a complete file of racing activities on the Coast for one whole year.

**COAST AUTO RACING**

Devoted to the Interest of Auto Racing in California

2307 HONOLULU AVENUE

MONTROSE, CALIFORNIA



(Continued from page 4)

It was racing that developed the small motor and brought about tires that are practically indistructable. Racing caused makers of oil to perfect a lubricant more perfect for high speed motors than castor oil and high speed gasoline was perfected as the perfect



HARRY HARTZ

Our referee for today is one of the outstanding drivers of a few years back. Harry has given much of his time in the developing of the speedways of today and the management is greatly indebted to him for his fine cooperation at all times in furthering the sport at this track.

fuel for racing motors. Any oil, fuel, mechanical contrivance or accessory that will stand the grind of racing is readily adaptable to the pleasure car.

It is reported that the A.A.A. is about to take over  
step is

has got a world of speed out of every car in which he has competed. Don't be at all surprised if the redhead breaks out with a winning streak at any time.

Neil McDonald, in his interesting Fan Fare column in the *Los Angeles Post-Record*, suggests that racing needs another Triplett and suggests a number of Ascot drivers who are likely to supply the want. He is undoubtedly correct in his assumption that there are a number of great prospects racing at Ascot at the present time. It generally takes time to develop a winning driver. The driver who doesn't take time to develop doesn't last long enough to deliver for there is no short cut to the top. Probably the quickest jump to world fame as a driver was that of Harlen Fengler, who appeared at the Beverly Hills speedway almost an unknown and in his first start there won a 250-mile race without a stop and set a new world's record. And he had pretty fair competition. If memory serves correctly he only trimmed a few such fellows as Harry Hartz, Jimmy Murphy, Roscoe Sarles, Gaston Chevrolet, Eddie O'Donnell, Tommy Milton and Benny Hill—every one a bit better than a green hand when it came to a showdown on the speedways.

A. M. Young, secretary of the Beverly Hills speedway and later president of the Culver City layout is doing very nicely in a number of promotional enterprises. Is getting younger every day and still has a yen for racing.

**Coca-Cola**  
HIGHBALL

5000 People

Rates Are Very Reasonable

Phone CApitol 14433





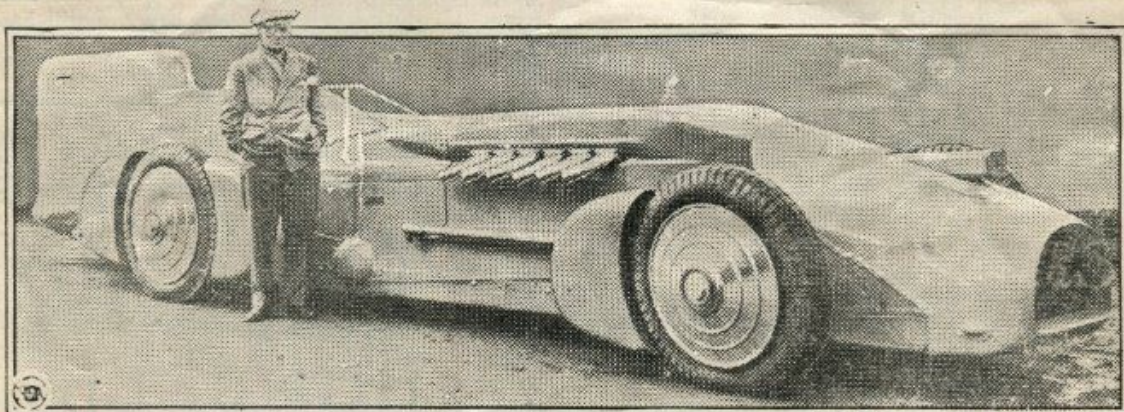
**"RED" CLARK**

who has just leased Clift Wilson car No. 7 for the balance of 1935. "Red" hopes it will be up in front after he spends a little more time on the motor.



**LUIGI TOMEI**

who will be back behind the wheel for our next race... Today is Luigi's 25th birthday; we know that all the fans wish him many happy more. (Girls will form a line on the left for the birthday kiss, BUT look out for the blonde.)



**SIR MALCOLM CAMPBELL**, Internationally Famous, beginning March 1, 1934, and including ready for another try on the beach at Daytona activities on the Coast for one whole year.

# COAST AUTO RACING

Devoted to the Interest of Auto Racing in California

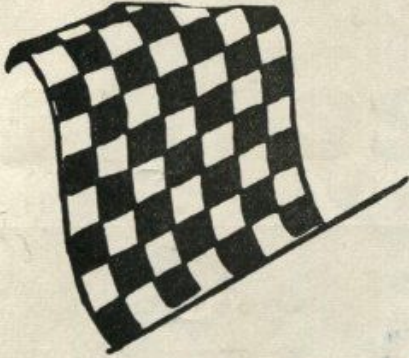
2307 HONOLULU AVENUE

MONTROSE, CALIFORNIA



## WHAT THE FLAGS MEAN

---



GREEN FLAG — Starting Flag; also clear course.

YELLOW FLAG — Danger; Slow Down; come to full stop if necessary.

RED FLAG — Stop Race Immediately.

WHITE FLAG — Stop at Pit on next lap for consultation with Referee.

KING BLUE FLAG — One more lap to go.

ORANGE FLAG WITH BLUE CENTER — You are not giving overtaking car the right of way.

BLACK AND WHITE CHECKERED FLAG — You have finished.

---

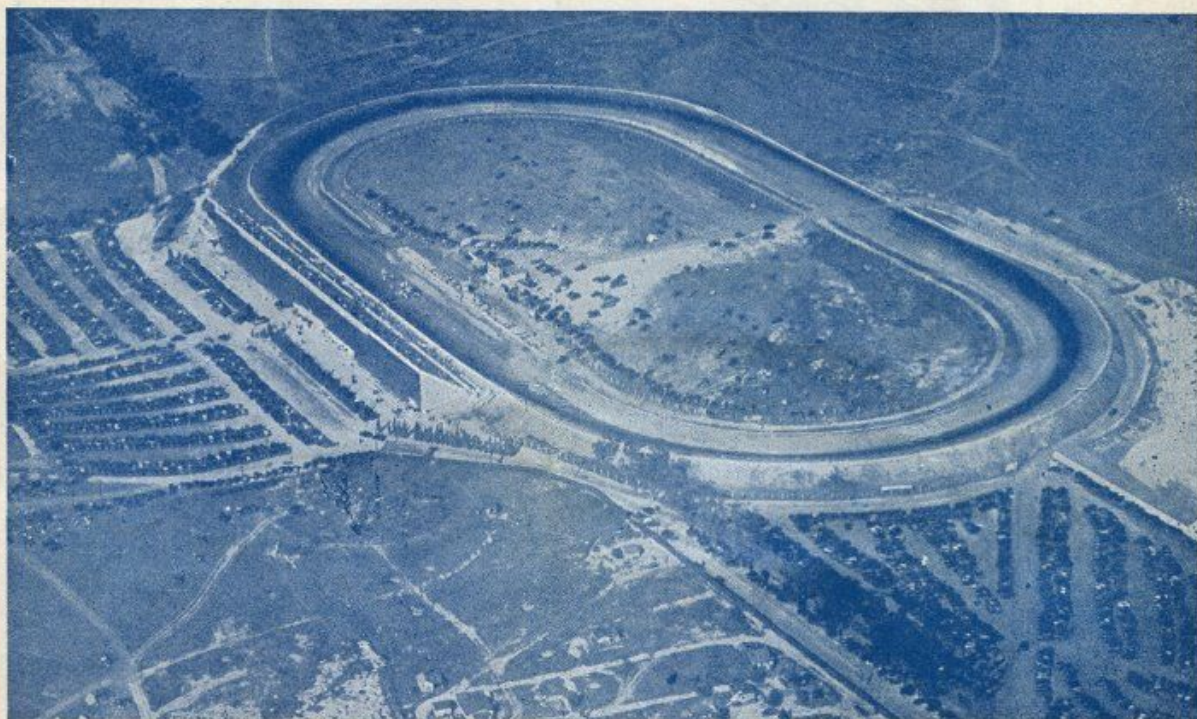
Your Ad Here Will Be  
Read By  
5000 People  
Rates Are Very Reasonable  
Phone CApitol 14433



**NEXT RACE** **100 LAP**  
**MAIN EVENT**

**LEGION**

# Ascot Speedway



World's Fastest  $\frac{5}{8}$  Mile Banked Speedway from the Air.

**FOR RESERVATIONS**

PHONE MUtual 5000 (Day or Night) or CApitol 14433

**PRICES**

Grandstand.....	75c & \$1.00	Reserved Grandstand.....	\$1.50
Loges.....	\$2.00	Kids.....	Half Price

# SUNDAY, MAR. 3rd

2:00 P. M.