

# CHAMPIONSHIP RACING

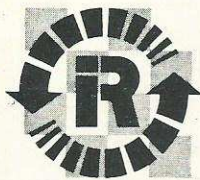


**NASCAR STOCK CAR RACES**  
**FRIDAY NIGHT, SEPTEMBER 16, 1960**

**OFFICIAL 25c PROGRAM**

## RIVERSIDE INTERNATIONAL RACEWAY PERSONNEL

President ..... Roy G. Lewis  
General Mgr. .... Paul J. Schissler  
Director of Promotion ..... Steve Mason  
Maintenance ..... Edward Verdeckel



**RIVERSIDE INTERNATIONAL RACEWAY**  
1617 NORTH EL CENTRO AVE., SUITE 14  
HOLLYWOOD 28, CALIFORNIA  
PHONE: HOLLYWOOD 7-5126



## CALIFORNIA RACING ASSOCIATION OFFICIALS

President .....	Walt James	Assistant Scorer .....	Art Fenwick
Vice President .....	Tom Finney	Track Steward .....	Tom Finney
Secretary-Treasurer .....	Rusty Espinosa	Referee .....	Lloyd Davis
Starter .....	Grant Homer	Pit Manager .....	Walt James
Timer-Scorer .....	Bill Fuller	Publicity .....	Art Loya
Photographers .....	D. Smith, W. Mahony, G. Pace	Official Program .....	Dick Sherwin, Robb Evans
Caution Flag Director Al Alexander		Tow Truck Director Al Campbell	

# WELCOME! TO NEW CAR RACING WITH NASCAR



Scott Cain, from Santa Monica, driving a '59 Thunderbird.

Riverside Raceway again welcomes you to its second of a series of stock car races on its newly paved half-mile oval track.

This, of course, marks another step in the growth of the Raceway with the advent of a new and modern lighting system which will be in operation tonight.

Tonight's late model stock car racing program is sanctioned by the National Association for Stock Car Auto Racing (NASCAR), the world's largest auto racing organization.

Under NASCAR rules competition is limited to 1958, 1959 and 1960 model American manufactured passenger cars with steel tops. These cars are allowed chassis reinforcements such as heavy duty wheels, hubs, shock absorbers and are required to carry heavy duty steel roll bars to protect the driver in case of an accident. In short, most of the modifications allowable are required for safety.

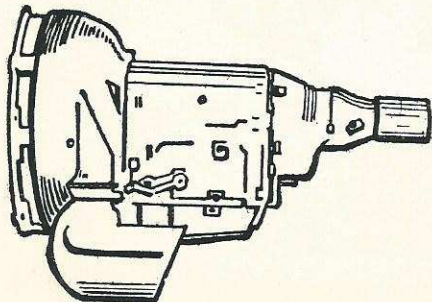
Mechanically the cars must remain essentially stock including stock bore, stroke, combustion chambers, manifolding and carburetion. Carburetion is limited to a single four barrel, but cam shafts and valve timing are optional.

# ENTRY LIST

(AT TIME OF PRESS)

DRIVER	CAR	OWNER
26.28 0 — Jim Cook, Anaheim 26.25	'60 Dodge Dart	Floyd Johnson
27.61 2 — Ron Hornaday, San Fernando 27.54	'60 Ford	Galpin Motors
3 — Al Pombo, Fresno	'58 Ford	
4 — Scott Cain, Santa Monica	'59 Thunderbird	Scott Cain
28.73 5 — Jim Blomgren, Norwalk 28.41	'60 Ford	Maywood Bell Ford
28.07 6 — Eddie Gray, Gardena 28.25	'58 Ford	Oscar Maples
28.01 7 — Don Noel, Arleta 27.81	'59 Ford	Oscar Maples
29.69 9 — Bob Price, Burbank 29.32	'59 Chevrolet	Bob Price
27.12 16 — Danny Weinberg, Downey 26.32	'60 Ford	Carl Dane
17	'58 Ford	Jay Geouge
18 — Dick Smith, Lakewood	'58 Mercury	Wm. Long
29.62 20 — Jack Norton, Lakewood 29.40	'59 Chevrolet	Arthur Williams
23 — Bob Perry, Hawthorne	'59 Plymouth	Bob Perry
27.90 41 <i>Bob Ross</i> 27.90	'59 Ford	Lloyd Dane
43 — Bob Ross, Lakewood	'58 Mercury	Bill "Tiny" Clinton
28.26 44 — Lloyd Dane, Buena Park 28.15	'60 Chevrolet	Lloyd Dane
? 69 — Clyde Mitchell, L.A. 30.36	'58 Pontiac	Walt Palozie
29.08 91 — Bruce Worrell, Lakewood 28.34	'59 Plymouth	Art Krebs
27.82 97 — Marvin Porter, Lakewood 27.70	'59 Ford	Vel's Ford
30.37 99 — Al Self, Santa Monica 29.99	'58 Chevrolet	Ted Haak
28.59 98 <i>Al Jenkins</i> 28.54		

## Automatic Transmission Service



EXCHANGE OR REPAIR ALL MAKES  
 FACTORY SPECIALISTS ■ ALL WORK GUARANTEED  
 2692 MAIN STREET AT POPULAR  
 RIVERSIDE, CALIF. - JIM KOEHL, OWNER

# Official Raceway Press Headquarters



## Caravan inn

**24 HOUR COFFEE SHOP**

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**ALL ROOMS AIR CONDITIONED  
PATIO AND POOL FOR  
RELAXATION**



*Complete Hotel Service*



**1860 8th ST.**

**OV 6-8262**

**BETWEEN THE RACEWAY AND RIVERSIDE ON HWY. 60**

# EVENTS

## #1—TIME TRIALS

## #2—TROPHY DASH, 4 LAPS

Open to four fastest qualifying drivers

No. \_\_\_\_\_ Driver \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Winner \_\_\_\_\_ Time - min.\_\_\_\_sec.\_\_\_\_

## #3—HEAT RACE, 10 LAPS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Winner \_\_\_\_\_ Time - min.\_\_\_\_sec.\_\_\_\_

## #4—HEAT RACE, 10 LAPS

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Winner \_\_\_\_\_ Time - min.\_\_\_\_sec.\_\_\_\_

## #5—SEMI FINAL, 10 LAPS

Car \_\_\_\_\_ Driver \_\_\_\_\_ Finish \_\_\_\_\_

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Winner \_\_\_\_\_ Time - min.\_\_\_\_sec.\_\_\_\_

## #6—MAIN EVENT, 50

Car \_\_\_\_\_ Driver \_\_\_\_\_ Finish \_\_\_\_\_

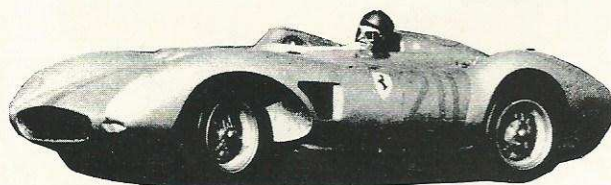
\_\_\_\_\_  
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\_\_\_\_\_

Winner \_\_\_\_\_ Time - min.\_\_\_\_sec.\_\_\_\_

# TIMES-MIRROR

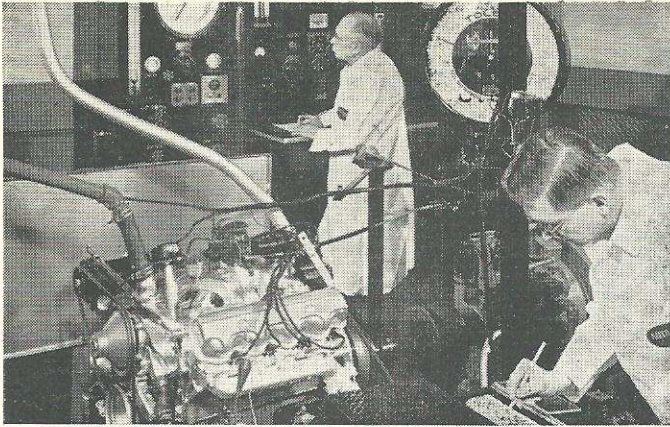
## *Grand Prix For Sports Cars*

SATURDAY AND SUNDAY, OCTOBER 15-16, 1960

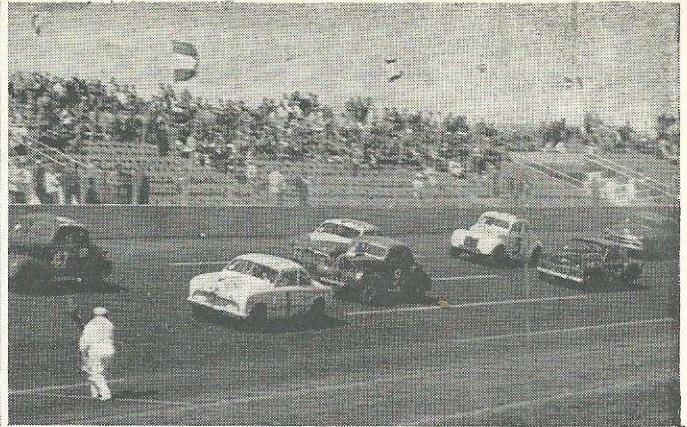


FOR FURTHER INFORMATION CALL MADISON 5-2345

TICKETS AT ALL MUTUAL TICKET AGENCIES



IN ENGINEERING, controlled conditions are used to find the finest materials and designs.

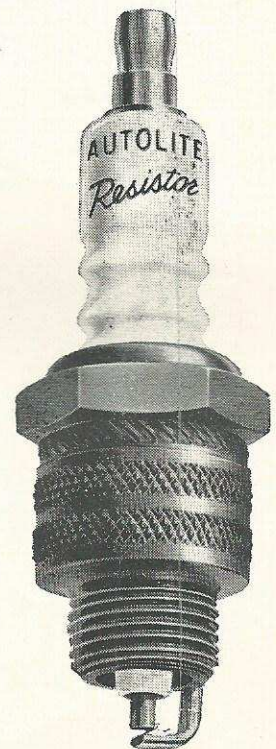


ON THE TRACK, spark plugs must perform perfectly under extreme operating conditions.

## “Rugged testing makes Autolite Spark Plugs best for your car”



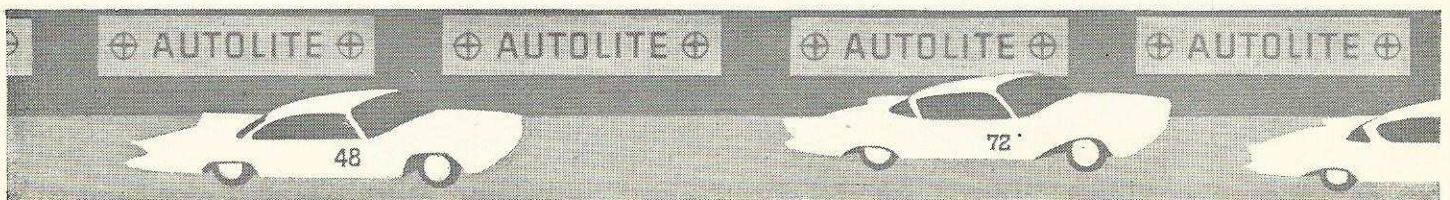
PAUL ATWELL, Chief Autolite Spark Plug Engineer, says: “There’s more to testing spark plugs than dynamometers and laboratory equipment. That’s why we take Autolite Spark Plugs to race tracks and out on the highway. That’s where spark plugs really get the ‘acid test’ of performance with demands that far exceed normal requirements. The result: better spark plug performance for racing and pleasure driving alike. Here’s one result of this kind of testing—Autolite Power Tip Spark Plugs . . .”



**AUTOLITE POWER TIP CLEANS ITSELF WHILE YOU DRIVE.** Autolite’s protruding Power Tip gets to the heart of combustion where it gets hot faster to burn away gas-wasting, power-robbing deposits before they form. As a result, Autolite Power Tip *cleans itself while you drive*, “fires up” your engine for peak performance and economy at all speeds.

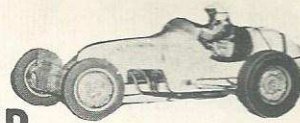


**AUTOLITE® POWER TIP  
SPARK PLUGS**





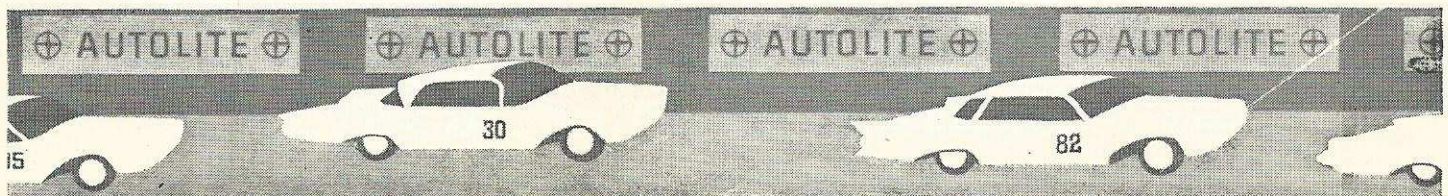
# USE THIS CHART TO CHECK LAP TIMES AGAINST MILES PER HOUR



## SPEED CHART 1/2 MILE TRACK

Laptime	M.P.H.	Laptime	M.P.H.
20.0	90.00	30.0	60.00
20.2	89.11	30.2	59.60
20.4	88.24	30.4	59.21
20.6	87.38	30.6	58.82
20.8	86.54	30.8	58.44
21.0	85.71	31.0	58.06
21.2	84.91	31.2	57.69
21.4	84.11	31.4	57.32
21.6	83.33	31.6	56.96
21.8	82.57	31.8	56.60
22.0	81.82	32.0	56.25
22.2	81.08	32.2	55.90
22.4	80.36	32.4	55.55
22.6	79.65	32.6	55.21
22.8	78.95	32.8	54.88
23.0	78.26	33.0	54.55
23.2	77.59	33.2	54.22
23.4	76.92	33.4	53.89
23.6	76.27	33.6	53.57
23.8	75.63	33.8	53.25
24.0	75.00	34.0	52.94
24.2	74.38	34.2	52.63
24.4	73.77	34.4	52.33
24.6	73.17	34.6	52.02
24.8	72.58	34.8	51.72
25.0	72.00	35.0	51.43
25.2	71.43	35.2	51.14
25.4	70.87	35.4	50.85
25.6	70.31	35.6	50.56
25.8	69.77	35.8	50.28
26.0	69.23	36.0	50.00
26.2	68.70	36.2	49.72
26.4	68.18	36.4	49.45
26.6	67.67	36.6	49.18
26.8	67.16	36.8	48.91
27.0	66.66	37.0	48.65
27.2	66.18	37.2	48.39
27.4	65.69	37.4	48.13
27.6	65.22	37.6	47.87
27.8	64.75	37.8	47.62
28.0	64.28	38.0	47.37
28.2	63.83	38.2	47.12
28.4	63.38	38.4	46.88
28.6	62.94	38.6	46.63
28.8	62.50	38.8	46.39
29.0	62.07	39.0	46.15
29.2	61.64	39.2	45.91
29.4	61.22	39.4	45.69
29.6	60.81	39.6	45.45
29.8	60.40	39.8	45.23

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# The Flags . . . from the driver's seat

Although the drivers that you will see in competition today may appear to be the most haphazard and devil-may-care competitors in the world of sports, their actions while on the track, either in practice or competition, are very strictly covered by the racing flag code, and the penalty for disobeying these flags is disqualification. Although the meanings of the vari-colored flags are well known to most racing fans, let's review them as you will see them used today by the starter. Imagine yourself the passenger in one of the competing cars as the driver explains the meanings of the various flags:



**THE GREEN FLAG . . .** Here we go again. This is the starting gun, the opening whistle . . . the race is on! The green flag tells us that the race is officially started, and during the long events, keeps us informed that the track is clear ahead . . . hang on! Here comes that first turn!



**THE RED FLAG . . .** As always, this is the danger flag. Just like the red in a stop sign, it means STOP . . . and right now! There may have been a bad spill . . . perhaps someone has been hurt, or the track is completely blocked . . . when we see this one, we get stopped as quickly as we can. The race may be restarted, but let's find out what happened first.



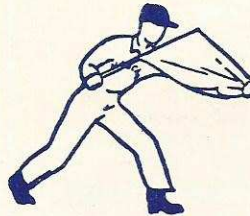
**THE CROSSED FLAGS . . .** Half way! Crossed flags tell us that the race is half over. It makes no difference which ones the starter uses. He holds the cloth of the flags along the handle so we don't confuse his meaning . . . if it's a "hundred-miler," this signal means that there are only fifty to go . . . can't back off yet!



**THE WHITE FLAG . . .** This is the "consultation flag," telling me to pull into the pits on the next lap . . . it is often called the disqualification flag, but it doesn't necessarily mean that I have done something wrong . . . a part may be hanging loose from my car, about to fall on the track in front of the other machines in the race. Can't ignore this signal . . . if I get it more than twice, I'll be disqualified!



**THE YELLOW WITH BLUE CENTER . . .** . . . This is the "passing flag." It indicates that a faster car is about to lap me . . . he has already passed me, and he now has a complete lap on me. This flag tells me to "hold my groove" or position on the track until I am passed. There he goes . . . but I'm not worried . . . he may not last long at that pace.



**THE BLUE FLAG . . .** This one means simply "one more lap" . . . we've been a little too busy to count them, and this lets us know that we are starting on that last long lap. We're always glad to see this one, but the one we really wait for is:



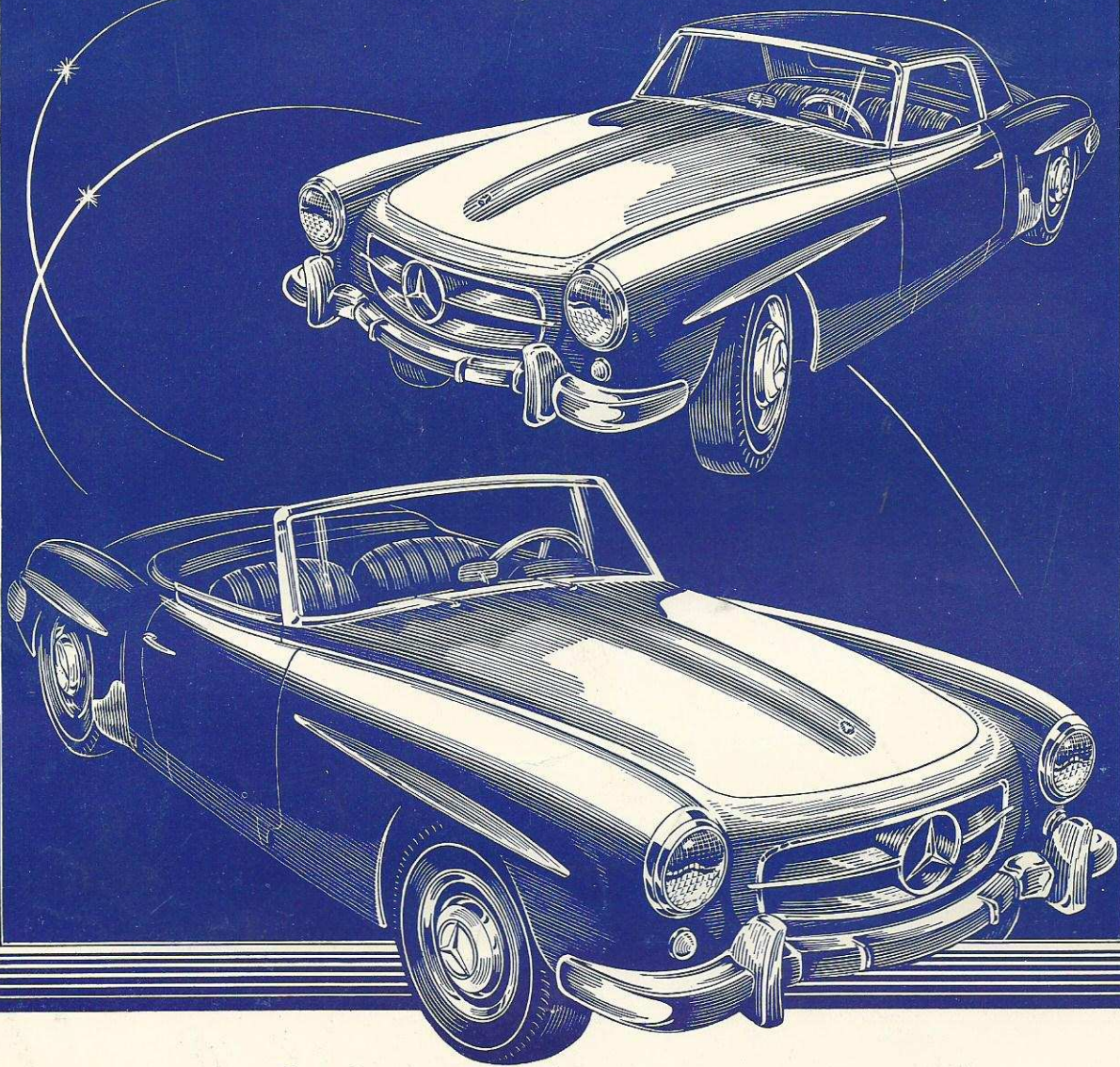
**THE YELLOW FLAG . . .** This is the "caution flag." It tells us to slow down; to hold our position until the green flag is thrown again. The yellow flag indicates that there has been an accident on the track, or that the track has been partially blocked by a stalled car or a thrown wheel or other object. The yellow flag will remain out until the officials have determined that no one is injured seriously or that the track is not completely blocked. If there is a "safety car," we must remain in line behind it until either the red or green flag is displayed.



**THE CHECKERED FLAG . . .** This is the big one, the one we've been waiting for . . . it means it's all over but the shouting. We all want to get under this one first, but of course we can't all do it. We keep trying, though, and I guess that's why you keep coming back. Thanks for the ride? Don't mention it . . . come again. And remember, when you drive your own car, although there are no flag signals, keep your eye on those traffic signs and obey them . . . they're the "flag signals of the highway."



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The Mercedes-Benz 190 SL was designed fundamentally for driver and passenger pleasure. As a sports car, it is a high performance machine with particular emphasis placed on road characteristics. Four-wheel independent suspension utilizing a low pivot point, single-joint rear swing axle, large transverse cooling fins on the brake drums, and extremely precise recirculating ball steering with a pitman arm of tremendous strength, combine to endow the 190 SL with surprising potency on tortuous roads.

What else does the 190 SL offer? You will agree that you can virtually count the number of marques in the world, on your fingers, that provide workmanship of this calibre and, for a sports car, appointments of this degree of luxury. Taut leather, roll-up windows, a weather-proof top and faultless fittings are a pleasure in themselves. However, when you get them in a car that is both tractable, yet can be safely driven near the limit of adhesion, you have fun to the *nth* degree. And that's what the Mercedes-Benz 190 SL is for.

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