

RIVERSIDE "250"

Official
Souvenir
Program

50^c

RIVERSIDE INTERNATIONAL RACEWAY



May 19, 1963



Mercury's new sizzler the...

Marauder 

A new breed of scat!

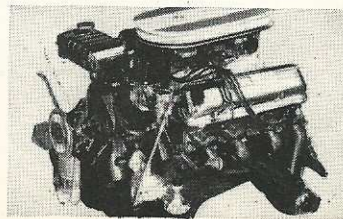
Note the sleek, racy design of Mercury's newest hardtop: the 1963½ Marauder. Aerodynamic styling cuts air resistance, takes full advantage of Mercury's brilliant new V-8's.

No matter which Mercury V-8 engine you choose, you get brilliant performance! A big 390V-8 is standard on the Marauder hardtop

model. On S-55 bucket-seaters, the standard engine is a 4-barrel Super Marauder 390V-8. Optional engines range up to a 427 V-8.

Marauder transmission choices include multi-drive Merc-O-Matic and 3- and 4-speed fully synchronized manual shifts. Looking for a top performer? See your Mercury dealer.

FACTS ON SUPER MARAUDER 427 V-8: Displacement: 427 cu. in. • 4.23 bore x 3.78 stroke • 425 hp @ 6000 rpm • 480 lb-ft torque @ 3700 rpm • dual 4-barrel carburetors • compression ratio 11.5:1 • mechanical valve lifters • fully synchronized 4-speed stick shift transmission.



COMET • METEOR • MERCURY: PRODUCTS OF  MOTOR COMPANY • LINCOLN-MERCURY DIVISION
FOR 60 YEARS THE SYMBOL OF DEPENDABLE PRODUCTS

Stock Car Road Racing

- What A Super Show!

Do the fans want major league stock car racing in Southern California ?

The answer was "Yes" at the hugely successful "Riverside 500" held on This Raceway plant last January. A crowd of 50,000 roared themselves hoarse during a spectacular afternoon of thrills before Dan Gurney romped home to gain first place loot of \$ 14,400.00.

The success of that race prompted the management of Riverside Raceway to order a return for this afternoon. Now, The Raceway people don't want to overdo a good thing, so they are planning only two major stock car races a year.

There will be the second annual "500" next January, 1964, and the "250" in May will complete the stock car events planned for the high-speed plant each year.

The "500" last January produced more action during the time trials and qualifying runs than many races do during their entire year. Seldom has a full week of racing been more spectacular than that produced for the "500".

And one of the more amazing things was the work of the enormously competent race cars in rebuilding totally "washed out" cars smashed in the qualifying and practice runs for the race on Sunday. They got the job done, somehow.

The race itself produced the full circle of action. There were a variety of spills, but, fortunately, only the machinery got banged up.

The lead changed hands so often tha the scorers had a trying time and the fans seldom stopped hollering, so tight was the competition.

The victory of Dan Gurney, a 'hometown product, in his fastback '63 Ford proved popular. Not only is Gurney one of the world's most competent racing chauffeurs, he is also one of the best liked.

Surprisingly, the cars stood the test of the tortuous eight turns and 500 miles very well. Twenty-one of the 44 starters were still running when the checkered flag ws dropped.

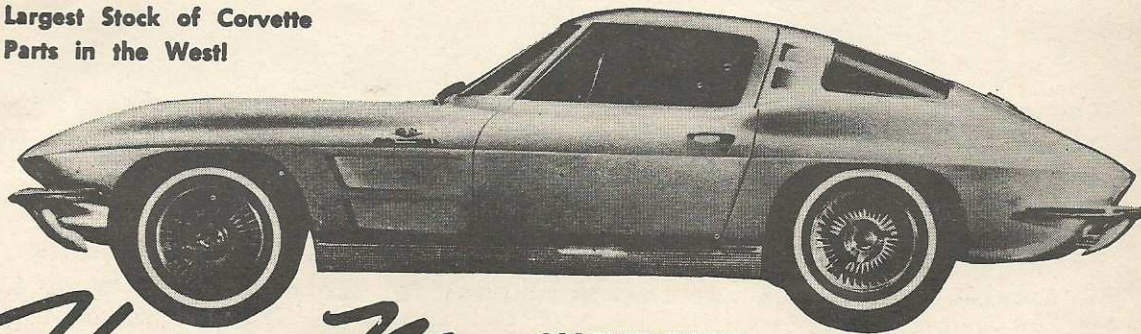
Seven cars were eliminated by accidents but no drivers were hurt. Ten cars had engine trouble of various types and six others dropped out with transmission, clutch or differential problems. Not one car dropped out with brake trouble, despite the problems of stopping at the end of the long stretch after building up speeds of nearly 150 miles per hour.

The Riverside 500 seems destined to become one of the country's ,ajor stock car races, and sponsors are hopeful that today's "250" will draw the same type of acclaims from the fans.

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SAFETY IMPORTANT AT ROAD RACES

Every possible preparation has been made to assure safety and improve comfort and viewing for the spectators but there are a few common sense precautions all of us will have to observe to make this a safe, enjoyable racing weekend.

1. Road racing can be dangerous, and one of the conditions of admission to this event is recognition of that fact. Fences are all placed at the closest safe distance to the track for all spectators.
2. Always be ready to move if it becomes necessary. Look around for something big and solid to jump behind in an emergency.
3. Park cars no closer than 20 feet from the fences.
4. Know the locations of the nearest Red Cross first aid station, sanitary facility, drinking fountain, Sparkletts truck and refreshment stand.
5. If you brought children, know where they are at all times and make them aware of the possible dangers.
6. Don't turn your back on a moving car.
7. Portable viewing stands are forbidden because they are a safety hazard and because they restrict the viewing of spectators on the ground. Uniformed officers will enforce this ban strictly.
8. Be careful with refuse. Trash blown by the wind onto the track is a hazard to the drivers.

RIVERSIDE 250 - MILE STOCK CAR ROAD RACE
 PACIFIC COAST LATE MODEL CHAMPIONSHIP..



FULL NASCAR SANCTION

TOTAL POSTED AWARDS — \$ 19,100.00 (Including \$ 1,200.00
 NASCAR Championship Point Money)

DISTRIBUTION:

Place	Racing Purse	Autolife Spark Plugs	Champion Spark Plugs	Firestone Tires	Goodyear Tires	Total Awards	
1st	\$ 2,800.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 250.00	\$ 3,300.00	
2nd	\$ 1,500.00	\$ 150.00	\$ 150.00	\$ 150.00	\$ 150.00	\$ 1,800.00	
3rd	\$ 1,200.00	\$ 100.00	\$ 100.00	\$ 100.00	\$ 1.00.00	\$ 1,400.00	
4th -	\$ 1,000.00	5th -	\$ 800.00	6th -	\$ 750.00	7th -	\$ 650.00
8th -	\$ 550.00	9th -	\$ 450.00	10th -	\$ 400.00	11th -	\$ 350.00
12th -	\$ 275.00	13th -	\$ 250.00	14th -	\$ 225.00	15th -	\$ 200.00
16th -	\$ 175.00	17th -	\$ 175.00	18th -	\$ 150.00	19th -	\$ 125.00
20th thru 44th - \$ 100.00 each.							

SPECIAL AWARD \$ 300.00 Rolex - oyster perpetual official timepiece to winner.

Plus 1st annual Riverside 250 Trophy to winner, presented by Riverside International Raceway.

Come On Fords ! - As Usual.

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NAME _____

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(Note: Clip and send to above address)



OFFICIAL HEADQUARTERS

RIVERSIDE INTERNATIONAL 250-Mile STOCK CAR ROAD RACE

TWO DINING ROOMS
PATIO . . . SQUIRE ARMS
HEATED SWIMMING POOL
TWO COCKTAIL LOUNGES

NIGHTLY ENTERTAINMENT
IN PRESIDENTIAL LOUNGE

COMPLETELY AIR-CONDITIONED
THROUGHOUT

MISSION INN

RIVERSIDE, CALIFORNIA



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RIVERSIDE, CALIF.

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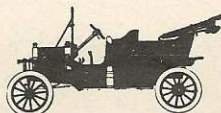
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RIVERSIDE, CALIFORNIA
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The last time Roger Penske Walked away from Riverside Raceway, striding alongside his buddy Dan Gurney, he wheeled aro und and said in a parting remark:

"See you later. and with a new car out next time. "

Now is was natural to think, of course, that the young sales engineer from Philadelphia was talking about a new sports car for the 1963 Times Grand Prix in October, 1963.

No one dreamed that Penske would return in a 250-mile Grand National stock car race first. Not even Roger.

Because the day that he made his parting remark---nightfall, January 20th, ---Roger had been just a spectator, witnessing a brilliant victory by Gurney in a 500-mile NASCAR stock car race.

Only a few minutes before--October--on the same track Penske had won the Times race by driving a sports car of his own creation. a redesigned Formula 1 car with a Climax engine, to the greatest victory of his already bright road racing career.

The victim that fall day, incidentally, was Gurney, who appeared to have overtaken Penske for a triumph himself when a 10-cent part broke and put Dan out of the running.

Gurney's misfortune or not, the 25-year-old Penske was an untainted winner in the Grand Prix. He won the race in record time. Then proceeded to mop up all the rest of the season's sports car laurels.

So, in January, it was not surprising for Penske to say - "I'll be back with a new car." He was referring to a Chevrolet-powered Cooper-Monaco that already was in the works for the 1963 sports car campaign.

But since January and Gurney's stock car win at Riverside, Penske has branched out himself. A man with natural driving talents, he ventured into the field of stock car racing, and his throttle foot and deft touch were every bit as effective as they were last October in the Times Grand Prix.

Penske's stock car debut was in the yankee 300, a USAC race at Indianapolis' Raceway Park last month. It was a day of disappointment perhaps for the 1962 USAC sports car champion. The transmission of his new Pontiac gave out on the 109th lap of a 120-lap race. And he was leading.

But no driver in that race---the winner, A. J. Foyt, --included---, led as many laps as did Penske in his Pontiac. Penske was the pace-setter for 53 laps in all. Eating his dust during the event were some of the greats of the current racing scene--Parnelli Jones, Fireball Roberts, Rodger Ward, Troy Ruttman and Gurney.

So today Penske is behind the wheel again at Riverside. It's not October, and his car isn't a sleek little sports car, either.

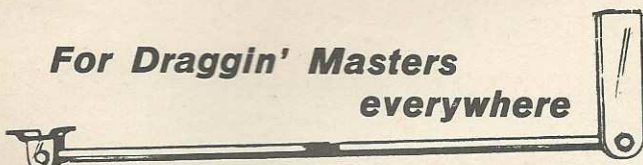
He's driving a stock car over a course he knows probably as well as any top driver in the country---except, of course, his buddy Gurney.

It's not likely Penske took a course at race driving during his days at Lehigh University.

But he's become one helluva driver.



**For Draggin' Masters
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The Sensational New Traction Master
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Mounts at axle and rear frame members to provide complete bite — the traction that wins off the line and through the traps.

List \$47.45 pair



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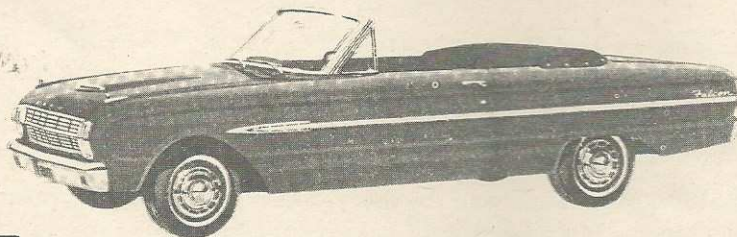
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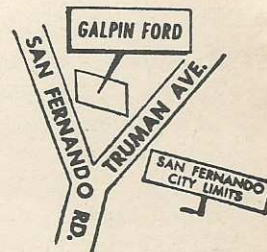
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GALPIN FORD



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FUTURA CONVERTIBLE proves there needn't be a premium on convertible fun. All the luxuries are standard here: power top, full carpeting, vinyl trim, Thunderbird "floating" mirror . . . even the 101-hp 170 Special Six.



1961 - 1st place NASCAR West Coast Champion.

1962 - 1st place Eddie Grey in 1962 Galpin Ford.

2nd place Ron Hornaday, Galpin Service Manager,
in 1962 Galpin Ford.

1963 - Galpin Ford enters two 1963 Fords.....

627 SAN FERNANDO RD. - SAN FERNANDO

Lap Speed Chart - 2.7 Mile Course

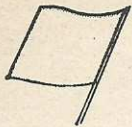
<u>LAP TIME</u>	M. P. H.	<u>LAP TIME</u>	M. P. H.
2:00.0	81.000	1:48.0	90.000
1:59.8	81.135	1:47.8	90.166
1:59.6	81.270	1:47.6	90.334
1:59.4	81.407	1:47.4	90.502
1:59.2	81.543	1:47.2	90.671
1:59.0	81.680	1:47.0	90.841
1:58.8	81.818	1:46.8	91.011
1:48.6	81.956	1:46.6	91.181
1:58.4	82.094	1:46.6	91.353
1:58.2	82.233	1:46.2	91.525
1:58.0	82.372	1:46.0	91.698
1:57.8	82.512	1:45.8	91.871
1:57.6	82.653	1:45.6	92.045
1:57.4	82.793	1:45.5	92.220
1:57.2	82.935	1:45.2	92.395
1:57.0	83.076	1:45.0	92.571
1:56.8	83.219	1:44.8	92.748
1:56.6	83.361	1:44.6	92.925
1:56.4	83.505	1:44.4	93.103
1:56.2	83.648	1:44.2	93.282
1:56.0	83.793	1:44.0	93.461
1:55.8	83.937	1:43.8	93.641
1:55.6	84.083	1:43.6	93.822
1:55.4	84.228	1:43.4	94.003
1:55.2	84.375	1:43.2	94.186
1:55.0	84.521	1:43.0	94.368
1:54.8	84.668	1:42.8	94.522
1:54.6	84.816	1:42.6	94.736
1:54.4	84.965	1:42.4	94.921
1:54.2	85.113	1:42.2	95.107
1:54.0	85.263	1:42.0	95.294
1:53.8	85.413	1:41.8	95.481
1:53.6	85.563	1:41.6	95.669
1:53.4	85.714	1:41.4	95.857
1:53.2	85.865	1:41.2	96.047
1:53.0	86.017	1:41.0	96.237
1:52.8	86.170	1:40.8	96.428
1:52.6	86.323	1:40.6	96.620
1:52.4	86.476	1:40.4	96.812
1:52.2	86.631	1:40.2	97.005
1:52.0	86.785	1:40.4	97.200
1:51.8	86.940	1:39.8	97.394
1:51.6	87.096	1:39.6	97.590
1:51.4	87.253	1:39.4	97.786
1:51.2	87.410	1:39.2	97.983
1:51.0	87.567	1:39.0	98.181
1:50.8	87.725	1:38.8	98.380
1:50.6	87.884	1:38.6	98.580
1:50.4	88.043	1:38.4	98.780
1:50.2	88.203	1:38.2	98.981
1:50.0	88.363	1:38.0	99.183
1:49.8	88.524	1:37.8	99.386
1:49.6	88.686	1:37.6	99.590
1:49.4	88.848	1:37.4	99.794
1:49.2	89.010	1:37.2	100.00
1:49.0	89.174	1:37.0	100.206
1:48.8	89.338	1:36.8	100.413
1:48.6	89.502	1:36.6	100.621
1:48.4	89.667	1:36.4	100.829
1:48.2	89.833		

OFFICIAL ENTRIES

250 Mile NASCAR Road Race, Riverside, May 19th, 1963

<u>CAR #</u>	<u>TIME</u>	<u>DRIVER</u>	<u>HOMETOWN</u>	<u>CAR</u>	<u>OWNER</u>
00	_____	Dick Getty	Arleta, Calif.	63 Chevrolet	Dick Getty
0	_____	Rex White	Spartanburg, S. C.	63 Chevrolet	Jim Simpson
1	_____			63 Mercury	Carl Dane
2	_____	Denny Weinberg	Downey, Calif.	62 Pontiac	Floyd Johnson
3	_____			63 Plymouth	Yeakel Plymouth
4	_____			63 Ford	E. D. Bolling
7	_____	Joe Jones	Garden Grove, Calif.	62 Dodge	Joe Jones
9	_____	Bob Price	Burbank, Calif.	62 Chevrolet	Dick Getty
12	_____	Frank Denny	Los Angeles, Calif.	61 Ford	Frank Denny
16	_____			63 Mercury	Bill Stroppe and Assoc.
18	_____	Ken Miles	N. Hollywood, Calif.	63 Mercury	Bob Bristol
20	_____	Jack Norton	Long Beach, Calif.	62 Chevrolet	Oscar Gregory Chevrolet Co.
22	_____	Sam Stanley	Newhall, Calif.	61 Ford	Sam Stanley
25	_____	Al Brand	Inglewood, Calif.	63 Mercury	Leinard Ellis
26	_____	Carl Joiner	Portland, Oregon	62 Chevrolet	Carl Joiner
27	_____	Marshall Sargent	Bakersfield, Calif.	60 Pontiac	Don Noll
28	_____	Dick Santee	Inglewood, Calif.	62 Mercury	Ralph Shelton
33	_____	Clem Proctor	Bellflower, Calif.	62 Pontiac	Clem Proctor
38	_____	Jim Blomgren	Norwalk, Calif.	61 Pontiac	Clem Proctor
40	_____	Jack McCoy	Portland, Oregon	63 Chevrolet	Dick Getty
44	_____	Lloyd Dane	Compton, Calif.	62 Ford	Glen Organ Ford
45	_____	Eddie Pagan	Lynwood, Calif.	61 Ford	Tiny Clinton
47	_____	Jack Smith	Spartenburg, S. C.	63 Plymouth	Jack Smith
48	_____	Bruce Worrell	Lakewood, Calif.	62 Chevrolet	Ralph Gannaway
64	_____	Al Self	Venice, Calif.	62 Ford	Bobby McDonald
70	_____			60 Pontiac	J. D. Breswell
75	_____	Mel Larsen	Phoenix, Arizona	61 Pontiac	J. D. Breswell
77	_____	Marvin Porter	Lakewood, Calif.	63 Ford	Vels Ford
83	_____	Art Watts	Portland, Oregon	62 Ford	Art Watts
88	_____	Don Noel	Arleta, Calif.	63 Ford	Galpin Ford
97	_____	Ron Hornaday	San Fernando, Calif.	63 Ford	Galpin Ford
99	_____	Bob Perry	Hawthorne, Calif.	61 Ford	Kalman Simon
_____	_____	Bill Amick	Portland, Oregon	63 Dodge	Pollack Motors
_____	_____	Kuzie Kuznanich	Portland, Oregon	61 Pontiac	Meadows Pontiac
_____	_____	Roger Penske	Pennsylvania	63 Pontiac	Ray Nichols
_____	_____	Joe Weatherly	Norfolk, Va.	63 Pontiac	Ray Nichols
_____	_____	Fritz Wilson	Arvava, Colorado	62 Ford	Fritz Wilson

WATCH THE STARTER'S FLAGS — HERE'S THE REASON



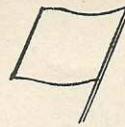
GREEN
Start



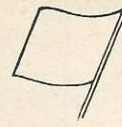
BLACK
Pull into pit



RED
Stop



YELLOW
Slow, hold position



WHITE
Entering last lap



CHECKERED
Finish

KEEP A LAP RECORD OF THE RACE

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WHERE-EVER YOU FIND
LES RICHTER YOU'LL
 FIND "ACTION" AND SUN.
MAY 19TH IS NO EX-
 CEPTION AS THE EX-RAM
 NOW GENERAL MANAGER
 OF THE RIVERSIDE
 INTERNATIONAL RACE-
 WAY..... SENDS THE
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 (ALL LATE MODEL STOCK
 CARS) AROUND THE
 RIVERSIDE COURSE
 FOR **250 MILES** AND
 A PURSE OF **\$16,800**
 PLUS ACCESSORY MONEY...



THE HOTTEST DUEL
 OF THE RACE COULD
 DEVELOP BETWEEN
 THE '62 ROAD RACING
 CHAMP **ROGER
 PENSKER**

and THE 1962
 NASCAR GRAND
 NATIONAL CHAMP
**JOE
 WEATHERS**



FORD, MERCURY, CHEVY,
 OLDSMOBILE, PLYMOUTH,
 DODGE AND PONTIAC WILL
 BE AMONG THE MAKES RE-
 PRESENTED IN THE HIGH
 SPEED CHASE.....

Manning

By Wilson R. Springer
Los Angeles Herald Examiner Motor Sports Writer

For the big Riverside 250 mile stock car today you are getting a second chance to see the TOP stockers in action. . . that is if you were fortunate enough to witness the wonderful Riverside 500 last January.

Despite arguments to the contrary, stock car racing in Southern California is here to stay. . . and is going to grow with even better cars and more top flight drivers.

Although we must all admit that Florida and the Daytona International Speedway and the other new Southern speedways have led the way to greater stock car competition, the Riverside Raceway is an even greater test of both men and machine because it is a road course.

Here we have a twisting, winding circuit that really tests brakes, tires, transmissions, engines, suspension, rear ends. it is a survival of the fittest, and drivers also get a good workout, as they must memorize the course, learn right and left turns, shift, drift and control their cars.

You may hear someone at the track today say; "Yeh, what do you mean stock car. . . these cars are not stock. "

That might be true. The late models racing today are not "showroom stock", in the true sense of the word. However they are stock cars altered and modified for safety. Each car prepared has the same opportunity to make approved alterations and modifications in their car for the safety of the driver and the spectator.

Nascar rules list the approved modifications allowed for this primary purpose. Each make has a limit to the approved alterations and after the race the top cars are dismantled and checked to see if they are valid.

Here in Southern California we have one of the finest stock car modification experts in the world in Bill Stroppe and Associates of Long Beach.

Bill Stroppe is personally beyond approach. He agrees to make certain approved modifications to a stock car, prepares it for high speed competition, and he follows the rules to the letter.

Born and raised in Long Beach, Bill Stroppe exemplifies the real "All-American" boy. A star performer in all sports, Bill worked his off-hours for the Ford Motor Company in Long Beach and later with Ford Dealers. His success in the racing fraternity has been due to two prescriptions, "Hard work and long hours".

After some spectacular success with V8 60 midget racing and sports car and boat racing, Bill met and joined with Clay Smith. . the immortal Clay Smith. . who was one of my dear friends and Stroppe's closest friend.

The tremendous success of the 1952-53 and 54 Lincolns in the Mexican Road Race is past history, but it stands as a true example of absolute perfection for a stock car road race.

The combination of Clay Smith and Bill Stroppe, together with the faithful and dedicated help from Vern Houle, Cec Brown, Johnny Holman (now Holman and Moody of Charlotte, N.C.) Fran Hernandez (now head of Mercury Performance Evaluation Division), Frank Hainley, Byron Froelich and many more, produced one of the greatest stock car road racing teams in American history.

With the quarter of a million dollars worth of track improvements earmarked for the Riverside International Raceway, stock car racing is destined to become a welcomed addition to big league sports to Southern California.

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George Ayers, San Fernando
Clay Ballew, Santa Monica
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Bill Patterson, Sunland
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Lee Andrews, Ventura
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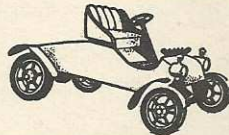
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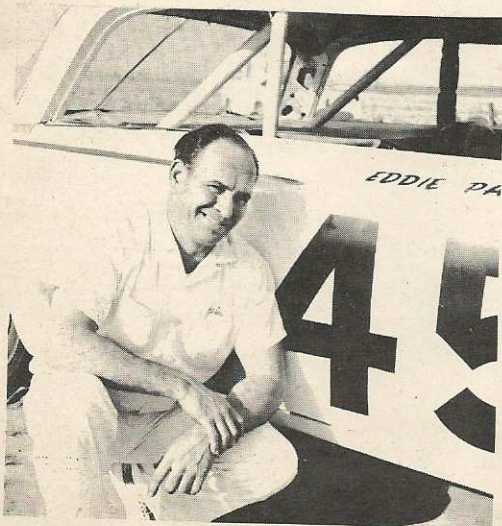
DICK GETTY

Another of the San Fernando Valley's crew of hard chargers, is Dick Getty of Arleta. The ex-thrill show pilot will be driving a 1963 Chevrolet, as he heads a 3-car entry.

His teammates are Jack McCoy, Portland, in a 1963 Chevrolet, and Bob Price in a 1962 Chevrolet.

Getty, who has been racing for 15 years, also does motion picture stunt work. He is a salesman for Pollard-Ravenscroft Chevrolet in Van Nuys.

Dick and his lovely wife, Betty, have one son, Dick, Jr.



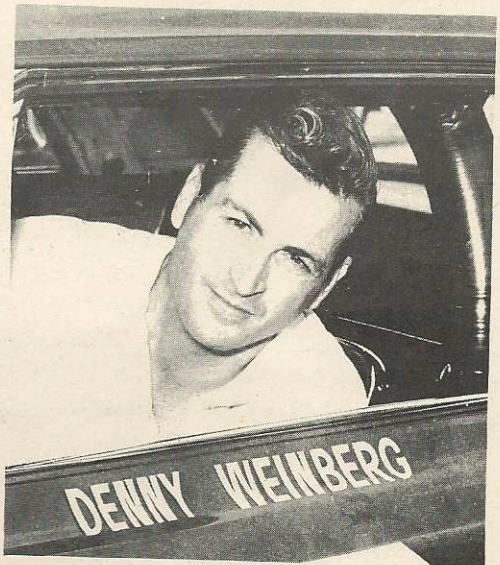
Eddie Pagan

BILL AMICK

Bill Amick heads a large contingent of Portland drivers who are on hand for today's "Riverside 250".

The veteran northwest stock car champion will be tooling a 63 Dodge.

Amick has raced all over the nation, where ever top flight late model stock cars appear. He flipped sensationally at Daytona Beach, Fla., last year. His brother George was the Indy rookie of the year in 1958



Denny Weinberg

DENNY WEINBERG

Young, handsome Denny Weinberg is a big business man who is "hooked" on speed. When he's not racing stocks or drags, Denny is an executive with the family-owned Coast Grain Co. of Norwalk, one of the largest firms in its field in the west.

Denny has two cars entered—a 1963 Plymouth and a 1962 Pontiac. He made a lot of space in the latter mount when he flipped spectacularly at the Riverside 500 in January. The action was spread all over the Nation's papers. He came out unscratched.

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LLOYD DANE

Lloyd Dane of Buena Park captured the Pacific Coast Championship three times, 1954-56-57, while his brother, Carl, won last year's Pacific Coast late model car owner's crown. A third brother, Jimmy, is back east with Bill Stroppe.

A veteran of 14 years of racing, Lloyd had tough luck in the recent "Riverside 500" when he was the 1st driver out of the race. He'll be handling a 1962 Ford today.

Dane, an Air Force veteran, has been a boxer and baseball player. He is married and has two children

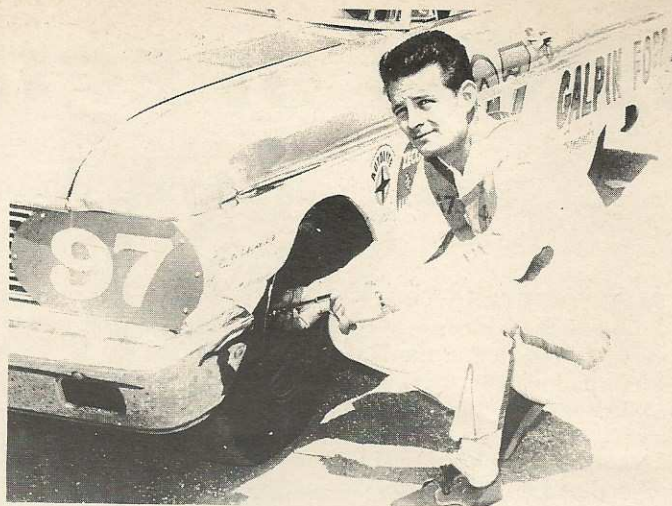


Lloyd Dane

MARVIN PORTER

Marvin Porter of Lakewood is one of several Pacific Coast champions in today's field. He captured the 1960 crown, after turning back Rex White of Spartanburg, S.C., for the 1959 National Short Track Championship. White, the 1960 Grand National Champ, is also entered today.

Porter will be wheeling a 1963 Ford for Vel's Ford of Torrance, who gave Parnelli Jones his first good ride. Vel also has a sprinter car which Allen Heath drives.



Ron Hornaday

RON HORNADAY

One of the valley's hardest drivers is Ron Hornaday of San Fernando. The marine veteran will be driving a 1963 Ford, one half of the Galpin Ford entry. Wheeling the other 1963 Ford will be Don Noel of Arleta.

Ron got his first ride at old Culver City stadium back in 1952. He races both late and early model stock cars. He was a football letterman at Inglewood High.

Hornaday is service manager for Galpin Ford. He and his wife, Helen, have five children



Don Noel

1963 SPECIFICATIONS

NASCAR GRAND NATIONAL CHAMPIONSHIP CIRCUIT RULES

HAVE YOU EVER WONDERED just how much difference there is between your own new car and the ones you see racing in the NASCAR circuit? The following information is a condensed version of the NASCAR specifications from the 1963 NASCAR rule book.

NASCAR Grand National Circuit races are open to steel-bodied 1961-62-63 American-made production passenger car sedans having a minimum 116-inch wheelbase. Horsepower ratings and optional equipment, including new models, must be announced, in production, and listed in AMA specifications before December 10, 1962. Any equipment released after this date must be announced, in production, and approved by NASCAR so that these specifications are available to NASCAR members not less than 45 days before the equipment will be eligible for competition.

SPECIFICATIONS

The following parts must remain standard in weight, material, design, and dimensions for the make and model of car raced: cylinder block, head crankshaft, flywheel, bell housing, pistons, component parts (valves, rocker arms and supports, pushrods, lifters, main bearing caps, studs, valve springs, bolts, and nuts), carburetor, fan belt, and air cleaner. Also included are the transmission, driveshaft, universals, wheelbase and tread, steering, windows, windshield washers, exhaust manifolds, header pipes (from engine block to muffler take-off), clutch, ignition system, generator, starter, and battery.

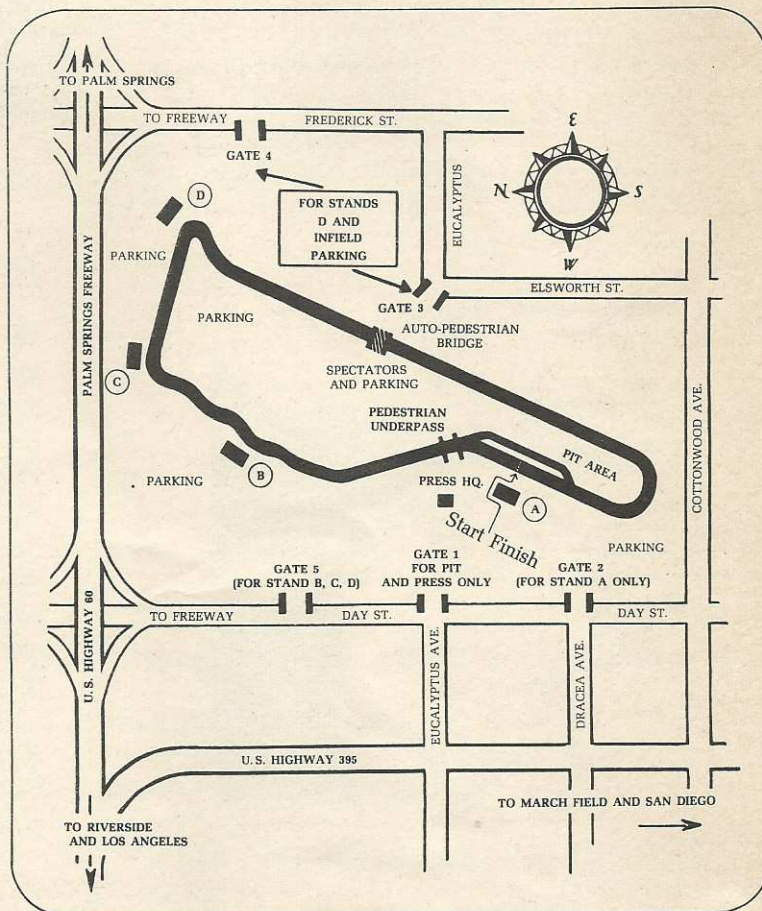
All cars must have complete bodies, hoods, fenders, bumpers, and grilles in good condition. No other materials, such as fiberglass or aluminum, can be substituted for any steel parts of the car. Bodies must not be cut, altered, or lightened, and can weigh no less than the factory-listed shipping weight. Cars must be standard in appearance — with operating hood and trunk lids, must use original hinges and have positive fasteners.

Any interchangeable brake and drum assembly may be used, except for spot or disc brakes. Automatic advance in the distributor, generator, and starter must be in working order. Cars must start under their own power.

Mufflers must be removed and additional pipes of no more than four-inch inside diameter must extend to the outer edge or rear of the car with a minimum ground clearance of four inches. The manufacturers' advertised horsepower rating of the factory engine assembly must be painted on both sides of the hood in numerals at least eight inches high.

Additional rules were broken down into the categor-

ies of SAFETY AND PERFORMANCE, but alterations pertaining to both are not repeated.



The California Highway Patrol is prepared to make your exit from the Raceway as easy as possible. The Patrol, plus signs provided by Riverside County, will show you the easy way toward your home. Please follow directions when you leave, no matter which gate you exit.

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COMING EVENTS - - -

California Sports Car Club regional championships road race set for June 22nd and 23rd, 20 events.

Los Angeles Times Grand Prix, October 12th, 13th, 1963.

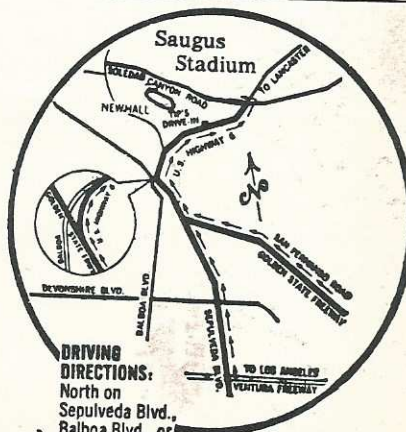
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