

EARL J. HEROUX

Presents
**MIDGET
AUTO
RACING**
Annual

SEASON
+ 1946 +



Price 75 Cents



Earl J. Heroux, owner of Playland Stadium and presenter of the midget auto races, has been closely identified with auto racing for the past twenty years. His greatest ambition is to give Seattleites the finest midget auto race plant in the Northwest.



TRACK OFFICIALS AT



GLEN SHAW
Program Director



T. W. COMPTON
Pit Boss



SARGE ROBINSON
Referee



DICK LEICHNITZ
Ass't Flagman



ED JENSEN
First Aid Man



(Other Track Officials on page 14)

PLAYLAND STADIUM



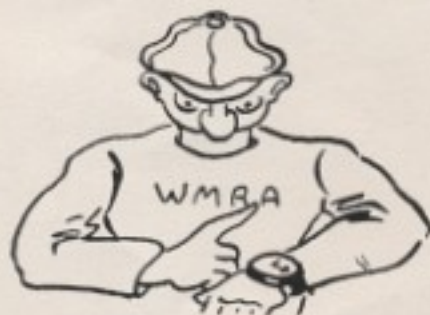
JACK ALLAN
Ass't Starter



TED BELL
Announcer



W. H. McINTIRE
Timer



"RED" GAULT
Ass't Timer



LEONARD WEARNE
Pit Gateman



In Memoriam



VAL HOYT



JOHN ADAMS

Johnny is 34 years old and has been driving big cars and midgets since 1936. Johnny has had two or three bad accidents, but remains in there trying. His home is in Tacoma, Wash.

JIM BOYD

Jim is one of the Canadian Association drivers who has been pushing his midget around Northwest tracks for two years. He is 25 years old and a member of the racing association at Vancouver, Canada.



WALT ARMSTRONG

One of the high point men in Vancouver, Canada midget racing circles, this 34-year-old Canadian driver is President of the British Columbia Racing Association. He started racing in 1940.

BOBBY BRITTON

In 1939 Bob was driving big cars. In 1941 he switched over to midgets. As a member of the Tank Corps during the war, he was totally blinded for five months after a direct hit on his tank. Bob is a Seattle boy and when not racing he is a chemistry student at the University.



CHICK BARBO

Presently holding 2nd place in Championship Point Standings for Washington State is this 29-year-old driver who started racing in 1934. Chick spent three years aboard an L.C.I. in the South Pacific.

RAY CHASE

In 1938 Ray took 2nd place in the Pacific Coast Championship race at Oakland, California. He is 37 years old and has been driving since 1930. An Oregon Association driver, Ray spends most of his racing time in big cars and stock cars.





RUSSELL CONGDON

A native of Tacoma, Washington, Russ is another of the new 1946 crop of drivers. He is 22 years old and eager to be another of the championship racers.



JIMMIE BROWN

37-year-old Jimmie drove big cars for nine years after coming West from Pennsylvania. He was in the Navy for four years and spent 28 months in the South Pacific, taking part in four assault landings and receiving a citation for taking part in a rough time at Leyte.



KEN DERANGO

30 years ago Ken was born in Ohio. He came to Seattle in 1932 and began driving midgets at the old Aurora Stadium in 1935. Ken has driven throughout the Northwest and on many California race tracks.

BOB CARSON

Bob was born 26 years ago in Seattle and started driving midgets in 1940. He has had a number of bad spills this season, but never gives up. During the war, Bob spent two years with the Coast Guard.



FRENCHY DuBOIS

This 29-year-old Oregon Association driver came from Ottawa, Canada, and started racing in 1940. For two years he was a mechanic on B-29's with the Army Air Corps.



BILL GELHAR

Bill held the 1943 Northwest Championship in midget cars. He is a 32-year-old Oregon Association driver who makes his home in Portland, Oregon. His racing career started in 1932 when he raced big cars.



BUD GREEN

Bud was born 29 years ago in Seattle but has lived many years in Victoria, Canada, where he began racing in 1935. He has driven big cars and midgets in all sections of the Northwest.



JIM HEALY

Jim is a 35-year-old driver from Detroit, Michigan, who now lives in Eugene, Oregon, and races for the Oregon Association. He started driving in 1935.



BOB GREGG

Bob was runner up for the 1942 Oregon Association Championship. He is 24 years old and his home is in Camas, Washington. He started racing in 1940 and during the war was an Air Corps Cadet.



ERNIE KING

Ernie is a new driver and a member of the Canadian Racing Association. He is 26 years old and driving hard enough to keep other midget racers on their toes to beat him.

Midget Mishaps



Midget Mishaps



HOWARD SHELLY

Beginning with big cars in 1932 and starting with midget cars in 1935 at his home town of Fresno, California, this 32-year-old driver has plenty of driving experience. He now has a garage at Interbay in Seattle.



JOHN SMALL

Johnny, another Seattle boy who started racing big cars in 1938, is 26 years old. A veteran of four years' military service, he spent 39 months of that time on the aircraft carrier Essex in the South Pacific.



LOUIE SHERMAN

Louie is 28 years old and races under the Oregon Association colors. During the war he saw action in and over Germany as a paratrooper. He also drives in big car and stock car races.



ERNIE SPAULDING

This 36-year-old driver began racing big cars in 1934 and was one of the first drivers to race midgets. Born in Ontario, Canada, he came to Seattle early to spend his life. Ernie is now one of the first five in the Championship Point Standings for the current season.



MARK SULLIVAN

This is the first season of driving for this 20-year-old Seattle lad. He bought his own car and after a bad spill in Tacoma which hospitalized him for a few days, is again driving on local tracks.



"STOCKY" STOCKWELL

From Ellensburg, Washington, comes this veteran driver who has been driving fast cars since 1938. 34 years old, Stocky recently spent three years with the U. S. Marines.





GORDON LIVINGSTON

32 years old, Gordon has been driving since 1940. Spent 4 years in the U. S. Coast Guard and lives with his mother at Beaverton, Oregon.



WALT MOORE

Walt, being 41 years old, can be called a veteran driver here. His racing career started with big cars in Alabama in 1928. At South Bend, Indiana, he changed over to midgets. He has lived in Seattle since 1941 at which time he worked as a jig-maker at Boeing's.

ALLEN HEATH

Allen held the Northwest Championship twice and is the 1945 Washington State Champion. Although born 29 years ago in Canada, he has spent most of his life in Seattle. He started racing in 1939 and spent two years as a truck-master in Italy and Africa with the U. S. Army Air Corps.



RONNIE ODNE

This Oregon Association driver was the Northwest Midget Champion of 1939. His racing career started in 1937. Ronnie is 28 years old and during the war was in the Merchant Marine. His home is in Vancouver, Washington.



RED PUGH

Red is a 38-year-old driver who has been in racing cars since 1937. His home is in Vancouver, Washington, and much of his racing is done for the Oregon Association.



ART SCOVILLE

Art is 38 years old and has been driving since he was 15. Called "The Grand Daddy" of Northwest drivers, he was the Big Car Champion of the Northwest in 1933. Now a native of Portland he originally came from Everett, Washington. He is an Oregon Association driver.



CLARK TEMPLEMAN

This 26-year-old driver is driving in his second year and is developing into one of the best drivers in the Northwest. He is currently doing a fine driving job in Seth Reinning's Number 2 car.



JACK TURNER

Jack, a 26-year-old Seattle boy, started driving racing cars in 1938. For two weeks he held the track record at Tacoma's speedway. For almost four years he spent his time in the Anti-Aircraft Corps.



BUD SMITH

Bud, whose home is in Yakima, Wash., is 28 years old and has been racing since 1938. He spent two of the war years in the Field Artillery of the U. S. Army.

LEROY SNYDER

LeRoy built and drives his own car. He was in a bad crackup at Playland August 17 and was hospitalized with a broken arm. He is 29 years old and during the war served as an officer in the Merchant Marine. He is today a Chief Engineer in the Merchant Marine. He came from Albion, Indiana, to make his home in Seattle.



BILL DERANGO

Bill is 21 years old and this is his first year of racing. The past three years of his life were spent on a Navy destroyer in the South Pacific. Seattle is his home.



CHARLES "Chuck" JOHNSON

Chuck is a 25-year-old driver of the Oregon Association. His racing career began in Iowa where he started in big cars. He switched to driving midgets in Ohio before coming west a year ago. He is from Fairmont, Minnesota.





LEO WAHL

Born in Minneapolis, Minn., 28 years ago and now making his home in Vancouver, Wash., Leo has been in the racing business since 1939. During the war his time was spent in both the combat Engineers and Anti-Aircraft Artillery.



VIC WALTERS

This is the first year of driving for this 25-year-old boy from North Bend, Washington. So far Vic has done a creditable job of midget driving and will bear watching next season.



GORDON YOUNGSTROM

Gordon is the 1945 Oregon State Champion. He is 32 years old and has been racing since 1937. He has his own Offenhauser and has raced over the entire country. He was the runner up for the 1941 Northwest Championship. Gordon's home is in Woodland, Wash.

LOU FLORENCE

A 22-year-old Tacoma boy, Lou is driving for the first time this year. In his second race a gas line broke and his midget car caught on fire, but he managed to escape unharmed.



MELL ANTHONY

23 years old, Mell started driving this year but had to relax for a month because of injuries received in a crackup on the south turn. Mell spent three and a half years aboard a U. S. Navy repair ship. He is a native of Edmonds, Wash.



EARL LEGGE

This is Earl's first year of driving. This 24-year-old driver comes from a racing family, as he is the younger brother of Tommy Legge, one of the best known Northwest drivers. For five years he was with the U. S. Army Medical Corps.





DICK GILMORE

Dick is 28 years old and one of the newest drivers in the Northwest area.



KEN GARDNER

Ken is a 23-year-old driver who has only driven in four midget car races. He has been driving roadsters most of the year and is having a great time converting to midgets.



BOBBY HARRIS

Only 18 years old, Bob is one of our youngest drivers. He started driving last year and suffered one nasty spill. He has lived in Ballard all his life and spent one year in the Army Air Corps.



RED ANDERSON

This is Red's first year of midget auto racing and he has been stepping right along. Formerly from Minnesota, this 24-year-old driver has lived the past five years in Tacoma, Washington.



FRANKIE RENTZ
Ass't Pit Boss



DEVON SMITH
Lap Checker



JOHN MacSUGA
Ass't Pit Gateman



OREGON RACING ASSOCIATION OFFICERS AND TRACK OFFICIALS

"Nick" Nickols, Tech. Committee; Holt Warrens, Referee; Pat Veddan, Flagman; (insert) Art Henges, Past President; Chuck Morrison, Tech. Committee; "Blondie" Martin, Sec.-Treas.; "Jud" Fuller, President; Ben Sutton, Pit Boss; Ed Johns, Tech. Committee.

Thanks a Million . . .

To the many owners of the Midget Auto Racing cars appearing here at Playland Stadium each week and thanks to their Pit Crews.

To Captain Joe Woelfert of the Sheriff's department and to his co-workers for a fine job of police supervision throughout the season.

To Mike Hunt and his colleagues of the State Highway Patrol for seeing that our large crowds got under way toward home after the races without casualty.

To our official Photographer, Ray Mann, for the many fine photos appearing in the Annual and other issues of our official Program.

To Highland Photo and Allan Tropple for some of the photos used this season and another thanks to Allan Tropple for supplying us with a fine Public Address system here in the Stadium.

To Bob Engler for his able assistance to Ted Bell on the "Mike" each race night.

To Captain Jack Pierce for the beautiful art and layout work in the Annual and for his many cartoons on the Midget Race Car Drivers and Car Owners appearing in the weekly program.

To Clarence W. Phelan, our official printer, for the fine quality work shown in all issues of our regular Program and in the production of the Annual.

To W. Garrie Harring, our Track Superintendent, for keeping the Playland Oval in such fine condition week after week. And thanks also to his assistants, W. Garrie Harring, Jr., and Paul Beavin.

To Bill's Towing for their prompt and efficient service in taking care of "disabled" midgets.

To our Cashiers and Ticket Takers for a job well done.

To Boldt's Catering for having served good food at fair prices to our hungry customers.

To Jack and Anne Parker, Jackie, Jr., Clara Tague and "Pop" Heroux (father of Earl J.) for their congenial service at the Candy Stand.

To George Martin, our official electrician, for keeping the lights a'glowing on all race nights.

To the many other persons directly or indirectly responsible for the wonderful success of Midget Auto Racing—AND A VERY SPECIAL THANKS to you many, many thousands of race fans who have come out here week after week giving your support both morally and financially to this King of Sports—Midget Auto Racing.

Please believe us when we tell you that we shall do everything in our power to improve this great sport in the coming months and years, not only in track and building improvements but with new racing cars, new drivers and new ideas.

Again, Thanks a Million,

EARL J. HEROUX,
Presenter.

