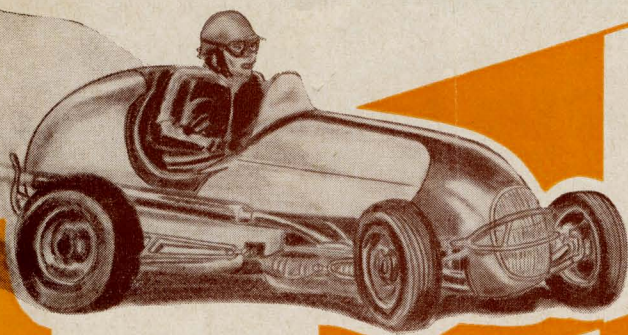
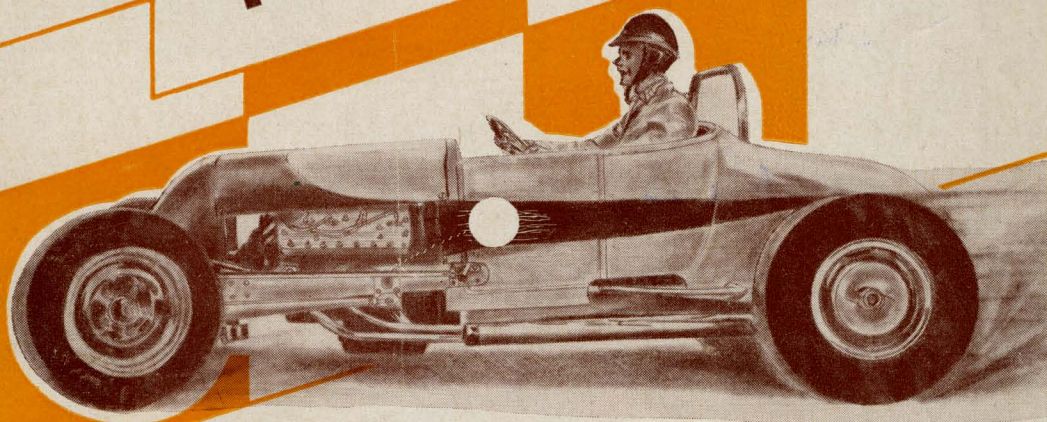


★ OFFICIAL PROGRAM



Midget
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Hot Rod



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132nd and Aurora, Seattle

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Bill's Towing Service
SEneca 2311

All Trucks Equipped With Two-Way Radios for Immediate 24-Hour Service

SEneca 2311

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HOT ROD ENTRIES

WASHINGTON CARS

No.	Owner	Driver	Time
1	Doug Pearson		
2	Bob Donker	Bob Donker	
3	Kenny Baxter	Chuck Cookson	
4	Cliff Roberts		
5	Chet Holten	Joe Smith	
6	Fred Pierce	Ike Hanks	
7	Dick Brower	Dick Brower	
8	Rodger Covert	Rodger Covert	
10	Gordon Patterson	Gordon Patterson	
15	Todd	Burgess	
16	Ray Laing		
17	Ray Dodge	Gordon Sutherland	
18	Don Alber	Phil Foubert	
19	Bill Dodson	Bill Dodson	
21	Bud Beavert	Bud Beavert	
23	Coky William	Coky William	
25	Art Crawford	Ray Davidson	
26	R. I. Crawford	Fred Dickey	
31	Fred Perry		
33	Ben Lange	Ben Lange	
39	Jerome Kuhen	Ken McLaughton	
44	Johnny Ryan	Johnny Ryan	
51	Donald Layson		
52	Ralph Smith	Bill Henchel	
77	Jack Fitzpatrick	Jack Fitzpatrick	
82	Jerry Dundin		
86	Jerry Eck	Jerry Eck	
96	Jim Ward		

OREGON CARS

[illegible]

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Fastest at Indianapolis 1950 . . . Best at Daytona 1951 . . . Best for Your Car

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GORDIE SUTHERLAND BEN LANGE BOB BURGESS

THREE LAPS

WYNOIL TROPHY DASH

Time _____

Order of Start:

1. _____ 2. _____ 3. _____ 4. _____

Order of Finish:

1. _____ 2. _____ 3. _____ 4. _____

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Name

Address

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in Seattle*

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A1 Cooper Speed Shop



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RACING EQUIPMENT

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Jahn's, Novi, Laughton Pistons
Meyers, Weiland, Edelbrock, Edmunds, Evans, Offenhouser
Heads and Manifolds
Super Chargers • Custom-Built Motors

MAin 6858

1144-46 Eastlake

FIRST HEAT

Time _____

Order of Start:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

Order of Finish:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

FLAG SIGNALS

GREEN—Start.
BLUE—One Lap to Go.
ORANGE WITH BLUE CENTER—Move
Over, Lead Cars Lapping.
CHECKER—Finish.
WHITE—Bring Car Into Pits; Something
Wrong.
YELLOW—Slow Down; Maintain Position.
RED—Stop at Once.
WHITE WITH BLACK CROSS—Warning.

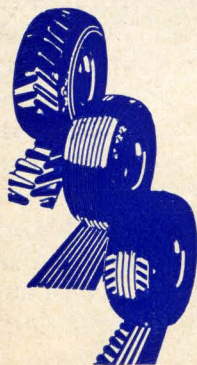
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See Newspapers for Dates

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Every Day—on KOL Seattle

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for starting times)*



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Eliot 0200

1100 Olive Way, Seattle

SECOND HEAT

Time _____

Order of Start:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

Order of Finish:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____



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"SPEEDWAY HI-LITES"
KRSC — 1150 k.c.
MONDAY and TUESDAY
7:45 p.m.

AUTO RACING THRILLING SPORT

Automobile racing is, without doubt, one of the most thrilling of all spectator sports. A thrill a minute is afforded the spectators, the race drivers, and the lads in the "pits" who keep the snarling, fire-spitting demons in top condition. You know, the men in the pits are the unsung heroes of auto racing, they constantly strive to better the performance of race cars; in so doing they aid the automotive industry. Yes, the race track is the experimental grounds for your present and future automobile. Just one of racedom's many achievements is the "Novi Special" built by two of the greatest automotive engineers, Ed and Bud Winfield. The Novi has a displacement of 181 cubic inches, it weighs three-quarters of a pound per horsepower and develops 650 horsepower. In spite of many handicaps such as dirt tracks, materials, fuels, etc., there are many track records and speed trials still held by 91 cubic inch motors and Model T and Model A Fords. Our hats are off to the

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Top Driver **SHORTY TEMPLEMAN** says:

"After using **BARDAHL OIL** in my cars, I have won two season championships.

"With a V-8 type motor, and a specially constructed crankshaft (known as a 180°), I ran 23 consecutive races without removing heads and pan—even for inspection!

"Also at the start of the 1950 season, I won 14 out of 18 starts driving the **BARDAHL SPECIAL**.

"Is it any wonder I am sold on **BARDAHL**?"

THIRD HEAT

Time _____

Order of Start:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

Order of Finish:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

automotive engineers, the men in the pits and the many fine mechanics who work so diligently to "keep 'em rollin'." Here in Seattle one of the best known race car mechanics is Al Cooper. Al was overseas as a machine-gunner in the first world war; when he was mustered out of the Army he opened Al Cooper's Speed Shop at 1144 Eastlake Avenue, he's still doing business at the same location. Al has owned race cars, has built them and has driven them in competition. He also was pit mechanic for the two-and-a-half-mile Board Speed-

way at Tacoma; was mechanic for the famous Jack Ross, who won the Northwest championship nine consecutive years, and helped build most of Ross' racing cars. Al Cooper respects the efforts and sportsmanship of the many drivers, mechanics, car owners, promoters and assistants who have made it possible for the Aurora Speedway to present such fine competition. Al says, "If you wish to watch the finest racing roadsters, big cars and midgets do combat be at Aurora Speedway each Tuesday and Saturday."

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園 茶



SEATTLE'S FIRST CHINESE DRIVE-IN

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and American food in your car

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200 Mercer Street (One block west of Civic Auditorium)

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Must be used within 10 days

AFTER THE RACES VISIT TEA GARDEN NO. 2

Featuring Chinese and American Food

8717 Greenwood Avenue

Open Daily 4 p.m. to 2 a.m.

FOURTH HEAT

Time _____

Order of Start:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

Order of Finish:

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

AUTO RACES AT AURORA SPEEDWAY MIDGETS EVERY SATURDAY

Watch Papers for Tuesday's and Other Events



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MAin 0866

GREAT HISTORY

Auto racing here in the Pacific Northwest has a great history. Many of you fans will remember the "old days" of auto racing with the board track in Tacoma one of the leading tracks of the country. Barney Oldfield, Pete De Paolo and all the old-time racing greats hitting the track at the City of Destiny on their championship trail. You had to win at Tacoma, Indianapolis and Los Angeles to take the championship in any year.

The racing we enjoy today is not only different from the type and size cars involved but the driving is faster and in most cases better. Racing got a lift when the midget racers took over the spotlight and for many years the little mites were the leaders . . . leaders in fans and leaders in big purses on the Pacific Coast.

The auto racing fever began to rise when the midgets took over in the Pacific Northwest. For a number of years now racing fans get their satisfaction from the half-mile and quarter-mile ovals.

Such names as Sherman, Pold, Niday, Livingston, Olds, Templeman, Gregg, Amick, Ward and many others have caught the fancy of the fan to a greater or lesser degree. However, no name in midget racing has ever taken the fan and the non-fan as that of Allen Heath, here in the Pacific Northwest.

Allen is just one of those guys you can't help but enjoy on the track. He's the Bobo Newsom or Elwood Cooke of midget racing. He knows that you folks come out to see a good racing program and that is just

what Heath attempted to put on every time out. While he is no longer in the Seattle area permanently his feats on the track are still remembered. When he does appear at Aurora Speedway or Sea-Tac Speedway in a special event . . . fans flock from far and near to get a glimpse of the Seattle "mad man." Racing like everything else needs its Allen Heaths.

Of course the pioneer trail forged by the old-time drivers and the old-time engines will still be visible down memory's trail and we'll ever be thankful for the Barney Oldfields . . . the Chick Barbo's . . . the Allen Heaths . . . the Syd Carrs and Tommy Carstens for bringing the mighty mites to Pacific Northwest auto racing fans.

To the owners, drivers and pit crews a word of remembrance . . . the show is put on there on the track. Give your best every minute . . . drive for the checker flag whether you're running up front or back in the pack. The fan is giving his best every race night at every track.

What's The Story Behind BARD AHL OIL?

The moment a motorist steps on the starter he is faced with the oldest enemy of engines—FRICTION. It is friction that breaks down engine parts, eats up fuel, and contributes to rough performance.



What causes friction is still a bone of contention in the lubrication world. One school

Strenuous sport requires strong physical bodies and great stamina. The terrific speed and strain combined with the jar of collision frequently results in misalignments of various joints of the body. The spinal column particularly receives its full share of strain producing subluxations and nerve pressure. Athletes, as well as other people engaged in less strenuous activities, are quick to avail themselves of Chiropractic service before serious after-effects occur.

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NO. OF LAPS (TBA)

SPECIAL

Time_____

1._____ 2._____ 3._____ 4._____ 5._____ 6._____

7._____ 8._____ 9._____ 10._____ 11._____ 12._____

claims that the molecules of two rubbing surfaces naturally want to stick together.

But the theory that is getting the most attention from lubrication research these days is the idea of "electrical attraction" between two moving parts . . . the theory that two sliding surfaces carry opposite electric charges that tend to hold them together.

Reduce electrical attraction and you reduce the basic cause of friction (reported in SCIENTIFIC AMERICAN, Feb., 1951).

BARDAHL OIL is based on this theory. When a quart of BARDAHL is added to

regular crankcase oil, the metal parts of the engine are immediately oil-plated by "Polar Attraction" process. A tough micro-film of BARDAHL clings to the moving surfaces. The electrical force is satisfied and the moving parts glide smoothly past each other.

That's why BARDAHL reduces friction, cuts engine wear, increases power, and frees sticky rings and valves.

Hundreds of racing cars across the nation are using BARDAHL today . . . proving BARDAHL under the toughest conditions.

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Pit Boss FRANK RENTZ

Starter . . ADOLPH DANS or PAT VIDAN

Timer TOM KENT

Lap Checker C. H. BIRNIE

First Aid ED JENSEN

NO. OF LAPS (TBA)

CLASS "B" MAIN

Time_____

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____

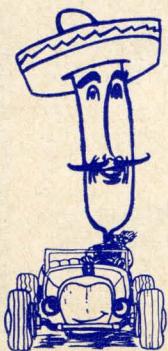
7. _____ 8. _____ 9. _____ 10. _____ 11. _____ 12. _____

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AURORA SPEEDWAY

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SEATTLE

MAin 9987

MIDGET ENTRIES

WASHINGTON CARS

No.	Owner	Driver	Time
1	Shorty Templeman	Shorty Templeman	
2	Syd Carr	Wade Althuser	
3	Jack Turner	Jack Turner	
4	Jack Whelan	Curley Maben	
5	Homer Norman	Mel Anthony	
6	Shorty Templeman	Logan Harter	
7	Paul Davidson	Mel McGaughy	
9	Ole Hansen	Hal Erickson	
10	Dick Cowan	Dick Cowan	
11	C. Calwell	Smokey Blake	
12	C. A. Maben		
14	Robert Brooks		
15	L. E. Steves	L. E. Steves	
17	Harold Berg	Art Day	
19	Glen Shaw	Hal Eidam	
20	Herr Bros.	Ben Herr	
22	Bill Hondle	Red Anderson	
23	Bill Hondle		
24	Don King	Don King	
25	Jim Churchill	John Ellis	
44	Herr Bros.	Bob Herr	
45	Ray Mann		
47	Duke Ramsey		
50	C. W. King		
56	John Condon	John Condon	
63	Riggs Automotive		
76	Don Lawrence	Don Lawrence	
77	Jack Savidge		
93	Riggs Automotive		

SPOKANE ASSOCIATION CARS

00	Hacker Bros.	By Wandler	_____
5	Hacker Bros.	Jay Robideaux	_____
11	Joe Finstad	Pete Peterson	_____
22	Stan Muir	Lloyd Scott	_____
74	Wandler Bros.	Joe Wandler	_____

VANCOUVER, B. C., CARS

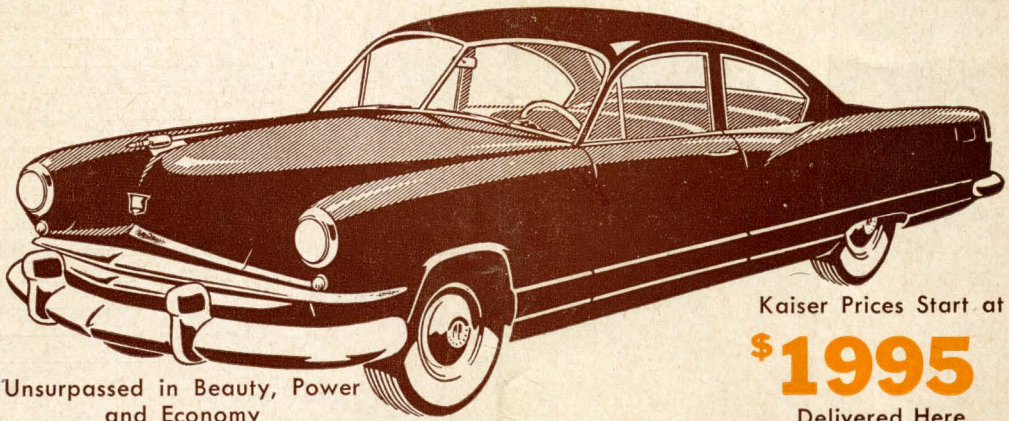
1	Bob Henry	Bob Henry	
21	Jack Cooney	Ed Kostenuk	

OREGON CARS

1	Wess Beck	Gordie Youngstrom
2	T. Myklebust	Bob Gregg
17	Wess Beck	Len Sutton
25	Clarence Smith	Louie Sherman
44	Hugh Schwartz	Gordie Livingston
49	Maas and Kinneman	
77	John Snider	Don Olds

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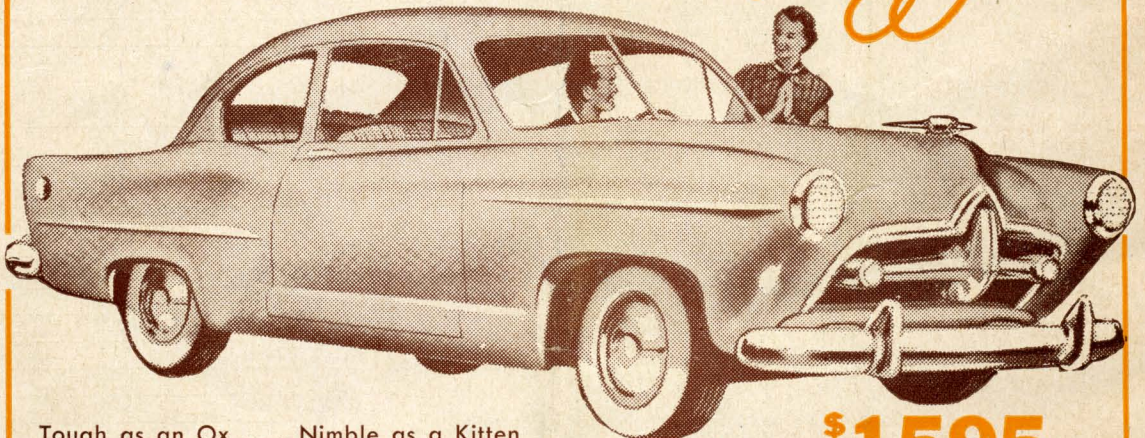
NO. OF LAPS (TBA)

CLASS "A" MAIN

Time _____

1. _____ 2. _____ 3. _____ 4. _____ 5. _____ 6. _____
7. _____ 8. _____ 9. _____ 10. _____ 11. _____ 12. _____

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. . . Thrifty as a Squirrel . . .
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as low as

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