

LET'S PROCLAIM "I AM AN AMERICAN"

An Editorial

By John Edgar Hoover, Director of the F.B.I., U. S. Department of Justice.

IS A POISONOUS BACTERIA being injected into the vital bloodstream of the American way of life? Are citizens being subjected to tranquilizing doses of subtle ridicule and calculated defiance of constituted authority, law and order?

These questions loom particularly important at the moment because June is a time of hope and anticipation for thousands of American young people. Many high school and college graduates leave the cloistered atmosphere of homes and educational institutions and move into the ranks of our workaday society. We hear a great deal about their adaptability and whether they are prepared to cope with this significant milestone in life. Not much concern, however, is evidenced over society's preparation to receive them. We might well ask ourselves if we have fully acquainted them with the time-honored principles which have made America great.

Actually, graduating seniors should have no questions as to the greatness of our way of life. But as we know, some do have questions. We do not and should not isolate and shield them from theories and ideologies which we believe to be contrary to the best interests of our country. As growing boys and girls, they have been exposed to the dubious theme running through much of entertainment, movies, television, radio, literature, arts, and theater which often depicts our orderly processes as inept, incompetent, and out of step with the times. This trend comes close to undermining the concepts and ideals on which our Nation was founded; and even in those instances when the age-old battle of "right versus wrong" is presented, "right," though usually victorious, is often tainted.

Students as well as other Americans recognize and accept the long-standing custom in our society of satirizing public officialdom. The mere fact that this practice has become a part of the American scene is a tribute to our freedoms. Obviously, no one seriously suggests that all Congressmen, judges, prosecutors, law enforcement officers, city officials, and other authorities are jelly-brained nincompoops as frequently featured. While some may question the degree of such jest, none can question the privilege to do so.

The real danger lies in the more subtle, low-keyed, so-called objective, and serious castigation of principles involving our way of life. This is no complaint against the inherent rights of public criticism and freedom of expression. My objection is against the wholesale defilement and universal downgrading on our treasured freedoms and institutions—the time-tested attributes of democracy which are manifested in a representative government ruled by law.

A well-known editor and columnist some months ago, speaking on this topic, stated, "I am tired of seeing America debased in the eyes of foreigners. And I am genuinely disturbed that to the idealistic youth in many countries the fraud of communism appears synonymous with morality, while we, the chief repository of real freedom, are regarded as being in the last stages of decay."

Let us cast aside those who spread distrust and ridicule of our heritage. Let us extol the virtues of our noble traditions. And let us, by example rather than words, instill in the hearts of American youth the true pride and joy known to those who can proclaim, "I am an American!"

(Reprinted from the F.B.I. Law Enforcement Bulletin, June, 1964)

"Red's" Racetrack Rambles

Well, have all of you frost-bitten racing fans recovered from the fall-like weather we enjoyed (?) over the week-end?

We were amazed at the large crowd of pioneer-type souls that put in their attendance at Angelica Friday night to brave the near-freezing weather in order to watch their favorite drivers perform.

The claimer car drivers really put on their usual bang-up performance with the tin flying in every direction in almost every race.

In the first heat: an old time "B" driver, Paul Miles of Friendship who was a familiar figure in this area with his 8-Jr. came back to the racing game to gain his first win of the season at Angelica. In the 2nd heat: Howie Slocum in his now familiar 4X, from Wellsville, annexed another win and in the "Consy": John Kollander in his T-1 came romping in first. In the feature: Herbie Layfield of Wellsville, No. 48, added another win to his fast growing string by driving up through the pack and then stealing the lead from Kollander in the 12th lap, with the boys ending up the race in those same positions.

The amateur feature looked more like a demolition race than anything else when it started out, as several cars piled into each other before the first lap was completed which made a re-start necessary. The boys just nicely got going when another pile-up blocked the track and the race had to be started again. Thus when they really got down to business the field had been narrowed down by half a dozen cars which eased the traffic congestion a wee bit on the corners.

IN the Modern Class: Ron Baker with his 3B took the first heat and Eddy Anchor in his old stand-by No. 55 won the second heat. Pete Tingue the pre-race favorite, lost his oil pressure and had to drop out of the qualifying heat and was unable to run again. In fact, we understand that his pit crew spent all night putting in a new engine and got it in running shape so Pete was able to win the feature at Perry Saturday afternoon and at Holland Saturday night.

In the first semi-final, Dick Flaig was able to conquer the "Jinx" that has been after him at this track with his new car coming in to capture the "Checker" in a blazing finish.

In the second semi-final, Don Wood in his familiar No. 203 got off to a good start and was never headed with Fritz Meyers coming in second.

The feature was really a thriller as the lead changed three times during the race. Our old friend "Ray" Jordan in his battle-scarred No. 3 led for the 12 blistering laps with "Don" French taking the lead then and holding it for the next 8 laps. Fritz Meyers, No. 41, former midget car driver, then took over the rest of the show to score his first win of the season here.

It was so cold as the evening wore on that the intermission was dispensed with and by the time we reached home, the thermometer stood at a cold 28 degrees.

In Olean Saturday night, a fairly large crowd turned out to see the Mystery Driver who has been driving No. 1, the Hale Special, for the last two weeks, unveiled as Jackie Soper from Elmira. Jackie who was Olean's Track Champion for two consecutive years, drove a thrilling heat race and beat out Frank Chapman No. 111, of Waverly, current high point man at Olean.

In the second heat, Joe Jones of Olean really pushed his No. 13, only to be edged out on the last lap by Buffalo's Pepper Martin in his No. 1X who managed to pass him between the third and fourth turns.

Bob Frisbie, in No. 2, driving an offset sprinter, beat out the subsequent winner, Bill Brainard, for the last qualifying race in a thrilling contest.

In the feature: Bill Brainard of Depew, piloting the Doe Hoctor Special, No. 18, drove a beautiful race, catching Jackie Soper the Mystery Driver in No. 1 on the 21st lap and came on in to win

the checkered flag for the second week in a row.

In the Sportsmen Division, a large number of late model, over-head type cars joined the ranks of the former amateur division thereby giving the spectators a much more exciting evening.

In the 1st heat: J. Schimp, No. 93, took first place. In the 2nd heat, Don Wood of Bolivar driving his hot No. 203 continued his winning ways from the night before, with Howie Slocum in 4X taking the "Consy".

In the feature, Don had to work his way up through the field and dodge the obstacles in his course which were created by cars which had either spun out or were wrecked. In fact it took four different re-starts throughout the feature due to the numerous crack-ups which in one case involved more than 12 cars that piled into each other.

The evenings program was marred in the first lap of the beginning race when Bob Given in his No. 71X tangled with Olean's Disc Jockey, Don Thompson, between the first and second turns thereby sending him to the Olean General with a badly fractured jaw.

39 Sportsmen and 24 "B's" made up the large field of cars for the evenings exciting race card, with our old friend Don Daniels of Perry in his No. 25 returning to take another crack at the local boys, only to run into continued bad luck with engine trouble before completing even 1 heat.

After the races, Bud Phearsdorf of Allegany officially protested the Hale Special driven by Jackie Soper as far as both the engine and fuel were concerned. At this writing, Track Officials are awaiting results of the fuel analysis before any decision can be made as to the legality of the challenged car.

This coming week's races promise to be a real "donnybrook", what with Brainard gunning for his third win in a row. Soper and Chapman out to beat him, and of course Phearsdorf out to try and cop his second win.

At Perry Raceway on Sunday, the weather warmed up a batch which resulted in a record-breaking crowd turning out for their 3-Star Show. Although 2 new sections of bleachers had been added, one at each end, there was still standing room only for the latecomers. Incidentally, while developing the pictures taken over there it reminded us that they have a nice new sign way up in the air which is plainly legible at quite a distance away.

The Modern's and "B's" put on their usual exciting show, but, you should have seen the so called Amateurs in the Feature Race. A Demolition Derby was scheduled after the regular races were over but came as an anti-climax after this feature.

There were several pile-ups at the start of the race which made it necessary for a re-start but before we could even get in position to take pictures, one car rolled over and ended up on its side in the No. 3 turn. Yours truly took a quick shot, from the hip as you might say, and luckily captured this bit of action on film but of course didn't know what it looked like until the film was developed and printed.

Then a spectacular pile-up of at least ten cars electrified the spectators as they plowed into each other right in front of the stands. Two or three of the cars rolled over, ending up on their tops; while several others were folded up like compact cars and resulted in tearing out a large portion of the fence. Thus the race came to a halt until several new 12' planks could be put back into the retaining fence. As a result of all these accidents, the field was narrowed down considerably with Herbie Layfield from Wellsville in his No. 48 completing his successful week-end by capturing the Checkered Flag. Herbie also won the heat that he was entered in with Paul Harrington, No. 33, from Angelica capturing the first heat.

In the Super Sport Division; Don Daniels in his No. 25 won the first heat easily only to run into misfortune in the feature while he was in the lead when his engine cut loose, and according to

Turning Back The Pages of Andover History

(Taken from the Files of The Andover News)

40 YEARS AGO

May 30, 1924

J. H. Backus & Son, Publishers

Miss Anna Louise Earley of Andover and Gordon L. Borden of Rochester were united in marriage at the home of the bride's parents, Atty. and Mrs. C. L. Earley Wednesday, May 28th.

William H. Fulmer, 95, died at the home of his daughter, Mrs. Calvin Slocum, May 23rd. Three daughters survive.

Mr. and Mrs. Edward Wilcox are moving from First Street to the farm recently purchased by them in Proctor District, Wellsville. R. E. Temple has purchased the Wilcox home in First Street. Lynn Trowbridge has purchased the former L. P. Crandall property on Baker Street.

A. R. Baker was in attendance at the 25th reunion of his class at Mansfield, Pa., Saturday.

F. R. Burbank of Sayre motored to Andover this week, returning home Thursday. His sister, Mrs. James Burbank accompanied him to Sayre where she is visiting relatives.

50 YEARS AGO

June 12, 1914

J. H. Backus, Publisher

Mrs. R. R. Parshall, 60, died at her home on North Main Street, June 4th.

Miss Gertrude Cornish and John Mallory, both of Andover were married Wednesday, June 3rd.

Miss Edith Clair and Mark Kemp were united in marriage, June 10th.

Mrs. Mary Van Wier and Frank J. Witter were married Saturday, June 6th.

Mrs. Mary Shields, 69, died at her home in this village Thursday, June 11. A brother and a sister survive.

Mrs. Geraldine Oakes sailed Saturday from New York enroute to Sauehez, Dominica Republic where her husband, John J. Oakes is employed.

Mr. and Mrs. John W. Deming are in Ithaca this week attending commencement at Cornell University from which their son, Leon Cook is one of the graduates.

Mrs. Jesse Phillips of Hornell is passing the week with Andover relatives.

30 YEARS AGO

May 25, 1934

J. H. Backus & Son, Publishers

Mr. and Mrs. Truman Burdick and Clifford Burdick were called to Waverly Monday by the death of their son and brother, Dr. Edward Burdick.

Oliver Kemp left Saturday for Chicago where he will attend the refrigeration school.

Mr. and Mrs. Ira Conners, daughter Vivian and son, Billy, were Sunday visitors of Mr. and Mrs. Forrest Gee at Canadea.

Rev. and Mrs. John McIntosh, Miss Minnie Clair and Mrs. Carrie Slade attended the Northern Baptist Convention in Rochester Wednesday.

Miss Elizabeth Cannon of New York City passed the week-end with her parents, Mr. and Mrs. James P. Cannon.

Mr. and Mrs. Arling Baker, Mr. and Mrs. Guy Wood and Mr. and Mrs. Richard Harder were in Elmira Friday to attend the funeral of Mrs. Ardeen Parker. Mrs. Parker was a half-sister of Mrs. Baker and Mr. Wood.

Mr. and Mrs. Dean Horan of Schenectady are visiting his father, Henry Horan who is ill.

Mrs. Hazel Atwood left Friday to visit relatives in New York City and Boston, Mass.

an announcement after the race, split the block which discouraged him so much that he put the car up for sale.

Cecil Darrin, No. 70X won the second heat and Art Clark with his "slant-six" No. 7 easily won the feature.

In the Modern Class: Dick Flaig in his slightly-crumpled No. 33 took the first heat and then ran (Continued on Page Three)

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