THE AIR NATIONAL GUARD IN ACTION!

An Editorial

Citizens whose memories go back some 30-35 years may recall when National Guard planes were open cockpit jobs, propeller driven, and gasoline fueled. The primary function of the Guard squadrons of that day was observation, and a good part of this was done by eye.

Now we are advised that a strike force of Air National Guard jet planes is making a non-stop flight to Europe in about eight hours, refueling enroute from Air Guard aerial tankers. In Europe, the planes are going immediately on training exercise missions for the U.S. Seventh Army. The entire deployment from U.S. bases to Europe and return is taking just 14 days, 8-22 August.

The exercise is designed to test Air Guard readiness to move overseas in an emergency, and to demonstrate the improved capability of the Air Guard since the Berlin crisis in 1961, according to Major General Winston P. Wilson, Chief, National Guard Bureau. In that crisis, Air Guard jet fighter units were sent to Europe shortly after they had been mobilized. But at that time they lacked an aerial refueling capability and were forced to island hop across the Atlantic, taking seven days for the crossing.

The Air Guard has since activated its own aerial refueling units and by using these on "Ready Go" the jets will be in Europe approximately nine hours after leaving their home bases. The return flight, from Lakenheath, England, also will be non-stop with aerial

The Air Guard will provide its own airlift support, using C-97 and C-121 aircraft to transport crews,

equipment, and spare parts. All of this belongs to "The World Does Move" department. We can regret that it doesn't move faster toward peace. Until it does, we are pleased to note that the Air National Guard is keeping the pace with the requirements for defense.

The fact that National Guard planes can suppor our forces deployed abroad, and our allies, in a matter of hours must be taken into account by anyone ttack us. This has its own deterrent effect, and we are of one mind that it is better to deter a war than it is to fight one.

A LIGHT TO LIVE BY

It is customary to think of the United States as a young nation, and genealogically this is true. As a people, as Americans owing allegiance to none but ourselves, we are young. We declared our independence 188 years ago. We won it after seven bitter years of war 181 years ago. But what we forget is that young as we are, we are nevertheless the oldest major republic on earth. We have more experience at community government than any other nation save Switzerland. It has worked wonderfully well for us. Even our Civil War resulted in cementing us more firmly together, and in our 181 years we have grown from a small, barely independent nation into the lustiest, most powerful people of them all.

What our detractors cannot conceive is that have no desire to rule. Autocratic governments must rule to live; they cannot govern because to govern is to carry out the wishes of the citizenry and few citizens of any nation want domination and political slavery.

It is the duty of every citizen, between now and election time, to take an active interest in the platforms of both major political parties as well as the candidates themselves. Then after due deliberation, support the party and candidates of their choice so that our Country won't turn out to be a sequel of "The Rise and Fall of the Roman Empire."

THE ANDOVER NEWS

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"Red's" Racetrack Rambles

A late evening shower which soaked an already damp speedway, forced the cancellation of Angelica Raceway's Friday night show while

forced the cancellation of Angelica Raceway's Friday night, show while it was running.

Since next week is the Annual Deam Layfield Memorial Trophy Race, Friday's Rain Checks will be honored Friday, August 28.

In the events that were completed before the rains came, the order of finish in the first claimer car heat was Don Halladay in the top spot, followed by Darryl Dennis and Ben Northrup. The 2nd claimer heat was a closely contested affair with Bob Laird, Bill Tingue, and Dutch Strang crossing the finish line in that order, only inches apart.

Eddy Anchor led the pack home to victory in the first late model heat, followed closely by Dick Flaig and Dick Newton.

Next week's card of claimer cars and late model cars will be highlighted by a 100 lap modern feature. The field in this event will be running for increased purse also a large trophy, given

feature. The field in this event will be running for increased purse plus a large trophy, given in memory of the late great racing star, Dean Layfield of Wellsville.

Dean Layfield Memorial Race The Angelica Raceway will once again pay tribute to the greatest Stock Car driver to come from this

Next Friday night, August 21 Next Friday night, August 21, racing fans and drivers will gather to honor the late Dean Layfield. A special trophy will be awarded to the late model winner of the 100 lap feature. Entries in this race are open to the world with 1957 to 1964 American made Stock Cars eligible to run.

Raceway officials announced today that they will donate \$100.00 to the Dean Layfield Scholarship Fund. This will be given to some boy who enters a school to study automobile mechanics.

automobile mechanics.

Saturday night at the Olean peedway, "Little Joe" Tomes, Speedway, "Little Joe" Tomes, No. 13 of Olean, took the checker to win his third modern feature of the season.

With his car running like a top. Joe breezed his way throug ield of 29 modern stocks to ip to Zon Davison, No. 3 up to Zon Davison, No. 39, of Cuba, who was leading the race. Following Zon closely for eight laps, Joe finally caught and passed

laps, Joe finally caught and passed Zon on the outside to take the lead which he held through the rest of the race—annual fail of the rivalry going on behind him.

Bill Bigley, No. 51, from Bradford, Pa., who had his new car at Clean Speedway Saturday night, was volleying back and forth between second and third spots with Zon Davison. Losing it, or reclaiming second spot from Zon, Bill would then run neck and neck with him down the straights. with him down the straights. Weaving their way through traffic and lapping the slower cars, both Bill and Zon never could pull more than a Zon never could build move than a few feet ahead. Finally, when both of these two closely matched top contenders came off of the 4th turn on the last lap for the checker, Bill stomped hard on the gas to beat out Zon by inches for the second slot, with Zon in third.

Another heated battle ensued between Merv Treichler, No. 58, of Sanborn, and Don Wood, No. 203 of Bolivar. Running close behind the leaders, these two top-flight pilots seemed to be out for each others blood. Clashing time and again—especially in the turns, they spun each other out on the 4th lap, but the race was still young. Back in the running, they passed car after car, regained their respective 4th and 5th positions, and resumed their vengeful battle, only to spin themselves out once more on the 14th lap. Being excellent-trivers, however, and not having lost too much time, Merv Another heated battle ensued

excellent-drivers, however, and not having lost too much time, Mervended up in 4th position and Don in 5th crossing the finish line, still battling it out, throwing sparks, and grinding a lot of paint and metal off of each other's car.

At one point during the last lap, while these two arch-enemies were seemingly only out there to "get" the other, Merv's Drüther, Roger Treichler, No. 74, of Sandorn, almost went under the two of them. Seeing him in time however, they forgot their grudge fight long enough to stave off Roger's threat, and he crossed the wire in the 6th spot, close on their

heels.
Ray Jordan, No. 3, of Cubs, in the throes of another streak of bad luck was forced from the running in the 5th lap when he twist-end off an axle and lost his left front wheel.

Tront wneel.

The Sportsmen turned out with banners flying" for their 75-lap Open Invitational Saturday night at Olean Speedway, with 40 cars in this division alone in the pits to take a crack at that first south.

at Olean Speedway, with 40 cars in this division alone in the pits to take a crack at that first spot to win the high money and beautiful trophies—one for owner and one for driver of the winning car.

It was Floyd Green, No. 56B from Belmont, who threaded his way through the tight field of ears to come away the winner. Being both owner and driver, he, like Joe Tomes last week, walked away from the winner's circle proudly cradling both trophies tarefully in his arms. Driving hard all the way, Floyd took the lead when Darryl Roat, No. 7X from Cuba, and Howie Slocum of Allentown, piloting Bill Demming's No. 11, collided on the 62nd lap.

Howie proved his superior driving skills when, being a top runner anyway in his own 4X, he climbed into Bill Demming's car for the first time Saturday night, and still gave Darryl a run for his money for over 60 laps of this 75-lap feature event.

Coming us steadily from the back of the pack, they wove their way through the traffic jam of 40 cars in all, to the 1st and 2nd 1900 the 100 the 10

way through the traffic Jam of 40 cars in all, to the 1st and 2nd apots. Darryl would pull out in front and hold it for a lap and then Howie would sneak underneath and hold the lead for another two laps, whereupon Darryl would catch Howie on the outside to recapture the lead. This is the way it went until the 62nd lap when Darryl, while trying to cop the lead again on the inside of the 4th turn, smacked broadside into Howie who had faded a little too wide. Caught together, both cars went out of control with Howie slamming hard into the wall in a barrage of flying parts, while Darryl spun out and ended up on the infield of the 4th turn.

proved to be too much for the ma-jority of the cars in this Feature since only 12 out of the original 40 cars in the line-up crossed the

For a re-cap of the evening's racing results: In the Sportsmen Class Dutch Strang, No. 14 won the 1st heat; Jim Preston, No. 61, took the 2nd; Buck Best, No. 204, copped the 3rd heat; and Howie Slocum driving No. 1T won the "Consy"; with Floyd Green, No. 56B, taking the 75-Lap Feature. In the Moderns: Ed Stayer, No. 61, took the 1st heat; Merr Treichler, No. 58, won the 2nd heat with Ray Jordan, No. 3, close on his heels; Tom Ginnery, No. 77; snared the "Consy"; and Little Joe" Tomes No. 13, romped home for his 3rd straight Feature win; with Bill Bigley, No. 51, 2nd; Zon Davison, No. 39, 3rd; Merr Treichler, No. 58, 4th; and Don Wood, No. 203, 5th.

No. 203, 5th.

This coming week's program promises to be an interesting one since there will be a midget racing program in addition to the regular racing card.

es, Pa., once again dispersed many colored balloons into the sky at the beginning of the racing program on Saturday evening. "Sportsmants Raceway" is clearly printed on each of these balloons and anyone finding one may proand anyone finding one may pre-sent it at the admission gate and be admitted free to any race throughout the remainder of the

The official program and score-sheet is issued each Saturday even-ing and it may be purchased at the entrance gate or refreshment stand. In this booklet is a ballot on which to vote for your favorite queen contestant. Coronation will be held on September 5, which means only two weeks left to vote. Paul Heydeck of Bath, was in

Paul Heydeck of Bath, was in the first position at the end of the wild novice stock feature race. Fred McCasiin of Mills, Pa., placed second. Butch Harris, Bath, one of the many new-comers to the raceway; worked his way up to the humber three position for this novice stock division.

in the B-Modified Feature Sonhy Hanes from Galeton jumped to an early lead with Bill Laylield in second position. After leading for several laps Sonny was forced



50 YEARS AGO

Aug. 21, 1914 J. H. Backus, Publisher

A special Village Election has been called for Sept. 1, to vote on proposition of expanding \$29,000. 00 for the purpose of paving Cen-

of for the purpose of paying Center Street from Main Street to the Depot.

Miss Nellie Horton and Clarence Baker were married Saturday, August 8th at Sidney, N. Y. Mr. and Mrs. Ray Kemp of Dansville are visiting his parents, Mr. and Mrs. Ralph Kemp.

Mrs. George Wilson left this morning for her home in Los Angeles, Calif., after visiting relatives here.

Mr. and Mrs. Rex Start have returned to their home in Bath after a week's visit with relativer and friends in Andover.

40 YLARS AGO

Aug. 8, 1924

J. H. Backus & Son. Publishers Mrs. Sarah Rogers, 73, died at her home at Greenwood Hill Friday, August 1st. A daughter, and two sons survive.

Mr. and Mrs. Leonard Reisman

Mr. and Mrs. Leonard terms are the parents of a son born August 1st.
Will Dean of Philadelphia, Pa., spent a few days at the Dean Homestead on South Hill last

week.
Mr. and Mrs. F. L. Bloss went
to Waverly Wednesday to visit at
the home of his brother, Mr. and Leon Bloss.

Mrs. Leon Bloss.
Mr. and Mrs. J. P. Cannon and
son, Edward, and Mr. and Mrs.
Guy Wood, motored to Rochester
Wednesday for a few days visit.
Miss Belle Brundage, Miss Mary
Snyder, Miss Emma Folsing and
Miss Mery Royd are spending this Mary Boyd are spending this at Chautauqua.

week at Chautauqua.

Miss Metta Hajris entered
Bryant-Stratton Business College
in Buffalo, Monday.

Mr. and Mrs. F. S. Potter and
Mr. and Mrs. F. S. Potter and

turned Thursday from a few days sightseeing and visiting trip in the Rochester area.

30 YEARS AGO

Aug. 3, 1934

J. H. Backus & Son. Publishers
Carl Childs was installed Noble
Grand and Ralph Shaff Vice Grand
of Andover 1.0.0.F. Lodge Tuesday evening by F. D. College Tuesday evening by F. D. College Tues-D.D.G.M., Wm. day evening by

The Independence Seventh Day Baptist Church will celebrate their Centennial Anniversary August

Mr. and Mrs. Earl Perry are the parents of a son, born Monday, July 30th.

Donald Vars of Tulsa, Texas was a week-end guest at the home of his uncle, Mr. and Mrs. R. C. Vars. Donald is a recent graduate of West Point.

Mr. and Mrs. Harry Baker and Mr. and Mrs. Harry Baker and

ed to Waterloo Wednesday where they visited Mrs. Henry Baker's sister, Mr. and Mrs. Lou Mayer, Mrs. Maude Driscoll of Ithaen

Mrs. Maude Driscoll of Ithaca visited at the home of her sister, Mr. and Mrs. Orvis Parker Mon-

Mrs. T. R. Bassett is passing a few days at the home of her son, Mr. and Mrs. Earl Bassett of Buf-

Mr. and Mrs. Charles Updyke attended the funeral of Mrs. Jen-nie Williamson at Greenwood, Sunday.

to slow down because of a broken axle. Bill Layfield went on to win the race with Don Kio, Ulysses, finishing second. Gabe Hanes of Galeton earned third position. As the Modern Stock Feature got underway Ray Kent of Eikland swept to first place and won this most thrilling race. Warren Kinney of Lawrenceville, Pa, worked his way up to the number was car of Harold Sherwood's bumper to bumper for eight complete laps. Harold Sherwood of Ulysses earned second place in this extremely exciting race while Warren Kinney valliantly took extremely exciting race Warren Kinney valliantly third honors.