

PLANNING A VACATION TRIP? An Editorial

Are you planning a vacation trip? If so, and you wish to eliminate almost all of the dangers within your control, here are some suggestions from professional sources: Have your car safety-checked before you leave. Don't risk a breakdown on the highway. Have a competent mechanic check your brakes, steering, lights, tires, windshield wipers, and exhaust system.

If you don't have seat belts, have them installed and learn to use them. Seat belts spell the difference between safety and suffering.

Plan your trip — and rests — in advance. Knowing your route will make driving easier, and reduce your chances of getting lost or confused in traffic.

Plan to travel when traffic is lightest; during week-days, and between peak morning and evening hours.

When driving in unfamiliar areas, follow these basic safety rules: take it easy so that you have time enough to spot trouble ahead; stay alert at all times; heed all warning signs such as CURVE, HILL, or NARROW BRIDGE; and be especially alert for pedestrians when passing resort areas.

Watch out for fatigue; never drive more than 2 hours without a rest.

Take along a flashlight, basic tools for minor repairs, and a First Aid Kit.

Keep your children and pets out of the front seat as they become bored and restless on long trips. Many accidents have occurred when romping children or pets distracted the driver. Young children and pets should always stay in the back seat, where sudden, impulsive actions will not create a hazardous driving situation.

The best way to keep children under control, is to provide them with seat belts. Seat belts not only keep the children quiet, but also protect them from harm in the event of an accident.

Of course, pets cannot usually be seat belted. However, they should be trained to stay in the back seat. If they cannot be controlled, they should be kept in pet carriers or leashed in the back seat. This may hurt your pet's feelings, a little, but it is better than letting the pet's activities cause a crash that can physically hurt the pet — and your entire family.

Keep the doors locked while the car is in motion. Keep rear windows rolled up high enough to prevent your children from sticking out their hands or heads. If you have electrically controlled windows, don't let the children play with them — they might catch their hands or necks.

Don't give your children lollipops or other sticky confections that can cause injury. Prohibit sharp and heavy toys.

Provide car games to keep the children amused — there are several books of children's car games on the market, or even invent your own — such as keeping track of how many different makes of cars you meet, etc.

Make regular stops at rest areas where the children can run-off some of their energy. However, if you stop near the highway do not permit ballplaying — the ball may roll onto the highway.

Last—but not least—Know and obey the basic rules and regulations for safe driving. Watch out for the speed limits that are posted—both on the open highway—and through small hamlets, villages and zoned areas. After all, nothing can put the damper on happy spirits while vacationing any quicker than being stopped by a Traffic Officer or State Trooper and being given a traffic summons. There is not only the time involved, but also the mark on your driving license and the cost of the fine which might put a crimp on the budget of your vacation expenses.

Take all of these things into consideration — and enjoy a Happy Vacation!



50 YEARS AGO

July 9, 1915

J. H. Backus, Publisher

Miss Alma A. Burger and Ben E. Johnson were united in marriage Thursday, June 24th.

Mr. and Mrs. R. M. Barrett of Arcade are the parents of a daughter, born Sunday.

The Village of Andover is extending the Main Street pavement to the railroad-tracks this week.

Charles Bloss went to Canisteo the first of the week, where he has a position.

Mr. and Mrs. J. B. Arnold of Rochester are visiting their daughter and family, Mr. and Mrs. Charles Foster.

Arla Baker left Friday for a visit with his sister, Mrs. Dora Perkins of Rochester. He remained until over the Fourth.

Mr. and Mrs. R. L. Bennett and daughter of Elmira were week-end guests at the home of Chas Hoard and family.

Mrs. Clarinda Brundage left Wednesday for an extended visit with her daughter and family, Mr. and Mrs. Bert Langworthy at Newport, R. I.

Miss Marie B. Walsh, who graduated from the professional course of the Fredonia State Normal June 22nd has returned to her home for the summer vacation.

40 YEARS AGO

July 10, 1925

J. H. Backus & Son, Publishers

At the regular meeting of Andover Lodge No. 558, F. & A. M. held Monday night, it was voted to purchase the residence of J. M. Brundage on the Corner of Church and East Center Streets for a Masonic Temple.

Mr. and Mrs. Clarence Zimmerman spent the Fourth of July with her parents, Mr. and Mrs. W. E. Baker of Tip Top.

A new telephone wire is being put up between Andover and Whitesville.

Mr. and Mrs. John Lever and family and Newton Clarke visited in Elmira over the week-end.

Mr. and Mrs. Charles Bassett of Fort Wayne, Ind., are visiting his mother, Mrs. Henry Bassett and Milford of Independence.

Mr. and Mrs. R. E. Spicer and children were guests of his brother, Carrol Spicer at Himrods from Friday until Monday.

Mr. and Mrs. Luther Hyde and family of Philadelphia, Pa., are visiting Mrs. Hyde's mother, Mrs. Louise Jobson this week.

Mr. and Mrs. Cecil Clark of Midwest, Wyoming, are visiting his parents, Mr. and Mrs. H. G. Clark of Andover.

Mrs. Lee Trowbridge went to Jersey City, Wednesday to visit her son, Clarence Trowbridge and family.

30 YEARS AGO

July 12, 1935

J. H. Backus & Son, Publishers

The heaviest rainfall in a generation, visited this section Saturday night and lasted until Monday noon, doing millions of dollars of damage to homes, highways, railroads and crops.

Glenn E. Bretch, supervising principal of Andover High School, and Miss L. Edna Seamon of Elmira Heights, were united in marriage Tuesday, July 9th.

Mrs. Nettie Greene and son, Maxson of Cleveland, Ohio spent from Tuesday until Friday with Mr. and Mrs. C. M. Crandall of Independence.

John Church of West Greenwood, died Sunday, July 7th at the St. James Mercy Hospital.

Miss Elizabeth Bassett of New York City is passing the vacation with her parents, Mr. and Mrs. T. R. Bassett, of Dyke St.

Miss Mary H. Manley of Brooklyn, N. Y., passed the week at the home of her sister, Mrs. Mrs. M. V. Lynch.

Mr. and Mrs. Edgar Cornell of Jasper were callers Monday at the homes of her brothers and sisters, Charles Fisher and the Misses Grace and Agnes Fisher.

"Red's" Racetrack Rambles

Hello again, all you racing fans. Well, here we are again—right back in the starting line-up, although we feel as if we have been "around the horn" instead of a round trip to Detroit.

Our racing week started out late —and we haven't had a chance to get caught up yet!

Thursday night we got over to the Bradford Speedway late — since we had to stop off in Wells-ville at the Dodge Dealer's to pick up dealer's plates and a couple of guys that were going with us to bring back 4 trucks from Detroit.

Thus we were late for the races and missed the first few heats, although Ed Perkins who owns a hot '60 Dodge stock car, and was riding with us, remarked that after a wild ride like that he might better let yours truly drive his car on the track.

With Jim Hakes, No. 37, out of the starting line-up (till they get him another car built-up); and with Ed Stayer, No. 61, having to drop out along with several other favorites, the Bigley Brothers Bill and Bob waged their own private battle thruout the entire race—including the last lap.

Bob, No. 7, finally managed to pass Bill, No. 51, in around the 18th lap — only to lose the lead a couple of laps later when he was forced to slow down for a slower car and was unable to regain it again with Bill driving flawlessly the rest of the race and hanging right there in the groove in every turn. Thus it was a 1-2 finish for the boys, with Bill chalking up his 1st feature win—after a long dry drought.

The Sportsman 50-lap Feature race was a regular "—breaker" with at least 3 re-starts being necessary, since the boys couldn't seem to get past that 1st lap and less than half the cars were to cross the finish line at the end of the race.

Flip Ball, driving No. 7 from his position in the back seat, gradually worked his way up thru the pack and took over the lead around the 20th lap and from then on in reality kept "pouring it on" until he had around a full lap lead over his nearest competitor when he crossed the finish line.

The real battle for almost the entire race was between Dutch Strang, No. 14; Bill Layfield, No. 54; and Larry Swander, No. 99: who finally ended up crossing the finish line in that order. Larry got tangled up with a lapped car on the No. 4 turn and lost many precious seconds getting his car pulled free from the other car—and just wasn't able to make up all of the lost-ground before the race ended. Bill, driving that neat looking No. 54, tried time after time to get by Dutch and his No. 14, and finally made it — only to lose out when he was forced to slow down to avoid a collision with a lapped car.

For a brief re-cap of the evening's results: In the Sportsman Class—George Lindy, No. 44, took the 1st heat; Flip Ball, No. 7, the 2nd; and Cricky Benjamin, No. 38, won the "Consy". In the 50-lap Feature — Flip Ball, No. 7, took the "Chekkar"; with Dutch Strang No. 14, 2nd; Bill Layfield, No. 54, 3rd; Larry Swander, No. 99, 4th; and Tink Mealy, No. 6, 5th.

In the Modern Class: Crash Connelly, No. 45, won the 1st heat; Roger Treicher, No. 74, the 2nd; Ed Stayer, No. 61 the "Consy"; and in the feature—Bill Bigley, No. 51, took the 1st slot; Bob Bigley, No. 7, the 2nd; Jay Plyler, No. 3, the 3rd; Gerry Schimp, No. 26, 4th; and Milton Green, No. 145 5th.

Saturday night we got back from our Safari to Detroit just about in time to grab a bite to eat and then get to the Sportsman's Raceway as they were getting ready to line-up the cars for the 1st heat.

The weather was nice—although a little cool, with a good crowd on hand to see the exciting action.

The Sportsman Class played a pretty cool 30-lap "—feature" race, although several of the boys "rode the bank" on the back-stretch.

"Herb" Layfield was a busy little bee, buzzing back and forth between his Sportsman car and the 2 moderns he drove in the

heats and feature. In fact Herby had better luck in the Modern Class since he won a heat, beat out brother "Bill" in a typical Layfield finish in the "Consy" and then placed 4th in the feature, while in the Novice Class he won a heat and then had a bent tie rod end in the feature and had to drop out.

For a while we thought we were confused and mixed-up in our sports as we saw what appeared to be a beautiful "Boxing Exhibition" in the 2nd Modern heat—only instead of using "boxing gloves"—it's a game played with 3 blue cars. Even when you are just about a lap behind you can still get in on the fun—since you are really out in front of the pack —and the other—"bad guys" still have to try and take you—even on the last lap. However, it can prove to be a short-lived game though as oft-times there are other teams that can play the same game too—after the rules are once established. Perhaps "Lady Luck" even joins in on the fun, since we didn't see any blue cars at all in the 1st 5 to cross the finish line in the feature.

Speaking of the Modern Feature and Lady Luck reminds us that "Little Joe" Tomes had his share of bad luck as he showed up for his first night at the Sportsman's Raceway with his '65 Mercury—only to go home with out a door on the driver's side, sans bumper and with pretty well mangled the around most of his car as a result of a spectacular 10-car pile-up near the No. 1 turn at the start of the 2nd lap of the feature.

The driver of car No. U-2, a newcomer to the track this year, created all of the disturbance when he went up on the bank in the home-stretch in what seemed to be "almost an effort to take care of 'Whitey'". When the car bounced back on the track it spun around in front of the roaring pack and it was crash—bang—rattle—for several seconds to the fact cars in the rear couldn't see what was happening—finding out too late to keep from slamming into the mass of tortured tin. This crash took several cars out of the line-up for the re-start, although Floyd Green, No. 7, was able to continue after changing 2 tires and tearing pieces of torn tin off all around his car.

For a brief re-cap of the racing results: In the Sportsman Class—Bill Pike, No. 17, took the 1st heat; Herb Layfield, No. 48, won the 2nd; Don Halladay No. 11/16, the "Consy"; and in the Feature, Larry Swander, No. 99, copped the "Chekkar"; with Don Halliday No. 11/16, in the 2nd slot; Howie Slocum, No. 184, 3rd; Jim Walters, No. 53, 4th; and Phil Pike, No. 17, 5th.

In the Modern Class: Herb Layfield driving No. 21 took the 1st heat; Art Tomack, No. 1, the 2nd; and Herb Layfield, driving No. 204, won the "Consy". In the feature—Bill Layfield, No. 121, won 1st place; Floyd Green, No. 7, placed 2nd; Warren Kinney, No. 16, 3rd; Herb Layfield, No. 21, 4th; and Howie Slocum, No. 61, 5th.

At the Hornell Raceway Sunday night, the spectators certainly saw plenty of thrills and excitement as one car after another went sailing out off the track between the No. 3 and No. 4 turn. In fact, at one time during the Sportsman Feature, there were 3 cars over at the same time with yours truly almost getting clobbered by an eager bettor who seemed to ignore the starter's red flag after it was thrown. We could see one of the car's go rolling over and over at least 3 times, so was hurrying to be of assistance when this joker came roaring around the track heading for us on the top of the bank. Needless to say, we made a hurried scramble down the bank and said a silent prayer hoping that the driver could keep his machine on the track—which he did. We found that all 3 drivers were OK, although we couldn't say the same for their cars, with two of them not more than ten feet away from each other. This leads us to believe that it would be wiser to stop the races every time any one goes over—so that the car and driver could be hauled out before another car comes on over and hits the other car and driver already over the bank. Make

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