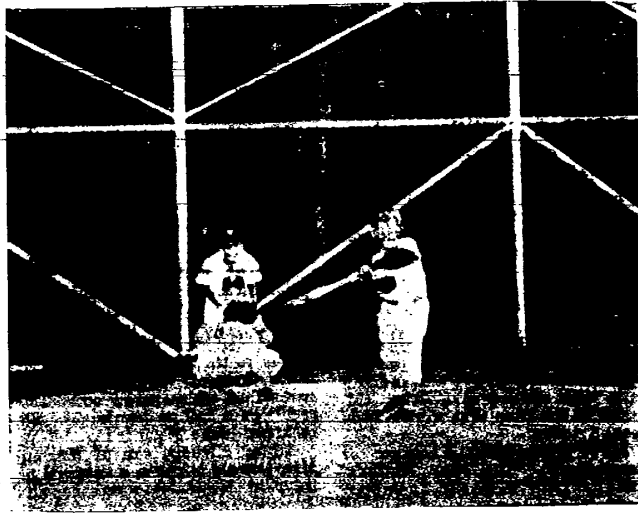


WILL IT BE A HIT? OR A FOUL BALL?

An Editorial



Don Sisson batting, Rod Brown catching, and Don Lang backing him up

Will it be a hit? A foul ball? Or an easy out? Metaphorically speaking, we are referring to the new Little League Ball Park up in the Grove — not to the Little Leaguer in the batter's box at the new diamond. This week marked the opening of this new ball park with the invitational play-offs of the Little Leagues in this area. After an auspicious beginning like this, we figured that we had better take a look at the product of thousands of donated hours of labor as well as material that has gone into the building of this beautiful park.

This is the first occasion that we have had to take a look at this site since we went up and took pictures as the "boys" were clearing the brush away and burning it up.

At that time, we just couldn't visualize how a group of dedicated amateurs could possibly build, level off and complete, a ball-diamond on this type of terrain.

Now, 2 years later — we found as beautiful, and as modern a Little League ball diamond as you could find in the whole Southern Tier!

The project started out with around 20 interested citizens helping in the initial phase of clearing off the land and tapered off to a faithful few in the last few months.

Everything was donated except the new wire fence, planks for the bleachers and the water line — with practically no expense to the Village of Andover.

Different local merchants donated the materials, supplies and use of equipment that were used in building of the baseball park. In fact it has been estimated that if the field had been constructed by a private contractor, it would cost between \$15,000 to \$20,000.

The FFA is in the process of thinning out the trees in the Grove and putting in charcoal grilles and picnic tables — for the use of our local residents. — Still at no expense to the Taxpayers! Village water is also in working order and available at the different picnic sites. Thus, when the present plans are completed, the Grove will once again be restored to a picnic area — much as it was back in the 1920's, before the cyclone tore it up and ruined most of the trees and installations.

With all this work completed — it NOW becomes the individual responsibility of every man, woman and child in the Village to help see to it that nothing is harmed or destroyed.

If anyone sees somebody marring, defacing, or destroying any of the built-up facilities in the Grove or Ball Park — the incident should be immediately reported to the local Police or Village Officials so that the culprits can be brought to justice and punished!

Remember folks — this is YOUR park! It is for YOUR enjoyment and recreation! Don't let one or two individuals loose it up on you! Help keep watch over it, won't YOU?

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50 YEARS AGO

July 16, 1915

J. H. Backus, Publisher

District Deputy Grand Master E. P. Blanchard of Angelica installed the officers of Andover lodge No. 786 I.O.O.F. Tuesday evening. C. M. Lash was installed as Noble Grand.

The State Road between Andover and Wellsville is nearly completed.

Mrs. Annie Harrington is clerking in Cannon Bros., Dept., Store during the absence of Miss Mary Raufenbarth on her vacation.

Miss Margaret Langworthy of Alfred is visiting her sister, Mrs. M. A. Bassett of Independence.

Margaret Dougherty of Pingree Hill spent last week with her sister, Mrs. Charles Howland of Elm Valley.

Mrs. Henry Robinson of Top died at her home Thursday. Interment was in Burdick Cemetery.

The Misses Erma and Eloise Clarke returned Friday from a two weeks visit with friends in Mohawk.

Miss Elizabeth Bassett who has been teaching at Morristown, N. J., the past year, is home for the summer vacation.

Miss Erma Cleveland of Wellsville is passing the week guest of Miss Reta Slocum.

40 YEARS AGO

July 17, 1925

J. H. Backus & Son, Publishers

Henry P. Gartin, 55, died at his home Thursday, July 9th. His wife, three children, his mother, a brother and two sisters survive.

Miss Margaret Burke and Dean Joseph Horan were united in marriage Tuesday July 14th.

Mr. and Mrs. E. E. Orvis were honored Friday, July 10th with a surprise party. The occasion being their wedding anniversary and also the birthday of Mrs. Orvis.

Miss Delia Elizabeth Lynch, died at the home of her sister, Mrs. Madge Dawson, Monday, July 13. A brother and two sisters survive.

Mr. and Mrs. Frederick L. Stearns and daughter of Cleveland Ohio, spent Tuesday and Wednesday guests at the Frisbey home.

J. D. Cheesman, Kenneth Alvord and Rev. C. C. Conrad, left Tuesday by motor for Waterloo and Seneca Falls, where they are visiting friends and relatives.

Mr. and Mrs. S. P. Taylor and daughters, Misses Annette and Ruth and Miss Helen Young of Greenwood left Friday by motor for Glenn Brook, Conn., where they are visiting relatives and friends.

30 YEARS AGO

July 19, 1935

J. H. Backus & Son, Publishers

A. L. Bloss was elected Commander of the Allegany County American Legion at their Annual Convention held at Angelica Wednesday. C. C. Backus was chosen as County Adjutant.

Fred S. Potter was elected President of the County Firemen's Association, which was held in Andover last week.

Mrs. R. O. Snyder was elected President of the School Board at its organization meeting held Tuesday evening.

Mr. and Mrs. James Baker are the parents of a son, born Monday, July 15th.

Mr. and Mrs. Cecil Clark have purchased of Mrs. Bertha Pingrey her house and lot on First Street and will take possession soon.

Mr. and Mrs. Carl A. Armstrong and son, Russell of Bolder, Calif., are visiting at the home of his mother, Mr. and Mrs. Harry Lynton.

Mr. and Mrs. William Lang left Tuesday for a week's vacation at Line Lake and vicinity, from his duties as manager of the Market Basket Store.

Mr. and Mrs. O. B. Trowbridge and son, Robert of Pulaski, spent from Wednesday until Friday with his parents, Mr. and Mrs. L. M. Trowbridge.

"Red's" Racetrack Rambles

Hello again, all you racing fans. The track was in beautiful shape at the Bradford Speedway Thursday night, but was a little slippery for the first few races.

"Bud" Perkins, No. 57, from Belmont, N. Y., made a rather successful debut at the track as he won the 1st heat that he ran in and was doing all right in the feature until he hit someone's bumper that was lost on the track and blew a tire!

In the 2nd Modern heat, the tempo was stepped up a batch when Ed Armstrong, No. 58, lost control of his car and rolled it up on its side in front of the stands. Luckily neither Ed nor his car was damaged, so was able to continue the race.

In the Sportsman Feature things really were livened up as several of the boys seemed to forget how to back off on the gas pedals, and went sliding and crashing into each other. However, Bill Layfield, driving No. 54, managed to stay clear of the "tin-twisters" and moved back into the winner's slot — while "Lil' Brother", Herby No. 48, had a streak of bad luck and was forced from the race as a result of a bent tie rod. Dutch Strang, No. 14, also had handling problems and wound up in the No. 5 slot instead of up in the top 3 that he usually places in.

In the Modern Feature, "Crash" Connelly, No. 45, lived up to his name as he was involved in several crashes and finally had to drop out of the race. In one of these "brushes", he spun out in the No. 4 turn directly in front of Ed Stayer, No. 61, and Bud Perkins, No. 57, who crashed into "Crash" — which didn't help any of their cars as all 3 had to drop out of the race later on. After the traffic was once thinned out, Roger Treichler, No. 74, was able to get his "Hawk" flying and moved out in front and stayed there to pick up the "Chekker", with Howie Slocum, driving No. U-2 for the 1st time, taking the No. 2 slot.

For a brief re-cap of the racing results: In the Sportsman Class — Jim Givan, No. 26, took the 1st heat; Bob Grove, No. 79, won the 2nd; and Herb Layfield, No. 48, the "Consy". In the Feature — Bill Layfield, No. 54, placed 1st; George Lindy, No. 44, 2nd; Lint Mealy, No. 6, 3rd; Cricky Benjamin, No. 39, 4th; and Dutch Strang, No. 14, 5th. In the Modern Class: Bud Perkins, No. 57, won the 1st; Bill Bigley, No. 51, took the 2nd; and Chet Smith, No. 202, the "Consy". In the Feature — Roger Treichler, No. 74, placed 1st; Howie Slocum, No. U-2, 2nd; Ray Bowen, No. 824, 3rd; Bill Bigley, No. 51, 4th; and Bill Layfield, No. 21, 5th.

Saturday night the weatherman dumped a lot of water in some areas and even wet down the track at the Sportsman's Raceway — after they had watered it all day and had it the way they wanted it around 6 P. M.

However, as long as it cleared off somewhat and there were some cars and spectators present, the track promoter had everyone and his brother out on the track driving around to dry the track up enough so the cars could run.

Surprising enough, by the time the races were started, there was a pretty fair crowd as well as a good showing in the pits. The track was still pretty muddy and slippery for most of the races so that if the drivers moved very far out of the groove they were in trouble. Then by the time it was in pretty good shape in the Modern Feature — it started to sprinkle again so that when the boys finished the race, their windshields were splattered with mud and most of them were driving with their heads out of the side windows.

Despite the adverse weather conditions, Joe Pomes, No. 13, starting out in the scratch position, gradually worked his way up past all the other cars and finally moved out into the front during the 22nd lap of the feature and picked up the "Chekker" for his first win of the season at this track, with Bill Layfield, No. 121, in the 2nd slot.

The Sportsman Feature was a real battle between "Bill" Layfield, No. 54, Herby Layfield, No.

48, Don Halliday, No. 11/16 and Howie Slocum, No. 184, with the race ending up in a typical Layfield finish with "Bill" in the No. 1 spot, and Herby in the No. 2 slot. (This was a reversal of the heat that they ran in as Herby ended up ahead of Bill crossing the finish line.)

Here's the re-cap of the evening's races: In the Sportsman Class — Bill Marble, No. 54B, won the 1st heat; Herb Layfield, No. 48, the 2nd; Don Halliday, No. 11/16, the "Consy"; and in the Feature — Bill Layfield, No. 54, placed 1st; Herb Layfield, No. 48, 2nd; Don Halliday, No. 11/16, 3rd; Howie Slocum, No. 184, 4th; and Randy Fay, No. 007, 5th.

In the Modern Class: John Shoner, No. 58, took the 1st heat; John Bettoni, No. 204, the 2nd; and Ray Kent, No. 23, the "Consy". In the Feature — Joe Tomaset No. 13, won 1st place; Bill Layfield, No. 121, 2nd; Gene Haynes, No. 162, 3rd; John Shoner, No. 58, 4th; and Warren Haynes, No. 24, 5th.

At the Sportsman's Raceway Sunday night the weather was a little cool but the track was in good shape as the track promoter had it in other areas seemed to dry here.

Things were a little quiet in the heats as some of the boys had their cars cracked up in action at other tracks over the week-end and were unable to get them fixed up. However, when it came to the features that was a different story.

In the Sportsman Class, one of the new cars that seemed to be pretty hot, spun out on the No. 1 turn and got clobbered by several other cars and finally ended up by rolling over several times. Since the driver didn't get out of the car immediately, the race was stopped while the track ambulance went racing over to see what the trouble was. Fortunately he wasn't hurt but just had a little difficulty extracting his big frame from the small car, although the car had to be towed from the track. After the re-start, Herby Layfield, No. 48, moved out into the No. 1 spot and picked up the "Chekker" to score another win to add to his collection.

In the Modern Feature — it was a torrid battle from the word go with a couple of re-starts made necessary when different cars spun out and blocked the track, or went over the bank. One of the high lights of the race was when Basil Schutt, in his newly built No. 13, went over the bank between the No. 3 and No. 4 turn and rolled over at least 3 times as counted by yours truly. By the time we got across the track and over the bank, Basil was already out of the car and apparently unhurt — although shaken up over the ordeal.

After the re-start, Paul Hideck No. 6 1/2, moved out into the lead with Bud Perkins, No. 57; slowly and relentlessly closing the gap. Around the 20 lap, Paul lost his left front wheel and Bud was just passing him in the 24th lap on the home-stretch when the red flag was thrown as Eddy Fay, No. 15X, went over the bank between the No. 3 and No. 4 turns. The race was declared over with as of the previous lap which left Paul Hideck as winner and Bud Perkins in the runner-up slot.

For a brief re-cap of the races: In the Sportsman Class — Phil Pike, No. 1 1/2, took the 1st heat; Herb Layfield, No. 48, the 2nd; and Levi Henry, No. 38, the "Consy". In the Feature — Herb Layfield, No. 48, won 1st; Don Halliday, No. 11/16, 2nd; Lynn Bates, No. 13B, 3rd; Phil Pike, No. 1 1/2, 4th; and Ben-Ray No. 1, 5th.

In the Modern Class: Ronny Hurd, No. 97, took the 1st heat; Paul Hideck, No. 6 1/2, won the 2nd heat; and Bill Layfield, No. 121, the "Consy". In the Feature — Paul Hideck, No. 6 1/2, won 1st; Bud Perkins, No. 57, was 2nd; Floyd Green, No. 7, 3rd; Bill Layfield, No. 121, 4th; and Lyle Cornelius, No. 04, 5th.

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