

WHEN IS A BARGAIN — NOT A BARGAIN?

An Editorial

This may sound like a conundrum but according to our thoughts, the answer to the above question could be: When it's something you can't use; If it is too much trouble to bother with; If it is misunderstood — or misrepresented; or If it is sold "sight unseen" — like over the phone.

Were you one of the "lucky ones" to have your name selected making you eligible to receive a \$15 value in labor and merchandise for only \$3.95?

Just who was it that was lucky? Was it you — who had to answer the phone, listen to a sales-pitch that sounded like a recording, and then make a snap decision? Or was it the caller who was lucky that you had a phone, so that all she had to do was "select" your name and phone number out of the directory as she went down thru it?

So far, everyone that we have talked to having a phone, was "selected" to receive this valuable offer which includes 6 gallons of gas, oil, services, etc., by paying the Postman **only** the small sum of \$3.95. Yep, all you had to do was fork over \$3.95 at the Post Office and you would receive the packet with this offer.

But, were you given a chance to look over this offer in writing — before you accepted it? Did you know that the card you would receive specifically stated that 1 gallon of gas was free — with every purchase of 10 gallons or more; and that this was limited in use — to once each month for 6 months? Did you realize that the free oil had a string tied to it so that you would get 1 quart free — everytime you paid for an oil change?

Were you told over the phone that the card with this offer was good until February? But — were you also told that the card **had** to be used until then in order to use up the full amount of the value offered?

When several members of our family told us about receiving phone calls offering them this "sales pitch" the first part of this week, we didn't pay too much attention, but, after receiving several other calls from local people, decided to check up on it.

Thus we checked first with the local dealer who was reported to be involved in the plan. According to him, this promoter had approached him several times while he was busy, asking if he didn't want to do some local advertising and that finally he had signed up although not realizing at the time just how it worked or what it entailed. Then too, he had been told that the program wouldn't be started for a couple of weeks and so was very much surprised upon being presented with one of the cards the first part of this week.

He also told us that it was the promoter who collected the money from the Post Office for the C.O.D. packets after the Postal Fees had been collected and that he, as the dealer, wouldn't receive any portion of it but instead would have to honor the cards as they were presented in order to live up to his signed contract.

We then checked with Local Post Office Officials and were told that they had investigated the plan as presented by the Promoter and hadn't been able to find anything illegal about it. They also said that they had no way of knowing for sure just what the "sales pitch" was that people received over the telephone — but that if they didn't want to accept the C.O.D. charge — all they had to do was refuse it.

Then, in order to finish fulfilling our assumed responsibility to our readers and advertisers, we have turned over what information we have collected to the proper authorities and can report that an investigation is under way.

In the meantime, we pass along a few words of caution for your consideration: "Don't agree to anything over the phone, or sign any contracts or agreements without first checking with your banker, lawyer, or a trusted businessman. Remember, that any salesman should be willing to give you a chance to check up on his deal, or references, unless he has a "high-pressure pitch" and wants you to sign on the dotted line without having a chance to even think it over!

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50 YEARS AGO

August 27, 1915

J. H. Backus, Publisher

E. A. Richardson is moving his family back from Waldon, N. Y., to Andover this week.

The Edward Seaman Relief Corps. celebrated the 25th anniversary of the organization with a dinner at Union Hall, Tuesday. Rev. and Mrs. W. L. Greene and two sons and Mrs. S. V. Clarke and two sons of Independence, left Sunday for Milton, Wis.

Mrs. Milford Crandall and sons of Independence spent a few days the past week with her parents, Mr. and Mrs. M. A. Greene of Tip Top.

Lynn Trowbridge went to Pulaski Sunday to visit his brother, Prof. O. B. Trowbridge.

William Mulcahy returned to his duties in Chicago Tuesday after several weeks visit at the home of his parents.

Mrs. Clifford Ormsby and children of Alfred spent Thursday and Friday in Andover, guests of her sister, Mrs. L. P. Crandall.

James A. O'Leary left Monday to attend the State Convention of C. M. E. A's., at Utica this week. He went as regular delegate from the Andover branch.

Mrs. V. L. Eggleston has returned from a six weeks trip to California, where she visited her two sisters.

Miss Rose Doran is enjoying a vacation from A. M. Burrows' Sons Store and is visiting Mr. Maud Prest of Bath for a few days.

40 YEARS AGO

August 28, 1925

J. H. Backus & Son, Publishers

Fire completely destroyed the home of Jesse Grossman at Independence, better known as, the Rev. Jared Kenyon property, about 10 o'clock Wednesday morning.

The thirty-first annual family reunion of the descendants of Daniel Baker was held at the home of W. E. Baker of Tip Top, Thursday, August 20th with over one hundred in attendance.

School will open Monday, August 31st at Independence with Mrs. McCutcheon as instructor.

Miss Mary Conwell of Bradford is a guest this week of her aunt, Mrs. Catherine Dean of South Hill.

Miss Ora Graves of Whitesville and Milan Barney of Andover were united in marriage Friday, August 21st by Rev. A. W. MacDougald.

Mr. and Mrs. O. B. Trowbridge and son of Pulaski, are guests at the home of his parents, Mr. and Mrs. Lee Trowbridge.

Mr. and Mrs. Robert Church, Mr. and Mrs. Eugene Nobles and Elmer Church left Thursday by motor for Easton, Pa., where they will visit at the home of Mr. and Mrs. Fred Church for a few days.

30 YEARS AGO

August 30, 1935

J. H. Backus & Son, Publishers

U. V. Davis has been promoted to have charge of the Boston branch of the Standard Oil Co. of New Jersey. Mr. Davis and family will move to Boston from Rochester this week.

The Andover American Legion Tenth Annual Labor Day Celebration begins this Saturday and will last until Monday evening.

Mrs. Edward Dunham is to resume her duties as teacher in the McAndrew Hill Rural School this week.

Mr. and Mrs. William Lang are attending the American Legion State Convention held at Rochester this week as delegates from the local Legion and Auxiliary Posts.

Mr. and Mrs. John Burns and daughter, Rita were guests of Mr. and Mrs. W. H. Harris of Buffalo Sunday. Miss Mary Teresa Burns who spent ten days with Mr. and Mrs. Harris, returned home with them.

Mr. and Mrs. Richard Harter and Mr. and Mrs. Kenneth Alford motored to Canandaigua Lake and passed the week-end guests of Mr. and Mrs. Ralph Schwarzenbach.

"Red's" Racetrack Rambles

BIGLEY WINS MODERN MAIN GROVE TAKE SPORTSMAN FEATURE AT BRADFORD

At the Bradford Speedway Thursday night before the largest crowd of the season, Bob Bigley came back to win the Modern Feature after cracking up his No. 7, the Hackett Special, last week when he rammed the fence in front of the stands.

With the racing season "on the down-hill haul", some of the drivers seemed to be throwing caution to the winds in an all out effort to win so that this Modern Feature was the bitterest fought battle of the season. One re-start was made necessary when several cars rammed Bud Perkins, No. 57, in the rear as he was going into the No. 3 turn, which drove Bud into Jim Hakes, driving No. 91, thereby almost completely blocking the No. 4 turn. Bud was still pretty groggy when we got over to him and didn't know what had happened and told us that his head must have hit his front roll-bar knocking him out. However, by the time the cars were unscrambled and lined up in "Indian-File" for the re-start, he was able to continue the race.

The final high-light of the Feature came in the last lap when Bill Baker, No. 31, spun out on the No. 3 turn, rolled over and was then hit broadside by Bill Bigley, No. 1, which sent No. 31 rolling over again and tore the whole front end off from No. 1. Here again, due to their effective safety equipment, neither driver was apparently injured and was able to walk away from the crash although their cars had to be towed from the track.

The Sportsman Feature was an other rough battle with Larry Swander, No. 99, taking a fairly early lead and holding it for many laps until Bob Groce, No. 79, and Bill Layfield, No. 54, finally managed to get by him. Bill finally passed Bob when he partially spun out on the No. 4 turn, only to lose the lead back to him when he was slowed down by several of the lap ped cars so that when the flag was thrown, it was Bob in 1st place; Layfield in 2nd; and Swander in 3rd.

For a re-cap of the evening's races: In the Modern Class — Jim Hakes, No. 91, took the 1st heat; Gerry Schimp, No. 93, the 2nd; Bud Perkins, No. 57, the "Consy"; and in the Feature — Bob Bigley, No. 7, took 1st; Bill Layfield, driving No. 92, 2nd; Jay Plyler, No. 3, 3rd; Gerry Schimp, No. 93, 4th; and Chet Smith, No. 202, 5th.

In the Sportsman Class: Glen Teriberry, No. 69, took the 1st heat; Larry Swander, No. 99, the 2nd; Herb Layfield, No. 48, the "Consy"; and in the Feature — Bob Grove, No. 79, took 1st; Bill Layfield, No. 54, 2nd; Larry Swander, No. 99, 3rd; Dutch Strang, No. 14, 4th; and Herb Layfield, No. 48, 5th.

At the Hornell Raceway Friday night, things got off to a good start under a starry sky with just a few flashes of distant lightning in the sky towards the North West.

However, several crashes during the first few heats slowed the races down enough so that a heavy wind with sudden gusts brought a shower along, scattering the spectators, causing the races to be postponed along with the Demolition Derby until next Friday night.

In the Sportsman Class, two heats were completed with Marty Hulbert, No. 20, taking the 1st heat; and Herb Layfield, No. 48, winning the 2nd heat.

In the Modern Class, Herb Layfield, riving No. 11, won a close battle with Gabe Hanes, driving his new No. 10 in the 1st heat; while Basil Schutt, No. 13, got out in front in the 2nd heat and beat off the challenges of Bill Layfield, No. 121, and Paul Hidek, No. 6%, to pick up the Checkered Flag — just as it started to rain — which spelled FINIS to the races.

Mr. and Mrs. Charles Ruger and son, Stanley, were week-end guests of Mr. and Mrs. F. T. Wentworth of Buffalo, at their summer cottage at Bay Beach, Ontario.

for the evening:

LAYFIELD & DENNIS SHARE HONORS AT WOODHULL

Bill Layfield, No. 121, won the Modern Feature Sunday afternoon; while Daryl Dennis, No. 822, out-slugged a field of 37 cars in the Sportsman Feature to pick up his first Checkered Flag here at this track.

Despite the chilly weather, the hardy Racing Fans enjoyed the blazing battle waged between Bill Layfield, No. 121, and Paul Hidek, No. 6%, in the Modern Feature. Bill jumped out to an early lead and didn't have any problems holding the lead until he started lapping the slower cars and was slowed down. This gave Paul a chance to work his way up thru the pack so that by the time the race was at the half-way mark he was breathing down Bill's neck. Several laps later, Paul took to the inside of the No. 1 and 2 turns and managed to get by Bill and was able to hold the lead until the last few laps of the race. Then when his engine started to heat up from a broken pulley, he was forced to ease off and Bill went by to capture the "Chekker". However, Bill's win may have proved to be rather costly as we noticed that the right side of his car was covered with oil when we took his picture and after unbuttoning his hood on his '65 Buick, found that his main oil line was broken off next to the block of his engine. Bill told us that he had lost his oil pressure with about 4 laps to go — but figured it was worth taking a chance if he could win without ruining his engine — and only time will tell when he tears it down to check on it.

The Sportsman Feature was a real "Donney-brook" with 37 cars starting in the line-up and taking several re-starts before getting by the 1st lap. The race was highlighted by several spectacular crashes with John Retloni, No. 6, rolling over several times on the No. 2 turn and Brian Woodworth, No. B-C, rolling over several times on the back-stretch into an abandoned car. In fact by the time the race was over it looked as if there had been a demolition race going on with cars all around the track and in the infield.

Fortunately, all of the drivers emerged from their wrecked cars, apparently unhurt — although quite a few of them had to be towed off the track before the Powder-Puff Derby could get under way.

With so many cars in the race it was rather confusing to keep track of who was in what place with Bill Deming, No. 11, and Daryl Dennis, No. 822, taking turns passing each other for the lead with Bill being awarded the "Checkered Flag" at the end of the race — but Daryl Dennis being given the actual win after the scorers checked their score-sheets and Bill ending up in the 2nd slot.

Then to top the racing program off with 17 "Gals" lined up for the "Powder-Puff" Derby which took about half an hour to get under way — as it took several false starts before these "hot-rodders" discovered that there was more than one gear in these cars — and that they had to start up in low, as the cars they were piloting would just stall when they tried to start them up in high. However, once they were under way, they really put on a good show with only two cars being involved in a minor crash and having to "sit it out" on the No. 2 turn. Several of the "Gals" had a pretty heavy foot on the throttle but Betty Young, driving Basil Schutt's No. 13 — a Modern, really poured the coal on and emerged the winner.

For a re-cap of the races: In the Sportsman Class — Dan Deming, No. 3, won the 1st heat; John Baker, No. 19, took the 2nd; Bill Deming, No. 11, the 3rd; and Don Harris, No. 9 Cat, the "Consy" with Daryl Dennis, No. 822, winning the Feature; Bill Deming, No. 11, 2nd; Jim Walters, 53, 3rd; Larry Campbell, No. 23, 4th and Butch Morris, No. 500, 5th.

In the Moderns — Gabe Hanes, No. 10, won the 1st heat; Bill Layfield, No. 121, the 2nd; Paul Hidek, No. 6%, the "Consy"; and Bill Layfield, No. 121, was 1st in the Feature; Paul Hidek, No. 6%, 2nd; Gabe Hanes, No. 10, 3rd; Herb Layfield, No. 48, 4th; and Basil Schutt, No. 13, 5th.

In the Powder-Puff, Betty Young, driving No. 13, was the winner.