

IN RETROSPECT!

An Editorial

In looking back to Tuesday's Annual School meeting, we can truthfully say that we were very gratified at the number of Local Citizens that turned out for the election and hearing on the proposed school budget for the ensuing fiscal year.

When around 300 people attended this year as compared to the 13 that are recorded as having voted last year — it is certainly a compliment to the integrity of those that attended. — And this, despite the extremely warm (or should we say hot) evening!

As to the candidates for the office of Trustee on the School Board, we feel that both of them are nice people and, as in any contest, some one has to win — and some one has to lose. This is commonly known as "the fortunes of war", and the risk that candidates take when they "toss their hat in the ring".

We certainly hope that there are no permanent "bruised feelings" resulting from the contest, since, with 250 people still present and voting — even after over two hours of rather heated discussion, and explanation of the budget, the clear-cut victory expressed the desires of the majority of the voters.

Mary K. Slade, the winner, according to information made available to us, waged an aggressive election campaign that was founded on proper legal counsel, a study of the latest edition of the School Election Law, and interviews and discussions with area Educators. Thus, with this background, she should make a valuable contribution to the School Board so we wish her good luck and success — with the hard work and headaches that she has inherited.

As far as the proposed budget was concerned, questions from the floor indicated that several people were concerned with the more than \$14,000 total that was listed as "other expenses" under various headings in the budget. We also failed to hear an answer given to the question as to the salary of the Chief School Administrator.

Then too, since the door was opened by the Clerk of the School Board when he compared the local budget raise percentage wise with other schools in Allegany County and also made the statement, (as we recall); that Scholastically, Andover was above the average for the State, we thought that perhaps people would also be interested in another comparison.

According to a News Release dated Feb. 17, 1966 from the University of The State of New York, "Winners of Regents College Scholarships" in Allegany County are:

Wellsville .....	14
Alfred-Almond .....	13
Cuba .....	9
Fillmore .....	7
Bolivar .....	5
Scio .....	5
Rushford .....	3
Angelica .....	2
Andover .....	1
Belfast .....	1
Friendship .....	1
Portville .....	1
Richburg .....	1
Archbishop Walsh Olean .....	1

Allegany County Total . . . . 64 Scholarships

If this is used as a yardstick of comparison, how does Andover rate in Allegany County?

When the budget was finally voted on and recorded, the tally showed that 94 votes were Yes, and 24 No. With over 20% of the voters registering their disapproval of the Budget, it would appear that perhaps a few revisions could be made another year.

THE ANDOVER NEWS

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50 YEARS AGO

June 30, 1916  
 J. H. Backus, Publisher  
 David Mullen, 55, a farmer living in the Town of Greenwood, six miles from Andover, died suddenly Sunday, July 2nd. Rev. H. B. Williams officiated with burial in the Mead Cemetery.

Myron P. Lewis, 63, died Saturday, July 1st. Four sons, a daughter, a brother and three sisters survive. Rev. Walter Greene officiated with burial in Independence.

Miss Nellie Welch has accepted a position as operator in the Federal Telephone Office at Hornell.

Miss Hazel Baker of Lamphere Valley and Leverne Kenyon of Alfred were united in marriage Wednesday, June 28th.

Miss Julia M. Orvis and Jesse L. Zelfiff of Hartsville were united in marriage Wednesday, June 28.

The Misses Eloise Clarke and Ruth Mingus and Carl Clarke of Independence are spending a week at Atlantic City.

Mr. and Mrs. Will Perkins and family of Rochester, have been visiting her mother, Mrs. Ida Baker.

Lou Bloss who has been teaching at Mexico, N. Y., the past year, is the guest of his parents, Mr. and Mrs. F. L. Bloss.

40 YEARS AGO

July 2, 1926  
 J. H. Backus & Son, Publishers  
 Mrs. Martha Greene, 49, of Andover, died suddenly at the home of her daughter, Mrs. Volney Stannards of Wellsville, Monday, June 29th.

Miss May Dean of Ithaca City Hospital is enjoying a two weeks vacation with her mother, Mrs. M. Dean and family of South Hill.

F. W. Snyder of Argentine, Kan., was visiting Andover relatives from Friday until Wednesday of this week.

Mrs. Alice Lassen and grand daughter, Alice May Walls of Joliet, Ill., are visiting her sister, Mrs. Charles Church.

Marie B. Walsh is home from Utica to spend the summer vacation with her mother, Mrs. Ellen Walsh and other relatives.

Editor and Mrs. J. Harvey Backus left Thursday for Buffalo where they will go by boat to Cleveland and then to Peru, Ind., where with his brother, Rev. A. H. Backus and wife will motor to Wessington Springs, South Dakota to visit an other brother and family, Mr. and Mrs. George W. Backus.

30 YEARS AGO

July 3, 1936  
 J. H. Backus & Son, Publisher  
 A company of 30 members and guests of Edward Seaman Woman's Relief Corp., enjoyed their Annual Strawberry Shortcake Dinner at the home of Mr. and Mrs. James Burbank, Tuesday.

Fay E. Boyd was elected chief de grace of the Forty and Eight at the Annual Election of Officers held in Angelica, Sunday.

Mr. and Mrs. Cleon Clarke of Independence were united in marriage Saturday, June 20th, went to Washington, D. C., for a week. They are now at home in the Amelia Cottrell house, which they have newly furnished ready for their return.

Mrs. Mary S. Crandall of Andover is spending the summer with her daughters, Mrs. Floyd Clarke and Mrs. R. E. Spicer of Independence.

Mr. and Mrs. Clayton Rogers of Indianapolis, Ind., have been visiting his father, William Rogers of Andover, his sister, Miss Edna Rogers of Hornell and Mrs. Fitzmyer of Canisteo.

Miss Mary O'Boyle has resumed her duties as instructor in the Health Camp at Cuba Lake this week.

Miss Doris Church has resigned her position as teacher in the Campbell Creek School and accepted a position as teacher in the immediate room at the Alfred Station School.

Red's Racetrack Rambles

Hello again, all you racing fans. Yep, another perfect week-end for the "clay ovals" in our area — although we understand that they cut it just a little too fine over at Perry Raceway as their Modern Feature was rained off by a sudden thundershower Sunday afternoon.

Thursday night over at Bradford the weather cooled off so quickly that we had to dig our white jacket out before the races were hardly started.

Ray, who has had more than his share of troubles this year, showed up at the track with a new front-end on his No. 32 that he and his pit crew had spent since last week-end installing so that it had that "new look" again. That, coupled with the fact that the track was in good shape, seemed to be the necessary ingredients for Ray's victory and from the way that he was passing the other cars, he sure was getting "a good bite on the track" and was able to use most of the power from his 427 engine.

In the Sportsman Class, Lee Gausman, No. 6Jr., kept up his winning ways winning both the "consy" and the Feature although Herby Layfield gave him a good "run for his money" and took one heat away from him and placed 2nd in the Feature.

For a brief re-cap of the evening's results: — In the Hooligan Class: Jack Blessing, No. 6, won the 1st heat and Feature; with Gene Greene, No. 9, taking the other heat.

In the Sportsman Class — Tom Elder, No. 38, took the 1st heat; Herby Layfield, No. 48, the 2nd; and Lee Gausman, N. 6Jr., the "Consy" and Feature; with Herby Layfield, No. 48, 2nd; Jim Hakes, No. 68, 3rd.

In the Modern Class — Ray Jordan, No. 32, took the 1st heat; Gerry Schimp, No. 39, the 2nd; and in the Feature, Ray Jordan, No. 32, was 1st; Jim Hakes, No. 04, 2nd; Jim Schimp, No. 26, 3rd; Gerry Schimp, No. 93, 4th; and Bill Layfield, No. 7V, 5th.

Over at Smethport Friday night, the weather was a little warmer, the track in fine shape, a nice crowd on hand in the grandstands — and what a field of cars in the Modern Class! Even after several of them were disabled in the heats, there were still 20 in the line-up for the start of the Feature. And Boy, what a Feature!

In the 1st lap, a pile-up on the back-stretch halted the race with Floyd Green, No. 17, taking such a beating that his car was unable to continue. Shortly after the re-start, No. 124 spun out on the No. 3 turn which caused another big pile-up — and when the smoke cleared — only 16 cars were able to make it for the next re-start.

After the boys really got under way, a fierce battle for the lead developed between Bobby Schnars driving M1, and Jughead Pierce, No. 1, with both of them driving '66 Chevells. After several torrid laps, Pierce moved out into the lead — only to be challenged by Squirt Johns, No. 511, who had moved up all the way thru the rest of the pack into 2nd place. This battle lasted for several laps until Squirt finally toiled his No. 511 past No. 1 between the No. 1 and 2 turn, and took over the lead. For a while it looked as if Squirt had another feature in the bag — but in the racing game anything can happen — and did. One of the cars lost a bumper as a result of a little tangle on the No. 4 turn, and the next time that No. 511 came around we saw that he had a flat tire on the left rear wheel. Despite this handicap, "Squirt" kept pouring it right to it and even after losing the tire completely — finished the race on the rim only dropping back to 5th place in the process. In the meantime, Pierce with his fast moving No. 1, was able to move out into the lead and romp on home to pick up his first checker's flag at this track.

For a brief re-cap of the evening's racing results — In the Hooligan Class — Keith Larson, No. 27, took the 1st heat; Roger Freer, No. 55, the 2nd; and Jack Blessing, No. 6, the Feature.

In the Sportsman Class — Paul Bull, No. 63, took the 1st heat; Lee Gausman, No. 6Jr., the 2nd; Larry Swander, No. 99, the Consy; and in the Feature, Herby Layfield, No. 48, came roaring in to take 1st place after a terrific battle with Lee Gausman, No. 6Jr.,

who ended up in the 2nd slot; with Larry Swander, No. 99, coming in 3rd; George Lindy, No. 44, 4th; and Al Skiver, No. 30, 5th.

In the Modern Class — Bill Brock No. 4B, took the 1st heat; Squirt Johns, No. 511, the 2nd; Bobby Schnars, No. M1, the Consy; and in the Feature, Jughead Pierce, No. 1, was 1st; Ken Litz, No. 36, 2nd; Ed Brock, No. 4B, 3rd; Clair Anderson, No. 67, 4th; and Squirt Johns, No. 511, 5th.

At the Sportsman's Raceway Saturday night, it sure lived up to its motto "of the track where the action is" as the boys in both classes acted as if they were driving bulldozers and were trying to clean each other off the track.

In the Sportsman Class, John Sharp, No. 38-1, scored his first win of the season by winning a heat and Arnie Flint, No. 7X, won the Consy and Feature although his engine heated up so much in winning the latter that it "set up" on him and he was unable to make his victory lap with the flag. And, as a result, he and his pit crew spent all night re-building the engine so that he would be able to race Sunday at Woodhull.

In the second Modern heat a really hot battle developed between Leo Houghtaling, No. 42, and Basil Shutt, No. 13, with Basil trying to pass on the turns and Leo pulling away from him a little on the "straights". In fact Basil even managed to pull up beside Leo in the No. 4 turn in the last lap — only to have No. 42 pull away from him far enough to hit the finish line 1st. Then in the Feature, the same battle royal developed with Basil trying in vain to pass — high — low — or every other way but, with Leo driving faultlessly, the result was the same as in the heat — with No. 42 crossing the finish line in the lead.

For a brief re-cap of the evening's results: In the Sportsman Class — John Sharp, No. 38-1, took the 1st heat; Phil Pipe, No. 71, the 2nd; and Arnie Flint, No. 7X, the Consy. In the Feature, Arnie Flint, No. 7X, was 1st; Warren Kinney, No. 234, 2nd; Wesley Rogers, No. V05, 3rd; Phil Pipe, No. 71, 4th; Jim Williams, No. 00, 5th.

In the Modern Class — Snyder, driving his own car No. U2, won the 1st heat; Leo Houghtaling, No. 42, the 2nd; and Gordon Snyers, No. 82, took the Consy. In the Feature — Leo Houghtaling, No. 42, was 1st; Basil Shutt, No. 13, 2nd; Wayne Erway, No. 40, 3rd; Gabe Hanes, No. 10, 4th; George Hilliard, No. 12, 5th.

On Sunday afternoon, the weather clouded over part of the time so that it wasn't quite as hot as that at Woodhull.

In the Sportsman Class, Larry Eccleston, No. 363, scored his 1st win of the season by winning the 1st heat; and Dick Bunn had his No. 69 patched up after last week's big 7-car pile-up so that he was able to clean house by winning both his heat and the feature — although Chuck Wright, No. 66, gave him a rough battle in the latter and held the No. 1 slot up until the last few laps when Dick finally managed to get by him and cross the finish line a few car lengths ahead.

In the Modern Class, Butch Harris, No. 3A, continued his winning ways and cleaned house by winning both a heat and the feature, although Basil Shutt, No. 13, gave him a game battle until he blew a piston and had to drop back with Bob Gee, No. 260, taking over the lead for several laps until Butch finally managed to pass him and pull out into the lead.

Pat Judson, No. B-13, a newcomer to the track, driving a Plymouth slant-six put on a good show winning the 1st heat and despite the fact that he was up against other cars with hot V-8's, still managed to place 4th in the Feature.

For a brief re-cap of the results: In the Sportsman Class — Larry Eccleston No. 363, took the 1st heat; Dick Bunn, No. 69, the 2nd; and Phil Pipe, No. 71, the Consy. In the Feature, Dick Bunn, No. 69, was 1st; Chuck Wright, No. 66, 2nd; Tuffy Chalmers, No. 218, 3rd; Mike Clark, No. 7X, 4th; and Phil Pipe, No. 71, 5th.

In the Modern Class — Pat Judson, No. B-13, won the 1st heat; Butch Harris, No. 3A, the 2nd; and Basil Shutt, No. 13, the Consy. In the Feature, Butch Harris, No. 3A, was 1st; Bob Gee, No. 260, 2nd; Floyd Green, No. 7, 3rd; Pat Judson, No. B-13, 4th; and Don Buchanan, No. 11X, 5th.