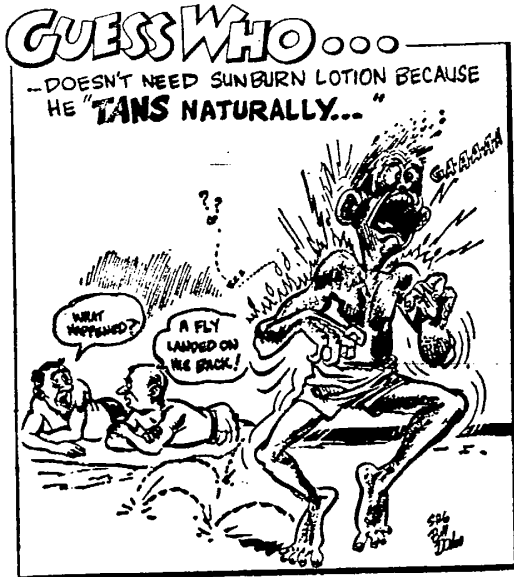


HAVE A HEART! TAKE CARE OF IT!  
An Editorial



How many of you people have found yourself in the same shape as the character in the above cartoon? And not necessarily thru your own carelessness. We know that it is possible, since we ended up with sun-poisoning last year down at a beach near New York — after only being exposed to the sun for around 15 minutes (on a white sandy beach). Sunburn, and sun-poisoning, can be very painful and uncomfortable — but the side effects can be even more dangerous. How about the extra strain it puts on your kidneys — and even your heart?

Then along the same vein of your summer beach vacation—how about the violent exercise from swimming, or even water skiing? How many of you people read the Headlines in the Monday Morning Edition of the Elmira "Star-Gazette"? A Portville man in his 50's had a heart attack while he was water-skiing at Keuka Lake — and was dead before they could even get him to shore. Was this just an isolated case? Sad to say, No! For just a week or two previous, the same Newspaper carried a like story — another middle aged man had died under the same conditions — and in the same lake even.

Yet — this same thing could happen to you — or even me! As we get older, we fail to stop and realize that our heart — is as old as we are. So, we go out and try to keep up with the kids — and try and perform the same violent sports that we could have done easily — at their age.

Doctors warn us that over-indulgence in violent summer exercise after months of soft living can be a threat to health by overtaxing muscles which are not accustomed to the strain. Thus, the summer or week-end athlete, may cause himself severe harm by not following a few simple rules of good health.

Muscles which have grown soft from a lack of physical activity, should not be called upon for sudden spurts of intense physical effort. We are warned that the summer vacationer who goes into the country for a brief vacation but once a year — should not indulge in such prolonged physical activity as handball, tennis, swimming or baseball, without a period of pre-conditioning to put himself in shape.

The wisest course — of course — is to maintain a program of moderate physical activity the year round to keep the body in peak condition thus gradually building the body up to the strain that will be placed on it.

For many of us that don't have time to keep our muscles "toned up" in good shape — "Have a Heart" —treat it with the proper respect "due it's age". After all, Your Heart is the most important muscle in your body! And Brother, when you ruin that muscle — you've just about had the course!

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**50 YEARS AGO**

July 28, 1916  
J. H. Backus, Publisher  
Mr. and Mrs. Harry Greene of Cleveland, Ohio, are visiting his parents, Mr. and Mrs. M. A. Greene of Tip Top.  
Mrs. Ed. Marks and daughter, Marion of Hornell are visiting at F. M. Lee's at Tip Top.  
Mrs. B. S. Baker and daughter, Ruth, returned home Tuesday after a week's visit in Horseheads guests of Mr. and Mrs. O. R. Henderson.  
Mr. and Mrs. W. I. Langworthy and Miss Helen of Alfred were week-end guests of Mr and Mrs. M. A. Bassett of Independence.  
Dr. L. N. Boston of Clarksboro, N. J. is visiting at the Crandall Homestead in Independence.  
Mrs. Ruth DeVoe and son, David of Cincinnati, Ohio were last week guests at the S. G. Crandall home in Independence.  
Mrs. Mary Warfield is in Bradford, visiting her son and family, Henry Warfield.  
Mr. and Mrs. A. C. Frisbey are visiting their daughter, Mrs. A. A. Porter of Cleveland, Ohio.  
Tom Lynch is passing a few weeks guest of relatives in Chicago and other Western places.  
Clarence Hardy of Tecumseh, Mich., is passing the vacation with his grandparents, Mr. and Mrs. R. Hardy.

**40 YEARS AGO**

July 23, 1926  
J. H. Backus & Son, Publishers  
Mrs. George Calhoun died Tuesday, July 20th at her home on North Main Street. Funeral services were held Thursday with burial in Hillside Cemetery.  
Daniel W. Witter has been appointed as deputy sheriff for Wellsville, in place of Frank Pease, who resigned his Commission to Sheriff Fuller last Wednesday.  
The marriage of Ernest A. Greene, formerly of Railroad Valley and Miss Minnie L. Brandt was solemnized at Ganettville, Ohio, July 10th. They will reside in Cleveland, Ohio.  
Mr. and Mrs. John Lewis of Independence are the parents of a son, born Friday, July 2nd.  
Miss Viola Clarke of Independence is spending a few days with her sister, Mrs. Mattison at Whitesville.  
Postmaster and Mrs. John Common, son, Robert, and Mr. and Mrs. W. F. O'Connell and daughters, Gertrude and Cecelia, left Wednesday for a two weeks motor and camping trip through the Lake George region in the Adirondack Mountains.  
Mr. and Mrs. James Dougherty and two sons of Mexia, Texas, are visiting her parents, Mr. and Mrs. P. J. Dougherty on Chestnut St

**30 YEARS AGO**

July 24, 1936  
J. H. Backus & Son, Publishers  
The Orvis Reunion was held at the home of Mr. and Mrs. E. E. Orvis Saturday, July 18th with 28 present.  
Miss Mary Ann O'Boyle is on the staff of trained instructors at the Allegany County Health Camp at Cuba Lake this season.  
Mr. and Mrs. Carl V. Clarke of Independence spent Saturday and Sunday with Mr. and Mrs. Fred Clarke at Binghamton.  
Mr. and Mrs. Dewey Northrup Miss Reta Stearns and Mr. and Mrs. V. C. Sweet are enjoying a camping trip to Meadville, Pa. and Akron and Cincinnati, Ohio this week.  
Mrs. Francis Vickers and son Francis, Jr., are passing the week guests of her uncle, Mr. and Mrs. Frank Hall of Westfield, Pa.  
Mr. and Mrs. John Vincent returned home Monday after spending a few days in New York City and New Rochelle.  
Mrs. Della Monroe and daughter, Louise, who have been visiting relatives here for two weeks, returned to their home in Corning, Friday.  
A family dinner was held at the home of Mrs. Anne McDonough

**Red's Racetrack Rambles**

Well, it finally happened! Yep, Thursday night over at Bradford — the races were rained off. This is the first time this season that any of the races have been called off at any of the four tracks that we cover — so guess that no one can complain.

At Smethport Friday night, the track was plenty wet when the races started — and as a result, yours truly really got a muddy shower when one of the cars in the Sportsmen Class got off on the edge of the track — and almost came up into the infield where we were standing. Oh well, a miss is as good as a mile — or a miss, or something!  
The Hooligan Class has really been growing by leaps and bounds, and we strongly suspicion that at least a couple of them aren't exactly amateurs — from the classy way they are driving. At any rate, most of the winners were drivers that we know are amateurs in this class — and this is the first time that 3 of them had months duty spent at Saigoñ, interesting.

What was more remarkable was that even in the 30 lap Hooligan Feature, more than half of the cars that started actually finished the race—despite the many crack-ups that occurred. Don Windsor No. 69, from Olean, has won a couple of heats before with his '57 Dodge so started pretty well back towards the end of the pack — but despite this handicap — around the 20th lap, and held it moved out into the No. 1 spot by to pick up his 1st Feature win as well as the Championship Trophy in the Sportsman Class. Lee

Gausman, No. 6 Jr., was back with his car fixed up and cleaned house by winning a heat and the Feature although Bill Layfield driving No. 44, really gave him a run for his money—and the outcome might have been different if No. 6 Jr. hadn't hit No. 44 in the No. 3 turn and almost resulted in Bill losing it completely. As it was, he managed to whip his car back on its wheels—just when it looked as if it was going to roll over.

In the Late Model Class, Bill Layfield, No. 7X, and Ed Kisko, No. 6, shared the honors in the heats; with Clair Anderson, No. 7, winning the "Consy". Thus it looked as if the Feature was really going to "be up for grabs"—since it had been announced earlier that "Squirt" Johns had called in to say that he couldn't make it as he was rebuilding his engine for the big race that was coming up at Eriez—and he didn't have it all buttoned up. However, before the intermission was over, a big roar came up from the crowd in the stands—and there came the familiar Orange No 511—wheeling in.

Thus, when the Feature started, the picture had changed considerable. As high point man "Squirt" started near the rear of the pack but by the time that the race was half over, No. 511 was out in the lead. About this time, Bud Perkins, No. 57, who has had a lot of bad luck this year stuck his foot in his "carb"—and really started to roll, and moved up into the No. 3 slot behind Ed Kisko, No. 6. For a while it appeared as if this was the way the race would end — but all of a sudden "Bud" cut loose and went roaring past No. 6—and was with in just a few scant car lengths of "Squirt" Johns when they hit the finish line.

For a brief re-cap of the evening's race results: In the Hooligan Class—Roy Church, No. 37, won the 1st heat; Don Dietz, No. 94, the 2nd; John Phillips, No. 77, the "Consy"; and in the Feature, Don Windsor, No. 9, was 1st; John Anderson, No. 116, 2nd; John Phillips, No. 77, 3rd; Jack Blessing, No. 6, 4th; and Bill Stockton, No. 3X, 5th.

In the Sportsman Class—Tom Elder, No. 88, took the 1st heat; Lee Gausman, No. 6 Jr., the 2nd; and Jerry Skiver, No. 7 won the "Consy". In the Feature, it was Lee Gausman, No. 6 Jr., 1st; Jay

Sunday in honor of her 84th birthday.

Mrs. Clayton Green and children of Petrolia spent several days last week guests of her mother Mrs. Mina L. Gordon.

Plyer, No. 79, 2nd; and Bill Layfield, No. 44, 3rd.  
In the Late Model Class — Bill Layfield, No. 7X, won the 1st heat; Ed Kisko, No. 6, the 2nd; and Clair Anderson, No. 67, the "Consy". In the Feature, "Squirt" Johns, No. 511, was 1st; Bud Perkins, No. 57, 2nd; Ed Kisko, No. 6, 3rd; Phil Mott, No. 5, 4th; and Chet Smith, No. 202, 5th.

Saturday night at the Sportsman's Raceway in Mills, Pa., there were more cars on hand in the pits in both classes than there have been at any time this season. Then when we saw that big full moon come floating into view, we figured that there would be plenty of action — and there was.

We don't think that we are superstitious or even pretend to be clairvoyant, but we have noticed in the past, that every time there is a full moon — it means that the drivers will drive as if "there wasn't a tomorrow". In fact, as we recall, there were spin-outs or pile-ups in every race all evening — with the cars running as fast or faster — than at any time this season.

In the Modern Class, No. 71, a new car to this track, took a wild ride in one of the heats and ended up with his car perched straddling the retaining wall on the backstretch just beyond the No. 2 turn. Then in the Feature, Gordon Snyers, No. 82, after having his left front door torn off completely, lost control in the No. 2 turn and ended up in the infield "in our lap". Paul Hidek, No. 6 1/2, cleaned house for the evening by winning both a heat and the Feature.

In the Sportsman Class, Phil Pipe, No. 71, cleaned house by winning a heat and the Feature, although in the latter, Dick Bunn, No. 69, really gave him a run for his money and ended up a close 2nd. Don Holliday, driving No. 7L, led the Feature for many laps until he was hit and spun out on the No. 2 turn by the driver of No. VO5. Thus, by the time Don got straightened around, he had lost almost a whole lap and ended up in 8th place.

For a brief re-cap of the evening's racing results: In the Sportsman Class — Frank Starkweather No. 10, won the 1st heat; Phil Pipe, No. 71, the 2nd; and Tom Stagg, No. 44, the "Consy". In the Feature, Phil Pipe, No. 71, was 1st; Dick Bunn, No. 69, 2nd; Wesley Rogers, No. VO5, 3rd; Warren Kinney, No. 243, 4th; and Jim Williams, No. 00, 5th.

In the Modern Class, Paul Hidek, No. 6 1/2, won the 1st heat; Warren Kinney, No. 16, the 2nd and Leo Houghtaling, No. 42, took the "Consy". In the Feature, Paul Hidek, No. 6 1/2, was 1st; Butch Harris, No. 3A, 2nd; Jim Plank, No. 66, 3rd; Warren Kinney, No. 16, 4th; and Gabe Haynes, No. 16, 5th.

At Woodhull Sunday afternoon, the weather was just about right and the drivers were in about the same mood that they were in the previous evening — so there was plenty of action.

The most spectacular event that happened was a big pile-up in one of the Modern heats. Jim Hakes, No. 04, slowed down just before going into the No. 1 turn and Bob Gee, No. 260, who was right behind him, tried his best to avoid an accident and whipped his big DeSoto around in a spin — just barely touching No. 04. Bill Higby, No. 44, then came along and spun his car half way around — just barely grazing No. 04, and stopped cross-wise the track. With the track almost completely blocked, the starter threw the red flag to stop the race — but due to the dust kicked up by the three cars that had been in the lead and spun out — most of the rest of the pack came charging into the pile-up. Bill Higby, No. 44, managed to get his car started and pulled into the infield just before Paul Hidek, No. 6 1/2, came along so Paul was able to swing to the left and avoid the other 2 cars. However, Basil Shutt, No. 13 didn't have any place to go and plowed into No. 04; and Butch Harris, No. 3A, who was on the outside, really slammed into No. 260 tearing the whole back-end off it — and really messed up his own front-end.

When the dust finally cleared and the cars were pulled apart, only to continue for the re-start. Jim Hakes, No. 04, and Bill Higby, No. 44, who had been in the pile-up. (Please Turn to Page Three)