

## LET'S NOT RUIN — A BASIC FREEDOM!

An Editorial

After President Kennedy was assassinated, thousands of words were written and many ideas advanced by the proponents of the anti-gun people. The gist of most of these ideas was to place strict controls on the sale of firearms — even to require licenses and permits for all weapons.

However, after a short time the furor abated, the hue and cry died down — cooler and wiser heads made themselves heard — and things returned to normal.

Now, once again, as a result of the insane misuse of firearms in Austin, Texas, last week, the anti-gun fanatics are coining slogans and beating the drums to try and pass laws to curb or restrict the sale of guns.

What type of thinking and reasoning can these people be using? Can they be true Americans and Patriots? Do they believe in the Constitution of the U. S. and the Bill of Rights that was drawn up and enacted — for our protection — by our forefathers?

According to our memory, under the "Bill of Rights" it states: "The Right of Free Men to Bear Arms Shall Not Be Infringed Upon". Yet, these Anti-Gun proponents are trying to mess with this "Basic Freedom" granted us under this very same Bill of Rights!

To the many millions of Sportsmen, Servicemen, and Veterans, the idea that Charles Whitman would not have shot 44 persons if there had been stricter controls on the sale of firearms — is ridiculous!

But, to the million of men and women that don't know anything about firearms, the promises of the Anti-Gun people may sound plausible enough so they would back that type of legislation.

Thus, it is up to all Freedom Loving Americans that are aware of this serious threat to one of our "Basic Freedoms", to make sure that their Friends, Neighbors, and Countrymen realize and understand the illogic of the anti-gun forces.

We can't believe that tighter gun laws would have prevented the tragedy in Austin any more than all of the laws that have been passed to-date about autos have put a stop to the thousands of people that are killed every day on the Nation's Highways.

To single out an inert instrument — whether it is a gun — or an automobile — either of which can be used for good or evil, and saying that restricting or banning it will solve the problem of human misuse — is sheer nonsense!

An empty gun — or an empty car — is harmless, it is only when a human being takes control of either one — that they can become a dangerous instrument of destruction when misused by incompetent or mentally deranged individuals.

Are the anti-gun forces attempting to disarm the American Sportsmen and Citizens — when the Independence of this Nation was accomplished by our Forefathers reaching behind the kitchen doors, taking their privately owned weapons and through raw courage, determination and expert marksmanship, forging a new nation in 1776?

Isn't it the First Standard Procedure of every successful Dictator to take the guns away from "their people" to lessen their chances of being over-thrown?

Just how do the anti-gun proponents propose to set up any fair standards to decide which United States Citizens will be permitted to own a gun to use for sporting purposes — or even defend his own home and family with?

Here in New York State the passage of the Sullivan Law made it mandatory for any Citizen to secure a permit to carry a concealed weapon — but do the criminals obey this law? All that we can see that it has accomplished is to prevent honest people from having a means of personal protection against the hoodlums and criminals that prey on society!

Are you going to let the same thing happen to our rifles and shotguns thru a wave of mass hysteria led by a few misguided and misinformed reformers? Let's all do something about it before it is too late!

## THE ANDOVER NEWS

Published Weekly by: The News Printing House, Andover, N. Y.

Jeanne Backus Allen and Ralph A. Allen, Owners, Andover, N. Y.

Entered as Second Class Mail Matter at the Post Office at Andover N. Y., under the Act of Congress, March 3, 1879.

Subscription Price \$8.50 a year



## 50 YEARS AGO

Aug. 4, 1916

J. H. Backus, Publisher

Frank Snyder, 26, died Saturday, July 29th. His mother, and two brothers survive. Interment was in Hillside Cemetery.

Miss Reva Clarke of Andover was awarded prizes by both the local and county W.C.T.U. on an essay on alcohol and insanity.

Mrs. Herman Dean was called to her home on Voorhees Hill Friday by the death of her brother, John Harrington.

Helen Smith of Andover has been a guest at the home of her aunt, Mrs. John Wahl, Jr., of Wellsville.

Lynn Trowbridge is passing the week guest of his parents, Mr. and Mrs. L. M. Trowbridge.

Fred Church of Port Jervis is passing a few days guest of his parents, Mr. and Mrs. Charles Church.

Mrs. Isaac Langworthy of Alfred is attending the Chautauqua and is a guest of Mr. and Mrs. J. M. Green.

Mrs. W. A. Barney, daughter, Celai and son, Mason of Minneapolis, Minn., are visiting Mrs. G. M. Barney of Elm Street.

Mrs. Eliza Gallagher who has been spending some time in New York City, arrived home Friday, accompanied by her sister, Mrs. E. A. Cassidy.

Eugene Clark and family of Goshen were recent visitors at the homes of his brother, H. G. Clark and M. F. Clark of Fulmer Valley.

## 40 YEARS AGO

July 30, 1926

J. H. Backus &amp; Son, Publishers

Messrs. James P. Cannon, Daniel H. Mulcahy and L. Roland Stevens have formed a new company and will open a men's and boys' clothing and furnishing store in Wellsville about the middle of August.

Edward M. Livermore died at his home in Fulmer Valley Tuesday, July 27th. Interment was in Fulmer Valley Cemetery.

Miss Clara Nye of Independence and Claude Chase were united in marriage Friday, July 23rd by Rev. Walter L. Greene.

Fire entirely destroyed two tool sheds at the Langworthy farm, about two miles west of this village on the Alfred-Andover Road Monday evening.

Allen W. Corwin was elected president of the New York State Association of Sealers of Weights and Measures at their Annual Convention held in Buffalo, Thursday.

Mr. and Mrs. Gerald Green are the parents of a daughter, Geraldine Francis, born Wednesday July 28th.

Mr. and Mrs. James N. Shinwell are the parents of a daughter, Argene Ella, born Wednesday July 28th.

Mrs. Tom Verroy and four children of Middletown are spending a few days with her sister, Mrs. Carl V. Clarke of Independence.

Mr. and Mrs. Edward J. Casey of Grand Rapids, Mich., spent Sunday evening with their aunt, Mrs. Ellen Casey.

## 30 YEARS AGO

July 31, 1936

J. H. Backus &amp; Son, Publishers

Mrs. Leonora G. Crandall celebrated her 90th birthday Wednesday, July 22nd at the home of Mr. and Mrs. G. M. Crandall. Dr. and Mrs. Ben R. Crandall who are visiting here from Wasco, Calif., aided in the celebration.

Miss Gretchen Tremble has resigned her position as French and Latin teacher in Andover High School and accepted a similar position in the Olcan High School.

Mr. and Mrs. George Dougherty of Caney, Kansas, enjoyed a motor trip over South Hill Saturday, visiting friends and the old familiar sites and scenes.

Miss Mary, Robert and Charles Spicer are spending a few days with friends in Akron, Ohio.

Charles Bassett of New York

## Red's Racetrack Rambles

Hello again, all you racing fans! Well, Thursday night at Bradford Speedway saw another "Figure 8" Feature in the Hooligan Class — without a serious mishap — although there were a lot of near misses at that dangerous intersection in the middle.

In the Sportsman Class, Leo Gausman, No. 6 Jr., was back again after a 3 week layoff getting his car back in shape after blowing it up at the Smethport 50-lapper and was a heat. However, in the Feature, Herby Layfield managed to jump out to an early lead and get out in front far enough so that after Lee worked his way up thru the rest of the pack — he just couldn't catch Herby's flying No. 48.

In the Late Model Class, Bud Perkins had his '66 Dodge back to running in the Feature with the race practically all sewed up — until a ball joint broke in his steering controls in the 21st lap putting him out of the race. This gave Ray Jordan, No. 32, who had been running in the No. 2 slot, a golden opportunity — and he roared in and picked up the "Chekker" for what proved to be the start of a "Golden Week-end" for him.

For a brief re-cap of the evening's results: In the Hooligan Class — Bob Schimp, No. 95, won the 1st heat; Ron Dietz, No. 94, the 2nd; and Dick Schimp, No. 1X, took the "Figure-8" Feature.

In the Sportsman Class — Jay Plyler, No. 79, took the 1st heat; Lee Gausman, No. 6 Jr., took the 2nd; and in the Feature, Herby Layfield, No. 48, was 1st; Jay Plyler, No. 79, 2nd; Lee Gausman, No. 6 Jr., 3rd; Al Skiver, No. 30, 4th; and Jim Givan, No. 107, 5th.

In the Late Model Class — Bud Perkins, No. 57, took the 1st heat; Gerry Schimp, No. 93, the 2nd; and in the Feature, Ray Jordan, No. 32, was 1st; Gerry Schimp, No. 93, 2nd; Willie Dietz, 3rd; Eddie Kisko, No. 6, 4th; and Bud Perkins, No. 57, 5th.

At Smethport Friday night, there were more cars than ever in the Hooligan Class, as well as a few more cars in the Sportsman Class. We also found out that Larry Swander will soon be back again with his No. 99, as his engine wasn't blown up as he had previously suspected — only a cracked head proved to be the difficulty after they tore it down.

The Hooligan Feature was really a thriller with Vergil Canfield, No. 11, jumping out to an early lead and holding it thru the rest of the race. However, his lead was whittled down by the time that he reached the wire so that when he crossed the finish line — he was just a few scant feet ahead of Don Windsor, No. 69. Don had started near the rear of the pack since he must be close to being high point man and gradually worked his way up towards the front. Then when he was in the No. 2 slot, he tangled with a lapped car in the No. 4 turn and lost a couple of positions before he could get straightened out. Not dismayed by this piece of bad luck, he came charging back so that in the last lap he caught up with the leader, No. 11, and even tried to pass him on the No. 4 turn — pulling up beside him in the stretch, only to lack a few feet of reaching his goal at the finish line.

In the Sportsman Class, it just wasn't Herby Layfield's night as

City has been visiting his mother, Mrs. Esther Bassett.

Mr. and Mrs. Donald Kemp are the parents of a daughter, Betty Ann, born Saturday, July 25th.

Misses Doris and Roberta Church Luella Edwards and Virgil Slaght left by motor for a camping trip in the Thousand Islands, Adirondacks, Ausable Chasm and down the Hudson River, to New York City this week.

Mr. and Mrs. Frank O'Leary and son, Richard of Lancaster, Ohio, and his mother, Mrs. E. C. O'Leary of Sugar Grove, visited their sister and aunt, Mrs. James Guinn and other relatives for several days.

Mr. and Mrs. William Pease, Mr. and Mrs. Charles Updyke, Miss Veronica O'Harrigan in company with other relatives are attending the centennial at Cleveland this week.

he spun out in a heat to avoid crashing into a car that spun out in front of him and then in the Feature someone piled into him on the No. 1 turn in the 1st lap forcing him from the race when his drive shaft became disconnected. Jerry Skiver, No. 7X, jumped out to an early lead after the re-start and kept forging ahead but was nearly over-taken in the last lap when Lee Gausman, No. 6 Jr. caught up with him and almost passed him in the No. 4 turn in the last lap.

In the Modern Class, Ray Jordan No. 92, ran his winning streak to 2 in a row by taking the Feature — just a couple of lengths ahead of the on-charging "Squirt," Johns No. 511. Ray took the lead about half way through the race and only had to worry about keeping ahead of Bud Perkins, No. 57, who was hot on his trail up until the last few laps as "Squirt" Johns, No. 511, had tangled with another car in the No. 4 turn and had lost quite a lot of ground before he could get back in the race. However, "Squirt" kept pouring the coal on so that in the last few laps he was able to close the gap, pass Bud to take over the No. 2 slot — and then was knocking on the door so that he finished a close second behind Ray. (Incidentally, we heard thru some of the boys that Ray made it 3 Features in a row by winning the 100-Lap Feature in Olean Saturday night.)

For a brief re-cap of the evening's results: In the Hooligan Class — Duane Chapman, No. 408 won the 1st heat; Dick Fitzgerald, No. 69, took the 2nd heat; and Dave Hallberg, No. 151, won the "Consy". In the Feature — Vergil Canfield, No. 11, was 1st; Don Windsor, No. 69, 2nd; and Dave Hallberg, No. 408, 3rd.

In the Sportsman Class — Jerry Skiver, No. 7X, took the 1st heat; Lee Gausman, No. 6 Jr., won the 2nd heat; and Jim Givan, No. 107, took the "Consy". In the Feature, Jerry Skiver, No. 7X, came in 1st; Lee Gausman, No. 6 Jr., 2nd; Bob Bigley, No. 14, 3rd; Jim Givan, No. 107, 4th; and Terry Hodge, No. 13, 5th.

In the Late Model Class — Jim Schimp, No. 26, won the 1st heat; "Squirt" Johns, No. 511, took the 2nd; and Bud Perkins, No. 57, the "Consy". In the Feature, Ray Jordan, No. 32, was 1st; "Squirt" Johns, No. 511, 2nd; Bud Perkins, No. 57, 3rd; Jim Schimp, No. 26, 4th and Bill Layfield, No. 7X, 5th.

At Mills Saturday night there was even more than the usual amount of thrills, chills and spills with a new driver, No. 24, in the Modern Class, coming up with the most spectacular high-light of the evening during the Modern Feature. For the first couple of laps we noticed that No. 24 was driving a little high in the No. 1 and No. 2 turns, then in the 3rd lap we saw that he was a little too high as he was near the fence in front of the pits — and as he went into the No. 2 turn his car started to skid as he cut it short to avoid going over the bank. This skid put him out of control and he hit the big pile of dirt in the infield which sent him into a roll sideways. After doing a complete, fast "snap-roll" his car stopped back on its wheels on the edge of the track — and he crawled out unhurt — although slightly "shooz-up". The maddening thing about the whole thing was that our electronic flash-gun didn't fire when we took a picture as he rolled — and he was so unreasonable that he wouldn't consent to do a "repeat performance" so we could try and take his picture over again. However, he promised us that he would be back to driving next week and would see what he could do to accommodate us.

In the Sportsman Class, Larry Eccleston, No. 363, scored his 1st win of the season in the 1st heat and Arnie Flint, No. 7X, was back in action after replacing his blown engine and captured the Feature.

In the Modern Class, Paul Hildek, No. 6%, cleaned house by taking both a heat and the Feature. By virtue of these two wins, Paul will have enough points so that he will be starting towards the rear this coming week which will make the race more interesting — as he will have to work his way up through the pack.

For a re-cap of the evening's races: In the Sportsman Class — Larry Eccleston, No. 363, took the

Continued on Page Four