

Red's Racetrack Rambles

Well racing fans, this is the "swan song" of the '68 racing season! Yep, the weatherman co-operated again so that the last race of the season is now a "has-been."

In the Hooligan and Sportsman classes there were two heats and the feature held in each class; and in the Modern class there was a 15 lap heat for the cars that didn't qualify for the 100-lapper, and of course the big 100-lap open invitational.

In the Hooligan feature, Fran Slocum, No. 3, got out to an early lead and added another win to his string after a superb driving battle with the rest of the competition. (However, according to our memory, when we took the picture of the win, it seems to us that 'Howie' Sr. was the driver that climbed out of the car — so, -o-o-o, maybe he just had to have a "last fling" at it for the season.)

In the Sportsman Class, the first heat turned out to be a duel between Herby Layfield, No. 48, and Chuck Wright, No. 66, with Chuck jumping out to an early lead, and Herby trying his best to catch him. However, from where we sat, it was obvious that Chuck's car was running quite a lot better than it had for the past few weeks — and that it was just enough faster so that Herby couldn't catch up.

Then, in case you fans have been wondering as to the line-up in the feature, it seems that the cars have been lined up in the order that they pulled in to the pits — and since Chuck's car was there before noon Saturday along with Bob English's, No. 66X, they were ahead of Herby who pulled in fairly early in the afternoon. Thus when the feature was started, Chuck had the pole position, Bob was next, and Herby 3rd. Thus Chuck was able to jump out into the lead — and was never seriously threatened — so the battle that ensued was between Bob English, No. 66X, and Herby Layfield, No. 48. On the 1st lap, Herby went into the No. 3 turn plenty fast, apparently with the intention to pass Bob — but with Chuck in the groove, and Bob on the inside — he just couldn't make it, and had to back off. Then going into the No. 1 turn, Herby bumped Bob spinning him out into the infield — and within just a few laps after Bob got back into the running, he slid into Herby coming out of the No. 2 turn — so-o-o-o, it appears as if the score is pretty well even. Don't get us wrong — we aren't saying that either one was intentional — as they both could have happened from both boys trying to go into the corners — just a little too fast, and sliding. At any rate, we don't feel that these incidents had anything to do — or would have changed the final outcome of the race — as Chuck's car was just running too fast for anyone to have caught him. Then, after the race, we satisfied our curiosity enough so that we feel sure

that Chuck's car had really been tuned - up for this race, with possibly a better manifold and carburetion set-up than he had used for the past few weeks.

In the late model class, 47 cars turned out for the competition with the 25 drivers turning in the fastest time in the time-trials getting to run in the 100-lap feature. Then, to give the drivers a chance to race that didn't qualify, a special 15-lap race was held with Irv Hall, No. 31, an Olean driver, taking 1st place.

In the 100-lap Feature, Basil Shutt, No. 13, and Arnie Flint, No. 97, tied for the fastest time and had the pole positions, with Bill Layfield, No. 121, not too far behind.

Surprising enough, despite the large field of cars, and drivers unfamiliar with the track, the race got underway — without a single re-start; and there weren't any serious accidents. However, the race had to be stopped in around the 74th lap when a car spun out in the middle of the track — and it would have been dangerous to the driver to have left him stranded there.

The first part of the race was dominated by the terrific duel between Basil Shutt, No. 13, Bill Layfield, No. 121, and Arnie Flint No. 97.

During the 1st few laps, Basil was out in the No. 1 slot with Bill Layfield moving up fast into the No. 2 spot and Arnie well established in 3rd place. Then Bill managed to get by Basil and took over the lead with Basil dropping out a short time later with a flat tire. Bill held the lead for over half of the race, but in the meantime, Whitey Karnoski, No. 55X, Cliff Pierce, No. 45, and Bud Johnson, No. 19, gradually worked their way up thru the pack so that when Arnie Flint, No. 97, lost a wheel, they moved up into the 2nd, 3rd, and 4th positions. Finally, Bill had trouble with his steering and eventually had to drop out. Whitey took over the lead; Bud Johnson managed to pass Cliff Pierce; and Bob Gee, No. 28, had to drop out with mechanical trouble with Pete Kent, No. 27, moving into the No. 4 slot; and Phil Pipe, No. 16, taking over the 5th spot — and that's the way the boys crossed the finish line.

Cluster Flies Seek Shelter For Winter

As the weather begins to get cold, thousands of cluster flies search for sheltered, dark spots in which to hide for the winter. "Even the most modern of homes afford a few places where these flies can enter," according to Prof. Edgar M. Raffensperger, entomologist at the N. Y. State College of Agriculture, Cornell University.

Cluster flies tend to group together in cracks and spaces within walls, and in window frames, attics and storage areas. When their hiding places are warmed by the sun or the heating system, they become active again and are attracted to lights and windows.

"Although these flies are harmless, they can be very annoying", Raffensperger said.

Needless to say, it was strictly an endurance test for the cars as well as the drivers — with some of the fastest drivers being sidelined because their cars had been through just a little too much torture during the regular racing season.

For a brief re-cap of the evening's racing results: In the Hooligan Class — Raymond Patterson, No. 288, took the 1st heat; Jerry Updyke, No. 81, won the 2nd; and in the Feature, Fran (or Howie, Sr.) Slocum was 1st; Mark Teed, No. 130, was 2nd; Jerry Carlton, No. 18, 3rd; Carl Eerand, No. C-6, 4th; and Dean Farnsworth, No. DH, 5th.

In the Sportsman Class—Chuck Wright, No. 66, won the 1st heat; Bill Felker, No. 70, took the 2nd; and in the Feature, Chuck Wright, No. 66, was 1st; Herb Layfield, No. 48, 2nd; Gabe Hanes, No. 7, 3rd; Bill Felker, No. 70, 4th; and Bob English, No. 66X, 5th.

In the 15-lap Modern Consolation — Irv Hall, No. 31, was 1st; B-4, was 2nd; Les Erskine, No. 18, 3rd; Jim Walters, No. 32, 4th; and Harold Pielow, No. 7X, 5th. And in the 100-lap Feature, Dick Karnoski, No. 55X, was 1st; Bud Johnson, No. 19, 2nd; Cliff Pierce, No. 45, 3rd; Pete Kent, No. 27, 4th; and Phil Pipe, No. 16, 5th.

So racing fans, that wraps it up for another year — and see you next year at the races?

Control of these insects depends largely on prevention. Caulking cracks and openings and screening ventilating areas will reduce the number of flies that enter the home. Applying DDT with a paint brush or hand sprayer (or using last summer's leftover "surface" spray) around window frames may also be helpful.

Plastic strips containing Vapona insecticide can be hung in individual rooms and storage areas to kill cluster flies that are already inside. Other household insecticides might also be used to reduce the annoyance.

Cluster flies do not feed on filthy material and are not considered a health hazard, but they can be both annoying and embarrassing. "If preventive measures are taken early enough, the annoyance caused by these flies can be greatly reduced," stated Raffensperger.

Additional information on the life history or control of cluster flies can be obtained by writing Raffensperger at the Department of Entomology, Cornell University, Ithaca, N. Y. 14850.

Area Holstein Cow Credited With 1000,000-lbs. Output

Holstein-Friesian Association of America has reported a production milestone for a Registered Holstein cow from this area. The career producer has been credited with more than 100,000 lbs. of milk output under official testing supervision.

The owner, Paul J. Harkenrider of Rexville, has been notified that Knowlmont Piper Julie 4777915, has produced 106,480 lbs. of milk and 3,496 lbs. of butterfat in 2,777 days since becoming two years of age.

Because of current replacement heifer rearing and purchase costs, cows that stay in the herd longer and achieve high lifetime production level have proven to be more profitable. The Holstein Association has more than 26,800 cows on file that have attained the 50-ton production milestone.

Production levels of this magnitude can be attributed to scientific advances in feeding and management practices coupled with the genetic improvement and longevity of Registered Holsteins.

COMMUNITY LETTERS

News Correspondents

Davis Hill

Mrs. John Billings, Reporter
Oct. 1 — Mr. and Mrs. Charles Siade and son were callers of Mr. and Mrs. Carl Monroe Thursday. Mother and sister of Wilbur Sly.

Mrs. Bertha Sly of Florida and Mrs. Maude Karns of Aliquippa, Pa., called on Mr. and Mrs. Carl Monroe. They were returning from a trip north to visit their daughter and granddaughter, Jan-nie Karns.

Mrs. Bessie Dodd and daughter, Mr. and Mrs. Harry G. Van Meter called and were supper guests of Mr. and Mrs. Carl Monroe, aunt to Mrs. Monroe, Thursday.

Mrs. Adella Spaulding, Mrs. Minnie Adams, Mrs. Grace Baker and Mrs. Carl Monroe called on their Aunt and cousin, Mrs. Minnie Montgomery in Willard State Hospital, Wednesday.

Mr. and Mrs. Terry Monroe are celebrating their eighth anniversary Wednesday. Mr. and Mrs. Carl Monroe and Janet called on them.

Miss Michele Manwaring was a Sunday dinner guest of Donald Billings and family and helped Don celebrate his 17th birthday.

Little Cheri Ann Winchell spent Friday afternoon at the home of her grandparents, Mr. and Mrs. John Billings and family.

We on the Hill express our deep sympathy to Mrs. Mabel Halsey on the death of her brother, Bert Trowbridge in Pulaski, N. Y.

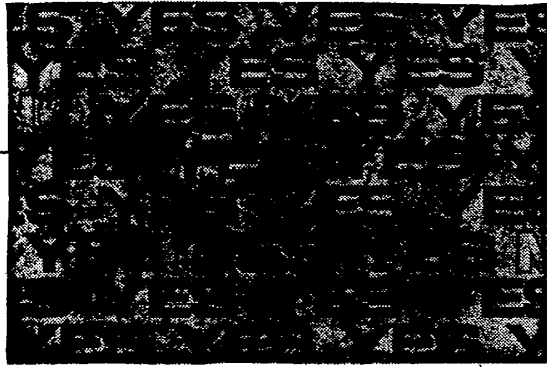
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