

Red's Racetrack Rambles

Hello there again — all you racing fans. Yep, here's that man again back at the same old stand after serving two tours of summer duty for Uncle Sam as a soldier.

We received a phone call from 1st Army at Ft. Mead, Md. in the latter part of June asking if yours truly would report up to Camp Drum on June 26th as an Evaluator for the 42nd Inf. Division (Rainbow Division) for an 18 day period and, since the promotion board convenes in November this year, we accepted this assignment. Then, after returning home on Monday at the completion of this tour of duty and just beginning to get settled down to civilian life, along came a telegram on Saturday to report down to Aberdeen Proving Ground for another two week tour of duty the next day (on Sunday).

Thankfully, the "Little Woman" and my friends came to the rescue and kept things going on the home-front so that you readers weren't "left in the dark" as to what was happening at Woodhull Raceway — and other points hither and yon. So, to all of you folks out there — and to all the people that helped keep things running smoothly — we express our heartfelt thanks.

Now to the racing business on hand this past week. With the 100 Lap Modern Feature scheduled for the main attraction of the evening, the Modern heats were run off first so that the boys would have all the time possible to get their cars tuned up for the "big grind", with Daryl Dennis, No. 36, coming up with a long over-due win in the 1st heat; and Wesley Rogers, No. V05, collecting another win to add to his collection.

In the Hooligan Class, there was plenty of thrills, chills, and spills with so many cars on hand that they had to run 4 heats to give every driver a chance to at least compete in one race, with only 25 to make the feature.

The first Hooligan heat saw 14 cars line up for the race with No. 89 having a problem in getting started that ended up with him having to pull off the track when his engine caught fire and the boys on the infield having to come to his rescue to put out the fire. This was rather a slow race with Fred Robbins, No. 93, emerging with the win. In the 2nd heat which had around the same number of cars in the line up, No. 62 spun out on the No. 3 turn and the race had to be re-started with Dean Tompkins, No. 1X, catching the win in this one. The 3rd heat had 12 cars in the starting line-up with Dick Smith, No. 96, which according to our memory is a new car, coming in for his first win. The 4th heat had 13 cars starting with Steve Houghtaling, No. 27, fighting his way up thru the pack to cop another win. The "Consy" had all the appearances of a Feature race with around 25 cars starting — and after they were "off and running" — it looked more like a "demolition derby", with the drivers doing their utmost to qualify for the Feature and Ronnie Jenks, No. 47, coming up with his first victory of the season. The Feature was something else again for, although 25 cars came out on the track, it was several minutes before they were able to "get the show on the road". It seems that one of the cars was leaking fuel so consequently it

took several starts under the caution flag and several stops before the car could be located, run off the track, and then get lined up again for a flying start. As we recall, there were several accidents during this race which made it necessary for re-starts — and we believe that one car really rolled over hard, ending up on its top in the No. 3 turn — with the driver apparently emerging un-hurt. Two other cars also rolled over together when they piled into the bank in front of the stands — but we seem to remember that this was during an earlier heat (maybe). At any rate it was really a hard fought battle with Steve Houghtaling, No. 27, really facing an up-hill battle to work his way up thru the other cars and finally taking the lead in the last few laps of the race to pick up another win for the evening.

In the Sportsman Class, Joe Johnson, No. JC, easily won the 1st heat for his 1st victory in his new car to the track; with Dick Terwilliger, No. T-8, winning his 2nd heat in as many weeks with his new car in the 2nd heat; Fran Galligan, No. 17, ran away with the 3rd heat without too much competition; and then in the "Consy", Bob English, No. 67, successfully fought off Herby Layfield, No. 48, in the last few laps of the race to pick up the "Cheker". The Feature was a real thriller with No. T-8 pulling out in the lead only to have No. JC, take it away from him — and then the see-saw battle raged for many laps with 1st one of these two holding the lead — and then the other, and finally, Joe Johnson, No. JC, took the lead over for good and picked up his 1st Feature win with Dick Terwilliger, No. T-8, coming in second. The next three places in this race were just as thrilling with Chuck Wright, No. 66, staving off a determined effort by Dick Bunn, No. 69, and Marty Halbert, No. 20, to pass him with the boys crossing the finish line in that order.

The 100-Lap Modern Feature was a gruelling endurance test that saw about only one third of the cars finish the race out of the original 17 that started. Basil Shutt, No. 13, started in the pole position with Ray Kent, No. 28, beside him and the others lined up in back according to their point standings. As the starting flag was thrown, Ray jumped out into the lead with Basil right behind and after the first few laps, Pete Kent, No. 27, was in 3rd, Wesley Rogers, No. V05, had pulled up into 4th place, and Arnie Flint, No. 7X, was in 5th. Basil had trouble with his car and dropped out soon, and V05 dropped out on the other side of the track shortly afterwards; with Pete pulling up into 2nd, and Arnie into 3rd. After around 16 laps, Arnie made his move and pulled out into the lead — and held it for the entire rest of the race. At the half-way mark as well as the ¾, there were still 9 cars running, but shortly afterwards Ray Kent, No. 28, dropped out with a flat tire — and pulled back in as soon as it was fixed, Bob Paul blew his engine near the end of the race, and from all appearances, Chuck Kennison, No. 9X, blew his engine in the last couple of laps but managed to keep it running long enough to cross the finish line in 3rd place behind Arnie and Pete, with Ray still able to hold down the No. 4 slot and Bert Cotton, No. 12X, still there running to take 5th.

For a brief re-cap of the evening's results: in the Hooligan Class

Clown Emmett Kelly, Jr. To Cavort At Erie Co. Fair

Emmett Kelly, Jr., the sad-faced clown with the bulbous red nose, who is known as the "Clown Prince of Pantomime" has been booked for an appearance at the Erie County Fair Friday, August 22nd and Saturday, August 23rd. The Fair itself starts on Friday, August 15th at the Fairgrounds in Hamburg, N. Y.

Emmett's father — perhaps the best-known circus clown of all time — encouraged his son to don the famous baggy blue pants, wrinkled green shirt and 6 x 13-inch shoes for the first time in 1960. Since then, Emmett Kelly, Jr. has appeared across the country in the circus ring, on stage and at special events.

Like his father, Emmett enjoys making people of all ages laugh; although he never smiles while in costume. "It takes a lot of practice to keep from smiling," Kelly admits, "but though I don't smile outside, I'm often laughing harder inside than my audience."

Emmett Jr. was born on the closing day of the performance of a circus in Tennessee. At the time, his parents were billed as

the fastest double trapeze act in show business, and Emmett traveled with them until he reached school age. Then he went to live with relatives in Indiana and Illinois, visiting his parents on holidays. During World War II, he joined the U. S. Navy and served in the Pacific theater during the invasions of Leyte in the Philippines, Iwo Jima and Okinawa.

Discharged in 1945 he worked as an automobile mechanic, furniture woodworker and railroad switchtender until 1960 when he decided to pursue the family tradition of making people laugh.

He made his clowning debut in Peru, Indiana at the Circus City Festival and subsequently made numerous appearances around the country until April 1964 when he opened at the Kodak Pavilion at the New York World's Fair. His engagement was heralded by the display of his picture in one of the 30 x 36 foot color prints on the tower atop the Pavilion — literally top billing for a sad-faced clown. It was reported that Kelly was second only to the Unisphere as the most photographed subject at the Fair.

Emmett Jr. has five children and there is evidence that the Kelly family tradition may continue. His oldest son, Joe, 15, made his own clowning debut four years ago and has since donned costume and greasepaint frequently.

The Eastman Kodak Company is sponsoring Kelly's current tour around the country for appearances at special events and visiting children's hospitals.

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New Scout Executive Appointed For District

On Monday, August 11, 1969, John Allen Freer assumed his duties as District Scout Executive of the Western District of the Seneca Council, Inc., Boy Scouts of America.

Mr. Freer came here from Beacon, New York, where he ran a photo studio specializing in portraits. He holds a B.S. in Professional Photography from the Rochester Institute of Technology.

In the past few years Mr. Freer has been involved in scouting on the volunteer level. He was Assistant Scoutmaster in Troop 1 of Beacon, N. Y. During his college years, he was Assistant Scoutmaster of Troop 38 of Rochester, N. Y. This last year he helped to start Troop 86 in Beacon, and served as its scoutmaster.

Mr. Freer and his wife, Judy, say they have fallen in love with this area of Western New York and hope to live here for quite a while. I hope to help your boys become better men by doing a good job as their District Scout Executive," declared Mr. Freer.

Appreciation

My sincere thanks and appreciation to my friends and neighbors for the cards and visits during my stay at the hospital. A special thanks to Rev. Wolter for his kindness and prayers.

Gordon Steadman

Too Late To Classify

WANTED — A baby sitter in my home starting September. Dial Andover 478-5203, Hazel Cornell.

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Fred Robbins, No. 93, took the 1st heat; Dean Tompkins, No. 1X, the 2nd; Dick Smith, No. 96, the 3rd; Steve Houghtaling, No. 27, the 4th; and Ronnie Jenks, No. 47, the "Consy"; and in the Feature — Steve Houghtaling, No. 27, was 1st; Marty Smith, No. 94, 2nd; Monroe Puffer, No. 36, 3rd; Bob Reep, No. 53, 4th; and Bob Halm, No. 31, 5th.

In the Sportsman Class, Joe Johnson, No. JC, took the 1st heat; Dick Terwilliger, No. T-8, the 2nd; Fran Galligan, No. 17, the 3rd; and Bob English, No. 67, the "Consy"; and in the Feature — Joe Johnson, No. JC, was 1st; Dick Terwilliger, No. T-8, 2nd; Chuck Wright, No. 66, 3rd; Dick Bunn, No. 69, 4th; and Marty Halbert, No. 20, 5th.

In the Modern Class — Daryl Dennis, No. 36, won the 1st heat; Wesley Rogers, No. V05, took the 2nd; and in the 100 Lap Feature, Arnie Flint, No. 7X, was 1st; Pete Kent, No. 27, 2nd; Chuck Kennison, No. 9X, 3rd; Ray Kent, No. 28, 4th; and Bert Cotton, No. 12X, 5th.

Well folks that wraps it up for this week so, so long for now — and, see you at the races?

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