

# Amerk, Canuck tops in Golden Wheels at Dragway

by Paul Murr  
The 1973 season concluded at Toronto International Dragway near Acton last week-end and with it climaxed the Molson "Golden Wheels" Awards.

In Modified Eliminator, Jim Zalka of Niagara Falls, N.Y., capped a most successful year when he took home a cool grand plus the right to the Molson Trophy for one year. Coming away with the same bundle of goodies in the Super Stock Class was Bruce Fitzgibbon of Whitby, Ontario, who earned this well deserved top spot after a frantic last minute transmission replacement.

Oddly enough, both winners had earned the right of an automatic bye to the final by virtue of their win record over the year, while on Saturday night under the lights, the top eight qualifiers from each class battled through three rounds of eliminations to decide who would face Zalka and Fitzgibbon for the final.

After thrashing all season a most frustrating exit would have to be a foul on a red light. Norm Noddle and his C/A Dodge along with a substituted Paul Campbell's E/MP Comet are probably still seeing red after tripping the big eye in first round Modified Eliminator. Advancing easily on the miscues were John Rossiter's

E/G Camaro and Don Neelands C/G Camaro. Gord Strutt's advancement was also checked at the start when his E/G "Polar Express" broke on the line giving an easy win to the Howe and Scothorne D/A Maverick which soloed on a 11.23-121 pass.

In the only true match of round one Bob Elliott successfully navigated the C/G Ball Auction Camaro over Brian Little's C/A Cuda with a 10.66 e.t.

With the field reduced to four Rossiter came within 1/100 of a second of being disqualified on the break-out rule as he blasted out a 10.82 on a 10.91 class record and enroute roused Neelands Camaro.

In the second pairing of round two Elliott's Guelph based car coupled up with a 10.97-122.11 split which proved too much for Howe and Scothorne as the best the Maverick could muster was 11.40-121.29 m.p.h.

In the final pairing of Saturday night the Ball Auction Camaro couldn't find the range as Rossiter's E/G small block Camaro got the handicap start and never looked back as he unloaded another near record 10.83-104 to stop Elliott's trailing 11.23 effort. Rossiter's success earned him a shot at the number one finisher Jim Zalka and his potent A/G Opel.



BRUCE FITZGIBBONS OF WHITBY won the Super Stock class in the Molson Golden Wheels awards and was presented with the trophy in front of thousands at the Toronto International Dragway Sunday. —Paul Murr Photo

Sunny skies Sunday Sunday brought sunny skies and another packed house as Zalka and Rossiter staged for the Modified final which would be decided on two wins out of a possible three pairing basis. In the first match Rossiter proved his car was

still dialed-in but his reflexes were a shade slow as he powered out an on-the-record 10.91 e.t. but still lost despite Zalka's off-record 9.24. Determined to even the score in the second pairing, Rossiter's blast from the line seemed to be enough to unnerve the American car as the Opel tripped the red light, forcing a third and final showdown.

The break-out rule was waived in the final and both competitors "let it all hangout" running sub-record times. At the end of the 1320 however it was Zalka breaking the lights first with an unreal 9.15 clocking to take the decision and the Modified Eliminator title.

The Super Stock class followed the same eliminator route in the cool Saturday night air and easy first round winners were Eric Kramp's SS/LA Camaro and Bill Morrison's SS/IA Camaro by virtue of red light on Norm Dutton and Al Paschulte. Peter Fedun's SS/KA Camaro felt no strain in victory when John Pipher's SS/PA Chevelle broke on the line and in the last pairing of round one Bob Slater's SS/QA Chevy wagon hung on over Newmur Haber's SS/EA Chevelle.

In the quarter final round Fedun laid down a respectable 11.77 e.t. to end Kramp's quest for the gold. Morrison couldn't out-wait the long

handicap start Slater's SS/QA received and in an effort to get at it early was caught by the electric timing device and was rewarded with a red light.

Consistency and poise are important ingredients to a successful drag racer and Fedun showed the form in the semi as he coolly watched Slater receive the handicap start and then proceeded to drive around the chevy wagon with a top end 11.78 to advance to Sunday's showdown finale.

Wild chase  
A time trial run is usually meant to sort the cars out and enable a driver to make any last minute adjustments before race-time. For Bruce Fitzgibbons, however, it proved disastrous as he crunched fourth gear in the SS/H Mustang and sent his crew off on a wild chase for a replacement transmission.

When the call came for Super Stock, Fitzgibbon and crew were still thrashing and therefore Peter Fedun was allowed to ease through on a solo run for first round win. With his back to the wall Fitzgibbon's Mustang was more than ready for the second round however and blitzed Fedun with an 11.24 e.t. over the Camaro's 11.84 and in doing so forced the rubber match.

Both drivers went to the wet bleach and balled the hides again and again to gain

the traction for the classic GM/Ford battle. Despite careful staging Fedun couldn't out guess the tree and picked a red light, giving an exhausted Fitzgibbon the automatic win and the Super Stock title.

To win the title had to be gratifying for Fitzgibbon but to come from behind and overcome mechanical problems en-route had to sweeten the victory. Even Peter Fedun said "Bruce worked for this win and deserved the credit".

—Reprint from Wheelspin News—



THE MAN FOR THE JOB  
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MAYOR

By Rev. A. Walter Fosbury  
Churchill Community Church

## The clergy speak out What's happened to "Service before self"

Like many senior citizens, I find myself asking this question, as, like them, too, I do a lot of reminiscing re the days and years that are now past. In the earlier years of this century, a person entered a profession or vocation with the idea of, not only earning a fair living, but also trying to make some worthwhile contribution to society at large by way of the service he might render.

"An Honest Day's Work For An Honest Day's Pay" was a common slogan at that time, and, in spite of all of the affluence of the present, I believe that people in general were happier than most people are today. It seems to me that society just cannot stand prosperity within reasonable bounds.

The recent crisis, created almost overnight, by what seems to be an entirely unjustified increase in the cost of living, bears out this claim of mine. One of the areas where this is most evident is, of course, that of food costs. Quite clearly, too, it is not, in most cases, the fault of the primary producer. For years now, the farmer has not been receiving a fair return for his products of the soil or livestock. Indeed, oftentimes his cost of input has been greater than the returns of output.

The tragic result has been that at present farms are being closed out at the rate of one every 43 minutes of every day of the year. He, the farmer, has to retire to live on a par with most other sections of society. On the other hand, no young person, unless

he has plenty of financial backing to begin with, can even begin to start as a farmer. Let us put the blame for the higher cost of living where it belongs and that is with both the wholesaler, the distributor and the retailer. For instance, Canada Packers recently reported that for the 13-week period, ending June 30 last, profit was \$3,864,000 as compared with \$2,796,000 for the same period of 1972. The per-share profit was 64c as against 47c for these same two periods.

Early in the season a truckload of peaches was brought into Guelph. The price paid in Vineland was \$1.50 per 6 quart basket, which was sold in the Royal City for \$5.00. A "royal" price, surely! Locally, we have to admit that there has been unwarranted profiteering in food-stuffs. A couple of months ago, my wife and I did some shopping in a super-market in Acton. I was intrigued by the fact that there had been a store-wide reappraisal of prices of items in stock.

For instance, a 9 oz. pot of jam had been increased in price no less than eight cents, while a box of cereal had been priced upward two cents. Other figures could be quoted here. The crux of the matter is this—a profit was going to be made on the orig-

inal markings. The markups represented unjustified profiteering.

The problem facing a young married couple, with regard to purchasing a home these days, is not by any means a minor one. Our home, bought four years ago, could be sold for 50-per cent more than was paid for it then. Steadily escalating costs are taking us to the place where fifteen or twenty dollars will not buy what one dollar did thirty years ago, with respect to real estate purchases.

This attitude of "every man for himself and the devil take the hindmost" causes me a great deal of heartache for many of my fellow senior citizens who are not as fortunate as I happen to be. There is something radically wrong with our present situation when an old lady, who is a tea-lover, has to put back on the store shelf a packet of tea bags which was just beyond her allowance. That happened, I am told, in the store previously mentioned. Had I known her name, she certainly would have found a packet of tea at her door.

You see, all this adds up to our failing to live according to our previously-accepted Judeo-Christian ideal of the rule "As you would that men should do to you, do you even so to them."

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