

The Competition's Brutal But Clean

by ANDY MICHALSKI

Drag racing is a brutal but clean sport where friendliness and competition go hand in hand and where tensions built up during the week can be easily released, say the drivers at Toronto International Dragway in North Halton County.

They lined up one after the other by the track on Highway 7, just west of Georgetown, ready to race against the clock and each other in cars which were purring their way to the track like other cars on the road.

Known as "street cars" to the racing crowd, their owners have changed the carburetor, manifold, exhaust system and rear axle at a cost of \$400 to their Chevies and Valiants. A set of smooth tires called "slicks" are changed on the rear and provide that extra grip that clicks off seconds at the track.

MORE POWER

The mufflers are then disconnected adding an extra eight per cent power to the engine. The ear-deafening din of unharnessed motors penetrates every spectator's muscle from the stomach to the cerebellum. It shakes the control tower like a subway train charging wildly through the basement of a house.

The dragway has a special section known as "ET" for amateur drivers who compete for trophies and \$450 a week in prize money. Chances are you'll meet your neighbor unloading every frustration he has on the track and proving that his hidden virility exists behind a metal machine.

"The emphasis is for the guy down the street to get a car with his friends and race here," says track announcer Norman Noddle.

"We want to promote a semi-professional class where your

local neighbor is in the thick of things," he says.

COMPLICATED

Drag-racing is one of the most complicated sports in North America. Each car must be given a technical inspection to ensure that no one has an over-sized carburetor or changed too many parts of the engine. Everything is checked from the suspension to the helmet worn by the driver.

Each car then makes four laps down the quarter mile track and forms an average time. This will determine which category he enters. There are four: ET — for any time or engine; E-1 for modified cars competing the course within 13.9 seconds; E-2 — for most cars that finish it between 14 and 16.9 seconds; and E-3 for the mini-stock for most sub-compact that do it over 17 seconds.

To complicate things even further, the National Hot Rod

Association sets an infinite number of standards and regulations for the cars to follow.

UNREAL

The power of each machine is unreal. The deadly acceleration to 120 mph (on the average) begins with a sudden drop of the clutch while the engine revs at 7,000 rpm. That compares with the average car on the street of 800 rpm. And the other gears are changed at the same rpm speed.

It's not uncommon to drive in with a car and leave it wounded with a burned out axle, differential and transmission. That costs a lot of money.

Critics charge that drag-racers tend to race both on and off the track, but drivers disagreed at Georgetown. "Once you get back on the highway, you relax. Chances are the drivers have a standard Chevy with a V-8 engine and automatic transmission. They leave their racing to track. Law enforcement officials in California have proved that having a race-track nearby actually reduced the number of speeders on the road," said one confirmed drag-way fan.

GRUDGE MATCHES

"Grudge matches" between two conflicting ideas on who has the better car is a common occurrence at Georgetown. And officials encourage it. There's \$5 car fee and \$1 crew fee. Adapted Volkswagens and standard Toyotas are favorite sparring partners.

Women are no strangers to the sport either. Penny Tedder

regularly races her 350-horse power Chevelle in the E-2 where most street cars do battle and she has won a number of prizes.

Most drivers at the track were too keyed up to talk much about the sport they love. Don Cloake of Mimico runs one of the few super stock cars rated at over 500 horse power. He says it's a tremendous way to relieve the body of tension. "It gets every thing out of me," he says about racing. The actual

heating of another driver comes second, despite all of its records.

TWICE A WEEK

Several drivers voiced disappointment at the demise of expensive super stock racing where cars cost over \$12,000 to build and maintain. One blamed it on the conservative nature of Canadian businessmen not willing to sponsor cars and drivers at the large American races.

Prizes in Canadian trucks, he said, were in the hundreds of dollars while Americans fought for thousands.

At Georgetown super stockers compete on Wednesday and Saturday every week for a total of \$625.

If prize money is minor at the Georgetown dragway, so are the accidents. In three years of drag-racing, the dragway has had two fatal accidents — both of them last year.

"For the number of cars that go up and down it, that's a good record," said a member of the Georgetown Volunteer Ambulance Service.

Dude ranches have sprung up in the Australian Outback.

Forty-Three Pass Alpine Swim Test

Large classes of pre-

beginners, beginners and six

juniors passed tests July 14

concluding the most recent

session of swim instruction at

the Alpine Health Club on

Wesleyan Street.

Martin Lancaster and Sheri

Pritchard instructed the 43

pupils.

Successful swimmers were:

Juniors — Phil Collett,

Stephen Keslick, Robert

Beginners — Paul Collett,

Nancy Keslick, Jimmy

Stewart, Stuart Everett, Cathy

MacDonald, John Chaisson,

John Clare, Samantha Reid,

David Beer, Anda Cleave,

Laura Everett, Peter Allen.

Pre-beginners — Frank

McPherson, Lisa Robinson,

Susan Beer, Laurie Kelly,

Leann Murray, David

Murray, Kimberly French,

Cheryl Ann Tuney, David

Hillier, Mike Smith, John

Bydevaate, Kevin Webster,

Michael Schenk, Bob Burney,

Greg Burney, Terry Merrill,

Rhonda Merrill, Camille

McGuire, Barbara McKeeman,

Terrie Hamond, Edwin Van-

dermeer, Michael Millar,

Robbie Lee, Glenn Lee.



Dragway buffs inspect impressive power plant.

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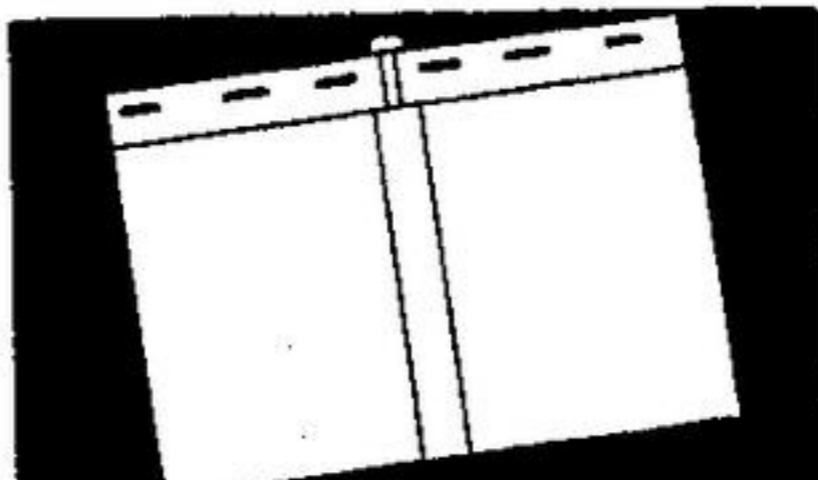
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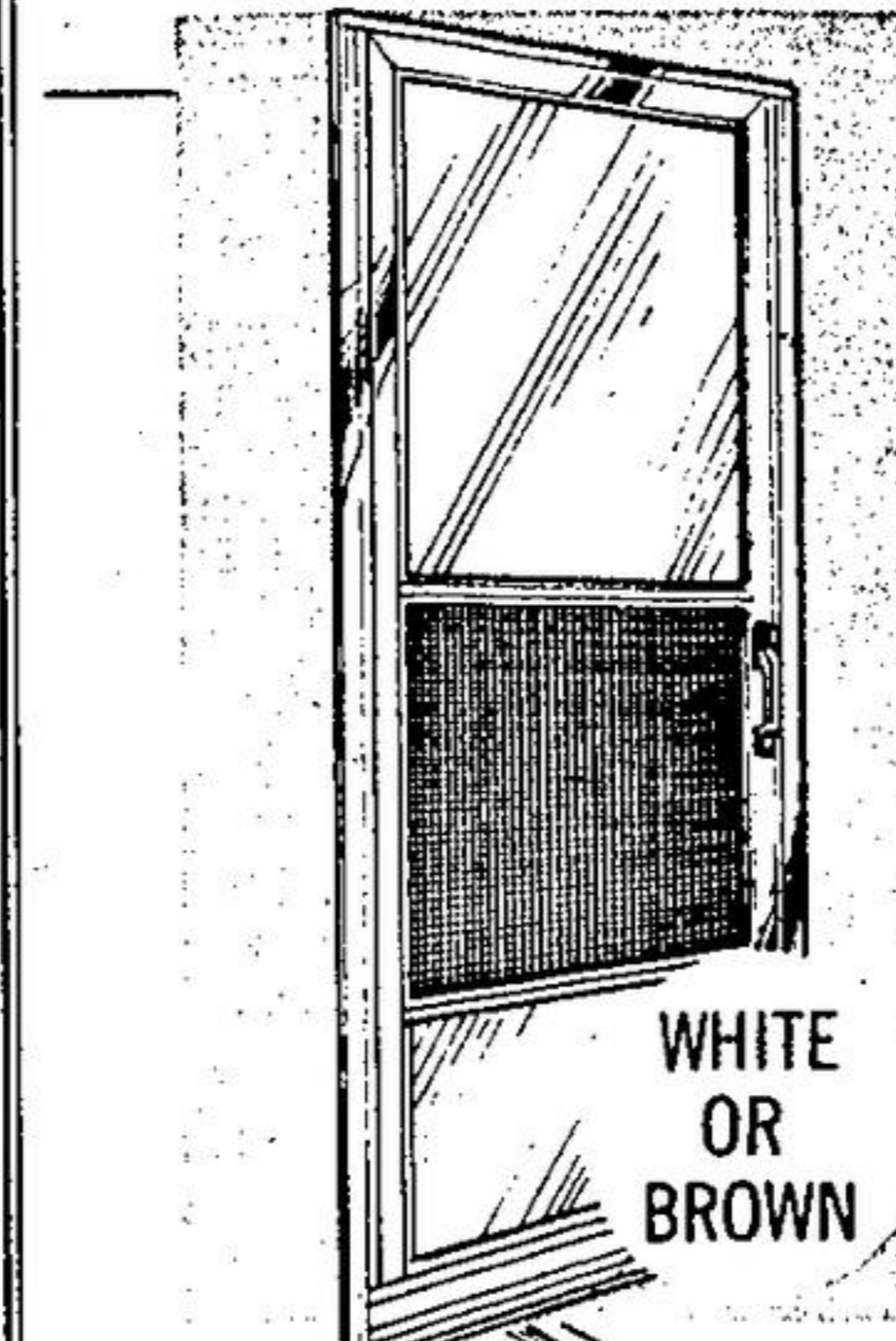


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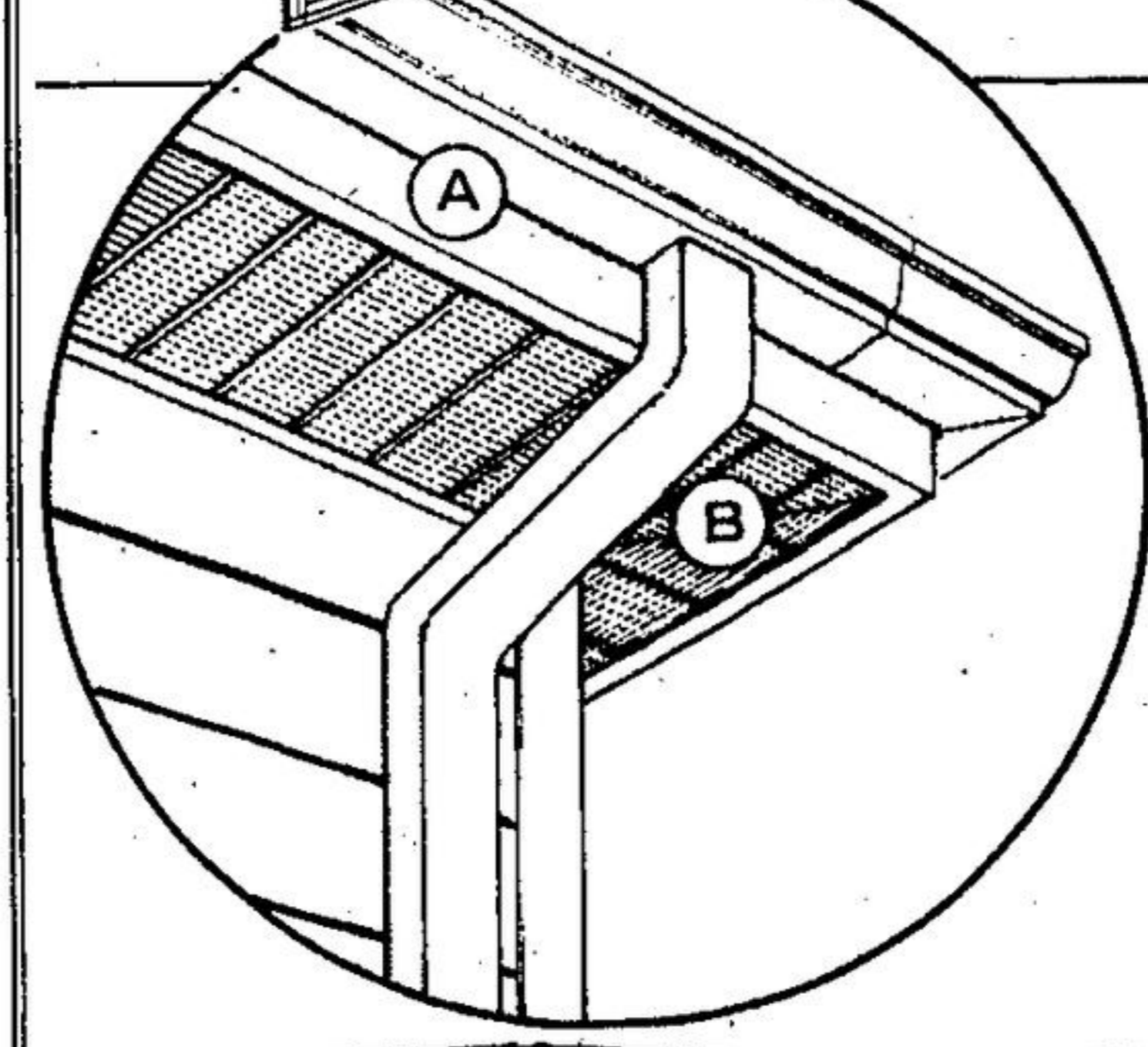
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Norval News

Robert Wilson, R.R. 1, Norval, injured his knee while playing tug-of-war at a company picnic recently.

Fourteen year old Robert Morrow, son of Mr. and Mrs. D. B. Morrow, R.R. 1, Norval, has returned home from several days in Peel Memorial Hospital, Brampton, where he was treated for a bruised kidney. Robert was hit by a ball while watching a game of baseball at Hornby Park on Sunday July 9.

Robert's grandparents, Mr. and Mrs. A. Campbell of Belfast, Ireland, are visiting the Morrow family for six weeks this summer. They are glad to get away from the tension of living in Northern Ireland and are enjoying our summer weather.

Mrs. Mazie Gollop has returned home from Peel Memorial Hospital, Brampton, where she underwent surgery and is recuperating well. Harold Gollop is a patient in Tullamore Nursing Home, Brampton.

Orval Shea has returned home from another short stay in Georgetown & District Memorial Hospital and is progressing well.

Ed McLean is progressing well and his heart gradually gaining strength at home and is able to enjoy his two hobbies, Jacobin pigeons and his roses. We extend a speedy recovery to them all.

Murray Laird is busy restoring the cottage that was gutted by fire this past winter. When it is finished Mr. and Mrs. J. Grohe will use it as a showroom and shop for their ceramics known as the 'Deidre Ceramics' and will teach their art to classes there.

Doug Rankine of Scarborough who was raised in the village was looking up old friends in the district one day last week. He found that there are not many of them around anymore. Doug says he has five sons, the oldest one is 27 and the youngest seven. His brother Jack also lives in Scarborough.
— Mrs Ed McLean

The real name of the American humorist Bill Nye was Edgar Wilson.

Notice of public hearings into the transmission of power from Nanticoke to Pickering

1. The Province of Ontario appointed Dr. Omond Solandt, under the Public Inquiries Act by Order-in-Council OC-2053/72 dated the 21st of June, 1972, "to inquire into the transmission of power from Nanticoke to Pickering."
2. Commissioner Solandt has requested Ontario Hydro to file a written technical report, pertaining to this matter, and to present an oral summary of the report to interested parties, at a public hearing on July 31st, 1972.
3. Any other interested party who wishes to present a brief, should file a copy of such a brief with the Secretary on or before August 14th, 1972. Such party will be given an opportunity to speak to his brief at a subsequent public hearing.
4. Any other interested party who wishes to make oral representations at the subsequent hearing, either personally or through a representative, should indicate his intent to do so in writing, to the Secretary, on or before August 14th, 1972.
5. Commissioner Solandt will hold further public hearings on August 21, 22 and 23 (and on such additional days as may be required), in order that interested parties may have an opportunity to ask questions of Ontario Hydro, and to present evidence.
6. The public hearings on July 31, August 21, 22 and 23, 1972, will be held in the Ontario Room (South), 2nd floor MacDonald Block (900 Bay St.), Toronto, commencing at 9:30 a.m. To accommodate special circumstances, and unique local concerns, Commissioner Solandt will consider requests, by interested parties, to hold additional public hearings in other parts of Ontario, either day or evening sessions. All such requests should be filed with the Secretary on or before 14 August, 1972.

For further information, please contact
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The Solandt Commission
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Queen's Park, Toronto