



NOT A B-A-A-A-D PASTIME

Hank Watson of Georgetown and Linda Moffat of Bolton enjoy a conversation during goat judging at the Canadian National Exhibition.

Golden Wheels Awards Climax Dragway Season

by PAUL MURR
The 1973 season concluded at Toronto International Dragway on the weekend and with it climaxed the Molson Golden Wheels Awards. In modified eliminator, Jim Zakia capped a successful year when he took home a cool grand plus the right to the gigantic Molson Trophy for one year.

Coming away with the same bundle of goodies in the Super Stock Class was Bruce Fitzgibbon who earned this top spot after a frantic last-minute transmission replacement. Oddly enough, both winners had earned the right to 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 Zakia and Fitzgibbon for the final.

After thrashing all season, a most frustrating exit would have to be a foul on a red light. Norm Noodle 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 Hawe and Scotchman. 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 ET.

FIELD REDUCED
With the field reduced to four, Rosaliter came within 1-100 of a second of being disqualified on the breakout rule as he blasted out a 10.82 on a 10.91 class record and enroute routed Neelands Camaro.

In the second pairing of round two, Elliott's Guelph-based car coupled with a 10.97-122.11 split which proved to much for Hawe and Scotchman as the best the Maverick could muster was 11.40-121.25 mph.

In the final pairing of Saturday night, the Ball Auction Camaro couldn't find the range as Rosaliter's E-G small black Camaro got the handicap start and never looked back as it unloaded another near record 10.93-104 to stop Elliott's trailing 11.23 effort. Rosaliter's success earned him a shot at the number one finisher Jim Zakia and his potent A-G Opel. Sunday brought sunny skies and another packed house as Zakia and Rosaliter staged for the modified final which would be decided on two wins out of a possible three pairing basis. In the first match, Rosaliter proved his car was still dialed-in but his reflexes were a shade slow as he powered out an on-the-record 10.91 ET but still lost despite Zakia's off-record 9.24. Determined to even the score in the second pairing, Rosaliter'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 show-down.

BREAKOUT RULE
The breakout rule was waved in the final and both competitors "let it all hang-out" running hub-record times. At the end of the 1320 however it was Zakia 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 lights on Norm Dutton and Al Pischula. 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 Nemur Haber's SS-EA Chevelle.

In the quarter-final round, Fedun laid down a respectable 11.77 ET to end Kramp's quest for the gold. Morrison couldn't wait out 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 them from the semi-a-ha-cooly 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.

TIME TRIAL
A time trial run is usually meant to sort out the car 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 his 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 a 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 a 11.24 ET over the Camaro's 11.84 and in doing so forced the rubber match.

Both drivers went to the wet bleach and boiled the hides again and again to gain the traction for the classic GM-Ford battle. Despite careful staging, Fedun couldn't outguess 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 gotten from behind and overcome mechanical problems enroute had to sweeten the victory. Even Peter Fedun said "Bruce worked for this win and deserves the credit."

(Reprint from Wheelspin News)
Guide List For Pupils

1. Look both ways before crossing the streets.
2. Keep from between parked cars.
3. Obey all traffic signals.
4. Face traffic when walking on roads without sidewalks.
5. Cross only at safe corners.
6. Refuse rides with strangers.
7. Choose a route with the fewest streets to cross.
8. Watch for turning cars.
9. When possible, cross streets where traffic is controlled by stoplights, crossing guards or school patrols.
10. Walk, don't run across streets.

Horse, Truck Hit Head-On

A neon collision on Highway 401 early Thursday morning between a horse and a tractor trailer resulted in the death of the animal and \$5,000 damage to the truck.
The driver, Ronald McCausland of RR1 Georgetown, was not injured in the mishap, which happened near Trafalgar Road. The truck was east-bound.
Police said the animal was owned by Les King of Hornby.

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