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SPORT SPOTS

BY RON CRAINE

Ever felt the urge to drive a shoe-box sized car at 103 miles per hour? Bill Simpson of 327 Elmwood Avenue in Richmond Hill had such an urge and did something about it.

Ten years ago Bill and his good wife Ella were residing in their native heath, Scotland. They came from Kirkcaldy in Fifeshire and, for the benefit of the Sassenachs, the word is pronounced Kercoddy.

At this stage of his career Bill Simpson was a toolmaker. He didn't own a car and couldn't even drive one but, through friends, he became interested in sports cars and racing.

The next move for the Clan Simpson was to Canada and three years ago they took up residence in Richmond Hill. As a production engineer with DeHavilland Aircraft, Bill's interest in cars and motors increased by leaps and bounds.

Big Detroit wheeled cushions don't appeal too much to the Simpsons and it wasn't too long before they were the proud owners of a Triumph TR3.

And this is no ordinary Sprite. Everything that can be done to turn a very peppy production car into a wheeled bomb has been done. Special racing cams and what-have-you are now an integral part of the inner workings of the pint-sized motor.

Last year Bill was sent to the United Kingdom by DeHavilland Aircraft and in his spare time he learned a great deal about his favourite car.

All last winter the Sprite was torn down and rebuilt in the Simpson garage. Hours of T.L.C. (tender, loving care) were put into the tightening and fitting of each and every individual part.

When the racing season came along, the Simpsons and the family Sprite were off to the races — literally off to the races.

They raced at Greenacres near Goderich and on the Mosport Track when it was first opened. In the early stages the car was driven to the scene of each race, along highway and byway.

At full throttle the little Sprite turns over at 7500 R.P.M. which, roughly translated is awfully close to 105 M.P.H. Much too much car to drive on a shopping safari.

And just how does a housewife feel about a racing husband? Ella Simpson takes the whole business in her stride and really enjoys the races. When Bill goes to race, the Simpsons take a tent and all the equipment along and turn it into a holiday week-end.

All has not been a bed of roses in the Simpson racing career. You may recall a photograph which appeared in the large metropolitan dailies showing a sports car upside down at Mosport.

Along the way the Simpsons fell in with Dick Shelton of Shelton-Mansell Motors. Dick is a real racing fibert from away back and he and Bill Simpson formed a firm fast friendship.

Bill Simpson gives credit to Dick Shelton for passing on a host of driving tips that have made a better driver of him. He rates Shelton as one of the best Sprite drivers in the country and it was Shelton who piloted the Simpson car to a second place finish at Mosport.

Next year Shelton and Simpson plan to take the car to races in Quebec at the St. Eugene circuit and also hope to campaign in the United States.

A big meet is coming up at the Mosport circuit during the last weekend of September. A lot of Richmond Hill residents will be trekking east to watch the action and to cheer for their favourite car and driver when their race comes up.

Richmond Hill Zeros Eliminated By Alliston Boys In 4 Straight

The Alliston Athletics, sparked by the brilliant play of Bob and Larry Davidson, defeated the Zeros in four straight games. The fourth game was played on Friday of last week in Alliston with Alliston winning by a 10-8 score.

Third game of the series was played Wednesday night in Richmond Hill with Alliston winning by an 8-5 score. The Zeros just couldn't get untracked in the opening minutes of the game and Alliston scored six fast goals in the first ten minutes of the game.

HIGH SCHOOL SPORTS NEWS

Thornhill High School With 150 more pupils than expected, sports activities at Thornhill have been delayed somewhat as a bewildered staff attempts to cope with the influx.

With the enrollment close to the 1,000 mark, a host of players have turned out for junior football. Having all that talent to choose from is something of a problem and the juniors will remain an unknown quantity until the first game is played.

Bayview High School Junior and senior football teams are already hard at work at Bayview High School. Russ Snider has the juniors working every night and rumour has it that this will be a really tough junior team.

Richmond Hill High School Jim Sanderson and John Sanderson have the junior and senior football teams ready to knock heads and get down to some really serious work. The old mentor, Bill Babcock, is in the background ready to lend a hand if the need should arise.

Richmond Hill Indians Trounce East York 8-6

The Richmond Hill football Indians defeated East York 8-6 at Richmond Hill High School last Saturday. This was Billy Dunn's baptism as a quarterback and he proved to be a very competent pilot.

East York jumped into an early lead as they scored in the first quarter. The convert attempt was no good and the east end team led 6-0 at the end of the quarter.

The versatile Billy Dunn scored the first Indian point by hoofing a 40 yard single early in the second quarter. Late in the quarter Dunn hit John Morgan with a long pass from the Richmond Hill 40 yard line and Morgan scampered to pay dirt territory for the TD. The conversion attempt failed.

A field goal attempt in the third quarter was wide but the Indians picked up a single point as the East York ball carrier was dropped behind the goal line. Neither team got another scoring opportunity and the game was confined to action between the 25 yard lines.

John Favery took over the QB duties as Dunn was slightly injured in the third quarter. Favery ran the club as if he owned it and moved them well. Surprise of the game was the tremendous kicking of Billy Dunn. He was booming out punts that kept the pressure of the Indians.

On one punt the speedy Dunn kicked, was able to get downfield fast and dropped the punt receiver in his tracks. Rickie Charles was running hard from the fullback slot and the defensive play of Lew Snook earned the respect of East York ball carriers.

Courts are getting a big play in the evening under the lights and on weekends they are a hive of activity. An ambitious program calls for inter club matches next season with exhibition games for good measure.

Every Race A Challenge - But Safety Factor Is High Stock Car Racing Captures Body And Soul



At Pinecrest Speedway this year, by the end of September, some 100,000 adults of all shapes, sizes and ages will have plunked down \$1.25 each for the sheer, unrestrained joy of watching upwards of 25 stock car drivers at a time match strength, skill, endurance and coolheadedness in various events each Saturday night in the banked, oval-shaped quartermile track, considered the fastest of its kind in Canada.

Local Ace It's a matter of pride to local and district fans that Richmond Hill's ace driver, lean, 31-year-old Dave Stephenson of the well-known construction firm of that name, has been a consistent winner both at Pinecrest and at Ottawa's speedway.

Money-wise, in ten nights of racing at Ottawa he picked up \$3,200 by winning eight of ten features. At Pinecrest he has pocketed some \$1,000. So far his combined winnings have paid for his car, not counting a motor he blew out at Pinecrest two Saturdays ago. His feature win at Pinecrest on September 2 was his second this season on that track.

Dave, president of the Canadian Modified Stock Car Association, organized for the purpose of bettering safety regulations at Pinecrest, says the organization lists 35 drivers who work that track. He has been engaged at the sport six years, ever since the night in 1955 when, a total beginner, he "tore a car all to pieces" on the Kitchener speedway.

Driver Moe Acreman, 35, of Headford, agrees. "A fellow is well protected with his safety belt, helmet and roll-bars of the specially constructed vehicles. I've gone over a three-foot wall, car and all, at Pinecrest, without more than a few scratches and a sense of frustration, anger and humiliation." Moe, who says he has won only 11 races at Pinecrest up to September 26, says the three kids never equalate exhilaration with acceleration. "You haven't lived until you've handled a fully modified stock car," he insists, and, thoughtfully, "You know, the game grows on you like a disease."

A good stock car, he went on, has the fastest pickup of anything on wheels. Moe, a solid 220 pounds, mixes racing with auto wrecking (5,000 old cars since 1955) and also goes in for grain and beef cattle on 420 acres. He started racing two years ago. "If it wasn't for the

another year." Cecil Gray of 73 Benson Avenue, who is into his third year as a driver, and his wife Theresa are safety-conscious and worry-free. Even if there were more risks than do exist the thrill of the game would be given top priority. Cecil, 29, a carpenter by trade, employed by W. A. Stephenson & Sons, drives a \$2,000 stock car. Actually, that's what he laid out in hard cash when he built his model last year. Counting labour, it is worth considerably more. His wife and three children, including five-month old Bandy, never miss a race at Pinecrest. He is sponsored by an auto tire sales company from Toronto which supplies him with rubber in return for the advertising value involved.

"Slamming" Sammy Snider of Unionville, only 24, is the baby of the drivers in point of years but the father of them all in point of size. Sammy is six feet four, weighs about 180 pounds, strapped in his car and is one of the most popular racers in the district. Sammy drives a model owned and built by Bob Cunningham of Buttonville who spent an estimated \$2500 on the three-carburetor job. A consistent winner, he has already won four features at Pinecrest this year, took two last year and one the year before. Money-wise this year he has taken in some \$1000 counting his winnings on tracks other than Pinecrest. He started as a jalopy driver at age 18, raced that make of speed-bug two years at the Exhibition and then turned to stock cars. His wife Janet said she is quite used to her trucker husband's hobby and seldom misses a race.

Wives' Reaction The other three drivers are also married. How do their wives feel about the business? Moe's wife, Lorraine, never gets used to it but puts up with it, according to her husband. Jack's wife, Mary, says she never worries. She's as big a fan as anyone around and never misses a Saturday at Pinecrest. Dave's wife, Joyce, takes an interest in her husband's driving. She doesn't feel the sport is unduly risky.

Race Procedure To the uninitiated, competition procedure can seem pretty complicated. The first three heats are organized for slow, medium fast and fast cars respectively. Out of these three heats eleven cars qualify. Then there are the first and second consolation events for cars that do not qualify in the first three events. Eight cars are qualified in this manner. Winner of the last-chance event, for anything that can run that hasn't qualified in previous events, makes up the 20th car qualified and these twenty make up the feature.

In the feature, ten points are allowed the winner, worth \$100. Number two, with nine points, takes \$90 and so on down to number 10. The trophy dash, made up of the winners of the first three heats, yields a \$5 trophy. In the last chance event the first four winners get \$20, \$16, \$10 and \$5. There are four 'heat' race winners who get \$40, \$30, \$20 and \$10. Said Bill Rice laconically: "One can always pick up gas money."

The feature is a 24-lap, six-mile race, while the trophy dash has a distance of three quarters of a mile while each heat race is three miles, or 12 laps. Like Movies - For Adults There's a good reason for there being so few youngsters in this business. They start off as jalopy racers. Moe, Dave, Jack, Cecil, Sammy and Bill said the same thing, that it takes a bit of money to put together your own car, and few youngsters have this kind of cash. Like everything else these days, this hobby's costs are steadily rising and, say the drivers, it's almost essential to have a private income. However, as the sport increases in popularity it is expected that more sponsors will come forward, but at best it appears it will be restricted.

Better Be Good It's better to be good than lucky, if you drive stock cars, they say, but a bit of luck does help. As to speeds, you need to keep your wits about you because a stock car can zoom along at 110 miles an hour on the straightaway and will often hit the corners at close to a hundred, again depending on the type of track. At Pinecrest, corners are taken at anywhere from 50 to 70 miles an hour but it is almost impossible to work out a true average. A driver goes by feel rather than the speedometer. As a driver, you pay \$1 per meet into a benefit fund and this provides you with

\$2,000 insurance. Your car may use up a gallon of gas every two miles, or every three or four, again depending, this time on how many carburetors you use. At the end of the season \$2,500 will be divided among the season's ten top winners. Moe and Dave, Bill and Jack, Sammy and Cecil all hope to be in the charmed circle.

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