

CLAREMONT COMM. BOWLING LG.

Team Standings.
Ivan Booth 57 pts; Jean Bradshaw 55 pts; Dave Ferguson 51 pts; Roszell 51 pts; Lloyd MacGregor 43 pts; Ken Field 41 pts; Pat Lord 41 pts; Jack Bradshaw 39 pts; Marge Samarillo 38 pts.
Ladies High Scores
High average Agnes Ferguson 200; High triple (flat) Marge Samarillo 760; JOYCE NORRISH High single (flat) 324; High triple (hdep) 825; High single (hdep) 354.
Men High Scores
VIC BINELLI, High average 230; High triple (flat) 880; High single (flat) 388; JACK BRADSHAW High triple (hdep) 808; High single (hdep) 348.
Over 200
Al Roszell 292-235-217; Marge

Samarillo 291-246-210; Bruce Redshaw (sub) 283-203; Mel Norrish 279-231; Jo DeRusha 270; Joe Burrows 257; Dave Ferguson 252-216-200; Dorothy Field 251; Lillian MacGregor 246; Ivan Booth 245-238; Agnes Ferguson 244; Vic Binelli 243-216; Shirley Pilkey 239; Ken Field 237-221; Rene Rennie 235-235; Jean Booth 228-209; Charlie Killey 224-212-207; Cliff Wannop 223; Doreen Alexander 220; Marg Roszell 218th Lloyd MacGregor 216; Jack Bradshaw 216; Bill Rogers (sub) 213; Madeline McGuckin 212-209; Diane Redshaw (sub) 212; Jean Martin 211; Alvin Redshaw 208; Marie Chute 207.

Benjamin Franklin once said, "Doing an injury puts you before your enemy; revenging one makes you but even with him; forgiving one sets you above him."

Cedar Grove Motorcyclist Is Member of Hill-Climbing Club

They are called Perpendicular People. There are only fifty-five of them in North America and they are either the most daring sportsmen in the country or they are all quite mad. Of fifty-five Class A Hill Climbers only three are in Canada and of the three, we have one in Cedar Grove.

John Williams began as a motorcycle addict but the thrill of hillclimbing did not lure him until he was incapable of doing anything about it. Recovering from a broken leg in 1950, he read an article on slant shooting and the seed was planted. As soon as he was back on his feet, off came the fenders of his conventional machine and down into the mud he went. He saw his first hill climb in Kitchener. As John describes it, "weird looking machines were wheeled into the pits and when the first one fired up — that was it! My blood was just boiling. I couldn't wait to get on to a hill." He sold his road motor bike and began working on a hill climber and coping with the problems of the light, fast, nitro-burning machines.

Reluctantly, his father grew interested in the "weird machine" and one night, while helping John install a special sprocket, his father dropped dead beside him. The heart went out of motorcycling there and then for John and it was a long time before he even came back to a road cycle. By the time he and Marilyn were married he was ready for the road again and their honeymoon covered 2,000 miles of the U.S. on a bike.

When the urge to climb returned (as was inevitable) he got a Harley Davidson and began the study of a real hill climbing machine. The bike must be stripped to an absolute minimum of weight. There is no suspension, the pistons are aluminum. A factory motor weighing 365

pounds with 30 horsepower is cut to 250 pounds and built up to 85 horsepower. The weight to horsepower ratio is the all important factor in a hill climber.

Because hill climbers are built by their owners and every experiment and eccentricity of the machine is considered the result of mechanical genius, there is only one regulation a rider must abide by — the cubic inch displacement of the motor. Professional Class A, B division must have a 45 cubic inch displacement. After that — anything goes.

This rugged, thrilling sport is done only in the north eastern United States and is so popular that it draws from four to fifteen thousand fans whenever a meet is held. Nineteen to 21 hill climbs are held each summer and for the riders it can easily mean a drive of six hundred miles for a ten second chance to show off their machine and their skill. Hills range from three to six hundred feet with the average about 350 feet and the more perpendicular the better. With throttle full out the hill climber rides a little behind his motor. Reason? If the motor blows up he is just behind the flames.

And they can blow up. The fuel used in these fast little machines is highly volatile — a mixture of alcohol and nitromethane (about a 60-35 proportion) with acetone as a blender. The trick is to get exactly the right blend of fuel for the conditions of the hill, the machine, the weather and the altitude, then blast off. It is important to keep up a high speed on the 20-30 foot flat and, once on the hill, get the front wheel in the air to avoid bumps and hit the "kill button" at exactly the right split second. The kill button is a device on the handle to instantly kill the motor; hit too soon it will send the bike into a dip too late and she flips. The rider shifts his weight on the ma-

chine according to the steepness of the hill and the manoeuvres he wishes with his machine and this is one phase of the sport which requires experience and great skill. Bike and rider are a perfect team if all is going according to the books.

Since hill climbs inevitably occur in valleys, it is usually so hot for heavy clothing so a T-shirt is all a driver wears on the upper part of his body but the American Motorcyclist Association (which sanctions all events) specifies certain standards for the driver's safety. Leather pants, leather boots at least sixteen inches high are mandatory. Each driver gets three chances at the same hill at a meet and the best time is the one that counts. If a driver is far down the list, that hill is pretty chewed up by the time number three comes around.

The best year for John was his second. Out of twelve climbs he placed in all but two and won one. Hill climbing is a terrific spectator sport. From a screaming, roaring start at about 20 feet of flat to an ascent often steeper than 70 degrees and many a hill has never been conquered — that is, no-one has gone over the top. Fans are not really out for blood at a hill climb but they like to see a good tumble or a flip. The biggest hand John ever got is recorded here in his own words and certainly gives all the flavour and thrill of this rare and rugged sport: "It was at East Palestine Ohio. I went up the hill the first two tries and couldn't get over one ridge. I kept slipping all the time. So on the last ride, I wound her up and took off from the pit and got too much traction — the front end came up. I was made. I said you son-of-a-gun, you're going up anyway so I didn't grab the button. I should have grabbed the button and brought her down and let her go straight but I was going wide open or not at all! I came to the hill and as I came to the hill it just kept going, front wheel in the air, and I was off course. I hit the edge of the hill and headed for a bit of tree so I throw her and she comes over and I came to this darn ridge again. It was rock — shale rock that comes out in ledges — slippery as the day wears on. I hit the button and the back wheel, with the tire chain catching on the rock made the bike just bang! bang! bang! just jumping on this rock. Finally she started to come right over so I grabbed the button and the bike swung right around on the hill and fell against the hill and I hung on to the thing. Well, being on the shale, she started to slip and the wheels dug in and she threw me. I hit the hill and started to roll and all I could see was the machine coming bang-bang-bang, end over end, right down behind me and the further we got down the hill the steeper it got. It would hit, go out, turn a somersault and hit the hill behind me and being heavier it started to catch up with me. The hill was so steep I couldn't stand up so I thought by jing, get rolling. I rolled and rolled until I started to roll sideways. — I couldn't get out of the path of that machine. And that machine chased me 85 feet down the hill. "When it took the last turn all I could hear was the crowd screaming. I lay there and flat-faced myself against the side of the hill. One last somersault and down it went and I heard errrack... and the front wheel was up beside the motor and the handle bars twisted right off... but I was not badly injured."

What is the fascination of this sport? It's hard to say. But when the first meet comes up this spring on May 16th at Newry, Pennsylvania, John Williams and his Harley will be there trying to master a hill that no-one yet has mastered. And on Thanksgiving there will be a Hill Climb in Canada, at Kitchener.

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Fruit Tree Pruning

The pruning of fruit trees should be carried out in early spring, say horticulturists with the Ontario Department of Agriculture. If the trees are pruned during mild weather, wounds heal quickly, thus reducing the danger of damage from infection and from drying tissues.

Suitable tools include pruning shears for small branches and a narrow-bladed, pruning saw for large branches. Make sure these tools are sharp and well set. With such tools, flush

cuts which heal quickly can be made.

Bearing trees should be pruned very lightly. Remove only narrow-angled limbs, dead or weak wood, lateral branches running into the center of the tree, crossing and interfering branches, including those hanging down or growing up through the tree.

If possible, complete pruning before the sap runs and the buds swell since, at this time, injury to bark and buds can easily occur. However, pruning can be successfully carried out until blossom time. When prun-

ing, avoid walking on the limbs.

Rags were the only material used in making papers and it was not until 1865 before wood with sodium sulphite came into general use.

An elderly farmer wrote to a mail order house as follows: "Please send me one of the gasoline engines you show on page 787, and if it's any good, I'll send you a cheque." In time he received the following reply: "Please send cheque, if it's any good, we'll send the engine."

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