



Mr. and Mrs. G. L. Radford of Route 5, Murphy will celebrate their 50th wedding anniversary November 14th

Mr. and Mrs. Radford have nine children, eight living. Seventeen grandchildren and six great grandchildren.



### Lovett-Gibbs Vows Made In Atlanta

Mr. and Mrs. James C. Lovett of Waynesboro, Ga., announce the marriage of their daughter, Rosetta, to Edward Mason Gibbs, son of Mrs. Margaret Anderson Gibbs of

Murphy. The double ring ceremony was held November the fourth at Peachtree Road Methodist Church. The Rev. Ewell H. Blackburn officiated. Music was provided by John Dressler and Tom Roberts, who sang the "Wedding March" and "One Hand, One Heart."

The bride is the granddaughter of Mrs. Gilbert A. Ward, Sr. of Waynesboro, Ga. Mr. Gibbs is the grandson of Mrs. J. Mason Anderson of Greenville, S. C.

Mrs. Jane Cook, maid of honor, chose a dress of cherry fashioned with an empire waistline from which the skirt fell full length to the floor. She wore a small illusion veil hat.

Jim H. Gibbs Jr. of Atlanta was his brother's best man. Ushers were Mr. Richard Dixon Roberts of Atlanta and Mr. William C. Godbee, Jr. of Athens, Georgia.

The bride wore a semi-fitted coat gown of deep ivory peau de soie fashioned with a deep border of alencon lace at the hemline. The empire bodice featured a scooped neckline and elbow sleeves of peau de soie and lace.

The shoulder length mantilla veil was of ivory chantilly lace dropped over a pearl pill box hat. The bridal flowers were white orchids and sweetheart roses mounted on a white Bible.

The reception, in decor of pink and white, was at Peachtree Road Methodist Church. Kathy Lovett of Augusta kept the bride's book and Mrs. Jack Coates of Atlanta, and Mrs. Woodrow Houston of Statesboro, Ga. served.

After the wedding trip, the newlyweds will make their home in Atlanta.

### Racing With Red

By: Red Schuyler

In the final racing event of the season at Tri-County Speedway Bobby Brothers took home the biggest part of the prize money. Brothers was first place finisher in the feature event. His part of the purse was \$150.00. Randel Jackson and Curtis Long were second and third in this same event. Their afternoon's work netted them \$100. and \$50. respectively. In the next to the feature event, Rex Ledford won \$100., Roger Ber-rong, \$50. and Doyle Desoon \$25. In the first event the winners were Jim Sherrill, Kenneth Olive and Dr. Harry Mauney.

In closing out the races for this year, Jack Wimpey and associates said that they would like to thank the public for their patronage and all the other participants that made this the first year of stock car racing in this area such a tremendous success. Wimpey also stated that during the winter and spring while the track is closed a lot of changes will be made both for the drivers and spectators. The drivers and owners of cars will welcome the news that the track is to be widened and lengthened giving the cars more room to pass in the straights and curves. A new and more convenient pit entrance will be made, plus possibly a private entrance for all the racing cars. Some of the spectators that had to find standing room only will welcome the news that more permanent type bleachers will be constructed as well as more rest rooms and possibly a concession stand on the back side of the track. More rest rooms are in the planning stage. A speedier entrance and exit from the premises will be built, plus more parking room. These are the changes that are in the planning stage and as many of these that can be taken care of between now and the opening next spring will be done. Wimpey also said more prize money would be given. During the off months, a set of rules will be drawn up and each and every driver and owner that participated this year will receive a copy in the mail. A copy of the new rules will be published in the area papers. Anyone planning on building a race car should get in touch with Jack Wimpey or any of the officials of the track and secure a set of rules before getting the car under construction.

Since this scribe was attending the Western 500 at Weaverville last Sunday, there's not too much that I can tell you about the racing at Tri-County Speedway. I heard that it was real cold and the attendance was off somewhat due to the weather conditions I have often said that racing fans were a bit different from most sports lovers. When you attend a football game you expect it to be cold. As a matter of fact it is a cold weather sport and you never give it a second thought. You just put on additional clothing and take off regardless of how cold the weather is. Stock car racing was born in the South where you have more warm months than you do cold ones. Some how it never gets too hot too have a race. I have attended races when it was so hot that I received a good sun burn on the face and arms. Saturday and Sunday in Weaverville was the coldest I have ever been at a race track. But even with the temperature in the upper thirties and with a forty mile an hour wind blowing, there were about 8000 other fans shivering and shaking for about five hours. Had not seven of the thirty members of the "CP" club (Catch Petty) still

been in at about midways of the race and three of these were three of the best (Allison, Pearson and Hutchinson) I am sure a lot of fans would have left a nd gone home. It was just that close all day long. The luckiest man of the day had to be Pearson. After all the front runners had made necessary pit stops under the green flag, on two occasions he kept going and was able to make these two pit stops under the caution flag losing very little time. The smartest man of the day had to be Max Ledbetter. Even though he came in 7 th., his net profit was probably more than the leaders. Max started off in the twenty ninth position and was running seventh at the finish. As most race drivers will tell you, "Its not where you start, but where you finish that counts". Those that were in attendance already know the strategy that Max used, but for the benefit of those that were not there and are wondering how he could finish ahead of such drivers as Darel Derringer, Cale Yarborough, Leroy Yarborough, Jim Paschal and many other big name drivers, I believe that he was just running to finish. Every time the fast cars made 5 laps, Max made 4 laps. If he wanted to smoke, he would just take a cigarette out of his pocket and light it and keep on running. As far as rushing in to the pits and rushing out, this made no difference to him. One time during a pit stop it took him five minutes to borrow a tire. Why he needed the tire, I'll never know, because I can't recall him blowing a tire. His tire wear could not have been much at the speed he was running. At one time under the caution flag, the pace car almost lapped him. How many cars that passed him during the 398 laps that he ran would be hard to say, but I am sure that he saw the rear of the same cars many times throughout the day. But when it was all over Max picked up \$850.00 for driving 185 miles, that figures a little over \$3.50 per mile. Not bad for a Sunday afternoon drive.

After the race Max said that all he wanted to do was finish. His son asked him after the race "why did you drive so slow"? Max replied "It's hard to make any speed on a flat tire".

The race wound up the 1967 Nascar season with Richard Petty setting records that may never be broken. With the exhaust roar of racing for 1967 in the books now, the focus of the motorsports world is now being directed to the middle Georgia Raceway which will host the first NASCAR grand national event for the 1968 season on this Sunday, November 12th. The raceway is located near Macon Ga. It will be a 250 mile event around a half mile oval.

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# GOOD FOOD VALUES

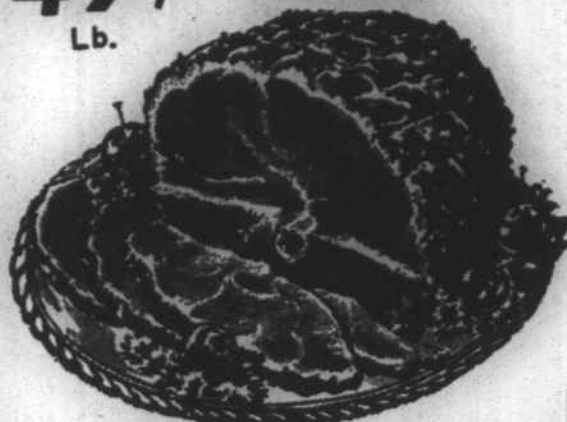


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