DARING LEAVES 'EM TRAILING... Beats Out Seven Of The World's Fastest Pilots In Cartwright Cup Classic

By L. WING
Staff Correspondent

Once again Johnny "Little Joe" Daring showed us he's America's fastest pilot and favorite hero of the public. He won the Cartwright Cup, over the Benzon country competition in a Laid Superbition, with an average speed of 262.56 MPH, 1/2 Pylon, 100-Mile Course.

Almost Loses Race When Loses Count Of Laps

Says Geeboe "Tested His Pilot's Skills To The Utmost"

Ohio's First "Air-Born" Baby

By DAVEY DASH
Staff Correspondent

I was scared as the dinkins up there. The Geeboe's already claimed the life of one of the best pilots I know," he continued, referring to Rocky Royce's plane crash last year; "I had nothing left to hang on to. I'm going back to my desk job at Midwest Petroleum."

Always Loved a Good Fight

The Cartwright Cup champion reminisced about his love of flying and the challenges of a "good fight," saying, "Flying taught me how to take on challenges in early in his life, when he was an underdog, curvy-haired kid in Seattle. There he learned life's tough lessons by successfully finding his way in the bullies that tried to turn him into the neighborhood kid. Lucky for me my parents decided to move to Los Angeles," he recalled. "With some good advice, and lots of encouragement from a coach, I channeled my fighting habit into baseball."

In a surprise announcement last night, Cartwright Cup winner Johnny Daring said he was "finished with racing." The announcement came shortly before Daring left for his vacation in the Bahamas. In spite of the race concluded 20 minutes, the spectators sure got their money's worth. As each plane took off at 10-second intervals, the fans screamed its pilot's name in unison while the Beechcraft High School band played a rousing march.

It wasn't long before Daring became the favorite of the crowd. At first the assembled spectators could only gawk at the barrel-shaped Geeboe, whose reputation as an "air-born coffin" had made it an object of dread among seasoned fliers. But once Daring took the lead after rounding the third pylon, the fans began to cheer him loudly. Five minutes into the race a blond woman from Elgin, Illinois, fainted and had to be carried out of the stands by her children. During the fifth lap a Sandusky teenager dressed in a clown's suit and yelling "Johnny Johnny!" jumped out of the top of the grandstand and onto the flying field, yet walked away without a scratch.

As the crowds cheered, Daring's "flying pickle barrel" managed to lap every other plane in the field but his red and gold Geeboe...
KEEP THE AIR RACES IN BUCKEYE

FROM OUR EDITOR'S DESK

We hear talk from back East and elsewhere that the American Air Races have "outgrown" our little corner of Ohio. It seems that the "big money" in New York and elsewhere thinks the races should be held somewhere more glamorous—like Chicago, maybe, or even San Francisco. We don't agree, and we'd like to submit a few facts and opinions for the consideration of the big-money companies who decide such things as where Air Races should be held.

First of all, our skies are just as "glamorous" as anyplace else's—just as high, just as blue, and just as pretty. And it's the skies, after all, that really "play host" to the Air Races. Even with the occasional shower or two that tend to rumble through northeast Ohio at this time of year, we defy any locale to provide a more heavenly backdrop for those daring pilots and their racing machines streaking through the air.

We also guess that it's our lot, as it often is, to put in a word for tradition. Here in the heartland of this great nation, we cherish traditions, from family reunions to Christmas pageants—even American Air Races. And that's just the point. The A.A.R. has become a tradition here, linked with the name of Buckeye County not only for us natives but for all the millions of air speed devotees from coast to coast. Uproot the Races now—and who knows?—they might just be diminished somewhat, as traditions often are when folks try to transplant them.

We won't deny that the Races mean a lot to us here for plain old dollars-and-cents reasons too. Especially during these hard times, lots of the merchants in Buckeye and surrounding towns—Sandusky, Elyria, Perch Harbor and Point Erie, to name a few—count on the Races to give their businesses a badly needed shot in the arm every summer. The arrival of thousands of visitors, most with a little money to spend, means better times, if only for a week or so, for all of us natives.

In return, the people of Buckeye County offer the pilots, crews, American Air Race officials, and the many air racing enthusiasts who come here our heartfelt hospitality and our first-rate perch—and we say there's none better, of either commodity, east or west of the Mississippi.

LETTERS TO THE EDITOR

HURRAH FOR WOMEN Fliers

Dear Editor,

As an American woman and three-time winner of the Buckeye County Birdwomen 20-mile dash, I was simply appalled by your editorial on women fliers in which you wrote that "women should stay on the ground where they belong." I happen to know that your own wife is taking flying lessons on the sly and, if you don't watch out, you'll be left earth-bound yourself all by your lonesome.

Your neighbor,
Mrs. Grace Flach
Buckeye

P.S. Please take your garbage piles inside after theirmen do their rounds. Also, that dog of yours jumped over the fence again.

RACES ARE FOR RACING, NOT BETTING

Dear Editor,

While I was having my weekly haircut last Saturday, it came to my attention that a great many citizens of Buckeye, including several RESPECTED MEMBERS OF OUR COMMUNITY, are making bets on the American Air Races. Now, I have nothing against the air races. I'm a weekend pilot myself, and I enjoy the races as much as the next fellow. However, the races are for racing, not betting. If such sin and liveness is allowed to continue, what will become of us? Yet right here, in our community, I find a certain individual is "making book" on the races in a repeatable Main Street barbershop! And doing brisk business at it!

Regards,
Rev. Stanley Standish

ASK UNCLE AL

AVIATION FACTS AND PREDICTIONS

What is the right-of-way rule as it applies to balloons?

Because both hot air balloons and gas balloons are at the mercy of the winds, balloons have the right of way over other flying machines.

Who was the first woman to fly a plane across the English Channel?

A New York journalist named Harriet Quimby in 1919. She died in an airplane crash the following year.

What is the "Buddy Ballast" radio show?

One of the most popular shows on the air today. "Buddy Ballast" features a pilot who tells stories about famous air pilots and races of our time.

What is a "Junior Airport"?

"Junior Airports" are playgrounds set aside for the exclusive use of model airplane flyers. The first one was organized in California.

What city was called "the best location for seaplanes"?

Cleveland, Ohio, home to several A.A.R.s.

Which famous racing pilot flew with a pet dog?

Buck Keight logged over 30,000 miles with his pet dog "Arthus."

Buckeye Area
Junior Birdmen
Model Airplane Club
Western Reserve Room
(Room 203)
Friday, 7 p.m.

Buckeye Area
Junior Birdmen of Southeast Buckeye
Old North Street
Conference Room
(Room 204)
First National Bank of Buckeye
Friday, 7 p.m.

Buckeye Area
Aerowings Dance Marathon
Sponsored by Miss Bird’s Dance Studio
First National Bank of Buckeye
Saturday, 9 p.m.

All You Can Eat

Fish Fry
Salty Point Community Center
Next to Frank’s Fish Market
25 cents Adults
15 cents Children (under 13)

Special Home-Baked Pies
Pratt and Berry Pie
My Specialty
Miss Debbie Derby
F.D.R. 2 at Main
Highstown, Ohio

Johnny Daring Fan Club of Elyria
Meets every Saturday
2–4 p.m.
Elyria Town Hall

Buckeye County Community Calendar

SEPTEMBER 6, 1934

American Air Races Clean-up Committee
Buckeye Air Race Lobby
(Room 203)
Look for Fred and Doreen
Saturday, 8 a.m. sharp

Keep the A.A.R. in Buckeye Steering Committee
Meets every other Tuesday
7 p.m.
Flying Fans of All Ages
Welcome
Lake Erie Room
(Room 304)
First National Bank of Buckeye
Friday, 8 p.m.

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Serving Buckeye
and Its Neighbors
since 1857.

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Elnie Floats
Celia Irene
Nancy Wustignen
L. Wing

FLY-DECO AIRLINES
FAST, SAFE, ECONOMICAL
JOIN THE AGE OF FLIGHT
8 Hours to Chicago
10 Hours to New York

SPECIAL 14-STOP FLIGHT TO LOS ANGELES

Call DECO AIRLINES for fares and schedule.
In Buckeye: 2330
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In Parma: 313

Fare includes Continental breakfast, luncheon, high tea, both and drycleaning on all California flights.

DOG RACES AT ELM POINT

ENJOY DOG RACING AT ITS BEST.
RELAX ON LAKE ERIE’S SOUTH SHORE.
Every Night Except Wednesday and Sunday— Starts 9:00 PM
Special Opening Night Canine Parade and Fireworks
KENNEL CLUB MEMBERS FREE
General Admission 25 cents
No admission charge for pets—Parking 7 cents

JoHNnY DARING FAN Club of Elyria
Meets every Saturday
2-4 p.m.
Elyria Town Hall
LIEBLICH'S ELECTRICAL AIRDEVILS TO APPEAR

RUSTY LIEBLICH
Composer, Conductor, Inventor brings band to Buckeye.

Rusty Liebllich and his Electri-
cal AirDevils, the Ohio River Val-
ley's legendary jazz band, come to
Buckeye this weekend for a pair of
great appearances.

The popular orchestra, featuring
many electronically amplified instru-
ments designed by Lieblich, will
play in concert at the Lilac Park
Band Shell Friday evening, and
will be the featured attraction at the
Annual Dance Marathon to be
held at the First National Bank Sat-
urday night.

 Huck on live radio shows broad-
cast out of Chicago, Louisville and
many other major cities, the Air-
Devils scored their first hit with "I Fly High With You" in 1928. Among their other recent popular
songs are "Two Seekers" and "I'll Walk on a Wing for You, Dear!"
The band plays all of today's hits in addition to its own songs, all of
which are written by Lieblich, an accomplished composer and lyric-
cist as well as a musician and elec-
tronic tinkerer.

Friday's concert will begin at
8:00 p.m. Admission is free. For
the Dance Marathon, which begins
at 9:00 p.m., there's an admission
and contest entry fee of 75 cents;
spectators and casual dancers ac-
cepted for a donation of 30 cents.

Enjoy Fine Dining
In The Clouds

The Only Restaurant With A Bird's-Eye View Of Downtown Buckeye

No need to dream of... Scrumptious fresh Lake Erie perch on a bed of Ohio's own iceberg lettuce, locally grown peas, Potatoes Elyria, and "Johnny Appleseed" pie. This mouth-watering feast can De your forisir.

Why eat chipped beef sandwiches for the fourth day straight? Take a break. Treat yourself to a "meal in the clouds."

THE SKYLIGHT RESTAURANT

4 Euclid Avenue
Downtown Buckeye

GeeBees Weren't Meant Only For Flying

This GeeBees Also Keeps You Cool

Fans fill a serious need these hot September days. But why buy a fan that looks and acts like just another fan?

This dual-purpose electric motorized Gee-Bees Fan keeps you cool as only a fan can.

Lady Pilots Hold Their Own

Feminine Champs Fly High And Fast

"Tomboys Of The Air"

By Elise Floate

Buckeye Bulletin Feature Editor

In case you're one of those folks who thinks there's no such thing as a "lady flying pilot," just take a look up in the sky. Since 1929, when the American Air Race for Women in Santa Monica, Califor-
nia—nicknamed the "Powder Puff Derby"—proved that women are as
able to drive racing planes as their male counterparts, women have been setting records that even Car-
twright Cup winner Johnny Dunleavy calls "very impressive."

That first women's air race showed that women not only are serious flyers, but they also take all the
same risks as the fellows. Most of the spectators had never seen a lady fly an airplane, let alone race one.
And what some thought of as an entertaining aerial beauty contest ended up as a dramatic contest filled
with its share of tragedy. Who could forget Young New Yorker Laura Clark's pre-race announce-
ment that she had to drop out because of typhoid fever? Or the glamorous Flo Flapper, who, after

loosing her way, ended up in Mex-
ico, then crashed her plane into a
car. Or a disappointed Sissie Sall," who had to drop out after her plane hit a tractor? Perhaps it took the
death of one of the bravest of the flying angels—Edel Hall, whose body was found tangled in her parachute in the New Mexico Mountains—to convince the pub-
lic that women are not just "sweet
hearts of the air.'

"Much of this 'sweetheart' busi-
ness came from the fact that many
of us are married," explains the
happily married aviator Mrs. Mickey McShane, who started fly-
ing after leaving a position as a cos-
metics sales lady. "Look at Anne
Lincoln and Amelia Earhart, for
eample. The flying fables also rebel
against the nickname "tomboys of the
air." Recalls Mrs. McShane, "Dame Edith helped promote that
image. She told everyone at the
American Air Races that she had
erved in the Marines for two years
disguised as a man. Personally, I
didn't believe her," laughed the
blond-haired beauty.

Air Races

Highlights

(continued from page 1 — column 3)

Benson events, Miss Victory says her only regret is that she didn't
have a chance to race a GeeBees. Perhaps next year.

Sally Point Teacher

Almost Qualifies For
Carterwright Cup Race

In Smith Bros, Speed Dash

Yesterday's Smith Brothers Speed Dash, the qualifying race for the
Carterwright Cup Air Race, made all of us proud to be Ohioans.
When the announcement came over the loudspeaker that Tom
Turbin of neighboring Sally Point had missed qualifying for the race by
only five minutes, even the bespec-
tacled, handsome high school Eng-
lish teacher was surprised. "I spent
all summer learning how to fly," he said. "It was a lot more fun than
teaching grammar." His students are already calling him "Speedy Turbin."

World's Largest Doughnut

Takes Center Stage Away

From Highstone

"Doughnut" Tire Demonstration

Every year A.A. spectators look forward to the opening
ceremonies Highstone "Doughnut" tire demonstration, in which
200 beauty queens from all over Ohio roll out 200 Highstone air-
plane tires onto the playing field. This
t year's demonstration was cer-
tainly unique. Following the

Highstone "Doughnut," three
members of the Buckeye "Johnny
Daring Fan Club" carried a 75-
 pound sugar-glazed doughnut onto

the field "to wish him good luck." He
drew the doughnut baked on his
booster, Daring said, "That thing looks as dangerous as the GeeBees."

IF IT'S NOT FRESH

MY NAME ISN'T FRANK!

The best perch in the lake end up at Frank's
Fried, boiled, broiled, baked to
order or fresh from the lake.

VALVES MAKE THE DIFFERENCE

America's fastest pilots know it's the valves that make the difference.
In every airplane, engine and aircraft,
the difference between a coughing, stalling, choking engine and a
smooth, efficient engine is the difference.

CARTWRIGHT & CO.
52 Main Street
Buckeye

FLY LIKE A LADY

Appearance does count. Especially while flying an airplane.
Whether you're a novice learning to fly
or a pro who's racing in the
next Powder Puff Derby.
You'll want to look your best.
Don't be left wearing your
husband's old flight suit.

AVIATRIX CLOTHING OUR SPECIALTY
Daring Announces Early Retirement
(continued from page 1 - column 2)
matted his best girl, Josephine Harbour, and enlisted in the Army for aviation training. "I was hoping to see combat in France, but I ended up staying in the U.S. and teaching flying at Rockwell Field in San Diego. I knew it was a lot of fun, but I enjoyed the new training that was provided. As I was beginning my career, I decided to focus on teaching flying instead of actually going into combat."

Daring quickly earned a reputation as the most daring and reckless stunt flyer at the base. He was frequently in hot water. After cracking up "more than a few" aircraft, he was grounded for 10 weeks.

Discovers Racing Is 'Like Breathing'

Not one to be discouraged, Daring turned to cross-country races, determined to set new records. Although he didn't make it long, he flew with the Texaco team on Sept. 6, 1932, this cowboy of the air was born. The races made headlines, with Daring flying from San Diego to Florida in just 24 hours, as well as another record-breaking flight. During this period, he began experimenting with the idea of flying by "the blind." His "blind" plan called for using instruments only, which he began testing in mid-air. "We are learning to fly by the instruments," he explained. "We have no need to worry about publicizing our new aviation department. In St. Louis, we are entering air races all across the United States."

He got off on a bad start when he crashed up a new Lockheed Vega on his first day, but "Little John," as he soon came to be called, knew he had lost nothing. He then entered the "gloves" at Midwest December, which also gave him a chance to continue "liking racing."

First year's experience in Transcontinental gave him a first chance to test his skills in one of the A.R.C.'s "big" races. "I had planned to fly a Beech Travel Air Mystery and have it restored and redesigned myself, but then I crashed her on a test run. I just wanted to give up flying." The Benetton Wing when I remember Charlie Lambert. Lambert had won the "30 Cartwright Cup in the old Laidlair, which I believe to be the lightest as well as the fastest in the Gee Bee. The day I tested the flight was my birthday, I might say it was my day on earth," he recalled. "She was so full of bugs, I was about to give her up for scrap." During the test run, he discovered that the plane was not as fast as he had expected. He then used the Benetton as a base for the Gee Bee, which was the fastest in the world and set a new speed record. He used the Benetton as a base for the Gee Bee, which was the fastest in the world and set a new speed record.

1934 Cartwright Cup Race Results

Place NAME PLANE AVE MPH PRIZE
1st J. Daring Gee Bee R2 252.4 $600
2nd H. Raug Motorette 249.7 $500
3rd B. Daring Gee Bee R2 233.4 $150
4th H. Raug Motorette 221.8 $500
5th R. Daring Gee Bee R2 222.0 $500
6th C. Lambert Karp-Z 213.7 $150
7th B. Daring Speedy-Z 191.0 $100

4th place finisher R. Daring, 233.4 mph, one of the fastest in the world. He is the first pilot to use the Gee Bee R2, which was the fastest in the world and set a new speed record.

You don't have to be a licensed pilot to fly a Gee Bee. All you need is a love of flying, a yen for adventure, and guts.

New or rebuilt planes to your specs.

DANVILLE BROTHERS AIRCRAFT
1000 Third Street
Springfield, Massachusetts

Congratulations
Sandy Dusky
First-Place Winner Apple Tart Bakeoff
Buckeye County Fair

From your friends at the First National Bank of Buckeye

Gee Bee Air Rally Instructions Revealed

Flocking to Buckeye from all over the world, flyers of all ages, amateurs and pros alike, anyone and everyone who dreams to race the legendary Gee Bee, are lining up to test their skills and win in what Johnny "Little John" Daring has called "the air racing competition of the century." The clock is ticking faster, each minute a pilot strays off course, and while it’s possible to survive a midair mishap and resume racing, most collisions eat up so much valuable time that completing the course in regulation time becomes very difficult.

Pilots normally advance from one course to another, and from one level to another, only if they successfully complete the last course or level.

To quit at any time, press CTRL and Q at the same time. To reset the game at any time, press CTRL and Q. To pause, press the ESC key.

To remove the game, press CTRL and Q at the same time. To resume the game at any time, press CTRL and Q.

If you fail a second time, you have a chance to record your cumulative score on the TOP 25 players board (see "Scoring", below).

Scoring

Except during the special balloon-popping events, you score points for completing the race as fast as possible. The more advanced the level at which you’re racing, the more points you score per unit of distance.

At the end of each race you complete, you also receive bonus points for completing the course as fast as possible. The more advanced the level at which you complete the course, the more points you score per unit of distance.

During the balloon-popping events, you must pop a certain number of balloons before they begin accumulating points. The number of balloons you must pop is indicated on the balloon popper. Failure to pop the required number, then your score is deducted. You then begin counting points for popping additional balloons. You must complete the course in the allotted time. The TOP 25 finishers receive balloons, which you may add to your top 25-15 score. (For Gee Bee Air Rally, type in your name and press the F3 key on the Commodore-64 or CTR or C for the Amiga.)

Gee Bee Air Rally was created by Steve Cartwright, Commodore 64 version designed by Steve Cartwright. Amiga version designed by Gene Smith. Graphics by Mike Nowak. Music and Commodore 64 version sound by Russell Lieblich. Special thanks to Kelly Zinak and Keith Orr. Printed by Ford Adams.

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